

PLANNING COMMISSION AGENDA
November 3, 2021
CITY COUNCIL CHAMBERS
6:30 p.m.
50 Natoma Street
Folsom, California 95630

Pursuant to Assembly Bill 361 and the Governor's proclamation of a State of Emergency due to the coronavirus (COVID-19) public health emergency, the Folsom Planning Commission, staff, and members of the public may participate in this meeting via teleconference.

Members of the public wishing to participate in this meeting via teleconference may email kmullett@folsom.ca.us no later than thirty minutes before the meeting to obtain call-in information. Each meeting may have different call-in information. Verbal comments via teleconference must adhere to the principles of the three-minute speaking time permitted for in-person public comment at Planning Commission meetings.

CALL TO ORDER PLANNING COMMISSION: Vice Chair Eileen Reynolds, Daniel West, Kevin Duetel, Bill Miklos, Ralph Peña, Barbara Leary, Chair Justin Raitel

Any documents produced by the City and distributed to the Planning Commission regarding any item on this agenda will be made available at the Community Development Counter at City Hall located at 50 Natoma Street, Folsom, California and at the table to the left as you enter the Council Chambers. The meeting is available to view via webcast on the City's website the day after the meeting.

PLEDGE OF ALLEGIANCE

CITIZEN COMMUNICATION: The Planning Commission welcomes and encourages participation in City Planning Commission meetings, and will allow up to five minutes for expression on a non-agenda item. Matters under the jurisdiction of the Commission, and not on the posted agenda, may be addressed by the general public; however, California law prohibits the Commission from taking action on any matter which is not on the posted agenda unless it is determined to be an emergency by the Commission.

MINUTES

The minutes of October 6, 2021 will be presented for approval.

PUBLIC HEARING

1. PN 21-142, 7635 Baldwin Dam Road Tentative Parcel Map and Determination that the Project is Exempt from CEQA

A Public Hearing to consider a request from Craig Whelan for approval of a Tentative Parcel Map to subdivide two existing parcels totaling 4.48-acres into four individual parcels for future sale and development. The zoning classification for the site is R-1-L A, while the General Plan land-use designation is SF. The project is exempt from

environmental review under section 15315 (Minor Land Divisions) of the California Environmental Quality Act (CEQA) Guidelines. **(Project Planner: Steve Banks/Applicant: Craig Whelan)**

2. PN 21-233, Folsom Heights Vesting Tentative Subdivision Map Extension

A Public Hearing to consider a request from Elliott Homes, Inc. for approval of a three-year extension in time for the previously approved Small-Lot Vesting Tentative Subdivision Map associated with the Folsom Heights Subdivision project. The specific plan classifications for the site are SP-SF, SP-SFHD, SP-MLD, SP-GC, SP-P/QP, SP-OS1, and SP-OS2, while the General Plan land-use designations are SF, SFHD, MLD, GC, P-QP, and OS. An Addendum to the Folsom Plan Area Environmental Impact Report was previously approved for the Folsom Heights Subdivision project (PN 15-303) on July 11, 2017 in accordance with the California Environmental Quality Act (CEQA). **(Project Planner: Steve Banks/Applicant: Elliott Homes, Inc.)**

3. PN 21-234, Broadstone Estates Vesting Tentative Subdivision Map Extension

A Public Hearing to consider a request from Elliott Homes, Inc. for approval of a three-year extension in time for the previously approved Small-Lot Vesting Tentative Subdivision Map associated with the Broadstone Estates Subdivision project. The specific plan classifications for the site are SP-SF PD and SP-OS2, while the General Plan land-use designations are SF and OS. An Addendum to the Folsom Plan Area Environmental Impact Report was previously approved for the Broadstone Estates Subdivision project (PN 15-308) on June 28, 2016 in accordance with the California Environmental Quality Act (CEQA). **(Project Planner: Steve Banks/Applicant: Elliott Homes, Inc.)**

NEW BUSINESS

4. PN 21-204, Mangini Ranch Phase 2 Village 1 Subdivision Residential Design Review

A Public Meeting to consider a request from Tri-Pointe Homes for approval of a Design Review application for 88 single-family residential units for the Mangini Ranch Phase 2 Village 1 Subdivision. The zoning classification for the site is SP-SFHD (PD), while the General Plan land-use designation is SFHD. The project was previously determined to be exempt from the California Environmental Quality Act in accordance with Government Code section 65457 and section 15182 of the CEQA Guidelines. **(Project Planner: Josh Kinkade/Applicant: Tri-Pointe Homes)**

5. PN 21-205, Mangini Ranch Phase 2 Village 2 Subdivision Residential Design Review

A Public Meeting to consider a request from Tri-Pointe Homes for approval of a Design Review application for 74 single-family residential units for the Mangini Ranch Phase 2 Village 2 Subdivision. The zoning classification for the site is SP-SFHD (PD), while the General Plan land-use designation is SFHD. The project was previously determined to be exempt from the California Environmental Quality Act in accordance with Government Code section 65457 and section 15182 of the CEQA Guidelines. **(Project Planner: Josh Kinkade/Applicant: Tri-Pointe Homes)**

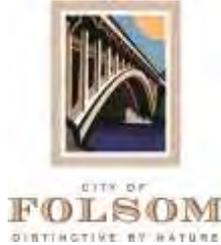
PLANNING COMMISSION / PLANNING MANAGER REPORT

The next Planning Commission meeting is scheduled for **November 17, 2021**. Additional non-public hearing items may be added to the agenda; any such additions will be posted on the bulletin board in the foyer at City Hall at least 72 hours prior to the meeting. Persons having questions on any of these items can visit the Community Development Department during normal business hours (8:00 a.m. to 5:00 p.m.) at City Hall, 2nd Floor, 50 Natoma Street, Folsom, California, prior to the meeting. The phone number is (916) 461-6231 and FAX number is (916) 355-7274.

In compliance with the Americans with Disabilities Act, if you are a disabled person and you need a disability-related modification or accommodation to participate in the meeting, please contact the Community Development Department at (916) 461-6231, (916) 355-7274 (fax) or kmullett@folsom.ca.us. Requests must be made as early as possible and at least two-full business days before the start of the meeting.

NOTICE REGARDING CHALLENGES TO DECISIONS

The appeal period for Planning Commission Action: Any appeal of a Planning Commission action must be filed, in writing with the City Clerk's Office no later than ten (10) days from the date of the action pursuant to Resolution No. 8081. Pursuant to all applicable laws and regulations, including without limitation, California Government Code Section 65009 and or California Public Resources Code Section 21177, if you wish to challenge in court any of the above decisions (regarding planning, zoning and/or environmental decisions), you may be limited to raising only those issues you or someone else raised at the public hearing(s) described in this notice/agenda, or in written correspondence delivered to the City at, or prior to, the public hearing



PLANNING COMMISSION MINUTES
October 6, 2021
CITY COUNCIL CHAMBERS
6:30 P.M.
50 Natoma Street
Folsom, CA 95630

CALL TO ORDER PLANNING COMMISSION: Daniel West, Kevin Duewel, Bill Miklos, Ralph Peña, Barbara Leary, Vice Chair Eileen Reynolds, Chair Justin Raithel

ABSENT: Raithel

CITIZEN COMMUNICATION: None

MINUTES: The minutes of September 1, 2021 were approved as submitted.

PUBLIC HEARING

1. PN 21-086 Small Lot Vesting Tentative Map, Minor Administrative Modifications, Planned Development Permit for Development Standard Deviations and Design Review, Proposed Street Names List, and Determination that the Project is Exempt from CEQA

A Public Hearing to consider a request for a Small Lot Vesting Tentative Subdivision Map, and two Minor Administrative Modifications to refine the land use boundary and transfer three residential units within the Folsom Plan Area to develop 115-single-family homes on a 26.92-acre site located within the Folsom Plan Area Specific Plan at the southwest corner of Savannah Parkway and Mangini Parkway (APNS: 072-0070-039, 072-3390-003, -004 and -013). A Planned Development Permit is proposed to deviate from the MLD Development Standards and design review. The site is designated Multi-Family Low Density in the General Plan and Folsom Plan Area Specific Plan. The Applicant is also proposing street names for the Mangini Ranch 1C Subdivisions. The project is exempt from the California Environmental Quality Act in accordance with Government Code Section 65457 and section 15182 of the CEQA Guidelines. **(Project Planner: Kathy Pease, Contract Planner/Applicant: Tri Point Homes)**

COMMISSIONER WEST MOVED TO RECOMMEND THAT THE CITY COUNCIL:

- APPROVE THE CEQA EXEMPTION FOR THE PROPOSED PROJECT PURSUANT TO CEQA GUIDELINES SECTION 15182(C)
- APPROVE A SMALL-LOT VESTING TENTATIVE SUBDIVISION MAP CREATING 115 SINGLE-FAMILY RESIDENTIAL LOTS AND TEN LETTERED LANDSCAPE LOTS
- APPROVE A MINOR ADMINISTRATIVE MODIFICATION TO REALLOCATE THREE RESIDENTIAL UNITS WITHIN THE FPASP AREA FROM PARCEL 73 TO PARCEL 115
- APPROVE A MINOR ADMINISTRATIVE MODIFICATION TO REFINE PARCEL BOUNDARY

- APPROVE THE PLANNED DEVELOPMENT PERMIT, DEVELOPMENT STANDARD DEVIATIONS AND DESIGN REVIEW OF THE APPLICANT'S MASTER PLAN RESIDENTIAL DESIGNS
- AND APPROVE THE STREET NAMES

THESE APPROVALS ARE SUBJECT TO THE FINDINGS (FINDINGS A-CC) AND THE CONDITIONS OF APPROVAL (CONDITIONS 1-53) WITH MODIFICATION TO CONDITION NO. 38 SUBSECTION B TO ADD:

"38 B. A six-foot concrete pedestrian path shall be provided at the end of Court "A" to provide access to the Class 1 trail located in the open space to the north (Lot K.) **A six-foot wide concrete pedestrian path shall be provided on the west end of Street B to provide access to the Class 1 trail located in the open space to the west (Lot I).**"

AND AMENDMENT TO CONDITION NO. 1 TO "update attachment no. 3 – Residential Schematic Design pages A2.2, A2.3 and A2.4 to reflect the window configuration shown in A2.1."

COMMISSIONER LEARY SECONDED THE MOTION WHICH CARRIED THE FOLLOWING VOTE:

AYES: WEST, DUEWEL, MIKLOS, PEÑA, LEARY, REYNOLDS
 NOES: NONE
 ABSTAINED: NONE
 ABSENT: RAITHEL

NEW BUSINESS

2. PN 21-160, Russell Ranch Design Guidelines Modification and Phase 3 and Phase 2 Village 3 Residential Design Review

A Public Meeting to consider a request from Lennar Homes of California for approval of a Design Review application for 226 single-family residential units for the Russell Ranch Village 3 project and 79 single-family residential units for the Russell Ranch Phase 2 Village 3 project as well as a modification of the Russell Ranch Design Guidelines. The project is located at the east corner of Placerville Road and US Highway 50 and west corner of White Rock Road and Prairie City Road within the Russell Ranch Subdivision of the Folsom Plan Area. The zoning classifications for the site are SP-SF and SP-SFHD, while the General Plan land-use designations are SF and SFHD. An Environmental Impact Report has previously been certified for the Russell Ranch Subdivision project on May 15, 2015 by the City Council in accordance with the requirements of the California Environmental Quality Act (CEQA) and the CEQA Guidelines. **(Project Planner: Josh Kinkade/Applicant: Lennar Homes of California)**

COMMISSIONER LEARY MOVED TO APPROVE A RESIDENTIAL DESIGN REVIEW APPLICATION FOR 226 SINGLE-FAMILY RESIDENTIAL UNITS FOR THE RUSSELL RANCH VILLAGE 3 PROJECT AND 79 SINGLE-FAMILY RESIDENTIAL UNITS FOR THE RUSSELL RANCH PHASE 2 VILLAGE 3 PROJECT AS ILLUSTRATED ON ATTACHMENTS 5 THROUGH 7, AS WELL AS A MODIFICATION OF THE RUSSELL RANCH DESIGN GUIDELINES AS ILLUSTRATED ON ATTACHMENT 9 (PN 21-160), SUBJECT TO THE FINDINGS (FINDINGS A-L) AND CONDITIONS OF APPROVAL (CONDITIONS 1-14) ATTACHED TO THE REPORT.

COMMISSIONER MIKLOS SECONDED THE MOTION WHICH CARRIED THE FOLLOWING VOTE:

AYES: WEST, DUEWEL, MIKLOS, PEÑA, LEARY, REYNOLDS
 NOES: NONE
 ABSTAINED: NONE
 ABSENT: RAITHEL

3. PN 21-199, Folsom Lake Hyundai Remodel Commercial Design Review, and Determination that the Project is Exempt from CEQA

A Public Meeting to consider a request from Direct Point Advisors for approval of a Commercial Design Review application for remodeling of the existing Folsom Lake Hyundai auto dealership located at 12530 Auto Mall Circle. The zoning classification for the site is C-3 (PD), while the General Plan land-use designation is CA. The project is exempt from the California Environmental Quality Act in accordance with Section 15301 of the CEQA Guidelines. **(Project Planner: Josh Kinkade/Applicant: Direct Point Advisors)**

COMMISSIONER DUEWEL MOVED TO APPROVE COMMERCIAL DESIGN REVIEW FOR A REMODEL OF THE EXISTING FOLSOM LAKE HYUNDAI AUTO DEALERSHIP LOCATED AT 12530 AUTO MALL CIRCLE (PN 21-199), AS ILLUSTRATED ON ATTACHMENTS 5 AND 6, WITH THE FINDINGS (FINDINGS A-H) AND THE CONDITIONS OF APPROVAL (CONDITIONS 1-14) INCLUDED AS ATTACHMENT 3 TO THIS REPORT.

COMMISSIONER LEARY SECONDED THE MOTION WHICH CARRIED THE FOLLOWING VOTE:

AYES: WEST, DUEWEL, MIKLOS, PEÑA, LEARY, REYNOLDS
NOES: NONE
ABSTAINED: NONE
ABSENT: RAITHEL

PLANNING COMMISSION / PLANNING MANAGER REPORT

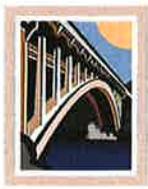
The next regularly scheduled Planning Commission meeting is tentatively scheduled for November 3, 2021.

RESPECTFULLY SUBMITTED,

Kelly Mullett, ADMINISTRATIVE ASSISTANT

APPROVED:

Justin Raithel, CHAIR



CITY OF
FOLSOM
DISTINCTIVE BY NATURE

AGENDA ITEM NO. 1
Type: Public Hearing
Date: November 3, 2021

Planning Commission Staff Report

50 Natoma Street, Council Chambers
Folsom, CA 95630

Project: 7635 Baldwin Dam Road Tentative Parcel Map
File #: PN 21-142
Request: Tentative Parcel Map
Location: The project site is situated on two separate parcels located on the east side of Baldwin Dam Road, slightly south of the intersection of Baldwin Dam Road and Mosswood Circle
Staff Contact: Steve Banks, Principal Planner, 916-461-6207
sbanks@folsom.ca.us

Property Owner/Applicant

Name: Craig Whelan
Address: 7635 Baldwin Dam Road
Folsom, CA 95630

Recommendation: Conduct a public hearing and upon conclusion recommend approval of a Tentative Parcel Map for the 7635 Baldwin Dam Road Tentative Parcel Map project, subject to the findings (Findings A-K) and conditions of approval (Conditions 1-28) attached to this report.

Project Summary: The proposed project is a Tentative Parcel Map to subdivide two existing parcels (totaling 4.48-acres) located at 7635 Baldwin Dam Road into four individual parcels for future sale and development. Proposed Parcel 1, which is 1.54-acres in size, includes an existing 2,320-square-foot single-family residence, a detached garage, a detached barn, and an outdoor swimming pool. Proposed Parcels 2-4, which range from 0.87-acres to 1.29-acres in size respectively, are intended to be sold for future development of single-family residences. Access to Parcel 1 is provided by an existing driveway, while access to Parcels 2-4 will be provided by a new 24-foot-wide private drive that includes a bridge crossing over Hinkle Creek.



CITY OF
FOLSOM
DISTINCTIVE BY NATURE

AGENDA ITEM NO. 1
Type: Public Hearing
Date: November 3, 2021

Table of Contents:

- Attachment 1 - Background and Setting
- Attachment 2 - Project Description
- Attachment 3 - Analysis
- Attachment 4 - Conditions of Approval
- Attachment 5 - Vicinity Map
- Attachment 6 - Tentative Parcel Map, dated June 11, 2021
- Attachment 7 - Preliminary Utility, Grading, and Drainage Plan, dated June 11, 2021
- Attachment 8 - Preliminary Slope Analysis, dated June 11, 2021
- Attachment 9 - Preliminary Bridge Profile and Details, dated June 11, 2021
- Attachment 10 - Preliminary Arborist Report, dated March 16, 2021
- Attachment 11 - Preliminary Tree Inventory, dated June 11, 2021
- Attachment 12 - Site Photographs

Submitted,

PAM JOHNS
Community Development Director

ATTACHMENT 1 BACKGROUND AND SETTING

Background:

On March 20, 2014, the City received a Preliminary Project Review Application from Craig Whelan for potential development of a 15-unit single-family residential subdivision on a 4.48-acre site located at 7635 Baldwin Dam Road. On April 23, 2014, the City provided the applicant with comments regarding the proposed subdivision including guidance with respect to required entitlements, site access, grading, drainage, utilities, and tree preservation. The applicant ultimately decided not to move forward with submittal of a formal development application for the 15-unit subdivision.

On September 16, 2014, the City received another Preliminary Project Review Application from Craig Whelan for potential development of a 13-unit single-family residential subdivision on a 5.79-acre site located at 7635 Baldwin Dam Road. On October 8, 2014, the City provided the applicant with comments regarding the proposed subdivision including guidance with respect to required entitlements, site access, grading, drainage, utilities, and tree preservation. The applicant again decided not to move forward with submittal of a formal development application for the 13-unit subdivision.

Setting

The 4.48-acre project site, which is comprised of two separate parcels, is currently developed with a 2,320-square-foot single-family residence, a detached garage, a detached barn, and an outdoor swimming pool. The undeveloped portion of the project site, which is bisected by Hinkle Creek, features gently sloping terrain covered with 161 trees. There are also 11 trees on adjacent properties with branches extending into the subject property. The 172 on-site and off-site trees include 88 Interior Live Oaks trees, 66 Blue Oaks trees, 5 California Buckeye trees, 4 Redwood trees, 1 Chinese Pistache tree, 1 Gray Pine tree, 1 Incense Cedar tree, 1 Live Oak Stump tree, 1 Lemon tree, 1 Ponderosa Pine tree, 1 Willow tree, 1 Southern Magnolia tree, and 1 Trident Maple tree.

The project site is bounded by single-family residential development (R-1-L A) to the north with Mosswood Circle beyond, single-family residential development (R-1-L A) to the south with Digger Pine Lane beyond, single-family residential development (R-1-M) to the east with Egloff Circle beyond, and Baldwin Dam Road to the west with single-family residential development (R-1-ML) beyond. An aerial photograph of the project site and surrounding land uses is shown in Figure 1 on the following page.

FIGURE 1: AERIAL PHOTOGRAPH (2018)



ATTACHMENT 2 PROJECT DESCRIPTION

The applicant, Craig Whelan, is requesting approval of a Tentative Parcel Map to subdivide two existing parcels totaling 4.48-acres into four individual parcels for future sale and development. Proposed Parcel 1, which is 1.54-acres in size, includes an existing 2,320-square-foot single-family residence, a detached garage, a detached barn, and an outdoor swimming pool. Proposed Parcels 2-4, which range from 0.87-acres to 1.29-acres in size respectively, are intended to be sold for future development of single-family residences and associated site improvements.

Access to Parcel 1 is provided by an existing driveway located on the east side of Baldwin Dam Road. Proposed access to Parcels 2-4 is provided by a new 24-foot-wide private drive located on the east side Baldwin Dam Road. A 16-foot-wide bridge crossing (14 feet for travel lanes) is proposed over Hinkle Creek to provide access to Parcels 2-4. Additional site improvements include the placement of utilities within a proposed 24-foot-wide access/utility easement located along the southern boundary of the subject property. It is important to note that an existing barn structure is proposed to be demolished to accommodate placement of the 24-foot-wide private drive.

There are a total of 172 trees on the project site or overhanging onto the project site from adjacent properties including 155 Oak trees. Construction of the 24-foot-wide private drive and associated utility improvements will result in removal of 7 trees, 5 of which are protected Oak trees. In addition, 3 other Oak trees may be impacted by construction of the private drive and associate improvements. To minimize potential impacts to Oak trees, the applicant has strategically created building envelopes for Parcels 2-4 which limit the physical area in which the future single-family residences and accessory structures (including swimming pools) may be located. The proposed Tentative Parcel Map, which includes the restrictive building envelopes, is shown on the following page.

**ATTACHMENT 3
 ANALYSIS**

The following sections provide an analysis of the applicant’s proposal. Staff’s analysis includes:

- A. General Plan and Zoning Consistency
- B. Tentative Parcel Map

A. General Plan and Zoning Consistency

General Plan and Zoning Consistency

The General Plan land use designation for the project site is SF (Single Family) and the zoning designation is R-1-L A (Residential, Single-Family Dwelling, Large Lot District with an Agricultural Overlay designation). The project is consistent with both the General Plan land use designation and the zoning designation for the site, as single-family residential development is identified as a permitted land use within the Folsom Municipal Code. The following table reflects the required and proposed development standards associated with the proposed project:

Development Standards Table 7635 Baldwin Dam Road Tentative Parcel Map							
	Minimum Lot Area	Minimum Lot Width	Maximum Lot Coverage	Front Yard Setback	Rear Yard Setback	Side Yard Setbacks	Maximum Building Height
R-1-L A Zoning District	14,500 s.f.	75 feet	30%	35 feet	15 feet	5 feet and 11 feet	35 feet
Parcel No. 1	67,181 s.f.	163 feet	6%	175 feet	70 feet	26 feet and 60 feet	25 feet
Parcel No. 2	37,758 s.f.	169 feet	TBD	TBD	TBD	TBD	TBD
Parcel No. 3	34,079 s.f.	165 feet	TBD	TBD	TBD	TBD	TBD
Parcel No. 4	56,205 s.f.	166 feet	TBD	TBD	TBD	TBD	TBD

As shown in the development standards table above, Parcel No. 1 (includes existing single-family residence and detached accessory structures) meets all development requirements set forth in Section 17.12 (Residential, Single-Family Dwelling, Large Lot District) of the Folsom Municipal Code. As shown in the development standards table, Parcel Nos. 2-4 meet the applicable development standards with respect to minimum lot size and minimum lot width. Future development of Parcel Nos. 2-4 with single-family residences requires approval of a Design Review Application by the Community Development Department. Through the Design Review process, City staff will verify that

the future single-family residences comply with all other applicable development standards including building setbacks, lot coverage, and building height. It is important to note that the Design Review Permit process provides residents and neighbors with the opportunity to provide comments and feedback on development of each of the subject parcels.

B. Tentative Parcel Map

As referenced earlier within this report, the applicant is requesting approval of a Tentative Parcel Map to subdivide two existing parcels totaling 4.48-acres into four individual parcels for future sale and development. Proposed Parcel 1, which is 1.54-acres in size, includes an existing 2,320-square-foot single-family residence, a detached garage, a detached barn, and an outdoor swimming pool. Proposed Parcels 2-4, which range from 0.87-acres to 1.29-acres in size respectively, are intended to be sold for future development of single-family residences and associated site improvements.

In reviewing the submitted Tentative Parcel Map (Attachment 6), staff considered a number of factors including conformance with development standards, consistency with surrounding residential lot sizes, provision of utility services, access and circulation, and tree preservation. With regard to the project's conformance with development standards, the development standards table on the previous page demonstrates that all four of the proposed parcels meet the applicable development standards or will be required to meet the applicable development standards (in the case of the three undeveloped parcels) established for the R-1-L zoning district. In relation to consistency with surrounding lot sizes, a survey of 38 single-family residential lots in the immediate project area revealed that the average lot size is 37,165 square feet. The lot sizes associated with the proposed project range from 34,079 square feet up to 67,181 square feet, which are similar to or greater than the average lot size for residential properties in the project area.

The project site is located in an urbanized area where access to necessary utilities including but not limited water, sewer, electricity, and natural gas is available. Proposed Parcel 1, which includes an existing single-family residence, is already served by existing utilities. In order to provide utility services to Parcels 2-4, the applicant is proposing to install new utilities within the 24-foot-wide access easement that extends from Baldwin Dam Road east to the rear of Parcel 2. Parcels 2-4 will individually connect to the utility services located within the 24-foot-wide access easement. Staff recommends that the owner/applicant dedicate a separate 15-foot-wide public water easement (within northern portion of the 24-foot-wide access easement) that extends from Baldwin Dam Road east to the location of the proposed water meters and fire hydrant adjacent to the bridge crossing. In addition, staff recommends that the owner/applicant dedicate a 12.5-foot-wide public utility easement for all underground public facilities (also within 24-foot-wide access easement) from Baldwin Dam Road east to the rear of Parcel 2. Condition No. 18 is included to reflect these requirements. Staff has determined that the proposed project includes adequate provisions for providing utility service to the four subject

parcels.

Access to Parcel 1 is provided by an existing driveway located on the east side of Baldwin Dam Road. Proposed access to Parcels 2-4 is provided by a new 24-foot-wide private drive located on the east side Baldwin Dam Road. A 16-foot-wide bridge crossing (14 feet for travel lanes) is proposed over Hinkle Creek to provide access to Parcels 2-4. Staff recommends that the owner/applicant record a reciprocal access agreement for joint use of the 24-foot-wide private road by owners of the subject parcels. Staff also recommends that the owner/applicant enter into a roadway maintenance agreement that states that the owners of the four subject parcels shall be responsible for ongoing maintenance of the proposed 24-foot-wide private drive and 16-foot-wide bridge crossing. Condition No. 19 is included to reflect these requirements.

As mentioned above, the proposed project includes construction of a 16-foot-wide bridge crossing over Hinkle Creek in order to provide access from Baldwin Dam Road to Parcels 2-4. Staff recommends that the final location and design of the 16-foot-wide bridge crossing be subject to review and approval by the Community Development Department and the Fire Department. In addition, staff recommends that the 16-foot-wide bridge crossing and associated abutments be located outside of the 100-year flood plain and that the bridge be positioned a minimum of 1-foot above the 100-year flood plain water level. Condition No. 17 is included to reflect these requirements.

An Arborist Report and Tree Inventory (Attachments 10 and 11) prepared for the proposed project found that there are a total of 172 trees on the project site or overhanging onto the project site from adjacent properties including 155 Oak trees. Construction of the 24-foot-wide private drive and associated utility improvements will result in removal of 7 trees, 5 of which are considered protected native Oak trees (oak trees measuring six inches in diameter or larger). In addition, there are 3 other protected Oak trees that may be impacted by construction of the private drive. To mitigate for the potential loss of the 8 protected oak trees, staff recommends that the following measures be implemented (Condition No. 25) in accordance with Chapter 12.16 of the Folsom Municipal Code (Tree Preservation):

- A Tree permit application containing an application form, arborist report, and Tree Protection and Mitigation Plan shall be submitted to the City of Folsom prior to commencement of any grading or site improvement activities. The Tree Protection and Mitigation Plan shall be prepared in collaboration with a qualified project arborist and shall be subject to review and approval by the Community Development Department. The Tree Protection and Mitigation Plan shall contain the contact information of the project arborist and shall be included in all associated plan sets for the project.

- The owner/applicant shall mitigate for the removal of protected trees through either the planting of replacement trees in accordance with Folsom Municipal Code 12.16.150, or through payment of an inch-for-inch replacement in-lieu fee, as set by City Council resolution.
- The owner/applicant shall retain the services of a qualified project arborist for the duration of the development project to oversee implementation of the Tree Protection and Mitigation Plan and monitor tree health. All regulated activities within the Tree Protection Zone (as that term is defined in Folsom Municipal Code 12.16.020) shall be performed under the supervision of the project arborist.
- A certification letter by the project arborist attesting compliance with these conditions shall be submitted to the Community Development Department prior to issuance of the first building permit for the subdivision.

In an effort to minimize potential impacts to Oak trees, the applicant has strategically created restrictive building envelopes for Parcels 2-4 which limit the physical building area in which the future single-family residences and accessory structures (including swimming pools) may be located. There are a total of 100 Oak trees located on Parcels 2-4, 48 of which are located within the proposed building envelopes and 52 of which are located outside the proposed building envelopes. To ensure preservation of the protected Oak trees on the project site, staff recommends that development of single-family residences and accessory structures (including swimming pools) on Parcels 2-4 be restricted to the building envelopes as shown on the Tentative Parcel Map, dated June 11, 2021 and recorded on the Parcel Map. In addition, a no-build restriction for the area outside the building envelopes established for Parcels 2-4 shall be recorded on the Parcel Map. Condition No. 20 is included to reflect these requirements.

As noted above, the applicant has created restrictive building envelopes on Parcels 2-4 in order to preserve Oak trees. The Folsom Municipal Code (FMC, Section 12.16.150 Mitigation Requirements) indicates that the applicant may be eligible to receive Tree Preservation Credit for the preservation of Oak trees located within the buildable area on Parcels 2-4. The buildable area is typically defined as the area of a parcel where buildings may be constructed excluding front, rear, and side yard setbacks as required by the zoning code. However, in this particular case, the applicant in coordination with City staff, has agreed to create more restrictive building envelopes for Parcels 2-4 which exceed the setback requirements established by the Folsom Municipal Code for the R-1-L A zoning district. As a result, staff recommends that the owner/applicant be eligible to receive Tree Preservation Credits for Oak Trees located outside of the traditional building setbacks established by the Folsom Municipal Code. In addition, staff recommends that the Tree Preservation Credits be limited to mitigate impacts associated with development of single-family residence and accessory structures (including swimming pools) situated within restrictive building envelopes established for Parcels 2-4. Condition No. 26 is included to reflect these requirements.

Development of single-family residences on Parcels 2-4 in the future will require Design Review Approval by the Community Development Department. As part of the Design Review process, the City will require the owner/applicant to show on a site plan all protected Oak trees and identify which Oak trees will be preserved and which Oak tree will be removed. The owner/applicant will then be conditioned to mitigate for the loss of protected Oak tree consistent with the requirements of the Tree Preservation Ordinance (FMC, Section 16.16.150 Mitigation Requirements).

ENVIRONMENTAL REVIEW

The subject property was not involved in a division of a larger parcel in the last two years nor does the property have an average slope greater than 20 percent. The property division is in conformance with the General Plan and Zoning, and no variances or exceptions are required. In addition, all services and access to the proposed parcels are provided to City standards. Therefore, the project is exempt from environmental review under section 15315 (Minor Land Divisions) of the California Environmental Quality Act (CEQA) Guidelines. Based on staff's analysis of this project, none of the exceptions in Section 15300.2 of the CEQA Guidelines apply to the use of the categorical exemption in this case.

RECOMMENDATION/PLANNING COMMISSION ACTION

Move to recommend that the Planning Commission approve the 7635 Baldwin Dam Road Tentative Parcel Map project, subject to the findings (Findings A-K) and conditions of approval (Conditions 1-28) attached to this report.

GENERAL FINDINGS

- A. NOTICE OF HEARING HAS BEEN GIVEN AT THE TIME AND IN THE MANNER REQUIRED BY STATE LAW AND CITY CODE.
- B. THE PROJECT IS CONSISTENT WITH THE GENERAL PLAN AND THE ZONING CODE OF THE CITY.

CEQA FINDINGS

- C. THE PROJECT IS EXEMPT FROM ENVIRONMENTAL REVIEW UNDER SECTION 15315 (MINOR LAND DIVISIONS) OF THE CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA) GUIDELINES.
- D. THE CUMULATIVE IMPACT OF SUCCESSIVE PROJECTS OF THE SAME TYPE IN THE SAME PLACE, OVER TIME IS NOT SIGNIFICANT IN THIS CASE.

- E. NO UNUSUAL CIRCUMSTANCES EXIST TO DISTINGUISH THE PROPOSED PROJECT FROM OTHERS IN THE EXEMPT CLASS.

TENTATIVE PARCEL MAP FINDINGS

- F. THE PROPOSED TENTATIVE PARCEL MAP IS CONSISTENT WITH THE GENERAL PLAN, THE CITY'S SUBDIVISION ORDINANCE, AND OTHER APPLICABLE PROVISIONS OF THE FOLSOM MUNICIPAL CODE, AND THE SUBDIVISION MAP ACT IN THAT THE PROJECT IS SUBJECT TO CONDITIONS OF APPROVAL THAT WILL ENSURE THAT THE PROJECT IS DEVELOPED IN COMPLIANCE WITH CITY STANDARDS.
- G. THE DESIGN OF THE TENTATIVE PARCEL MAP AND THE PROPOSED IMPROVEMENTS WILL NOT CAUSE ENVIRONMENTAL DAMAGE OR INJURE FISH OR WILDLIFE OR THEIR HABITAT.
- H. THE DESIGN OF THE TENTATIVE PARCEL MAP AND THE PROPOSED IMPROVEMENTS WILL NOT CAUSE PUBLIC HEALTH OR SAFETY PROBLEMS.
- I. THE DESIGN OF THE TENTATIVE PARCEL MAP AND THE TYPE OF IMPROVEMENTS WILL NOT CONFLICT WITH EASEMENTS FOR ACCESS THROUGH OR USE OF PROPERTY WITHIN THE PROPOSED TENTATIVE PARCEL MAP.
- J. THE SITE IS PHYSICALLY SUITABLE FOR THE TYPE OF DEVELOPMENT.
- K. THE SITE IS PHYSICALLY SUITABLE FOR THE DENSITY OF DEVELOPMENT.

Attachment 4

Conditions of Approval

CONDITIONS OF APPROVAL FOR THE 7635 BALDWIN DAM ROAD TENTATIVE PARCEL MAP PROJECT (PN 21-142) TENTATIVE PARCEL PERMIT EAST SIDE OF BALDWIN DAM ROAD, SLIGHTLY SOUTH OF THE INTERSECTION OF BALDWIN DAM ROAD AND MOSSWOOD CIRCLE				
1.		<p>The applicant shall submit final site development plans to the Community Development Department that shall substantially conform to the exhibits referenced below:</p> <ol style="list-style-type: none"> 1. Tentative Parcel Map, dated June 11, 2021 2. Preliminary Utility, Grading, and Drainage Plan, dated June 11, 2021 3. Preliminary Slope Analysis, dated June 11, 2021 4. Preliminary Bridge Profile and Details, dated June 11, 2021 5. Preliminary Arborist Report, dated March 16, 2021 6. Preliminary Tree List, dated June 11, 2021 <p>The project is approved for the 7635 Baldwin Dam Road Tentative Parcel Map, which includes subdividing two existing parcels (totaling 4.48-acres) into four individual parcels for future sale and development. Implementation of the project shall be consistent with the above-referenced items as modified by these conditions of approval.</p>	M	CD (P)(E)
2.		<p>All civil engineering plans shall be submitted to the Community Development Department for review and approval to ensure conformance with this approval and with relevant codes, policies, standards and other requirements of the City of Folsom.</p>	I	CD (P)(E)
3.		<p>The project approval (Tentative Parcel Map) granted under this staff report shall remain in effect for two years from final date of approval (November 3, 2023). Failure to obtain the relevant building (or other) permits within this time period, without the subsequent extension of this approval, shall result in the termination of this approval.</p>	M	CD (P)

4.		<p>The owner/applicant shall defend, indemnify, and hold harmless the City and its agents, officers and employees from any claim, action or proceeding against the City or its agents, officers or employees to attack, set aside, void, or annul any approval by the City or any of its agencies, departments, commissions, agents, officers, employees, or legislative body concerning the project. The City will promptly notify the owner/applicant of any such claim, action or proceeding, and will cooperate fully in the defense. The City may, within its unlimited discretion, participate in the defense of any such claim, action or proceeding if both of the following occur:</p> <ul style="list-style-type: none"> • The City bears its own attorney’s fees and costs; and • The City defends the claim, action or proceeding in good faith <p>The owner/applicant shall not be required to pay or perform any settlement of such claim, action or proceeding unless the settlement is approved by the owner/applicant.</p>	OG	CD (P)(E)(B) PW, PR, FD, PD
5.		At such time that the individual parcels (Parcels 2-4) are developed, building plans and all civil engineering plans shall be submitted to the Community Development Department for review and approval to ensure conformance with this approval and with relevant codes, policies, standards and other requirements of the City of Folsom.	B, I	CD (P)(E)
DEVELOPMENT COSTS AND FEE REQUIREMENTS				
6.		The owner/applicant shall pay all applicable taxes, fees and charges at the rate and amount in effect at the time such taxes, fees and charges become due and payable.	M	CD (P)(E)
7.		If applicable, the owner/applicant shall pay off any existing assessments against the property, or file necessary segregation request and pay applicable fees.	M	CD (E)
8.		The City, at its sole discretion, may utilize the services of outside legal counsel to assist in the implementation of this project, including, but not limited to, drafting, reviewing and/or revising agreements and/or other documentation for the project. If the City utilizes the services of such outside legal counsel, the applicant shall reimburse the City for all outside legal fees and costs incurred by the City for such services. The applicant may be required, at the sole discretion of the City Attorney, to submit a deposit to the City for these services prior to initiation of the services. The applicant shall be responsible for reimbursement to the City for the services regardless of whether a deposit is required.	M	CD (P)(E)

9.		If the City utilizes the services of consultants to prepare special studies or provide specialized design review or inspection services for the project, the applicant shall reimburse the City for actual costs it incurs in utilizing these services, including administrative costs for City personnel. A deposit for these services shall be provided prior to initiating review of the improvement plans or beginning inspection, whichever is applicable.	M	CD (P)(E)
10.		This project shall be subject to all City-wide development impact fees, unless exempt by previous agreement. This project shall be subject to all City-wide development impact fees in effect at such time that a building permit is issued. These fees may include, but are not limited to, fees for fire protection, park facilities, park equipment, Quimby, Humbug-Willow Creek Parkway, Light Rail, TSM, capital facilities and traffic impacts. The 90-day protest period for all fees, dedications, reservations or other exactions imposed on this project has begun. The fees shall be calculated at the fee rate in effect at the time of building permit issuance.	B	CD (P)(E), PW, PK
11.		The owner/applicant agrees to pay to the Folsom-Cordova Unified School District the maximum fee authorized by law for the construction and/or reconstruction of school facilities. The applicable fee shall be the fee established by the School District that is in effect at the time of the issuance of a building permit. Specifically, the owner/applicant agrees to pay any and all fees and charges and comply with any and all dedications or other requirements authorized under Section 17620 of the Education Code; Chapter 4.7 (commencing with Section 65970) of the Government Code; and Sections 65995, 65995.5 and 65995.7 of the Government Code.	B	CD (P)
SITE DEVELOPMENT REQUIREMENTS				
12.		Prior to the issuance of a grading permit, the owner/applicant shall have a geotechnical report prepared by an appropriately licensed engineer that includes an analysis of proposed bridge design, roadway design, and pavement design.	G, I	CD (E)
13.		Public and private improvements, including roadways, bridges, underground infrastructure, and all other improvements shall be provided in accordance with the current edition of the City of Folsom <i>Standard Construction Specifications</i> and the <i>Design and Procedures Manual and Improvement Standards</i> . All necessary rights-of-way and/or easements shall be dedicated to the City of Folsom for these improvements.	G, I	CD (P)(E)
14.		The owner/applicant shall coordinate the planning, development and completion of this project with the various utility agencies (i.e., SMUD, PG&E, etc.).	I	CD (P)(E)

15.		For any improvements constructed on private property that are not under ownership or control of the owner/applicant, a right-of-entry, and if necessary, a permanent easement shall be obtained and provided to the City prior to issuance of a grading permit and/or approval of improvement plans.	G, I	CD (E)
16.		The water meters for Parcels 2-4 shall be installed in accordance with the City of Folsom Water Construction standards (WR-01). In addition, a water valve shall be installed between the last water meter for Parcel 4 and the proposed fire hydrant	I	CD (E), EWR
17.		The final location and design of the 16-foot-wide bridge crossing shall be subject to review and approval by the Community Development Department and the Fire Department. In addition, the 16-foot-wide bridge crossing and associated abutments shall be located outside of the 100-year flood plain and the bridge shall be positioned a minimum of 1-foot above the 100-year flood plain water level to the satisfaction of the Community Development Department.	I	CD (E), FD
MAP REQUIREMENTS				
18.		The owner/applicant shall dedicate a 24-foot-wide private access easement for pedestrian and vehicular circulation. The owner/applicant shall also dedicate a separate 15-foot-wide public water easement (within northern portion of the 24-foot-wide public easement) that extends from Baldwin Dam Road east to the location of the proposed water meters and fire hydrant adjacent to the bridge crossing. In addition, the owner/applicant dedicate a 12.5-foot-wide public utility easement for all underground facilities (sewer and drainage) and appurtenances (also within 24-foot-wide access easement) from Baldwin Dam Road east to the rear of Parcel 2.	M	CD (E), EWR
19.		The owner/applicant shall record a reciprocal access easement and maintenance agreement for joint use of the of the 24-foot-wide private road by owners of the four subject parcels (Parcels 1, 2, 3, and 4). The owner/applicant shall also enter into a roadway maintenance agreement that states that the owners of the four subject parcels shall be responsible for ongoing maintenance of the proposed 24-foot-wide private drive and 16-foot-wide bridge crossing. Both the reciprocal access easement and the roadway maintenance agreement shall be recorded against Parcels 1, 2, 3, and 4.	M	CD (E)
20.		Development of single-family residences and accessory structures (including swimming pools) on Parcels 2-4 shall be restricted to the building envelopes as shown on the Tentative Parcel Map, dated June 11, 2021 and recorded on the Parcel Map. In addition, a no-build restriction for the area outside the building envelopes established for Parcels 2-4 shall be recorded on the Parcel Map.	M	CD (P)(E)

21.		The owner/applicant shall provide a digital copy of the recorded Parcel Map (in AutoCAD format) to the Community Development Department.	M	CD (E)
22.		The owner/applicant shall provide the Folsom-Cordova Unified School District with a copy of the recorded Parcel Map.	M	CD (E)
23.		Prior to recording of the Parcel Map, the owner/applicant shall enter into a deferred improvement agreement with the City, identifying improvements, if any, to be constructed. The owner/applicant shall provide security acceptable to the City, guaranteeing construction of the improvements.	I	CD (E)
24.		The required public and private improvements necessary to serve any and all phases of development shall be completed and accepted to the satisfaction of the Community Development Department prior to issuance of the first Certificate of Occupancy for the newly created single-family residential lots (Lots 2-4).	CO	CD (E)
TREE PRESERVATION REQUIREMENTS				
25.		<ul style="list-style-type: none"> • A Tree permit application containing an application form, arborist report, and Tree Protection and Mitigation Plan shall be submitted to the City of Folsom prior to commencement of any grading or site improvement activities. The Tree Protection and Mitigation Plan shall be prepared in collaboration with a qualified project arborist and shall be subject to review and approval by the Community Development Department. The Tree Protection and Mitigation Plan shall contain the contact information of the project arborist and shall be included in all associated plan sets for the project. • The owner/applicant shall mitigate for the removal of protected trees through either the planting of replacement trees in accordance with Folsom Municipal Code 12.16.150, or through payment of an inch-for-inch replacement in-lieu fee, as set by City Council resolution. • The owner/applicant shall retain the services of a qualified project arborist for the duration of the development project to oversee implementation of the Tree Protection and Mitigation Plan and monitor tree health. All regulated activities within the Tree Protection Zone (as that term is defined in Folsom Municipal Code 12.16.020) shall be performed under the supervision of the project arborist. • A certification letter by the project arborist attesting compliance with these conditions shall be submitted to the Community Development Department prior to issuance of the first building permit for the subdivision. 	M, OG	CD (P)(E)

26.		The owner/applicant is eligible to receive Tree Preservation Credits for Oak Trees located outside of the building setbacks established by the Folsom Municipal Code. The Tree Preservation Credits shall be limited to mitigate impacts associated with development of single-family residences and accessory structures (including swimming pools) situated within the restrictive building envelopes established for Parcels 2-4 on a parcel by parcel basis. No tree removal shall be allowed outside the building envelopes shown on Parcels 2-4 except for dead or hazardous trees as determined by the City Arborist.	I, B	CD (P)(E)
NOISE REQUIREMENT				
27.		Compliance with Noise Control Ordinance and General Plan Noise Element shall be required. Hours of construction operation shall be limited from 7:00 a.m. to 6:00 p.m. on weekdays and 8:00 a.m. to 5:00 p.m. on Saturdays. No construction is permitted on Sundays or holidays. Construction equipment shall be muffled and shrouded to minimize noise levels.	G, I	CD (P)(E)
FIRE DEPARTMENT REQUIREMENT				
28.		Prior to the issuance of any improvement plans or building permits, the Community Development and Fire Departments shall review and approve all detailed design plans for accessibility of emergency fire equipment, fire hydrant flow location, and other construction features.	I, B	FD

CONDITIONS

See attached tables of conditions for which the following legend applies.

RESPONSIBLE DEPARTMENT		WHEN REQUIRED	
CD (P) (E) (B) (F)	Community Development Department Planning Division Engineering Division Building Division Fire Division	I	Prior to approval of Improvement Plans
		M	Prior to approval of Final Map
		B	Prior to issuance of first Building Permit
		O	Prior to approval of Occupancy Permit
		G	Prior to issuance of Grading Permit
PW	Public Works Department	DC	During construction
PR	Park and Recreation Department	OG	On-going requirement
PD	Police Department		

Attachment 5
Vicinity Map

Vicinity Map



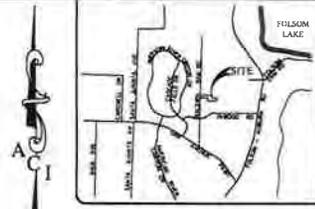
CITY OF
FOLSOM



Attachment 6

Tentative Parcel Map Dated June 11, 2021

TENTATIVE PARCEL MAP 7635 BALDWIN DAM ROAD CITY OF FOLSOM, CALIFORNIA



OWNER
 CRAIG WHEELAN
 7635 BALDWIN DAM ROAD
 FOLSOM, CA 95630

PLANNER/ENGINEER

AU CLAIR CONSULTING INC
 301 NATOMA STREET, SUITE 103
 FOLSOM, CA 95630

ASSESSOR PARCEL NUMBERS
 227-0212-012
 227-0230-037

EXISTING USE AND ZONE
 SINGLE FAMILY RESIDENTIAL (R-1-LA)
 LARGE LOT

PROPOSED USE AND ZONE
 SINGLE FAMILY RESIDENTIAL (R-1-LA)
 LARGE LOT

DISTRICTS:

IMPROVEMENTS: CITY OF FOLSOM
 SEWER: CITY OF FOLSOM
 WATER: SAN JUAN WATER DISTRICT
 DRAINAGE: CITY OF FOLSOM
 FIRE DISTRICT: CITY OF FOLSOM
 ELECTRICITY: S M U D
 NATURAL GAS: P G & E
 PARK DISTRICT: CITY OF FOLSOM
 SCHOOL DISTRICT: FOLSOM CORDOVA UNIFIED
 TELEPHONE: AT & T

LEGEND:

- PROJECT BOUNDARY
- PROPERTY LINE
- SETBACK LINE
- EASEMENT LINE
- RIGHT OF WAY
- ASSESSOR PARCEL NUMBER
- PROPOSED PARCEL NUMBER
- EXISTING DIRECTION OF FLOW

EASEMENTS:

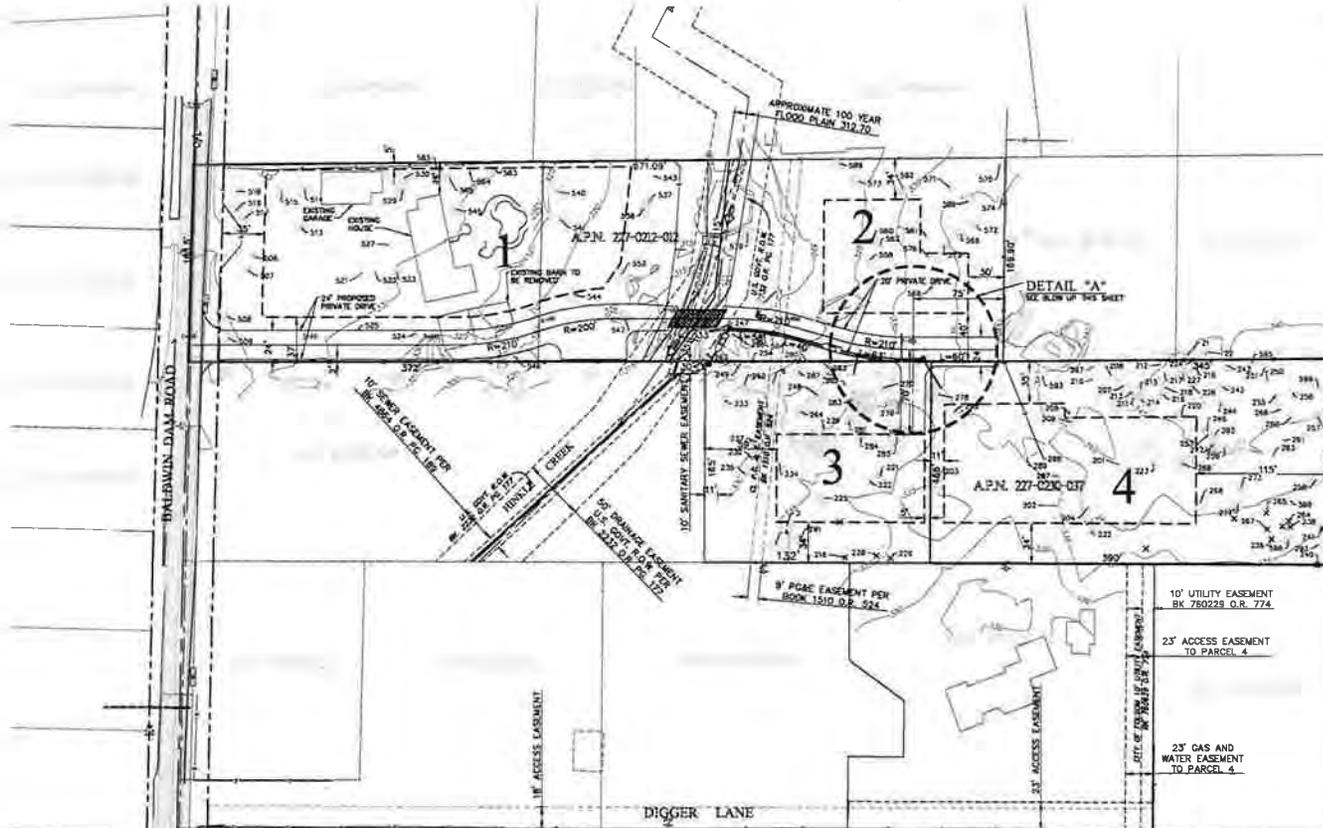
I HEREBY STATE THAT ALL EASEMENTS AS INDICATED IN OLD REPUBLIC TITLE COMPANY PRELIMINARY TITLE REPORT NO. 2014023227-0, DATED AS OF MAY 27, 2020 HAVE BEEN SHOWN HEREON AND/OR HAVE BEEN ACCREDITED FOR IN NOTE PLACED HEREON. ALL EASEMENTS PROPOSED TO BE ABANDONED OR QUACK CLAIMED AND/OR ALL EASEMENTS THAT CANNOT BE LOCATED.

Stephen Au Clair
 ENGINEER
 DATE: _____

TENTATIVE PARCEL MAP
 7635 BALDWIN DAM ROAD
 JUNE 11, 2021

Au Clair Consulting
 ENGINEERS AND SURVEYORS
 301 NATOMA ST #103 FOLSOM, CA 95630
 916.353.0500

SHEET 1 OF 4



THE APPLICANT SHALL COMPLETE, SIGN AND SHOW THE FOLLOWING NOTES ON THE SITE PLAN (REVISE STATEMENT ON PLANS AND UPDATE DATE SHOWN)

I HEREBY STATE THAT ALL EASEMENTS AS INDICATED IN OLD REPUBLIC TITLE COMPANY PRELIMINARY TITLE REPORT NO. 2014023227-0, AND 2014023008-0, DATED AS OF MAY 27, 2020 HAVE BEEN SHOWN HEREON AND/OR HAVE BEEN ACCREDITED FOR IN NOTE(S) PLACED HEREON. ALL EASEMENTS PROPOSED TO BE ABANDONED OR QUACK CLAIMED AND/OR ALL EASEMENTS THAT CANNOT BE LOCATED ARE NOTED HEREON.

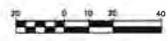
STEPHEN AUCLAIR
 (L.S. OR ENGINEER LICENSED TO PRACTICE LAND SURVEY IN THE STATE OF CALIFORNIA)
 DATE: JUNE 11, 2021
 LICENSED REGISTRATION NUMBER: MARCH 31, 2022

INDEX TO PLANS:

1. TENTATIVE MAP
2. GRADING STUDY
3. BRIDGE PROFILE
4. TREE LIST

PARCEL NO.	SQ. FTG.	ACREAGE	COVERAGE (% of lot)
1	87,181	1.944	20,1944 SF
2	37,758	0.874	11,3272 SF
3	34,078	0.784	10,2244 SF
4	58,305	1.294	18,8824 SF

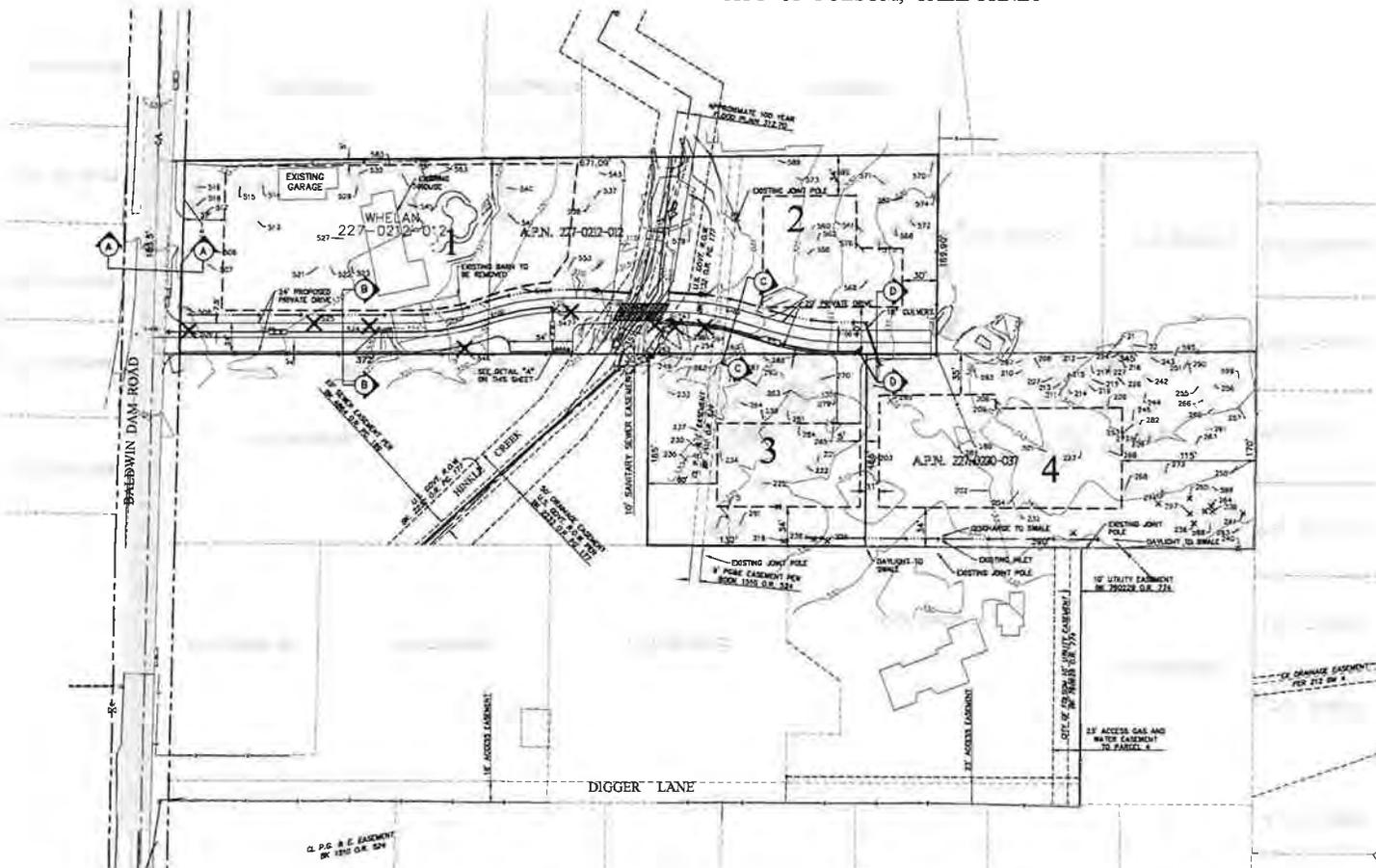
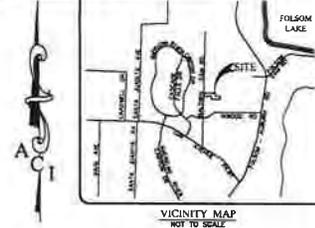
SETBACKS:
 FRONT YARD: -32'
 SIDE YARD: -5'/11'
 REAR YARD: -20X DEPTH



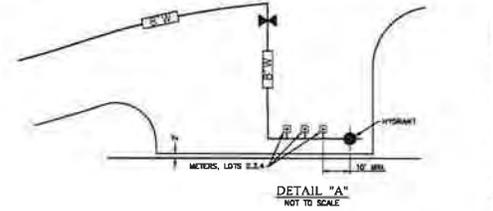
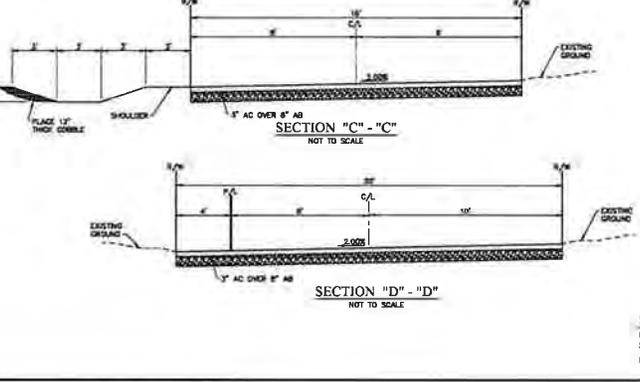
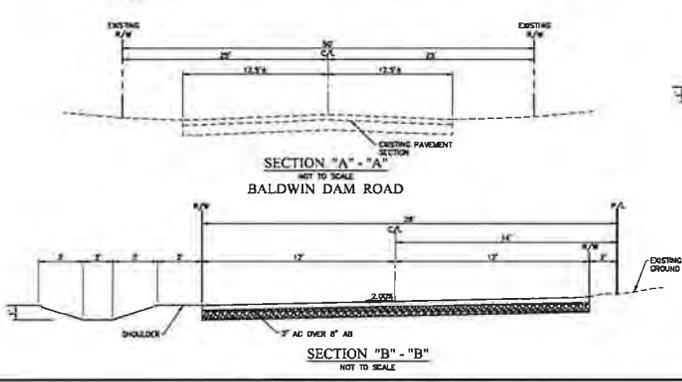
Attachment 7

Preliminary Utility Plan, Grading, and Drainage Plan, dated June 11, 2021

UTILITY, GRADING AND DRAINAGE STUDY 7635 BALDWIN DAM ROAD CITY OF FOLSOM, CALIFORNIA



Poles on Alignment by all utilities						
No.	Structure No.	Conductor	Span	Height	Capacity	Comments
1	1	Water Line Gas	3.6	54		3 Major Structures or 4 Small Structures
1	2	Water Line Gas	3.6	54		3 Major Structures or 4 Small Structures
1	3	Water Line Gas	3.6	54		3 Major Structures or 4 Small Structures
1	4	Water Line Gas	3.6	54		3 Major Structures or 4 Small Structures
1	5	Water Line Gas	3.6	54		3 Major Structures or 4 Small Structures
1	6	Water Line Gas	3.6	54		3 Major Structures or 4 Small Structures
1	7	Water Line Gas	3.6	54		3 Major Structures or 4 Small Structures
1	8	Water Line Gas	3.6	54		3 Major Structures or 4 Small Structures
1	9	Water Line Gas	3.6	54		3 Major Structures or 4 Small Structures
1	10	Water Line Gas	3.6	54		3 Major Structures or 4 Small Structures



SETBACKS:
 FRONT YARD = 30'
 SIDE YARD = 5'/11'
 REAR YARD = 200' DEPTH

GRADING STUDY FOR:
 7635 BALDWIN DAM ROAD
 JUNE 11, 2021

Au Clair Consulting
 ENGINEERS AND SURVEYORS
 301 NATOMA ST #103 FOLSOM, CA 95630
 916.353.0500

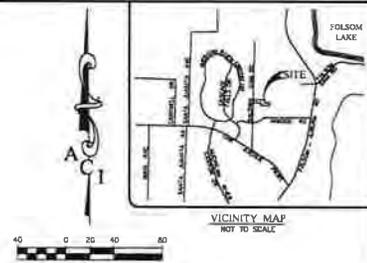
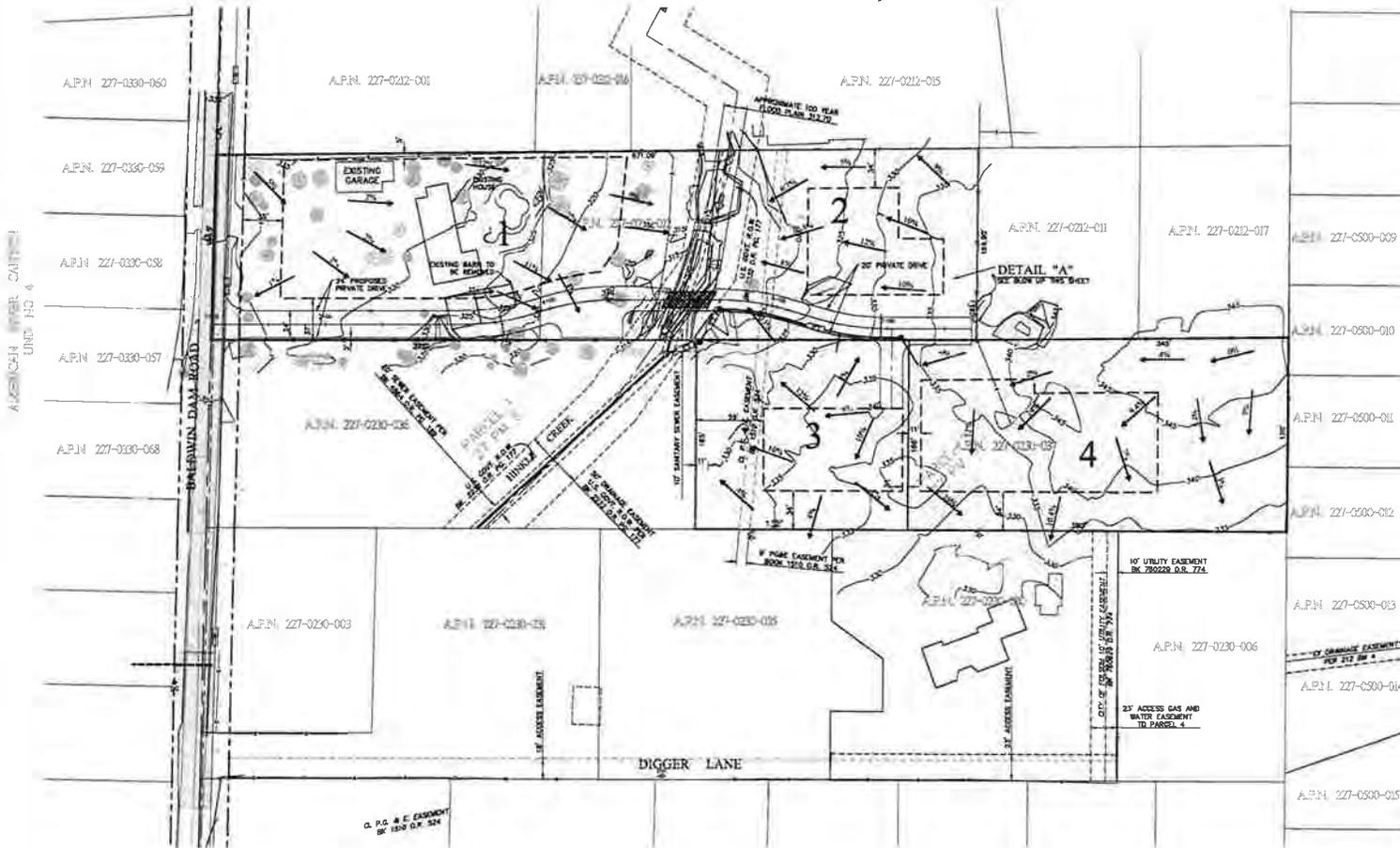
Attachment 8

Preliminary Slope Analysis Dated June 11, 2021

SLOPE ANALYSIS

7635 BALDWIN DAM ROAD

CITY OF FOLSOM, CALIFORNIA

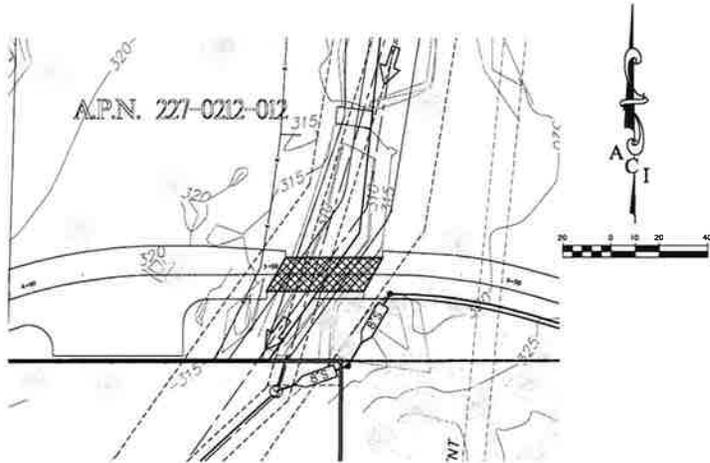


SLOPE ANALYSIS
7635 BALDWIN DAM ROAD
JUNE 11, 2021

Au Clair Consulting
ENGINEERS AND SURVEYORS
301 NATOMA ST #103 FOLSOM, CA 95630
916.353.0500

Attachment 9

Preliminary Bridge Profile and Details Dated June 11, 2021



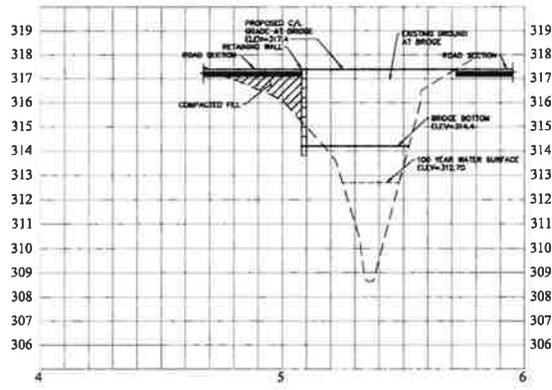
PLAN VIEW OF BRIDGE
SCALE: 1"=20'



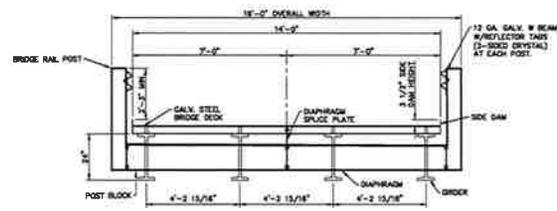
BRIDGE PHOTO RENDERING
NOT TO SCALE



BRIDGE ISOMETRIC VIEW
NOT TO SCALE



PROFILE VIEW
SCALE: HORIZ=1"=20'
VERT=1"=2'



**HINKLE CREEK
PROPOSED BRIDGE SECTION**
NOT TO SCALE

BRIDGE PROFILE AND DETAILS
7635 BALDWIN DAM ROAD
JUNE 11, 2021

Au Clair Consulting
ENGINEERS AND SURVEYORS
301 NATOMA ST #103 FOLSOM, CA 95630
916.353.0500

SHEET 3 OF 4

Attachment 10

Preliminary Arborist Report Dated March 16, 2021



California Tree and Landscape Consulting, Inc.

Tree and Landscape Consulting

March 16, 2021

Mr. Craig Whelan
7635 Baldwin Dam Road
Folsom, CA 95630

RE: ARBORIST REPORT FOR LOT SUBDIVISION AT 7635 BALDWIN DAM ROAD, FOLSOM, PARCEL NUMBERS 227-0212-012 & 227-0230-037

Dear Mr. Whelan,

Thank you for the opportunity to provide arborist consulting services for the Oak trees growing on the properties at and adjacent to 7635 Baldwin Dam Road, Folsom, CA for proposed lot subdivision.

You contacted our office on February 25, 2021 requesting an arborists assessment and report to update the tree inventory and provide a report for the property where you are subdividing two parcels into 4 parcels. We provided a proposal and you accepted it and the work was scheduled. After the tree data was collected, we prepared the report based on the plan dated March 3, 2021.

Summary: There were 161 trees on the subject properties and 11 trees on the adjacent properties with branches extending into the property. Six protected trees on the subject property are proposed for removal for the access road, and 2 are located inside the house buildable area. The Tree Mitigation Worksheet was completed and the mitigation inches for the project are 74.5 inches. The potential mitigation amount is \$18,625. The table is included in the attachments. The subdivision plans provided did not include new homes or landscape design, and it is unknown if any trees are proposed to be planted. Any trees planted should reduce the mitigation by the allowable amount of inches planted for the landscape, and those inches would be subtracted from the mitigation fee.

Observations: The site was visited on Wednesday, March 10, 2021, at approximately 8:30 am. There were 172 trees included in the inspection and 11 of those trees were on adjacent properties that should not be impacted by the proposed subdivision. The trees are 88 Interior Live Oak, 66 Blue Oak, 5 CA Buckeye, 4 Redwood, 1 Chinese Pistache, 1 Gray Pine, 1 Incense Cedar, 1 Live Oak Stump, 1 Lemon, 1 Ponderosa Pine, 1 Willow, 1 Southern Magnolia, and 1 Trident Maple. The trunk diameters were measured with a diameter tape at approximately 4.5' above grade or measured at the most appropriate place on the trunk to determine the trunk diameter if growth, branches, or swelling at 4.5 feet would not give an accurate diameter. The tree crown spread in the largest direction was paced and listed, which will develop the Tree Protection Zone (TPZ), the largest crown radius plus 1 foot. The condition rating was provided for the combination of structure and health, based on leaf density, size, and color; and branch attachments, and visible decay in the trunk and branches. The inspection information is provided on the attached 7635 Baldwin Dam Road Tree List.

1243 High Street, Auburn, CA 95603
(650) 740-3461
www.CalTLC.com

The tree condition rating scale is:

Excellent	5, 81-100	Found to have none to few defects or decay, and high vigor
Good	4, 61-80	Found to have few defects or decay, and above average vigor
Fair	3, 41-60	Found to have mitigatable defects, limited decay, and average vigor
Poor	2, 21-40	Found to have significant defects, decay, and lower vigor
Very poor	1, 1-20	Found to have significant defects, decay, and low declining vigor
Dead	0, 0	Found to be dead

Other testing or examination: No additional testing or examination was requested at the time of the inspection or found necessary.

Discussion: There are 9 trees from the inspection on the subject property that are proposed to be removed for the placement of the access road to the subdivided parcels. Tree #525 is a 10” unprotected Chinese Pistache. Tree # 1 is a 5.6” Interior Live Oak, undersized and unprotected. Entry #7 is a cut stump at the time of the inspection and not proposed for mitigation. Six trees equaling 74.5 inches are found to require mitigation based on the City of Folsom protected tree ordinance. Two trees, # 546 & 547 are in the buildable area. Four trees are located outside the house buildable area and is proposed to be protected and retained. The tree mitigation table is shown in the attachments.

There may be some encroachment into the canopy by the access road that appeared to be approximately 10%.to 20% for tree number 544 depending on the final road placement and will allow the tree to be retained. Tree protection will need to be installed prior to grading the road. If access is needed protected root zone alongside the access road, additional soil protection is needed. For person and light equipment access a layer of 4” wood chip mulch needs to be placed over the soil. For heavy equipment access, a layer of 6” wood chip mulch needs to be placed over the protected root zone area and either wood, plastic, or steel plates placed over the mulch to protect the soil from compaction. The compaction protection needs to be in place before any construction or grading on the site is initiated.

The remaining Tree Protection Zone and drip line outside of the construction area will be protected with fencing once the construction design is finalized. The fencing should be put up first before any construction or grading occurs on the property. Signage approved by the City of Folsom labeling the fenced area as a tree protection zone shall be placed on the fence on each side of the fence polygon, or within 20’ if a continuous fence radius. Four-inch deep wood chip mulch should be placed over the soil within the tree protection zone to protect the soil from compaction, and keep the soil more moist.

The plans show grading along the northerly side or right side of the house and the grading plans were provided to show the depth of excavation proposed.

All 6 trees proposed for removal for the access road meet the definition of a Protected Oak Tree, 6 inches in diameter and greater. Tree 524 is a Heritage Tree, a diameter of 30 inches or greater. All six trees proposed for removal will likely require mitigation. Two trees are within the house buildable area and receive the 50% mitigation reduction.

There may be pruning necessary for low branches on the trees as the construction activity and the house design may need canopy clearance from the two remaining trees. The clearance pruning will require a Protected Tree Permit from the City. The branch pruning should only remove approximately 5% to 10% maximum of the tree foliage. The branches to be pruned are downward growing and lower branches, and possibly branches near the roof area on the new home. The pruning objective is to provide clearance, reduce the risk of branch failure and retain as large a foliar canopy as possible. The pruning system will be a natural system retaining as natural a shape to the tree crown as possible. Pruning cuts should be branch removal cuts and reduction cuts made on as small a diameter branch as possible. The pruning to laterals should not exceed the largest cuts of approximately 4" for the road construction. The pruning should take place in the outer 20% of the crown except to achieve branch clearance. The smallest diameter branch pruning cuts possible should be made. All dead branches should be removed using branch removal cuts and reduction cuts to a minimum diameter of either 1" or 2", depending on property owner preference and risk. When the final designs for the four parcels are complete, there may be more pruning required, and there may be proposed tree removals.

Root pruning may be necessary for some of the access road grading. The area for the excavation at the edge closest to the trees should be carefully pre-dug to determine which roots if any are present in the area to be excavated. If roots need to be removed, they shall be pruned at the edge of the trench closest to the tree prior to excavating the roots to avoid tearing the roots back closer to the trees than the excavation point. Root pruning shall be performed with a sharp tool appropriate for the size root being cut and may range from hand pruners, to loppers, to handsaws to chain saws. Clean cuts shall be made so the bark is not torn. Once the roots have been severed at the tree side of the excavation area, the roots can be removed from the excavation area. The root pruning before excavation will avoid tearing any roots and causing damage beyond the excavation wall.

For trees that receive root pruning, irrigation should be provided during the hot months of the summer and fall to mitigate for the root loss and reduced water source for the tree. Irrigation should be drip or soaker hose placed on the remaining original soil grade. When irrigating the flow should be low enough so that the water does not run off along the soil surface. It needs to slowly seep into the soil and be allowed to run for several hours. The correct amount of water would be checked with a sample hole to see the water has seeped to at least 8 inches deep. Frequency will depend on temperatures and length of hot weather.

No landscaping has been provided for the subdivision and new parcels. The landscape should be kept at least 6 feet away and nearby landscaping placed under the drip line of the oak trees should be carefully selected to be drought tolerant. The landscape design should keep plants at least 6 feet from the trunk of the tree. Water should not be sprayed onto the trunk or base of the tree. Irrigation water should not flow to the trunk of the oak tree. The wood chip mulch under the drip line should be left in place after the construction is completed. Any on-property landscape irrigation should be designed so it does not run off to the tree trunks of the native oak tree off the property.

Construction inspection will be required by the City to verify the tree protection is in place and work within the protected root zone is in compliance with the tree protection plan. Routine

March 16, 2021

inspections will be performed with other nearby projects and as long as things are in compliance, a special report will not be required.

Conclusion: There are 152 protected Interior Live Oak and Blue Oak trees on the two parcel being subdivided. Nine trees are proposed to be removed for the proposed access road with mitigation required for 6 trees per the City's Tree Mitigation Worksheet, attached. The total mitigation in-lieu fee is calculated to be \$18,625. Trees within 50 feet of the proposed work are to be protected prior to commencing grading or construction work on the property. The property owner is required to obtain all the necessary tree permits from the City for removal, encroachment into the TPZ, and pruning.

Please contact me at 650-740-3461, or gordon@mannandtrees.com, if you have any questions about this report or any other services we provide.

Sincerely,



Gordon Mann
Consulting Arborist and Urban Forester

Registered Consulting Arborist #480
ISA Certified Arborist and Municipal Specialist #WE-0151AM
CaUFC Certified Urban Forester #127
ISA Qualified Tree Risk Assessor
California Tree and Landscape Consulting, Inc.
Auburn, CA
650-740-3461
www.caltlc.com

Attachments:

Images
City of Folsom Tree Mitigation Worksheet
Tree Pruning
Root Pruning
Tree Protection
Assumptions and Limitations
Gordon Mann's Resume
Certificate of Performance
7635 Baldwin Dam Road Tree List

Images



Aerial Image of 7635 Baldwin Dam Rd with Tree #'s in approximate locations



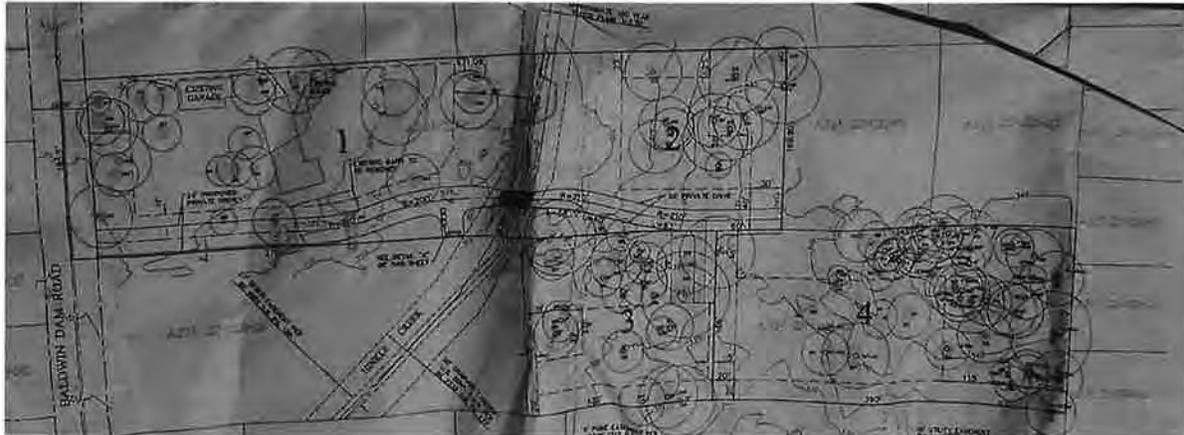
Aerial Image of parcel with 500 series tree tags in approximate locations



Aerial Image of parcel with 200 series tree tags in approximate locations



Enlarged Image of 200 series tree tags in approximate locations



Plan Showing 4 Proposed Parcels and Proposed Access Road

7635 Baldwin Dam Road
Tree Mitigation Worksheet

tree tag #	Species	DSH (inches) base mitigation	Arborist Rating	Adjustment Factor	50% Reduction inside house buildable area	Final Mitigation (inches)	Equivalent in- lieu fee (inches x \$250)
509	Blue Oak	10	3	1	1	10.00	\$2,500.00
525	Pistache	10	3	not protected	0.5	0.00	\$0.00
524	Int L Oak	41	3	1	1	41.00	\$10,250.00
546	Int L Oak	15	2	0.5	0.5	3.75	\$937.50
547	Int L Oak	15	2	0.5	0.5	3.75	\$937.50
1	Int L Oak	<6	2	not protected	0.5	0.00	\$0.00
7	ILO stump	0	2	0.5	0.5	0.00	\$0.00
278	Int L Oak	23	2	0.5	1	11.50	\$2,875.00
295	Int L Oak	9	2	0.5	1	4.50	\$1,125.00
Total 9	6 protected	123	~	~	~	74.50	\$18,625.00
Potential Mitigation 74.5 x \$250 = \$18,625							

Tree Mitigation Worksheet shows proposed tree mitigation fees for project

Tree Pruning:

The tree pruning should be performed to specifications written in accordance with ANSI A300 Tree Management Standards Part 1 Pruning and ISA Best Management Practices for Pruning, with the objective to reduce risk, improve tree structure, provide necessary clearance, and retain as large a foliar canopy as possible.

Prune branches that do not meet necessary clearance. Focus pruning on removing branches using branch removal cuts and reduction cuts, reducing end weights, pruning the smallest diameter branches possible to achieve the clearance, setting a maximum size branch diameter to be cut, which have been described in the management options. Remove dead branches to a specified diameter such as 1”.

Root Pruning:

For any trenching or excavation around the subject trees, roots shall be pruned before the area they are growing in is excavated and approved roots are removed. The pruning shall occur at the edge of the work area on the tree side of the trench, or as far from the tree as possible when performing open area excavation, using sharp tools appropriate for the size root to be cut, making clean cuts. Any roots to be pruned greater than 2 inches in diameter, should have an arborist inspect to verify the root will not compromise tree stability or health. Once the roots are pruned, the excavation can proceed in the work area with the approved minimal damage to the tree.

Tree Protection

Tree protection shall be shown on the construction drawings and put in place prior to the beginning of demolition, grading, or construction work.

Tree Protection fencing shall be sturdy fencing placed over open soil areas under the drip line of the tree plus one foot.

The fencing shall have a clear sign that meets the City of Folsom requirements designating the area as the tree protection zone and no people, equipment, or materials shall be allowed in the fenced area.

If approved work is to occur within the tree protection area, the fence shall remain in place and opened for the work, then immediately put back in place after the work is completed. To protect soil in a tree protection zone, a layer of 4" thick wood chip mulch should be placed over the soil. If light equipment is being used in the tree protection area, 6" of wood chip mulch should be placed over the soil and a plate of plastic, plywood or steel placed over the mulch. If heavy equipment is approved to work within the tree protection fencing, steel plates shall be placed over the 6" mulch and the equipment shall be staged on the plates to perform the work.

The mulch can be moved for any approved site work. After the work is complete, the mulch shall be spread back to cover the soil. Tree protection fencing if moved for approved work shall be replaced at the end of each work day.

Assumptions and Limitations: This report provides information about the subject tree at the time of the inspection. Trees and conditions may change over time. This report is only valid for the tree with the conditions present at the time of the inspection. All observations were made while standing on the ground. The inspection consisted of primarily visual observations to information about branch attachments, loading, and a mallet and probe used to learn the extent of decay and hollow portions of the tree.

Arborists are tree specialists who use their education, knowledge, training and experience to examine trees, recommend measures to enhance the beauty and health of trees, and attempt to reduce the risk of living near trees. Clients may choose to accept or disregard the recommendations of the arborist or seek additional advice.

Arborists cannot detect every condition that could possibly lead to the structural failure of a tree. Trees are living organisms that can fail in ways we do not fully understand. Conditions are often hidden within trees and below ground. Arborists cannot guarantee that a tree will be healthy or safe under all circumstances, or for a specified period of time. Likewise, remedial treatments, like any medicine, cannot be guaranteed.

Treatment, pruning, and removal of trees may involve considerations beyond the scope of the arborist's services such as property boundaries, property ownership, site lines, disputes between neighbors, landlord-tenant matters, etc. Arborists cannot take such issues into account unless complete and accurate information is given to the remedial measures.

Trees can be managed, but they cannot be controlled. To live near a tree is to accept some degree of risk. The only way to eliminate all risks is to eliminate all trees.

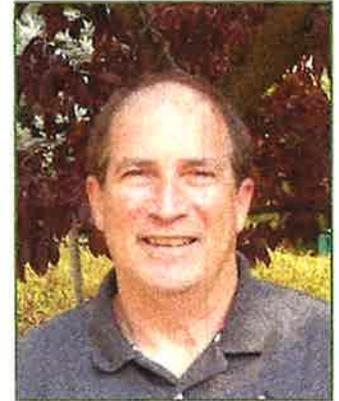


California Tree and Landscape Consulting, Inc.

GORDON MANN

EDUCATION AND QUALIFICATIONS

- 1977 Bachelor of Science, Forestry, University of Illinois, Champaign.
- 1982 - 1985 Horticulture Courses, College of San Mateo, San Mateo.
- 1984 Certified as an Arborist, WE-0151A, by the International Society of Arboriculture (ISA).
- 2004 Certified as a Municipal Specialist, WE-0151AM, by the ISA.
- 2011 Registered Consulting Arborist, #480, by the American Society of Consulting Arborists (ASCA).
- 2003 Graduate of the ASCA Consulting Academy.
- 2006 Certified as an Urban Forester, #127, by the California Urban Forests Council (CaUFC).
- 2011 TRACE Tree Risk Assessment Certified, continued as an ISA Qualified Tree Risk Assessor (T.R.A.Q.).



PROFESSIONAL EXPERIENCE

- 2016 – Present CALIFORNIA TREE AND LANDSCAPE CONSULTING, INC (CalTLC).
President and Consulting Arborist.
Auburn. Mr. Mann provides consultation to private and public clients in health and structure analysis, inventories, management planning for the care of trees, tree appraisal, risk assessment and management, and urban forest management plans.
- 1986 - Present MANN MADE RESOURCES. Owner and Consulting Arborist. Auburn.
Mr. Mann provides consultation in municipal tree and risk management, public administration, and developing and marketing tree conservation products.
- 2015 – 2017 CITY OF RANCHO CORDOVA, CA. Contract City Arborist.
Mr. Mann serves as the City's first arborist, developing the tree planting and tree maintenance programs, performing tree inspections, updating ordinances, providing public education, and creating a management plan,
- 1984 – 2007 CITY OF REDWOOD CITY, CA. City Arborist, Arborist, and Public Works Superintendent.
Mr. Mann developed the Tree Preservation and Sidewalk Repair Program, supervised and managed the tree maintenance program, performed

inspections and administered the Tree Preservation Ordinance. Additionally, he oversaw the following Public Works programs: Streets, Sidewalk, Traffic Signals and Streetlights, Parking Meters, Signs and Markings, and Trees.

1982 – 1984 CITY OF SAN MATEO, CA. Tree Maintenance Supervisor.
For the City of San Mateo, Mr. Mann provided supervision and management of the tree maintenance program, and inspection and administration of the Heritage Tree Ordinance.

1977 – 1982 VILLAGE OF BROOKFIELD, IL. Village Forester.
Mr. Mann provided inspection of tree contractors, tree inspections, managed the response to Dutch Elm Disease. He developed an in-house urban forestry program with leadworker, supervision, and management duties to complement the contract program.

1979 - Present INTERNATIONAL SOCIETY OF ARBORICULTURE. Member.

- Board of Directors (2015 - Present)
- True Professional of Arboriculture Award (2011); In recognition of material and substantial contribution to the progress of arboriculture and having given unselfishly to support arboriculture.

1982 - Present WESTERN CHAPTER ISA (WCISA). Member.

- Chairman of the Student Committee (2014 - 2017)
- Member of the Certification Committee (2007 - Present)
- Chairman of the Municipal Committee (2009 - 2014) • Award of Merit (2016) In recognition of outstanding meritorious service in advancing the principles, ideals and practices of arboriculture.
- Annual Conference Chair (2012)
- Certification Proctor (2010 – Present)
- President (1992 - 1993)
- Award of Achievement and President's Award (1990)

1985 - Present CALIFORNIA URBAN FORESTS COUNCIL (CaUFC). Member; Board Member (2010 - Present)

1985 - Present SOCIETY OF MUNICIPAL ARBORISTS (SMA). Member. e Legacy Project of the Year (2015) o In recognition of outstanding meritorious service in advancing the principles, ideals and practices of arboriculture.
• Board Member (2005 - 2007)

2001 - Present AMERICAN SOCIETY OF CONSULTING ARBORISTS.
Member. e Board of Directors (2006 - 2013)
• President (2012)

2001 - Present CAL FIRE. Advisory Position.
• Chairman of the California Urban Forestry Advisory Committee (2014 - 2017)

2007 – Present AMERICAN NATIONAL STANDARDS INSTITUTE (ANSI): A300
TREE MAINTENANCE STANDARDS

COMMITTEE. SMA Representative and Alternate.

- Alternative Representative for SMA (2004 - 2007; 2012 - Present)
- Representative for SMA (2007 - 2012)

2007 - Present SACRAMENTO TREE FOUNDATION. Member and Employee.

- Co-chair/member of the Technical Advisory Committee (2012 - Present)

- Urban Forest Services Director (2007 - 2009)
e Facilitator of the Regional Ordinance Committee (2007 - 2009)

- 1988 - 1994 TREE CLIMBING COMPETITION.

- Chairman for Northern California (1988 - 1992)
- Chairperson for International (1991 - 1994)

PUBLICA TIONS AND LECTURES

Mr. Mann has authored numerous articles in newsletters and magazines such as Western Arborist, Arborist News, City Trees, Tree Care Industry Association, Utility Arborists Association, CityTrees, and Arborists Online, covering a range of topics on Urban Forestry, Tree Care, and Tree Management. He has developed and led the training for several programs with the California Arborist Association. Additionally, Mr. Mann regularly presents at numerous professional association meetings on urban tree management topics.

Certificate of Performance

I, Gordon Mann, certify that:

The trees and site referred to in this report were inspected by me and a qualified ISA Certified Arborist and I have reviewed their work and stated my findings accurately. The extent of the inspection is stated in the attached report under Assignment;

I have no current or prospective interest in the vegetation, or the property that is the subject of this report and have no personal interest or bias with respect to the parties involved;

The analysis, opinions and conclusions stated herein are my own and are based on current scientific procedures and facts;

My analysis, opinions, and conclusions were developed, and this report has been prepared according to commonly accepted arboricultural practices;

No one provided significant professional assistance to me, except as indicated within the report;

My compensation is not contingent upon the reporting of a predetermined conclusion that favors the cause of the client, or any other party, nor upon the results of the assignment, the attainment of stipulated results, or the occurrence of any subsequent events.

I further certify that I am a member in good standing of the International Society of Arboriculture (ISA) and an ISA Certified Arborist and Municipal Specialist. I am also a Registered Consulting Arborist member in good standing of the American Society of Consulting Arborists. I have been involved in the practice of arboriculture and the care and study of trees for over 43 years.

Signed:



Gordon Mann

Date: March 16, 2021

Attachment 11

Preliminary Tree List Dated June 11, 2021

7635 Baldwin Dam Road

Tree List

Tree #	Old Tag #	Off-site	Common Name Species	DBH (in)	Ht Dia Meas At (in)	Canopy Radius (ft)	Condition Rating	Comments	Proposed Status
517	37		Blue Oak Quercus douglasii	10	54	26	3 Fair - Minor Problems	Suppressed. Canopy severe lean south west	
518	38		Blue Oak Quercus douglasii	16	54	22	3 Fair - Minor Problems	Codominant at 10ft	
519	39		Blue Oak Quercus douglasii	14	54	10	2 Major Structure or Health Problems	Poor structure. Branch cavities	
515	35		Blue Oak Quercus douglasii	21	54	19	3 Fair - Minor Problems	Swollen flare east. Codominant top	
514	34		Blue Oak Quercus douglasii	18	54	17	3 Fair - Minor Problems	Codominant at 9 feet	
513	33		Blue Oak Quercus douglasii	18	54	17	3 Fair - Minor Problems	Codominant at 9 feet. Swollen flare south	
506	41		Blue Oak Quercus douglasii	23	54	28	3 Fair - Minor Problems	3 stems at ground 14, 14, 12;	
507	42		Blue Oak Quercus douglasii	16	54	20	2 Major Structure or Health Problems	Basal cavity south	
1			Interior Live Oak Quercus wislizenii	5.8	54		2 Major Structure or Health Problems	undersized growing in rock	Remove for Access Road
247			Interior Live Oak Quercus wislizenii	11.5	54	14	2 Major Structure or Health Problems	7.9 6.9 4.6, 3 stems at base, basal decay	

7635 Baldwin Dam Road

Tree List

Tree #	Old Tag #	Off-site	Common Name Species	DBH (in)	Ht Dia Meas At (in)	Canopy Radius (ft)	Condition Rating	Comments	Proposed Status
508	43		Interior Live Oak <i>Quercus wislizenii</i>	28	54	29	2 Major Structure or Health Problems	2 stem at ground, 21, 18; heavy & leaning, hollow basal center with decay	
286			Interior Live Oak <i>Quercus wislizenii</i>	8	54	15	2 Major Structure or Health Problems	leans E 45 deg	
509	44		Blue Oak <i>Quercus douglasii</i>	10	54	10	3 Fair - Minor Problems	Upper trunk and canopy lean south, codominant at 7ft	Remove for Access Road
249			Interior Live Oak <i>Quercus wislizenii</i>	7.3	54	12	2 Major Structure or Health Problems	broken 4" stem, leans NE 60 degrees suppressed	
254			Interior Live Oak <i>Quercus wislizenii</i>	16.2	54	20	2 Major Structure or Health Problems	10.5 10.7 6.3, 3 stems at base all lean out suppressed, growing in rocks	
525	28		Chinese Pistache <i>Pistacia chinensis</i>	10	54	12	2 Major Structure or Health Problems	Multiple large pruning wounds	Remove for Access Road
297			Interior Live Oak <i>Quercus wislizenii</i>	11.8	54	17	2 Major Structure or Health Problems	growing in rocks & blackberry, suppressed W	
524	19		Interior Live Oak <i>Quercus wislizenii</i>	41	54	22	3 Fair - Minor Problems	Codominant at 36 inches	Remove for Access Road
262			Interior Live Oak <i>Quercus wislizenii</i>	11.8	54	16	2 Major Structure or Health Problems	9.6&6.9, 2 stems at base, growing in rocks, lean N & W 45 deg	

7635 Baldwin Dam Road

Tree List

Tree #	Old Tag #	Off-site	Common Name Species	DBH (in)	Ht Dia Meas At (in)	Canopy Radius (ft)	Condition Rating	Comments	Proposed Status
233			Interior Live Oak Quercus wislizenii	8.1	54	8	1 Extreme Structure or Health Problems	leans W to 90 degrees suppressed, basal decay	
521	27		Coast Redwood Sequoia sempervirens	28	54	14	4 Good - No Apparent Problems	Good specimen	
2			Interior Live Oak Quercus wislizenii	13	54		0 Dead	broken off atv13'	
522	26		Coast Redwood Sequoia sempervirens	26	54	16	4 Good - No Apparent Problems	Good specimen	
237			Interior Live Oak Quercus wislizenii	15.6	54	18	3 Fair - Minor Problems	leans W, 1-sided crown, dead branches to 4",	
523	21		Trident maple Acer truncatum	19	54	21	3 Fair - Minor Problems	Codominant at 6ft. Large pruning wounds east side at 5 ft	
235			Interior Live Oak Quercus wislizenii	8.8	54	16	2 Major Structure or Health Problems	1 stem at base cut off N, bowed trunk, co dom at 12', 1-sided crown E	
527	22		Coast Redwood Sequoia sempervirens	28	54	15	4 Good - No Apparent Problems	Good specimen	
271			Interior Live Oak Quercus wislizenii	8.4	54	11	1 Extreme Structure or Health Problems	trunk decay at 9&15', thinning crown	
529	23		Blue Oak Quercus douglasii	18	54	20	3 Fair - Minor Problems	One sided, leaning canopy south	

7635 Baldwin Dam Road

Tree List

Tree #	Old Tag #	Off-site	Common Name Species	DBH (in)	Ht Dia Meas At (in)	Canopy Radius (ft)	Condition Rating	Comments	Proposed Status
230			Interior Live Oak Quercus wislizenii	18.1	54	22	2 Major Structure or Health Problems	12.0 12.0 6.4, 3 stems at base, significant branch dieback, dead branches to 4", basal decay; 5.4" stem 6" S	
530	24		Blue Oak Quercus douglasii	18	54	20	3 Fair - Minor Problems	Codominant at 20 feet.	
269			Interior Live Oak Quercus wislizenii	7.8	54	11	1 Extreme Structure or Health Problems	leans W 75 deg suppressed	
291			Interior Live Oak Quercus wislizenii	14.1	42	22	1 Extreme Structure or Health Problems	2nd stem cut at base, low lateral 5', top failed W leans horizontal at 25'	
3			Interior Live Oak Quercus wislizenii	15	54		1 Extreme Structure or Health Problems	mostly dead, leans N 30 deg	
565	17		Interior Live Oak Quercus wislizenii	29	54	30	2 Major Structure or Health Problems	2 stems 24, 16; Flare growing over Boulder north. Trunk cavities. Bark decay. Codominant at 4ft. Large pruning wounds south. Heavy lean south over house.	
4			Interior Live Oak Quercus wislizenii	3	54		2 Major Structure or Health Problems	9 stems less than 5"	
564	16		Interior Live Oak Quercus wislizenii	9	54	22	2 Major Structure or Health Problems	Basal cavities. Pruned for powerline. Severe lean east	

7635 Baldwin Dam Road

Tree List

Tree #	Old Tag #	Off-site	Common Name Species	DBH (in)	Ht Dia Meas At (in)	Canopy Radius (ft)	Condition Rating	Comments	Proposed Status
230			Blue Oak Quercus douglasii	12.1	54	15	3 Fair - Minor Problems	leans S, co dom at 7', under power lines	
583		Yes	Interior Live Oak Quercus wislizenii	12	54	22	2 Major Structure or Health Problems	Offsite over north fence line. Severe lean south. Overhanging parcel 20ft south.	
225			Blue Oak Quercus douglasii	22.2	54	21	3 Fair - Minor Problems	12.3 12.5 13.6, 3 stems at base, likely stump sprouts, center void, leaders grow outward from center	
545	18		Interior Live Oak Quercus wislizenii	20	54	0	1 Extreme Structure or Health Problems	Topped snag at 11ft. Foliage is trunk sprouts	
216			Blue Oak Quercus douglasii	10.6	54	19	2 Major Structure or Health Problems	leans W suppressed, 1-sided crown W, alongside power lines to S	
228			Interior Live Oak Quercus wislizenii	14.5	54	21	2 Major Structure or Health Problems	leans NW, 1-sided crown W, alongside power lines to S	
563			Interior Live Oak Quercus wislizenii	10	54	8	2 Major Structure or Health Problems	Topped for powerline clearance.	
229			Interior Live Oak Quercus wislizenii	17.8	54		2 Major Structure or Health Problems	2 stems at base, 17.8 13.9, decay on stems, N low branch broken off, basal decay	

7635 Baldwin Dam Road

Tree List

Tree #	Old Tag #	Off-site	Common Name Species	DBH (in)	Ht Dia Meas At (in)	Canopy Radius (ft)	Condition Rating	Comments	Proposed Status
588			Southern Magnolia Magnolia grandiflora	10	54	8	2 Major Structure or Health Problems	Topped for powerline clearance.	
222			Blue Oak Quercus douglasii	11.6	54	16	3 Fair - Minor Problems	vertical growth, trunk wound N 42"	
541	10		Interior Live Oak Quercus wislizenii	30	54	30	1 Extreme Structure or Health Problems	Severe trunk cavity south.	
221			Blue Oak Quercus douglasii	14.2	54	22	2 Major Structure or Health Problems	trunk wound S &E, decay cavity S 6", bend in trunk 8-12', crown mostly W	
540	9		Interior Live Oak Quercus wislizenii	22	54	24	2 Major Structure or Health Problems	Topped for powerline clearance.	
5			Interior Live Oak Quercus wislizenii		54		0 Dead	failed stem	
538	19		Interior Live Oak Quercus wislizenii	19	54	16	2 Major Structure or Health Problems	Topped for powerline clearance. Basal cavities	
239			Interior Live Oak Quercus wislizenii	9	54	13	2 Major Structure or Health Problems	co dom at 5', 1 main leader horizontal S	
537	2		Interior Live Oak Quercus wislizenii	18	54	18	2 Major Structure or Health Problems	Topped for powerline clearance. Swollen flare.	
249			Interior Live Oak Quercus wislizenii	11.9	54	16	2 Major Structure or Health Problems	2 stems at base, 9.2 7.5, growing in rocks, stems lean W 1-sided	

7635 Baldwin Dam Road

Tree List

Tree #	Old Tag #	Off-site	Common Name Species	DBH (in)	Ht Dia Meas At (in)	Canopy Radius (ft)	Condition Rating	Comments	Proposed Status
543	1		Coast Redwood Sequoia sempervirens	35	54	12	3 Fair - Minor Problems	Codominant at base, 26, 23;	
248			Interior Live Oak Quercus wislizenii	25.7	54	21	2 Major Structure or Health Problems	16.9, 10.1, 5.9, 15.1, 4 stems at base, basal decay, stems growing outward, growing in rocks	
6			Interior Live Oak Quercus wislizenii	5.6	54		3 Fair - Minor Problems		
544	7		Interior Live Oak Quercus wislizenii	22	54	24	2 Major Structure or Health Problems	Trunk cavities. Upper trunk and canopy severe lean west.	
594			Interior Live Oak Quercus wislizenii	11.8	54		2 Major Structure or Health Problems	7.3 6.2 6.9, 3 stems at base, sprouts from stump, 1-sided stems S,	
546	12		Interior Live Oak Quercus wislizenii	15	54	22	1 Extreme Structure or Health Problems	Basal cavities. Pruning wounds. Severely declining	Remove for Access Road
7			Interior Live Oak stump	0	54		0 Dead	16", 16" cuts	Remove for Access Road
280			Interior Live Oak Quercus wislizenii	13	54		2 Major Structure or Health Problems	9.7 8.7, 2 stems at 24", spindly, thin crown	
547	6		Interior Live Oak Quercus wislizenii	21	54	28	2 Major Structure or Health Problems	Growing in rocks. 8 inch limb failure.	Remove for Access Road
280			Interior Live Oak Quercus wislizenii	11	54		2 Major Structure or Health Problems	2 stems at 24", 8.7 6.7, stems lean outward, spindly thin foliage	

7635 Baldwin Dam Road

Tree List

Tree #	Old Tag #	Off-site	Common Name Species	DBH (in)	Ht Dia Meas At (in)	Canopy Radius (ft)	Condition Rating	Comments	Proposed Status
553	4		Interior Live Oak Quercus wislizenii	18	54	28	2 Major Structure or Health Problems	Growing in rocks. Poor taper. Upper trunk and canopy lean severely west.	
283			Interior Live Oak Quercus wislizenii	23.9	30	30	2 Major Structure or Health Problems	growing in rocks, basal decay, co dom at 30" & 7', thin crown	
281			Interior Live Oak Quercus wislizenii	10.7	54	19	2 Major Structure or Health Problems	growing in rocks, leans S, co dom at 7', 1-sided crown suppressed S	
270			Interior Live Oak Quercus wislizenii	10.8	24	20	2 Major Structure or Health Problems	co dom at 3', branches lean E&W at 45 degrees	
279			Interior Live Oak Quercus wislizenii	15.8	54	26	3 Fair - Minor Problems	low lateral NW at 12", S at 6', dead branches to 4", end wts	
285			Blue Oak Quercus douglasii	24.1	54	27	3 Fair - Minor Problems	19.1, 14.7, co doms at 18", E leans S 45 degrees, W vertical	
278			Interior Live Oak Quercus wislizenii	23.3	54		2 Major Structure or Health Problems	11.9 8.7 10.9 14.3, 4 stems at base, basal decay, 3 of 4 stems lean outward, 4th stem bends W at 25'	Remove for Access Road
295			Interior Live Oak Quercus wislizenii	8.6	54		2 Major Structure or Health Problems	leans N, suppressed with vertical branches	Remove for Access Road
203			Blue Oak Quercus douglasii	9.4	48	11	3 Fair - Minor Problems	bend in trunk 15'	

7635 Baldwin Dam Road

Tree List

Tree #	Old Tag #	Off-site	Common Name Species	DBH (in)	Ht Dia Meas At (in)	Canopy Radius (ft)	Condition Rating	Comments	Proposed Status
589		Yes	Interior Live Oak Quercus wislizenii	13	24	15	3 Fair - Minor Problems	Offsite. Overhangs parcel 5ft south.	
202			Blue Oak Quercus douglasii	27.3	12	29	3 Fair - Minor Problems	low lateral W at 18", 5', co dom at 15', dead branches to 2", graded around	
592		Yes	Interior Live Oak Quercus wislizenii	6	54	10	3 Fair - Minor Problems	Offsite. Overhangs parcel 5ft south.	
204			Interior Live Oak Quercus wislizenii	11	54	17	2 Major Structure or Health Problems	leans E 45 degrees self-correcting atc8', 1-sided crown E, trunk wounds E 6'	
573	92		Blue Oak Quercus douglasii	20	54	26	3 Fair - Minor Problems	Codominant at 20ft. Recent grading in Crz south. Buried flare	
560	94		Blue Oak Quercus douglasii	14	54	26	3 Fair - Minor Problems	Codominant top.	
232			Interior Live Oak Quercus wislizenii	13.9	54	25	1 Extreme Structure or Health Problems	basal decay, leans 45 degees S, 1-sided crown S	
287			Interior Live Oak Quercus wislizenii	7.8	36	14	2 Major Structure or Health Problems	co dom at 4', trunk wound & decay 0-2', next to mound	
7			Interior Live Oak Quercus wislizenii	5.5	54		2 Major Structure or Health Problems	Undersized tree	

7635 Baldwin Dam Road

Tree List

Tree #	Old Tag #	Off-site	Common Name Species	DBH (in)	Ht Dia Meas At (in)	Canopy Radius (ft)	Condition Rating	Comments	Proposed Status
562	95		Blue Oak Quercus douglasii	11	54	20	3 Fair - Minor Problems	Leaning and growing into canopy east.	
289			Interior Live Oak Quercus wislizenii	8.7	54	21	2 Major Structure or Health Problems	leans W 30 degrees, trunk wound E 2-3', 1-sided crown W	
558	13		Interior Live Oak Quercus wislizenii	28	54	25	2 Major Structure or Health Problems	Basal cavities. Large limb failure with decay in trunk east at 12 feet .	
288			Interior Live Oak Quercus wislizenii	7.5	54	14	3 Fair - Minor Problems	slight bend in trunk, trunk wounds N 0-1', 2'	
566	5		Interior Live Oak Quercus wislizenii	12	54	12	2 Major Structure or Health Problems	Sparse foliage. Vigor poor.	
206			Blue Oak Quercus douglasii	13.5	36	18	3 Fair - Minor Problems	crown mostly W, bends W at 30'	
576	97		Blue Oak Quercus douglasii	15	54	25	3 Fair - Minor Problems	3 stems at base 10, 10, 6; Suppressed. Leaning south.	
209			Blue Oak Quercus douglasii	14.4	54	20	3 Fair - Minor Problems	bends in trunk at 15', crown mostly S	
201			Blue Oak Quercus douglasii	15.8	54	22	3 Fair - Minor Problems	swollen flare, leans W	
561	98		Interior Live Oak Quercus wislizenii	11	54	17	2 Major Structure or Health Problems	Suppressed. Stunted. Above average dead branches. Die back	

7635 Baldwin Dam Road

Tree List

Tree #	Old Tag #	Off-site	Common Name Species	DBH (in)	Ht Dia Meas At (in)	Canopy Radius (ft)	Condition Rating	Comments	Proposed Status
575	99		Blue Oak Quercus douglasii	26	54	30	2 Major Structure or Health Problems	Low codominant at base. Upper trunk and canopy severe lean south west.	
223			Blue Oak Quercus douglasii	18.1	54	24	3 Fair - Minor Problems	swollen flare & trunk to 2', self-correcting lean N, low lateral S at 7', dead branches to 2"	
268			Blue Oak Quercus douglasii	24.2	54	30	3 Fair - Minor Problems	trunk wound 6" W, 12' SW, dead branches to 4", end wts	
568			Blue Oak Quercus douglasii	15	54	25	2 Major Structure or Health Problems	Supressed. Upper trunk and canopy leaning severely southwest.	
51			Interior Live Oak Quercus wislizenii	13	12	0	0 Dead	Stump	
572	2		Interior Live Oak Quercus wislizenii	13	12	21	1 Extreme Structure or Health Problems	Severe basal cavity	
10			gray pine	8	54	11	0 Dead	tree is not dead, growing on S fenceline; 9 ilo from 4" to 5.5" dia growing from 22' E to 24' W of pine along fence line	
389			Blue Oak Quercus douglasii	13	54	16	3 Fair - Minor Problems	Bow in trunk at 9ft	
12			Blue Oak Quercus douglasii	23	24	24	3 Fair - Minor Problems	on adjacent property behind fence by ~ 10', extends into property 13'	

7635 Baldwin Dam Road

Tree List

Tree #	Old Tag #	Off-site	Common Name Species	DBH (in)	Ht Dia Meas At (in)	Canopy Radius (ft)	Condition Rating	Comments	Proposed Status
571	89		Interior Live Oak Quercus wislizenii	15	54	20	3 Fair - Minor Problems	Upper trunk and canopy significant lean west	
52			Interior Live Oak Quercus wislizenii	12	36		0 Dead	Stump	
240			Blue Oak Quercus douglasii	24.1	54	27	4 Good - No Apparent Problems	in SE corner, co doms at 25', dead branches to 4", branches over properties to E & S	
570	86		Blue Oak Quercus douglasii	25	54	25	3 Fair - Minor Problems	Codominant at 18ft	
293			Blue Oak Quercus douglasii	22.1	54	26	3 Fair - Minor Problems	17.7 13.3, 2 stems at 18", near E fence, crown mostly E, ivy on trunk, W leader leans E branches over property to E	
574	84		Interior Live Oak Quercus wislizenii	16	54	30	3 Fair - Minor Problems	Codominant at 16ft. Significant lean east	
567	83		Interior Live Oak Quercus wislizenii	15	54		0 Dead	Broken trunk at 7ft	
593			Incense cedar Calocedrus decurrens	15	54	11	3 Fair - Minor Problems	Water stressed	
597	102		California Buckeye Aesculus californica	14	54	12	3 Fair - Minor Problems	3 Codom at base, 10, 8, 6	

7635 Baldwin Dam Road

Tree List

Tree #	Old Tag #	Off-site	Common Name Species	DBH (in)	Ht Dia Meas At (in)	Canopy Radius (ft)	Condition Rating	Comments	Proposed Status
210	101		Interior Live Oak Quercus wislizenii	17	54	25	2 Major Structure or Health Problems	Codominant at base, 10, 14; , trunk cavities	
208	81		Blue Oak Quercus douglasii	11	54	18	3 Fair - Minor Problems	Codominant at 15ft	
207	78		Blue Oak Quercus douglasii	15	54	20	3 Fair - Minor Problems	Codominant at 9ft	
205	111		Blue Oak Quercus douglasii	13	54	18	3 Fair - Minor Problems	Codominant at 15ft	
13			Interior Live Oak Quercus wislizenii	13	54	16	0 Dead	in adjacent property E, in poor condition, leans SW to horizontal extends into property 20', trunk ~10' from fence line	
214	77		Blue Oak Quercus douglasii	6	54	8	3 Fair - Minor Problems	Stunted	
211	76		Blue Oak Quercus douglasii	8	54	20	3 Fair - Minor Problems	One sided, leaning canopy south	
14			Interior Live Oak Quercus wislizenii	26	5	24	0 Dead	poor condition, on adjacent property E at fenceline, leans over property extends into property by 32',	
213	75		Blue Oak Quercus douglasii	10	54	20	3 Fair - Minor Problems	One sided, leaning canopy east	

7635 Baldwin Dam Road

Tree List

Tree #	Old Tag #	Off-site	Common Name Species	DBH (in)	Ht Dia Meas At (in)	Canopy Radius (ft)	Condition Rating	Comments	Proposed Status
15			Interior Live Oak Quercus wislizenii	13	54		0 Dead	on adjacent property E, 2 stems 11,13, 8' behind fence, leans W, extends into property by 23'	
215	73		Blue Oak Quercus douglasii	12	54	18	3 Fair - Minor Problems	One sided canopy south	
16			Blue Oak Quercus douglasii	16	54		0 Dead	on adjacent property E, 7' back of fence, fair condition, leans W, extends into property by 20'	
212	69		Blue Oak Quercus douglasii	7	54	15	2 Major Structure or Health Problems	canopy severe lean west	
17			Blue Oak Quercus douglasii	26	54		0 Dead	on adjacent property E, fair condition, 2' behind fence, extends into property by 25'	
217	70		Blue Oak Quercus douglasii	8	54	17	2 Major Structure or Health Problems	canopy severe lean west	
227	68		Blue Oak Quercus douglasii	16	54	24	3 Fair - Minor Problems	One sided canopy south west	
226	68		Blue Oak Quercus douglasii	9	54	15	3 Fair - Minor Problems	One sided canopy south	

7635 Baldwin Dam Road

Tree List

Tree #	Old Tag #	Off-site	Common Name Species	DBH (in)	Ht Dia Meas At (in)	Canopy Radius (ft)	Condition Rating	Comments	Proposed Status
18			Blue Oak Quercus douglasii	21	54		0 Dead	on adjacent property N, fair condition, 2 stems at 18" 20"&13", 13" stem extends into property by 24'	
224	66		Blue Oak Quercus douglasii	11	54	25	3 Fair - Minor Problems	Upper trunk and canopy severe lean north west	
19			Interior Live Oak Quercus wislizenii	19	36		0 Dead	on adjacent property S, 10' behind fence, poor condition, leans N extends into property by 20', end wts	
21		Yes	Interior Live Oak Quercus wislizenii	12	54	12	3 Fair - Minor Problems	Offsite. Overhangs parcel 6 ft. Trunk is 2 ft north of fence line	
22		Yes	Interior Live Oak Quercus wislizenii	11	54	15	3 Fair - Minor Problems	Offsite. Overhangs parcel 10 ft. south. Trunk is 7ft north of fence line	
243	63		Interior Live Oak Quercus wislizenii	15	54	24	1 Extreme Structure or Health Problems	Codominant at 10 feet. Trunk cavity south at 8ft	
242			Interior Live Oak Quercus wislizenii	18	54	22	3 Fair - Minor Problems	2 stems at base 14, 12; trunks lean west	
244	56		Interior Live Oak Quercus wislizenii	10	48	12	2 Major Structure or Health Problems	Suppressed. Vigor poor	
245	51		Interior Live Oak Quercus wislizenii	12	24	18	2 Major Structure or Health Problems	Severe lean west. Codominant at 36 inches	

7635 Baldwin Dam Road

Tree List

Tree #	Old Tag #	Off-site	Common Name Species	DBH (in)	Ht Dia Meas At (in)	Canopy Radius (ft)	Condition Rating	Comments	Proposed Status
253	50		Interior Live Oak Quercus wislizenii	7	24	18	1 Extreme Structure or Health Problems	Severe lean west. Trunk cavity	
282	49		Interior Live Oak Quercus wislizenii	17	54	25	3 Fair - Minor Problems	3 stems at base, 12, 9, 7	
277	48		Blue Oak Quercus douglasii	17	54	22	2 Major Structure or Health Problems	3 stems at base 12, 9, 7; Suppressed. Severe lean west	
259	4		Interior Live Oak Quercus wislizenii	18	54	30	3 Fair - Minor Problems	3 stems at ground, 12, 10, 9; Severe lean west	
218	71		Blue Oak Quercus douglasii	12	54	22	3 Fair - Minor Problems	One sided canopy west	
218	71		Blue Oak Quercus douglasii	12	54	22	3 Fair - Minor Problems	One sided canopy west	
219	72		Blue Oak Quercus douglasii	9	54	20	3 Fair - Minor Problems	Suppressed leaning south	
220	53		Interior Live Oak Quercus wislizenii	12	54	22	2 Major Structure or Health Problems	Pruning wounds at base. Significant lean west	
273	41		Interior Live Oak Quercus wislizenii	17	54	25	3 Fair - Minor Problems	Codominant at 13 ft	
274	41		Ponderosa Pine Pinus ponderosa	6	54	6	3 Fair - Minor Problems	Codominant top	

7635 Baldwin Dam Road

Tree List

Tree #	Old Tag #	Off-site	Common Name Species	DBH (in)	Ht Dia Meas At (in)	Canopy Radius (ft)	Condition Rating	Comments	Proposed Status
236	34		Blue Oak Quercus douglasii	20	54	18	3 Fair - Minor Problems	Forks at base	
238	31		Blue Oak Quercus douglasii	12	54	15	3 Fair - Minor Problems	Codominant at 9ft	
264			Blue Oak Quercus douglasii	14	54	30	3 Fair - Minor Problems	Trunk bows and canopy leans west	
598			Buckeye	15	54	16	2 Major Structure or Health Problems	2 stems at base, 11, 10; Dead branches, pruning wounds	
265			Blue Oak Quercus douglasii	6	54	12	2 Major Structure or Health Problems	Suppressed. Severe lean	
267	35		Blue Oak Quercus douglasii	12	54	15	3 Fair - Minor Problems	Canopy leans west.	
258	24		Interior Live Oak Quercus wislizenii	34	54	45	2 Major Structure or Health Problems	3 stems at base 23, 21, 14; Trunk cavities. Severe inclusion of stems at base	
263	39		Blue Oak Quercus douglasii	13	54	30	3 Fair - Minor Problems	Significant lean east	
261			Blue Oak Quercus douglasii	8	54	8	2 Major Structure or Health Problems	Main step broke at 12ft with wound sprouts.	
260	22		Blue Oak Quercus douglasii	11	54	18	2 Major Structure or Health Problems	Canopy leans severely west	

7635 Baldwin Dam Road

Tree List

Tree #	Old Tag #	Off-site	Common Name Species	DBH (in)	Ht Dia Meas At (in)	Canopy Radius (ft)	Condition Rating	Comments	Proposed Status
257			Interior Live Oak Quercus wislizenii	31	54	40	1 Extreme Structure or Health Problems	Stems are over extended. Decay at base with inclusion. Bark rotting. Vigor poor. Foliage sparse.	
23		Yes	Interior Live Oak Quercus wislizenii	16	54	18	3 Fair - Minor Problems	Offsite. Southern stem of tree overhangs parcel 3 ft	
256	20		Blue Oak Quercus douglasii	12	54	18	3 Fair - Minor Problems	Codominant at 10ft. Canopy leans south	
255	58		Interior Live Oak Quercus wislizenii	6	54	10	2 Major Structure or Health Problems	Suppressed	
250	59		California Buckeye Aesculus californica	6	54	10	2 Major Structure or Health Problems	Crowded	
266	60		Blue Oak Quercus douglasii	8	54	15	3 Fair - Minor Problems	Codominant at 13ft	
251	61		Blue Oak Quercus douglasii	6	54	10	2 Major Structure or Health Problems	Suppressed. Severe lean west	
599	18		California Buckeye Aesculus californica	14	54	15	2 Major Structure or Health Problems	Multistem at ground, 10,5,5,5,3,3; weak attachments	
24		Yes	Interior Live Oak Quercus wislizenii	13	54	18	3 Fair - Minor Problems	Offsite. Trunk is 12ft east of fence line. Canopy overhangs 8 ft west.	

7635 Baldwin Dam Road

Tree List

Tree #	Old Tag #	Off-site	Common Name Species	DBH (in)	Ht Dia Meas At (in)	Canopy Radius (ft)	Condition Rating	Comments	Proposed Status
25		Yes	Interior Live Oak Quercus wislizenii	25	54	25	3 Fair - Minor Problems	Offsite. Trunk is 15 ft north east of fence line. Canopy overhangs 6 ft south west.	
26		Yes	Blue Oak Quercus douglasii	15	54	12	3 Fair - Minor Problems	Offsite. Trunk is 4ft north of fence line. Canopy overhangs 8 ft south	
27		Yes	Interior Live Oak Quercus wislizenii	6	54	10	3 Fair - Minor Problems	Offsite. Trunk is 4ft north of fence line. Canopy overhangs 6ft south	
595			California Buckeye Aesculus californica	10	54	10	2 Major Structure or Health Problems	multi stem at base, 5,4,4,4,3,3,3; Weak attachments	
28		Yes	Lemon Citrus limon	13	54	12	3 Fair - Minor Problems	Offsite. Overhangs parcel 3 ft. Trunk is 6 ft north of fence line	
579			Red Willow Salix laevigata	21	54	17	2 Major Structure or Health Problems	Trunk cavity. 10 inch broken limb	
Total 172 Trees, Interior Live Oak 88, Blue Oak 66, CA Buckeye 5, Redwood 4, Chinese Pistache 1, Gray Pine 1, Incense Cedar 1, Live Oak Stump 1, Lemon 1, Ponderosa Pine 1, Willow 1, Southern Magnolia 1, Trident Maple 1; Proposed removals: 509, 10" Blue Fair, 525 10" Pistache buildable unprotected, 524 41" ILO Fair, 546 15" ILO Very Poor buildable, 547 15" ILO Poor buildable, 1 <6" ILO unprotected, 7 Stump, 278 23" ILO Poor, 295 9" ILO Poor;									

Attachment 12

Site Photographs















CITY OF
FOLSOM
DISTINCTIVE BY NATURE

AGENDA ITEM NO. 2
Type: Public Hearing
Date: November 3, 2021

Planning Commission Staff Report

50 Natoma Street, Council Chambers
Folsom, CA 95630

Project: Folsom Heights Subdivision Small-Lot Vesting Tentative Subdivision Map Extension

File #: PN 21-233

Request: Small-Lot Vesting Tentative Subdivision Map Extension

Location: Northeastern Corner of the Folsom Plan Area

Staff Contact: Steve Banks, Principal Planner, 916-461-6207
sbanks@folsom.ca.us

Property Owner/Applicant

Name: Elliott Homes, Inc.
Address: 340 Palladio Parkway, Suite 521
Folsom, CA 95630

Recommendation: Conduct a public hearing and upon conclusion recommend approval of a three-year extension in time for the Folsom Heights Subdivision Small-Lot Vesting Tentative Subdivision Map as illustrated on Attachment 6 for the Folsom Heights Subdivision project (PN 21-233) subject to the findings (Findings A-O) and conditions of approval (Conditions 1-182) attached to this report.

Project Summary: The proposed project involves a request for approval of a three-year extension in time for the previously approved Small-Lot Vesting Tentative Subdivision Map associated with the Folsom Heights Subdivision project. The Folsom Heights Subdivision project includes development of a 530-unit residential and commercial community on a 189.7-acre site located within the northeastern corner of the Folsom Plan Area. The Planning Commission will be making a recommendation to the City Council regarding the project.

Table of Contents:

- 1 - Background and Setting
- 2 - Project Description/Analysis
- 3 - Conditions of Approval
- 4 - Vicinity Map



CITY OF
FOLSOM
DISTINCTIVE BY NATURE

AGENDA ITEM NO. 2
Type: Public Hearing
Date: November 3, 2021

- 5 - Folsom Heights Subdivision Master Plan Exhibit, dated February 27, 2017
- 6 - Small-Lot Vesting Tentative Subdivision Map, dated October 14, 2016
- 7 - Letter from Applicant, dated August 11, 2021

Submitted,

A handwritten signature in blue ink, appearing to read "Pam Johns", with a long horizontal flourish extending to the right.

PAM JOHNS
Community Development Director

ATTACHMENT 2 BACKGROUND AND SETTING

BACKGROUND

On June 28, 2016, the City Council approved a General Plan Amendment and Specific Plan Amendment for development of the Folsom Heights Subdivision project. The approved General Plan Amendment and Specific Plan Amendment resulted in an increase in the amount of land designated for single-family development, a decrease in the amount of land designated for multi-family development, a reduction in the amount of land designated for commercial development, and an increase in the amount of open space within the 189.7-acre Folsom Heights Subdivision project area.

On July 11, 2017, the City Council approved a Large-Lot Vesting Tentative Subdivision Map, Small-Lot Vesting Tentative Subdivision Map, Project Design Guidelines, and an Inclusionary Housing Plan for the development of a 530-unit residential and commercial development (Folsom Heights Subdivision) on a 189.7-acre site located in the northeast corner of the Folsom Plan Area. On August 27, 2019, the City Council approved a three-year extension in time for the previously approved Small-Lot Vesting Tentative Subdivision Map associated with the Folsom Heights Subdivision project. On August 11, 2021, Elliott Homes submitted a timely letter to the City requesting a three-year extension in time for the Small-Lot Vesting Tentative Subdivision Map associated with the Folsom Heights Subdivision project.

On August 27, 2021, Elliott Homes submitted an application to the City for approval of a code amendment to modify Section 16.16.120(D) of the Folsom Municipal Code to make it consistent with State law relative to map extensions. State law allows local jurisdictions to extend subdivision maps up to six years from the date of approval, while the Folsom Municipal Code limits the extension to three years. On September 28, 2021, the City Council approved Ordinance No. 1317, an Ordinance of the City of Folsom Amending Section 16.16.120(D) of the Folsom Municipal Code Pertaining to Extension of Tentative Subdivision Maps.

GENERAL PLAN DESIGNATIONS

SF (Single Family)
SFHD (Single Family High Density)
MLD (Multifamily Low Density)
GC (General Commercial)
P-QP (Public /Quasi Public)
OS (Open Space)

SPECIFIC PLAN DESIGNATIONS

SP-SF (Single Family)
SP-SFHD (Single Family High Density)
SP-MLD (Multifamily Low Density)
SP-GC (General Commercial)
SP-P/QP (Public /Quasi Public)
SP-OS1 (Preserve Open Space)

SP-OS2 (Passive Open Space)

ADJACENT LAND USES/ZONING

North: U.S. Highway 50 with undeveloped Commercial Property (SP 92-3) Beyond

South: Undeveloped Single-Family Residential Property (SP-SF PD) with White Rock Road Beyond

East: El Dorado County Line with Single-Family Residential Development Beyond

West: Empire Ranch Road with Undeveloped Single-Family Residential (SP-SF PD) and Commercial Property (SP-GC PD) Beyond

SITE CHARACTERISTICS

The project site is situated near the base of the Sierra Nevada foothills. The topography is characterized by gently rolling hills covered in non-native and naturalized grasslands

APPLICABLE CODES

FPASP (Folsom Plan Area Specific Plan)
FMC 16.16, Tentative Subdivision Maps

ATTACHMENT 1 PROJECT DESCRIPTION/ANALYSIS

APPLICANT'S PROPOSAL

The applicant, Elliott Homes, Inc., is requesting approval of a three-year extension in time for the previously approved Small-Lot Vesting Tentative Subdivision Map associated with the Folsom Heights Subdivision project. As referenced previously within this report, the Folsom Heights Subdivision project features development of a 530-unit residential and commercial development on a 189.7-acre site located within northeast corner of the Folsom Plan Area.

POLICY/RULE

The Folsom Municipal Code (FMC) requires that applications for Tentative Subdivision Maps be forwarded to the City Council for final action. City Council actions regarding extension of Tentative Subdivision Maps are covered under Section 16.16.120 of the Folsom Municipal Code.

ANALYSIS

Small-Lot Vesting Tentative Subdivision Map Extension

As described in the background section of this report, the City Council approved a Large-Lot Vesting Tentative Subdivision Map, Small-Lot Vesting Tentative Subdivision Map, Development Agreement Amendment, Project Design Guidelines, and Inclusionary Housing Plan for development of the 530-unit Folsom Heights Subdivision project on July 11, 2017. The City Council granted a three-year extension in time for Folsom Heights Small-Lot Vesting Tentative Subdivision Map on August 27, 2019. The Small-Lot Vesting Tentative Subdivision Map for the project is valid until July 22, 2022. The life of the Project Design Guidelines track with the validity of the Small-Lot Vesting Tentative Subdivision Map. The Inclusionary Housing Plan is a requirement of the project and does not require an extension in time.

On August 27, 2021, Elliott Homes submitted an application to the City for approval of a code amendment to modify Section 16.16.120(D) of the Folsom Municipal Code to make it consistent with State law relative to map extensions. State law allows local jurisdictions to extend subdivision maps up to six years from the date of approval, while the Folsom Municipal Code limits the extension to three years. On September 28, 2021, the City Council approved Ordinance No. 1317, an Ordinance of the City of Folsom Amending Section 16.16.120(D) of the Folsom Municipal Code Pertaining to Extension of Tentative Subdivision Maps to allow for tentative maps to be extended for a period not exceeding a total of six years.

On August 11, 2021, the project applicant (Elliott Homes, Inc.) submitted a timely letter to the City requesting a three-year extension in time for the Small-Lot Vesting Tentative Subdivision Map associated with the Folsom Heights Subdivision project. The applicant indicates in their extension letter that they recently purchased the subject property from Folsom Heights, LLC. on April 5, 2021. The applicant also states that they are actively designing the civil site improvements with the goal of beginning grading activities in the summer of 2022. In addition, the applicant comments that the extension in time will allow them to complete other required site improvements and to file the Final Map in a timely manner. The applicant has not proposed any changes to the previously approved project.

The Folsom Municipal Code (FMC, Section 16.16.120 D. Time Limit Extensions) states that the time at which a Tentative Subdivision Map expires may be extended by the Planning Commission for a period not exceeding a total of six years. As noted previously in the background section of this staff report, the City Council previously approved a three-year extension for the Folsom Heights Small-Lot Vesting Tentative Subdivision Map, thus the applicant is limited to one more three-year extension. As stated in the submitted extension request letter, the applicant has been actively engaged in designing the civil site improvements associated with the subdivision with the goal of conducting grading activities in the summer of 2022. In addition, the applicant states that the extension in time will allow them to complete other required site improvements and to file the Final Map in a timely manner. As a result, staff recommends approval of a three-year extension in time for the Small-Lot Vesting Tentative Subdivision Map associated with the Folsom Heights Subdivision project.

ENVIRONMENTAL REVIEW

An Addendum to the Folsom Plan Area Environmental Impact Report was previously approved for the Folsom Heights Subdivision project (PN 15-303) on July 11, 2017 in accordance with the California Environmental Quality Act (CEQA). The proposed Small-Lot Vesting Tentative Subdivision Map extension is consistent with the Folsom Heights Subdivision Addendum to the Folsom Plan Area Specific Plan EIR/EIS, and all mitigation measures have been applied as conditions of approval for this project. In addition, none of the conditions described in Section 21166 of the Public Resources Code or Section 15162 of the CEQA Guidelines calling for the preparation of a subsequent EIR have occurred. Therefore, no additional environmental review is required under CEQA.

RECOMMENDATION/PLANNING COMMISSION ACTION

Move to recommend to the City Council approval of a three-year extension in time for the Folsom Heights Subdivision Small-Lot Vesting Tentative Subdivision Map as illustrated on Attachment 6 for the Folsom Heights Subdivision project (PN 21-233) subject to the findings (Findings A-O) and conditions of approval (Conditions 1-182) attached to this report.

GENERAL FINDINGS

- A. NOTICE OF HEARING HAS BEEN GIVEN AT THE TIME AND IN THE MANNER REQUIRED BY STATE LAW AND CITY CODE.
- B. THE PROJECT IS CONSISTENT WITH THE GENERAL PLAN AND THE FOLSOM HEIGHTS SPECIFIC PLAN AMENDMENT.

CEQA FINDINGS

- C. THE CITY, AS LEAD AGENCY, PREVIOUSLY CERTIFIED AN ENVIRONMENTAL IMPACT REPORT/ENVIRONMENTAL IMPACT STATEMENT FOR THE FOLSOM PLAN AREA SPECIFIC PLAN AND ALSO APPROVED AN ADDENDUM FOR THE FOLSOM HEIGHTS SUBDIVISION PROJECT.
- D. THE PROPOSED PROJECT IS CONSISTENT WITH THE FOLSOM PLAN AREA SPECIFIC PLAN.
- E. THE FEASIBLE MITIGATION MEASURES SPECIFIED IN THE FOLSOM PLAN AREA SPECIFIC PLAN ENVIRONMENTAL IMPACT REPORT AND FOLSOM HEIGHTS SUBDIVISION CERTIFIED ADDENDUM WILL BE IMPLEMENTED FOR THE PROPOSED SMALL-LOT VESTING TENTATIVE SUBDIVISION MAP, CONSISTENT WITH CEQA GUIDELINES SECTION 15183(e).
- F. NONE OF THE EVENTS SPECIFIED IN SECTION 21166 OF THE PUBLIC RESOURCES CODE OR SECTION 15162 OF THE CEQA GUIDELINES REQUIRING SUBSEQUENT ENVIRONMENTAL REVIEW HAVE OCCURRED.

VESTING TENTATIVE SUBDIVISION MAP AND MAP EXTENSION FINDINGS

- G. THE PROPOSED SMALL-LOT VESTING TENTATIVE SUBDIVISION MAP IS CONSISTENT WITH THE CITY'S SUBDIVISION ORDINANCE AND THE SUBDIVISION MAP ACT IN THAT THE PROJECT IS SUBJECT TO CONDITIONS OF APPROVAL THAT WILL ENSURE THAT THE PROJECT IS DEVELOPED IN COMPLIANCE WITH CITY STANDARDS.
- H. THE PROPOSED SMALL-LOT VESTING TENTATIVE SUBDIVISION MAP , TOGETHER WITH THE PROVISIONS FOR ITS DESIGN AND IMPROVEMENT, IS CONSISTENT WITH THE GENERAL PLAN, THE FOLSOM PLAN AREA SPECIFIC PLAN, AND ALL APPLICABLE PROVISIONS OF THE FOLSOM MUNICIPAL CODE.
- I. THE PROJECT SITE IS PHYSICALLY SUITABLE FOR THE TYPE OF DEVELOPMENT PROPOSED.

- J. THE PROJECT SITE IS PHYSICALLY SUITABLE FOR THE PROPOSED DENSITY OF DEVELOPMENT.
- K. AS CONDITIONED, THE DESIGN OF THE SMALL-LOT VESTING TENTATIVE SUBDIVISION MAP AND THE PROPOSED IMPROVEMENTS ARE NOT LIKELY TO CAUSE ENVIRONMENTAL DAMAGE OR SUBSTANTIALLY AND AVOIDABLY INJURE FISH OR WILDLIFE OR THEIR HABITAT.
- L. THE DESIGN OF THE SMALL-LOT VESTING TENTATIVE SUBDIVISION MAP AND THE PROPOSED IMPROVEMENTS ARE NOT LIKELY TO CAUSE SERIOUS PUBLIC HEALTH OR SAFETY PROBLEMS.
- M. THE DESIGN OF THE SMALL-LOT VESTING TENTATIVE SUBDIVISION MAP AND THE TYPE OF IMPROVEMENTS WILL NOT CONFLICT WITH EASEMENTS FOR ACCESS THROUGH OR USE OF PROPERTY WITHIN THE PROPOSED SUBDIVISION.
- N. SUBJECT TO SECTION 66474.4 OF THE SUBDIVISION MAP ACT, THE LAND IS NOT SUBJECT TO A CONTRACT ENTERED INTO PURSUANT TO THE CALIFORNIA LAND CONSERVATION ACT OF 1965 (COMMENCING WITH SECTION 51200 OF THE GOVERNMENT CODE).
- O. APPLICABLE DEVELOPMENT FEES HAVE INCREASED SINCE INITIAL APPROVAL OF THE SMALL-LOT VESTING TENTATIVE SUBDIVISION MAP ON JUNE 11, 2017. THE PROJECT IS SUBJECT TO APPLICABLE DEVELOPMENT FEES IN PLACE AT TIME OF ISSUANCE OF PERMITS.

Attachment 3

Conditions of Approval

CONDITIONS OF APPROVAL FOR THE FOLSOM HEIGHTS SUBDIVISION PROJECT (PN 21-233) WEST OF EL DORADO COUNTY LINE, EAST OF EMPIRE RANCH ROAD, NORTH OF RUSSELL RANCH, AND SOUTH OF U.S. HIGHWAY 50 SMALL-LOT VESTING TENTATIVE SUBDIVISION MAP EXTENSION				
	Mitigation Measure	Condition/Mitigation Measure	When Required	Responsible Department
1.		<p><i>Final Development Plans</i> The owner/applicant shall submit final site development plans to the Community Development Department that shall substantially conform to the exhibits referenced below:</p> <ol style="list-style-type: none"> 1. Preliminary Site Plan and Phasing Exhibit, dated September 19, 2017 2. Vesting Large-Lot Tentative Subdivision Map, dated June 28, 2017 3. Vesting Small-Lot Tentative Subdivision Map, dated October 14, 2016 4. Preliminary Grading and Drainage Plan, dated June 28, 2017 5. Preliminary Utility Plan, dated June 28, 2017 6. Preliminary Off-Site Improvements, dated June 28, 2017 7. Proposed Trail System Modifications, dated December 14, 2016 8. Proposed Minor Administrative Modification Exhibit, dated February 17, 2017 9. Inclusionary Housing Plan, dated September 18, 2015 10. Folsom Heights Subdivision Design Guidelines <p>The Large-Lot Vesting Tentative Subdivision Map and Small-Lot Vesting Tentative Subdivision Map are approved for the development of a 530-unit residential and commercial project (Folsom Heights Subdivision). Implementation of the project shall be consistent with the above referenced items and these conditions of approval.</p>	G, I, M, B	CD (P)(E)
2.		<p><i>Plan Submittal</i> All civil engineering, improvement, and landscape and irrigation plans, shall be submitted to the Community Development Department for review and approval to ensure conformance with this approval and with relevant codes, policies, standards and other requirements of the City of Folsom.</p>	G, I, M,	CD (P)(E)(B)

CONDITIONS OF APPROVAL FOR THE FOLSOM HEIGHTS SUBDIVISION PROJECT (PN 21-233) WEST OF EL DORADO COUNTY LINE, EAST OF EMPIRE RANCH ROAD, NORTH OF RUSSELL RANCH, AND SOUTH OF U.S. HIGHWAY 50 SMALL-LOT VESTING TENTATIVE SUBDIVISION MAP EXTENSION				
	Mitigation Measure	Condition/Mitigation Measure	When Required	Responsible Department
3.		<i>Validity</i> This approval of the Vesting Small Lot Tentative Subdivision Map shall be valid for a period of three years or thirty-six months (July 11, 2025). Pursuant to Section 2.2 of Amendment No. 1 to ARDA, the term of the Project Design Guidelines shall track the term of the map.	OG	CD (P)
4.		<i>Vesting Tentative Subdivision Map Approval</i> The Vesting Tentative Subdivision Map for the Folsom Heights Subdivision project shall be subject to review and approval by the City Council.	M	CD (P)(E)
5.		<i>Improvements in the PFFP</i> The owner/applicant shall be subject to all thresholds, timelines and deadlines for the construction and final completion of various improvements for the entire Folsom Plan Area. The various improvements are outlined and detailed in the Folsom Plan Area Specific Plan Public Facilities Financing Plan (PFFP) dated January 28, 2014 and adopted by City of Folsom Resolution No. 9298. These improvements in the PFFP include, but are not limited to, the backbone infrastructure water (water reservoirs, water transmission mains, booster pump stations [unless otherwise owned and maintained by the El Dorado Irrigation District (EID)], pressure reducing valve stations, etc.), sanitary sewer (lift stations and forced mains) systems, recycled water mains and associated infrastructure, roadway and transportation (future interchanges, major arterial roadways, etc.) improvements, aquatic center (community pool), parks, fire stations, municipal services center, community library, etc The thresholds and timelines included in the PFFP require facilities to be constructed and completed based on number of building permits issued and in some cases, number of residential units that are occupied. The owner/applicant shall be required to address these thresholds and timelines as the project moves forward through the various developments stages and shall be subject to the various fair share requirements, subject to the provisions of the PFFP, the ARDA and any amendment thereto.	M	CD(E)(P)(B), PW, FD, EWR, PR

CONDITIONS OF APPROVAL FOR THE FOLSOM HEIGHTS SUBDIVISION PROJECT (PN 21-233) WEST OF EL DORADO COUNTY LINE, EAST OF EMPIRE RANCH ROAD, NORTH OF RUSSELL RANCH, AND SOUTH OF U.S. HIGHWAY 50 SMALL-LOT VESTING TENTATIVE SUBDIVISION MAP EXTENSION				
	Mitigation Measure	Condition/Mitigation Measure	When Required	Responsible Department
6.		<p><i>Street Names</i> The street names identified below shall be used for the Final Small-Lot Map: Empire Ranch Road, Alder Creek Parkway, Prima Drive, Summit Street, Bold Place, Highland Street, Folsom Heights Drive, Hillside Street, Hilltop Street, Paris Place, Deerfield Drive, Desmond Drive, Hillcrest Street, Cozy Court, Diego Court, Dakota Court, Skyview Drive, Rustic Ridge Drive, Iron Horse, Terrace Circle, Lone Leaf Drive, Hornet Street, and Mustang Street.</p>	M	CD (E)(P)
7.		<p><i>Indemnity for City</i> The owner/applicant shall protect, defend, indemnify, and hold harmless the City and its agents, officers and employees from any claim, action or proceeding against the City or its agents, officers or employees to attack, set aside, void, or annul any approval by the City or any of its agencies, departments, commissions, agents, officers, employees, or legislative body concerning the project, which claim, action or proceeding is brought within the time period provided therefore in Government Code Section 66499.37 or other applicable statutes of limitation. The City will promptly notify the owner/applicant of any such claim, action or proceeding, and will cooperate fully in the defense. If the City should fail to cooperate fully in the defense, the owner owner/applicant shall not thereafter be responsible to defend, indemnify and hold harmless the City or its agents, officers, and employees, pursuant to this condition. The City may, within its unlimited discretion, participate in the defense of any such claim, action or proceeding if both of the following occur:</p> <ul style="list-style-type: none"> • The City bears its own attorney’s fees and costs; and • The City defends the claim, action or proceeding in good faith <p>The owner/applicant shall not be required to pay or perform any settlement of such claim, action or proceeding unless the settlement is approved by the owner/applicant. The owner/applicant’s obligations under this condition shall apply regardless of whether a Final Map is ultimately recorded with respect to this project.</p>	OG	CD (P)(E)(B) PW, PR, FD, PD

CONDITIONS OF APPROVAL FOR THE FOLSOM HEIGHTS SUBDIVISION PROJECT (PN 21-233) WEST OF EL DORADO COUNTY LINE, EAST OF EMPIRE RANCH ROAD, NORTH OF RUSSELL RANCH, AND SOUTH OF U.S. HIGHWAY 50 SMALL-LOT VESTING TENTATIVE SUBDIVISION MAP EXTENSION				
	Mitigation Measure	Condition/Mitigation Measure	When Required	Responsible Department
8.		<i>Small-Lot Vesting Tentative Subdivision Map</i> The Small-Lot Vesting Tentative Subdivision map is expressly conditioned upon compliance with all environmental mitigation measures in the Folsom Plan Area Specific Plan (FEIR/EIS) and the Folsom Heights Subdivision Addendum No. 1 and Addendum No. 2 to the FPASP FEIR/EIS.	OG	CD
9.		<i>ARDA and Amendments</i> The owner/applicant shall comply with all provisions of Amendment No. 1 to the Tier 1 Amended and Restated Development Agreement and any approved amendments by and between the City and the owner/applicant of the project.	G, I, M, B	CD (E)
10.		<i>Mitigation Monitoring</i> The owner/applicant shall be required to participate in a mitigation monitoring and reporting program pursuant to City Council Resolution No. 2634 and Public Resources Code 21081.6. The mitigation monitoring and reporting measures identified in the Folsom Plan Area Specific Plan FEIR/EIS have been incorporated into these conditions of approval in order to mitigate or avoid significant effects on the environment. These mitigation monitoring and reporting measures are identified in the mitigation measure column. Applicant shall fund on a Time and Materials basis all mitigation monitoring (e.g., staff and consultant time).	OG	CD (P)
POLICE/SECURITY REQUIREMENT				

CONDITIONS OF APPROVAL FOR THE FOLSOM HEIGHTS SUBDIVISION PROJECT (PN 21-233) WEST OF EL DORADO COUNTY LINE, EAST OF EMPIRE RANCH ROAD, NORTH OF RUSSELL RANCH, AND SOUTH OF U.S. HIGHWAY 50 SMALL-LOT VESTING TENTATIVE SUBDIVISION MAP EXTENSION				
	Mitigation Measure	Condition/Mitigation Measure	When Required	Responsible Department
11.		<p>The owner/applicant shall consult with the Police Department in order to incorporate all reasonable crime prevention measures. The following security/safety measures shall be considered:</p> <ul style="list-style-type: none"> • A security guard on-duty at all times at the site or a six-foot security fence shall be constructed around the perimeter of construction areas. • Security measures for the safety of all construction equipment and unit appliances. • Landscaping shall not cover exterior doors or windows, block line-of-sight at intersections or screen overhead lighting. 	G, I, B	PD

DEVELOPMENT COSTS AND FEE REQUIREMENTS				
12.		<p><i>Taxes and Fees</i> The owner/applicant shall pay all applicable taxes, fees and charges for the project at the rate and amount required by the Public Facilities Financing Plan and Amendment No. 1 to the Tier 1 Amended and Restated Development Agreement.</p>	OG	CD (P)(E)
13.		<p><i>Assessments</i> If applicable, the owner/applicant shall pay off any existing assessments against the property, or file necessary segregation request and pay applicable fees.</p>	OG	CD (E)
14.		<p><i>FPASP Development Impact Fees</i> The owner/applicant shall be subject to all Folsom Plan Area Specific Plan Area development impact fees in place at the time of approval or subsequently adopted consistent with the Public Facilities Financing Plan (PFFP), Development Agreement and amendments thereto, unless exempt by previous agreement. The owner/applicant shall be subject to all applicable Folsom Plan Area plan-wide development impact fees in effect at such time that a building permit is issued. These fees may include, but are not limited to, the Folsom Plan Area Specific Plan Fee, Specific Plan Infrastructure Fee (SPIF), Solid Waste Fee, Corporation Yard Fee, Transportation Management Fee, Transit Fee, Highway 50 Interchange Fee, General Park Equipment Fee, Housing Trust Fee, etc.</p> <p>Any protest to such for all fees, dedications, reservations or other exactions imposed on this project will begin on the date of final approval (May 23, 2017), or otherwise shall be governed by the terms of Amendment No. 1 to ARDA. The fees shall be calculated at the fee rate set forth in the PFFP and the ARDA.</p>	B	CD (P), PW, PK

15.		<p><i>Legal Counsel</i> The City, at its sole discretion, may utilize the services of outside legal counsel to assist in the implementation of this project, including, but not limited to, drafting, reviewing and/or revising agreements and/or other documentation for the project. If the City utilizes the services of such outside legal counsel, the City shall provide notice to the owner/applicant of the outside counsel selected, the scope of work and hourly rates, and the owner/applicant shall reimburse the City for all outside legal fees and costs incurred and documented by the City for such services. The owner/applicant may be required, at the sole discretion of the City Attorney, to submit a deposit to the City for these services prior to initiation of the services. The owner/applicant shall be responsible for reimbursement to the City for the services regardless of whether a deposit is required.</p>	OG	CD (P)(E)
16.		<p><i>Consultant Services</i> If the City utilizes the services of consultants to prepare special studies or provide specialized design review or inspection services for the project, the City shall provide notice to the owner/applicant of the outside consultant selected, the scope of work and hourly rates, and the owner/applicant shall reimburse the City for actual costs incurred and documented in utilizing these services, including administrative costs for City personnel. A deposit for these services shall be provided prior to initiating review of the Grading Plan, Final Map, improvement plans, or beginning inspection, whichever is applicable.</p>	G, I, M, B	CD (P)(E)
GRADING PERMIT REQUIREMENTS				

17.		<p>Phasing Plan The owner/applicant shall prepare a complete and comprehensive phasing plan and shall submit the phasing plan to the City for each proposed phase of development. The phasing plan shall include all required infrastructure for each proposed phase of development. The infrastructure shall include all required on-site and off-site improvements, but not limited to, water system improvements (distribution and transmission mains, booster pump stations, water reservoirs, PRV stations, etc.), recycled water mains and associated infrastructure, sanitary sewer improvements (sewer mains, lift stations, forced mains, etc.) roadway and transportation improvements, storm drainage improvements (detention/water quality basins, outfalls, etc.) and all other necessary improvements required for each phase of development. The phasing plan shall include itemized cost estimates for all required improvements and the phasing plan shall be reviewed and approved by the City prior to approval of grading and/or improvements plans.</p> <p>The City Engineer may condition the phasing to ensure that each phase functions independently and is consistent with the minimum utility and access standards of the City. All maps filed in phases will be required to have two points of access for vehicle access (except as approved by the Fire Department) and/or general traffic purposes for each phase and all off-site utilities deemed necessary as determined by the City Engineer And the El Dorado Irrigation District (EID), if applicable.</p>	G, I, M,	CD (E), EWR, PW, FD
18.		<p>Off-site improvements / Rights of Entry For any improvements constructed on private property that are not under the ownership or control of the owner/applicant, all rights-of-entry, and if necessary, a permanent easement shall be obtained and provided to the City. All rights of entry, construction easements, either permanent or temporary and other easements shall be obtained as set forth in Amendment No. 1 to ARDA, which shall be fully executed by all affected parties and shall be recorded with the Sacramento County Recorder, where applicable, prior to approval of grading and/or improvement plans.</p>	G	CD (E)

19.	3A 7-1a	<p><i>Geotechnical Report</i> Prior to the issuance of any grading permit, the owner/applicant shall have a geotechnical report prepared by an appropriately licensed engineer that includes an analysis of site preparation, soil bearing capacity, appropriate sources and types of fill, potential need for soil amendments, road, pavement and parking areas, structural foundations, including retaining all designs, grading practices, soil corrosion of concrete and steel, erosion /winterizations, seismic ground shaking, liquefaction and expansive/unstable soils.</p>	G	CD (E)
20.	3A 7-1a	<p><i>Geotechnical Recommendations</i> The owner/applicant shall submit to the Engineering Division, for review and approval, a grading plan for the project site which ensures that all geotechnical recommendations specified in the geotechnical report are properly incorporated and utilized in the design.</p>	G	CD (E)
21.	3A 7-1b	<p><i>Geotechnical Monitoring Program</i> The owner/applicant shall contract with a geotechnical engineer who shall develop a program to monitor the sites during construction to ensure compliance with the recommendations presented in the geotechnical report(s) and conditions for performing such monitoring. The geotechnical monitoring program shall include a description of the improvements areas where geotechnical monitoring shall be required. The completed program shall be submitted to the City prior to approval of any grading and/or improvement plan.</p>	G	CD (P)(E)(B)

22.	3B.7-1a	<p>Prepare Geotechnical Report(s) for the Off-site Water Facilities and Implement Required Measures.</p> <p>The owner/applicant shall provide a comprehensive facility design for all proposed off-site Water Facility improvements shall comply with the site-specific design recommendations as provided by a licensed geotechnical or civil engineer. The final geotechnical and/or civil engineering report shall address and make recommendations on the following:</p> <ul style="list-style-type: none"> • site preparation; • soil bearing capacity; • appropriate sources and types of fill; • potential need for soil amendments; • road, pavement, and parking areas; • structural foundations, including retaining-wall design; • grading practices; • soil corrosion of concrete and steel; • erosion/winterization; • seismic ground shaking; • liquefaction; and • expansive/unstable soils. <p>In addition to the recommendations for the conditions listed above, the geotechnical investigation shall include subsurface testing of soil and groundwater conditions, and shall determine appropriate foundation designs that are consistent with the version of the California Building Code that is applicable at the time building and grading permits are applied for. All recommendations contained in the final geotechnical engineering report shall be implemented by the owner/applicant.</p>	G	CD (P)(E)(B)
23.	3B.7-1b	<p>Incorporate Pipeline Failure Contingency Measures Into Final Pipeline Design.</p> <p>Isolation valves or similar devices shall be incorporated into all pipeline facilities to prevent substantial losses of surface water in the event of pipeline rupture, as recommended by a licensed geotechnical or civil engineer. The specifications of the isolation valves shall conform to the California Building Code and American Water Works Association (AWWA) standards and shall be subject to review and approval by the El Dorado Irrigation District (EID) and the City.</p>	I	EWR, CD (E)

24.		<p><i>Mine Shaft Remediation</i> The owner/applicant shall locate and remediate all antiquated mine shafts, drifts, open cuts, tunnels, and water conveyance or impoundment structures existing on the project site, with specific recommendations for the sealing, filling, or removal of each that meet all applicable health, safety and engineering standards. Recommendations shall be prepared by an appropriately licensed engineer or geologist. All remedial plans shall be reviewed and approved by the City prior to approval of grading plans.</p>	G	CD (E)
25.	3A1-4	<p><i>Material Storage Areas</i> The owner/applicant shall locate staging and material storage areas as far away from sensitive biological resources and sensitive land uses (e.g., residential areas, schools, parks) as feasible. Staging and material storage areas shall be screened from adjacent occupied land uses in earlier development phases to the maximum extent practicable. Screens may include, but are not limited to, the use of visual barriers such as berms or fences. Staging and material storage areas shall be shown on all grading and/or improvement plans prior to plan approval by the City.</p>	G	CD (P)(E)(B)

26.	3A 14-1	<p>Traffic and Parking Management Plan</p> <p>Prior to the approval of the grading plan and or construction, the owner/applicant shall prepare construction traffic and parking management plan to the satisfaction of the City Traffic Engineer and subject to review by any affected agencies, if necessary. The plan shall ensure that acceptable operating conditions on local roadways and freeway facilities are maintained. Measures typically used in traffic control plans include advertising of planned lane closures, warning signage, a flag person to direct traffic flows when needed, and methods to ensure continued access by emergency vehicles. During project construction, access to existing land uses shall be maintained at all times, with detours used as necessary during road closures. At a minimum, the plan shall include the following:</p> <ul style="list-style-type: none"> • Description of trucks including number and size of trucks per day (i.e., 85 trucks per day), expected arrival/departure times, and truck circulation patterns. • Description of staging area including location, maximum number of trucks simultaneously permitted in staging area, use of traffic control personnel, and specific signage. • Description of street closures and/or bicycle and pedestrian facility closures including duration, advance warning and posted signage, safe and efficient access routes for existing businesses and emergency vehicles, and use of manual traffic control. • Description of driveway access plan including provisions for safe vehicular, pedestrian, and bicycle travel, minimum distance from any open trench, special signage, and private vehicle accesses. 	G	CD (E), PW
-----	---------	--	---	------------

27.		<p><i>Prepare Traffic Control Plan.</i> Prior to construction, a Traffic Control Plan for roadways and intersections affected by construction shall be prepared. The Traffic Control Plan shall designate haul routes and comply with requirements in the encroachment permits issued by the City of Rancho Cordova, Sacramento County, and Caltrans and any other local agencies, including but not limited to the City, if applicable. The Traffic Control Plan to be prepared by the project construction contractor(s) shall, at minimum, include the following measures:</p> <ul style="list-style-type: none"> • Maintaining the maximum amount of travel lane capacity during non-construction periods, possible, and advanced notice to drivers through the provision of construction signage. • Maintaining alternate one-way traffic flow past the lay down area and site access when feasible. • Heavy trucks and other construction transport vehicles shall avoid the busiest commute hours (7 a.m. to 8 a.m. and 5 p.m. to 6 p.m. on weekdays). • A minimum 72-hour advance notice of access restrictions for residents, businesses, and local emergency response agencies. This shall include the identification of alternative routes and detours to enable for the avoidance of the immediate construction zone. • A phone number and community contact for inquiries about the schedule of the construction throughout the construction period. This information will be posted in a local newspaper, via the City’s web site, or at City Hall and will be updated on a monthly basis. 	G	CD (E)
-----	--	---	---	--------

<p>28.</p>	<p>3A.2-4a 3A.2-4b</p>	<p><i>Develop and Implement a Plan to Reduce Exposure of Sensitive Receptors to Construction-Generated Toxic Air Contaminant Emissions.</i></p> <p>The owner/applicant(s) shall develop a plan to reduce the exposure of sensitive receptors to TACs generated by project construction activity. Each plan shall be developed by the owner/applicant(s) in consultation with SMAQMD. The plan shall be submitted to the City for review and approval before the approval of any grading plans.</p> <p>The plan may include such measures as scheduling activities when the residences are the least likely to be occupied, requiring equipment to be shut off when not in use, and prohibiting heavy trucks from idling for more than 3 minutes. Applicable measures shall be included in all project plans and specifications for all project phases.</p> <p>Signs shall be posted at all truck loading areas which indicate that diesel-powered trucks must be shut off when not in use for longer than 3 minutes on the premises in order to reduce idling emissions.</p> <p>The implementation and enforcement of all measures identified in each plan shall be funded by the owner/applicant for the respective phase of development.</p>	<p>G</p>	<p>CD (E)</p>
<p>29.</p>	<p>3B.2-3b</p>	<p><i>Conduct Project-Level Diesel Particulate Matter (DPM) Screening and Implement Measures to Reduce Annual DPM to Acceptable Concentrations.</i></p> <p>Screening-level DPM assessments shall be conducted for diesel-powered pump operations proposed within 200 feet of residences or other sensitive receptors. These analyses should include exact distances between the receptors and operations, and include the actual DPM emissions for the engines proposed. If the analysis shows an annual average DPM concentration from project operations at residences within 200 feet of the DPM source to be greater than 0.024 µg/m³, the engine location shall be moved to a location where the annual average DPM concentration from project emissions at the residences is less than 0.024 µg/m³. The acceptable concentration of 0.024 µg/m³ was determined using the current OEHHA cancer potency factor and methodology for diesel exhaust (OEHHA 2003). If diesel exhaust concentrations at the affected receptor would be below 0.024 µg/m³, then the cancer health risk would be less than 9.9 cancers in a million population.</p>	<p>G</p>	<p>CD (E)</p>

30.	3B 4-1a	<p><i>Implement Greenhouse Gas Reduction Measures during Construction.</i> Prior to approval of a grading permit, the owner/applicant(s) shall stipulate that these measures be implemented within the project notes.</p> <ul style="list-style-type: none"> • Construction vehicles and equipment will be properly maintained at all times in accordance with manufacturer’s specifications, including proper tuning and timing of engines. Equipment maintenance records and equipment design specification data sheets shall be kept on-site during construction and demolition activities and subject to inspection by the Sacramento Metropolitan Air Quality Management District (SMAQMD). • Operators will turn off all construction vehicles and equipment and all delivery vehicles when not in use, and not allow idling for more than 3 minutes or for such other more restrictive time as may be required in law or regulation. • On-site construction vehicles and equipment will use Air Resources Board (ARB)-certified biodiesel fuel if available (a minimum of B20, or 20 percent of biodiesel) except for those with warranties that would be voided if B20 biodiesel fuel were used. Prior to issuance of grading or demolition permits, the contractor shall provide documentation to the City that verifies whether any equipment is exempt; that a biodiesel supply has been secured; and that the construction contractor is aware that the use of biodiesel is required. • A Solid Waste Diversion and Recycling Plan (or such other documentation to the satisfaction of the City) shall be in place that demonstrates the diversion from landfills and recycling of all nonhazardous, salvageable and re-useable wood, metal, plastic and paper products during construction and demolition activities. The Plan or other documentation shall include the name of the waste hauler, their assumed destination for all waste and recycled materials, and the procedures that will be followed to ensure implementation of this measure. 	G	CD (E)(P)
-----	---------	---	---	-----------

<p>30. Cont.</p>	<p>3B 4-1a</p>	<ul style="list-style-type: none"> For those areas that would be disturbed as part of the U.S. 50 interchange improvements, it is anticipated that Caltrans would coordinate with the development and implementation of the overall project SWPPP, or develop and implement its own SWPPP specific to the interchange improvements, to ensure that water quality degradation would be avoided or minimized to the maximum extent practicable. <p>Mitigation for the off-site elements outside of the City of Folsom’s jurisdictional boundaries shall be coordinated by the owner/applicant of each applicable project phase with El Dorado County and Caltrans.</p>	<p>G</p>	<p>CD (E)(P)</p>
<p>31.</p>	<p>3A 4-1</p>	<p><i>Implement Additional Measures to Control Construction-Generated Greenhouse Gas Emissions</i></p> <p>Prior to approval of a grading permit, the owner/applicant(s) shall obtain the most current list of greenhouse gas reduction measures that are recommended by Sacramento Metropolitan Air Quality Management District (SMAQMD) and stipulate how those measures be implemented within the project notes. The owner/ applicant(s) may submit to the City and SMAQMD a report that substantiates why specific measures are considered infeasible for construction of that particular development phase and/or at that point in time. The report, including the substantiation for not implementing particular greenhouse gas reduction measures, shall be approved by the City, in consultation with SMAQMD prior to approval of a grading permit. In addition to SMAQMD-recommended measures, construction activity shall comply with all applicable rules and regulations established by SMAQMD and California Air Resources Board.</p>	<p>G</p>	<p>CD (E)(P)</p>

32.	3A.2-1g	<p><i>Pay Off-site Mitigation Fee to SMAQMD to Off-Set NOX Emissions Generated by Construction of Off-site Elements.</i></p> <p>The off-site elements could result in construction-generated NOX emissions that exceed the SMAQMD threshold of significance, even after implementation of the SMAQMD Enhanced Exhaust Control Practices (listed in Mitigation Measure 3A.2-1a). Therefore, the owner/applicant shall pay SMAQMD an off-site mitigation fee for implementation of each off-site element in for the purpose of reducing NOX emissions to a less-than-significant level (i.e., less than 85 lb/day).</p> <p>The specific fee amounts shall be calculated when the daily construction emissions can be more accurately determined. Calculation of fees associated with each off-site element shall be conducted by the owner/applicant in consultation with SMAQMD staff before the approval of respective grading plans. The calculation of daily NOX emissions shall be based on the cost rate established by SMAQMD at the time the calculation and payment are made. Because the fee is based on the mass quantity of emissions that exceed SMAQMD's daily threshold of significance of 85 lb/day, total fees for construction of the off-site improvements would vary according to the timing and potential overlap of construction schedules for off-site elements.</p> <p>Mitigation for the off-site improvements outside of the City of Folsom's jurisdictional boundaries shall be developed by the owner/applicant of each applicable project phase in consultation with the affected oversight agency(ies) (i.e., Sacramento County or Caltrans).</p>	G, I	SMAQMD
-----	---------	--	------	--------

33.	3B.2-1a	<p><i>Develop and Implement a Construction NOX Reduction Plan.</i> Consistent with SMAQMD requirements, the owner/applicant shall provide a plan for demonstrating that the heavy-duty (> 50 horsepower) off-road vehicles to be used in the construction project, including owned, leased and subcontractor vehicles, will achieve a project wide fleet-average 20% NOX reduction.</p> <p>Prior to construction, the owner/applicant's contractor shall submit to the SMAQMD a comprehensive inventory of all off-road construction equipment, equal to or greater than 50 horsepower, that will be used an aggregate of 40 or more hours during any portion of the construction. The inventory shall include the horsepower rating, engine production year, and projected hours of use or fuel throughput for each piece of equipment. The inventory shall be updated and submitted quarterly throughout the duration of the project, except that an inventory shall not be required for any 30-day period in which no construction activity occurs. At least 48 hours prior to the use of subject heavy-duty off-road equipment, the owner/applicant shall provide SMAQMD with the anticipated construction timeline including start date, and name and phone number of the project manager and on-site foreman.</p>	G, I	SMAQMD
34.	3B.2-1b	<p><i>Conduct Visible Emissions Testing and if Non-Compliance, Repair Equipment Immediately.</i> The owner/applicant shall ensure that emissions from all off-road diesel powered equipment used on the project site do not exceed 40% opacity for more than three minutes in any one hour. Any equipment found to exceed 40% opacity (or Ringelmann 2.0) shall be repaired immediately, and the City and SMAQMD shall be notified within 48 hours of identification of non-compliant equipment. A visual survey of all in-operation equipment shall be made at least monthly, and a quarterly summary of the visual survey results shall be submitted throughout the duration of the project, except that the monthly summary shall not be required for any 30-day period in which no construction activity occurs. The monthly summary shall include the quantity and type of vehicles surveyed as well as the dates of each survey.</p>	G, I	SMAQMD
35.	3A 2-2	<p>The owner/applicant shall implement all applicable measures in the Sacramento Metropolitan Air Quality Management District approved Folsom Plan Area Specific Plan Air Quality Mitigation Plan.</p>	G, I, B	SMAQMD CD (E)(P)

36.	3A2-5	<p><i>Naturally Occurring Asbestos</i></p> <p>Prior to the commencement of any site-disturbing activities, the owner/applicant shall demonstrate to the satisfaction of the Sacramento Metropolitan Air Quality Management District that Naturally Occurring Asbestos does not exist on site. To demonstrate the owner/applicant shall obtain the services of a California Certified Geologist to conduct a thorough site investigation of the development area per the protocol outlined in the California Geological Survey Special Report 124 to determine whether and where Naturally Occurring Asbestos is present in the soil and rock on the project site and/or areas that would be disturbed by the project. The site investigation shall include the collection of three soil and rock samples per acre to be analyzed via the California Air Resources Board 435 Method, or other acceptable method agreed upon by Sacramento Metropolitan Air Quality Management District and the City. If the investigation determines that Naturally Occurring Asbestos is not present on the project site, then the owner/applicant shall submit a Geologic Exemption to Sacramento Metropolitan Air Quality Management District as allowed under Title 17, Section 93105, Asbestos Airborne Toxic Control Measure for Construction, Grading, Quarrying, and Surface Mining (Asbestos ATCM). The owner/applicant shall submit proof of compliance with the above to the Community Development Department for review and approval prior to the commencement of any site-disturbing activities.</p> <p>If the site investigation determines that Naturally Occurring Asbestos is present on the project site, or alternatively if the owner/applicant elects to assume presence of trace Naturally Occurring Asbestos, then, prior to commencement of any ground disturbance activity, the owner/applicant shall submit to the Sacramento Metropolitan Air Quality Management District for review and approval an Asbestos Dust Mitigation Plan, including, but not limited to, control measures required by the Asbestos ATCM, such as vehicle speed limitations, application of water prior to and during ground disturbance, keeping storage piles wet or covered, and track-out prevention and removal.</p> <p>The owner/applicant shall submit proof of compliance with the above to the Community Development Department for review and approval prior to the commencement of any site-disturbing activities. Upon approval of the Asbestos Dust Control Plan by the Sacramento Metropolitan Air Quality Management District, the owner/applicant shall ensure that construction contractors implement the terms of the plan throughout the construction period. If Naturally Occurring Asbestos is determined to be located on the</p>	G	SMAQMD CD (E)(P)
-----	-------	---	---	---------------------

		surface of the project site, all surface soil containing Naturally Occurring Asbestos shall be replaced with clean soil or capped with another material (e.g., cinder or rubber), subject to review and approval by the City Engineer.		
37.	3A 2-1a 3A 2-1d 3A 2-1f	<p>Basic Construction Emission Control Practices</p> <p>The owner/applicant shall implement Sacramento Metropolitan Air Quality Management District 's list of Basic Construction Emission Control Practices, Enhanced Fugitive Particulate Matter Dust Control Practices (listed below), and Enhanced Exhaust Control Practices or whatever mitigation measures are recommended by Sacramento Metropolitan Air Quality Management District at the time individual portions of the site undergo construction. In addition to Sacramento Metropolitan Air Quality Management District –recommended measures, construction operations shall comply with all applicable Sacramento Metropolitan Air Quality Management District rules and regulations.</p> <p>The following shall be noted on Grading Plans and building construction plans:</p> <p>Basic Construction Emission Control Practices</p> <ul style="list-style-type: none"> • Water all exposed surfaces two times daily. Exposed surfaces include, but are not limited to soil piles, graded areas, unpaved parking areas, staging areas, and access roads. The owner/applicant shall not be permitted to use potable water from the City of Folsom water system for grading and/or construction while the City is in a stage 3 (water warning), stage 4 (water crisis), or stage 5 (water emergency) conservation stage as determined by the City and in conformance with Chapter 13.26 Water Conservation of the Folsom Municipal Code (FMC). • The City may prohibit the use of its own potable water for grading and/or construction purposes on the project in its sole discretion regardless of the Water Conservation Stage. • Cover or maintain at least two feet of free board space on haul trucks transporting soil, sand, or other loose material on the site. Any haul trucks that would be traveling along freeways or major roadways shall be covered. 	G, I, B	SMAQMD CD (E)(P)

<p>37. Cont.</p>	<p>3A 2-1a 3A 2-1d 3A 2-1f</p>	<ul style="list-style-type: none"> • Use wet power vacuum street sweepers to remove any visible trackout mud or dirt onto adjacent public roads at least once a day. Use of dry power sweeping is prohibited. • Limit vehicle speeds on unpaved roads to 15 miles per hour (mph). • All roadways, driveways, sidewalks, parking lots to be paved should be completed as soon as possible. In addition, building foundations shall be laid as soon as possible after grading unless seeding or soil binders are used. • Minimize idling time either by shutting equipment off when not in use or reducing the time of idling to 5 minutes (as required by the state airborne toxics control measure [Title 13, Section 2485 of the California Code of Regulations]). Provide clear signage that posts this requirement for workers at the entrances to the site. • Maintain all construction equipment in proper working condition according to manufacturer’s specifications. The equipment shall be checked by a certified mechanic and determine to be running in proper condition before it is operated. <p>Enhanced Fugitive Particulate Matter Dust Control Practices – Soil Disturbance Areas</p> <ul style="list-style-type: none"> • Water exposed soil with adequate frequency for continued moist soil. However, do not overwater to the extent that sediment flows off the site. • Suspend excavation, grading, and/or demolition activity when wind speeds exceed 20 mph. • Install wind breaks (e.g., plant trees, solid fencing) on windward side(s) of construction areas. • Plant vegetative ground cover (fast-germinating native grass seed) in disturbed areas as soon as possible. Water appropriately until vegetation is established. 	<p>G, I, B</p>	<p>SMAQMD CD (E)(P)</p>
----------------------	--	--	----------------	-----------------------------

<p>37. Cont.</p>	<p>3A 2-1a 3A 2-1d 3A 2-1f</p>	<p>Enhanced Fugitive Particulate Matter Dust Control Practices – Unpaved Roads</p> <ul style="list-style-type: none"> • Install wheel washers for all exiting trucks, or wash off all trucks and equipment leaving the site. • Treat site accesses to a distance of 100 feet from the paved road with a 6 to 12-inch layer of wood chips, mulch, or gravel to reduce generation of road dust and road dust carryout onto public roads. • Post a publicly visible sign with the telephone number and person to contact at the construction site regarding dust complaints. This person shall respond and take corrective action within 48 hours. The phone number of Sacramento Metropolitan Air Quality Management District and the City contact person shall also be posted to ensure compliance. <p>Enhanced Exhaust Control Practices The owner/applicant shall provide a plan, for approval by the City of Folsom Community Development Department and Sacramento Metropolitan Air Quality Management District, demonstrating that the heavy-duty (50 horsepower [hp] or more) offroad vehicles to be used in the construction project, including owned, leased, and subcontractor vehicles, will achieve a project wide fleet-average 20% NOX reduction and 45% particulate reduction compared to the most current California Air Resources Board (ARB) fleet average that exists at the time of construction. Acceptable options for reducing emissions may include use of late-model engines, low-emission diesel products, alternative fuels, engine retrofit technology, after-treatment products, and/or other options as they become available.</p>	<p>G, I, B</p>	<p>SMAQMD CD (E)(P)</p>
----------------------	--	--	----------------	-----------------------------

<p>37. Cont.</p>	<p>3A 2-1a 3A 2-1d 3A 2-1f</p>	<p>The owner/applicant shall submit to the City of Folsom Community Development Department and Sacramento Metropolitan Air Quality Management District a comprehensive inventory of all off-road construction equipment, equal to or greater than 50 hp, that would be used an aggregate of 40 or more hours during any portion of the construction project. The inventory shall include the horsepower rating, engine production year, and projected hours of use for each piece of equipment. The inventory shall be updated and submitted monthly throughout the duration of the project, except that an inventory shall not be required for any 30-day period in which no construction activity occurs. At least 48 hours prior to the use of heavy-duty off-road equipment, the project representative shall provide Sacramento Metropolitan Air Quality Management District with the anticipated construction timeline including start date, and name and phone number of the project manager and on-site foreman.</p> <p>Sacramento Metropolitan Air Quality Management District’s Construction Mitigation Calculator can be used to identify an equipment fleet that achieves this reduction (Sacramento Metropolitan Air Quality Management District 2007a). The project shall ensure that emissions from all off-road diesel powered equipment used on the SPA do not exceed 40% opacity for more than three minutes in any one hour. Any equipment found to exceed 40 percent opacity (or Ringelmann 2.0) shall be repaired immediately, and the City and Sacramento Metropolitan Air Quality Management District shall be notified within 48 hours of identification of non-compliant equipment. A visual survey of all in-operation equipment shall be made at least weekly, and a monthly summary of the visual survey results shall be submitted throughout the duration of the project, except that the monthly summary shall not be required for any 30-day period in which no construction activity occurs. The monthly summary shall include the quantity and type of vehicles surveyed as well as the dates of each survey. Sacramento Metropolitan Air Quality Management District staff and/or other officials may conduct periodic site inspections to determine compliance. Nothing in this mitigation measure shall supersede other Sacramento Metropolitan Air Quality Management District or state rules or regulations.</p>	<p>G, I, B</p>	<p>SMAQMD CD (E)(P)</p>
----------------------	--	---	----------------	-----------------------------

37. Cont.	3A 2-1a 3A 2-1d 3A 2-1f	If at the time of grading and/or construction, Sacramento Metropolitan Air Quality Management District has adopted a regulation or new guidance applicable to construction emissions, compliance with the regulation or new guidance may completely or partially replace this mitigation if it is equal to or more effective than the mitigation contained herein, and if Sacramento Metropolitan Air Quality Management District so permits. Such a determination shall be supported by a project-level analysis and be approved by Sacramento Metropolitan Air Quality Management District.	G, I, B	SMAQMD CD (E)(P)
38.	3B.2-1c	<p><i>Implement Fugitive Dust Control Measures and a Particulate Matter Monitoring Program during Construction.</i></p> <p>The owner/applicant shall implement fugitive dust control measures and a particulate matter monitoring program during construction. The owner/applicant shall ensure implementation of dust control measures and a particulate matter monitoring program during each phase of construction. Dust control measures may include, but are not limited to, the following:</p> <ul style="list-style-type: none"> • minimize on-site construction vehicle speeds on unpaved surfaces; • post speed limits; • suspend grading operations when wind is sufficient to generate visible dust clouds; • pave, water, use gravel, cover, or spray a dust-control agent on all haul roads; • prohibit no open burning of vegetation during project construction; • chip or deliver vegetative material to waste-to-energy facilities; • reestablish vegetation as soon as possible after construction and maintain vegetation consistent with the parameters established in Mitigation Measure 3B.2.1a; • clean earthmoving construction equipment with water once daily and clean all haul trucks leaving the site; and • water and keep moist exposed earth surfaces, graded areas, storage piles, and haul roads as needed to prevent fugitive dust. 	G, I, B	SMAQMD CD (E)(P)
39.	3B.11-1a	<p><i>Limit Construction Hours.</i></p> <p>Construction activities shall be limited to daylight hours between 7 a.m. and 7 p.m. Monday through Friday, and 9 a.m. and 5 p.m. on Saturday. No construction shall be allowed on Sundays or holidays.</p>	G, I, B	CD (E)(P)

40.	3B.11-1b	<p><i>Minimize Noise from Construction Equipment and Staging.</i> Construction equipment noise shall be minimized during project construction by muffling and shielding intakes and exhaust on construction equipment (per the manufacturer’s specifications) and by shrouding or shielding impact tools, where used. The City’s construction specifications shall also require that the contractor select staging areas as far as feasibly possible from sensitive receptors.</p>	G, I, B	CD (E)(P)
41.	3B.11-1c	<p><i>Maximize the Use of Noise Barriers.</i> Construction contractors shall locate fixed construction equipment (such as compressors and generators) and construction staging areas as far as possible from nearby residences. If feasible, noise barriers shall be used at the construction site and staging area. Temporary walls, stockpiles of excavated materials, or moveable sound barrier curtains would be appropriate in instances where construction noise would exceed 90 dBA and occur within less than 50 feet from a sensitive receptor. The final selection of noise barriers will be subject to the City’s approval and shall provide a minimum 10 dBA reduction in construction noise levels.</p>	G, I, B	CD (E)(P)
42.	3B.11-1d	<p><i>Prohibit Non-Essential Noise Sources During Construction.</i> No amplified sources (e.g., stereo “boom boxes”) shall be used in the vicinity of residences during project construction.</p>	G, I, B	CD (E)(P)
43.	3B.11-1e	<p><i>Monitor Construction Noise and Provide a Mechanism for Filing Noise Complaints.</i> The owner/applicant shall provide an on-site complaint and enforcement manager that shall track and respond to noise complaints during grading and construction. The City shall also provide a mechanism for residents, businesses, and agencies to register complaints with the City if construction noise levels are overly intrusive or construction occurs outside the required hours.</p>	G, I, B	CD (E)(P)

44.	3A 11-1 3B1-3a	<p><i>Implement Noise-Reducing Construction Practices, Prepare and Implement a Noise Control Plan, and Monitor and Record Construction Noise near Sensitive Receptors.</i></p> <p>The owner/applicant shall prepare and implement a construction noise management plan. This plan shall identify specific measures to ensure compliance with the noise control measures specified below. The noise control plan shall be submitted to the City of Folsom before any noise-generating construction activity begins and shall be noted on Grading Plans and building construction plans. Grading and construction shall not commence until the construction noise management plan is approved by the City of Folsom.</p> <ul style="list-style-type: none"> • Noise-generating construction operations shall be limited to the hours between 7 a.m. and 7 p.m. Monday through Friday, and between 8 a.m. and 5 p.m. on Saturdays. No construction is allowed on Sundays. These hours may be expanded to include Saturday and Sunday between 8 a.m. and 6 p.m. provided there are no sensitive receptors within 1500 feet, subject to the sole discretion of the city. • All construction equipment and equipment staging areas (including rock crushing operations) shall be located as far as possible from nearby noise-sensitive land uses. • All construction equipment shall be properly maintained and equipped with noise-reduction intake and exhaust mufflers and engine shrouds, in accordance with manufacturers' recommendations. Equipment engine shrouds shall be closed during equipment operation. • All motorized construction equipment shall be shut down when not in use to prevent idling. • Individual operations and techniques shall be replaced with quieter procedures (e.g., using welding instead of riveting, mixing concrete off- site instead of on-site). 	G, I, B	CD (P)(E)(B)
-----	-------------------	---	---------	--------------

<p>44. Cont.</p>	<p>3A 11-1 3B1-3a</p>	<ul style="list-style-type: none"> Noise-reducing enclosures shall be used around stationary noise-generating equipment (e.g., compressors and generators) as planned phases are built out and future noise sensitive receptors are located within close proximity to future construction activities. Written notification of construction activities shall be provided to all noise-sensitive receptors located within 850 feet of construction activities. Notification shall include anticipated dates and hours during which construction activities are anticipated to occur and contact information, including a daytime telephone number, for the project representative to be contacted in the event that noise levels are deemed excessive. Recommendations to assist noise-sensitive land uses in reducing interior noise levels (e.g., closing windows and doors) shall also be included in the notification. To the extent feasible, acoustic barriers (e.g., lead curtains, sound barriers) shall be constructed to reduce construction-generated noise levels at affected noise-sensitive land uses. The barriers shall be designed to obstruct the line of sight between the noise-sensitive land use and on-site construction equipment. When installed properly, acoustic barriers can reduce construction noise levels by approximately 8–10 dB (EPA 1971). When future noise sensitive uses are within close proximity to prolonged construction noise, noise-attenuating buffers such as structures, truck trailers, or soil piles shall be located between noise sources and future residences to shield sensitive receptors from construction noise. 	<p>G, I, B</p>	<p>CD (P)(E)(B)</p>
<p>45.</p>	<p>3B.16-3a</p>	<p><i>Minimize Utility Conflicts by Implementing an Underground Services Alert.</i> Underground utilities and service connections shall be identified prior to commencing any excavation work through the implementation of an Underground Services Alert (USA). The exact utility locations will be determined by hand-excavated test pits dug at locations determined and approved by the construction manager (also referred to as “pot-holing”). Temporary disruption of service may be required to allow for construction. No service on such lines would be disrupted until prior approval is received from the construction manager and the service provider.</p>	<p>G</p>	<p>CD (E)</p>

46.	3A-7.3	<p><i>Prepare and Implement the Appropriate Grading and Erosion Control Plan.</i> Prior to issuance of a grading permit, the owner/applicant shall retain a California Registered Civil Engineer to prepare a grading and erosion and sedimentation control plan. The grading and erosion and sedimentation control plan shall be submitted to the Community Development Department prior to issuance of a grading permit. The plan shall be consistent with the Folsom Plan Area Grading Specifications, the City’s Grading Ordinance, the state’s NPDES permit, the FPASP preliminary grading plans and shall include the site-specific grading associated with development for all project phases.</p> <p>The plans referenced above shall include the location, implementation schedule, and maintenance schedule of all erosion and sediment control measures, a description of measures designed to control dust and stabilize the construction-site road and entrance, and a description of the location and methods of storage and disposal of construction materials. Erosion and sediment control measures could include the use of temporary detention basins, berms, swales, wattles, and silt fencing, and covering or watering of stockpiled soils to reduce wind erosion. Stabilization on steep slopes could include construction of retaining walls and reseeding with vegetation after construction. Stabilization of construction entrances to minimize trackout (control dust) is commonly achieved by installing filter fabric and crushed rock to a depth of approximately 1 foot.</p> <p>The owner/applicant(s) shall ensure that the construction contractor is responsible for securing a source for transportation and deposition of excavated materials.</p>	G	CD (E)
47.	3A7-3	<p><i>Erosion Control Plan</i> Prior to the approval of the final facilities design, commencement of grading and/or construction activities, the owner/applicant shall submit an erosion control plan to the City for review and approval. The plan shall identify protective measures to be taken during excavation, temporary stockpiling, any reuse or disposal, and revegetation. Specific techniques may be based upon geotechnical reports, the <u>Erosion and Sediment Control Handbook</u> of the State of California Department of Conservation, and shall comply with all updated City standards.</p>	G	CD (E)

48.	3A7-3	<p><i>Erosion and sedimentation control measures</i> Erosion and sedimentation control measures shall be incorporated into all grading and/or construction plans. These measures shall conform to the City of Folsom requirements and the County of Sacramento <u><i>Erosion and Sedimentation Control Standards and Specifications</i></u>-current edition and as directed by the Community Development Department.</p>	G	CD (E)
49.	3A 9-1	<p><i>Acquire Appropriate Regulatory Permits and Prepare and Implement Stormwater Pollution Prevention Plan (SWPPP) and Best Management Practices (BMPs).</i> The owner/applicant(s) of all projects disturbing one or more acres (including phased construction of smaller areas which are part of a larger project) shall obtain coverage under the State Water Resources Control Board’s National Pollution Discharge Elimination System stormwater permit for general construction activity (Order 2009-0009-DWQ), including preparation and submittal of a project-specific Storm Water Pollution Prevention Permit at the time the Notice of Intent is filed. The Storm Water Pollution Prevention Permit and other appropriate plans shall identify and specify:</p> <ul style="list-style-type: none"> • the use of an effective combination of robust erosion and sediment control BMPs and construction techniques accepted by the local jurisdictions for use in the project area at the time of construction, that shall reduce the potential for runoff and the release, mobilization, and exposure of pollutants, including legacy sources of mercury from project-related construction sites. These may include but would not be limited to temporary erosion control and soil stabilization measures, sedimentation ponds, inlet protection, perforated riser pipes, check dams, and silt fences • the implementation of approved local plans, non-stormwater management controls, permanent post-construction BMPs, and inspection and maintenance responsibilities; • the pollutants that are likely to be used during construction that could be present in stormwater drainage and nonstormwater discharges, including fuels, lubricants, and other types of materials used for equipment operation; • spill prevention and contingency measures, including measures to prevent or clean up spills of hazardous waste and of hazardous materials used for equipment operation, and emergency procedures for responding to spills; 	G	CD (E)

<p>49. Cont.</p>	<p>3A 9-1</p>	<ul style="list-style-type: none"> • personnel training requirements and procedures that shall be used to ensure that workers are aware of permit requirements and proper installation methods for BMPs specified in the Storm Water Pollution Prevention Permit; and • the appropriate personnel responsible for supervisory duties related to implementation of the Storm Water Pollution Prevention Permit. <p>Where applicable, Best Management Practices identified in the Storm Water Pollution Prevention Permit shall be in place throughout all site work and construction/demolition activities and shall be used in all subsequent site development activities. Best Management Practices may include, but are not limited to, such measures as those listed below:</p> <ul style="list-style-type: none"> • Implementing temporary erosion and sediment control measures in disturbed areas to minimize discharge of sediment into nearby drainage conveyances, in compliance with state and local standards in effect at the time of construction. These measures may include silt fences, staked straw bales or wattles, sediment/silt basins and traps, geofabric, sandbag dikes, and temporary vegetation. • Establishing permanent vegetative cover to reduce erosion in areas disturbed by construction by slowing runoff velocities, trapping sediment, and enhancing filtration and transpiration. • Using drainage swales, ditches, and earth dikes to control erosion and runoff by conveying surface runoff down sloping land, intercepting and diverting runoff to a watercourse or channel, preventing sheet flow over sloped surfaces, preventing runoff accumulation at the base of a grade, and avoiding flood damage along roadways and facility infrastructure. <p>A copy of the approved Storm Water Pollution Prevention Permit shall be maintained and available at all times on the construction site.</p>	<p>G</p>	<p>CD (E)</p>
----------------------	---------------	---	----------	---------------

50.	3A-9.2	<p><i>Prepare and Submit Final Drainage Plans and Implement Requirements Contained in Those Plans.</i></p> <p>The owner/applicant(s) shall submit final drainage plans to the City demonstrating that off-site upstream runoff will be appropriately conveyed through the Folsom Plan Area, and that project-related on-site runoff will be appropriately conveyed and contained in detention basins or managed through other improvements (e.g., source controls, biotechnical stream stabilization) to reduce flooding and hydromodification impacts and provide water quality treatment.</p> <p>The plans shall include, but not be limited to, the following items:</p> <ul style="list-style-type: none"> • an accurate calculation of pre-project and post-project runoff scenarios, obtained using appropriate engineering methods, that accurately evaluates potential changes to runoff, including increased surface runoff; • runoff calculations for the 10-year and 100-year (0.01 AEP) storm events (and other, smaller storm events as required) shall be performed and the trunk drainage pipeline sizes confirmed based on alignments and detention facility locations finalized in the design phase; • a description of the proposed maintenance program for the on-site drainage system; • project-specific standards for installing drainage systems; • City flood control design requirements and measures designed to comply with them; Implementation of stormwater management BMPs that avoid increases in the erosive force of flows beyond a specific range of conditions needed to limit hydromodification and maintain current stream geomorphology. These Best Management Practices will be designed and constructed in accordance with the forthcoming Stormwater Quality Partnership Hydromodification Management Plan (to be adopted by the Regional Water Quality Control Board) and may include, but are not limited to, the following: 	G, B	CD (E)
-----	--------	--	------	--------

50. Cont.	3A-9.2	<ul style="list-style-type: none"> • Use of Low Impact Development (LID) techniques to limit increases in stormwater runoff at the point of origination (these may include, but are not limited to: surface swales; replacement of conventional impervious surfaces with pervious surfaces [e.g., porous pavement]; impervious surfaces disconnection; and trees planted to intercept stormwater); • Enlarged detention basins to minimize flow changes and changes to flow duration characteristics; • Bioengineered stream stabilization to minimize bank erosion, utilizing vegetative and rock stabilization, and inset floodplain restoration features that provide for enhancement of riparian habitat and maintenance of natural hydrologic and channel to floodplain interactions; • Minimize slope differences between any stormwater or detention facility outfall channel with the existing receiving channel gradient to reduce flow velocity; and • Minimize to the extent possible detention basin, bridge embankment, and other encroachments into the channel and floodplain corridor, and utilize open bottom box culverts to allow sediment passage on smaller drainage courses. <p>The final drainage plan shall demonstrate to the satisfaction of the City of Folsom Community Development and Public Works Departments that 100-year (0.01 AEP) flood flows would be appropriately channeled and contained, such that the risk to people or damage to structures within or down gradient of the Folsom Plan Area would not occur, and that hydromodification would not be increased from pre-development levels such that existing stream geomorphology would be changed (the range of conditions should be calculated for each receiving water if feasible, or a conservative estimate should be used, e.g., an Ep of 1 ±10% or other as approved by the Sacramento Stormwater Quality Partnership and/or City of Folsom).</p>	G	CD (E), PW
--------------	--------	--	---	------------

51.		<p><i>Develop and Implement a BMP and Water Quality Maintenance Plan.</i> A detailed BMP and water quality maintenance plan shall be prepared by a qualified engineer retained by the owner/applicant(s) for the project. The plan shall finalize the water quality improvements and further detail the structural and nonstructural BMPs proposed for the project. The plan shall include the elements described below.</p> <ul style="list-style-type: none"> • A quantitative hydrologic and water quality analysis of proposed conditions incorporating the proposed drainage design features. • Predevelopment and post development calculations demonstrating that the proposed water quality BMPs meet or exceed requirements established by the City of Folsom and including details regarding the size, geometry, and functional timing of storage and release pursuant to the latest edition of the “Stormwater Quality Design Manual for Sacramento and South Placer Regions” (the City’s MS4NPDES permit, page 46) and El Dorado County’s NPDES SWMP (County of El Dorado 2004). • Source control programs to control water quality pollutants on the SPA, which may include but are not limited to recycling, street sweeping, storm drain cleaning, household hazardous waste collection, waste minimization, prevention of spills and illegal dumping, and effective management of public trash collection areas. • A pond management component for the proposed basins that shall include management and maintenance requirements for the design features and BMPs, and responsible parties for maintenance and funding. • LID control measures shall be integrated into the BMP and water quality maintenance plan. These may include, but are not limited to: <ul style="list-style-type: none"> • surface swales; • replacement of conventional impervious surfaces with pervious surfaces (e.g., porous pavement); • impervious surfaces disconnection; and • trees planted to intercept stormwater. 	G	CD (E)
-----	--	--	---	--------

<p>51. Cont.</p>		<ul style="list-style-type: none"> New stormwater facilities shall be placed along the natural drainage courses within the SPA to the extent practicable so as to mimic the natural drainage patterns. The reduction in runoff as a result of the LID configurations shall be quantified based on the runoff reduction credit system methodology described in “Stormwater Quality Design Manual for the Sacramento and South Placer Regions, Chapter 5 and Appendix D4” (SSQP 2007b) and proposed detention basins and other water quality BMPs shall be sized to handle these runoff volumes. <p>For those areas that would be disturbed as part of the U.S. 50 interchange improvements, it is anticipated that Caltrans would coordinate with the development and implementation of the overall project SWPPP, or develop and implement its own SWPPP specific to the interchange improvements, to ensure that water quality degradation would be avoided or minimized to the maximum extent practicable. Mitigation for the off-site improvements outside of the City of Folsom’s jurisdictional boundaries shall be coordinated by the owner/applicant of each applicable project phase with El Dorado County and Caltrans.</p>	<p>G</p>	<p>CD (E)</p>
----------------------	--	---	----------	---------------

52.		<p><i>Interim Stormwater Detention Basin.</i></p> <p>a. Design. The owner/applicant shall be responsible for the design and construction of the interim stormwater detention basin (Basin No. 11). The detention basin design shall include City approved vehicular access to the entire basin, including but not limited to, the inlets and outfalls for the basin. The improvement plans for the proposed interim basin shall be reviewed and approved by the City prior to approval of any Final Map where the basin is required to be constructed to mitigate impacts to stormwater detention, water quality, and/or hyrdomodification.</p> <p>b. Operation and Maintenance Manual The owner/applicant shall prepare an Operations and Maintenance manual for the interim stormwater detention basin for maintenance by the City. The manual shall be subject to review and approval by the City prior to any Final Map where the basin is required to be constructed to mitigate impacts to stormwater detention, water quality, and/or hyrdomodification.</p> <p>c. Access The owner/applicant shall grant public easements for access to the interim stormwater detention basin prior to approval of the Final Map which requires construction of the interim stormwater detention basin.</p> <p>d. Operation Funding The owner/applicant shall provide a funding mechanism, separate from the funding mechanism for the permanent detention basin, for the operation and maintenance by the City of Folsom of the interim stormwater detention basin. The funding for the operation and maintenance of the basin shall remain in place until such time as the required permanent detention basin(s) are constructed downstream by others and are operational in accordance with the Folsom Plan Area Storm Drainage Master Plan. The funding mechanism shall be in place and funding available to the City prior to approval of any Final Map where the basin is required to be constructed to mitigate impacts to stormwater detention, water quality, and/or hyrdomodification.</p>	M	CD (E)
-----	--	--	---	--------

53.	3A 8.7	<p><i>Prepare and Implement a Vector Control Plan in Consultation with the Sacramento-Yolo Mosquito and Vector Control District.</i></p> <p>To ensure that the operation and design of the stormwater system, including multiple planned detention basins, is consistent with the recommendations of the Sacramento-Yolo Mosquito and Vector Control District regarding mosquito control, the owner/applicant shall prepare and implement a Vector Control Plan. This plan shall be prepared in coordination with the Sacramento-Yolo Mosquito and Vector Control District and shall be submitted to the City for approval prior to issuance of the grading permit for the proposed detention basins under the City’s jurisdiction.</p> <p>The plan shall incorporate specific measures deemed sufficient by the City to minimize public health risks from mosquitoes, and as contained within the Sacramento-Yolo Mosquito and Vector Control District BMP Manual (Sacramento-Yolo Mosquito and Vector Control District 2008). The plan shall include, but is not limited to, the following components:</p> <ul style="list-style-type: none"> • Description of the project. • Description of detention basins and all water features and facilities that would control on-site water levels. • Goals of the plan. • Description of the water management elements and features that would be implemented, including: <ul style="list-style-type: none"> i. BMPs that would be implemented on-site; ii. public education and awareness; iii. sanitary methods used (e.g., disposal of garbage); iv. mosquito control methods used (e.g., fluctuating water levels, biological agents, pesticides, larvacides, circulating water); and v. stormwater management. 	G	CD (E) Sacramento County
-----	--------	--	---	-----------------------------

<p>53. Cont.</p>	<p>3A 8.7</p>	<ul style="list-style-type: none"> • Long-term maintenance of the detention basins and all related facilities (e.g., specific ongoing enforceable conditions or maintenance by a homeowner’s association). <p>To reduce the potential for mosquitoes to reproduce in the detention basins, the owner/applicant(s) shall coordinate with the Sacramento-Yolo Mosquito and Vector Control District to identify and implement BMPs based on their potential effectiveness for the site conditions. Potential BMPs could include, but are not limited to, the following:</p> <ul style="list-style-type: none"> • build shoreline perimeters as steep and uniform as practicable to discourage dense plant growth; • perform routine maintenance to reduce emergent plant densities to facilitate the ability of mosquito predators (i.e., fish) to move throughout vegetated area; • design distribution piping and containment basins with adequate slopes to drain fully and prevent standing water. The design slope should take into consideration buildup of sediment between maintenance periods. Compaction during grading may also be needed to avoid slumping and settling; • coordinate cleaning of catch basins, drop inlets, or storm drains with mosquito treatment operations; • enforce the prompt removal of silt screens installed during construction when no longer needed to protect water quality; • if the sump, vault, or basin is sealed against mosquitoes, with the exception of the inlet and outlet, submerge the inlet and outlet completely to reduce the available surface area of water for mosquito egg– laying (female mosquitoes can fly through pipes); and • design structures with the appropriate pumping, piping, valves, or other necessary equipment to allow for easy dewatering of the unit if necessary (Sacramento Yolo Mosquito and Vector Control District 2008). 	<p>G</p>	<p>CD (E) Sacramento County</p>
----------------------	---------------	--	----------	-------------------------------------

54.	3B.9-1b	<p><i>Properly Dispose of Hydrostatic Test Water and Construction Dewatering in Accordance with the Central Valley Regional Water Quality Control Board</i> All hydrostatic test water and construction dewatering shall be discharged to an approved land disposal area or drainage facility in accordance with Central Valley RWCQB requirements. The City or its construction contractor shall provide the Central Valley RWQCB with the location, type of discharge, and methods of treatment and monitoring for all hydrostatic test water discharges. Emphasis shall be placed on those discharges that would occur directly to surface water bodies.</p>	G	CD (E)
55.		<p><i>State and Federal Permits</i> The owner/applicant shall obtain all required State and Federal permits and provide evidence that said permits have been obtained, or that the permit is not required, subject to staff review prior to approval of any grading or improvement plan.</p>	G, I	CD (P)(E)

<p>56.</p>	<p>3A 3-1a 3A 3-1b</p>	<p><i>Clean Water Act Sections 401 and 404 Permits</i> Prior to the approval of grading and improvement plans and before any groundbreaking activity associated with each distinct project phase, the owner/applicant shall secure all necessary permits obtained under Sections 401 and 404 of the Clean Water Act or the State’s Porter-Cologne Act and implement all permit conditions for the proposed project. All permits, regulatory approvals, and permit conditions for effects on wetland habitats shall be secured and conditions implemented before implementation of any grading activities within 250 feet of Waters of the U.S, or wetland habitats, including Waters of the State, that potentially support federally-listed species, or within 100 feet of any other Waters of the U.S. or wetland habitats, including Waters of the State. The owner/applicant shall adhere to all conditions outlined in the permits. The owner/applicant shall commit to replace, restore, or enhance on a “no net loss” basis (in accordance with United States Army Corps Of Engineers and the Central Valley Regional Water Quality Control Board) the acreage of all wetlands and other Waters of the U.S. that would be removed, lost, and/or degraded with implementation of the project. Wetland habitat shall be restored, enhanced, and/or replaced at an acreage and location and by methods agreeable to United States Army Corps Of Engineers, the Central Valley Regional Water Quality Control Board, and the City, as appropriate, depending on agency jurisdiction, and as determined during the Section 401 and Section 404 permitting processes. The boundaries of the 404 permit, including required buffers shall be shown on the grading plans.</p> <p>All mitigation requirements to satisfy the requirements of the City and the Central Valley Regional Water Quality Control Board, for impacts on the non-jurisdictional wetlands beyond the jurisdiction of United States Army Corps Of Engineers, shall be determined and implemented before grading plans are approved.</p> <p>All wetland mitigation compliance reports submitted to the Army Corps of Engineers shall also be copied concurrently to the City.</p>	<p>G, I</p>	<p>CD(P)(E) United States Army Corps. Of Engineers Central Valley Regional Water Quality Control Board</p>
------------	-------------------------------------	---	-------------	---

57.		<p><i>Water Quality Certification</i> A water quality certification pursuant to Section 401 of the Clean Water Act is required before issuance of the record of decision and before issuance of the Section 404 permit. Before construction in any areas containing wetland features, the owner/applicant shall obtain water quality certification for the project. Any measures required as part of the issuance of water quality certification shall be implemented pursuant to the permit conditions.</p>	G	CD (E)
58.	3A3-4a.	<p><i>Master Streambed Alteration Agreement</i> The owner/applicant shall amend, if necessary, and implement the original Section 1602 Master Streambed Alteration Agreement received from California Department of Fish and Wildlife for all construction activities that would occur in the bed and bank of California Department of Fish and Wildlife jurisdictional features within the project site. As outlined in the Master Streambed Alteration Agreement, the owner/applicant shall submit a Sub-notification Form (SNF) to California Department of Fish and Wildlife 60 days prior to grading and/or the commencement of construction to notify California Department of Fish and Wildlife of the project.</p> <p>Any conditions of issuance of the Master Streambed Alteration Agreement shall be implemented as part of those project construction activities that would adversely affect the bed and bank within on-site drainage channels subject to California Department of Fish and Wildlife jurisdiction. The agreement shall be executed by the owner/applicant and California Department of Fish and Wildlife before the approval of any grading or improvement plans or any construction activities in any project phase that could potentially affect the bed and bank of on-site drainage channels under California Department of Fish and Wildlife jurisdiction.</p>	G	CD(P)(E) California Department of Fish and Wildlife

59.	3B 3-1c	<p><i>Restore All Waters Impacted by Trenching and Temporary Construction Staging</i> For all crossings of waters of the U.S. or State in which the use of trenchless technologies are not feasible, the City shall ensure that all waters impacted by trenching activities are restored to pre-project conditions. In addition, within 30 days following project construction, the owner/applicant shall ensure that all temporary construction staging areas within waters of the U.S. or State are restored to preproject conditions. At minimum, the City shall ensure that the following measures are implemented during construction:</p> <ul style="list-style-type: none"> • Conduct trenching and construction activities across drainages during low-flow (e.g., <1 to 2 cfs) or dry periods as feasible; • If working in active channels, install cofferdam upstream and downstream of stream crossing to separate construction area from flowing waterway; • Place sediment curtains upstream and downstream of the construction zone to prevent sediment disturbed during trenching activities from being transported and deposited outside of the construction zone; • Locate spoil sites such that they do not drain directly into the drainages or seasonal wetlands; • Store equipment and materials away from the drainages and wetland areas. No debris will be deposited within 250 feet of the drainages and wetland areas; • Prepare and implement a revegetation plan to restore vegetation in all temporarily disturbed wetlands and other waters using native species seed mixes and container plant material that are appropriate for existing hydrological conditions. 	G	CD (E)
-----	---------	--	---	--------

<p>59. Cont.</p>	<p>3B 3-1c</p>	<p>Prior to the approval of grading and improvement plans and before any groundbreaking activity associated with grading and construction requiring fill of wetlands or other waters of the U.S. or waters of the state, the owner/applicant shall submit a wetland mitigation and monitoring plan (MMP) for the restoration of these waters within the selected water alignment to the US Army Corps of Engineers (USACE) and Central Valley Regional Water Quality Control Board (RWQCB) for review and approval of those portions of the plan over which they have jurisdiction. The Mitigation and Monitoring Plan (MMP) would have to be approved prior to issuance of a Section 404 permit. Once the final MMP is approved and implemented, mitigation monitoring shall continue for a minimum of 5 years from completion of restoration activities, or human intervention (including recontouring and grading), or until the performance standards identified in the approved MMP have been met, whichever is longer.</p> <p>At minimum, the MMP shall provide the following information:</p> <ul style="list-style-type: none"> • A description and drawings showing the existing contours (elevation) and existing vegetation of the waters of the U.S. and State that would be impacted through trenching activities. This information shall include site photographs taken at each impacted water. • Methods used to ensure that trenching within waters of the U.S. and State do not adversely alter existing hydrology, including the draining of the waters (e.g., use of cut-off walls). • The methods used to restore the site to the original contour and condition, as well as a plan for the revegetation of the site following installation of the improvements. • Proposed schedule for restoration activities 	<p>G</p>	<p>CD (E)</p>
----------------------	----------------	---	----------	---------------

60.	3A 3-2a	<p><i>Swainson's Hawk Nesting Habitat</i> A qualified biologist shall be retained by the owner/applicant to conduct preconstruction surveys and to identify active Swainson's Hawk nests on and within 0.5-mile of the project area. The surveys shall be conducted before the approval of grading and/or improvement plans (as applicable) and no less than 14 days and no more than 30 days before the beginning of grading and construction. To the extent feasible, guidelines provided in <i>Recommended Timing and Methodology for Swainson's Hawk Nesting Surveys in the Central Valley (Swainson's Hawk Technical Advisory Committee 2000)</i> shall be followed for surveys for Swainson's hawk. If no nests are found, no further mitigation is required.</p> <p>If active nests are found, impacts on nesting Swainson's Hawks shall be avoided by establishing appropriate buffers around the nests. No project activity shall commence within the buffer area until the young have fledged, the nest is no longer active, or until a qualified biologist has determined in coordination with California Department of Fish and Wildlife that reducing the buffer would not result in nest abandonment. California Department of Fish and Wildlife guidelines recommend implementation of 0.25- or 0.5-mile-wide buffers, but the size of the buffer may be adjusted if a qualified biologist and the City, in consultation with California Department of Fish and Wildlife, determine that such an adjustment would not be likely to adversely affect the nest. Monitoring of the nest by a qualified biologist during and after construction activities will be required if the activity has potential to adversely affect the nest.</p>	G	CD(P)(E) California Department of Fish and Wildlife
-----	---------	--	---	---

61.	3A 3-2b	<p><i>Swainson's Hawk Habitat</i></p> <p>Prior to the approval of grading and improvement plans, or before any ground-disturbing activities, whichever occurs first, the owner/applicant shall secure suitable Swainson's Hawk foraging habitat to ensure appropriate mitigation of habitat value for Swainson's Hawk foraging habitat that is permanently lost as a result of the project, as determined by the City after consultation with California Department of Fish and Wildlife and a qualified biologist.</p> <p>The habitat value or shall be based on Swainson's Hawk nesting distribution and an assessment of habitat quality, availability, and use within the project area. The mitigation ratio shall be consistent with the 1994 DFG Swainson's Hawk Guidelines included in the Staff Report Regarding Mitigation for Impacts to Swainson's Hawks (<i>Buteo swainsoni</i>) in the Central Valley of California. If such mitigation shall be accomplished through purchase of credits at an approved mitigation bank, the transfer of fee title, or perpetual conservation easement, the ratio for habitat value shall be 0.5:1. If non-bank mitigation is proposed, the mitigation land shall be located within the known foraging area and within Sacramento County and the habitat value shall be 1:1. The City, after consultation with California Department of Fish and Wildlife, will determine the appropriateness of the mitigation land.</p> <p>The owner/applicant shall transfer said Swainson's Hawk mitigation land, through either conservation easement or fee title, to a third-party, nonprofit conservation organization (Conservation Operator), with the City and California Department of Fish and Wildlife named as third-party beneficiaries. The Conservation Operator shall be a qualified conservation easement land manager that manages land as its primary function. Additionally, the Conservation Operator shall be a tax-exempt nonprofit conservation organization that meets the criteria of Civil Code Section 815.3(a) and shall be selected or approved by the City, after consultation with California Department of Fish and Wildlife. After consultation with California Department of Fish and Wildlife and the Conservation Operator, the City shall approve the content and form</p>	G	CD (P) California Department of Fish and Wildlife
-----	---------	--	---	--

<p>61. Cont.</p>	<p>3A 3-2b</p>	<p>of the conservation easement. The City, California Department of Fish and Wildlife, and the Conservation Operator shall each have the power to enforce the terms of the conservation easement. The Conservation Operator shall monitor the easement in perpetuity to assure compliance with the terms of the easement.</p> <p>After consultation with the City, The owner/applicant, California Department of Fish and Wildlife, and the Conservation Operator, shall establish an endowment or some other financial mechanism that is sufficient to fund in perpetuity the operation, maintenance, management, and enforcement of the conservation easement. If an endowment is used, either the endowment funds shall be submitted to the City for impacts on lands within the City’s jurisdiction to an appropriate third-party nonprofit conservation agency, or they shall be submitted directly to the third-party nonprofit conservation agency in exchange for an agreement to manage and maintain the lands in perpetuity. The Conservation Operator shall not sell, lease, or transfer any interest of any conservation easement or mitigation land it acquires without prior written approval of the City and California Department of Fish and Wildlife.</p> <p>If the Conservation Operator ceases to exist, the duty to hold, administer, manage, maintain, and enforce the interest shall be transferred to another entity acceptable to the City and California Department of Fish and Wildlife. The City Planning Department shall ensure that mitigation habitat established for impacts on habitat within the City’s planning area is properly established and is functioning as habitat by conducting regular monitoring of the mitigation site(s) for the first ten years after establishment of the easement.</p>	<p>G</p>	<p>CD(P)(E) California Department of Fish and Wildlife</p>
----------------------	----------------	--	----------	--

62.	3A 3-2a	<p><i>Burrowing Owl</i> A qualified biologist shall be retained by the owner/applicant to conduct a preconstruction survey to identify active Burrowing Owl burrows within the project area. The surveys shall be conducted no less than 14 days and no more than 30 days before the beginning of grading and construction activities for each phase of development. The preconstruction survey shall follow the protocols outlined in the Staff Report on Burrowing Owl Mitigation (CDFG 2012).</p> <p>If active burrows are found, a mitigation plan shall be submitted to the City for review and approval before any ground-disturbing activities. The City shall consult with California Department of Fish and Wildlife. The mitigation plan may consist of installation of one-way doors on all burrows to allow owls to exit, but not reenter, and construction of artificial burrows within the project vicinity, as needed; however, burrowing owl exclusions may only be used if a qualified biologist verifies that the burrow does not contain eggs or dependent young. If active burrows contain eggs and/or young, no construction shall occur within 50 feet of the burrow until young have fledged. Once it is confirmed that there are no owls inside burrows, these burrows may be collapsed.</p>	G	CD(P)(E) California Department of Fish and Wildlife
-----	---------	--	---	---

63.		<p><i>Nesting Raptors</i> To mitigate impacts on nesting raptors, a qualified biologist shall be retained by the owner/applicant to conduct a preconstruction survey to identify active nests on and within 0.5 miles of the project area. The surveys shall be conducted no less than 14 days and no more than 30 days before the beginning of construction activities for each phase of development</p> <p>If active nests are found, impacts on nesting raptors shall be avoided by establishing appropriate buffers around the nests. No project activity shall commence within the buffer area until the young have fledged, the nest is no longer active, or until a qualified biologist has determined in coordination with California Department of Fish and Wildlife that reducing the buffer would not result in nest abandonment. The buffer may be adjusted if a qualified biologist and the City, in consultation with California Department of Fish and Wildlife, determine that such an adjustment would not be likely to adversely affect the nest. Monitoring of the nest by a qualified biologist during and after construction activities will be required if the activity has potential to adversely affect the nest.</p>	G	CD(P)(E) California Department of Fish and Wildlife
64.	3A.3-2c	<p><i>Avoid and Minimize Impacts to Tricolored Blackbird Nesting Colonies.</i> To avoid and minimize impacts to tricolored blackbird, the owner/applicant of all project phases shall conduct a preconstruction survey for any project activity that would occur during the tricolored blackbird's nesting season (March 1–August 31). The preconstruction survey shall be conducted by a qualified biologist before any activity occurring within 500 feet of suitable nesting habitat, including freshwater marsh and areas of riparian scrub vegetation. The survey shall be conducted within 14 days before project activity begins.</p> <p>If no tricolored blackbird colony is present, no further mitigation is required. If a colony is found, the qualified biologist shall establish a buffer around the nesting colony. No project activity shall commence within the buffer area until a qualified biologist confirms that the colony is no longer active. The size of the buffer shall be determined in consultation with DFG. Buffer size is anticipated to range from 100 to 500 feet, depending on the nature of the project activity, the extent of existing disturbance in the area, and other relevant circumstances.</p>	G	CD(P)(E) California Department of Fish and Wildlife

65.		<p><i>Other Nesting Special-Status and Migratory Birds</i> The owner/applicant shall retain a qualified biologist to conduct a preconstruction survey for any project activity that would occur in suitable nesting habitat during the avian nesting season (approximately March 1–August 31).The preconstruction survey shall be conducted within 14 days before any activity occurring within 100 feet of suitable nesting habitat. Suitable habitat includes annual grassland, valley needlegrass grassland, freshwater seep, vernal pool, seasonal wetland, and intermittent drainage habitat within the project site.</p> <p>If no active special-status or other migratory bird nests are present, no further mitigation is required. If an active nest is found, the qualified biologist shall establish a buffer around the nest. No project activity shall commence within the buffer area until a qualified biologist confirms that the nest is no longer active. The size of the buffer shall be determined in consultation with California Department of Fish and Wildlife. Buffer size is anticipated to range from 50 to 100 feet, depending on the nature of the project activity, the extent of existing disturbance in the area, and other relevant circumstances.</p>	G	CD(P)(E) California Department of Fish and Wildlife
66.	3A3-4b	<p><i>Valley Needlegrass</i> The project shall preserve a total of 1.503 acres of Valley needlegrass grassland within the on-site Open Space areas. This includes 1.164 acres of Valley needlegrass grassland permanently protected in the Conservation Area and 0.339 acre protected in the Passive Recreation Open Space. Both of these types of Open Space will ultimately be managed by the City of Folsom under an approved Operations and Management Plan for the FPASP.</p> <p>Prior to ground-breaking activities including grading or construction, the owner/applicant, shall protect the existing Valley needlegrass grassland populations by a highly visible construction fence for avoidance during grading. Once construction is complete, graded areas within the Passive Recreation Open Space shall be restored to natural grassland conditions. These areas shall be seeded with a native seed mix which includes a majority of needlegrass species to ensure the establishment of additional areas of Valley needlegrass grasslands on site.</p>	G	CD(P)(E) California Department of Fish and Wildlife

67.		<p><i>Animal Barrier</i> To discourage the migration of undesirable small animals (including snakes) into adjacent developed properties during the development of the project, the owner/applicant shall install a barrier along all areas adjacent to developed residential properties and parks to the satisfaction of the Community Development Department and consistent with a qualified biologist’s recommendations. In general, the barrier may consist of wire-mesh fabric with openings not exceeding ½-inch width. The height of the barrier shall be at least 18 inches (above the ground surface), and may be buried into the ground at least twelve inches. The barrier shall be supported with metal stakes at no more than 10-foot spacing. The barrier shall be installed by the owner/applicant, as approved by the Community Development Department and a qualified biologist, prior to any construction disturbance on the site, including clearing and grading operations.</p>	G	CD (E)(P)
68.	3 A 5-1a 3A 5-2 3A 5-3	<p><i>Conduct Construction Worker Awareness Training, Conduct On-Site Monitoring if Required, Stop Work if Cultural Resources are Discovered, Assess the Significance of the Find, and Perform Treatment or Avoidance as Required.</i> The owner/applicant(s) shall retain a qualified archaeologist to prepare and disseminate a contractor awareness training program for all construction supervisors. The sensitivity training program will provide information about notification procedures when potential archaeological material is discovered, procedures for coordination between construction personnel and information about other treatment or issues that may arise if cultural resources (including human remains) are discovered during project construction. The training shall be carried out each time a new contractor will begin work in the project area, and a minimum of once at the start of each construction season by that contractor, the qualified archeologist shall submit the completed training attendance roster and a copy of the training materials to the City and the USACE within 48 hours of delivery of the training program.</p>	G	CD (E) USACE

69.	3A 5-3	<p><i>Suspend Ground-Disturbing Activities if Human Remains are Encountered and Comply with California Health and Safety Code Procedures.</i></p> <p>In the event that human remains are discovered, construction activities within 150 feet of the discovery shall be halted or diverted and the requirements for managing unanticipated discoveries in Mitigation Measure 4.4-2(a) shall be implemented. In addition, the provisions of Section 7050.5 of the California Health and Safety Code, Section 5097.98 of the California Public Resources Code, and Assembly Bill 2641 shall be implemented. When human remains are discovered, state law requires that the discovery be reported to the County Coroner (Section 7050.5 of the Health and Safety Code) and that reasonable protection measures be taken during construction to protect the discovery from disturbance (AB 2641).</p> <p>If the Coroner determines the remains are Native American, the Coroner shall notify the Native American Heritage Commission (NAHC), which then designates a Native American Most Likely Descendant for the project (Section 5097.98 of the Public Resources Code). The designated Native American Most Likely Descendant then has 48 hours from the time access to the property is granted to make recommendations concerning treatment of the remains (AB 2641).</p> <p>If the owner/applicant does not agree with the recommendations of the Native American Most Likely Descendant, the NAHC can mediate (Section 5097.94 of the Public Resources Code). If no agreement is reached, the owner/applicant shall rebury the remains where they will not be further disturbed (Section 5097.98 of the Public Resources Code). This will also include either recording the site with the NAHC or the appropriate Information Center; using an open space or conservation zoning designation or easement; or recording a deed restriction with the county in which the property is located (AB 2641).</p>	OG	<p>CD (P)(E) Sacramento County Coroner Native American Heritage Commission</p>
-----	--------	--	----	--

70.	3A5-2	<p><i>Conduct Construction Worker Awareness Training, Stop Work if Paleontological Resources are Discovered, Assess the Significance of the Find, and Prepare and Implement a Recovery Plan as Required.</i></p> <p>Before the start of any earthmoving activities, the owner/applicant shall retain a qualified professional to train all construction personnel involved with earthmoving activities, including the site superintendent, regarding the possibility of encountering fossils, the appearance and types of fossils likely to be seen during construction, and proper notification procedures should fossils be encountered. The training shall be included in the archaeological contractor awareness training program.</p> <p>If paleontological resources are discovered during earthmoving activities, the construction crew shall immediately cease work in the vicinity of the find and notify the City of Folsom’s Community Development Department. The owner/applicant shall retain a qualified paleontologist to evaluate the resource and prepare a recovery plan in accordance with Society of Vertebrate Paleontology guidelines (1996). The recovery plan may include, but is not limited to, a field survey, construction monitoring, sampling and data recovery procedures, museum storage coordination for any specimen recovered, and a report of findings. Recommendations in the recovery plan that are determined by the lead agency to be necessary and feasible shall be implemented before construction activities can resume at the site where the paleontological resources were discovered.</p>	G	CD (E)(P)
71.	3A 5-1a	<p><i>Geoarcheological Monitoring</i></p> <p>In the event that any grading will occur within areas determined to require geoarcheological monitoring, the owner/applicant shall retain a qualified professional geoarcheologist who has a graduate degree in the specialized discipline, possesses a demonstrated ability to carry research to completion, and has at least 24 months of professional experience and/or specialized training in geoarcheology. The geoarcheologist shall monitor the ground disturbing activities in the affected areas down to 1.5 meters below the surface. The monitoring geoarcheologist shall submit proof of monitoring in the form of daily field monitoring logs to the City and the US Army Corps of Engineers within 48 hours of completion of monitoring activities.</p>	G	CD (E)(P)

72.	3B.8-1a	<p><i>Transport, Store, and Handle Construction-Related Hazardous Materials in Compliance with Relevant Regulations and Guidelines.</i></p> <p>The City shall ensure, through the enforcement of contractual obligations, that all contractors transport, store, and handle construction-related hazardous materials in a manner consistent with relevant regulations and guidelines, including those recommended and enforced by Caltrans, Central Valley RWQCB, local fire departments, and the County environmental health department.</p> <p>Recommendations shall include as appropriate transporting and storing materials in appropriate and approved containers, maintaining required clearances, and handling materials using applicable Federal, state and/or local regulatory agency protocols. In addition, all precautions required by the Central Valley RWQCB-issued NPDES construction activity stormwater permits shall be taken to ensure that no hazardous materials enter any nearby waterways.</p> <p>In the event of a spill, the City shall ensure, through the enforcement of contractual obligations, that all contractors immediately control the source of any leak and immediately contain any spill utilizing appropriate spill containment and countermeasures. If required by the local fire departments, the local environmental health department, or any other regulatory agency, contaminated media shall be collected and disposed of at an off-site facility approved to accept such media. The storage, handling, and use of the construction-related hazardous materials shall be in accordance with applicable Federal, state, and local laws. Construction-related hazardous materials and hazardous wastes (e.g., fuels and waste oils) shall be stored away from stream channels and steep banks to prevent these materials from entering surface waters in the event of an accidental release. These materials shall be kept at sufficient distance (at least 500 feet) from nearby residences or other sensitive land uses. This includes materials stored for expected use, materials in equipment and vehicles, and waste materials.</p>	G	CD (E)(P)
73.		<p><i>Landslide /Slope Failure</i></p> <p>The owner/applicant shall retain an appropriately licensed engineer during the grading activities to identify existing landslides and potential slope failure hazards. The said engineer shall be notified a minimum of two days prior to any site clearing or grading to facilitate meetings with the grading contractor in the field.</p>	G	CD (E) PW

74.	3B.16-3a	<p><i>Minimize Utility Conflicts by Implementing an Underground Services Alert.</i> Underground utilities and service connections shall be identified prior to commencing any excavation work through the implementation of an Underground Services Alert (USA). The exact utility locations will be determined by hand-excavated test pits dug at locations determined and approved by the construction manager (also referred to as “pot-holing”). Temporary disruption of service may be required to allow for construction. No service on such lines would be disrupted until prior approval is received from the construction manager and the service provider.</p>	G	CD (E) PW
75.	3B.16-3b	<p><i>Coordinate with Utility Providers and Implement Appropriate Installation Methods to Minimize Potential Utility Service Disruptions.</i> Prior to installation, the City shall consult with EID, PG&E, etc., to determine proper installation methods and final design criteria to minimize the potential for disruptions to existing and planned utilities.</p>	G	CD (E) PW
IMPROVEMENT PLAN REQUIREMENTS				
76.		<p><i>Improvement Plans</i> The improvement plans for the required public and private subdivision improvements necessary to serve any and all phases of development shall be reviewed and approved by the Community Development Department, El Dorado County if applicable, and the El Dorado Irrigation District (EID) if applicable prior to approval of a Final Map.</p>	M	CD (E)
77.	3A.9-4:	<p><i>Inspect and Evaluate Existing Dams Within and Upstream of the Project Site and Make Improvements if Necessary.</i> Prior to submittal to the City of tentative maps or improvement plans the owner/applicants shall conduct studies to determine the extent of inundation in the case of dam failure. If the studies determine potential exposure of people or structures to a significant risk of flooding as a result of the failure of a dam, the owner/applicants shall implement of any feasible recommendations provided in that study, potentially through drainage improvements, subject to the approval of the City.</p>	I	CD (P)(E)

78.		<p><i>Standard Construction Specifications and Details</i> Public and private improvements, including roadways, curbs, gutters, sidewalks, bicycle lanes and trails, streetlights, underground infrastructure and all other improvements shall be provided in accordance with the latest edition of the City of Folsom <u><i>Standard Construction Specifications and Details</i></u> and the <u><i>Design and Procedures Manual and Improvement Standards</i></u> with the exception of sewer and water, which will be provided by the El Dorado Irrigation District (EID). Sewer and water improvements shall be provided in accordance with the EID Design and Constructions Standards (July-1999). The sewer and water improvements shall also be designed and constructed in accordance with the approved Facilities Plan Report (FPR), and are subject to review and approval by EID.</p>	I	CD (P)(E)
79.		<p><i>Water and Sewer Infrastructure</i> All City-owned water and sewer infrastructure shall be placed within the street right of way. In the event that a City-maintained public water or sewer main needs to be placed in an area other than the public right of way, such as through an open space corridor, landscaped area, etc., the following criteria must be met;</p> <ul style="list-style-type: none"> • The owner/applicant shall provide public sewer and water main easements • An access road shall be designed and constructed to allow for the operations, maintenance and replacement of the public water or sewer line by the City along the entire water and/or sewer line alignment. • In no case shall a City-maintained public water or public sewer line be placed on private residential property. • The domestic water and irrigation system owned and maintained by the City shall be separately metered per City of Folsom <u><i>Standard Construction Specifications and Details</i></u>. • It is possible that sewer service for all or portions of Phase 3A and 3B of the Folsom Heights Subdivision may be provided by the City of Folsom instead of the El Dorado Irrigation District (EID). In such event, the City of Folsom service will be provided, pursuant to a prior written agreement between the City and the EID on terms acceptable to both entities. 	I	CD (E)

80.	3A1-5	<p>Lighting Plan The owner/applicant of all project phases shall submit a lighting plan for the project to the Community Development Department. The lighting plan shall be consistent with the Folsom Heights Subdivision Design Guidelines:</p> <ul style="list-style-type: none"> • shield or screen lighting fixtures to direct the light downward and prevent light spill on adjacent properties; • place and shield or screen flood and area lighting needed for construction activities, nighttime sporting activities, and/or security so as not to disturb adjacent residential areas and passing motorists; • for public lighting in residential neighborhoods, prohibit the use of light fixtures that are of unusually high intensity or that blink or flash; • use appropriate building materials (such as low-glare glass, low-glare building glaze or finish, neutral, earthtoned colored paint and roofing materials), shielded or screened lighting, and appropriate signage in the office/commercial areas to prevent light and glare from adversely affecting motorists on nearby roadways; and • design exterior on-site lighting as an integral part of the building and landscaping design in the Specific Plan Area. Lighting fixtures shall be architecturally consistent with the overall site design. Lights used on signage should be directed to light only the sign face with no off site glare. 	I	CD (P)
81.	3B. 1-2a.	<p>Above Ground Utility Site Design Review Application The owner/applicant shall submit a Site Design Review Application for all above ground utility installations (water tanks, booster pumps stations, life stations, etc.) to the Community Development Department to ensure these facilities are adequately screened. These above ground utility installations shall be designed to be adequately screened and/or blended into the hillsides through use of berming, landscaping or through the use of walls or fences to the satisfaction of the Community Development Department. In addition, the final design, materials, and colors of any structures, walls, fences, and enclosures shall be consistent with the Folsom Plan Area Public Facilities Design Standards Master Building Materials and Colors List and to the satisfaction of the Community Development Department.</p>	G, I	CD (P)(E) EWR

82.		<p>Utility Coordination The owner/applicant shall coordinate the planning, development and completion of this project with the various utility agencies (i.e., SMUD, PG&E, etc.). The owner/applicant shall provide the City with written confirmation of public utility service prior to approval of all final maps.</p>	I	CD (P)(E)
83.	3B.7-4	<p>Implement Corrosion Protection Measures. The owner/applicant shall be required to provide that all underground metallic fittings, appurtenances and piping in the City’s water systems include a cathodic protection system to protect these facilities from corrosion. The cathodic protection system shall be prepared by a licensed geotechnical or civil engineer and the system shall be reviewed and approved by the City and the El Dorado Irrigation District (EID) prior to approval of improvement plans.</p>	I	CD(E), EWR
84.	3B.7-1b	<p>Incorporate Pipeline Failure Contingency Measures Into Final Pipeline Design. The owner/applicant shall be required to provide isolation valves or similar devices to be incorporated into all pipeline facilities to prevent substantial losses of surface water in the event of a pipeline failure. The pipeline failure contingency measures shall be incorporated into the final pipeline design and this design shall be prepared by a licensed geotechnical or civil engineer. The specifications for the isolation valves shall conform to the California Building Code (CBC) and American Water Works Association Standards. The final pipeline design shall be reviewed and approved by the City and the El Dorado Irrigation District (EID) prior to approval of improvement plans.</p>	I	CD (E), EWR
85.		<p>Replacing Hazardous Facilities The owner/applicant shall be responsible for replacing any and all damaged or hazardous public sidewalk, curb and gutter, and/or bicycle trail facilities along the site frontage and/or boundaries, including pre-existing conditions and construction damage, to the satisfaction of the Community Development Department.</p>	I, OG	CD (E)
86.		<p>Future Utility Lines All future utility lines lower than 69 KV that are to be built within the project, shall be placed underground within and along the perimeter of the project at the developer’s cost. The owner/applicant shall dedicate to SMUD all necessary underground easements for the electrical facilities that will be necessary to service development of the project.</p>	B	CD (E)

87.		<p>Water Meter Fixed Network System The owner owner/applicant shall pay for, furnish and install all infrastructure associated with the water meter fixed network system for any City-owned and maintained water meter within the project.</p>	I	CD (E), EWR
88.		<p>Vertical Curb All curbs located adjacent to landscaping, whether natural or manicured, and where parking is allowed shall be vertical.</p>	I	CD (P)(B)
89.		<p>Class II Bike Lanes All Class II bike lanes shall be striped and painted green. No parking shall be permitted within the Class II bike lanes.</p>	I	CD (E)(P)
90.	3A 11-4	<p>Noise Barriers Based on the Supplemental Environmental Noise Assessment prepared by Bollard Acoustical Consultants on March 10, 2017, the following measures shall be implemented to the satisfaction of the Community Development Department:</p> <ul style="list-style-type: none"> • Traffic noise barriers shall be constructed along selected lots adjacent to White Rock Road (Lots 1-6) and future Empire Ranch Road (Lots 18-23) at the locations indicated on Figures 2 and 3 within the Environment Noise Assessment. The noise barriers shall be six-feet-tall relative to backyard elevation. The final location, design, materials, and colors of the noise barriers shall be to the satisfaction of the Community Development Department. • All second-floor bedroom windows of selected lots adjacent to White Rock Road (Lots 1-3) and future Empire Ranch Road (Lots 20-21) from which the roadway is visible shall be upgraded to a minimum STC rating of 32 (Shown on Figures 2 and 3 within the Environmental Noise Assessment). • Mechanical ventilation (air conditioning) shall be provided for all single-family residences within the Folsom Heights Subdivision to allow the occupants to close doors and windows as desired to achieve compliance with the applicable interior noise level criteria. 	I	CD (E)(P)

91.		<p><i>Master Plan Updates</i></p> <p>The City has approved the Folsom Plan Area Storm Drainage Master Plan, Wastewater Master Plan, and Sewer Master Plan. The owner/applicant shall submit complete updates to the approved master plans, if applicable, for the proposed changes to the master plans as a result of the proposed project. The updates to the master plans for the proposed project shall be reviewed and approved by the City prior to approval of grading and/or improvement plans.</p> <p>The plans shall be accompanied by engineering studies supporting the sizing, location, and timing of the proposed facilities. Improvements shall be constructed in phases as the project develops in accordance with the approved master plans, including any necessary off-site improvements to support development of a particular phase or phases, subject to prior approval by the City. Off-site improvements may include roadways to provide secondary access, water transmission lines or distribution facilities to provide a looped water system, sewer trunk mains and lift stations, water quality facilities, non-potable water pipelines and infrastructure, and drainage facilities including on or off-site detention. No changes in infrastructure from that shown on the approved master plan shall be permitted unless and until the applicable master plan has been revised and approved by the City. Final lot configurations may need to be modified to accommodate the improvements identified in these studies to the satisfaction of the City.</p> <p>The owner/applicant shall provide sanitary sewer, water and storm drainage improvements with corresponding easements, as necessary, in accordance with these studies and the latest edition of the City of Folsom <i>Standard Construction Specifications and Details</i>, and the <i>Design and Procedures Manual and Improvement Standards</i> and in accordance with the El Dorado Irrigation District (EID) Design and Constructions Standards (July-1999) where applicable. The sewer and water improvements shall also be included in the Facilities Plan Report (FPR), which is subject to review and approval by EID.</p> <p>The storm drainage design shall provide for no net increase in run-off under post-development conditions.</p>	G, I	CD(E), EWR, PW
-----	--	---	------	----------------

92.	3A 3-1a	<p><i>Design Stormwater Drainage Plans and Erosion and Sediment Control Plans to Avoid and Minimize Erosion and Runoff to All Wetlands and Other Waters That Are to Remain on the SPA and Use Low Impact Development Features.</i></p> <p>To minimize indirect effects on water quality and wetland hydrology, the owner/applicant shall include stormwater drainage plans and erosion and sediment control plans in their grading and/or improvement plans and shall submit these plans to the City for review and approval. Prior to approval of grading and/or improvement plans, the owner/applicant for any particular discretionary development application shall obtain a NPDES Construction General Permit and Grading Permit, comply with the City’s Grading Ordinance and City drainage and stormwater quality standards, and commit to implementing all measures in their drainage plans and erosion and sediment control plans to avoid and minimize erosion and runoff into Alder Creek and all wetlands and other waters that would remain on-site.</p> <p>The owner/applicant shall implement stormwater quality treatment controls consistent with the Stormwater Quality Design Manual for Sacramento and South Placer Regions in effect at the time the application is submitted. Appropriate runoff controls such as berms, storm gates, off-stream detention basins, overflow collection areas, filtration systems, and sediment traps shall be implemented to control siltation and the potential discharge of pollutants. Development plans shall incorporate Low Impact Development (LID) features, such as pervious strips, permeable pavements, bioretention ponds, vegetated swales, disconnected rain gutter downspouts, and rain gardens, where appropriate. Use of LID features is recommended by the EPA to minimize impacts on water quality, hydrology, and stream geomorphology and is specified as a method for protecting water quality in the proposed specific plan. In addition, free spanning bridge systems shall be used for all roadway crossings over wetlands and other waters that are retained in the on-site open space. These bridge systems would maintain the natural and restored channels of creeks, including the associated wetlands, and would be designed with sufficient span width and depth to provide for wildlife movement along the creek corridors even during high-flow or flood events, as specified in the 404 permit. The owner/applicant shall be responsible for all necessary off-site improvements needed to support the Folsom Heights Subdivision drainage system.</p>	G, I	<p>CD (E), PW PW (Sacto. Co. or El Dorado Co.) CALTRANS USACE CVRWQCB</p>
-----	---------	--	------	---

93.		<p>Best Management Practices</p> <p>The storm drain improvement plans shall provide for “Best Management Practices” that meet the requirements of the water quality stanwhitedards of the City’s National Pollutant Discharge Elimination System Permit issued by the State Regional Water Quality Control Board.</p> <p>In addition to compliance with City ordinances, the owner/applicant shall prepare a Stormwater Pollution Prevention Plan (SWPPP), and implement Best Management Practices (BMPs) that comply with the General Construction Stormwater Permit from the Central Valley RWQCB, to reduce water quality effects during construction. Detailed information about the SWPPP and BMPs are provided in Chapter 3A.9, “Hydrology and Water Quality.”</p> <p>Each proposed project development shall result in no net change to peak flows into Alder Creek and associated tributaries, or to Buffalo Creek, Carson Creek, and Coyote Creek. The owner/applicant shall establish a baseline of conditions for drainage on-site. The baseline-flow conditions shall be established for 2-, 5-, and 100-year storm events. These baseline conditions shall be used to develop monitoring standards for the stormwater system on the Specific Plan Area. The baseline conditions, monitoring standards, and a monitoring program shall be submitted to USACE and the City for their approval. Water quality and detention basins shall be designed and constructed to ensure that the performance standards, which are described in Chapter 3A.9, “Hydrology and Water Quality,” are met and shall be designed as off-stream detention basins.</p> <p>Discharge sites into Alder Creek and associated tributaries, as well as tributaries to Carson Creek, Coyote Creek, and Buffalo Creek, shall be monitored to ensure that pre-project conditions are being met. Corrective measures shall be implemented as necessary. The mitigation measures will be satisfied when the monitoring standards are met for 5 consecutive years without undertaking corrective measures to meet the performance standard.</p>	G, I	CD (E)
-----	--	---	------	--------

94.		<i>Litter Control</i> During Construction, the owner/applicant shall be responsible for litter control and sweeping of all paved surfaces in accordance with City standards. All on-site storm drains shall be cleaned immediately before the commencement of the rainy season (October 15).	OG	CD (E)
-----	--	--	----	--------

FIRE DEPT REQUIREMENTS

95.	3A 14-3	<p><i>Incorporate Fire Flow Requirements into Project Designs.</i> The owner/applicant shall incorporate into their project designs fire flow requirements based on the California Fire Code, Folsom Fire Code and shall verify to the City of Folsom Fire Department and El Dorado Hills Fire Department that adequate water flow is available, prior to approval of improvement plans and issuance of occupancy permits or final inspections for all project phases.</p>	I, B	CD (E), FD
96.		<p><i>Prepare fuel modification plan (FMP).</i> If applicable, the owner/applicant shall submit a Fuel Modification Plan to the City for review and preliminary approval from the Fire Code Official prior to any Final and/or Parcel Map. Final approval of the plan by the Fire Code Official shall occur prior to the issuance of a permit for any new construction. A Fuel Modification Plan shall consist of a set of scaled plans showing fuel modification zones indicated with applicable assessment notes, a detailed landscape plan and an irrigation plan. A fuel modification plan submitted for approval shall be prepared by one of the following: a California state licensed landscape architect, or state licensed landscape contractor, or a landscape designed, or an individual with expertise acceptable to the Fire Code Official. The owner/applicant shall obtain off-site easements for the required for the fuel modification buffer.</p> <p>The owner/applicant agree to be responsible for the long-term maintenance of the Fuel Modification Plan. Notification of fuel modification requirements are to be made upon sale to new property owners. Proposed changes to the approved Fuel Modification Plan shall be submitted to the Fire Code Official for approval prior to implementation.</p>	G, I, M, B	CD (P), FD

97.		<p>All-Weather Access and Fire Hydrants</p> <p>The owner/applicant shall provide all-weather access and fire hydrants before combustible materials are allowed on any project site or other approved alternative method as approved by the Fire Code Official/Fire Chief. All-weather emergency access roads and fire hydrants (tested and flushed) shall be provided before combustible material or vertical construction is allowed on any project site or other approved alternative method as approved by the Fire Code Official/Fire Chief. (All-weather access is defined as six inches of compacted aggregate base from May 1 to September 30 and two inch asphalt concrete over six inch aggregate base from October to April 30). The building shall have illuminated addresses visible from the street or drive fronting the property. Size and location of address identification shall be reviewed and approved by the Fire Marshal.</p> <ul style="list-style-type: none"> • Commercial Fire-Flow with Automatic Fire Sprinkler System: The required fire-flow for the general commercial portion of the project is determined to be 750 GPM for three hours. The reduced fire-flow shall not be less than 1,000 GPM for commercial buildings with automatic sprinkler systems per Section 903.1.1 of the CFC, and shall not be less than 1,500 GPM for commercial buildings with automatic sprinkler systems per Section 903.3.1.2 of the CFC. • Residential Fire-Flow with Automatic Fire Sprinkler System: The required fire-flow for the proposed residential portion of the project is determined to be 875 GPM for one hour. • All public streets shall meet City of Folsom Street Standards unless an alternative is specifically included within this approval. • The maximum length of any dead end street shall not exceed 500 feet in accordance with the Folsom Fire Code (unless approved by the Fire Department). Several streets indicated on the plans are dead ends greater than 500 feet. In such cases, a second emergency access will be required. • All-weather emergency access roads and fire hydrants (tested and flushed) shall be provided before combustible material storage or vertical construction is allowed. All-weather access is defined as 6” of compacted AB from May 1 to September 30 and 2”AC over 6” AB from October 1 to April 30 • The first Fire Station planned for the Folsom Plan Area shall be completed and operational at the time that the threshold of 1,500 occupied homes within the Folsom Plan Area is met. 	G, I, M, B	CD (P), FD
-----	--	---	------------	------------

98.	3A 14-2	<p><i>Incorporate California Fire Code; City of Folsom Fire Code Requirements; and EDHFD Requirements, if Necessary, into Project Design and Submit Project Design to the City of Folsom Fire Department for Review and Approval.</i></p> <p>To reduce impacts related to the provision of new fire services, the owner/applicant shall do the following, as described below: Incorporate into project designs fire flow requirements based on the California Fire Code, Folsom Fire Code (City of Folsom Municipal Code Title 8, Chapter 8.36), and other applicable requirements based on the City of Folsom Fire Department fire prevention standards. Improvement plans showing the incorporation of automatic sprinkler systems, the availability of adequate fire flow, and the locations of hydrants shall be submitted to the City of Folsom Fire Department for review and approval. In addition, approved plans showing access design shall be provided to the City of Folsom Fire Department as described by Zoning Code Section 17.57.080 (“Vehicular Access Requirements”). These plans shall describe access-road length, dimensions, and finished surfaces for firefighting equipment. The installation of security gates across a fire apparatus access road shall be approved by the City of Folsom Fire Department. The design and operation of gates and barricades shall be in accordance with the Sacramento County Emergency Access Gates and Barriers Standard, as required by the City of Folsom Fire Code.</p>	I, B, O	CD (E), FD, PW
-----	---------	---	---------	----------------

99.		<p>Landscaping Plans Final landscape plans and specifications shall be prepared by a registered landscape architect and approved by the City Arborist and City staff prior to the approval of improvement plans. Said plans shall include all on-site landscape specifications and details, and shall comply with all State and local rules, regulations, Governor’s declarations and restrictions pertaining to water conservation and outdoor landscaping.</p> <p>Landscaping shall meet shade requirements as outlined in the Folsom Plan Area Specific Plan where applicable. The landscape plans shall comply and implement water efficient requirements as adopted by the State of California (Assembly Bill 1881) (State Model Water Efficient Landscape Ordinance) until such time the City of Folsom adopts its own Water Efficient Landscape Ordinance at which time the owner/applicant shall comply with any new ordinance. Shade and ornamental trees shall be maintained according to the most current American National Standards for Tree Care Operations (ANSI A-300) by qualified tree care professionals. Tree topping for height reduction, view protection, light clearance or any other purpose shall not be allowed. Specialty-style pruning, such as pollarding, shall be specified within the approved landscape plans and shall be implemented during a 5-year establishment and training period. Landscaping installed in open spaces located between tiers of lots shall be chosen for resistance to fire and limited fuel production. Furthermore, the owner/applicant shall comply with city-wide landscape rules or regulations on water usage. Owner/applicant shall comply with any state or local rules and regulations relating to landscape water usage and landscaping requirements necessitated to mitigate for drought conditions on all landscaping in the Folsom Heights Subdivision project.</p>	I, OG	CD(P), PW
100.		<p>Right of Way Landscaping Landscaping along all road rights of way and in public open space lots shall be installed when the adjoining road or lots are constructed.</p>	I, OG	CD (P), PW
101.		<p>Roundabout Design Prior to approval of the Final Map, the design all roundabouts shall be reviewed and approved by the Community Development Department, the Folsom Cordova Unified School District (FCUSD) and the Fire Department. The design shall include proposed lane configurations, proposed driveways, and any proposed landscape/hardscape features.</p>	M	CD (E), FD

MAP REQUIREMENTS				
102.		<p><i>Subdivision Improvement Agreement</i> Prior to the approval of any Final Map, the owner/applicant shall enter into a subdivision improvement agreement with the City, identifying all required improvements, if any, to be constructed with each proposed phase of development. The owner/applicant shall provide security acceptable to the City, guaranteeing construction of the improvements.</p>	M	CD (E)
103.		<p><i>The Final Inclusionary Housing Plan</i> The Final Inclusionary Housing Plan shall be approved by the City Council, and the Inclusionary Housing Agreement approved by the City Attorney shall be executed prior to recordation of the first Final Map for the Folsom Heights Subdivision.</p>	M	CD (P)(E)

104.	3A 2-6	<p><i>Conditions, Covenants, and Restrictions (CC&Rs)</i> The owner/applicant shall disclose to the homebuyers in the Covenants, Conditions, and Restrictions (CC&Rs) and in the Department of Real Estate Public Report</p> <ol style="list-style-type: none"> 1) Future public parks and public schools are located in relatively close proximity to the proposed subdivision, and that the public parks may include facilities (basketball courts, a baseball field, softball fields, soccer fields, and playground equipment) that may generate noise impacts during various times, including but not limited to evening and nighttime hours. The owner/applicant shall also disclose that the existing public parks include nighttime sports lighting that may generate lighting impacts during evening and nighttime hours. 2) The soil in the subdivision may contain naturally occurring asbestos. 3) The collecting, digging, or removal of any stone, artifact, or other prehistoric or historic object located in public or open space areas, and the disturbance of any archaeological site or historic property, is prohibited. 4) The project site is located within close proximity to the Mather Airport flight path and that overflight noise may be present at various times. 5) That all properties located within one mile of an on- or off-site area zoned or used for agricultural use (including livestock grazing) shall be accompanied by written disclosure from the transferor, in a form approved by the City of Folsom, advising any transferee of the potential adverse odor impacts from surrounding agricultural operations which disclosure shall direct the transferee to contact the County of Sacramento concerning any such property within the County zoned for agricultural uses within one mile of the subject property being transferred. 	M	CD (P) PK
------	--------	---	---	-----------

105.		<p>Financing Districts The owner/applicant shall form a Landscape and Lighting Assessment District, a Community Services District, and/ or a Home Owners Association, which shall be responsible for maintenance of all common areas, maintenance of all on-site landscaping, maintenance of storm drainage facilities, maintenance of storm water detention/detention basins and associated channels, maintenance of water quality ponds, and maintenance of any other site facilities in the subdivision throughout the life of the project to the satisfaction of the Community Development Department.</p>	M	CD (P)(E)
106.		<p>Public Utility Easements The owner/applicant shall dedicate public easements for water, sewer, and sidewalks within the private streets, as well as public utility easements for underground public facilities on properties adjacent to the streets. Twelve and one-half-foot (12.5') wide Public Utility Easements for underground public facilities shall be dedicated adjacent to all private and public streets for other public utilities (i.e., SMUD, Pacific Gas and Electric, cable television, telephone). The width of the public utility easements adjacent to public and private streets may be reduced with prior approval from public utility companies. The owner/applicant shall dedicate additional width to accommodate extraordinary facilities as determined by the City. The width of the public utility easements adjacent to public and private right of way may be reduced with prior approval from public utility companies.</p>	M	CD (E)
107.		<p>Final Map Phasing Should multiple Final Maps be filed by the owner/applicant, the phasing of maps shall be to the satisfaction of the Community Development Department.</p>	M	CD (E)
108.		<p>Backbone Infrastructure As provided for in the ARDA and the Amendment No. 1 thereto, the owner/applicant shall provide fully executed grant deeds, legal descriptions, and plats for all necessary Backbone Infrastructure to serve the project, including but not limited to lands, public rights of way, public utility easements, public water main easements, public sewer easements, irrevocable offers of dedication and temporary construction easements. All required easements as listed necessary for the Backbone Infrastructure shall be reviewed and approved by the City and recorded with the Sacramento County Recorder pursuant to the timing requirements set forth in Section 3.8 of the ARDA, and any amendments thereto.</p>	M	CD (E)

109.		<p><i>New Permanent Benchmarks</i> The owner/applicant shall provide and establish new permanent benchmarks on the (NAVD 88) datum in various locations within the subdivision or at any other locations in the vicinity of the off-site Backbone Infrastructure as directed by the City Engineer. The type and specifications for the permanent benchmarks shall be provided by the City. The new benchmarks shall be placed by the owner/applicant within 6 months from the date of approval of the vesting tentative subdivision map.</p>	M	CD (E)
110.		<p><i>Maintenance Plan Final Approval</i> No Final Map will be accepted by the city for processing and review until such time that the Open Space Management and Financing Plan, the Drainage Facilities Maintenance and Financing Plan and the Parks, Trails, Landscape Corridors, Medians and Open Space Maintenance Community Facilities District is formed and approved by the City Council.</p>	M	CD (E)
111.		<p><i>Community Facilities Districts and Financing Plans</i> Prior to approval of the first small lot final map and in accordance with Amendment No. 1 of the ARDA and any further amendments thereto, the owner/applicant is required to complete the following where applicable:</p> <ul style="list-style-type: none"> • Formation and approval by the City Council of the Aquatic Center CFD, • Formation and approval by the City Council of the Parks, Trails, Landscape Corridors, Medians and Open Space Maintenance CFD, • Formation and approval by the City Council of the Storm Drainage Maintenance CFD (unless such drainage maintenance is included in the Services CFD) , • Formation and approval by the City Council of the Street Maintenance District/Lighting Maintenance District CFD (unless such street maintenance is included in the Services CFD) • Formation and approval by the City Council of the Open Space Management and Financing Plan. • Formation and approval by the City Council of the Drainage Facilities Maintenance and Financing Plan 	M	CD (E)

112.	4.7-1 3A 18-1	<p><i>Water Supply Availability</i> The owner/applicant shall submit proof of compliance with Government Code Section 66473.7 (SB 221) by demonstrating the availability of a reliable and sufficient water supply from the City of Folsom if applicable for the amount of development that would be authorized by the final subdivision map. Such a demonstration shall consist of information showing that both existing sources are available or needed supplies and improvements will be in place prior to occupancy. The written proof of compliance shall be provided to the City prior to approval of any final map.</p>	M	CD (E), EWR
113.	3A 18-2a	<p><i>Submit Proof of Adequate Off-Site Water Conveyance Facilities and Implement Off-Site Infrastructure Service System or Ensure That Adequate Financing Is Secured.</i> The owner/applicant shall submit proof to the City of Folsom that an adequate off-site water conveyance system either has been constructed or is ensured to the City’s satisfaction. The off-site water conveyance infrastructure sufficient to provide adequate service to the project shall be in place for the amount of development identified in the tentative map before approval of a final subdivision map and issuance of building permits for all project phases, or their financing shall be ensured to the satisfaction of the City. A building permit shall not be issued for any building within the project until the water conveyance infrastructure sufficient to serve such building has been constructed and is in place to the satisfaction of the City and the El Dorado Irrigation District (EID).</p>	M, B, O	CD (E)(B), PW
114.		<p><i>Centralized Mail Delivery Units</i> All Final Maps shall show easements or other mapped provisions for the placement of centralized mail delivery units. The owner/applicant shall provide a concrete base for the placement of any centralized mail delivery unit. Specifications and location of such base shall be determined pursuant to the applicable requirements of the U. S. Postal Service and the City of Folsom Community Development Department, with due consideration for street light location, traffic safety, security, and consumer convenience.</p>	M	CD (E)

115.	3A.4-2a	<p><i>Implement Additional Measures to Reduce Operational GHG Emissions.</i></p> <p>Energy Efficiency</p> <ul style="list-style-type: none"> • Include clean alternative energy features to promote energy self-sufficiency (e.g., photovoltaic cells, solar thermal electricity systems, small wind turbines). • Design buildings to meet CEC Tier II requirements (e.g., exceeding the requirements of the Title 24 [as of 2007] by 35%). • Site buildings to take advantage of shade and prevailing winds and design landscaping and sun screens to reduce energy use. • Install efficient lighting in all buildings (including residential). Also install lighting control systems, where practical. Use daylight as an integral part of lighting systems in all buildings. • Install light-colored “cool” pavements, and strategically located shade trees along all bicycle and pedestrian routes. <p>Water Conservation and Efficiency</p> <ul style="list-style-type: none"> • With the exception of ornamental shade trees, use water-efficient landscapes with native or drought-resistant species in all public area and commercial landscaping. Use water-efficient turf in parks and other turf-dependent spaces. • Install the infrastructure to use reclaimed water for landscape irrigation and/or washing cars. • Install water-efficient irrigation systems and devices, such as soil moisture-based irrigation controls. • Design buildings and lots to be water-efficient. Only install water-efficient fixtures and appliances. 	B	CD (E)
------	---------	--	---	--------

<p>115. Cont.</p>	<p>3A.4-2a</p>	<ul style="list-style-type: none"> • Restrict watering methods (e.g., prohibit systems that apply water to nonvegetated surfaces) and control runoff. Prohibit businesses from using pressure washers for cleaning driveways, parking lots, sidewalks, and street surfaces. These restrictions should be included in the Covenants, Conditions, and Restrictions of the community. • Provide education about water conservation and available programs and incentives. • To reduce stormwater runoff, which typically bogs down wastewater treatment systems and increases their energy consumption, construct driveways to single-family detached residences and parking lots and driveways of multifamily residential uses with pervious surfaces. Possible designs include Hollywood drives (two concrete strips with vegetation or aggregate in between) and/or the use of porous concrete, porous asphalt, turf blocks, or pervious pavers. <p>Solid Waste Measures</p> <ul style="list-style-type: none"> • Reuse and recycle construction and demolition waste (including, but not limited to, soil, vegetation, concrete, lumber, metal, and cardboard). • Provide interior and exterior storage areas for recyclables and green waste at all buildings. • Provide adequate recycling containers in public areas, including parks, school grounds, golf courses, and pedestrian zones in areas of mixed-use development. • Provide education and publicity about reducing waste and available recycling services. <p>Transportation and Motor Vehicles</p> <ul style="list-style-type: none"> • Promote ride-sharing programs and employment centers (e.g., by designating a certain percentage of parking spaces for ride-sharing vehicles, designating adequate passenger loading and unloading zones and waiting areas for ride-share vehicles, and providing a Web site or message board for coordinating ride-sharing). • Provide the necessary facilities and infrastructure in all land use types to encourage the use of low- or zero-emission vehicles (e.g., electric vehicle charging facilities and conveniently located alternative fueling stations). 	<p>B</p>	<p>CD (E)</p>
<p>116.</p>		<p>Recorded Final Map Prior to the issuance of building permits, the owner/applicant shall provide a digital copy of the recorded Final Map (in AutoCAD format) to the Community Development Department.</p>	<p>B</p>	<p>CD (E)</p>

117.		<p>Recorded Final Map Prior to issuance of building permits, the owner/applicant shall provide the Folsom-Cordova Unified School District with a copy of the recorded Final Map.</p>	B	CD (P), FCUSD
118.	3A.11-5	<p>Implement Measures to Reduce Noise from Project-Generated Stationary Sources. The owner/applicant shall implement the following measures to reduce the effect of noise levels generated by on-site stationary noise sources that would be located within 600 feet of any noise-sensitive receptor:</p> <ul style="list-style-type: none"> • Routine testing and preventive maintenance of emergency electrical generators shall be conducted during the less sensitive daytime hours (i.e., 7:00 a.m. to 6:00 p.m.). All electrical generators shall be equipped with noise control (e.g., muffler) devices in accordance with manufacturers' specifications. • External mechanical equipment associated with buildings shall incorporate features designed to reduce noise emissions below the stationary noise source criteria. These features may include, but are not limited to, locating generators within equipment rooms or enclosures that incorporate noise-reduction features, such as acoustical louvers, and exhaust and intake silencers. Equipment enclosures shall be oriented so that major openings (i.e., intake louvers, exhaust) are directed away from nearby noise-sensitive receptors. • Parking lots shall be located and designed so that noise emissions do not exceed the stationary noise source criteria established in this analysis (i.e., 50 dB for 30 minutes in every hour during the daytime [7 a.m. to 10 p.m.] and less than 45 dB for 30 minutes of every hour during the night time [10 p.m. to 7 a.m.]). Reduction of parking lot noise can be achieved by locating parking lots as far away as feasible from noise sensitive land uses, or using buildings and topographic features to provide acoustic shielding for noise-sensitive land uses. • Loading docks shall be located and designed so that noise emissions do not exceed the stationary noise source criteria established in this analysis (i.e., 50 dB for 30 minutes in every hour during the daytime [7 a.m. to 10 p.m.] and less than 45 dB for 30 minutes of every hour during the night time [10 p.m. to 7 a.m.]). Reduction of loading dock noise can be achieved by locating loading docks as far away as possible from noise sensitive land uses, constructing noise barriers between loading docks and noise-sensitive land uses, or using buildings and topographic features to provide acoustic shielding for noise-sensitive land uses. 	B	CD (E)

119.		<p><i>Design Review Approval</i> Prior to issuance of a building permit for any residential units within the subdivision, the owner/applicant shall obtain Design Review and/or Planned Development approval from the Planning Commission for all residences to be built within the subdivision. If the architecture is not consistent with the Folsom Heights Subdivision Design Guidelines, the owner applicant may modify the plans or apply for a modification to the Design Guidelines to be approved by the Planning Commission.</p>	B	CD (P)
120.	3A.7-5	<p><i>Divert Seasonal Water Flows Away from Building Foundations.</i> The owner/applicant of each project phase shall either install subdrains (which typically consist of perforated pipe and gravel, surrounded by nonwoven geotextile fabric), or take such other actions as recommended by the geotechnical or civil engineer for the project that would serve to divert seasonal flows caused by surface infiltration, water seepage, and perched water during the winter months away from building foundations.</p>	B	CD (B)(P)

TRAFFIC, ACCESS, CIRCULATION, AND PARKING REQUIREMENTS

It should be noted that many of the Transportation, Traffic, and Circulation mitigation measures identified below will be satisfied through the payment of fees. Below is a brief summary of the fee types and their purpose. The acronyms for each fee type noted below are further noted in the Implementation Schedule column of each applicable mitigation measure to clarify how each mitigation measure is anticipated to be satisfied.

Public Facilities Financing Plan (PFFP):

In January of 2014, the City of Folsom adopted the PFFP for the Folsom Plan Area which detailed all the infrastructure components to address full build out of the Plan Area. The PFFP includes various techniques including development fees to fund the necessary infrastructure. The City is currently in the process of preparing and adopting implementing ordinances and a nexus study required by State law to impose the associated development fees.

Included in the PFFP are a number roadway projects including the Highway Interchanges that the Folsom Heights Subdivision project will have cumulative impacts on within the Folsom Plan Area. The PFFP was designed to satisfy the “fair share” financing of all the Plan Area’s backbone roadway system. Participating in this fee program will satisfy numerous roadway mitigation measures as shown in the MMRP table.

Sacramento County Transportation Development Fee (SCTDF) contribution:

The City is establishing a “fair share” fee to mitigate roadway impacts outside the project boundaries and within unincorporated Sacramento County. This fee will be included in the City Facilities portion of the Public Facilities Financing Plan program and will be collected at the time of building permit issuance. The basis for the calculation of the fee is a report entitled, “Fair Share Cost Allocation Sacramento County & City of Folsom” dated January 2, 2014.

Cal Trans/ City Memorandum of Understanding (Cal Trans MOU):

The City of Folsom and Cal Trans entered into an MOU on December 17, 2014 to establish a fee mechanism to address the “fair share” impacts to Highway 50. The MOU identifies all the highway improvements for which there are mitigation measures and potential construction projects to address them. The City will establish a fee in the City Facilities portion of the Public Facilities Financing Plan and it will be collected at the time of building permit issuance.

121.	3A 15-4b,d	<i>East Bidwell/Iron Point</i> Prior to issuance of a building permit, the owner/applicant shall pay a fair share fee to the City of Folsom towards the modification to the westbound approach to the East Bidwell Street/Iron Point Road intersection to include three left-turn lanes, two through lanes, and one right-turn lane.	B	CD (E), PW
122.	3A15-1c	<i>Scott Road (West)/White Rock Road</i> To ensure that the Scott Road (West)/White Rock Road intersection operates at an acceptable LOS, a traffic signal shall be installed.	B (pay SCTDF)	CD (E), PW

123.	3A 15-4f	<p><i>Empire Ranch Road/Iron Point Road Intersection</i> To ensure that the Empire Ranch Road / Iron Point Road intersection operates at a LOS D or better, all of the following improvements are required:</p> <ul style="list-style-type: none"> • The eastbound approach shall be reconfigured to consist of one left-turn lane, two through lanes, and a right-turn lane. • The westbound approach shall be reconfigured to consist of two left-turn lanes, one through lane, and a through-right lane. • The northbound approach shall be reconfigured to consist of two left-turn lanes, three through lanes, and a right-turn lane. • The southbound approach shall be reconfigured to consist of two left-turn lanes, three through lanes, and a right-turn lane. <p>The owner/applicant shall pay its proportionate share of funding of improvements.</p>	B (pay PFFP fee)	CD (E), PW
124.	3A 15-1s	<p><i>US 50 from Sunrise Boulevard to East Bidwell Street/Scott Road</i> Participate in Fair Share Funding of Improvements to Reduce Impacts on Eastbound U.S. 50 between Sunrise Boulevard to East Bidwell Street/Scott Road (Freeway Segment 4). To ensure that Eastbound U.S. 50 operates at an acceptable LOS between Folsom Boulevard and Prairie City Road an auxiliary lane shall be constructed. This improvement was recommended in the Traffic Operations Analysis Report for the U.S. 50 Auxiliary Lane Project. This improvement is included in the proposed 50 Corridor Mobility Fee Program. The owner/applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by the owner/applicant, to reduce the impacts to Eastbound U.S. 50 between Sunrise Boulevard to East Bidwell Street/Scott Road (Freeway Segment 4).</p>	B (Caltrans MOU)	CD (E), PW
125.	3A 15-1u	<p><i>Westbound U.S. 50 between Prairie City Road and Folsom Boulevard</i> To ensure that Westbound U.S. 50 operates at an acceptable LOS between Prairie City Road and Folsom Boulevard, an auxiliary lane shall be constructed. This improvement was recommended in the Traffic Operations Analysis Report for the U.S. 50 Auxiliary Lane Project. This improvement is included in the proposed 50 Corridor Mobility Fee Program. The owner/applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by the owner/applicant, to reduce the impacts to Westbound U.S. 50 between Prairie City Road and Folsom Boulevard.</p>	B (Caltrans MOU)	CD (E), PW

126.	3A 15-1x	<p><i>U.S. 50 Eastbound/Prairie City Road Diverge</i> To ensure that Eastbound U.S. 50 operates at an acceptable LOS at the Prairie City Road off-ramp diverge, an auxiliary lane from the Folsom Boulevard merge shall be constructed. This improvement was recommended in the Traffic Operations Analysis Report for the U.S. 50 Auxiliary Lane Project. This auxiliary lane improvement is included in the proposed 50 Corridor Mobility Fee Program. The owner/applicant shall pay its proportionate share of funding of improvements to reduce the impacts to the U.S. 50 Eastbound/Prairie City Road diverge.</p>	B (Caltrans MOU)	CD (E), PW
127.	3A 15-1y	<p><i>U.S. 50 Eastbound/Prairie City Road Direct Merge</i> To ensure that Eastbound U.S. 50 operates at an acceptable LOS at the Prairie City Road on-ramp direct merge, an auxiliary lane to the East Bidwell Street – Scott Road diverge shall be constructed. This auxiliary lane improvement included in the proposed 50 Corridor Mobility Fee Program. The owner/applicant shall pay its proportionate share of funding of improvements to reduce the impacts to the U.S. 50 Eastbound/Prairie City Road direct merge.</p>	B (Caltrans MOU)	CD (E), PW
128.	3A 15-1z	<p><i>U.S. 50 Eastbound/Prairie City Road Flyover On-Ramp to Oak Avenue Parkway Off-Ramp Weave</i> To ensure that Eastbound U.S. 50 operates at an acceptable LOS at the Prairie City Road flyover on-ramp to Oak Avenue Parkway off-ramp weave, an improvement acceptable to Caltrans shall be implemented to eliminate the unacceptable weaving conditions. Such an improvement may involve a “braided ramp”. The owner/applicant shall pay its proportionate share of funding of improvements to reduce the impacts to the U.S. 50 Eastbound / Prairie City Road flyover on-ramp to Oak Avenue Parkway off-ramp weave.</p>	B (PFFP)	CD (E), PW
129.	3A 15-1aa	<p><i>U.S. 50 Eastbound/Oak Avenue Parkway Loop Merge</i> To ensure that Eastbound U.S. 50 operates at an acceptable LOS at the Oak Avenue Parkway loop merge, an auxiliary lane to the East Bidwell Street – Scott Road diverge shall be constructed. This auxiliary lane improvement is included in the proposed 50 Corridor Mobility Fee Program. The owner/applicant shall pay its proportionate share of funding of improvements to reduce the impacts to the U.S. 50 Eastbound/ Oak Avenue Parkway loop merge (Freeway Merge 9).</p>	B (Caltrans MOU)	CD (E), PW

130.	3A 15-1dd	<p><i>U.S. 50 Westbound/Empire Ranch Road Loop Ramp Merge</i> To ensure that Westbound U.S. 50 operates at an acceptable LOS, the northbound Empire Ranch Road loop on-ramp should start the westbound auxiliary lane that ends at the East Bidwell Street – Scott Road off ramp. The slip on-ramp from southbound Empire Ranch Road would merge into this extended auxiliary lane. Improvements to this freeway segment shall be implemented by Caltrans. The owner/applicant shall pay its proportionate share of funding of improvements to reduce the impacts to the U.S. 50 Westbound/Empire Ranch Road loop ramp merge.</p>	B (Caltrans MOU)	CD (E), PW
131.	3A 15-1ee	<p><i>U.S. 50 Westbound/Oak Avenue Parkway Loop Ramp Merge</i> To ensure that Westbound U.S. 50 operates at an acceptable LOS, the northbound Oak Avenue Parkway loop on-ramp should start the westbound auxiliary lane that ends at the Prairie City Road off-ramp. The slip on-ramp from southbound Oak Avenue Parkway would merge into this extended auxiliary lane. Improvements to this freeway segment shall be implemented by Caltrans. The owner/applicant shall pay its proportionate share of funding of improvements to reduce the impacts to the U.S. 50 Westbound/Oak Avenue Parkway loop ramp merge.</p>	B (Caltrans MOU)	CD (E), PW
132.	3A 15-1ff	<p><i>U.S. 50 Westbound/Prairie City Road Loop Ramp Merge</i> To ensure that Westbound U.S. 50 operates at an acceptable LOS at the Prairie City Road loop ramp merge, an auxiliary lane to the Folsom Boulevard off ramp diverge shall be constructed. This auxiliary lane improvement is included in the proposed 50 Corridor Mobility Fee Program. The owner/applicant shall pay its proportionate share of funding of improvements to reduce the impacts to the U.S. 50 Westbound/Prairie City Road Loop Ramp Merge.</p>	B (Caltrans MOU)	CD (E), PW
133.	3A-15-1gg	<p><i>U.S. 50 Westbound/Prairie City Road Direct Ramp Merge</i> To ensure that Westbound U.S. 50 operates at an acceptable LOS at the Prairie City Road direct ramp merge, an auxiliary lane to the Folsom Boulevard off ramp diverge shall be constructed. This auxiliary lane improvement is included in the proposed 50 Corridor Mobility Fee Program. The owner/applicant shall pay its proportionate share of funding of improvements, to reduce the impacts to the U.S. 50 Westbound/Prairie City Road direct ramp merge.</p>	B (Caltrans MOU)	CD (E), PW

134.	3A 15-4t	<p><i>Eastbound US 50 between Prairie City Road and Oak Avenue Parkway</i> To ensure that Eastbound US 50 operates at an acceptable LOS between Prairie City Road and Oak Avenue Parkway, the northbound Prairie City Road slip on-ramp should merge with the eastbound auxiliary lane that extends to and drops at the Oak Avenue Parkway off ramp and the southbound Prairie City Road flyover on-ramp should be braided over the Oak Avenue Parkway off ramp and start an extended full auxiliary lane to the East Bidwell Street – Scott Road off ramp. Improvements to this freeway segment shall be implemented by Caltrans. The owner/applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by owner/applicant, to reduce the impacts to Eastbound U.S. 50 between Prairie City Road and Oak Avenue Parkway.</p>	<p>B (pay PFFP/ Interchange fee)</p>	<p>CD (E), PW</p>
135.	3A 15-4u	<p><i>U.S. 50 Eastbound / Prairie City Road Slip Ramp Merge.</i> To ensure that Eastbound US 50 operates at an acceptable LOS, the northbound Prairie City Road slip on-ramp should start the eastbound auxiliary lane that extends to and drops at the Oak Avenue Parkway off ramp (see mitigation measure 3A.15-4u, w and x), and the southbound Prairie City Road flyover on-ramp should be braided over the Oak Avenue Parkway off ramp and start an extended full auxiliary lane to the East Bidwell Street – Scott Road off ramp. Improvements to this freeway segment shall be implemented by Caltrans. The owner/applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by owner/applicant, to reduce the impacts to the U.S. 50 Eastbound / Prairie City Road slip ramp merge.</p>	<p>B (pay PFFP fee)</p>	<p>CD (E), PW</p>

136.	3A 15-4v	<p><i>U.S. 50 Eastbound / Prairie City Road Flyover On-ramp to Oak Avenue Parkway Off Ramp Weave</i></p> <p>To ensure that Eastbound US 50 operates at an acceptable LOS, the northbound Prairie City Road slip on-ramp should start the eastbound auxiliary lane that extends to and drops at the Oak Avenue Parkway off ramp (see mitigation measure 3A.15-4u, v and x), and the southbound Prairie City Road flyover on-ramp should be braided over the Oak Avenue Parkway off ramp and start an extended full auxiliary lane to the East Bidwell Street – Scott Road off ramp. Improvements to this freeway segment shall be implemented by Caltrans. The owner/applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by the owner/applicant, to reduce the impacts to the U.S. 50 Eastbound / Prairie City Road Flyover On-ramp to Oak Avenue Parkway Off Ramp Weave.</p>	B (pay PFFP fee)	CD (E), PW
137.	3A 15-4w	<p><i>U.S. 50 Eastbound / Oak Avenue Parkway Loop Ramp Merge</i></p> <p>To ensure that Eastbound US 50 operates at an acceptable LOS, the southbound Oak Avenue Parkway loop on-ramp should merge with the eastbound auxiliary lane that starts at the southbound Prairie City Road braided flyover on-ramp and ends at the East Bidwell Street – Scott Road off ramp (see mitigation measure 3A.15-4u, v and w). Improvements to this freeway segment shall be implemented by Caltrans. The owner/applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by the owner/applicant, to reduce the impacts to U.S. 50 Eastbound / Oak Avenue Parkway Loop Ramp Merge.</p>	B (pay PFFP fee)	CD (E), PW
138.	3A 15-4x	<p><i>U.S. 50 Westbound / Empire Ranch Road Loop Ramp Merge</i></p> <p>To ensure that Westbound US 50 operates at an acceptable LOS, the northbound Empire Ranch Road loop on-ramp should start the westbound auxiliary lane that ends at the East Bidwell Street – Scott Road off ramp. The slip on-ramp from southbound Empire Ranch Road slip ramp would merge into this extended auxiliary lane. Improvements to this freeway segment shall be implemented by Caltrans. The owner/applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by owner/applicant, to reduce the impacts to the U.S. 50 Westbound / Empire Ranch Road loop ramp merge.</p>	B (pay PFFP fee)	CD (E), PW

139.	3A 15-4y	<p><i>U.S. 50 Westbound / Prairie City Road Loop Ramp Merge.</i> To ensure that Westbound US 50 operates at an acceptable LOS, the northbound Prairie City Road loop on-ramp should start the westbound auxiliary lane that continues beyond the Folsom Boulevard off ramp. The slip on-ramp from southbound Prairie City Road slip ramp would merge into this extended auxiliary lane. Improvements to this freeway segment shall be implemented by Caltrans. The owner/applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by owner/applicant, to reduce the impacts to the U.S. 50 Westbound / Prairie City Road Loop Ramp Merge.</p>	B (pay PFFP fee)	CD (E), PW
140.	3A 15-2a	<p><i>Provide Options for Alternative Transportation Modes.</i> The owner/applicant for any particular discretionary development application shall participate in capital improvements and operating funds for transit service to increase the percent of travel by transit. The project's fair-share participation and the associated timing of the improvements and service shall be identified in the project conditions of approval and/or the project's development agreement. Improvements and service shall be coordinated, as necessary, with Folsom Stage Lines and Sacramento RT.</p>	B (pay PFFP fee and Transit fee)	CD (E), PW
141.	3A 15-1a	<p><i>Folsom Boulevard/Blue Ravine Road Intersection</i> To ensure that the Folsom Boulevard/Blue Ravine Road intersection operates at an acceptable LOS, the eastbound approach shall be reconfigured to consist of two left-turn lanes, one through lane, and one right-turn lane. The owner/applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by owner/applicant, to reduce the impacts to the Folsom Boulevard/Blue Ravine Road intersection</p>	B (pay PFFP fee)	CD (E), PW
142.	3A 15-1b	<p><i>Sibley Street/ Blue Ravine Road Intersection</i> To ensure that the Sibley Street/Blue Ravine Road intersection operates at an acceptable LOS, the northbound approach shall be reconfigured to consist of two left-turn lanes, two through lanes, and one right-turn lane. The owner/applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by the owner/applicant, to reduce the impacts to the Sibley Street/Blue Ravine Road intersection</p>	B (pay PFFP fee)	CD (E), PW

143.	3A.15-1i	<p><i>Grant Line Road/White Rock Road Intersection and to White Rock Road widening between the Rancho Cordova City limit to Prairie City Road</i></p> <p>Improvements shall be made to ensure that the Grant Line Road/White Rock Road intersection operates at an acceptable LOS. The currently County proposed White Rock Road widening project will widen and realign White Rock Road from the Rancho Cordova City limit to the El Dorado County line (this analysis assumes that the Proposed Project and build alternatives will widen White Rock Road to five lanes from Prairie City Road to the El Dorado County Line). This widening includes improvements to the Grant Line Road intersection and realigning White Rock Road to be the through movement. The improvements include two eastbound through lanes, one eastbound right turn lane, two northbound left turn lanes, two northbound right turn lanes, two westbound left turn lanes and two westbound through lanes. This improvement also includes the signalization of the White Rock Road and Grant Line Road intersection. With implementation of this improvement, the intersection would operate at an acceptable LOS A. The owner/applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a program established by that agency to reduce the impacts to the Grant Line Road/White Rock Road intersection</p>	B (pay SCTDF)	CD (E), PW
144.	3A.15-1o	<p><i>Eastbound U.S. 50 as an alternative to improvements at the Folsom Boulevard/U.S. 50 Eastbound Ramps Intersection</i></p> <p>The owner/applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a program established by that agency to reduce the impacts to the Folsom Boulevard/U.S. 50 Eastbound Ramps intersection (Caltrans Intersection 4). To ensure that the Folsom Boulevard/U.S. 50 eastbound ramps intersection operates at an acceptable LOS, auxiliary lanes should be added to eastbound U.S. 50 from Hazel Avenue to east of Folsom Boulevard. This was recommended in the Traffic Operations Analysis Report for the U.S. 50 Auxiliary Lane Project.</p>	B (Caltrans MOU)	CD (E), PW

145.	3A.15-1p	<p><i>Grant Line Road/ State Route 16 Intersection</i> To ensure that the Grant Line Road/State Route 16 intersection operates at an acceptable LOS, the northbound and southbound approaches shall be reconfigured to consist of one left-turn lane and one shared through/right-turn lane. Protected left-turn signal phasing shall be provided on the northbound and southbound approaches. Improvements to the Grant Line Road/State Route 16 intersection are contained within the County Development Fee Program, and are scheduled for Measure A funding. Improvements to this intersection shall be implemented by Caltrans, Sacramento County, and the City of Rancho Cordova. The owner/applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a program established by that agency to reduce the impacts to the Grant Line Road/State Route 16 intersection.</p>	B (Caltrans MOU/ SCTDF)	CD (E), PW
146.	3A.15-1q	<p><i>Eastbound U.S. 50 between Zinfandel Drive and Sunrise Boulevard</i> To ensure that Eastbound U.S. 50 operates at an acceptable LOS between Zinfandel Drive and Sunrise Boulevard, a bus/carpool (HOV) lane shall be constructed. This improvement is currently planned as part of the Sacramento 50 Bus-Carpool Lane and Community Enhancements Project. The owner/applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a program established by that agency to reduce the impacts to Eastbound U.S. 50 between Zinfandel Drive and Sunrise Boulevard</p>	B (Caltrans MOU)	CD (E), PW
147.	3A.15-1r	<p><i>Eastbound U.S. 50 between Hazel Avenue and Folsom Boulevard</i> To ensure that Eastbound U.S. 50 operates at an acceptable LOS between Hazel Avenue and Folsom Boulevard, an auxiliary lane shall be constructed. This improvement was recommended in the Traffic Operations Analysis Report for the U.S. 50 Auxiliary Lane Project. This improvement is included in the proposed 50 Corridor Mobility Fee Program. The owner/applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a program established by that agency to reduce the impacts to Eastbound U.S. 50 between Hazel Avenue and Folsom Boulevard</p>	B (Caltrans MOU)	CD (E), PW

148.	3A.15-1v	<p><i>Westbound U.S. 50 between Hazel Avenue and Sunrise Boulevard</i> To ensure that Westbound U.S. 50 operates at an acceptable LOS between Hazel Avenue and Sunrise Boulevard, an auxiliary lane shall be constructed. This improvement was recommended in the Traffic Operations Analysis Report for the U.S. 50 Auxiliary Lane Project, and included in the proposed Rancho Cordova Parkway interchange project. Improvements to this freeway segment shall be implemented by Caltrans. The owner/applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a program established by that agency to reduce the impacts to Westbound U.S. 50 between Hazel Avenue and Sunrise Boulevard</p>	B (Caltrans MOU)	CD (E), PW
149.	3A.15-1w	<p><i>U.S. 50 Eastbound/Folsom Boulevard Ramp Merge</i> To ensure that Eastbound U.S. 50 operates at an acceptable LOS at the Folsom Boulevard merge, an auxiliary lane from the Folsom Boulevard merge to the Prairie City Road diverge shall be constructed. This improvement was recommended in the Traffic Operations Analysis Report for the U.S. 50 Auxiliary Lane Project. This improvement is included in the proposed 50 Corridor Mobility Fee Program. The owner/applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a program established by that agency to reduce the impacts to the U.S. 50 Eastbound/Folsom Boulevard Ramp Merge</p>	B (Caltrans MOU)	CD (E), PW
150.	3A.15-1hh	<p><i>U.S. 50 Eastbound/Folsom Boulevard</i> To ensure that Westbound U.S. 50 operates at an acceptable LOS at the Folsom Boulevard Diverge, an auxiliary lane from the Prairie City Road loop ramp merge shall be constructed. Improvements to this freeway segment shall be implemented by Caltrans. This auxiliary lane improvement is included in the proposed 50 Corridor Mobility Fee Program. The owner/applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by the owner/applicant, to reduce the impacts to the U.S. 50 Eastbound / Folsom Boulevard diverge</p>	B (Caltrans MOU)	CD (E), PW

151.	3A.15-1ii	<p><i>U.S. 50 Westbound/Hazel Avenue Direct Ramp Merge</i> To ensure that Westbound U.S. 50 operates at an acceptable LOS at the Hazel Avenue direct ramp merge, an auxiliary lane to the Sunrise Boulevard off ramp diverge shall be constructed. This auxiliary lane improvement is included in the proposed 50 Corridor Mobility Fee Program. The owner/applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a program established by that agency to reduce the impacts to the U.S. 50 Westbound/Hazel Avenue direct ramp merge.</p>	B (Caltrans MOU)	CD (E), PW
152.	3A.15-2b	<p><i>Participate in the City's Transportation System Management Fee Program</i> The owner/applicant for any particular discretionary development application shall pay an appropriate amount into the City's existing Transportation System Management Fee Program to reduce the number of single-occupant automobile travel on area roadways and intersections.</p>	B	CD (E), PW
153.	3A.15-3	<p><i>Pay Full Cost of Identified Improvements that Are Not Funded by the City's Fee Program.</i> In accordance with Measure W, the owner/applicant for any particular discretionary development application shall provide fair-share contributions to the City's transportation impact fee program to fully fund improvements only required because of the Specific Plan.</p>	B (Caltrans MOU, PFFP fee, SCTDF)	CD (E), PW
154.	3A.15-4a	<p><i>Sibley Street/Blue Ravine Road Intersection</i> To ensure that the Sibley Street/Blue Ravine Road intersection operates at a LOS D with less than the Cumulative No Project delay, the northbound approach shall be reconfigured to consist of two left-turn lanes, two through lanes, and one dedicated right-turn lane. The owner/applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by owner/applicant, to reduce the impacts to the Sibley Street/Blue Ravine Road intersection</p>	B Pay PFFP fee	CD (E), PW
155.	3A.15-4c	<p><i>East Bidwell Street/College Street</i> To ensure that the East Bidwell Street/College Street intersection operates at acceptable LOS C or better, the westbound approach shall be reconfigured to consist of one left-turn lane, one left / through lane, and two dedicated right-turn lanes. The owner/applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by owner/applicant, to reduce the impacts to the East Bidwell Street/College Street intersection</p>	B Pay PFFP fee	CD (E), PW

156.	3A.15-4g	<i>Oak Avenue Parkway/Easton Valley Parkway</i> To ensure that the Oak Avenue Parkway/Easton Valley Parkway intersection operates at an acceptable LOS the southbound approach shall be reconfigured to consist of two left-turn lanes, two through lanes, and two right-turn lanes.	B Pay SCTDF	CD (E), PW
157.	3A.15-1f	<i>Oak Avenue Parkway/Middle Road Intersection</i> To ensure that the Oak Avenue Parkway/Middle Road intersection (as shown in the FPA) operates at an acceptable LOS, control all movements with a stop sign.	B Pay PFFP fee	CD (E), PW
158.	3A.15-1j	<i>Hazel Avenue between Madison Avenue and Curragh Downs Drive</i> To ensure that Hazel Avenue operates at an acceptable LOS between Curragh Downs Drive and Gold Country Boulevard, Hazel Avenue must be widened to six lanes. This improvement is part of the County adopted Hazel Avenue widening project.	B Pay SCTDF	CD (E), PW
159.	3A.15-1l:	<i>White Rock Road/Windfield Way Intersection</i> To ensure that the White Rock Road/Windfield Way intersection operates at an acceptable LOS, the intersection must be signalized and separate northbound left and right turn lanes must be striped. The applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a program established by that agency to reduce the impacts to the White Rock Road/Windfield Way intersection.	B Pay SCTDF	PW
160.	3A.15-4i	<i>Grant Line Road/White Rock Road Intersection</i> To ensure that the Grant Line Road/White Rock Road intersection operates at an acceptable LOS E or better this intersection should be replaced by some type of grade separated intersection or interchange. Improvements to this intersection are identified in the Sacramento County's Proposed General Plan. Implementation of these improvements would assist in reducing traffic impacts on this intersection by providing acceptable operation. Intersection improvements must be implemented by Sacramento County. The applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a program established by that agency to reduce the impacts to the Grant Line Road/White Rock Road intersection.	B Pay SCTDF	PW

161.	3A.15-4j	<p><i>Grant Line Road between White Rock Road and Kiefer Boulevard</i> To improve operation on Grant Line Road between White Rock Road and Kiefer Boulevard, this roadway segment must be widened to six lanes. This improvement is proposed in the Sacramento County and the City of Rancho Cordova General Plans; however, it is not in the 2035 MTP. Improvements to this roadway segment must be implemented by Sacramento County and the City of Rancho Cordova.</p> <p>The applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a program established by that agency to reduce the impacts to Grant Line Road between White Rock Road and Kiefer Boulevard.</p> <p>The identified improvement would more than offset the impacts specifically related to the Folsom South of U.S. 50 project on this roadway segment.</p>	B Pay SCTDF	Sacramento County City of Rancho Cordova
162.	3A.15-4k	<p><i>Grant Line Road between Kiefer Boulevard and Jackson Highway</i> To improve operation on Grant Line Road between Kiefer Boulevard Jackson Highway, this roadway segment could be widened to six lanes. This improvement is proposed in the Sacramento County and the City of Rancho Cordova General Plans; however, it is not in the 2035 MTP. Improvements to this roadway segment must be implemented by Sacramento County and the City of Rancho Cordova.</p> <p>The applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a program established by that agency to reduce the impacts to Grant Line Road between Kiefer Boulevard and Jackson Highway.</p> <p>The identified improvement would more than offset the impacts specifically related to the Folsom South of U.S. 50 project on this roadway segment.</p>	B Pay SCTDF	Sacramento County City of Rancho Cordova
163.	3A.15-4l	<p><i>Hazel Avenue between Curragh Downs Drive and U.S. 50 Westbound Ramps</i> The applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements on Hazel Avenue, based on a program established by that agency to reduce the impacts to Hazel Avenue between Curragh Downs Drive and U.S. 50 Westbound Ramps.</p>	B Pay SCTDF	Sacramento County City of Rancho Cordova

164.	3A.15-4m	<p><i>White Rock Road between Grant Line Road and Prairie City Road</i> To improve operation on White Rock Road between Grant Line Road and Prairie City Road, this roadway segment shall be widened to six lanes. This improvement is included in the 2035 MTP but is not included in the Sacramento County General Plan. Improvements to this roadway segment must be implemented by Sacramento County.</p> <p>The identified improvement would more than offset the impacts specifically related to the Folsom South of U.S. 50 project on this roadway segment. However, because of other development in the region that would substantially increase traffic levels, this roadway segment would continue to operate at an unacceptable LOS F even with the capacity improvements identified to mitigate Folsom Plan Area impacts.</p> <p>The applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a program established by that agency to reduce the impacts to White Rock Road between Grant Line Road and Prairie City Road.</p>	B Pay SCTDF	Sacramento County
165.	3A.15-4n	<p><i>White Rock Road between Empire Ranch Road and Carson Crossing Road</i> To improve operation on White Rock Road between Empire Ranch Road and Carson Crossing Road, this roadway segment shall be widened to six lanes. Improvements to this roadway segment shall be implemented by Sacramento County.</p> <p>The applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a program established by that agency to reduce the impacts to White Rock Road between Empire Ranch Road and Carson Crossing Road.</p>	B Pay SCTDF	Sacramento County
166.	3A.15-4o	<p><i>White Rock Road/Carson Crossing Road Intersection</i> To ensure that the White Rock Road/Carson Crossing Road intersection operates at an acceptable LOS, the eastbound right turn lane shall be converted into a separate free right turn lane, or double right. Improvements to this intersection must be implemented by El Dorado County. The applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a program established by that agency to reduce the impacts to the White Rock Road/Carson Crossing Road Intersection</p>	B Pay SCTDF	CD (E), PW

167.	3A.15-4p	<p><i>Hazel Avenue/U.S. 50 Westbound Ramps Intersection</i> To ensure that the Hazel Avenue/U.S. 50 westbound ramps intersection operates at an acceptable LOS, the westbound approach shall be reconfigured to consist of one dedicated left turn lane, one shared left- through lane and three dedicated right-turn lanes. Improvements to this intersection shall be implemented by Caltrans and Sacramento County. The applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a program established by that agency to reduce the impacts to the Hazel Avenue/U.S. 50 Westbound Ramps Intersection.</p>	<p>B Pay SCTDF</p>	<p>CD (E), PW</p>
168.	3A.15-4q	<p><i>Eastbound US 50 between Zinfandel Drive and Sunrise Boulevard</i> To ensure that Eastbound US 50 operates at an acceptable LOS between Zinfandel Drive and Sunrise Boulevard, an additional eastbound lane could be constructed. This improvement is not consistent with the Concept Facility in Caltrans State Route 50 Corridor System Management Plan; therefore, it is not likely to be implemented by Caltrans by 2030.</p> <p>Construction of the Capitol South East Connector, including widening White Rock Road and Grant Line Road to six lanes with limited access, could divert some traffic from U.S. 50 and partially mitigate the project’s impact. The applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a program established by that agency to reduce the impacts to Eastbound U.S. 50 between Zinfandel Drive and Sunrise Boulevard.</p>	<p>B Pay SCTDF</p>	<p>CD (E), PW</p>

169.	3A.15-4r	<p><i>Eastbound US 50 between Rancho Cordova Parkway and Hazel Avenue</i> To ensure that Eastbound US 50 operates at an acceptable LOS between Rancho Cordova Parkway and Hazel Avenue, an additional eastbound lane could be constructed. This improvement is not consistent with the Concept Facility in Caltrans State Route 50 Corridor System Management Plan; therefore, it is not likely to be implemented by Caltrans by 2030.</p> <p>Construction of the Capitol South East Connector, including widening White Rock Road and Grant Line Road to six lanes with limited access, could divert some traffic off of U.S. 50 and partially mitigate the project’s impact. The applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a program established by that agency to reduce the impacts to Eastbound U.S. 50 between Rancho Cordova Parkway and Hazel Avenue.</p>	B Pay SCTDF	CD (E), PW
170.	3A.15-4s	<p><i>Eastbound US 50 between Folsom Boulevard and Prairie City Road</i> To ensure that Eastbound US 50 operates at an acceptable LOS between Folsom Boulevard and Prairie City Road, the eastbound auxiliary lane should be converted to a mixed flow lane that extends to and drops at the Oak Avenue Parkway off ramp (see mitigation measure 3A.15-4t). Improvements to this freeway segment must be implemented by Caltrans. This improvement is not consistent with the Concept Facility in Caltrans State Route 50 Corridor System Management Plan; therefore, it is not likely to be implemented by Caltrans by 2030.</p> <p>Construction of the Capitol South East Connector, including widening White Rock Road and Grant Line Road to six lanes with limited access, could divert some traffic off of U.S. 50 and partially mitigate the project’s impact.</p> <p>The applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by applicant, to reduce the impacts to Eastbound U.S. 50 between Folsom Boulevard and Prairie City Road</p>	B Pay SCTDF	CD (E), PW
171.		<p><i>Credit Reimbursement Agreement</i> Prior to the recordation of the first Final Map, the owner/applicant and City shall enter into a credit and reimbursement agreement for constructed improvements that are included in the Folsom Plan Area’s Public Facilities Financing Plan.</p>	M	CD (E)

172.		<p>The owner/applicant shall construct the portion of Empire Ranch Road from the southern project boundary to the intersection of Empire Ranch Road and Alder Creek Parkway to its ultimate horizontal and vertical alignment with the Phase 3A portion of the Folsom Heights Subdivision project. The owner/applicant shall construct the portion of Empire Ranch Road from Alder Creek Parkway to the border of Large Lot 11/Large Lot 25 to its ultimate horizontal and vertical alignment with the Phase 1 portion of the Folsom Heights Subdivision project. In addition, the owner/applicant shall construct Prima Drive and the “D’ Drive Temporary Emergency Turnaround to their ultimate horizontal and vertical alignment with the Phase 1 portion of the Folsom Heights Subdivision project. The aforementioned roadway improvements shall be constructed as shown on the Vesting Small-Lot Tentative Subdivision Map and in accordance with the phasing plan. In addition, all required utility and roadway improvements shall be constructed in coordination with the phasing of the construction of the Empire Ranch Road street segments as shown on the Small-Lot Vesting Tentative Subdivision Map to the satisfaction of the City.</p>	M	CD (P)(E)
173.		<p><i>Alder Creek Parkway Improvements</i> The owner/applicant shall construct Alder Creek Parkway from the intersection of Empire Ranch Road to the intersection of Alder Creek Parkway and “N” Drive as shown on the updated Phasing Exhibit (dated September 19, 2016), the approved Small-Lot Vesting Tentative Subdivision Map, and the approved Off-Site Improvements Exhibit. The aforementioned improvements shall be constructed with the Phase 1 portion of the Folsom Heights Subdivision project to the satisfaction of the Community Development Department.</p>	M	CD (P)(E)
174.		<p><i>Prima Drive Improvements</i> The owner/applicant shall construct Prima Drive to its ultimate horizontal and vertical alignment from the project site to the intersection of Stonebriar Drive and Prima Drive as shown on the approved Small-Lot Vesting Tentative Subdivision Map. The aforementioned improvements shall be constructed with the Phase 1 portion of the Folsom Heights Subdivision project to the satisfaction of the Community Development Department and through coordination with El Dorado County. The owner/applicant shall screen Prima Drive to minimize potential lighting impacts to nearby residences to the satisfaction of the Community Development Department. Prima Drive Roadway shall be limited to 27 feet in width. In addition, no construction-related traffic shall be permitted to utilize Prima Drive to access the project site.</p>	M	CD (P)(E)

ARCHITECTURE/SITE DESIGN REQUIREMENTS				
175.		<p>Landscaping Plan Owner/applicant shall submit a landscape plan for all areas (by phase or subdivision) of the project where owner/applicant proposes to install landscaping on residential lots. The landscape plan shall take into account the then existing state or local rules and regulations related to landscape water usage and water wise landscape principles. The landscape plans shall be submitted and approved by the Community Development Director prior to the issuance of a building permit in the phase or subdivision. The owner/applicant shall comply with any state or local rules and regulations relating to landscape water usage and landscaping requirements necessitated to mitigate for drought conditions.</p>	B	CD (P) (E)
176.		<p>Walls/Fences/Gates The final location, design, height, materials, and colors of the walls, fences, and gates shall be subject to review and approval by the Community Development Department to ensure consistency with the Folsom Heights Subdivision Design Guidelines.</p>	B	CD (P) (E)
177.		<p>Mechanical Equipment Screening All mechanical equipment shall be concealed from view of public streets, neighboring properties and nearby higher buildings where practicable to the satisfaction of the Community Development Department.</p>	B	CD (P) (E)
178.		<p>El Dorado Irrigation District Facilities Plan Report The Facilities Plan Report (FPR) shall be approved by the El Dorado Irrigation District (EID) prior to approval of any Improvement Plan for the Folsom Heights Subdivision project. In addition, the FPR shall be implemented to the satisfaction of the El Dorado Irrigation District (EID) for the Folsom Heights Subdivision project. The owner/applicant shall obtain approval from the El Dorado Irrigation District (EID) and El Dorado County where applicable, prior to approval of any improvement plan for the project which includes water and sanitary sewer mains prior to approval of the plans by the City.</p>	I	CD (E)
179.		<p>Bicycle Trail System Modifications The owner/applicant shall incorporate the design and grading for the proposed Class I bike trails and Class II on-street bike lanes into the improvement plans consistent with the Folsom Heights Proposed Trail System Modification Exhibit dated December 14, 2016.</p>	I	CD (E)

180.		<p><i>White Rock Road Frontage Improvements</i> The owner/applicant shall construct shoulder improvements along the project’s entire frontage of westbound White Rock Road to the satisfaction of the City prior to approval of the Phase 1 Final Map or upon the construction of the future Empire Ranch Road connection to White Rock Road, whichever occurs first. In lieu of constructing the aforementioned interim shoulder improvements, the owner/applicant may enter into a Subdivision Improvement Agreement with the City and post adequate security to the City’s satisfaction to ensure construction of said improvements; the security shall be for a minimum period of 10 years. If construction of the Capital Southeast Connector Project between Scott Road and the El Dorado County line has commenced during the term of the Subdivision Improvement Agreement, then the shoulder improvement condition will be deemed satisfied and the security shall be released to the owner/applicant.</p>	M	CD (E)
181.		<p><i>Empire Ranch Road Irrigation</i> The owner/applicant shall coordinate with the El Dorado Irrigation District (EID) to provide potable water for irrigation to the proposed landscape corridors on Empire Ranch Road. If EID is acceptable to allowing the City to provide the potable water for irrigation to the landscape corridors on Empire Ranch Road, the owner/applicant will prepare an inter-local agreement and coordinate with both the City and EID to execute and finalize the agreement. The agreement shall include the approval to allow the City the ability to provide water services and potable water for the irrigation within the boundaries of the EID and shall establish the boundary to separate each agencies area of responsibility along Empire Ranch Road. The City is acceptable to maintaining the landscape corridors on either the east or west side of Empire Ranch Road within the boundaries of the project provided the landscape corridors are along the street frontage of future residential uses or open space lots. The City will not provide maintenance of landscape corridors that will have street frontage for future commercial development on Empire Ranch Road. The inter-local agreement shall be executed and finalized between the City and EID prior to approval of the first Small Lot Final Map for the Folsom Heights Subdivision.</p>	M	CD (E)

182.		<p>Per direction provided by the City Council at its October 24, 2017 meeting, the owner/applicant shall construct the Prima Drive Extension as a paved and gated/bollard-controlled Emergency Vehicle Access (EVA) Route only, consistent with the requirements stated in Condition of Approval No. 174. The owner/applicant shall also work with the City of Folsom Fire Chief and the El Dorado Hills Fire Chief to establish the appropriate location(s) for the gates/bollards associated with the EVA. The final design, installation, and operation of the gates/bollards shall be in accordance with the Sacramento County Emergency Access Gates and Barriers Standard, as required by the City of Folsom Fire Code. The final design and location of the gates/bollards shall be subject to review and approval by the City of Folsom. In addition, the EVA shall accommodate pedestrian and bicycle access to the satisfaction of the City of Folsom.</p>	I	CD (E)
------	--	--	---	--------

CONDITIONS

See attached tables of conditions for which the following legend applies.

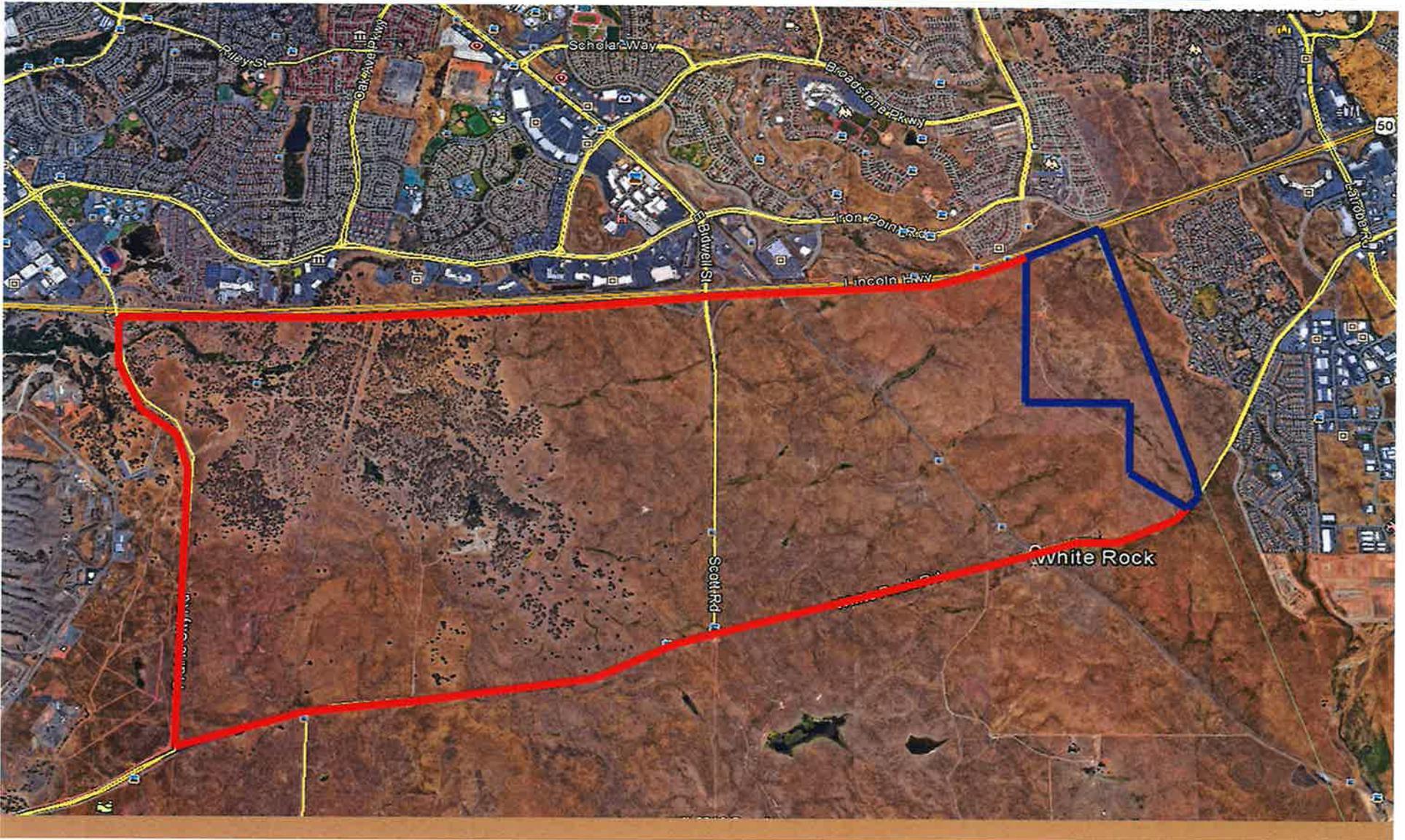
RESPONSIBLE DEPARTMENT		WHEN REQUIRED	
CD	Community Development Department	I	Prior to approval of Improvement Plans
(P)	Planning Division	M	Prior to approval of Final Map
(E)	Engineering Division	B	Prior to issuance of first Building Permit
(B)	Building Division	O	Prior to approval of Occupancy Permit
(F)	Fire Division	G	Prior to issuance of Grading Permit
PW	Public Works Department	DC	During construction
PR	Park and Recreation Department	OG	On-going requirement
PD	Police Department		

Attachment 4 Vicinity Map

Vicinity Map



CITY OF
FOLSOM



Attachment 5
Folsom Heights Subdivision
Master Plan Exhibit
Dated February 27, 2017



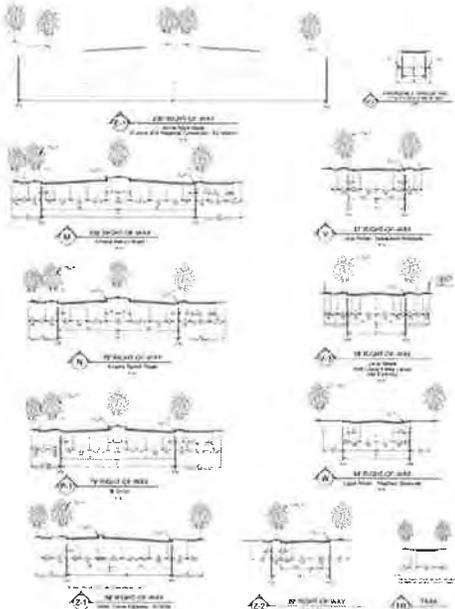
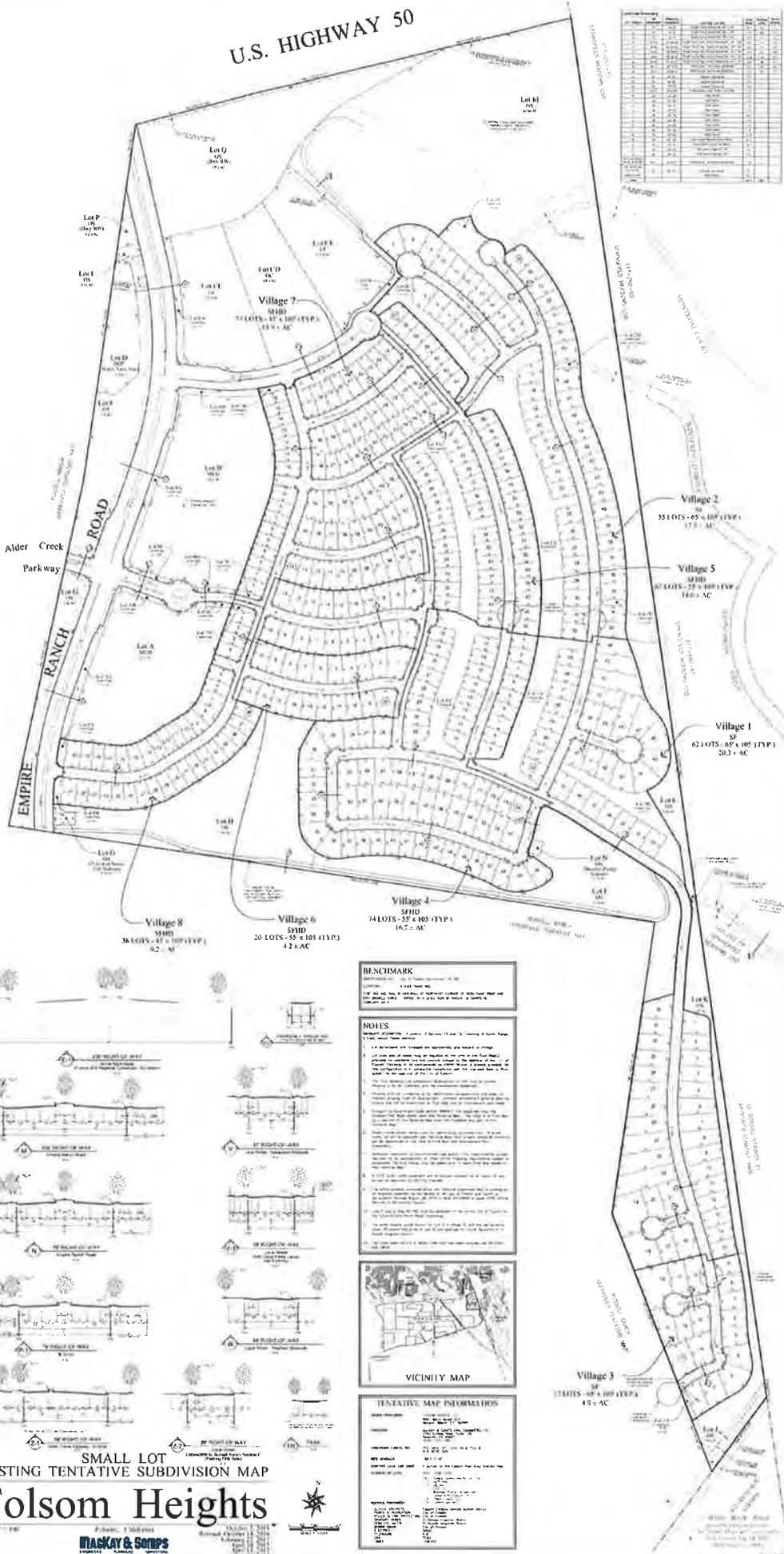
NEIGHBORHOOD FOCAL POINTS

-  **TRAIL HEAD**
-  **NEIGHBORHOOD SHOPPING CENTER**

Attachment 6
Small-Lot Vesting Tentative Subdivision Map
Dated October 14, 2016

U.S. HIGHWAY 50

Lot	Area (AC)	Area (TYP)	Notes
Lot A	1.2	1.2	
Lot B	1.2	1.2	
Lot C	1.2	1.2	
Lot D	1.2	1.2	
Lot E	1.2	1.2	
Lot F	1.2	1.2	
Lot G	1.2	1.2	
Lot H	1.2	1.2	
Lot I	1.2	1.2	
Lot J	1.2	1.2	
Lot K	1.2	1.2	
Lot L	1.2	1.2	
Lot M	1.2	1.2	
Lot N	1.2	1.2	
Lot O	1.2	1.2	
Lot P	1.2	1.2	
Lot Q	1.2	1.2	
Lot R	1.2	1.2	
Lot S	1.2	1.2	
Lot T	1.2	1.2	
Lot U	1.2	1.2	
Lot V	1.2	1.2	
Lot W	1.2	1.2	
Lot X	1.2	1.2	
Lot Y	1.2	1.2	
Lot Z	1.2	1.2	



BENCHMARK
 1. 1988 BENCH
 2. 1988 BENCH
 3. 1988 BENCH
 4. 1988 BENCH
 5. 1988 BENCH
 6. 1988 BENCH
 7. 1988 BENCH
 8. 1988 BENCH
 9. 1988 BENCH
 10. 1988 BENCH

NOTES
 1. All dimensions are shown on drawings and shall be used as the basis for construction.
 2. All dimensions are shown on drawings and shall be used as the basis for construction.
 3. All dimensions are shown on drawings and shall be used as the basis for construction.
 4. All dimensions are shown on drawings and shall be used as the basis for construction.
 5. All dimensions are shown on drawings and shall be used as the basis for construction.
 6. All dimensions are shown on drawings and shall be used as the basis for construction.
 7. All dimensions are shown on drawings and shall be used as the basis for construction.
 8. All dimensions are shown on drawings and shall be used as the basis for construction.
 9. All dimensions are shown on drawings and shall be used as the basis for construction.
 10. All dimensions are shown on drawings and shall be used as the basis for construction.



TENTATIVE MAP INFORMATION
 1. 1988 BENCH
 2. 1988 BENCH
 3. 1988 BENCH
 4. 1988 BENCH
 5. 1988 BENCH
 6. 1988 BENCH
 7. 1988 BENCH
 8. 1988 BENCH
 9. 1988 BENCH
 10. 1988 BENCH

SMALL LOT VESTING TENTATIVE SUBDIVISION MAP
Folsom Heights
 Folsom, California
BLACK & SCOTT
 ENGINEERS, PLANNERS, ARCHITECTS

Attachment 7
Letter from Applicant, dated August 11, 2021

340 Palladio Parkway, Suite 521
Folsom, California 95630-8775
(916) 984-1300 FAX (916) 984-1322

Elliott Homes

1914

Celebrating 100 years

2014

August 11, 2021

Ms. Pam Johns
Community Development Director
CITY OF FOLSOM
50 Natoma Street
Folsom, California 95630
pjohns@folsom.ca.us

Via USPS and Email

Re: Three-Year Extension Request for Folsom Heights
Vesting Tentative Subdivision Map

Dear Ms. Johns:

Elliott Homes, Inc., hereby formally requests a three-year extension of time for the Folsom Heights Vesting Tentative Map. The current map is expected to expire on July 11, 2022. Elliott Homes purchased this property on April 5, 2021. We are actively designing the improvements, with the plan to begin grading the overall site in the summer of 2022. An extension will allow Elliott Homes to complete the improvements and file Final Maps in an orderly and timely manner.

Thank you for your consideration of this request. Elliott Homes looks forward to your response and to scheduling the matter before the appropriate hearing bodies.

Yours truly,

ELLIOTT HOMES, INC.



Price Walker
VICE PRESIDENT, PROJECT DEVELOPMENT

PW:tmg

cc: Mr. Steven Wang, City Attorney, swang@folsom.ca.us
Mr. Steven Krahn, City Engineer, skrahn@folsom.ca.us
Mr. Chad Roberts, Attorney, Hefner, Stark & Marois, LLP, croberts@hsmilaw.com



Planning Commission Staff Report

50 Natoma Street, Council Chambers
Folsom, CA 95630

Project: Broadstone Estates Subdivision Small-Lot Vesting Tentative Subdivision Map Extension

File #: PN-21-234

Request: Small-Lot Vesting Tentative Subdivision Map Extension

Location: Southeast Corner of the intersection of U.S. Highway 50 and Placerville Road within Folsom Plan Area

Staff Contact: Steve Banks, Principal Planner, 916-461-6207
sbanks@folsom.ca.us

Property Owner/Applicant

Name: Elliott Homes, Inc.
Address: 340 Palladio Parkway, Suite 521
Folsom, CA 95630

Recommendation: Conduct a public hearing and upon conclusion recommend approval of a three-year extension in time for the Broadstone Estates Subdivision Small-Lot Vesting Tentative Subdivision Map as illustrated on Attachment 6 for the Broadstone Estates Subdivision project (PN 21-234) subject to the findings (Findings A-O) and conditions of approval (Conditions 1-189) attached to this report.

Project Summary: The proposed project involves a request for approval of a three-year extension in time for the previously approved Small-Lot Vesting Tentative Subdivision Map associated with the Broadstone Estates Subdivision project. The Broadstone Estates Subdivision project includes development of an 81-unit single-family residential subdivision on a 37.2-acre site located within the Folsom Plan Area at the southeast corner of the intersection of U.S. Highway 50 and Placerville Road. The Planning Commission will be making a recommendation to the City Council regarding the project.

Table of Contents:

- 1 - Background and Setting
- 2 - Project Description/Analysis
- 3 - Conditions of Approval
- 4 - Vicinity Map



CITY OF
FOLSOM
DISTINCTIVE BY NATURE

AGENDA ITEM NO. 3
Type: Public Hearing
Date: November 3, 2021

- 5 - Broadstone Estates Subdivision Master Plan Exhibit, dated March 9, 2017
- 6 - Small-Lot Vesting Tentative Subdivision Map, dated March 9, 2017
- 7 - Letter from Applicant, dated August 31, 2021

Submitted,

PAM JOHNS
Community Development Director

**ATTACHMENT 1
BACKGROUND AND SETTING**

BACKGROUND

On June 28, 2016, the City Council approved a General Plan Amendment, Specific Plan Amendment, and First Amended and Restated Development Agreement for development of the Broadstone Estates Subdivision project. The approved General Plan Amendment and Specific Plan Amendment resulted in an increase in the amount of land designated for single-family development, and increase in the amount of open space, and elimination of land designated for industrial, office, and commercial uses within the 37.2-acre Broadstone Estates Subdivision project area.

On April 11, 2017, the City Council approved a Small-Lot Vesting Tentative Subdivision Map, Project Design Guidelines, and an Inclusionary Housing Plan for the development of an 81-unit single family residential subdivision (Broadstone Estates Subdivision) on a 37.2-acre site located in the Folsom Plan Area at the southeast corner of Placerville Road and U.S. Highway 50. On August 27, 2019, the City Council approved a three-year extension in time for the previously approved Small-Lot Vesting Tentative Subdivision Map associated with the Broadstone Estates Subdivision project. On August 31, 2021, Elliott Homes submitted a timely letter to the City requesting a three-year extension in time for the Small-Lot Vesting Tentative Subdivision Map associated with the Broadstone Estates Subdivision project.

On August 27, 2021, Elliott Homes submitted an application to the City for approval of a code amendment to modify Section 16.16.120(D) of the Folsom Municipal Code to make it consistent with State law relative to map extensions. State law allows local jurisdictions to extend subdivision maps up to six years from the date of approval, while the Folsom Municipal Code limits the extension to three years. On September 28, 2021, the City Council approved Ordinance No. 1317, an Ordinance of the City of Folsom Amending Section 16.16.120(D) of the Folsom Municipal Code Pertaining to Extension of Tentative Subdivision Maps.

GENERAL PLAN DESIGNATIONS

SF (Single Family)
OS (Open Space)

SPECIFIC PLAN DESIGNATIONS

SP-SF PD (Specific Plan-Single Family,
Planned Development District)
SP-OS2 (Open Space)

ADJACENT LAND USES/ZONING

North: U.S. Highway 50 with a Commercial
Development (SP 95-1) Beyond
South: Undeveloped Single-Family
Residential Property (SP-SF PD and
SP-SFHD-PD) and Open Space

(SP-OS2) with Alder Creek Parkway
Beyond

East: Undeveloped Single-Family
Residential Property (SP-SF PD and
SP-SFHD-PD) and Open Space
(SP-OS2)

West: Placerville Road with Undeveloped
Commercial Property (SP-GC PD)
Beyond

SITE CHARACTERISTICS

The project site is situated near the base of the Sierra Nevada foothills, immediately adjacent to the Sacramento Valley Railroad. The topography is hillside covered in non-native and naturalized grasslands. Historically, the site has been used for grazing, farming, and mining and is currently vacant.

APPLICABLE CODES

FPASP (Folsom Plan Area Specific Plan)
FMC, Section 16.16, Tentative Subdivision
Maps

ATTACHMENT 2 DESCRIPTION/ANALYSIS

APPLICANT'S PROPOSAL

The applicant, Elliott Homes, Inc., is requesting approval of a three-year extension in time for the previously approved Small-Lot Vesting Tentative Subdivision Map associated with the Broadstone Estates Subdivision project. As referenced previously within this report, the Broadstone Estates Subdivision project features development of an 81-unit single-family residential subdivision on a 37.2-acre site located within the Folsom Plan Area at the southeast corner of the intersection of U.S. Highway 50 and Placerville Road.

POLICY/RULE

The Folsom Municipal Code (FMC) requires that applications for Tentative Subdivision Maps be forwarded to the City Council for final action. City Council actions regarding extension of Tentative Subdivision Maps are covered under Section 16.16.120 of the Folsom Municipal Code.

ANALYSIS

Small-Lot Vesting Tentative Subdivision Map Extension

As described in the background section of this report, the City Council approved a Small-Lot Vesting Tentative Subdivision Map, Project Design Guidelines, and Inclusionary Housing Plan for development of the 81-unit Broadstone Estates Subdivision project on April 11, 2017. The City Council granted a three-year extension in time for Broadstone Estates Small-Lot Vesting Tentative Subdivision Map on August 27, 2019. The Small-Lot Vesting Tentative Subdivision Map for the project is valid until April 11, 2021. The life of the Project Design Guidelines track with the validity of the Small-Lot Vesting Tentative Subdivision Map. The Inclusionary Housing Plan is a requirement of the project and does not require an extension in time.

On August 27, 2021, Elliott Homes submitted an application to the City for approval of a code amendment to modify Section 16.16.120(D) of the Folsom Municipal Code to make it consistent with State law relative to map extensions. State law allows local jurisdictions to extend subdivision maps up to six years from the date of approval, while the Folsom Municipal Code limits the extension to three years. On September 28, 2021, the City Council approved Ordinance No. 1317, an Ordinance of the City of Folsom Amending Section 16.16.120(D) of the Folsom Municipal Code Pertaining to Extension of Tentative Subdivision Maps to allow for tentative maps to be extended for a period not exceeding a total of six years.

On August 31, 2021, the project applicant (Elliott Homes, Inc.) submitted a timely letter to the City requesting a three-year extension in time for the Small-Lot Vesting Tentative Subdivision Map associated with the Broadstone Estates Subdivision project. The applicant indicates in their extension letter that they are actively designing the civil site

improvements with the goal of beginning grading activities in the summer of 2022. The applicant also states that the extension in time will allow them to complete other required site improvements and to file the Final Map in a timely manner. The applicant is not proposing any changes to the previously approved project.

The Folsom Municipal Code (FMC, Section 16.16.120 D. Time Limit Extensions) states that the time at which a Tentative Subdivision Map expires may be extended by the Planning Commission for a period not exceeding a total of six years. As noted previously in the background section of this staff report, the City Council previously approved a three-year extension for the Broadstone Estates Small-Lot Vesting Tentative Subdivision Map, thus the applicant is limited to one more three-year extension. As stated in the submitted extension request letter, the applicant has been actively engaged in designing the civil site improvements associated with the subdivision with the goal of conducting grading activities in the summer of 2022. In addition, the applicant states that the extension in time will allow them to complete other required site improvements and to file the Final Map in a timely manner. As a result, staff recommends approval of a three-year extension in time for the Small-Lot Vesting Tentative Subdivision Map associated with the Broadstone Estates Subdivision project.

ENVIRONMENTAL REVIEW

An Addendum to the Folsom Plan Area Environmental Impact Report was previously approved for the Broadstone Estates Subdivision project (PN 15-308) on June 28, 2016 in accordance with the California Environmental Quality Act (CEQA). The proposed Small-Lot Vesting Tentative Subdivision Map is consistent with the Broadstone Estates Subdivision Addendum to the Folsom Plan Area Specific Plan EIR/EIS, and all mitigation measures have been applied as conditions of approval for this project. In addition, none of the conditions described in Section 21166 of the Public Resources Code or Section 15162 of the CEQA Guidelines calling for the preparation of a subsequent EIR have occurred. Therefore, no additional environmental review is required under CEQA.

RECOMMENDATION/PLANNING COMMISSION ACTION

Move to recommend to the City Council approval of a three-year extension in time for the Broadstone Estates Subdivision Small-Lot Vesting Tentative Subdivision Map as illustrated on Attachment 6 for the Broadstone Estates Subdivision project (PN 21-234) subject to the findings (Findings A-O) and conditions of approval (Conditions 1-189) attached to this report.

GENERAL FINDINGS

- A. NOTICE OF HEARING HAS BEEN GIVEN AT THE TIME AND IN THE MANNER REQUIRED BY STATE LAW AND CITY CODE.

- B. THE PROJECT IS CONSISTENT WITH THE GENERAL PLAN AND THE FOLSOM PLAN AREA SPECIFIC PLAN.

CEQA FINDINGS

- C. THE CITY, AS LEAD AGENCY, PREVIOUSLY CERTIFIED AN ENVIRONMENTAL IMPACT REPORT/ENVIRONMENTAL IMPACT STATEMENT FOR THE FOLSOM PLAN AREA SPECIFIC PLAN AND ALSO APPROVED AN ADDENDUM FOR THE BROADSTONE ESTATES SUBDIVISION PROJECT.
- D. THE PROPOSED PROJECT IS CONSISTENT WITH THE FOLSOM PLAN AREA SPECIFIC PLAN.
- E. THE FEASIBLE MITIGATION MEASURES SPECIFIED IN THE FOLSOM PLAN AREA SPECIFIC PLAN ENVIRONMENTAL IMPACT REPORT AND BROADSTONE ESTATES CERTIFIED ADDENDUM WILL BE IMPLEMENTED FOR THE PROPOSED SMALL-LOT VESTING TENTATIVE SUBDIVISION MAP, CONSISTENT WITH CEQA GUIDELINES SECTION 15183(e).
- F. NONE OF THE EVENTS SPECIFIED IN SECTION 21166 OF THE PUBLIC RESOURCES CODE OR SECTION 15162 OF THE CEQA GUIDELINES REQUIRING SUBSEQUENT ENVIRONMENTAL REVIEW HAVE OCCURRED.

VESTING TENTATIVE SUBDIVISION MAP AND MAP EXTENSION FINDINGS

- G. THE PROPOSED SMALL-LOT VESTING TENTATIVE SUBDIVISION MAP IS CONSISTENT WITH THE CITY'S SUBDIVISION ORDINANCE AND THE SUBDIVISION MAP ACT IN THAT THE PROJECT IS SUBJECT TO CONDITIONS OF APPROVAL THAT WILL ENSURE THAT THE PROJECT IS DEVELOPED IN COMPLIANCE WITH CITY STANDARDS.
- H. THE PROPOSED SMALL-LOT VESTING TENTATIVE SUBDIVISION MAP , TOGETHER WITH THE PROVISIONS FOR ITS DESIGN AND IMPROVEMENT, IS CONSISTENT WITH THE GENERAL PLAN, THE FOLSOM PLAN AREA SPECIFIC PLAN, AND ALL APPLICABLE PROVISIONS OF THE FOLSOM MUNICIPAL CODE.
- I. THE PROJECT SITE IS PHYSICALLY SUITABLE FOR THE TYPE OF DEVELOPMENT PROPOSED.
- J. THE PROJECT SITE IS PHYSICALLY SUITABLE FOR THE PROPOSED DENSITY OF DEVELOPMENT.

- K. AS CONDITIONED, THE DESIGN OF THE SMALL-LOT VESTING TENTATIVE SUBDIVISION MAP AND THE PROPOSED IMPROVEMENTS ARE NOT LIKELY TO CAUSE ENVIRONMENTAL DAMAGE OR SUBSTANTIALLY AND AVOIDABLY INJURE FISH OR WILDLIFE OR THEIR HABITAT.
- L. THE DESIGN OF THE SMALL-LOT VESTING TENTATIVE SUBDIVISION MAP AND THE PROPOSED IMPROVEMENTS ARE NOT LIKELY TO CAUSE SERIOUS PUBLIC HEALTH OR SAFETY PROBLEMS.
- M. THE DESIGN OF THE SMALL-LOT VESTING TENTATIVE SUBDIVISION MAP AND THE TYPE OF IMPROVEMENTS WILL NOT CONFLICT WITH EASEMENTS FOR ACCESS THROUGH OR USE OF PROPERTY WITHIN THE PROPOSED SUBDIVISION.
- N. SUBJECT TO SECTION 66474.4 OF THE SUBDIVISION MAP ACT, THE LAND IS NOT SUBJECT TO A CONTRACT ENTERED INTO PURSUANT TO THE CALIFORNIA LAND CONSERVATION ACT OF 1965 (COMMENCING WITH SECTION 51200 OF THE GOVERNMENT CODE).
- O. APPLICABLE DEVELOPMENT FEES HAVE INCREASED SINCE INITIAL APPROVAL OF THE SMALL-LOT VESTING TENTATIVE SUBDIVISION MAP ON APRIL 11, 2017. THE PROJECT IS SUBJECT TO APPLICABLE DEVELOPMENT FEES IN PLACE AT TIME OF ISSUANCE OF PERMITS.

Attachment 3

Conditions of Approval

CONDITIONS OF APPROVAL FOR THE BROADSTONE ESTATES SUBDIVISION PROJECT (PN 21-234) SOUTHEAST CORNER OF THE INTERSECTION OF U.S. HIGHWAY 50 AND PLACERVILLE ROAD SMALL-LOT VESTING TENTATIVE SUBDIVISION MAP EXTENSION				
	Mitigation Measure	Condition/Mitigation Measure	When Required	Responsible Department
1.		<p><i>Final Development Plans</i> The owner/applicant shall submit final site development plans to the Community Development Department that shall substantially conform to the exhibits referenced below:</p> <ol style="list-style-type: none"> 1. Small Lot Vesting Tentative Subdivision Map dated 3-9-17 2. Preliminary Grading and Drainage Plan dated 3-9-17 3. Preliminary Utility Plan dated 3-9-17 4. Preliminary Offsite Improvements Plan dated 3-9-17 5. Russell Ranch and Broadstone Estates at Russell Ranch Design Guidelines 6. Inclusionary Housing Plan <p>The Vesting Small Lot Tentative Subdivision Map, Russell Ranch and Broadstone Estates at Russell Ranch Design Guidelines and Inclusionary Housing Plan are approved for the development of a 81 lot single family residential subdivision (Broadstone Estates Subdivision). Implementation of the project shall be consistent with the above referenced items and these conditions of approval.</p>	G,I,M,B	CD (P)(E)
2.		<p><i>Plan Submittal</i> All civil engineering, improvement, and landscape and irrigation plans, shall be submitted to the Community Development Department for review and approval to ensure conformance with this approval and with relevant codes, policies, standards and other requirements of the City of Folsom.</p>	G, I, M,	CD (P)(E)(B)

CONDITIONS OF APPROVAL FOR THE BROADSTONE ESTATES SUBDIVISION PROJECT (PN 21-234) SOUTHEAST CORNER OF THE INTERSECTION OF U.S. HIGHWAY 50 AND PLACERVILLE ROAD SMALL-LOT VESTING TENTATIVE SUBDIVISION MAP EXTENSION				
	Mitigation Measure	Condition/Mitigation Measure	When Required	Responsible Department
3.		<p><i>Validity</i> This approval of the Vesting Small Lot Tentative Subdivision Map shall be valid for a period of three years or thirty-six months (April 11, 2025). Pursuant to Section 2.2 of Amendment No. 1 to ARDA, the term of the Project Design Guidelines shall track the term of the map.</p>	OG	CD (P)
4.		<p><i>Improvements in the PFFP</i> The owner/applicant shall be subject to all thresholds, timelines and deadlines for the construction and final completion of various improvements for the entire Folsom Plan Area. The various improvements are outlined and detailed in the Folsom Plan Area Specific Plan Public Facilities Financing Plan (PFFP) dated January 28, 2014 and adopted by City of Folsom Resolution No. 9298. These improvements in the PFFP include, but are not limited to, the backbone infrastructure water (water reservoirs, water transmission mains, booster pump stations, pressure reducing valve stations, etc.), sanitary sewer (lift stations and forced mains) systems, recycled water mains and associated infrastructure, roadway and transportation (future interchanges, major arterial roadways, etc.) improvements, aquatic center (community pool), parks, fire stations, municipal services center, community library, etc. The thresholds and timelines included in the PFFP require facilities to be constructed and completed based on number of building permits issued and in some cases, number of residential units that are occupied. The owner/applicant shall be required to address these thresholds and timelines as the project moves forward through the various developments stages and shall be subject to the various fair share requirements, subject to the provisions of the PFFP, the ARDA and any amendment thereto.</p>	M	PFFP, M,B CDD(E)(P)(B), PW, FD, EWR, PR

CONDITIONS OF APPROVAL FOR THE BROADSTONE ESTATES SUBDIVISION PROJECT (PN 21-234) SOUTHEAST CORNER OF THE INTERSECTION OF U.S. HIGHWAY 50 AND PLACERVILLE ROAD SMALL-LOT VESTING TENTATIVE SUBDIVISION MAP EXTENSION				
	Mitigation Measure	Condition/Mitigation Measure	When Required	Responsible Department
5.		<p><i>Indemnity for City</i> The owner/applicant shall protect, defend, indemnify, and hold harmless the City and its agents, officers and employees from any claim, action or proceeding against the City or its agents, officers or employees to attack, set aside, void, or annul any approval by the City or any of its agencies, departments, commissions, agents, officers, employees, or legislative body concerning the project, which claim, action or proceeding is brought within the time period provided therefore in Government Code Section 66499.37 or other applicable statutes of limitation. The City will promptly notify the owner/applicant of any such claim, action or proceeding, and will cooperate fully in the defense. If the City should fail to cooperate fully in the defense, the owner owner/applicant shall not thereafter be responsible to defend, indemnify and hold harmless the City or its agents, officers, and employees, pursuant to this condition. The City may, within its unlimited discretion, participate in the defense of any such claim, action or proceeding if both of the following occur:</p> <ul style="list-style-type: none"> • The City bears its own attorney’s fees and costs; and • The City defends the claim, action or proceeding in good faith <p>The owner/applicant shall not be required to pay or perform any settlement of such claim, action or proceeding unless the settlement is approved by the owner/applicant. The owner/applicant’s obligations under this condition shall apply regardless of whether a Final Map is ultimately recorded with respect to this project.</p>	OG	CD (P)(E)(B) PW, PR, FD, PD
6.		<p><i>Vesting Tentative Subdivision Map</i> The vesting tentative subdivision map is expressly conditioned upon compliance with all environmental mitigation measures in the Folsom Plan Area Specific Plan (FEIR/EIS) and the Broadstone Estates Addendum.</p>	OG	CD

CONDITIONS OF APPROVAL FOR THE BROADSTONE ESTATES SUBDIVISION PROJECT (PN 21-234) SOUTHEAST CORNER OF THE INTERSECTION OF U.S. HIGHWAY 50 AND PLACERVILLE ROAD SMALL-LOT VESTING TENTATIVE SUBDIVISION MAP EXTENSION				
	Mitigation Measure	Condition/Mitigation Measure	When Required	Responsible Department
7.		<i>ARDA and Amendments</i> The owner/applicant shall comply with all provisions of Amendment No. 1 to the ARDA and any approved amendments by and between the City and the landowner/developer of the project.	G, I, M, B	CD (E)
8.		<i>Mitigation Monitoring</i> The owner/applicant shall be required to participate in a mitigation monitoring and reporting program pursuant to City Council Resolution No. 2634 and Public Resources Code 21081.6. The mitigation monitoring and reporting measures identified in the Folsom Plan Area Specific Plan FEIR/EIS have been incorporated into these conditions of approval in order to mitigate or avoid significant effects on the environment. These mitigation monitoring and reporting measures are identified in the mitigation measure column. Applicant shall fund on a Time and Materials basis all mitigation monitoring (e.g., staff and consultant time).	OG	CD (P)
POLICE/SECURITY REQUIREMENT				
9.		The owner/applicant shall consult with the Police Department in order to incorporate all reasonable crime prevention measures. The following security/safety measures shall be considered: A security guard on-duty at all times at the site or a six-foot security fence shall be constructed around the perimeter of construction areas. Security measures for the safety of all construction equipment and unit appliances. Landscaping shall not cover exterior doors or windows, block line-of-sight at intersections or screen overhead lighting.	G, I, B	PD

CONDITIONS OF APPROVAL FOR THE BROADSTONE ESTATES SUBDIVISION PROJECT (PN 21-234) SOUTHEAST CORNER OF THE INTERSECTION OF U.S. HIGHWAY 50 AND PLACERVILLE ROAD SMALL-LOT VESTING TENTATIVE SUBDIVISION MAP EXTENSION				
	Mitigation Measure	Condition/Mitigation Measure	When Required	Responsible Department
DEVELOPMENT COSTS AND FEE REQUIREMENTS				
10.		<i>Taxes and Fees</i> The owner/applicant shall pay all applicable taxes, fees and charges for the project at the rate and amount required by the Public Facilities Financing Plan and the Amended and Restated Development Agreement.	OG	CD (P)(E)
11.		<i>Assessments</i> If applicable, the owner/applicant shall pay off any existing assessments against the property, or file necessary segregation request and pay applicable fees.	OG	CD (E)
12.		<i>FPASP Development Impact Fees</i> The owner/applicant shall be subject to all Folsom Plan Area Specific Plan Area development impact fees in place at the time of approval or subsequently adopted consistent with the Public Facilities Financing Plan (PFFP), Development Agreement and amendments thereto, unless exempt by previous agreement. The owner/applicant shall be subject to all applicable Folsom Plan Area plan-wide development impact fees in effect at such time that a building permit is issued. These fees may include, but are not limited to, the Folsom Plan Area Specific Plan Fee, Specific Plan Infrastructure Fee (SPIF), Solid Waste Fee, Corporation Yard Fee, Transportation Management Fee, Transit Fee, Highway 50 Interchange Fee, General Park Equipment Fee, Housing Trust Fee, etc. Any protest to such for all fees, dedications, reservations or other exactions imposed on this project will begin on the date of final approval (_____), or otherwise shall be governed by the terms of Amendment No. 1 to the ARDA. The fees shall be calculated at the fee rate set forth in the PFFP and the ARDA.	B	CD (P) PW, PK

CONDITIONS OF APPROVAL FOR THE BROADSTONE ESTATES SUBDIVISION PROJECT (PN 21-234) SOUTHEAST CORNER OF THE INTERSECTION OF U.S. HIGHWAY 50 AND PLACERVILLE ROAD SMALL-LOT VESTING TENTATIVE SUBDIVISION MAP EXTENSION				
	Mitigation Measure	Condition/Mitigation Measure	When Required	Responsible Department
13.		<p><i>Legal Counsel</i> The City, at its sole discretion, may utilize the services of outside legal counsel to assist in the implementation of this project, including, but not limited to, drafting, reviewing and/or revising agreements and/or other documentation for the project. If the City utilizes the services of such outside legal counsel, the City shall provide notice to the owner/applicant of the outside counsel selected, the scope of work and hourly rates, and the owner/applicant shall reimburse the City for all outside legal fees and costs incurred and documented by the City for such services. The owner/applicant may be required, at the sole discretion of the City Attorney, to submit a deposit to the City for these services prior to initiation of the services. The owner/applicant shall be responsible for reimbursement to the City for the services regardless of whether a deposit is required.</p>	OG	CD (P)(E)
14.		<p><i>Consultant Services</i> If the City utilizes the services of consultants to prepare special studies or provide specialized design review or inspection services for the project, the City shall provide notice to the owner/applicant of the outside consultant selected, the scope of work and hourly rates, and the owner/applicant shall reimburse the City for actual costs incurred and documented in utilizing these services, including administrative costs for City personnel. A deposit for these services shall be provided prior to initiating review of the Grading Plan, Final Map, improvement plans, or beginning inspection, whichever is applicable.</p>	G,I,M,B	CD (P)(E)

GRADING PERMIT REQUIREMENTS

15.		<p><i>Phasing Plan</i> The owner/applicant shall prepare a complete and comprehensive phasing plan and shall submit the phasing plan to the City for each proposed phase of development. The phasing plan shall include all required infrastructure for each proposed phase of development. The infrastructure shall include all required on-site and off-site improvements, including but not limited to, water system improvements (distribution and transmission mains, booster pump stations, water reservoirs, PRV stations, etc.), Recycled water mains and associated infrastructure, sanitary sewer improvements (sewer mains, lift stations, forced mains, etc.) roadway and transportation improvements, storm drainage improvements (detention/water quality basins, outfalls, etc.) and all other necessary improvements required for each phase of development. The phasing plan shall include itemized cost estimates for all required improvements and the phasing plan shall be reviewed and approved by the City prior to approval of grading and/or improvements plans.</p>	G,I,M,	CDD(E), EWR, PW, FD
-----	--	--	--------	---------------------

15. cont.		<p>The City Engineer may condition the phasing to ensure that each phase functions independently and is consistent with the minimum utility and access standards of the City. All maps filed in phases will be required to have two points of access for vehicle access and/or general traffic purposes for each phase and all off-site utilities deemed necessary as determined by the City Engineer.</p> <p>Improvement plans for all phases that include half sections of streets shall include a minimum of 15 feet of pavement over the centerline, to allow two-way traffic and shall be subject to approval of the Community Development Department and Fire Department.</p> <p>The City will not dictate the order of the phasing provided that the first phase meets the following requirements;</p> <ul style="list-style-type: none"> • All off site utilities (i.e. water, sanitary sewer, recycled water, storm drainage, roadway improvements, etc.) necessary to serve the project shall be completed and accepted by the City Engineer. 	G, I, M	
16.		<p><i>Off-site improvements / Rights of Entry</i> For any improvements constructed on private property that are not under the ownership or control of the owner/applicant (and are not subject to the provisions of the Amended and Restated Development Agreement between the City of Folsom and the property owner), all rights-of-entry, and if necessary, and any permanent easements shall be obtained and provided to the City.</p> <p>All rights of entry, construction easements, either permanent or temporary and other easements shall be obtained and shall be fully executed by all affected parties and shall be recorded with the Sacramento County Recorder, where applicable, prior to approval of grading and/or improvement plans.</p>	G,I	CD (E)

17	3A 7-1a	<p>Geotechnical Report Prior to the issuance of any grading permit, the owner/applicant shall have a geotechnical report prepared by an appropriately licensed engineer that includes an analysis of site preparation, soil bearing capacity, appropriate sources and types of fill, potential need for soil amendments, road, pavement and parking areas, structural foundations, including retaining wall designs, grading practices, soil corrosion of concrete and steel, erosion /winterization, seismic ground shaking, liquefaction and expansive/unstable soils.</p>	G	CD (E)
18.	3A 7-1a	<p>Geotechnical Recommendations The owner/applicant shall submit to the Engineering Division, for review and approval, a grading plan for the project site which ensures that all geotechnical recommendations specified in the geotechnical report are properly incorporated and utilized in the design.</p>	G	CD (E)
19.	3A 7-1b	<p>Geotechnical Monitoring Program The owner/applicant shall contract with a geotechnical engineer who shall develop a program to monitor the site during construction to ensure compliance with the recommendations presented in the geotechnical report(s) and conditions for performing such monitoring. The geotechnical monitoring program shall include a description of the improvements areas where geotechnical monitoring shall be required. The completed program shall be submitted to the City prior to approval of any grading and/or improvement plan.</p>	G	CD (P) CD (E) (B)
20.	3A.7-4	<p>Prepare a Seismic Refraction Survey and Obtain Appropriate Permits for all On-Site and Off-site Elements East of Old Placerville Road.</p> <p>Before the start of all construction activities east of Old Placerville Road, owner/applicant shall retain a licensed geotechnical engineer to perform a seismic refraction survey. Project-related excavation activities shall be carried out as recommend by the geotechnical engineer. Excavation may include the use of heavy-duty equipment such as large bulldozers or large excavators, and may include blasting. Appropriate permits for blasting operations shall be obtained from the relevant City or county jurisdiction, if applicable, prior to the start of any blasting activities.</p> <p>Mitigation for the off-site elements outside of the City of Folsom’s jurisdictional boundaries shall be coordinated by owner/ applicant with the affected oversight agency(ies) (i.e., El Dorado and/or Sacramento Counties).</p>	G	CD (E)

21.	3B.7-1a	<p><i>Prepare Geotechnical Report(s) for the Off-site Water Facilities and Implement Required Measures.</i></p> <p>The owner/applicant shall provide a comprehensive facility design for all proposed Off-site Water Facility improvements and shall comply with the site-specific design recommendations as provided by a licensed geotechnical or civil engineer. The final geotechnical and/or civil engineering report shall address and make recommendations on the following:</p> <ul style="list-style-type: none"> ▶ site preparation; ▶ soil bearing capacity; ▶ appropriate sources and types of fill; ▶ potential need for soil amendments; ▶ road, pavement, and parking areas; ▶ structural foundations, including retaining-wall design; ▶ grading practices; ▶ soil corrosion of concrete and steel; ▶ erosion/winterization; ▶ seismic ground shaking; ▶ liquefaction; and ▶ expansive/unstable soils. <p>In addition to the recommendations for the conditions listed above, the geotechnical investigation shall include subsurface testing of soil and groundwater conditions, and shall determine appropriate foundation designs that are consistent with the version of the California Building Code that is applicable at the time building and grading permits are applied for. All recommendations contained in the final geotechnical engineering report shall be implemented by the owner/applicant.</p>	G, I	CD (E)(EWR)
22.	3B.7-1b	<p><i>Incorporate Pipeline Failure Contingency Measures Into Final Pipeline Design.</i></p> <p>Isolation valves or similar devices shall be incorporated into all pipeline facilities to prevent substantial losses of surface water in the event of pipeline rupture, as recommended by a licensed geotechnical or civil engineer. The specifications of the isolation valves shall conform to the California Building Code and American Water Works Association (AWWA) standards.</p>	I	EWR, CD (E)

23.		<p><i>Mine Shaft Remediation</i> The owner/applicant shall locate and remediate all antiquated mine shafts, drifts, open cuts, tunnels, and water conveyance or impoundment structures existing on the project site, with specific recommendations for the sealing, filling, or removal of each that meet all applicable health, safety and engineering standards. Recommendations shall be prepared by an appropriately licensed engineer or geologist. All remedial plans shall be reviewed and approved by the City prior to approval of grading plans.</p>	G	CD (E)
24.	3A1-4	<p><i>Material Storage Areas</i> The owner/applicant shall locate staging and material storage areas as far away from sensitive biological resources and sensitive land uses (e.g., residential areas, schools, parks) as feasible. Staging and material storage areas shall be screened from adjacent occupied land uses in earlier development phases to the maximum extent practicable. Screens may include, but are not limited to, the use of visual barriers such as berms or fences. Staging and material storage areas shall be shown on all grading and/or improvement plans prior to plan approval by the City.</p>	G	CD (P) CD (E) (B)
25.		<p><i>Retaining Walls</i> All retaining walls constructed on the open space lots or in any area visible to the public shall be constructed of rockery or split face masonry block. If the adjoining portion of the Russell Ranch subdivision (located to the south and east of the subject property) has been constructed or is approved to be constructed prior to construction of the Broadstone Estates Subdivision, the materials to be used for the retaining walls for the Broadstone Estates project shall be the same as those used on the Russell Ranch project.</p>	G	CD (P) (E)

26.	3A 14-1	<p>Traffic and Parking Management Plan</p> <p>Prior to the approval of the grading plan and or construction, the owner/applicant shall prepare a construction traffic and parking management plan to the satisfaction of the City Traffic Engineer and subject to review by any affected agencies, if necessary. The plan shall ensure that acceptable operating conditions on local roadways and freeway facilities are maintained. Measures typically used in traffic control plans include advertising of planned lane closures, warning signage, a flagperson to direct traffic flows when needed, and methods to ensure continued access by emergency vehicles. During project construction, access to existing land uses shall be maintained at all times, with detours used as necessary during road closures. At a minimum, the plan shall include the following:</p> <ul style="list-style-type: none"> • Description of trucks including number and size of trucks per day (i.e., 85 trucks per day), expected arrival/departure times, and truck circulation patterns. • Description of staging area including location, maximum number of trucks simultaneously permitted in staging area, use of traffic control personnel, and specific signage. • Description of street closures and/or bicycle and pedestrian facility closures including duration, advance warning and posted signage, safe and efficient access routes for existing businesses and emergency vehicles, and use of manual traffic control. • Description of driveway access plan including provisions for safe vehicular, pedestrian, and bicycle travel, minimum distance from any open trench, special signage, and private vehicle access. 	G	CD (E), PW
-----	---------	---	---	------------

27.		<p><i>Prepare Traffic Control Plan.</i></p> <p>Prior to construction, a Traffic Control Plan for roadways and intersections affected by construction shall be prepared. The Traffic Control Plan shall designate haul routes and comply with requirements in the encroachment permits issued by the City of Rancho Cordova, Sacramento County, and Caltrans and any other local agencies, including but not limited to the City, if applicable. The Traffic Control Plan to be prepared by the project construction contractor(s) shall, at minimum, include the following measures:</p> <ul style="list-style-type: none"> ▶ Maintaining the maximum amount of travel lane capacity during non-construction periods, possible, and advanced notice to drivers through the provision of construction signage. ▶ Maintaining alternate one-way traffic flow past the lay down area and site access when feasible. ▶ Heavy trucks and other construction transport vehicles shall avoid the busiest commute hours (7 a.m. to 8 a.m. and 5 p.m. to 6 p.m. on weekdays). ▶ A minimum 72-hour advance notice of access restrictions for residents, businesses, and local emergency response agencies. This shall include the identification of alternative routes and detours to enable for the avoidance of the immediate construction zone. ▶ A phone number and community contact for inquiries about the schedule of the construction throughout the construction period. This information will be posted in a local newspaper, via the City’s web site, or at City Hall and will be updated on a monthly basis. 	G	CD (E)
28.		<p><i>Assess Pre-Off-site Water Facilities Roadway Conditions.</i></p> <p>Prior to construction, the owner/applicant shall be responsible for assessing current road conditions for off-site improvement haul routes including the local access roads and develop post construction road restoration requirements. As part of the encroachment permitting process, an agreement shall be entered into with applicable jurisdictions prior to construction that details post construction road restoration requirements. Staff with Sacramento County or Folsom shall review the post construction restoration standards for each of the affected roadways. The owner/applicant shall perform roadway repairs or rehabilitation as necessary such that post construction requirements are met.</p>	G	CD (E)

29.	<p>3A.2-4a 3A.2-4b</p>	<p><i>Develop and Implement a Plan to Reduce Exposure of Sensitive Receptors to Construction-Generated Toxic Air Contaminant Emissions.</i></p> <p>The owner/applicant(s) shall develop a plan to reduce the exposure of sensitive receptors to TACs generated by project construction activity. Each plan shall be developed by the owner/applicant(s) in consultation with SMAQMD. The plan shall be submitted to the City for review and approval before the approval of any grading plans.</p> <p>The plan may include such measures as scheduling activities when the residences are the least likely to be occupied, requiring equipment to be shut off when not in use, and prohibiting heavy trucks from idling for more than 3 minutes. Applicable measures shall be included in all project plans and specifications for all project phases.</p> <p>Signs shall be posted at all truck loading areas which indicate that diesel-powered trucks must be shut off when not in use for longer than 3 minutes on the premises in order to reduce idling emissions.</p> <p>The implementation and enforcement of all measures identified in each plan shall be funded by the owner/applicant for the respective phase of development.</p>	G	<p>CD (E) SMAQMD</p>
30.	<p>3B.2-3b</p>	<p><i>Conduct Project-Level Diesel Particulate Matter (DPM) Screening and Implement Measures to Reduce Annual DPM to Acceptable Concentrations.</i></p> <p>Screening-level DPM assessments shall be conducted for diesel-powered pump operations proposed within 200 feet of residences or other sensitive receptors. These analyses should include exact distances between the receptors and operations, and include the actual DPM emissions for the engines proposed. If the analysis shows an annual average DPM concentration from project operations at residences within 200 feet of the DPM source to be greater than 0.024 µg/m³, the engine location shall be moved to a location where the annual average DPM concentration from project emissions at the residences is less than 0.024 µg/m³. The acceptable concentration of 0.024 µg/m³ was determined using the current OEHHA cancer potency factor and methodology for diesel exhaust (OEHHA 2003). If diesel exhaust concentrations at the affected receptor would be below 0.024 µg/m³, then the cancer health risk would be less than 9.9 cancers in a million population.</p>	G	<p>CD (E)(P)</p>

31.	3B 4-1a	<p><i>Implement Greenhouse Gas Reduction Measures during Construction.</i></p> <p>Prior to approval of a grading permit, the owner/applicant(s) shall stipulate that these measures be implemented within the project notes.</p> <p>1) Construction vehicles and equipment will be properly maintained at all times in accordance with manufacturer’s specifications, including proper tuning and timing of engines. Equipment maintenance records and equipment design specification data sheets shall be kept on-site during construction and demolition activities and subject to inspection by the Sacramento Metropolitan Air Quality Management District (SMAQMD).</p> <p>2) Operators will turn off all construction vehicles and equipment and all delivery vehicles when not in use, and not allow idling for more than 3 minutes or for such other more restrictive time as may be required in law or regulation.</p> <p>3) On-site construction vehicles and equipment will use Air Resources Board (ARB)-certified biodiesel fuel if available (a minimum of B20, or 20 percent of biodiesel) except for those with warranties that would be voided if B20 biodiesel fuel were used. Prior to issuance of grading or demolition permits, the contractor shall provide documentation to the City that verifies whether any equipment is exempt; that a biodiesel supply has been secured; and that the construction contractor is aware that the use of biodiesel is required.</p> <p>4) A Solid Waste Diversion and Recycling Plan (or such other documentation to the satisfaction of the City) shall be in place that demonstrates the diversion from landfills and recycling of all nonhazardous, salvageable and re-useable wood, metal, plastic and paper products during construction and demolition activities. The Plan or other documentation shall include the name of the waste hauler, their assumed destination for all waste and recycled materials, and the procedures that will be followed to ensure implementation of this measure.</p>	G	CDD(E), (P)
-----	---------	--	---	-------------

31. cont.		<p>For those areas that would be disturbed as part of the U.S. 50 interchange improvements, it is anticipated that Caltrans would coordinate with the development and implementation of the overall project SWPPP, or develop and implement its own SWPPP specific to the interchange improvements, to ensure that water quality degradation would be avoided or minimized to the maximum extent practicable.</p> <p>Mitigation for the off-site elements outside of the City of Folsom’s jurisdictional boundaries shall be coordinated by the owner/applicant of each applicable project phase with El Dorado County and Caltrans.</p>		
32.	3A 4-1	<p><i>Implement Additional Measures to Control Construction-Generated Greenhouse Gas Emissions</i></p> <p>Prior to approval of a grading permit, the owner/applicant(s) shall obtain the most current list of greenhouse gas reduction measures that are recommended by Sacramento Metropolitan Air Quality Management District (SMAQMD) and stipulate how those measures be implemented within the project notes. The owner/ applicant(s) may submit to the City and SMAQMD a report that substantiates why specific measures are considered infeasible for construction of that particular development phase and/or at that point in time. The report, including the substantiation for not implementing particular greenhouse gas reduction measures, shall be approved by the City, in consultation with SMAQMD prior to approval of a grading permit. In addition to SMAQMD-recommended measures, construction activity shall comply with all applicable rules and regulations established by SMAQMD and California Air Resources Board.</p>	G	<p>CD (E)(P)</p> <p>SMAQMD</p> <p>CARB</p>

33.	3A.2-1g	<p><i>Pay Off-site Mitigation Fee to SMAQMD to Off-Set NOX Emissions Generated by Construction of Off-site Elements.</i></p> <p>The off-site elements could result in construction-generated NOX emissions that exceed the SMAQMD threshold of significance, even after implementation of the SMAQMD Enhanced Exhaust Control Practices (listed in Mitigation Measure 3A.2-1a). Therefore, the owner/applicant shall pay SMAQMD an off-site mitigation fee for implementation of each off-site element in for the purpose of reducing NOX emissions to a less-than-significant level (i.e., less than 85 lb/day).</p> <p>The specific fee amounts shall be calculated when the daily construction emissions can be more accurately determined. Calculation of fees associated with each off-site element shall be conducted by the owner/applicant in consultation with SMAQMD staff before the approval of respective grading plans. The calculation of daily NOX emissions shall be based on the cost rate established by SMAQMD at the time the calculation and payment are made. Because the fee is based on the mass quantity of emissions that exceed SMAQMD’s daily threshold of significance of 85 lb/day, total fees for construction of the off-site improvements would vary according to the timing and potential overlap of construction schedules for off-site elements.</p> <p>Mitigation for the off-site improvements outside of the City of Folsom’s jurisdictional boundaries shall be developed by the owner/applicant of each applicable project phase in consultation with the affected oversight agency(ies) (i.e., Sacramento County or Caltrans).</p>	G	CD (E)(P) SMAQMD
-----	----------------	--	---	---------------------

34.	3B.2-1a	<p><i>Develop and Implement a Construction NOX Reduction Plan.</i></p> <p>Consistent with SMAQMD requirements, the owner/applicant shall provide a plan for demonstrating that the heavy-duty (> 50 horsepower) off-road vehicles to be used in the construction project, including owned, leased and subcontractor vehicles, will achieve a project wide fleet-average 20% NOX reduction.</p> <p>Prior to construction, the owner/applicant's contractor shall submit to the SMAQMD a comprehensive inventory of all off-road construction equipment, equal to or greater than 50 horsepower, that will be used an aggregate of 40 or more hours during any portion of the construction. The inventory shall include the horsepower rating, engine production year, and projected hours of use or fuel throughput for each piece of equipment. The inventory shall be updated and submitted quarterly throughout the duration of the project, except that an inventory shall not be required for any 30-day period in which no construction activity occurs. At least 48 hours prior to the use of subject heavy-duty off-road equipment, the owner/applicant shall provide SMAQMD with the anticipated construction timeline including start date, and name and phone number of the project manager and on-site foreman.</p>	G,I	SMAQMD
35.	3B.2-1b	<p><i>Conduct Visible Emissions Testing and if Non-Compliance, Repair Equipment Immediately.</i></p> <p>The owner/applicant shall ensure that emissions from all off-road diesel powered equipment used on the project site do not exceed 40% opacity for more than three minutes in any one hour. Any equipment found to exceed 40% opacity (or Ringelmann 2.0) shall be repaired immediately, and the City and SMAQMD shall be notified within 48 hours of identification of non-compliant equipment. A visual survey of all in-operation equipment shall be made at least monthly, and a quarterly summary of the visual survey results shall be submitted throughout the duration of the project, except that the monthly summary shall not be required for any 30-day period in which no construction activity occurs. The monthly summary shall include the quantity and type of vehicles surveyed as well as the dates of each survey.</p>	G,I	CD (E)(P) SMAQMD

36	3A 2-2	<p><i>Folsom Plan Area Specific Plan Air Quality Mitigation Plan</i></p> <p>The owner/applicant shall implement all applicable measures in the Sacramento Metropolitan Air Quality Management District approved Folsom Plan Area Specific Plan Air Quality Mitigation Plan.</p>	G, I, B	<p>Sacramento Metropolitan Air Quality Management District</p> <p>CD (E) (P)</p>
37	3A2-5	<p><i>Naturally Occurring Asbestos</i></p> <p>Prior to the commencement of any site-disturbing activities, the owner/applicant shall demonstrate to the satisfaction of the Sacramento Metropolitan Air Quality Management District that Naturally Occurring Asbestos does not exist on site. To demonstrate the owner/applicant shall obtain the services of a California Certified Geologist to conduct a thorough site investigation of the development area per the protocol outlined in the California Geological Survey Special Report 124 to determine whether and where Naturally Occurring Asbestos is present in the soil and rock on the project site and/or areas that would be disturbed by the project. The site investigation shall include the collection of three soil and rock samples per acre to be analyzed via the California Air Resources Board 435 Method, or other acceptable method agreed upon by Sacramento Metropolitan Air Quality Management District and the City. If the investigation determines that Naturally Occurring Asbestos is not present on the project site, then the owner/applicant shall submit a Geologic Exemption to Sacramento Metropolitan Air Quality Management District as allowed under Title 17, Section 93105, Asbestos Airborne Toxic Control Measure for Construction, Grading, Quarrying, and Surface Mining (Asbestos ATCM). The owner/applicant shall submit proof of compliance with the above to the Community Development Department for review and approval prior to the commencement of any site-disturbing activities.</p> <p>If the site investigation determines that Naturally Occurring Asbestos is present on the project site, or alternatively if the owner/applicant elects to assume presence of trace Naturally Occurring Asbestos, then, prior to commencement of any ground disturbance activity, the owner/applicant shall submit to the Sacramento Metropolitan Air Quality Management District for review and approval an Asbestos Dust Mitigation Plan, including, but not limited to, control measures required by the Asbestos ATCM, such as vehicle speed limitations, application of water prior to and during ground</p>	G	<p>Sacramento Metropolitan Air Quality Management District</p> <p>CD (E) (P)</p>

37. cont.		<p>disturbance, keeping storage piles wet or covered, and track-out prevention and removal.</p> <p>The owner/applicant shall submit proof of compliance with the above to the Community Development Department for review and approval prior to the commencement of any site-disturbing activities. Upon approval of the Asbestos Dust Control Plan by the Sacramento Metropolitan Air Quality Management District, the owner/applicant shall ensure that construction contractors implement the terms of the plan throughout the construction period. If Naturally Occurring Asbestos is determined to be located on the surface of the project site, all surface soil containing Naturally Occurring Asbestos shall be replaced with clean soil or capped with another material (e.g., cinder or rubber), subject to review and approval by the City Engineer.</p>		
38.	3A 2-1h	<p><i>Analyze and Disclose Projected PM10 Emission Concentrations at Nearby Sensitive Receptors Resulting from Construction of Off-site Elements.</i></p> <p>Prior to construction of any improvements that would involve site grading or earth disturbance activity that would exceed 15 acres in one day, the responsible agency or its selected consultant shall conduct detailed dispersion modeling of construction-generated PM10 emissions pursuant to Sacramento Metropolitan Air Quality Management District guidance that is in place at the time the analysis is performed.</p>	G	<p>Sacramento Metropolitan Air Quality Management District</p> <p>Caltrans</p> <p>Sacramento County</p> <p>CD (E) (P)</p>

38 cont.		<p>Sacramento Metropolitan Air Quality Management District emphasizes that PM10 emission concentrations at nearby sensitive receptors be disclosed in project-level CEQA analysis. Each project-level analysis shall incorporate detailed parameters of the construction equipment and activities, including the year during which construction would be performed, as well as the proximity of potentially affected receptors, including receptors proposed by the project that exist at the time the construction activity would occur. If the modeling analysis determines that construction activity would result in an exceedance or substantial contribution to the California Ambient Air Quality Standards and National Ambient Air Quality Standards at a nearby receptor, then the owner/applicant shall require their respective contractors to implement additional measures for controlling construction-generated PM10 exhaust emission and fugitive PM10 dust emissions in accordance with Sacramento Metropolitan Air Quality Management District guidance, requirements, and/or rules that apply at the time the project-level analysis is performed. It is likely that these measures would be the same or similar to those listed as Enhanced Fugitive PM Dust Control Practices for Soil Disturbance Areas and Unpaved Roads and Enhanced Exhaust Control Practices. Dispersion modeling is not required for the two El Dorado County roadway connections because the total amount of disturbed acreage is expected to be less than the EDCAQMD screening level of 12 acres.</p> <p>Mitigation for the any construction outside of the City of Folsom’s jurisdictional boundaries shall be developed by the owner/applicant(s) of each applicable project phase in consultation with the affected oversight agency(ies) (i.e., Sacramento County or Caltrans).</p>		
----------	--	--	--	--

39.	<p><i>3A 2-1a</i> <i>3A 2-1d</i> <i>3A 2-1f</i></p>	<p><i>Basic Construction Emission Control Practices</i></p> <p>The owner/applicant shall implement Sacramento Metropolitan Air Quality Management District 's list of Basic Construction Emission Control Practices, Enhanced Fugitive Particulate Matter Dust Control Practices (listed below), and Enhanced Exhaust Control Practices or whatever mitigation measures are recommended by Sacramento Metropolitan Air Quality Management District at the time individual portions of the site undergo construction. In addition to Sacramento Metropolitan Air Quality Management District –recommended measures, construction operations shall comply with all applicable Sacramento Metropolitan Air Quality Management District rules and regulations.</p> <p>The following shall be noted on Grading Plans and building construction plans:</p> <p>Basic Construction Emission Control Practices</p> <ul style="list-style-type: none"> • Water all exposed surfaces two times daily. Exposed surfaces include, but are not limited to soil piles, graded areas, unpaved parking areas, staging areas, and access roads. The owner/applicant shall not be permitted to use potable water from the City of Folsom water system for grading and/or construction while the City is in a stage 3 (water warning), stage 4 (water crisis), or stage 5 (water emergency) conservation stage as determined by the City and in conformance with Chapter 13.26 Water Conservation of the Folsom Municipal Code (FMC). The City may prohibit the use of potable water for grading and/or construction purposes on the project in its sole discretion regardless of the Water Conservation Stage. • Cover or maintain at least two feet of free board space on haul trucks transporting soil, sand, or other loose material on the site. Any haul trucks that would be traveling along freeways or major roadways shall be covered. 	G, I, B	<p>Sacramento Metropolitan Air Quality Management District</p> <p>CD (E) (P)</p>
-----	---	---	---------	--

39 cont.	3A 2-1a 3A 2-1d 3A 2-1f	<p>Use wet power vacuum street sweepers to remove any visible trackout mud or dirt onto adjacent public roads at least once a day. Use of dry power sweeping is prohibited.</p> <ul style="list-style-type: none"> • Limit vehicle speeds on unpaved roads to 15 miles per hour (mph). • All roadways, driveways, sidewalks, parking lots to be paved should be completed as soon as possible. In addition, building foundations shall be laid as soon as possible after grading unless seeding or soil binders are used. • Minimize idling time either by shutting equipment off when not in use or reducing the time of idling to 5 minutes (as required by the state airborne toxics control measure [Title 13, Section 2485 of the California Code of Regulations]). Provide clear signage that posts this requirement for workers at the entrances to the site. • Maintain all construction equipment in proper working condition according to manufacturer’s specifications. The equipment shall be checked by a certified mechanic and determine to be running in proper condition before it is operated. <p>Enhanced Fugitive Particulate Matter Dust Control Practices – Soil Disturbance Areas</p> <ul style="list-style-type: none"> • Water exposed soil with adequate frequency for continued moist soil. However, do not overwater to the extent that sediment flows off the site. • Suspend excavation, grading, and/or demolition activity when wind speeds exceed 20 mph. • Install wind breaks (e.g., plant trees, solid fencing) on windward side(s) of construction areas. • Plant vegetative ground cover (fast-germinating native grass seed) in disturbed areas as soon as possible. Water appropriately until vegetation is established. 	G, I, B	<p>Sacramento Metropolitan Air Quality Management District</p> <p>CD (E) (P)</p>
----------	-------------------------------	---	---------	--

39 cont.	3A 2-1a 3A 2-1d 3A 2-1f	<p>Enhanced Fugitive Particulate Matter Dust Control Practices – Unpaved Roads</p> <ul style="list-style-type: none"> • Install wheel washers for all exiting trucks, or wash off all trucks and equipment leaving the site. • Treat site accesses to a distance of 100 feet from the paved road with a 6 to 12-inch layer of wood chips, mulch, or gravel to reduce generation of road dust and road dust carryout onto public roads. • Post a publicly visible sign with the telephone number and person to contact at the construction site regarding dust complaints. This person shall respond and take corrective action within 48 hours. The phone number of Sacramento Metropolitan Air Quality Management District and the City contact person shall also be posted to ensure compliance. <p>Enhanced Exhaust Control Practices</p> <p>The owner/applicant shall provide a plan, for approval by the City of Folsom Community Development Department and Sacramento Metropolitan Air Quality Management District, demonstrating that the heavy-duty (50 horsepower [hp] or more) offroad vehicles to be used in the construction project, including owned, leased, and subcontractor vehicles, will achieve a project wide fleet-average 20% NOX reduction and 45% particulate reduction compared to the most current California Air Resources Board (ARB) fleet average that exists at the time of construction. Acceptable options for reducing emissions may include use of late-model engines, low-emission diesel products, alternative fuels, engine retrofit technology, after-treatment products, and/or other options as they become available.</p>	G, I, B	<p>Sacramento Metropolitan Air Quality Management District</p> <p>CD (E) (P)</p>
----------	-------------------------------	--	---------	--

39 cont.	3A 2-1a 3A 2-1d 3A 2-1f	<p>The owner/applicant shall submit to the City of Folsom Community Development Department and Sacramento Metropolitan Air Quality Management District a comprehensive inventory of all off-road construction equipment, equal to or greater than 50 hp, that would be used an aggregate of 40 or more hours during any portion of the construction project. The inventory shall include the horsepower rating, engine production year, and projected hours of use for each piece of equipment. The inventory shall be updated and submitted monthly throughout the duration of the project, except that an inventory shall not be required for any 30-day period in which no construction activity occurs. At least 48 hours prior to the use of heavy-duty off-road equipment, the project representative shall provide Sacramento Metropolitan Air Quality Management District with the anticipated construction timeline including start date, and name and phone number of the project manager and on-site foreman.</p> <p>Sacramento Metropolitan Air Quality Management District’s Construction Mitigation Calculator can be used to identify an equipment fleet that achieves this reduction (Sacramento Metropolitan Air Quality Management District 2007a). The project shall ensure that emissions from all off-road diesel powered equipment used within the project area do not exceed 40% opacity for more than three minutes in any one hour. Any equipment found to exceed 40 percent opacity (or Ringelmann 2.0) shall be repaired immediately, and the City and Sacramento Metropolitan Air Quality Management District shall be notified within 48 hours of identification of non-compliant equipment. A visual survey of all in-operation equipment shall be made at least weekly, and a monthly summary of the visual survey results shall be submitted throughout the duration of the project, except that the monthly summary shall not be required for any 30-day period in which no construction activity occurs. The monthly summary shall include the quantity and type of vehicles surveyed as well as the dates of each survey. Sacramento Metropolitan Air Quality Management District staff and/or other officials may conduct periodic site inspections to determine compliance. Nothing in this mitigation measure shall supersede other Sacramento Metropolitan Air Quality Management District or state rules or regulations.</p>	G, I, B	Sacramento Metropolitan Air Quality Management District CD (E) (P)
----------	-------------------------------	--	---------	---

39 cont.	3A 2-1a 3A 2-1d 3A 2-1f*	If at the time of grading and/or construction, Sacramento Metropolitan Air Quality Management District has adopted a regulation or new guidance applicable to construction emissions, compliance with the regulation or new guidance may completely or partially replace this mitigation if it is equal to or more effective than the mitigation contained herein, and if Sacramento Metropolitan Air Quality Management District so permits. Such a determination shall be supported by a project-level analysis and be approved by Sacramento Metropolitan Air Quality Management District.	G, I, B	Sacramento Metropolitan Air Quality Management District CD (E) (P)
40.	3B.2-1c	<p><i>Implement Fugitive Dust Control Measures and a Particulate Matter Monitoring Program during Construction.</i></p> <p>The owner/applicant shall implement fugitive dust control measures and a particulate matter monitoring program during construction. The owner/applicant shall ensure implementation of dust control measures and a particulate matter monitoring program during each phase of construction. Dust control measures may include, but are not limited to, the following:</p> <ul style="list-style-type: none"> ▶ minimize on-site construction vehicle speeds on unpaved surfaces; ▶ post speed limits; ▶ suspend grading operations when wind speeds exceed 20 m.p.h. ▶ pave, water, use gravel, cover, or spray a dust-control agent on all haul roads; ▶ Prohibit no open burning of vegetation during project construction; ▶ Chip or deliver vegetative material to waste-to-energy facilities; ▶ reestablish vegetation as soon as possible after construction and maintain vegetation consistent with the parameters established in Condition 39; ▶ clean earthmoving construction equipment with water once daily and clean all haul trucks leaving the site; and ▶ water and keep moist exposed earth surfaces, graded areas, storage piles, and haul roads as needed to prevent fugitive dust. 	G,I	CD (E)(P)
41.		<p><i>Minimum Pad Elevations for Noise Attenuation</i></p> <p>The elevation of all building pads shall be no less than those shown on the preliminary grading and drainage plan dated March 9, 2017.</p>	G,I	CD (E) (P)

42.	3B.2-3a	<i>Locate Pump Stations Away from Sensitive Receptors.</i> New pumping stations including back-up diesel generators shall be located more than 200 feet away from sensitive receptors. Electrically-powered pumps shall be used to power new pumps, to the extent practicable.	I	CD (E)
43.	3B.11-1a	<i>Limit Construction Hours.</i> Construction activities shall be limited to daylight hours between 7 a.m. and 7 p.m. Monday through Friday, and 9 a.m. and 5 p.m. on Saturday. No construction shall be allowed on Sundays or holidays.	I	CD (E), PW
44.	3B.11-1b	<i>Minimize Noise from Construction Equipment and Staging.</i> Construction equipment noise shall be minimized during project construction by muffling and shielding intakes and exhaust on construction equipment (per the manufacturer’s specifications) and by shrouding or shielding impact tools, where used. The City’s construction specifications shall also require that the contractor select staging areas as far as feasibly possible from sensitive receptors.	G,I	CD (E), PW
45.	3B.11-1c	<i>Maximize the Use of Noise Barriers.</i> Construction contractors shall locate fixed construction equipment (such as compressors and generators) and construction staging areas as far as possible from nearby residences. If feasible, noise barriers shall be used at the construction site and staging area. Temporary walls, stockpiles of excavated materials, or moveable sound barrier curtains would be appropriate in instances where construction noise would exceed 90 dBA and occur within less than 50 feet from a sensitive receptor. The final selection of noise barriers will be subject to the City’s approval and shall provide a minimum 10 dBA reduction in construction noise levels.	G,I	CD (E)(P)
46.	3B.11-1d	<i>Prohibit Non-Essential Noise Sources During Construction.</i> No amplified sources (e.g., stereo “boom boxes”) shall be used in the vicinity of residences during project construction.	G,I,B	CD (E)(P)
47.	3B.11-1e	<i>Monitor Construction Noise and Provide a Mechanism for Filing Noise Complaints.</i> The owner/applicant shall provide an on-site complaint and enforcement manager that shall track and respond to noise complaints during grading and construction. The City shall also provide a mechanism for residents, businesses, and agencies to register complaints with the City if construction noise levels are overly intrusive or construction occurs outside the required hours.	G,I	CD (E)(P)

48.	<p>3A 11-1</p> <p>3B1-3a</p>	<p><i>Implement Noise-Reducing Construction Practices, Prepare and Implement a Noise Control Plan, and Monitor and Record Construction Noise near Sensitive Receptors.</i></p> <p>The owner/applicant shall prepare and implement a construction noise management plan. This plan shall identify specific measures to ensure compliance with the noise control measures specified below. The noise control plan shall be submitted to the City of Folsom before any noise-generating construction activity begins and shall be noted on Grading Plans and building construction plans. Grading and construction shall not commence until the construction noise management plan is approved by the City of Folsom.</p> <ul style="list-style-type: none"> • Noise-generating construction operations shall be limited to the hours between 7 a.m. and 7 p.m. Monday through Friday, and between 8 a.m. and 5 p.m. on Saturdays. No construction is allowed on Sundays. These hours may be expanded to include Saturday and Sunday between 8 a.m. and 6 p.m. provided there are no sensitive receptors within 1500 feet, subject to the sole discretion of the city. • All construction equipment and equipment staging areas (including rock crushing operations) shall be located as far as possible from nearby noise-sensitive land uses. • All construction equipment shall be properly maintained and equipped with noise-reduction intake and exhaust mufflers and engine shrouds, in accordance with manufacturers' recommendations. Equipment engine shrouds shall be closed during equipment operation. • All motorized construction equipment shall be shut down when not in use to prevent idling. • Individual operations and techniques shall be replaced with quieter procedures (e.g., using welding instead of riveting, mixing concrete off- site instead of on-site). 	G, I, B	<p>CD (P) CD (E) (B)</p>
-----	--	---	---------	---

48. cont.		<ul style="list-style-type: none"> • Noise-reducing enclosures shall be used around stationary noise-generating equipment (e.g., compressors and generators) as planned phases are built out and future noise sensitive receptors are located within close proximity to future construction activities. • Written notification of construction activities shall be provided to all noise-sensitive receptors located within 850 feet of construction activities. Notification shall include anticipated dates and hours during which construction activities are anticipated to occur and contact information, including a daytime telephone number, for the project representative to be contacted in the event that noise levels are deemed excessive. Recommendations to assist noise-sensitive land uses in reducing interior noise levels (e.g., closing windows and doors) shall also be included in the notification. • To the extent feasible, acoustic barriers (e.g., lead curtains, sound barriers) shall be constructed to reduce construction-generated noise levels at affected noise-sensitive land uses. The barriers shall be designed to obstruct the line of sight between the noise-sensitive land use and on-site construction equipment. When installed properly, acoustic barriers can reduce construction noise levels by approximately 8–10 dB (EPA 1971). • When future noise sensitive uses are within close proximity to prolonged construction noise, noise-attenuating buffers such as structures, truck trailers, or soil piles shall be located between noise sources and future residences to shield sensitive receptors from construction noise. 		
49.	3B.16-3a	<p><i>Minimize Utility Conflicts by Implementing an Underground Services Alert.</i> Underground utilities and service connections shall be identified prior to commencing any excavation work through the implementation of an Underground Services Alert (USA). The exact utility locations will be determined by hand-excavated test pits dug at locations determined and approved by the construction manager (also referred to as “pot-holing”). Temporary disruption of service may be required to allow for construction. No service on such lines would be disrupted until prior approval is received from the construction manager and the service provider.</p>	G	CD (E)(P) Underground Services Alert

50.		<p>Grading in Utility Easement The owner/applicant shall obtain a consent agreement, letter of waiver and/or an encroachment permit from Pacific Gas and Electric, SMUD, WAPA, etc. for any proposed grading and/or construction in any existing tower line and/or underground facility easement. The owner/applicant shall provide the approved consent agreement, letter of waiver and/or encroachment permit to the City prior to approval of any grading and/or improvement plans.</p>		
51.	3A-7.3	<p>Prepare and Implement the Appropriate Grading and Erosion Control Plan. Prior to issuance of a grading permit, the owner/applicant shall retain a California Registered Civil Engineer to prepare a grading and erosion and sedimentation control plan. The grading and erosion and sedimentation control plan shall be submitted to the Community Development Department prior to issuance of a grading permit. The plan shall be consistent with the City’s Grading Ordinance, where applicable, the state’s NPDES permit, the FPASP preliminary grading plans and shall include the site-specific grading associated with development for all project phases.</p> <p>The plans referenced above shall include the location, implementation schedule, and maintenance schedule of all erosion and sediment control measures, a description of measures designed to control dust and stabilize the construction-site road and entrance, and a description of the location and methods of storage and disposal of construction materials. Erosion and sediment control measures could include the use of temporary detention basins, berms, swales, wattles, and silt fencing, and covering or watering of stockpiled soils to reduce wind erosion. Stabilization on steep slopes could include construction of retaining walls and reseeded with vegetation after construction. Stabilization of construction entrances to minimize trackout (control dust) is commonly achieved by installing filter fabric and crushed rock to a depth of approximately 1 foot.</p> <p>The owner/applicant(s) shall ensure that the construction contractor is responsible for securing a source for transportation and deposition of excavated materials.</p>	G	CD (E)

52.	3A7-3	<p><i>Erosion Control Plan</i> Prior to the approval of the final facilities design, commencement of grading and/or construction activities, the owner/applicant shall submit an erosion control plan to the City for review and approval. The plan shall identify protective measures to be taken during excavation, temporary stockpiling, any reuse or disposal, and revegetation. Specific techniques may be based upon geotechnical reports, the <u>Erosion and Sediment Control Handbook</u> of the State of California Department of Conservation, and shall comply with all updated City standards.</p>	G	CD (E)
53.	3A7-3	<p><i>Erosion and sedimentation control measures</i> Erosion and sedimentation control measures shall be incorporated into all grading and/or construction plans. These measures shall conform to the City of Folsom requirements and the County of Sacramento <u><i>Erosion and Sedimentation Control Standards and Specifications</i></u>-current edition and as directed by the Community Development Department.</p>	G	CD (E)

54.	3A 9-1	<p><i>Acquire Appropriate Regulatory Permits and Prepare and Implement Stormwater Pollution Prevention Plan (SWPPP) and Best Management Practices (BMPs).</i></p> <p>The owner/applicant of the project disturbing one or more acres (including phased construction of smaller areas which are part of a larger project) shall obtain coverage under the State Water Resources Control Board’s National Pollution Discharge Elimination System stormwater permit for general construction activity (Order 2009-0009-DWQ), including preparation and submittal of a project-specific Storm Water Pollution Prevention Plan at the time the Notice of Intent is filed. The Storm Water Pollution Prevention Plan and other appropriate plans shall identify and specify:</p> <ul style="list-style-type: none"> ○ the use of an effective combination of robust erosion and sediment control BMPs and construction techniques accepted by the local jurisdictions for use in the project area at the time of construction, that shall reduce the potential for runoff and the release, mobilization, and exposure of pollutants, including legacy sources of mercury from project-related construction sites. These may include but would not be limited to temporary erosion control and soil stabilization measures, sedimentation ponds, inlet protection, perforated riser pipes, check dams, and silt fences ● the implementation of approved local plans, non-stormwater management controls, permanent post-construction BMPs, and inspection and maintenance responsibilities; ● the pollutants that are likely to be used during construction that could be present in stormwater drainage and nonstormwater discharges, including fuels, lubricants, and other types of materials used for equipment operation; ● spill prevention and contingency measures, including measures to prevent or clean up spills of hazardous waste and of hazardous materials used for equipment operation, and emergency procedures for responding to spills; 	G	CD (E)
-----	--------	---	---	--------

<p>54. cont.</p>		<ul style="list-style-type: none"> • personnel training requirements and procedures that shall be used to ensure that workers are aware of permit requirements and proper installation methods for BMPs specified in the Storm Water Pollution Prevention Plan; and • the appropriate personnel responsible for supervisory duties related to implementation of the Storm Water Pollution Prevention Plan. <p>Where applicable, Best Management Practices identified in the Storm Water Pollution Prevention Plan shall be in place throughout all site work and construction/demolition activities and shall be used in all subsequent site development activities. Best Management Practices may include, but are not limited to, such measures as those listed below:</p> <ul style="list-style-type: none"> • Implementing temporary erosion and sediment control measures in disturbed areas to minimize discharge of sediment into nearby drainage conveyances, in compliance with state and local standards in effect at the time of construction. These measures may include silt fences, staked straw bales or wattles, sediment/silt basins and traps, geofabric, sandbag dikes, and temporary vegetation. • Establishing permanent vegetative cover to reduce erosion in areas disturbed by construction by slowing runoff velocities, trapping sediment, and enhancing filtration and transpiration. • Using drainage swales, ditches, and earth dikes to control erosion and runoff by conveying surface runoff down sloping land, intercepting and diverting runoff to a watercourse or channel, preventing sheet flow over sloped surfaces, preventing runoff accumulation at the base of a grade, and avoiding flood damage along roadways and facility infrastructure. <p>A copy of the approved Storm Water Pollution Prevention Plan shall be maintained and available at all times on the construction site.</p>	<p>G</p>	<p>CD (E)</p>
----------------------	--	---	----------	---------------

55.	3A-9.2	<p><i>Prepare and Submit Final Drainage Plans and Implement Requirements Contained in Those Plans.</i></p> <p>The owner/applicant shall submit a final drainage plan to the City demonstrating that off-site upstream runoff will be appropriately conveyed through the Folsom Plan Area, and that project-related on-site runoff will be appropriately conveyed and contained in detention basins or managed through other improvements (e.g., source controls, biotechnical stream stabilization) to reduce flooding and hydromodification impacts and provide water quality treatment.</p> <p>The plans shall include, but not be limited to, the following items:</p> <ul style="list-style-type: none"> • a drainage swale, located at the base of the noise berm, shall be included to prevent sheet flow from the berm flowing onto the Class 1 bike trail. Inlets and under drains shall be included as necessary. • an accurate calculation of pre-project and post-project runoff scenarios, obtained using appropriate engineering methods, that accurately evaluates potential changes to runoff, including increased surface runoff; • runoff calculations for the 10-year and 100-year (0.01 AEP) storm events (and other, smaller storm events as required) shall be performed and the trunk drainage pipeline sizes confirmed based on alignments and detention facility locations finalized in the design phase; • a description of the proposed maintenance program for the on-site drainage system; • project-specific standards for installing drainage systems; • City flood control design requirements and measures designed to comply with them; Implementation of stormwater management BMPs that avoid increases in the erosive force of flows beyond a specific range of conditions needed to limit hydromodification and maintain current stream geomorphology. These Best Management Practices will be designed and constructed in accordance with the forthcoming Stormwater Quality Partnership Hydromodification Management Plan (to be adopted by the Regional Water Quality Control Board) and may include, but are not limited to, the following: 	G, I	CD (E)
-----	--------	---	------	--------

55 cont.	3A-9.2	<ul style="list-style-type: none"> i. Use of Low Impact Development (LID) techniques to limit increases in stormwater runoff at the point of origination (these may include, but are not limited to: surface swales; replacement of conventional impervious surfaces with pervious surfaces [e.g., porous pavement]; impervious surfaces disconnection; and trees planted to intercept stormwater); ii. Enlarged detention basins to minimize flow changes and changes to flow duration characteristics; iii. Bioengineered stream stabilization to minimize bank erosion, utilizing vegetative and rock stabilization, and inset floodplain restoration features that provide for enhancement of riparian habitat and maintenance of natural hydrologic and channel to floodplain interactions; iv. Minimize slope differences between any stormwater or detention facility outfall channel with the existing receiving channel gradient to reduce flow velocity; and v. Minimize to the extent possible detention basin, bridge embankment, and other encroachments into the channel and floodplain corridor, and utilize open bottom box culverts to allow sediment passage on smaller drainage courses. <p>The final drainage plan shall demonstrate to the satisfaction of the City of Folsom Community Development and Public Works Departments that 100-year (0.01 AEP) flood flows would be appropriately channeled and contained, such that the risk to people or damage to structures within or down gradient of the Folsom Plan Area would not occur, and that hydromodification would not be increased from pre-development levels such that existing stream geomorphology would be changed (the range of conditions should be calculated for each receiving water if feasible, or a conservative estimate should be used, e.g., an Ep of $1 \pm 10\%$ or other as approved by the Sacramento Stormwater Quality Partnership and/or City of Folsom).</p>	G	CD (E), PW
----------	--------	--	---	------------

56.		<p><i>Develop and Implement a BMP and Water Quality Maintenance Plan.</i> A detailed BMP and water quality maintenance plan shall be prepared by a qualified engineer retained by the owner/applicant(s) for the project. The plan shall finalize the water quality improvements and further detail the structural and nonstructural BMPs proposed for the project. The plan shall include the elements described below.</p> <ul style="list-style-type: none"> • A quantitative hydrologic and water quality analysis of proposed conditions incorporating the proposed drainage design features. • Predevelopment and post development calculations demonstrating that the proposed water quality BMPs meet or exceed requirements established by the City of Folsom and including details regarding the size, geometry, and functional timing of storage and release pursuant to the latest edition of the “Stormwater Quality Design Manual for Sacramento and South Placer Regions” (the City’s MS4NPDES permit, page 46) and El Dorado County’s NPDES SWMP (County of El Dorado 2004). • Source control programs to control water quality pollutants within the project, which may include but are not limited to recycling, street sweeping, storm drain cleaning, household hazardous waste collection, waste minimization, prevention of spills and illegal dumping, and effective management of public trash collection areas. • A pond management component for the proposed basins that shall include management and maintenance requirements for the design features and BMPs, and responsible parties for maintenance and funding. • LID control measures shall be integrated into the BMP and water quality maintenance plan. These may include, but are not limited to: <ul style="list-style-type: none"> • surface swales; • replacement of conventional impervious surfaces with pervious surfaces (e.g., porous pavement); • impervious surfaces disconnection; and • trees planted to intercept stormwater. 	G	CD (E)
-----	--	--	---	--------

56.cont.		<ul style="list-style-type: none"> • New stormwater facilities shall be placed along the natural drainage courses within the project to the extent practicable so as to mimic the natural drainage patterns. The reduction in runoff as a result of the LID configurations shall be quantified based on the runoff reduction credit system methodology described in “Stormwater Quality Design Manual for the Sacramento and South Placer Regions, Chapter 5 and Appendix D4” (SSQP 2007b) and proposed detention basins and other water quality BMPs shall be sized to handle these runoff volumes. <p>For those areas that would be disturbed as part of the U.S. 50 interchange improvements, it is anticipated that Caltrans would coordinate with the development and implementation of the overall project SWPPP, or develop and implement its own SWPPP specific to the interchange improvements, to ensure that water quality degradation would be avoided or minimized to the maximum extent practicable. Mitigation for the off-site improvements outside of the City of Folsom’s jurisdictional boundaries shall be coordinated by the owner/applicant of each applicable project phase with El Dorado County and Caltrans.</p>		
----------	--	---	--	--

57.	3A 8.7	<p><i>Prepare and Implement a Vector Control Plan in Consultation with the Sacramento-Yolo Mosquito and Vector Control District.</i></p> <p>To ensure that the operation and design of the stormwater system, including multiple planned detention basins, is consistent with the recommendations of the Sacramento-Yolo Mosquito and Vector Control District regarding mosquito control, the owner/applicant shall prepare and implement a Vector Control Plan. This plan shall be prepared in coordination with the Sacramento-Yolo Mosquito and Vector Control District and shall be submitted to the City for approval prior to issuance of the grading permit for the proposed detention basins under the City’s jurisdiction.</p> <p>The plan shall incorporate specific measures deemed sufficient by the City to minimize public health risks from mosquitoes, and as contained within the Sacramento-Yolo Mosquito and Vector Control District BMP Manual (Sacramento-Yolo Mosquito and Vector Control District 2008). The plan shall include, but is not limited to, the following components:</p> <ul style="list-style-type: none"> • Description of the project. • Description of detention basins and all water features and facilities that would control on-site water levels. • Goals of the plan. • Description of the water management elements and features that would be implemented, including: <ul style="list-style-type: none"> i. BMPs that would be implemented on-site; ii. public education and awareness; iii. sanitary methods used (e.g., disposal of garbage); iv. mosquito control methods used (e.g., fluctuating water levels, biological agents, pesticides, larvacides, circulating water); and v. stormwater management. 	G	CD (E) Sacto. County
-----	--------	--	---	-------------------------

57 cont.		<ul style="list-style-type: none"> • Long-term maintenance of the detention basins and all related facilities (e.g., specific ongoing enforceable conditions or maintenance by a homeowner’s association). <p>To reduce the potential for mosquitoes to reproduce in the detention basins, the owner/applicant shall coordinate with the Sacramento-Yolo Mosquito and Vector Control District to identify and implement BMPs based on their potential effectiveness for the site conditions. Potential BMPs could include, but are not limited to, the following:</p> <ul style="list-style-type: none"> • build shoreline perimeters as steep and uniform as practicable to discourage dense plant growth; • perform routine maintenance to reduce emergent plant densities to facilitate the ability of mosquito predators (i.e., fish) to move throughout vegetated area; • design distribution piping and containment basins with adequate slopes to drain fully and prevent standing water. The design slope should take into consideration buildup of sediment between maintenance periods. Compaction during grading may also be needed to avoid slumping and settling; • coordinate cleaning of catch basins, drop inlets, or storm drains with mosquito treatment operations; • enforce the prompt removal of silt screens installed during construction when no longer needed to protect water quality; • if the sump, vault, or basin is sealed against mosquitoes, with the exception of the inlet and outlet, submerge the inlet and outlet completely to reduce the available surface area of water for mosquito egg– laying (female mosquitoes can fly through pipes); and • design structures with the appropriate pumping, piping, valves, or other necessary equipment to allow for easy dewatering of the unit if necessary (Sacramento Yolo Mosquito and Vector Control District 2008). 	G	CD (E)
----------	--	---	---	--------

57 cont.		<ul style="list-style-type: none"> i. Surface swales; ii. Replacement of conventional impervious surfaces with pervious surfaces (e.g., porous pavement); iii. Impervious surfaces disconnection; and iv. Trees planted to intercept stormwater. 		CD (E)
58.	3B.9-1b	<p><i>Properly Dispose of Hydrostatic Test Water and Construction Dewatering in Accordance with the Central Valley Regional Water Quality Control Board</i></p> <p>All hydrostatic test water and construction dewatering shall be discharged to an approved land disposal area or drainage facility in accordance with Central Valley RWCQB requirements. The City or its construction contractor shall provide the Central Valley RWQCB with the location, type of discharge, and methods of treatment and monitoring for all hydrostatic test water discharges. Emphasis shall be placed on those discharges that would occur directly to surface water bodies.</p>	G	CD (E) CVRWQCB
59.		<p><i>State and Federal Permits</i></p> <p>The owner/applicant shall obtain all required State and Federal permits and provide evidence that said permits have been obtained, or that the permit is not required, subject to staff review prior to approval of any grading or improvement plan.</p>	G, I	CD (P) CD (E)

60.	3A 3-1a 3A 3-1b	<p><i>Clean Water Act Sections 401 and 404 Permits</i></p> <p>Prior to the approval of grading and improvement plans and before any groundbreaking activity associated with each distinct project phase, the owner/applicant shall secure all necessary permits obtained under Sections 401 and 404 of the Clean Water Act or the State’s Porter-Cologne Act and implement all permit conditions for the proposed project. All permits, regulatory approvals, and permit conditions for effects on wetland habitats shall be secured and conditions implemented before implementation of any grading activities within 250 feet of Waters of the U.S, or wetland habitats, including Waters of the State, that potentially support federally-listed species, or within 100 feet of any other Waters of the U.S. or wetland habitats, including Waters of the State. The owner/applicant shall adhere to all conditions outlined in the permits. The owner/applicant shall commit to replace, restore, or enhance on a “no net loss” basis (in accordance with United States Army Corps Of Engineers and the Central Valley Regional Water Quality Control Board) the acreage of all wetlands and other Waters of the U.S. that would be removed, lost, and/or degraded with implementation of the project. Wetland habitat shall be restored, enhanced, and/or replaced at an acreage and location and by methods agreeable to United States Army Corps Of Engineers, the Central Valley Regional Water Quality Control Board, and the City, as appropriate, depending on agency jurisdiction, and as determined during the Section 401 and Section 404 permitting processes. The boundaries of the 404 permit, including required buffers shall be shown on the grading plans.</p> <p>All mitigation requirements to satisfy the requirements of the City and the Central Valley Regional Water Quality Control Board, for impacts on the non-jurisdictional wetlands beyond the jurisdiction of United States Army Corps Of Engineers, shall be determined and implemented before grading plans are approved.</p> <p>All wetland mitigation compliance reports submitted to the Army Corps of Engineers shall also be copied concurrently to the City.</p>	G, I	<p>CD(P) CD (E) United States Army Corps. Of Engineers</p> <p>Central Valley Regional Water Quality Control Board</p>
-----	------------------------	---	------	--

61.		<p><i>Water Quality Certification</i> A water quality certification pursuant to Section 401 of the Clean Water Act is required before issuance of the record of decision and before issuance of the Section 404 permit. Before construction in any areas containing wetland features, the owner/applicant shall obtain water quality certification for the project. Any measures required as part of the issuance of water quality certification shall be implemented pursuant to the permit conditions.</p>	G	CD (E)
62.	3A3-4a.	<p><i>Master Streambed Alteration Agreement</i> The owner/applicant shall amend, if necessary, and implement the original Section 1602 Master Streambed Alteration Agreement received from California Department of Fish and Wildlife for all construction activities that would occur in the bed and bank of California Department of Fish and Wildlife jurisdictional features within the project site. As outlined in the Master Streambed Alteration Agreement, the owner/applicant shall submit a Sub-notification Form (SNF) to California Department of Fish and Wildlife 60 days prior to grading and/or the commencement of construction to notify California Department of Fish and Wildlife of the project.</p> <p>Any conditions of issuance of the Master Streambed Alteration Agreement shall be implemented as part of those project construction activities that would adversely affect the bed and bank within on-site drainage channels subject to California Department of Fish and Wildlife jurisdiction. The agreement shall be executed by the owner/applicant and California Department of Fish and Wildlife before the approval of any grading or improvement plans or any construction activities in any project phase that could potentially affect the bed and bank of on-site drainage channels under California Department of Fish and Wildlife jurisdiction.</p>	G	CD(P) CD (E) California Department of Fish and Wildlife

63.	3B 3-1c	<p><i>Restore All Waters Impacted by Trenching and Temporary Construction Staging</i> For all crossings of waters of the U.S. or State in which the use of trenchless technologies are not feasible, the City shall ensure that all waters impacted by trenching activities are restored to pre-project conditions. In addition, within 30 days following project construction, the owner/applicant shall ensure that all temporary construction staging areas within waters of the U.S. or State are restored to preproject conditions. At minimum, the City shall ensure that the following measures are implemented during construction:</p> <ul style="list-style-type: none"> ▶ Conduct trenching and construction activities across drainages during low-flow (e.g., <1 to 2 cfs) or dry periods as feasible; ▶ If working in active channels, install cofferdam upstream and downstream of stream crossing to separate construction area from flowing waterway; ▶ Place sediment curtains upstream and downstream of the construction zone to prevent sediment disturbed during trenching activities from being transported and deposited outside of the construction zone; ▶ Locate spoil sites such that they do not drain directly into the drainages or seasonal wetlands; ▶ Store equipment and materials away from the drainages and wetland areas. No debris will be deposited within 250 feet of the drainages and wetland areas; ▶ Prepare and implement a revegetation plan to restore vegetation in all temporarily disturbed wetlands and other waters using native species seed mixes and container plant material that are appropriate for existing hydrological conditions. 	G	CD (E)
-----	---------	--	---	--------

63 cont.		<p>Prior to the approval of grading and improvement plans and before any groundbreaking activity associated with grading and construction requiring fill of wetlands or other waters of the U.S. or waters of the state, the owner/applicant shall submit a wetland mitigation and monitoring plan (MMP) for the restoration of these waters within the selected water alignment to the US Army Corps of Engineers (USACE) and Central Valley Regional Water Quality Control Board (RWQCB) for review and approval of those portions of the plan over which they have jurisdiction. The Mitigation and Monitoring Plan (MMP) would have to be approved prior to issuance of a Section 404 permit. Once the final MMP is approved and implemented, mitigation monitoring shall continue for a minimum of 5 years from completion of restoration activities, or human intervention (including recontouring and grading), or until the performance standards identified in the approved MMP have been met, whichever is longer.</p> <p>At minimum, the MMP shall provide the following information:</p> <ul style="list-style-type: none"> ▶ A description and drawings showing the existing contours (elevation) and existing vegetation of the waters of the U.S. and State that would be impacted through trenching activities. This information shall include site photographs taken at each impacted water. ▶ Methods used to ensure that trenching within waters of the U.S. and State do not adversely alter existing hydrology, including the draining of the waters (e.g., use of cut-off walls). ▶ The methods used to restore the site to the original contour and condition, as well as a plan for the revegetation of the site following installation of the improvements. ▶ Proposed schedule for restoration activities 		
----------	--	---	--	--

64.	3A 3-2a	<p><i>Swainson's Hawk Nesting Habitat</i> A qualified biologist shall be retained by the owner/applicant to conduct preconstruction surveys and to identify active Swainson's Hawk nests on and within 0.5-mile of the project area. The surveys shall be conducted before the approval of grading and/or improvement plans (as applicable) and no less than 14 days and no more than 30 days before the beginning of grading and construction. To the extent feasible, guidelines provided in <i>Recommended Timing and Methodology for Swainson's Hawk Nesting Surveys in the Central Valley (Swainson's Hawk Technical Advisory Committee 2000)</i> shall be followed for surveys for Swainson's hawk. If no nests are found, no further mitigation is required.</p> <p>If active nests are found, impacts on nesting Swainson's Hawks shall be avoided by establishing appropriate buffers around the nests. No project activity shall commence within the buffer area until the young have fledged, the nest is no longer active, or until a qualified biologist has determined in coordination with California Department of Fish and Wildlife that reducing the buffer would not result in nest abandonment. California Department of Fish and Wildlife guidelines recommend implementation of 0.25- or 0.5-mile-wide buffers, but the size of the buffer may be adjusted if a qualified biologist and the City, in consultation with California Department of Fish and Wildlife, determine that such an adjustment would not be likely to adversely affect the nest. Monitoring of the nest by a qualified biologist during and after construction activities will be required if the activity has potential to adversely affect the nest.</p>	G	CD(P) CD (E) California Department of Fish and Wildlife
-----	---------	--	---	--

65.	3A 3-2b	<p><i>Swainson’s Hawk Habitat</i> Prior to the approval of grading and improvement plans, or before any ground-disturbing activities, whichever occurs first, the owner/applicant shall secure suitable Swainson’s Hawk foraging habitat to ensure appropriate mitigation of habitat value for Swainson’s Hawk foraging habitat that is permanently lost as a result of the project, as determined by the City after consultation with California Department of Fish and Wildlife and a qualified biologist.</p> <p>The habitat value or shall be based on Swainson’s Hawk nesting distribution and an assessment of habitat quality, availability, and use within the project area. The mitigation ratio shall be consistent with the 1994 DFG Swainson’s Hawk Guidelines included in the Staff Report Regarding Mitigation for Impacts to Swainson’s Hawks (<i>Buteo swainsoni</i>) in the Central Valley of California. If such mitigation shall be accomplished through purchase of credits at an approved mitigation bank, the transfer of fee title, or perpetual conservation easement, the ratio for habitat value shall be 0.5:1. If non-bank mitigation is proposed, the mitigation land shall be located within the known foraging area and within Sacramento County and the habitat value shall be 1:1. The City, after consultation with California Department of Fish and Wildlife, will determine the appropriateness of the mitigation land.</p> <p>The owner/applicant shall transfer said Swainson’s Hawk mitigation land, through either conservation easement or fee title, to a third-party, nonprofit conservation organization (Conservation Operator), with the City and California Department of Fish and Wildlife named as third-party beneficiaries. The Conservation Operator shall be a qualified conservation easement land manager that manages land as its primary function. Additionally, the Conservation Operator shall be a tax-exempt nonprofit conservation organization that meets the criteria of Civil Code Section 815.3(a) and shall be selected or approved by the City, after consultation with California Department of Fish and Wildlife. After consultation with California Department of Fish and Wildlife and the Conservation Operator, the City shall approve the content and form</p>	G	CD (P) California Department of Fish and Wildlife
-----	---------	--	---	--

65 cont.		<p>of the conservation easement. The City, California Department of Fish and Wildlife, and the Conservation Operator shall each have the power to enforce the terms of the conservation easement. The Conservation Operator shall monitor the easement in perpetuity to assure compliance with the terms of the easement.</p> <p>After consultation with the City, The owner/applicant, California Department of Fish and Wildlife, and the Conservation Operator, shall establish an endowment or some other financial mechanism that is sufficient to fund in perpetuity the operation, maintenance, management, and enforcement of the conservation easement. If an endowment is used, either the endowment funds shall be submitted to the City for impacts on lands within the City’s jurisdiction to an appropriate third-party nonprofit conservation agency, or they shall be submitted directly to the third-party nonprofit conservation agency in exchange for an agreement to manage and maintain the lands in perpetuity. The Conservation Operator shall not sell, lease, or transfer any interest of any conservation easement or mitigation land it acquires without prior written approval of the City and California Department of Fish and Wildlife.</p> <p>If the Conservation Operator ceases to exist, the duty to hold, administer, manage, maintain, and enforce the interest shall be transferred to another entity acceptable to the City and California Department of Fish and Wildlife. The City Planning Department shall ensure that mitigation habitat established for impacts on habitat within the City’s planning area is properly established and is functioning as habitat by conducting regular monitoring of the mitigation site(s) for the first ten years after establishment of the easement.</p>	G	CD(P) CD (E) California Department of Fish and Wildlife
----------	--	--	---	--

66.	3A 3-2a	<p><i>Burrowing Owl</i> A qualified biologist shall be retained by the owner/applicant to conduct a preconstruction survey to identify active Burrowing Owl burrows within the project area. The surveys shall be conducted no less than 14 days and no more than 30 days before the beginning of grading and construction activities for each phase of development. The preconstruction survey shall follow the protocols outlined in the Staff Report on Burrowing Owl Mitigation (CDFG 2012).</p> <p>If active burrows are found, a mitigation plan shall be submitted to the City for review and approval before any ground-disturbing activities. The City shall consult with California Department of Fish and Wildlife. The mitigation plan may consist of installation of one-way doors on all burrows to allow owls to exit, but not reenter, and construction of artificial burrows within the project vicinity, as needed; however, burrowing owl exclusions may only be used if a qualified biologist verifies that the burrow does not contain eggs or dependent young. If active burrows contain eggs and/or young, no construction shall occur within 50 feet of the burrow until young have fledged. Once it is confirmed that there are no owls inside burrows, these burrows may be collapsed.</p>	G	CD(P) CD (E) California Department of Fish and Wildlife
67.		<p><i>Nesting Raptors</i> To mitigate impacts on nesting raptors, a qualified biologist shall be retained by the owner/applicant to conduct a preconstruction survey to identify active nests on and within 0.5 miles of the project area. The surveys shall be conducted no less than 14 days and no more than 30 days before the beginning of construction activities for each phase of development</p> <p>If active nests are found, impacts on nesting raptors shall be avoided by establishing appropriate buffers around the nests. No project activity shall commence within the buffer area until the young have fledged, the nest is no longer active, or until a qualified biologist has determined in coordination with California Department of Fish and Wildlife that reducing the buffer would not result in nest abandonment. The buffer may be adjusted if a qualified biologist and the City, in consultation with California Department of Fish and Wildlife, determine that such an adjustment would not be likely to adversely affect the nest. Monitoring of the nest by a qualified biologist during and after construction activities will be required if the activity has potential to adversely affect the nest.</p>	G.	CD(P) CD (E) California Department of Fish and Wildlife

68.	3A.3-2c	<p><i>Avoid and Minimize Impacts to Tricolored Blackbird Nesting Colonies.</i></p> <p>To avoid and minimize impacts to tricolored blackbird, the owner/applicant of all project phases shall conduct a preconstruction survey for any project activity that would occur during the tricolored blackbird’s nesting season (March 1–August 31). The preconstruction survey shall be conducted by a qualified biologist before any activity occurring within 500 feet of suitable nesting habitat, including freshwater marsh and areas of riparian scrub vegetation. The survey shall be conducted within 14 days before project activity begins.</p> <p>If no tricolored blackbird colony is present, no further mitigation is required. If a colony is found, the qualified biologist shall establish a buffer around the nesting colony. No project activity shall commence within the buffer area until a qualified biologist confirms that the colony is no longer active. The size of the buffer shall be determined in consultation with DFG. Buffer size is anticipated to range from 100 to 500 feet, depending on the nature of the project activity, the extent of existing disturbance in the area, and other relevant circumstances.</p> <p>Mitigation for the off-site elements outside of the City of Folsom’s jurisdictional boundaries (i.e., U.S. 50 interchange improvements) must be developed by the owner/applicant of each applicable project phase in consultation with the affected oversight agency(ies) (i.e., Caltrans) and must be sufficient to achieve the performance criteria described above.</p>	G	CD(P) CD (E) California Department of Fish and Wildlife
-----	---------	--	---	--

69		<p><i>Other Nesting Special-Status and Migratory Birds</i> The owner/applicant shall retain a qualified biologist to conduct a preconstruction survey for any project activity that would occur in suitable nesting habitat during the avian nesting season (approximately March 1–August 31). The preconstruction survey shall be conducted within 14 days before any activity occurring within 100 feet of suitable nesting habitat. Suitable habitat includes annual grassland, valley needlegrass grassland, freshwater seep, vernal pool, seasonal wetland, and intermittent drainage habitat within the project site.</p> <p>If no active special-status or other migratory bird nests are present, no further mitigation is required. If an active nest is found, the qualified biologist shall establish a buffer around the nest. No project activity shall commence within the buffer area until a qualified biologist confirms that the nest is no longer active. The size of the buffer shall be determined in consultation with California Department of Fish and Wildlife. Buffer size is anticipated to range from 50 to 100 feet, depending on the nature of the project activity, the extent of existing disturbance in the area, and other relevant circumstances.</p>	G	CD(P) CD (E) California Department of Fish and Wildlife
70.		<p><i>Animal Barrier</i> To discourage the migration of undesirable small animals (including snakes) into adjacent developed properties during the development of the project, the owner/applicant shall install a barrier along all areas adjacent to developed residential properties and parks to the satisfaction of the Community Development Department and consistent with a qualified biologist’s recommendations. In general, the barrier may consist of wire-mesh fabric with openings not exceeding ½-inch width. The height of the barrier shall be at least 18 inches (above the ground surface), and may be buried into the ground at least twelve inches. The barrier shall be supported with metal stakes at no more than 10-foot spacing. The barrier shall be installed by the owner/applicant, as approved by the Community Development Department and a qualified biologist, prior to any construction disturbance on the site, including clearing and grading operations.</p>	G	CD (E) (P)

71.	3 A 5-1a 3A 5-2 3A 5-3	<p><i>Conduct Construction Worker Awareness Training, Conduct On-Site Monitoring if Required, Stop Work if Cultural Resources are Discovered, Assess the Significance of the Find, and Perform Treatment or Avoidance as Required.</i></p> <p>The owner/applicant shall retain a qualified archaeologist to prepare and disseminate a contractor awareness training program for all construction supervisors. The sensitivity training program will provide information about notification procedures when potential archaeological material is discovered, procedures for coordination between construction personnel and information about other treatment or issues that may arise if cultural resources (including human remains) are discovered during project construction. The training shall be carried out each time a new contractor will begin work in the project area, and a minimum of once at the start of each construction season by that contractor, the qualified archeologist shall submit the completed training attendance roster and a copy of the training materials to the City and the USACE within 48 hours of delivery of the training program.</p>	G	CD CD (E) USACE
-----	------------------------------	--	---	--------------------

72.	3A 5-3	<p><i>Suspend Ground-Disturbing Activities if Human Remains are Encountered and Comply with California Health and Safety Code Procedures.</i></p> <p>In the event that human remains are discovered, construction activities within 150 feet of the discovery shall be halted or diverted and the requirements for managing unanticipated discoveries in Mitigation Measure 4.4-2(a) shall be implemented. In addition, the provisions of Section 7050.5 of the California Health and Safety Code, Section 5097.98 of the California Public Resources Code, and Assembly Bill 2641 shall be implemented. When human remains are discovered, state law requires that the discovery be reported to the County Coroner (Section 7050.5 of the Health and Safety Code) and that reasonable protection measures be taken during construction to protect the discovery from disturbance (AB 2641).</p> <p>If the Coroner determines the remains are Native American, the Coroner shall notify the Native American Heritage Commission (NAHC), which then designates a Native American Most Likely Descendant for the project (Section 5097.98 of the Public Resources Code). The designated Native American Most Likely Descendant then has 48 hours from the time access to the property is granted to make recommendations concerning treatment of the remains (AB 2641).</p> <p>If the owner/applicant does not agree with the recommendations of the Native American Most Likely Descendant, the NAHC can mediate (Section 5097.94 of the Public Resources Code). If no agreement is reached, the owner/applicant shall rebury the remains where they will not be further disturbed (Section 5097.98 of the Public Resources Code). This will also include either recording the site with the NAHC or the appropriate Information Center; using an open space or conservation zoning designation or easement; or recording a deed restriction with the county in which the property is located (AB 2641).</p>	OG	<p>Sacramento County Coroner</p> <p>Native American Heritage Commission</p> <p>CD (P) CD (E)</p>
-----	--------	--	----	--

73.	3A5-2	<p><i>Conduct Construction Worker Awareness Training, Stop Work if Paleontological Resources are Discovered, Assess the Significance of the Find, and Prepare and Implement a Recovery Plan as Required.</i></p> <p>Before the start of any earthmoving activities, the owner/applicant shall retain a qualified professional to train all construction personnel involved with earthmoving activities, including the site superintendent, regarding the possibility of encountering fossils, the appearance and types of fossils likely to be seen during construction, and proper notification procedures should fossils be encountered. The training shall be included in the archaeological contractor awareness training program.</p> <p>If paleontological resources are discovered during earthmoving activities, the construction crew shall immediately cease work in the vicinity of the find and notify the City of Folsom’s Community Development Department. The owner/applicant shall retain a qualified paleontologist to evaluate the resource and prepare a recovery plan in accordance with Society of Vertebrate Paleontology guidelines (1996). The recovery plan may include, but is not limited to, a field survey, construction monitoring, sampling and data recovery procedures, museum storage coordination for any specimen recovered, and a report of findings. Recommendations in the recovery plan that are determined by the lead agency to be necessary and feasible shall be implemented before construction activities can resume at the site where the paleontological resources were discovered.</p>	G	CD (E) (P),
74.	3A 5-1a	<p><i>Geoarcheological Monitoring</i></p> <p>In the event that any grading will occur within areas determined to require geoarcheological monitoring, the owner/applicant shall retain a qualified professional geoarcheologist who has a graduate degree in the specialized discipline, possesses a demonstrated ability to carry research to completion, and has at least 24 months of professional experience and/or specialized training in geoarcheology. The geoarcheologist shall monitor the ground disturbing activities in the affected areas down to 1.5 meters below the surface. The monitoring geoarcheologist shall submit proof of monitoring in the form of daily field monitoring logs to the City and the US Army Corps of Engineers within 48 hours of completion of monitoring activities.</p>	G	CD (E) (P)

75.	3B.8-1a	<p>Transport, Store, and Handle Construction-Related Hazardous Materials in Compliance with Relevant Regulations and Guidelines.</p> <p>The City shall ensure, through the enforcement of contractual obligations, that all contractors transport, store, and handle construction-related hazardous materials in a manner consistent with relevant regulations and guidelines, including those recommended and enforced by Caltrans, Central Valley RWQCB, local fire departments, and the County environmental health department.</p> <p>Recommendations shall include as appropriate transporting and storing materials in appropriate and approved containers, maintaining required clearances, and handling materials using applicable Federal, state and/or local regulatory agency protocols. In addition, all precautions required by the Central Valley RWQCB-issued NPDES construction activity stormwater permits shall be taken to ensure that no hazardous materials enter any nearby waterways.</p> <p>In the event of a spill, the City shall ensure, through the enforcement of contractual obligations, that all contractors immediately control the source of any leak and immediately contain any spill utilizing appropriate spill containment and countermeasures. If required by the local fire departments, the local environmental health department, or any other regulatory agency, contaminated media shall be collected and disposed of at an off-site facility approved to accept such media. The storage, handling, and use of the construction-related hazardous materials shall be in accordance with applicable Federal, state, and local laws. Construction-related hazardous materials and hazardous wastes (e.g., fuels and waste oils) shall be stored away from stream channels and steep banks to prevent these materials from entering surface waters in the event of an accidental release. These materials shall be kept at sufficient distance (at least 500 feet) from nearby residences or other sensitive land uses. This includes materials stored for expected use, materials in equipment and vehicles, and waste materials.</p>	G,I,B	CD (E), FD
76.		<p>Landslide /Slope Failure</p> <p>The owner/applicant shall retain an appropriately licensed engineer during the grading activities to identify existing landslides and potential slope failure hazards. The said engineer shall be notified a minimum of two days prior to any site clearing or grading to facilitate meetings with the grading contractor in the field.</p>	G	CD (E) PW

77.	3A.16-1	<p>Submit Proof of Adequate On- and Off-Site Wastewater Conveyance Facilities and Implement On- and Off-Site Infrastructure Service Systems or Ensure That Adequate Financing Is Secured.</p> <p>Before the approval of the final map and issuance of building permits for all project phases, the owner/applicant shall submit proof to the City of Folsom that an adequate wastewater conveyance system either has been constructed or is ensured through payment of the City’s facilities augmentation fee as described under the Folsom Municipal Code Title 3, Chapter 3.40, “Facilities Augmentation Fee – Folsom South Area Facilities Plan,” or other sureties to the City’s satisfaction. Both on-site wastewater conveyance infrastructure and off-site force main sufficient to provide adequate service to the project shall be in place for the amount of development identified in the tentative map before approval of the final map and issuance of building permits, or their financing shall be ensured to the satisfaction of the City.</p>	M,B	CD (E) PW
78.	3B.16-3b	<p>Coordinate with Utility Providers and Implement Appropriate Installation Methods to Minimize Potential Utility Service Disruptions.</p> <p>Prior to installation, the City shall consult with SCWA, SRCSD, CSD-1, and PG&E to determine proper installation methods and final design criteria to minimize the potential for disruptions to existing and planned utilities.</p>	I	CD (E), EWR
IMPROVEMENT PLAN REQUIREMENTS				
79.		<p>Improvement Plans The improvement plans for the required public and private subdivision improvements necessary to serve any and all phases of development shall be reviewed and approved by the Community Development Department prior to approval of a Final Map.</p>	M	CD(E)
80.	3A.9-4:	<p>Inspect and Evaluate Existing Dams Within and Upstream of the Project Site and Make Improvements if Necessary.</p> <p>Prior to submittal to the City of tentative maps or improvement plans the owner/applicant shall conduct studies to determine the extent of inundation in the case of dam failure. If the studies determine potential exposure of people or structures to a significant risk of flooding as a result of the failure of a dam, the owner/applicants shall implement of any feasible recommendations provided in that study, potentially through drainage improvements, subject to the approval of the City.</p>	I, M	CD(E)(P)

81.		<p>Standard Construction Specifications and Details</p> <p>Public and private improvements, including roadways, curbs, gutters, sidewalks, bicycle lanes and trails, streetlights, underground infrastructure, landscaping and irrigation and all other improvements shall be provided in accordance with the latest edition of the City of Folsom <u>Standard Construction Specifications and Details</u> and the <u>Design and Procedures Manual and Improvement Standards</u>.</p>	I	CD (P) CD (E)
82.		<p>Water and Sewer Infrastructure</p> <p>All publicly owned water and sewer infrastructure shall be placed within the street right of way. In the event that a public water or sewer main needs to be placed in an area other than the public right of way such as through an open space corridor, landscaped area, etc. an access road shall be designed and constructed to allow for the operations, maintenance and replacement of the public water or sewer line along the entire water and/or sewer line alignment. The public water and sewer mains shall be publicly owned and maintained within any street and public sewer and water main easements shall be provided and in no event shall a public water or public sewer line be placed on private residential property. For example, installing a public water main on the property line between two single family homes. The domestic water and irrigation system shall be separately metered per City of Folsom <u>Standard Construction Specifications and Details</u>.</p> <p>All publicly owned water and sewer lines and services shall be accessible for operations, maintenance, and repair. Non-accessible situations would include placing mains and services behind retaining walls, placing public mains on private property, etc.</p>	I	CD (E)
83.		<p>SPTC-JPA Approval</p> <p>The owner/applicant shall cooperate with the City to obtain written approval from both the Sacramento Placerville Transportation Corridor-Joint Powers Authority (SPTC-JPA) and the Public Utilities Commission (PUC) for any proposed crossing(s) of work within the existing JPA corridor which parallels Old Placerville Road. The owner/applicant shall provide written approval from both the SPTC-JPA and as required by the PUC to the City prior to approval of grading and/or improvement plans. The owner applicant shall provide all encroachment permits from the SPTC-JPA and PUC as necessary.</p>	I	CD (E)

84.	3A1-5	<p>Lighting Plan</p> <p>The owner/applicant shall submit a lighting plan for the project to the Community Development Department. The lighting plan shall be consistent with the Design Guidelines:</p> <ul style="list-style-type: none"> • shield or screen lighting fixtures to direct the light downward and prevent light spill on adjacent properties; • place and shield or screen flood and area lighting needed for construction activities, nighttime sporting activities, and/or security so as not to disturb adjacent residential areas and passing motorists; • for public lighting in residential neighborhoods, prohibit the use of light fixtures that are of unusually high intensity or that blink or flash; • use appropriate building materials (such as low-glare glass, low-glare building glaze or finish, neutral, earthtoned colored paint and roofing materials), shielded or screened lighting, and appropriate signage in the office/commercial areas to prevent light and glare from adversely affecting motorists on nearby roadways; and • design exterior on-site lighting as an integral part of the building and landscaping design in the Specific Plan Area. Lighting fixtures shall be architecturally consistent with the overall site design. Lights used on signage should be directed to light only the sign face with no off site glare. 	I	CD (P)
85.	3B. 1-2a.	<p>Above Ground Utility Site Design Review Application</p> <p>The owner/applicant shall submit a Site Design Review Application for all above ground utility installations (water tanks, booster pumps stations, etc.) to the Community Development Department to ensure these facilities are adequately screened. These above ground utility installations shall be designed to be adequately screened and/or blended into the hillsides through use of berming, landscaping or through the use of walls or fences to the satisfaction of the Community Development Department.</p>	G, I	CD (P) (E) EWR
86		<p>Utility Coordination</p> <p>The owner/applicant shall coordinate the planning, development and completion of this project with the various utility agencies (i.e., SMUD, PG&E, etc.). The owner/applicant shall provide the City with written confirmation of public utility service prior to approval of all final maps.</p>	I	CD (P) CD (E)

87.	3B.7-4	<p>Implement Corrosion Protection Measures. The owner/applicant shall be required to provide that all underground metallic fittings, appurtenances and piping in the City’s water systems include a cathodic protection system to protect these facilities from corrosion. The cathodic protection system shall be prepared by a licensed geotechnical or civil engineer and the system shall be reviewed and approved by the City prior to approval of improvement plans.</p>	I	CDD(E), EWR
88.		<p>Replacing Hazardous Facilities The owner/applicant shall be responsible for replacing any and all damaged or hazardous public sidewalk, curb and gutter, and/or bicycle trail facilities along the site frontage and/or boundaries, including pre-existing conditions and construction damage, to the satisfaction of the Community Development Department.</p>	I, OG	CD
89.		<p>Water Meter Network The owner/applicant shall pay for, furnish, and install all infrastructure associated with the water meter fixed network system.</p>		
90		<p>Final Design The final design of all sound walls, fences, and gates shall be subject to review and approval by the Community Development Department.</p>		

91		<p>Temporary Detention Basin</p> <p>a. Design. If it is necessary at the time of recordation of the first final map, the owner/applicant shall be responsible for the design and construction of the temporary detention basin which will temporarily impact the development of tentative subdivision map lots 23 through 29 of the Broadstone Estates subdivision. The detention basin design shall include City approved vehicular access to the entire basin, including but not limited to, the inlets and outfalls for the basin. The improvement plans for the proposed interim basin shall be reviewed and approved by the City prior to approval of the Final Subdivision Map.</p> <p>b. Easements. Prior to approval of the first final map, a maintenance and access easement and a public drainage easement shall be granted to the City of Folsom over the entire basin.</p> <p>c. Operation and Maintenance Manual. The owner/applicant shall prepare an Operations and Maintenance manual for the interim detention basin for maintenance by the City. The manual shall be subject to review and approval by the City prior to approval of the first final map.</p> <p>d. Operation Funding. The owner/applicant shall provide a funding mechanism, separate from the funding mechanism for the permanent detention basin, for the operation and maintenance by the City of Folsom of the interim detention basin.</p> <p>a. Notice of Temporary Detention Basin</p> <p>The owner/applicant shall record a separate instrument against the property comprised of tentative map lots 23 through 29, that said lots shall be encumbered by the construction of a temporary detention basin needed to serve the development of the Broadstone Estates. The document shall include a description of the proposed improvements, describe the required off site permanent detention basin needed to be constructed in order to abandon the temporary detention basin, and shall include a statement that the development of lots 23 through 29 as shown on the approved tentative subdivision map cannot proceed until such time as the interim basin is removed and all easements are abandoned to the satisfaction of the city.</p>	I	CD (E)
----	--	--	---	--------

		<p>b. Removal of the Temporary Detention Basin The owner/applicant shall be solely responsible for the removal and cost of the temporary detention basin at such time as the temporary detention basin is no longer required. Lots 23 through 29 of the Broadstone Estates subdivision map shall not be created with a final map until it has been determined that the downstream permanent detention basin has been constructed by others in accordance with the Folsom Plan Area Storm Drainage Master Plan and is operational and the temporary detention basin is abandoned, removed and regraded to allow for home construction to the satisfaction of the City.</p> <p>c. Removal Agreement The owner/applicant shall execute an agreement with the City of Folsom to guarantee the funding for the removal of the temporary detention basin prior to approval of the first final map.</p>		
--	--	--	--	--

91 cont.		<p>The funding for the operation and maintenance of the basin shall remain in place until such time as the required permanent detention basin(s) are constructed downstream by others and are operational in accordance with the Folsom Plan Area Storm Drainage Master Plan. The funding mechanism shall be in place and funding available to the city prior to approval of the first final map.</p> <p>e. Notice of Temporary Detention Basin. The owner/applicant shall record a separate instrument against the property comprised of tentative map lots 23 through 29, that said lots shall be encumbered by the construction of a temporary detention basin needed to serve the development of the Broadstone Estates. The document shall include a description of the proposed improvements, describe the required off site permanent detention basin needed to be constructed in order to abandon the temporary detention basin, and shall include a statement that the development of lots 23 through 29 as shown on the approved tentative subdivision map cannot proceed until such time as the interim basin is removed and all easements are abandoned to the satisfaction of the city.</p> <p>f. Removal of the Temporary Detention Basin. The owner/applicant shall be solely responsible for the removal and cost of the temporary detention basin at such time as the temporary detention basin is no longer required. Lots 23 through 29 of the Broadstone Estates subdivision map shall not be created with a final map until it has been determined that the downstream permanent detention basin has been constructed by others in accordance with the Folsom Plan Area Storm Drainage Master Plan and is operational and the temporary detention basin is abandoned, removed and regraded to allow for home construction to the satisfaction of the City.</p> <p>h. Removal Agreement. The owner/applicant shall execute an agreement with the City of Folsom to guarantee the funding for the removal of the temporary detention basin prior to approval of the first final map.</p>		
----------	--	---	--	--

92		<p><i>Old Placerville Road</i> The City may consider the closure and re-alignment of Old Placerville Road between US Highway 50 and future Alder Creek Parkway as part of future development in the Folsom Plan Area, consistent with the project Folsom Plan Area EIR. The removal of the existing asphalt concrete pavement on any future abandoned segment of Old Placerville Road will not be permitted without the prior approval of the City.</p>	I	CD (E)
93		<p><i>Placerville Road/Alder Creek Parkway Intersection</i></p> <p>Prior to the issuance of the first building permit, the owner/applicant shall have completed all off site road and intersection improvements from the on-site terminus of Dewy Oak Drive, Dehone Drive to Purple Sage Drive and to Alder Creek Parkway, ultimately to the Placerville Road/Alder Creek Parkway intersection and it shall be operational, to the satisfaction of the City. These improvements are to be applied to the existing Placerville Road alignment and geometry;</p> <p>Two lanes (one in each direction) of Alder Creek Parkway shall be constructed from Placerville Road to the proposed intersection of Purple Sage Drive and Alder Creek Parkway and the segment of Purple Sage Drive connecting to the local streets within the project to provide the required secondary access.</p> <p>Southbound on Placerville Road, the lane configuration shall include the addition of a southbound left turn lane consisting of 200 feet transitional length plus 140 feet storage length, excluding appropriate tapers, to accommodate anticipated vehicle queuing and deceleration for the southbound left turn lane onto eastbound Alder Creek Parkway. The resulting southbound lane configuration will be two lanes, one left turn lane, one through lane.</p> <p>Northbound on Placerville Road the lane configuration shall include the addition of a northbound right turn lane consisting of 180 feet transition length. The resulting northbound lane configuration will be one lane, a shared right turn and through lane.</p>	I, B	CD (E), PW

94.		<p><i>Future Utility Lines</i> All future utility lines lower than 69 KV that are to be built within the project, shall be placed underground within and along the perimeter of the project at the developer’s cost. The owner/applicant shall dedicate to SMUD all necessary underground easements for the electrical facilities that will be necessary to service development of the project.</p>	I	CD(E), EWR
95.		<p><i>Off-site Trunk Sewer Main</i> The owner/applicant shall design and construct the off-site trunk sewer main as shown in Preliminary Offsite Infrastructure Plan attached to the vesting tentative subdivision map. Owner/applicant may propose an alternative alignment for routing the sewer backbone infrastructure in conformance with the Wastewater Master Plan Update subject to the sole discretion of the City. The off-site sewer trunk mains, the sewer maintenance roads, sanitary sewer lift station(s), and sewer forced mains extended across US Highway 50 to the existing Sacramento Regional County Sanitation District (SRCSD) lift station shall be completed and accepted by the City for operation and maintenance prior to issuance of the first building permit in the project.</p> <p>The owner/applicant shall be responsible for constructing any and all odor control facilities, providing high-velocity hydraulic cleaning and vacuum cleaning of select sewer mains and providing temporary supplemental flows into select sewer mains as determined by the City until such time the peak average flows are met in the Folsom Plan Area backbone sewer system in accordance with the Wastewater Master Plan Update.</p>	I	CD(E), PW, EWR
96.		<p><i>Vertical Curb</i> All curbs located adjacent to landscaping, whether natural or manicured, and where parking is allowed shall be vertical.</p>	I	CD (P) (B)
97.		<p><i>Class II Bike Lanes</i> All Class II bike lanes shall be striped and painted green. No parking shall be permitted within the Class II bike lanes.</p>	I	CD (E) (P)

98.		<p><i>Sewer Maintenance Road</i> The owner/applicant shall provide an asphalt concrete (AC) maintenance road (a minimum of 12 feet wide) which extends from East Bidwell Street (formerly Scott Road) to the future sanitary sewer lift station on the proposed future extension of Alder Creek Parkway. The owner/applicant shall also construct an asphalt concrete (AC) maintenance road (a minimum of 12 feet wide) which extends from Placerville Road to Alder Creek Parkway, as shown on the Preliminary Off Site Infrastructure Plan. The AC maintenance road shall be designed to meet City Standards for utility vehicle loads including, but not limited to, vactor trucks, fire vehicles, and fire apparatus and other maintenance vehicles.</p>	I	CD (E)
99.		<p><i>Parks and Recreation</i> The following measures shall be implemented to the satisfaction of the Parks and Recreation Department:</p> <ol style="list-style-type: none"> 1. The Owner/Applicant will pay Parkland Dedication In-Lieu fees based on 0.0146 AC. per single-family unit resulting in a total parkland dedication requirement of 1.04 acres. The in-lieu fee shall be calculated based on a Complete Summary Appraisal prepared to establish a Fair Market Value as defined by the Folsom Municipal Code (FMC 16.32.040). 2. The Owner/Applicant will provide the proposed Class I bike trail alignments and connections consistent with the Bikeways Master Plan and Illustrative Master Plan for Broadstone Estates Exhibit dated October 8, 2015. The Owner/Applicant may enter into a construction reimbursement agreement with the City in the future to facilitate efficient delivery of the trail facilities to the public 3. The Class I Bike Trail and associated drainage swales shall be placed in a separate lot and granted to the City of Folsom. The trail shall be designed to accommodate regular vehicular access by maintenance vehicles using the trail to access the Future Zone 4 water tank. 	I	CD, PR

100.	3A 11-4	<p>Noise Barriers</p> <p>In conjunction with the submittal of improvement plans for each proposed development phase where noise barrier locations are required, the owner/applicant shall show on the Improvement Plans that sound walls and/or landscaped berms shall be constructed as shown on the Preliminary Grading and Drainage plan dated March 9, 2017.</p> <p>The solid noise barriers shall be no less than the height shown on the Preliminary Grading and Drainage Plan dated March 9, 2017, relative to building pad elevation and shall be confirmed based upon the final approved site and grading plans. Noise barrier walls shall be constructed of decorative split face concrete masonry units and shall be treated with an anti-graffiti treatment. Abrupt transitions exceeding two feet in height shall be avoided. The Grading and/or Improvement Plans shall be subject to review and approval by the City Engineer.</p>	I	CD (E) (P)
------	---------	--	---	------------

101.		<p>Master Plan Updates</p> <p>The City has approved the Folsom Plan Area Storm Drainage Master Plan, the Folsom Plan Area Water System Master Plan and the Folsom Plan Area Wastewater Master Plan Update. The owner/applicant shall submit complete updates to each of these approved master plans for the proposed changes to each master plan as a result of the proposed project. The updates to each master plan for the proposed project shall be reviewed and approved by the City prior to approval of grading and/or improvement plans.</p> <p>The plans shall be accompanied by engineering studies supporting the sizing, location, and timing of the proposed facilities. Improvements shall be constructed in phases as the project develops in accordance with the approved master plans, including any necessary off-site improvements to support development of a particular phase or phases, subject to prior approval by the City. Off-site improvements may include roadways to provide secondary access, water transmission lines or distribution facilities to provide a looped water system, sewer trunk mains and lift stations, water quality facilities, non-potable water pipelines and infrastructure, and drainage facilities including on or off-site detention. No changes in infrastructure from that shown on the approved master plan shall be permitted unless and until the applicable master plan has been revised and approved by the City. Final lot configurations may need to be modified to accommodate the improvements identified in these studies to the satisfaction of the City.</p> <p>The owner/applicant shall provide sanitary sewer, water and storm drainage improvements with corresponding easements, as necessary, in accordance with these studies and the latest edition of the City of Folsom <u>Standard Construction Specifications and Details</u>, and the <u>Design and Procedures Manual and Improvement Standards</u>.</p> <p>The storm drainage design shall provide for no net increase in run-off under post-development conditions.</p>	G,I	CDD(E), EWR, PW
------	--	---	-----	-----------------

102.	3A 3-1a	<p><i>Design Stormwater Drainage Plans and Erosion and Sediment Control Plans to Avoid and Minimize Erosion and Runoff to All Wetlands and Other Waters That Are to Remain on the project and Use Low Impact Development Features.</i></p> <p>To minimize indirect effects on water quality and wetland hydrology, the owner/applicant shall include stormwater drainage plans and erosion and sediment control plans in their grading and/or improvement plans and shall submit these plans to the City for review and approval. Prior to approval of grading and/or improvement plans, the owner/applicant for any particular discretionary development application shall obtain a NPDES Construction General Permit and Grading Permit, comply with the City’s Grading Ordinance and City drainage and stormwater quality standards, and commit to implementing all measures in their drainage plans and erosion and sediment control plans to avoid and minimize erosion and runoff into Alder Creek and all wetlands and other waters that would remain on-site.</p> <p>The owner/applicant shall implement stormwater quality treatment controls consistent with the Stormwater Quality Design Manual for Sacramento and South Placer Regions in effect at the time the application is submitted. Appropriate runoff controls such as berms, storm gates, off-stream detention basins, overflow collection areas, filtration systems, and sediment traps shall be implemented to control siltation and the potential discharge of pollutants. Development plans shall incorporate Low Impact Development (LID) features, such as pervious strips, permeable pavements, bioretention ponds, vegetated swales, disconnected rain gutter downspouts, and rain gardens, where appropriate. Use of LID features is recommended by the EPA to minimize impacts on water quality, hydrology, and stream geomorphology and is specified as a method for protecting water quality in the proposed specific plan. In addition, free spanning bridge systems shall be used for all roadway crossings over wetlands and other waters that are retained in the on-site open space. These bridge systems would maintain the natural and restored channels of creeks, including the associated wetlands, and would be designed with sufficient span width and depth to provide for wildlife movement along the creek corridors even during high-flow or flood events, as specified in the 404 permit.</p> <p>The owner/applicant shall be responsible for all necessary off-site improvements needed to support the Broadstone Estates drainage system.</p>	G, I	<p>CD (E), PW PW (Sacto. Co. or El Dorado Co.)</p> <p>CALTRANS</p> <p>USACE</p> <p>CVRWQCB</p>
------	---------	---	------	--

103.		<p>Best Management Practices The storm drain improvement plans shall provide for “Best Management Practices” that meet the requirements of the water quality standards of the City’s National Pollutant Discharge Elimination System Permit issued by the State Regional Water Quality Control Board.</p> <p>Each proposed project development shall result in no net change to peak flows into Alder Creek and associated tributaries, or to Buffalo Creek, Carson Creek, and Coyote Creek. The owner/applicant shall establish a baseline of conditions for drainage on-site. The baseline-flow conditions shall be established for 2-, 5-, and 100-year storm events. These baseline conditions shall be used to develop monitoring standards for the stormwater system on the Specific Plan Area. The baseline conditions, monitoring standards, and a monitoring program shall be submitted to USACE and the City for their approval. Water quality and detention basins shall be designed and constructed to ensure that the performance standards, which are described in Chapter 3A.9, “Hydrology and Water Quality,” are met and shall be designed as off-stream detention basins.</p> <p>Discharge sites into Alder Creek and associated tributaries, as well as tributaries to Carson Creek, Coyote Creek, and Buffalo Creek, shall be monitored to ensure that pre-project conditions are being met. Corrective measures shall be implemented as necessary. The mitigation measures will be satisfied when the monitoring standards are met for 5 consecutive years without undertaking corrective measures to meet the performance standard.</p>	G, I	CD (E)
104.		<p>Litter Control During Construction, the owner/applicant shall be responsible for litter control and sweeping of all paved surfaces in accordance with City standards. All on-site storm drains shall be cleaned immediately before the commencement of the rainy season (October 15).</p>	OG	CD (E)

FIRE DEPARTMENT REQUIREMENTS				
105.	3A 14-3	<p><i>Incorporate Fire Flow Requirements into Project Designs.</i> The owner/applicant shall incorporate into their project designs fire flow requirements based on the California Fire Code, Folsom Fire Code and shall verify to the City of Folsom Fire Department that adequate water flow is available, prior to approval of improvement plans and issuance of occupancy permits or final inspections for all project phases.</p>	I, B	CD (E) Fire
106.		<p><i>Prepare fuel modification plan (FMP).</i> The owner/applicant shall submit a Fuel Modification Plan to the City for review and preliminary approval from the Fire Code Official prior to any Final and/or Parcel Map. Final approval of the plan by the Fire Code Official shall occur prior to the issuance of a permit for any new construction. A Fuel Modification Plan shall consist of a set of scaled plans showing fuel modification zones indicated with applicable assessment notes, a detailed landscape plan and an irrigation plan. A fuel modification plan submitted for approval shall be prepared by one of the following: a California state licensed landscape architect, or state licensed landscape contractor, or a landscape designed, or an individual with expertise acceptable to the Fire Code Official.</p> <p>The owner/applicant agree to be responsible for the long-term maintenance of the Fuel Modification Plan. Notification of fuel modification requirements are to be made upon sale to new property owners. Proposed changes to the approved Fuel Modification Plan shall be submitted to the Fire Code Official for approval prior to implementation.</p>	G,I,M,B	CD (P) FD

107.		<p><i>All-Weather Access and Fire Hydrants</i></p> <p>The owner/applicant shall provide all-weather access and fire hydrants before combustible materials are allowed on any project site or other approved alternative method as approved by the Fire Code Official/Fire Chief. All-weather emergency access roads and fire hydrants (tested and flushed) shall be provided before combustible material or vertical construction is allowed on any project site or other approved alternative method as approved by the Fire Code Official/Fire Chief. (All-weather access is defined as six inches of compacted aggregate base from May 1 to September 30 and two inch asphalt concrete over six inch aggregate base from October 1 to April 30).</p> <p>The building shall have illuminated addresses visible from the street or drive fronting the property. Size and location of address identification shall be reviewed and approved by the Fire Marshal.</p> <ul style="list-style-type: none"> • The minimum fire flow for residential dwellings is 1,000 gpm at 20 psi for houses 3,600 sq. ft. and less, 1,750 gpm for dwellings greater than 3,600 sq. ft. in area, and 2,000 gpm for dwellings greater than 4,800 sq. ft. up to 6,200 sq. ft. in area. Please determine the maximum size homes that will be built in this subdivision. A water model analysis that proves the minimum fire flow will be required before any permits are issued. • All public streets shall meet City of Folsom Street Standards unless an alternative is specifically included within this approval. • The maximum length of any dead end street shall not exceed 500 feet in accordance with the Folsom Fire Code. Several streets indicated on the plans are dead ends greater than 500 feet. In such cases, a second emergency access will be required. • All-weather emergency access roads and fire hydrants (tested and flushed) shall be provided before combustible material storage or vertical construction is allowed. All-weather access is defined as 6" of compacted AB from May 1 to September 30 and 2"AC over 6" AB from October 1 to April 30 • The first Fire Station planned for the Folsom Ranch Plan Area shall be completed and operational at the time that the threshold of 1,500 occupied homes within the Folsom Ranch Plan Area is met. 	I	CD (E) Fire
------	--	--	---	----------------

108.	3A 14-2	<p><i>Incorporate California Fire Code; City of Folsom Fire Code Requirements; and EDHFD Requirements, if Necessary, into Project Design and Submit Project Design to the City of Folsom Fire Department for Review and Approval.</i></p> <p>To reduce impacts related to the provision of new fire services, the owner/applicant shall do the following, as described below: Incorporate into project designs fire flow requirements based on the California Fire Code, Folsom Fire Code (City of Folsom Municipal Code Title 8, Chapter 8.36), and other applicable requirements based on the City of Folsom Fire Department fire prevention standards. Improvement plans showing the incorporation of automatic sprinkler systems, the availability of adequate fire flow, and the locations of hydrants shall be submitted to the City of Folsom Fire Department for review and approval. In addition, approved plans showing access design shall be provided to the City of Folsom Fire Department as described by Zoning Code Section 17.57.080 (“Vehicular Access Requirements”). These plans shall describe access-road length, dimensions, and finished surfaces for firefighting equipment. The installation of security gates across a fire apparatus access road shall be approved by the City of Folsom Fire Department. The design and operation of gates and barricades shall be in accordance with the Sacramento County Emergency Access Gates and Barriers Standard, as required by the City of Folsom Fire Code.</p>	I, B, O	FD PW CD (E)
109.		<p><i>Submit a Fire Systems New Buildings, Additions, and Alterations Document Submittal List to the City of Folsom Community Development Department Building Division</i></p> <p>The Fire Dept. shall review and approve any improvement plans or building permits for accessibility of emergency fire equipment, fire hydrant flow location, and other construction features. The City shall not authorize the occupancy of any structures until the owner/applicant have obtained a Certificate of Occupancy from the City of Folsom Community Development Department verifying that all fire prevention items have been addressed on-site to the satisfaction of the City of Folsom Fire Department.</p>	I, B	CD (B) Fire

110.		<p><i>Reclaimed Water Pipe</i></p> <p>The owner/applicant shall install a reclaimed water “purple” pipe conveyance and irrigation system for all proposed landscaping for the project including, but not limited to, landscape corridors along roadways, median islands within roadways, future park sites, school sites, open space parcels either publicly maintained or privately maintained by the owner/applicant, etc. in accordance the Folsom Plan Area Specific Plan Environmental Impact Report. The reclaimed water pipe conveyance and irrigation systems shall be designed and maintained by the owner/applicant to accommodate the future conversion of these irrigation systems from potable water to non-potable water at such time the non-potable water systems is constructed and installed in accordance with the 2014 FPA Recycled Water Analysis 2.0. The owner/applicant shall include the reclaimed water pipe conveyance and irrigation systems on all future landscape plans within the project to the satisfaction of the City.</p>	I	CD (E) (P) EWR, PK
------	--	---	---	-----------------------

111.		<p><i>Landscaping Plans</i> Final landscape plans and specifications shall be prepared by a registered landscape architect and approved by the City prior to the approval of improvement plans. Said plans shall include all on-site landscape specifications and details, and shall comply with all State and local rules, regulations, Governor’s declarations and restrictions pertaining to water conservation and outdoor landscaping.</p> <p>Landscaping shall meet shade requirements as outlined in the <u>Folsom Municipal Code Chapter 17.57</u> where applicable. The landscape plans shall comply and implement water efficient requirements as adopted by the State of California (Assembly Bill 1881) (State Model Water Efficient Landscape Ordinance) until such time the City of Folsom adopts its own Water Efficient Landscape Ordinance at which time the owner/applicant shall comply with any new ordinance. Shade and ornamental trees shall be maintained according to the most current American National Standards for Tree Care Operations (ANSI A-300) by qualified tree care professionals. Tree topping for height reduction, view protection, light clearance or any other purpose shall not be allowed. Specialty-style pruning, such as pollarding, shall be specified within the approved landscape plans and shall be implemented during a 5-year establishment and training period. Landscaping installed in open spaces located between tiers of lots shall be chosen for resistance to fire and limited fuel production.</p> <p>Furthermore, the owner/applicant shall comply with city-wide landscape rules or regulations on water usage. Owner/applicant shall comply with any state or local rules and regulations relating to landscape water usage and landscaping requirements necessitated to mitigate for drought conditions on all landscaping in the Broadstone Estates Project.</p>	I, OG	CD(P), PW
112.		<p><i>Right of Way Landscaping</i> Landscaping along all road rights of way and in public open space lots shall be installed when the adjoining road or lots are constructed.</p>	I, OG	CD(P), PW
MAP REQUIREMENTS				

113.		<p><i>Subdivision Improvement Agreement</i> Prior to the approval of any Final Map, the owner/applicant shall enter into a subdivision improvement agreement with the City, identifying all required improvements, if any, to be constructed with each proposed phase of development. The owner/applicant shall provide security acceptable to the City, guaranteeing construction of the improvements.</p>	M	CD(E)
114.		<p><i>Hillsdale Drive Lots 30 through 35 Inclusive</i> Lots 30 through 35, inclusive, shall not be created with a final map until such time as one of the following access options has been provided:</p> <ol style="list-style-type: none"> 1. An Emergency Vehicle Access Easement (EVA) (as shown on the Preliminary Off Site Infrastructure Plan) from the terminus of Hinsdale Drive, across the adjoining Russell Ranch property and joining the EVA located along the easterly side of Lot 29 2. Hinsdale Drive through the adjoining Russell Ranch Subdivision has been constructed, 3. A temporary turnaround has been constructed at the end of Hinsdale Drive. Any such turn-around will be subject to review and approval of the Fire Department. 		
115.		<p><i>The Final Inclusionary Housing Plan</i> The Final Inclusionary Housing Plan and Final Inclusionary Housing Agreement as approved by the City Council shall be executed prior to recordation of the first Final Map for the Broadstone Estates Subdivision.</p>	M	CD (P)(E)
116.		<p><i>Homeowner's Association</i> The owner/applicant shall form a Homeowners Association for the ownership and maintenance of all landscaped open spaces and common areas on hillsides, slopes etc. (Lots A through G, I, and L), and all sound walls located along the northerly side of the subdivision.</p> <p>In addition, CC&R's shall be prepared by the owner/applicant and shall be subject to review and approval by the Community Development Department for compliance with this approval and with the Folsom Municipal Code and adopted policies, prior to the recordation of the Final Map.</p>	M	CD (P)(E)

117.	3A 2-6	<p><i>Conditions, Covenants, and Restrictions (CC&Rs)</i> The owner/applicant shall disclose to the homebuyers in the Covenants, Conditions, and Restrictions (CC&Rs) and in the Department of Real Estate Public Report</p> <ol style="list-style-type: none"> 1) The soil in the subdivision may contain naturally occurring asbestos. 2) The collecting, digging, or removal of any stone, artifact, or other prehistoric or historic object located in public or open space areas, and the disturbance of any archaeological site or historic property, is prohibited. 3) The project site is located within close proximity to the Mather Airport flight path and that overflight noise may be present at various times. 4) That all properties located within one mile of an on- or off-site area zoned or used for agricultural use (including livestock grazing) shall be accompanied by written disclosure from the transferor, in a form approved by the City of Folsom, advising any transferee of the potential adverse odor impacts from surrounding agricultural operations which disclosure shall direct the transferee to contact the County of Sacramento concerning any such property within the County zoned for agricultural uses within one mile of the subject property being transferred. 5) All sound walls are located on Open Space property owned and maintained by the Homeowners Association. These walls cannot be altered by the adjoining homeowners. 	M	CD (P) PK
------	--------	--	---	-----------

118.		<p>Financing Districts The owner/applicant shall form a Landscape and Lighting Assessment District, a Community Services District, and/ or a Home Owners Association, which shall be responsible for maintenance of all common areas, maintenance of all on-site landscaping, maintenance of storm drainage facilities, maintenance of storm water detention/detention basins and associated channels, maintenance of water quality ponds, and maintenance of any other site facilities in the subdivision throughout the life of the project to the satisfaction of the Community Development Department. Vegetation or plant spacing shall not be less than that depicted on the final landscape plan, unless tree removal is approved by the Community Development Department because the spacing between trees will be too close on center as they mature.</p>	M	CD (P) CD (E)
119.		<p>Public Utility Easements The owner/applicant shall dedicate public utility easements for underground facilities on properties adjacent to the streets. A minimum of twelve and one-half-foot (12.5') wide Public Utility Easements for underground facilities (i.e., SMUD, Pacific Gas and Electric, cable television, telephone) shall be dedicated adjacent to all private and public street rights-of-way. The owner/applicant shall dedicate additional width to accommodate extraordinary facilities as determined by the City. The width of the public utility easements adjacent to public and private right of way may be reduced with prior approval from public utility companies.</p>	M	CD (E)
120.		<p>Backbone Infrastructure As provided for in the ARDA and the Amendment No. 1 thereto, the owner/applicant shall provide fully executed grant deeds, legal descriptions, and plats for all necessary Backbone Infrastructure to serve the project, including but not limited to lands, public rights of way, public utility easements, public water main easements, public sewer easements, irrevocable offers of dedication and temporary construction easements. All required easements as listed necessary for the Backbone Infrastructure shall be reviewed and approved by the City and recorded with the Sacramento County Recorder pursuant to the timing requirements set forth in Section 3.8 of the ARDA.</p>	M	CD (E)

121.		<p><i>New Permanent Benchmarks</i> The owner/applicant shall provide and establish new permanent benchmarks on the (NAVD 88) datum in various locations within the subdivision or at any other locations in the vicinity of the off-site Backbone Infrastructure as directed by the City Engineer. The type and specifications for the permanent benchmarks shall be provided by the City. The new benchmarks shall be placed by the owner/applicant within 6 months from the date of approval of the vesting tentative subdivision map.</p>	M	CD (E)
122.		<p><i>Maintenance Plan Final Approval</i> No final map will be accepted by the city for processing and review until such time that the Open Space Management and Financing Plan, the Drainage Facilities Maintenance and Financing Plan and the Parks, Trails, Landscape Corridors, Medians and Open Space Maintenance Community Facilities District is formed and approved by the City Council.</p>	M	CD (E)
123.		<p><i>Community Facilities Districts and Financing Plans</i> Prior to approval of the first small lot final map and in accordance with Amendment No. 1 of the ARDA and any further amendments thereto, the owner/applicant is required to complete the following:</p> <ul style="list-style-type: none"> • Formation and approval by the City Council of the Sewer and Water CFD, • Formation and approval by the City Council of the Aquatic Center CFD, • Formation and approval by the City Council of the Parks, Trails, Landscape Corridors, Medians and Open Space Maintenance CFD, • Formation and approval by the City Council of the Storm Drainage Maintenance CFD (unless such drainage maintenance is included in the Services CFD) , • Formation and approval by the City Council of the Street Maintenance District/Lighting Maintenance District CFD (unless such street maintenance is included in the Services CFD) • Formation and approval by the City Council of the Open Space Management and Financing Plan. • Formation and approval by the City Council of the Drainage Facilities Maintenance and Financing Plan 	M	CD (E)

124.	4.7-1 3A 18-1	<p><i>Water Supply Availability</i> The owner/applicant shall submit proof of compliance with Government Code Section 66473.7 (SB 221) by demonstrating the availability of a reliable and sufficient water supply from a public water system for the amount of development that would be authorized by the final subdivision map. Such a demonstration shall consist of information showing that both existing sources are available or needed supplies and improvements will be in place prior to occupancy. The written proof of compliance shall be provided to the City and approved by the City prior to approval of any final map.</p>	M	CD (E) Utilities
125.	3A 18-2a	<p><i>Submit Proof of Adequate Off-Site Water Conveyance Facilities and Implement Off-Site Infrastructure Service System or Ensure That Adequate Financing Is Secured.</i> The owner/applicant shall submit proof to the City of Folsom that an adequate off-site water conveyance system either has been constructed or is ensured to the City’s satisfaction. The off-site water conveyance infrastructure sufficient to provide adequate service to the project shall be in place for the amount of development identified in the tentative map before approval of a final subdivision map and issuance of building permits for all project phases, or their financing shall be ensured to the satisfaction of the City. A building permit shall not be issued for any building within the project until the water conveyance infrastructure sufficient to serve such building has been constructed and is in place to the satisfaction of the City.</p>	M, B, O	CD (E) (B), PW
126.	3A 16-3	<p><i>Demonstrate Adequate SRWTP Wastewater Treatment Capacity.</i> The owner/applicant shall demonstrate adequate capacity at the Sacramento Regional Water Treatment Plant for new wastewater flows generated by the project. This shall involve preparing a tentative map–level study and paying connection and capacity fees as identified by Sacramento Regional County Sanitation District. Approval of the final map and issuance of building permits for all project phases shall not be granted until the City verifies adequate Sacramento Regional Water Treatment Plant capacity is available for the amount of development identified in the tentative map. The written approval from the Sacramento Regional County Sanitation District shall be provided to the City.</p>	M, B	CD (E) (B), PW

127.	3A 16-1	<p><i>Submit Proof of Adequate On- and Off-Site Wastewater Conveyance Facilities and Implement On- and Off-Site Infrastructure Service Systems or Ensure That Adequate Financing Is Secured.</i></p> <p>The owner/applicant shall submit proof to the City of Folsom that an adequate wastewater conveyance system either has been constructed or is ensured through payment or other sureties to the City’s satisfaction. Both on-site wastewater conveyance infrastructure and off-site force main sufficient to provide adequate service to the project shall be in place for the amount of development identified in the tentative map before approval of the final map and issuance of building permits for all project phases, or their financing shall be ensured to the satisfaction of the City.</p>	M, B	CD (E) (B) PW
128.		<p><i>Centralized Mail Delivery Units</i></p> <p>All Final Maps shall show easements or other mapped provisions for the placement of centralized mail delivery units. The owner/applicant shall provide a concrete base for the placement of any centralized mail delivery unit. Specifications and location of such base shall be determined pursuant to the applicable requirements of the U. S. Postal Service and the City of Folsom Community Development Department, with due consideration for street light location, traffic safety, security, and consumer convenience.</p>	M	CD (E)
129.		<p><i>Street Names</i></p> <p>The street names identified below shall be used for the small lot final map:</p> <p>Dewy Oak Drive Hinsdale Drive Dehone Drive Purple Sage Drive Rocky Hills Drive Spotted Dog Court</p>	M	CD (E)
130.		<p><i>Credit Reimbursement Agreement</i></p> <p>Prior to the recordation of the first final map, the owner/applicant and City shall enter into a credit and reimbursement agreement for constructed improvements that are included in the Folsom Plan Area’s Public Facilities Financing Plan.</p>	M	CD (E)
BUILDING PERMIT REQUIREMENTS				

131.	<u>3A.4-2a</u>	<p><i>Implement Additional Measures to Reduce Operational GHG Emissions.</i></p> <p>Energy Efficiency</p> <ul style="list-style-type: none"> ▶ Include clean alternative energy features to promote energy self-sufficiency (e.g., photovoltaic cells, solar thermal electricity systems, small wind turbines). ▶ Design buildings to meet CEC Tier II requirements (e.g., exceeding the requirements of the Title 24 [as of 2007] by 35%). ▶ Site buildings to take advantage of shade and prevailing winds and design landscaping and sun screens to reduce energy use. ▶ Install efficient lighting in all buildings (including residential). Also install lighting control systems, where practical. Use daylight as an integral part of lighting systems in all buildings. ▶ Install light-colored “cool” pavements, and strategically located shade trees along all bicycle and pedestrian routes. <p>Water Conservation and Efficiency</p> <ul style="list-style-type: none"> ▶ With the exception of ornamental shade trees, use water-efficient landscapes with native, drought-resistant species in all public area and commercial landscaping. Use water-efficient turf in parks and other turf-dependent spaces. ▶ Install the infrastructure to use reclaimed water for landscape irrigation and/or washing cars. ▶ Install water-efficient irrigation systems and devices, such as soil moisture-based irrigation controls. ▶ Design buildings and lots to be water-efficient. Only install water-efficient fixtures and appliances. 	B	CD (P)(B)
------	-----------------------	--	---	-----------

<p>131. Cont.</p>	<p>3A.4-2a</p>	<ul style="list-style-type: none"> ▶ Restrict watering methods (e.g., prohibit systems that apply water to nonvegetated surfaces) and control runoff. Prohibit businesses from using pressure washers for cleaning driveways, parking lots, sidewalks, and street surfaces. These restrictions should be included in the Covenants, Conditions, and Restrictions of the community. ▶ Provide education about water conservation and available programs and incentives. ▶ To reduce stormwater runoff, which typically bogs down wastewater treatment systems and increases their energy consumption, construct driveways to single-family detached residences and parking lots and driveways of multifamily residential uses with pervious surfaces. Possible designs include Hollywood drives (two concrete strips with vegetation or aggregate in between) and/or the use of porous concrete, porous asphalt, turf blocks, or pervious pavers. <p>Solid Waste Measures</p> <ul style="list-style-type: none"> ▶ Reuse and recycle construction and demolition waste (including, but not limited to, soil, vegetation, concrete, lumber, metal, and cardboard). ▶ Provide interior and exterior storage areas for recyclables and green waste at all buildings. ▶ Provide adequate recycling containers in public areas, including parks, school grounds, golf courses, and pedestrian zones in areas of mixed-use development. ▶ Provide education and publicity about reducing waste and available recycling services. <p>Transportation and Motor Vehicles</p> <ul style="list-style-type: none"> ▶ Promote ride-sharing programs and employment centers (e.g., by designating a certain percentage of parking spaces for ride-sharing vehicles, designating adequate passenger loading and unloading zones and waiting areas for ride-share vehicles, and providing a Web site or message board for coordinating ride-sharing). ▶ Provide the necessary facilities and infrastructure in all land use types to encourage the use of low- or zero-emission vehicles (e.g., electric vehicle charging facilities and conveniently located alternative fueling stations). 	<p>B</p>	
-----------------------	----------------	--	----------	--

132.		<p>Recorded Final Map Prior to the issuance of building permits, the owner/applicant shall provide a digital copy of the recorded Final Map (in AutoCAD format) to the Community Development Department.</p>	B	CD (E)
133.		<p>Recorded Final Map Prior to issuance of building permits, the owner/applicant shall provide the Folsom-Cordova Unified School District with a copy of the recorded Final Map.</p>	B	CD (P) FCUSD
134.		<p>Infrastructure Improvements Timing All on and off-site subdivision and Backbone Infrastructure improvements required to serve this project and any subsequent phase of the project, including but not limited to, roadway and transportation improvements, sanitary sewer, water, storm drainage, water quality/detention basins, etc. shall be completed to the satisfaction of the City prior to issuance of the first building permit within the project.</p>	B	CD (E)
135.	3A.11-5	<p>Implement Measures to Reduce Noise from Project-Generated Stationary Sources.</p> <p>The owner/applicant shall implement the following measures to reduce the effect of noise levels generated by on-site stationary noise sources that would be located within 600 feet of any noise-sensitive receptor:</p> <ul style="list-style-type: none"> ▶ Routine testing and preventive maintenance of emergency electrical generators shall be conducted during the less sensitive daytime hours (i.e., 7:00 a.m. to 6:00 p.m.). All electrical generators shall be equipped with noise control (e.g., muffler) devices in accordance with manufacturers' specifications. ▶ External mechanical equipment associated with buildings shall incorporate features designed to reduce noise emissions below the stationary noise source criteria. These features may include, but are not limited to, locating generators within equipment rooms or enclosures that incorporate noise-reduction features, such as acoustical louvers, and exhaust and intake silencers. Equipment enclosures shall be oriented so that major openings (i.e., intake louvers, exhaust) are directed away from nearby noise-sensitive receptors. 	B	CD (P)(B)

136.		<p><i>Design Review Approval</i> Prior to issuance of a building permit for any residential units within the subdivision, the owner/applicant shall obtain Design Review approval from the Planning Commission for all residences to be built within the subdivision. If the architecture is not consistent with the Broadstone Estates Design Guidelines, the owner applicant may modify the plans or apply for a modification to the Design Guidelines to be approved by the Planning Commission.</p>	B	CD (P)
137.	3A.7-5	<p><i>Divert Seasonal Water Flows Away from Building Foundations.</i> The owner/applicant shall either install subdrains (which typically consist of perforated pipe and gravel, surrounded by nonwoven geotextile fabric), or take such other actions as recommended by the geotechnical or civil engineer for the project that would serve to divert seasonal flows caused by surface infiltration, water seepage, and perched water during the winter months away from building foundations.</p>	B	CD (B)(P)
138.		<p><i>FCUSD Fees</i> The owner/applicant agrees to pay to the Folsom Cordova Unified School District the maximum fee authorized by law for the construction and/or reconstruction of school facilities. The applicable fee shall be the fee established by the School District that is in effect at the time of the issuance of a building permit. Specifically, the owner/applicant agrees to pay any and all fees and charges and comply with any and all dedications or other requirements authorized under Section 17620 of the Education Code; Chapter 4.7 (commencing with Section 65970 of the Government Code; and sections 65995, 65995.5, and 65995.7 of the Government Code.</p>	B	CD (B)

TRAFFIC, ACCESS, CIRCULATION, AND PARKING REQUIREMENTS

It should be noted that many of the Transportation, Traffic, and Circulation mitigation measures identified below will be satisfied through the payment of fees. Below is a brief summary of the fee types and their purpose. The acronyms for each fee type noted below are further noted in the Implementation Schedule column of each applicable mitigation measure to clarify how each mitigation measure is anticipated to be satisfied.

Public Facilities Financing Plan (PFFP):

In January of 2014, the City of Folsom adopted the PFFP for the Folsom Plan Area which detailed all the infrastructure components to address full build out of the Plan Area. The PFFP includes various techniques including development fees to fund the necessary infrastructure. The City is currently in the process of preparing and adopting implementing ordinances and a nexus study required by State law to impose the associated development fees.

Included in the PFFP are a number roadway projects including the Highway Interchanges that the White Rock Springs Ranch project will have cumulative impacts on within the Folsom Plan Area. The PFFP was designed to satisfy the “fair share” financing of all the Plan Area’s backbone roadway system. Participating in this fee program will satisfy numerous roadway mitigation measures as shown in the MMRP table.

Sacramento County Transportation Development Fee (SCTDF) contribution:

The City is establishing a “fair share” fee to mitigate roadway impacts outside the project boundaries and within unincorporated Sacramento County. This fee will be included in the City Facilities portion of the Public Facilities Financing Plan program and will be collected at the time of building permit issuance. The basis for the calculation of the fee is a report entitled, “Fair Share Cost Allocation Sacramento County & City of Folsom” dated January 2, 2014.

Cal Trans/ City Memorandum of Understanding (Cal Trans MOU):

The City of Folsom and Cal Trans entered into an MOU on December 17, 2014 to establish a fee mechanism to address the “fair share” impacts to Highway 50. The MOU identifies all the highway improvements for which there are mitigation measures and potential construction projects to address them. The City will establish a fee in the City Facilities portion of the Public Facilities Financing Plan and it will be collected at the time of building permit issuance.

139	3A 15-4b,d	<p><i>East Bidwell/Iron Point</i> Prior to issuance of a building permit, the owner/applicant shall pay a fair share fee to the City of Folsom towards the modification to the westbound approach to the East Bidwell Street/Iron Point Road intersection to include three left-turn lanes, two through lanes, and one right-turn lane.</p>	B	CD (E), PW
-----	------------	---	---	------------

140.	3A 15-4f	<p><i>Empire Ranch Road/Iron Point Road Intersection</i> To ensure that the Empire Ranch Road / Iron Point Road intersection operates at a LOS D or better, all of the following improvements are required:</p> <ul style="list-style-type: none"> • The eastbound approach shall be reconfigured to consist of one left-turn lane, two through lanes, and a right-turn lane. • The westbound approach shall be reconfigured to consist of two left-turn lanes, one through lane, and a through-right lane. • The northbound approach shall be reconfigured to consist of two left-turn lanes, three through lanes, and a right-turn lane. • The southbound approach shall be reconfigured to consist of two left-turn lanes, three through lanes, and a right-turn lane. <p>The owner/applicant shall pay its proportionate share of funding of improvements.</p>	B (pay PFFP fee)	CD (E), PW
141.	3A 15-1s	<p><i>US 50 from Sunrise Boulevard to East Bidwell Street/Scott Road</i> Participate in Fair Share Funding of Improvements to Reduce Impacts on Eastbound U.S. 50 between Sunrise Boulevard to East Bidwell Street/Scott Road (Freeway Segment 4). To ensure that Eastbound U.S. 50 operates at an acceptable LOS between Folsom Boulevard and Prairie City Road an auxiliary lane shall be constructed. This improvement was recommended in the Traffic Operations Analysis Report for the U.S. 50 Auxiliary Lane Project. This improvement is included in the proposed 50 Corridor Mobility Fee Program. The owner/applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by the owner/applicant, to reduce the impacts to Eastbound U.S. 50 between Sunrise Boulevard to East Bidwell Street/Scott Road (Freeway Segment 4).</p>	B (Caltrans MOU)	CD (E), PW
142.	3A 15-1u	<p><i>Westbound U.S. 50 between Prairie City Road and Folsom Boulevard</i> To ensure that Westbound U.S. 50 operates at an acceptable LOS between Prairie City Road and Folsom Boulevard, an auxiliary lane shall be constructed. This improvement was recommended in the Traffic Operations Analysis Report for the U.S. 50 Auxiliary Lane Project. This improvement is included in the proposed 50 Corridor Mobility Fee Program. The owner/applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by the owner/applicant, to reduce the impacts to Westbound U.S. 50 between Prairie City Road and Folsom Boulevard.</p>	B (Caltrans MOU)	CD (E), PW

143.	3A 15-1x	<p><i>U.S. 50 Eastbound/Prairie City Road Diverge</i> To ensure that Eastbound U.S. 50 operates at an acceptable LOS at the Prairie City Road off-ramp diverge, an auxiliary lane from the Folsom Boulevard merge shall be constructed. This improvement was recommended in the Traffic Operations Analysis Report for the U.S. 50 Auxiliary Lane Project. This auxiliary lane improvement is included in the proposed 50 Corridor Mobility Fee Program. The owner/applicant shall pay its proportionate share of funding of improvements to reduce the impacts to the U.S. 50 Eastbound/Prairie City Road diverge.</p>	B (Caltrans MOU)	CD (E), PW
144.	3A 15-1y	<p><i>U.S. 50 Eastbound/Prairie City Road Direct Merge</i> To ensure that Eastbound U.S. 50 operates at an acceptable LOS at the Prairie City Road on-ramp direct merge, an auxiliary lane to the East Bidwell Street – Scott Road diverge shall be constructed. This auxiliary lane improvement included in the proposed 50 Corridor Mobility Fee Program. The owner/applicant shall pay its proportionate share of funding of improvements to reduce the impacts to the U.S. 50 Eastbound/Prairie City Road direct merge.</p>	B (Caltrans MOU)	CD (E), PW
145.	3A 15-1z	<p><i>U.S. 50 Eastbound/Prairie City Road Flyover On-Ramp to Oak Avenue Parkway Off-Ramp Weave</i> To ensure that Eastbound U.S. 50 operates at an acceptable LOS at the Prairie City Road flyover on-ramp to Oak Avenue Parkway off-ramp weave, an improvement acceptable to Caltrans shall be implemented to eliminate the unacceptable weaving conditions. Such an improvement may involve a “braided ramp”. The owner/applicant shall pay its proportionate share of funding of improvements to reduce the impacts to the U.S. 50 Eastbound / Prairie City Road flyover on-ramp to Oak Avenue Parkway off-ramp weave.</p>	B (PFFP)	CD (E), PW
146.	3A 15-1aa	<p><i>U.S. 50 Eastbound/Oak Avenue Parkway Loop Merge</i> To ensure that Eastbound U.S. 50 operates at an acceptable LOS at the Oak Avenue Parkway loop merge, an auxiliary lane to the East Bidwell Street – Scott Road diverge shall be constructed. This auxiliary lane improvement is included in the proposed 50 Corridor Mobility Fee Program. The owner/applicant shall pay its proportionate share of funding of improvements to reduce the impacts to the U.S. 50 Eastbound/ Oak Avenue Parkway loop merge (Freeway Merge 9).</p>	B (Caltrans MOU)	CD (E), PW

147.	3A 15-1dd	<p><i>U.S. 50 Westbound/Empire Ranch Road Loop Ramp Merge</i> To ensure that Westbound U.S. 50 operates at an acceptable LOS, the northbound Empire Ranch Road loop on-ramp should start the westbound auxiliary lane that ends at the East Bidwell Street – Scott Road off ramp. The slip on-ramp from southbound Empire Ranch Road would merge into this extended auxiliary lane. Improvements to this freeway segment shall be implemented by Caltrans. The owner/applicant shall pay its proportionate share of funding of improvements to reduce the impacts to the U.S. 50 Westbound/Empire Ranch Road loop ramp merge.</p>	B (Caltrans MOU)	CD (E), PW
148.	3A 15-1ee	<p><i>U.S. 50 Westbound/Oak Avenue Parkway Loop Ramp Merge</i> To ensure that Westbound U.S. 50 operates at an acceptable LOS, the northbound Oak Avenue Parkway loop on-ramp should start the westbound auxiliary lane that ends at the Prairie City Road off-ramp. The slip on-ramp from southbound Oak Avenue Parkway would merge into this extended auxiliary lane. Improvements to this freeway segment shall be implemented by Caltrans. The owner/applicant shall pay its proportionate share of funding of improvements to reduce the impacts to the U.S. 50 Westbound/Oak Avenue Parkway loop ramp merge.</p>	B (Caltrans MOU)	CD (E), PW
149.	3A 15-1ff	<p><i>U.S. 50 Westbound/Prairie City Road Loop Ramp Merge</i> To ensure that Westbound U.S. 50 operates at an acceptable LOS at the Prairie City Road loop ramp merge, an auxiliary lane to the Folsom Boulevard off ramp diverge shall be constructed. This auxiliary lane improvement is included in the proposed 50 Corridor Mobility Fee Program. The owner/applicant shall pay its proportionate share of funding of improvements to reduce the impacts to the U.S. 50 Westbound/Prairie City Road Loop Ramp Merge.</p>	B (Caltrans MOU)	CD (E), PW
150.	3A-15-1gg	<p><i>U.S. 50 Westbound/Prairie City Road Direct Ramp Merge</i> To ensure that Westbound U.S. 50 operates at an acceptable LOS at the Prairie City Road direct ramp merge, an auxiliary lane to the Folsom Boulevard off ramp diverge shall be constructed. This auxiliary lane improvement is included in the proposed 50 Corridor Mobility Fee Program. The owner/applicant shall pay its proportionate share of funding of improvements, to reduce the impacts to the U.S. 50 Westbound/Prairie City Road direct ramp merge.</p>	B (Caltrans MOU)	CD (E), PW

151.	3A 15-4t	<p><i>Eastbound US 50 between Prairie City Road and Oak Avenue Parkway</i> To ensure that Eastbound US 50 operates at an acceptable LOS between Prairie City Road and Oak Avenue Parkway, the northbound Prairie City Road slip on-ramp should merge with the eastbound auxiliary lane that extends to and drops at the Oak Avenue Parkway off ramp and the southbound Prairie City Road flyover on-ramp should be braided over the Oak Avenue Parkway off ramp and start an extended full auxiliary lane to the East Bidwell Street – Scott Road off ramp. Improvements to this freeway segment shall be implemented by Caltrans. The owner/applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by owner/applicant, to reduce the impacts to Eastbound U.S. 50 between Prairie City Road and Oak Avenue Parkway.</p>	B (pay PFFP/ Interchange fee)	CD (E), PW
152.	3A 15-4u	<p><i>U.S. 50 Eastbound / Prairie City Road Slip Ramp Merge.</i> To ensure that Eastbound US 50 operates at an acceptable LOS, the northbound Prairie City Road slip on-ramp should start the eastbound auxiliary lane that extends to and drops at the Oak Avenue Parkway off ramp (see mitigation measure 3A.15-4u, w and x), and the southbound Prairie City Road flyover on-ramp should be braided over the Oak Avenue Parkway off ramp and start an extended full auxiliary lane to the East Bidwell Street – Scott Road off ramp. Improvements to this freeway segment shall be implemented by Caltrans. The owner/applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by owner/applicant, to reduce the impacts to the U.S. 50 Eastbound / Prairie City Road slip ramp merge.</p>	B (pay PFFP fee)	CD (E), PW
153.	3A 15-4v	<p><i>U.S. 50 Eastbound / Prairie City Road Flyover On-ramp to Oak Avenue Parkway Off Ramp Weave</i> To ensure that Eastbound US 50 operates at an acceptable LOS, the northbound Prairie City Road slip on-ramp should start the eastbound auxiliary lane that extends to and drops at the Oak Avenue Parkway off ramp (see mitigation measure 3A.15-4u, v and x), and the southbound Prairie City Road flyover on-ramp should be braided over the Oak Avenue Parkway off ramp and start an extended full auxiliary lane to the East Bidwell Street – Scott Road off ramp. Improvements to this freeway segment shall be implemented by Caltrans. The owner/applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by the owner/applicant, to reduce the impacts to the U.S. 50 Eastbound / Prairie City Road Flyover On-ramp to Oak Avenue Parkway Off Ramp Weave.</p>	B (pay PFFP fee)	CD (E), PW

154.	3A 15-4w	<p><i>U.S. 50 Eastbound / Oak Avenue Parkway Loop Ramp Merge</i> To ensure that Eastbound US 50 operates at an acceptable LOS, the southbound Oak Avenue Parkway loop on-ramp should merge with the eastbound auxiliary lane that starts at the southbound Prairie City Road braided flyover on-ramp and ends at the East Bidwell Street – Scott Road off ramp (see mitigation measure 3A.15-4u, v and w). Improvements to this freeway segment shall be implemented by Caltrans. The owner/applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by the owner/applicant, to reduce the impacts to U.S. 50 Eastbound / Oak Avenue Parkway Loop Ramp Merge.</p>	B (pay PFFP fee)	CD (E), PW
155.	3A 15-4x	<p><i>U.S. 50 Westbound / Empire Ranch Road Loop Ramp Merge</i> To ensure that Westbound US 50 operates at an acceptable LOS, the northbound Empire Ranch Road loop on-ramp should start the westbound auxiliary lane that ends at the East Bidwell Street – Scott Road off ramp. The slip on-ramp from southbound Empire Ranch Road slip ramp would merge into this extended auxiliary lane. Improvements to this freeway segment shall be implemented by Caltrans. The owner/applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by owner/applicant, to reduce the impacts to the U.S. 50 Westbound / Empire Ranch Road loop ramp merge.</p>	B (pay PFFP fee)	CD (E), PW
156.	3A 15-4y	<p><i>U.S. 50 Westbound / Prairie City Road Loop Ramp Merge.</i> To ensure that Westbound US 50 operates at an acceptable LOS, the northbound Prairie City Road loop on-ramp should start the westbound auxiliary lane that continues beyond the Folsom Boulevard off ramp. The slip on-ramp from southbound Prairie City Road slip ramp would merge into this extended auxiliary lane. Improvements to this freeway segment shall be implemented by Caltrans. The owner/applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by owner/applicant, to reduce the impacts to the U.S. 50 Westbound / Prairie City Road Loop Ramp Merge.</p>	B (pay PFFP fee)	CD (E), PW

157.	3A 15-2a	<p><i>Provide Options for Alternative Transportation Modes.</i> The owner/applicant for any particular discretionary development application shall participate in capital improvements and operating funds for transit service to increase the percent of travel by transit. The project’s fair-share participation and the associated timing of the improvements and service shall be identified in the project conditions of approval and/or the project’s development agreement. Improvements and service shall be coordinated, as necessary, with Folsom Stage Lines and Sacramento RT.</p>	B (pay PFFP fee and Transit fee)	CD (E), PW
158	3A 15-1a	<p><i>Folsom Boulevard/Blue Ravine Road Intersection</i> To ensure that the Folsom Boulevard/Blue Ravine Road intersection operates at an acceptable LOS, the eastbound approach shall be reconfigured to consist of two left-turn lanes, one through lane, and one right-turn lane. The owner/applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by owner/applicant, to reduce the impacts to the Folsom Boulevard/Blue Ravine Road intersection</p>	B (pay PFFP fee)	CD (E), PW
159.	3A 15-1b	<p><i>Sibley Street/ Blue Ravine Road Intersection</i> To ensure that the Sibley Street/Blue Ravine Road intersection operates at an acceptable LOS, the northbound approach shall be reconfigured to consist of two left-turn lanes, two through lanes, and one right-turn lane. The owner/applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by the owner/applicant, to reduce the impacts to the Sibley Street/Blue Ravine Road intersection</p>	B (pay PFFP fee)	CD (E), PW

160.	3A.15-1i	<p><i>Grant Line Road/White Rock Road Intersection and to White Rock Road widening between the Rancho Cordova City limit to Prairie City Road</i></p> <p>Improvements shall be made to ensure that the Grant Line Road/White Rock Road intersection operates at an acceptable LOS. The currently County proposed White Rock Road widening project will widen and realign White Rock Road from the Rancho Cordova City limit to the El Dorado County line (this analysis assumes that the Proposed Project and build alternatives will widen White Rock Road to five lanes from Prairie City Road to the El Dorado County Line). This widening includes improvements to the Grant Line Road intersection and realigning White Rock Road to be the through movement. The improvements include two eastbound through lanes, one eastbound right turn lane, two northbound left turn lanes, two northbound right turn lanes, two westbound left turn lanes and two westbound through lanes. This improvement also includes the signalization of the White Rock Road and Grant Line Road intersection. With implementation of this improvement, the intersection would operate at an acceptable LOS A. The owner/applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a program established by that agency to reduce the impacts to the Grant Line Road/White Rock Road intersection</p>	B (pay SCTDF)	CD (E), PW
161	3A.15-1o	<p><i>Eastbound U.S. 50 as an alternative to improvements at the Folsom Boulevard/U.S. 50 Eastbound Ramps Intersection</i></p> <p>The owner/applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a program established by that agency to reduce the impacts to the Folsom Boulevard/U.S. 50 Eastbound Ramps intersection (Caltrans Intersection 4). To ensure that the Folsom Boulevard/U.S. 50 eastbound ramps intersection operates at an acceptable LOS, auxiliary lanes should be added to eastbound U.S. 50 from Hazel Avenue to east of Folsom Boulevard. This was recommended in the Traffic Operations Analysis Report for the U.S. 50 Auxiliary Lane Project.</p>	B (Caltrans MOU)	CD (E), PW

162.	3A.15-1p	<p><i>Grant Line Road/ State Route 16 Intersection</i> To ensure that the Grant Line Road/State Route 16 intersection operates at an acceptable LOS, the northbound and southbound approaches shall be reconfigured to consist of one left-turn lane and one shared through/right-turn lane. Protected left-turn signal phasing shall be provided on the northbound and southbound approaches. Improvements to the Grant Line Road/State Route 16 intersection are contained within the County Development Fee Program, and are scheduled for Measure A funding. Improvements to this intersection shall be implemented by Caltrans, Sacramento County, and the City of Rancho Cordova. The owner/applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a program established by that agency to reduce the impacts to the Grant Line Road/State Route 16 intersection.</p>	B (Caltrans MOU/) SCTDF	CD (E), PW
163.	3A.15-1q	<p><i>Eastbound U.S. 50 between Zinfandel Drive and Sunrise Boulevard</i> To ensure that Eastbound U.S. 50 operates at an acceptable LOS between Zinfandel Drive and Sunrise Boulevard, a bus/carpool (HOV) lane shall be constructed. This improvement is currently planned as part of the Sacramento 50 Bus-Carpool Lane and Community Enhancements Project. The owner/applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a program established by that agency to reduce the impacts to Eastbound U.S. 50 between Zinfandel Drive and Sunrise Boulevard</p>	B (Caltrans MOU)	CD (E), PW
164.	3A.15-1r	<p><i>Eastbound U.S. 50 between Hazel Avenue and Folsom Boulevard</i> To ensure that Eastbound U.S. 50 operates at an acceptable LOS between Hazel Avenue and Folsom Boulevard, an auxiliary lane shall be constructed. This improvement was recommended in the Traffic Operations Analysis Report for the U.S. 50 Auxiliary Lane Project. This improvement is included in the proposed 50 Corridor Mobility Fee Program. The owner/applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a program established by that agency to reduce the impacts to Eastbound U.S. 50 between Hazel Avenue and Folsom Boulevard</p>	B (Caltrans MOU)	CD (E), PW

165.	3A.15-1v	<p><i>Westbound U.S. 50 between Hazel Avenue and Sunrise Boulevard</i> To ensure that Westbound U.S. 50 operates at an acceptable LOS between Hazel Avenue and Sunrise Boulevard, an auxiliary lane shall be constructed. This improvement was recommended in the Traffic Operations Analysis Report for the U.S. 50 Auxiliary Lane Project, and included in the proposed Rancho Cordova Parkway interchange project. Improvements to this freeway segment shall be implemented by Caltrans. The owner/applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a program established by that agency to reduce the impacts to Westbound U.S. 50 between Hazel Avenue and Sunrise Boulevard</p>	B (Caltrans MOU)	CD (E), PW
166.	3A.15-1w	<p><i>U.S. 50 Eastbound/Folsom Boulevard Ramp Merge</i> To ensure that Eastbound U.S. 50 operates at an acceptable LOS at the Folsom Boulevard merge, an auxiliary lane from the Folsom Boulevard merge to the Prairie City Road diverge shall be constructed. This improvement was recommended in the Traffic Operations Analysis Report for the U.S. 50 Auxiliary Lane Project. This improvement is included in the proposed 50 Corridor Mobility Fee Program. The owner/applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a program established by that agency to reduce the impacts to the U.S. 50 Eastbound/Folsom Boulevard Ramp Merge</p>	B (Caltrans MOU)	CD (E), PW
167.	3A.15-1hh	<p><i>U.S. 50 Eastbound/Folsom Boulevard</i> To ensure that Westbound U.S. 50 operates at an acceptable LOS at the Folsom Boulevard Diverge, an auxiliary lane from the Prairie City Road loop ramp merge shall be constructed. Improvements to this freeway segment shall be implemented by Caltrans. This auxiliary lane improvement is included in the proposed 50 Corridor Mobility Fee Program. The owner/applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by the owner/applicant, to reduce the impacts to the U.S. 50 Eastbound / Folsom Boulevard diverge</p>	B (Caltrans MOU)	CD (E), PW

168.	3A.15-1ii	<p><i>U.S. 50 Westbound/Hazel Avenue Direct Ramp Merge</i> To ensure that Westbound U.S. 50 operates at an acceptable LOS at the Hazel Avenue direct ramp merge, an auxiliary lane to the Sunrise Boulevard off ramp diverge shall be constructed. This auxiliary lane improvement is included in the proposed 50 Corridor Mobility Fee Program. The owner/applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a program established by that agency to reduce the impacts to the U.S. 50 Westbound/Hazel Avenue direct ramp merge.</p>	B (Caltrans MOU)	CD (E), PW
169.	3A.15-2b	<p><i>Participate in the City's Transportation System Management Fee Program</i> The owner/applicant for any particular discretionary development application shall pay an appropriate amount into the City's existing Transportation System Management Fee Program to reduce the number of single-occupant automobile travel on area roadways and intersections.</p>	B	CD (E), PW
170.	3A.15-3	<p><i>Pay Full Cost of Identified Improvements that Are Not Funded by the City's Fee Program.</i> In accordance with Measure W, the owner/applicant for any particular discretionary development application shall provide fair-share contributions to the City's transportation impact fee program to fully fund improvements only required because of the Specific Plan.</p>	B (Caltrans MOU, PFFP fee, SCTDF)	CD (E), PW
171.	3A.15-4a	<p><i>Sibley Street/Blue Ravine Road Intersection</i> To ensure that the Sibley Street/Blue Ravine Road intersection operates at a LOS D with less than the Cumulative No Project delay, the northbound approach shall be reconfigured to consist of two left-turn lanes, two through lanes, and one dedicated right-turn lane. The owner/applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by owner/applicant, to reduce the impacts to the Sibley Street/Blue Ravine Road intersection</p>	B Pay PFFP fee	CD (E), PW

172.	3A.15-4c	<p><i>East Bidwell Street/College Street</i> To ensure that the East Bidwell Street/College Street intersection operates at acceptable LOS C or better, the westbound approach shall be reconfigured to consist of one left-turn lane, one left / through lane, and two dedicated right-turn lanes. The owner/applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by owner/applicant, to reduce the impacts to the East Bidwell Street/College Street intersection</p>	B Pay PFFP fee	CD (E), PW
173.	3A.15-4g	<p><i>Oak Avenue Parkway/Alder Creek Parkway</i> To ensure that the Oak Avenue Parkway/Alder Creek Parkway intersection operates at an acceptable LOS the southbound approach shall be reconfigured to consist of two left-turn lanes, two through lanes, and two right-turn lanes.</p>	B Pay SCTDF	CD (E), PW
174.	3A.15-1f	<p><i>Oak Avenue Parkway/Middle Road Intersection</i> To ensure that the Oak Avenue Parkway/Middle Road intersection (as shown in the FPA) operates at an acceptable LOS, control all movements with a stop sign.</p>	B Pay PFFP fee	CD (E), PW
175.	3A.15-1j	<p><i>Hazel Avenue between Madison Avenue and Curragh Downs Drive</i> To ensure that Hazel Avenue operates at an acceptable LOS between Curragh Downs Drive and Gold Country Boulevard, Hazel Avenue must be widened to six lanes. This improvement is part of the County adopted Hazel Avenue widening project.</p>	B Pay SCTDF	CD (E), PW
176.	3A.15-11:	<p><i>White Rock Road/Windfield Way Intersection</i> To ensure that the White Rock Road/Windfield Way intersection operates at an acceptable LOS, the intersection must be signalized and separate northbound left and right turn lanes must be striped. The applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a program established by that agency to reduce the impacts to the White Rock Road/Windfield Way intersection.</p>	B Pay SCTDF	PW

177.	3A.15-4i	<p><i>Grant Line Road/White Rock Road Intersection</i></p> <p>To ensure that the Grant Line Road/White Rock Road intersection operates at an acceptable LOS E or better this intersection should be replaced by some type of grade separated intersection or interchange.</p> <p>Improvements to this intersection are identified in the Sacramento County’s Proposed General Plan. Implementation of these improvements would assist in reducing traffic impacts on this intersection by providing acceptable operation. Intersection improvements must be implemented by Sacramento County. The applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a program established by that agency to reduce the impacts to the Grant Line Road/White Rock Road intersection.</p>	B Pay SCTDF	PW
178.	3A.15-4j	<p><i>Grant Line Road between White Rock Road and Kiefer Boulevard</i></p> <p>To improve operation on Grant Line Road between White Rock Road and Kiefer Boulevard, this roadway segment must be widened to six lanes. This improvement is proposed in the Sacramento County and the City of Rancho Cordova General Plans; however, it is not in the 2035 MTP. Improvements to this roadway segment must be implemented by Sacramento County and the City of Rancho Cordova.</p> <p>The applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a program established by that agency to reduce the impacts to Grant Line Road between White Rock Road and Kiefer Boulevard.</p> <p>The identified improvement would more than offset the impacts specifically related to the Folsom South of U.S. 50 project on this roadway segment.</p>	B Pay SCTDF	Sacramento County City of Rancho Cordova

179.	3A.15-4k	<p><i>Grant Line Road between Kiefer Boulevard and Jackson Highway</i></p> <p>To improve operation on Grant Line Road between Kiefer Boulevard Jackson Highway, this roadway segment could be widened to six lanes. This improvement is proposed in the Sacramento County and the City of Rancho Cordova General Plans; however, it is not in the 2035 MTP. Improvements to this roadway segment must be implemented by Sacramento County and the City of Rancho Cordova.</p> <p>The applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a program established by that agency to reduce the impacts to Grant Line Road between Kiefer Boulevard and Jackson Highway.</p> <p>The identified improvement would more than offset the impacts specifically related to the Folsom South of U.S. 50 project on this roadway segment.</p>	B Pay SCTDF	Sacramento County City of Rancho Cordova
180.	3A.15-4l	<p><i>Hazel Avenue between Curragh Downs Drive and U.S. 50 Westbound Ramps</i></p> <p>The applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements on Hazel Avenue, based on a program established by that agency to reduce the impacts to Hazel Avenue between Curragh Downs Drive and U.S. 50 Westbound Ramps.</p>	B Pay SCTDF	Sacramento County City of Rancho Cordova

181.	3A.15-4m	<p><i>White Rock Road between Grant Line Road and Prairie City Road</i></p> <p>To improve operation on White Rock Road between Grant Line Road and Prairie City Road, this roadway segment shall be widened to six lanes. This improvement is included in the 2035 MTP but is not included in the Sacramento County General Plan. Improvements to this roadway segment must be implemented by Sacramento County.</p> <p>The identified improvement would more than offset the impacts specifically related to the Folsom South of U.S. 50 project on this roadway segment. However, because of other development in the region that would substantially increase traffic levels, this roadway segment would continue to operate at an unacceptable LOS F even with the capacity improvements identified to mitigate Folsom Plan Area impacts.</p> <p>The applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a program established by that agency to reduce the impacts to White Rock Road between Grant Line Road and Prairie City Road.</p>	B Pay SCTDF	Sacramento County
182.	3A.15-4n	<p><i>White Rock Road between Empire Ranch Road and Carson Crossing Road</i></p> <p>To improve operation on White Rock Road between Empire Ranch Road and Carson Crossing Road, this roadway segment shall be widened to six lanes. Improvements to this roadway segment shall be implemented by Sacramento County.</p> <p>The applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a program established by that agency to reduce the impacts to White Rock Road between Empire Ranch Road and Carson Crossing Road.</p>	B Pay SCTDF	Sacramento County
183.	3A.15-4o	<p><i>White Rock Road/Carson Crossing Road Intersection</i></p> <p>To ensure that the White Rock Road/Carson Crossing Road intersection operates at an acceptable LOS, the eastbound right turn lane shall be converted into a separate free right turn lane, or double right. Improvements to this intersection must be implemented by El Dorado County. The applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a program established by that agency to reduce the impacts to the White Rock Road/Carson Crossing Road Intersection</p>	B Pay SCTDF	CD (E), PW

184.	3A.15-4p	<p><i>Hazel Avenue/U.S. 50 Westbound Ramps Intersection</i></p> <p>To ensure that the Hazel Avenue/U.S. 50 westbound ramps intersection operates at an acceptable LOS, the westbound approach shall be reconfigured to consist of one dedicated left turn lane, one shared left- through lane and three dedicated right-turn lanes. Improvements to this intersection shall be implemented by Caltrans and Sacramento County. The applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a program established by that agency to reduce the impacts to the Hazel Avenue/U.S. 50 Westbound Ramps Intersection.</p>	B Pay SCTDF	CD (E), PW
185.	3A.15-4q	<p><i>Eastbound US 50 between Zinfandel Drive and Sunrise Boulevard</i></p> <p>To ensure that Eastbound US 50 operates at an acceptable LOS between Zinfandel Drive and Sunrise Boulevard, an additional eastbound lane could be constructed. This improvement is not consistent with the Concept Facility in Caltrans State Route 50 Corridor System Management Plan; therefore, it is not likely to be implemented by Caltrans by 2030.</p> <p>Construction of the Capitol South East Connector, including widening White Rock Road and Grant Line Road to six lanes with limited access, could divert some traffic from U.S. 50 and partially mitigate the project’s impact. The applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a program established by that agency to reduce the impacts to Eastbound U.S. 50 between Zinfandel Drive and Sunrise Boulevard.</p>	B Pay SCTDF	CD (E), PW

186.	3A.15-4r	<p><i>Eastbound US 50 between Rancho Cordova Parkway and Hazel Avenue</i></p> <p>To ensure that Eastbound US 50 operates at an acceptable LOS between Rancho Cordova Parkway and Hazel Avenue, an additional eastbound lane could be constructed. This improvement is not consistent with the Concept Facility in Caltrans State Route 50 Corridor System Management Plan; therefore, it is not likely to be implemented by Caltrans by 2030.</p> <p>Construction of the Capitol South East Connector, including widening White Rock Road and Grant Line Road to six lanes with limited access, could divert some traffic off of U.S. 50 and partially mitigate the project’s impact. The applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a program established by that agency to reduce the impacts to Eastbound U.S. 50 between Rancho Cordova Parkway and Hazel Avenue.</p>	B Pay SCTDF	CD (E), PW
187.	3A.15-4s	<p><i>Eastbound US 50 between Folsom Boulevard and Prairie City Road</i></p> <p>To ensure that Eastbound US 50 operates at an acceptable LOS between Folsom Boulevard and Prairie City Road, the eastbound auxiliary lane should be converted to a mixed flow lane that extends to and drops at the Oak Avenue Parkway off ramp (see mitigation measure 3A.15-4t). Improvements to this freeway segment must be implemented by Caltrans. This improvement is not consistent with the Concept Facility in Caltrans State Route 50 Corridor System Management Plan; therefore, it is not likely to be implemented by Caltrans by 2030.</p> <p>Construction of the Capitol South East Connector, including widening White Rock Road and Grant Line Road to six lanes with limited access, could divert some traffic off of U.S. 50 and partially mitigate the project’s impact.</p> <p>The applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by applicant, to reduce the impacts to Eastbound U.S. 50 between Folsom Boulevard and Prairie City Road</p>	B Pay SCTDF	CD (E), PW

188.		<p><i>Mechanical Ventilation</i> Prior to the issuance of Building Permits, the owner/applicant shall show on the plans that mechanical ventilation shall be installed in all residential uses to allow residents to keep doors and windows closed, as desired, for acoustical isolation. The building plans shall be subject to review and approval by the City Community Development Department.</p>	B	CD (B) (P)
ARCHITECTURE/SITE DESIGN REQUIREMENTS				
189.		<p><i>Landscaping Plan</i> Owner/applicant shall submit a landscape plan for all areas (by phase or subdivision) of the project where owner/applicant proposes to install landscaping on residential lots. The landscape plan shall take into account the then existing state or local rules and regulations related to landscape water usage and water wise landscape principles. The landscape plans shall be submitted and approved by the Community Development Director prior to the issuance of a building permit in the phase or subdivision.</p> <p>Owner/applicant shall comply with any state or local rules and regulations relating to landscape water usage and landscaping requirements necessitated to mitigate for drought conditions</p>	B	CD (P) (E)

CONDITIONS

See attached tables of conditions for which the following legend applies.

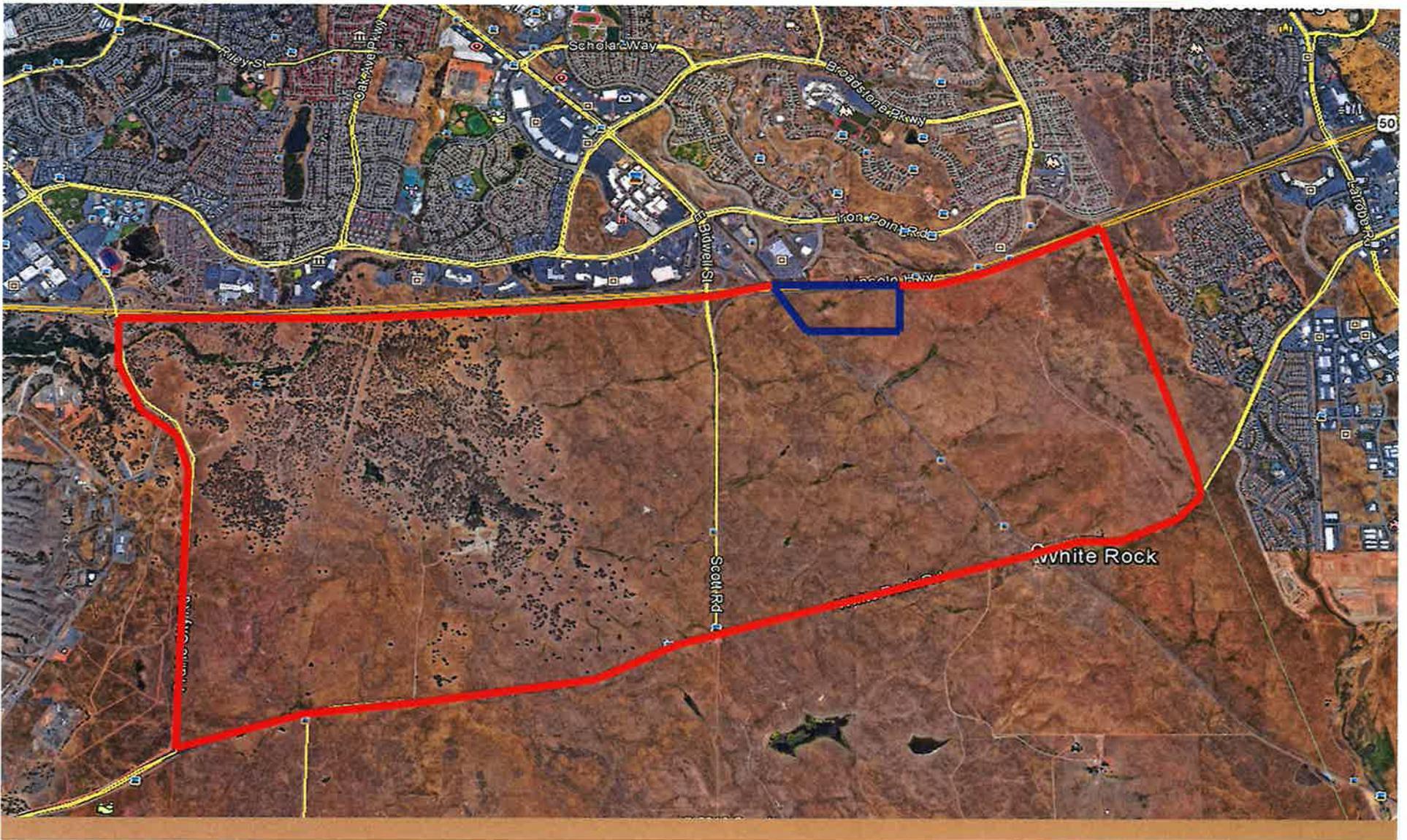
RESPONSIBLE DEPARTMENT		WHEN REQUIRED	
CD	Community Development Department	I	Prior to approval of Improvement Plans
(P)	Planning Division	M	Prior to approval of Final Map
(E)	Engineering Division	B	Prior to issuance of first Building Permit
(B)	Building Division	O	Prior to approval of Occupancy Permit
(F)	Fire Division	G	Prior to issuance of Grading Permit
PW	Public Works Department	DC	During construction
PR	Park and Recreation Department	OG	On-going requirement
PD	Police Department		

Attachment 4 Vicinity Map

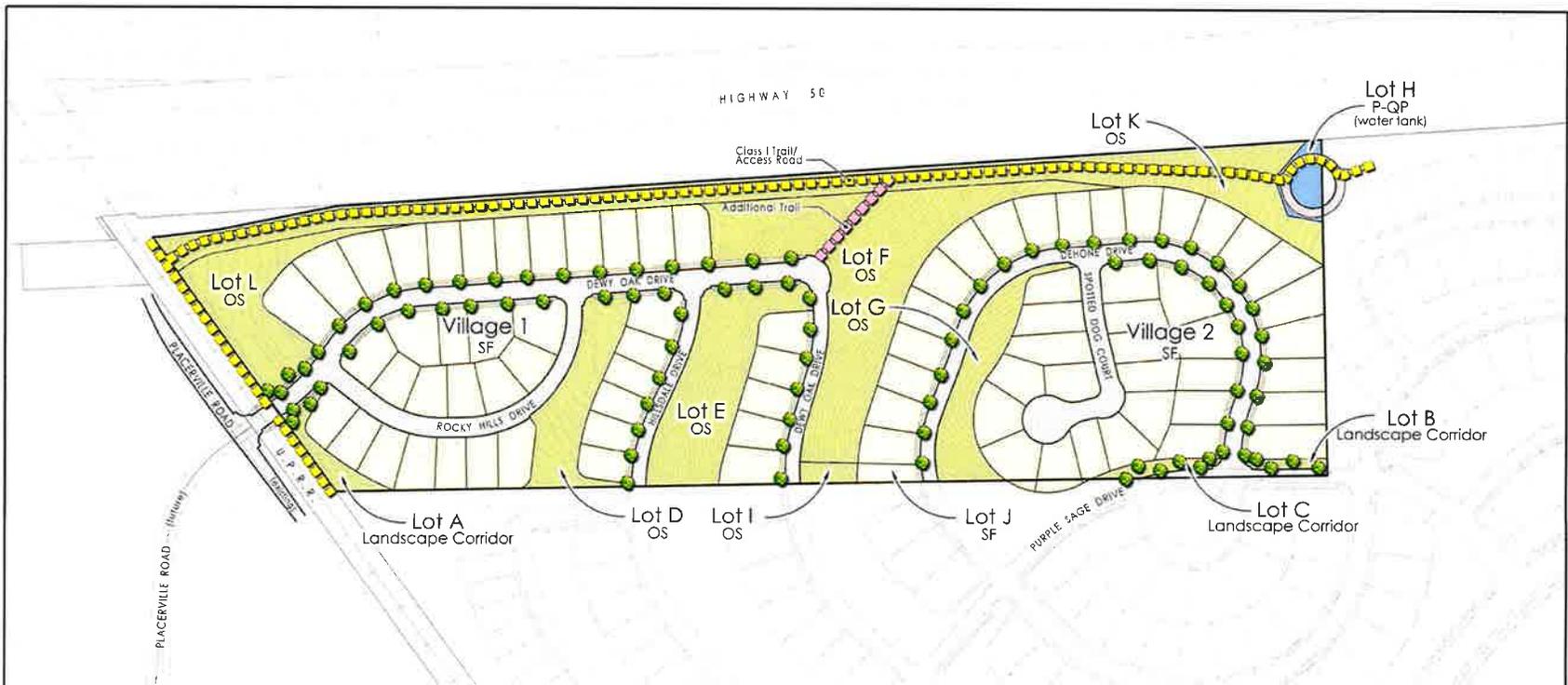
Vicinity Map



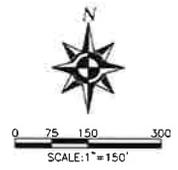
CITY OF
FOLSOM



Attachment 5
Broadstone Estates Subdivision
Master Plan Exhibit
Dated March 9, 2017



LAND USE SUMMARY					
LOT/VILLAGE NUMBER	LAND USE	GENERAL PLAN / ZONING	AREA (ACRES)	DU DENSITY (DU/AC)	
1	SINGLE FAMILY RESIDENTIAL (80' x 105')	SF / SF-SF-PD	12.1	42	3.2
2	SINGLE FAMILY RESIDENTIAL (85' x 105')	SF / SF-SF-PD	12.0	41	3.4
A	LANDSCAPE CORRIDOR	OS / SF-OS-PD	0.3	-	-
B	LANDSCAPE CORRIDOR	SF / SF-SF-PD	0.1	-	-
C	LANDSCAPE CORRIDOR	SF / SF-SF-PD	0.2	-	-
D	OPEN SPACE	OS / SF-OS-PD	1.0	-	-
E	OPEN SPACE	OS / SF-OS-PD	1.7	-	-
F	OPEN SPACE	OS / SF-OS-PD	3.0	-	-
G	OPEN SPACE	OS / SF-OS-PD	0.9	-	-
H	PQP (Tank 5000)	PQP / SF-PQP-PD	0.3	-	-
I	OPEN SPACE (Possible Future BLA)	OS / SF-OS-PD	0.1	-	-
J	SINGLE FAMILY RESIDENTIAL (Possible Adult BLA)	SF / SF-SF-PD	0.1	-	-
K	OPEN SPACE (Drainage Easement / PUE / Trail)	OS / SF-OS-PD	4.1	-	-
L	LANDSCAPE	OS / SF-OS-PD	0.8	-	-
TOTAL			37.2	81	



ILLUSTRATIVE MASTER PLAN EXHIBIT

BROADSTONE ESTATES

Scale: 1" = 100'

Folsom, California

March 9, 2017

MACKAY & SOMPS
ENGINEERS PLANNERS SURVEYORS

Attachment 6
Small-Lot Vesting Tentative Subdivision Map
Dated March 9, 2017

Attachment 7
Letter from Applicant, dated August 31, 2021

340 Palladio Parkway, Suite 521
Folsom, California 95630-8775
(916) 984-1300 FAX (916) 984-1322

Elliott Homes

1914

Celebrating 100 years

2014

August 31, 2021

Ms. Pam Johns
Community Development Director
CITY OF FOLSOM
50 Natoma Street
Folsom, California 95630
pjohns@folsom.ca.us

Via USPS and Email

Re: Three-Year Extension Request for Broadstone Estates
Vesting Tentative Subdivision Map

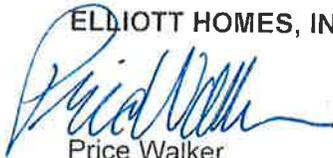
Dear Ms. Johns:

Elliott Homes, Inc., hereby formally requests a three-year extension of time for the Broadstone Estates Vesting Tentative Map. The current map is expected to expire on April 11, 2022. We are actively designing the improvements, with the plan to begin grading the overall site in the Summer of 2022. An extension will allow Elliott Homes to complete the improvements, tie into existing services, and file the Final Map in a timely manner.

Thank you for your consideration of this request. Elliott Homes looks forward to your response and to scheduling the matter before the appropriate hearing bodies.

Yours truly,

ELLIOTT HOMES, INC.

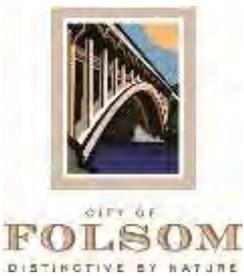


Price Walker

VICE PRESIDENT, PROJECT DEVELOPMENT

PW:tmg

cc: Mr. Steven Wang, City Attorney, swang@folsom.ca.us
Mr. Steven Krahn, City Engineer, skrahn@folsom.ca.us
Mr. Chad Roberts, Attorney, Hefner, Stark & Marois, LLP, croberts@hsmlaw.com



Planning Commission Staff Report

50 Natoma Street, Council Chambers
Folsom, CA 95630

Project: Mangini Ranch Phase 2 Village 1 Subdivision Residential Design Review
File #: PN-21-204
Request: Residential Design Review
Location: Mangini Ranch Phase 2 Subdivision within Folsom Plan Area
Staff Contact: Josh Kinkade, Associate Planner, 916-461-6209
jkinkade@folsom.ca.us

Property Owner

Name: CMB Improvement Company, LLC
Address: 4370 Town Center Blvd.,
Suite 100. El Dorado Hills CA 95762

Applicant

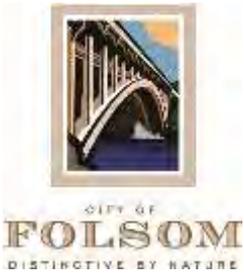
Name: Tri-Pointe Homes
Address: 2990 Lava Ridge Court,
Suite 190. Roseville, CA 95661

Recommendation: Conduct a public meeting and upon conclusion recommend approval of a Residential Design Review Application for 88 single-family residential homes as illustrated on Attachments 6 through 10 for the Mangini Ranch Phase 2 Village 1 Subdivision project (PN 21-204) subject to the findings (Findings A-J) and conditions of approval (Conditions 1-14) attached to this report.

Project Summary: The proposed project involves a request for Residential Design Review approval for 88 traditional single-family residential homes located within Village 1 of the previously approved Mangini Ranch Phase 2 Subdivision project. In particular, the applicant is requesting Design Review approval for three (3) individual master plans within Village 1. Four distinct California heritage-themed architectural styles and twelve color and material alternatives are incorporated among the three master plans.

Table of Contents:

- 1 - Description/Analysis
- 2 - Background
- 3 - Conditions of Approval
- 4 - Vicinity Map
- 5 - Applicant's Project Narrative
- 6 - Residential Site Development Plan, dated August 2, 2021
- 7 - Conceptual Landscape Plan Exhibit, dated August 2, 2021



AGENDA ITEM NO. 4
Type: Public Meeting
Date: November 3, 2021

- 8 - Building Elevations, Floor Plans and Roof Plans, dated September 17, 2021
- 9 - Street Scene Exhibit, dated September 22, 2021
- 10 - Exterior Colors/Materials, dated September 21, 2021
- 11 - Folsom Ranch Central District Design Guidelines

Submitted,

A handwritten signature in blue ink, appearing to read "Pam Johns". The signature is fluid and cursive, with a long horizontal stroke extending to the right.

PAM JOHNS
Community Development Director

**ATTACHMENT 1
DESCRIPTION/ANALYSIS**

APPLICANT'S PROPOSAL

The applicant, Tri-Pointe Homes, is requesting Residential Design Review approval for 88 single-family residential homes situated within the previously approved Mangini Ranch Phase 2 Subdivision project (commercial name: Lonestar). Specifically, the applicant is requesting Design Review approval for three (3) individual master plans within Village 1. The master plans include four (4) distinct California heritage-themed architectural styles (Craftsman, Western Farmhouse, Spanish and Italian Villa) and twelve (12) color and material alternatives.

The proposed master plans feature three two-story plans ranging in size from 2,444 to 2,995 square feet (3BR/2.5BA to 5BR/3.5BA) in size and include an attached two-car garage. The four classic design themes are characterized by a variety of unique architectural elements including distinctive roof shapes and forms, covered front entries, varied door and window design, and enhanced decorative elements. Proposed building materials include stucco, horizontal siding, board and batten siding, decorative tiling, faux-stone (stucco) siding, brick veneer, wood posts and columns, wood shutters, wood windowsills, multi-paned windows, themed garage doors, decorative light fixtures, and concrete roof tiles. In addition, there are 12 distinct color and material alternatives available for each of the master plans resulting in 48 different visual expressions. The figures on the following pages illustrate the approved site plan and proposed building elevations for the project.

FIGURE 1: APPROVED SITE PLAN



FIGURE 2: PROPOSED BUILDING ELEVATIONS (FRONT AND REAR)



POLICY/RULE

Folsom Municipal Code (FMC), Section 17.06.030 requires that single-family residential master plans submit a Design Review Application for approval by the Planning Commission.

ANALYSIS

Development Standards

The proposed project is subject to the development standards established by the Folsom Plan Area Specific Plan for SFHD (Single-Family High Density)-designated properties. The following table demonstrates that the proposed project is consistent with the required development standards:

TABLE 2: SFHD DEVELOPMENT STANDARDS TABLE

Development Standards Table SP-SFHD Single Family High Density		
Development Standard	Requirement	Proposed Project
Minimum Lot Area	4,000 SF	4,000 SF
Front Porch Setback	12.5 Feet	15 to 18 Feet
Front Primary Structure Setback	15 Feet	15 to 18 Feet
Front Garage Setback	20 Feet	20 Feet
Side Yard Setback	5 Feet	5 Feet
Rear Yard Setback	15 Feet	15 Feet
Maximum Lot Coverage	50%	<50%

Residential Design Review

The proposed project is located within the central portion of the Folsom Plan Area; thus, it is subject to the Folsom Ranch Central District Design Guidelines, which were approved by the City Council in 2015. The Design Guidelines are a complementary document to the Folsom Plan Area Specific Plan and the Folsom Plan Area Specific Plan Community Guidelines. The Design Guidelines, which are intended to act as an implementation tool for residential development within the Central District of the Folsom Plan Area, provide the design framework for architecture, street scene, and landscaping to convey a master plan identity. The Design Guidelines also establish the pattern and intensity of development for the Central District to ensure a high quality and aesthetically cohesive environment. While these Design Guidelines establish the quality of architectural and landscape development for the master plan, they are not intended to prevent alternative designs and/or concepts that are compatible with the overall project theme.

As a regulatory tool, the Design Guidelines are intended to assist applicants in creating single-family residential neighborhoods that reflect the City’s rich history, reinforce the sense of community, and utilize sustainable best practices. The Design Guidelines also provide the framework for design review approval of Folsom Ranch, Central District residential projects. In addition, the Design Guidelines are intended to be used by builders and developers when designing their Master Plot Plans. Any development project that is submitted to the City must be reviewed for consistency with these Design Guidelines. The following are the general architectural principles intended to guide the design of the Folsom Ranch, Central District to ensure quality development:

- Provide a varied and interesting street scene
- Focus of the home is the front elevation, not the garage
- Provide a variety of garage placements
- Provide detail on rear elevations where visible from the public streets

- Choose appropriate massing and roof forms to define the architectural styles
- Ensure that plans and styles provide a degree of individuality
- Use architectural elements and details to reinforce individual architectural styles

In addition to the general architectural principles referenced previously, the Design Guidelines also provide specific direction regarding a number of architectural situations and features including: edge conditions, corner buildings, building forms, off-set massing forms, front elevations, roof forms, feature windows, architectural projects, balconies, lower height elements, garage door treatments, outdoor living spaces, exterior structures, building materials, and color criteria. The following are examples of architectural situations and features that are relevant to the proposed project:

- Provide a mix of hip and gable roof forms along the street scene
- Provide off-set massing, forms, or wall planes
- Provide recessed second-story elements
- Provide enhanced style-appropriate details on the front building elevation
- Provide decorative window shelves or sill treatments
- Provide architectural projections (recessed windows, eaves, shutters, etc.)
- Provide garage doors that are consistent with the architecture of the building
- Provide variety in the garage door patterns
- Provide outdoor living spaces (porches, balconies, courtyards, etc.)

The architectural design styles selected for the Folsom Ranch Central District have been chosen from the traditional heritage of California home styles, a majority of which have been influenced by the Spanish Mission and Mexican Rancho eras. Over the years, architectural styles in California have become reinterpreted traditional styles that reflect the indoor-outdoor lifestyle choices available in the Mediterranean climate. Suggested architectural styles in the Design Guidelines include American Traditional, Craftsman, Early California Ranch, European Cottage, Italian Villa, Monterey, Spanish Colonial, and Western Farmhouse. Additional architectural styles compatible with the intent of the Design Guidelines may be added if they are regionally appropriate.

As described in the applicant's proposal, the proposed project features four distinct architectural themes that have been chosen from or are similar to the traditional heritage of California home styles including Craftsman, Western Farmhouse, Spanish Colonial and Italian. The following is a description of each of the aforementioned architectural styles proposed for the Mangini Ranch Phase 2 Village 1 Subdivision:

Craftsman

Influenced by the English Arts and Crafts movement of the late 19th century and stylized by California architects, the Craftsman style focused on exterior elements with tasteful and artful attention to detail. Originating in California, Craftsman architecture relied on the simple house tradition, combining hip and gable roof forms with wide, livable porches, and broad overhanging eaves. Extensive built-in elements define this style, treating details such as windows and porches as if they were furniture. The horizontal nature is emphasized by exposed rafter tails and knee braces below broad overhanging eaves constructed in rustic-textured building materials. The overall effect is the creation of a natural, warm, and livable home of artful and expressive character.

Western Farmhouse

The Farmhouse represents a practical and picturesque country house. Its beginnings are traced to both Colonial styles from New England and the Midwest. As the American frontier moved westward, the American Farmhouse style evolved according to the availability of materials and technological advancements, such as balloon framing. Predominant features of the style are large wrapping front porches with a variety of wood columns and railings. Two story massing, dormers, and symmetrical elevations occur most often on the New England Farmhouse variations. The asymmetrical, casual cottage look, with a more decorated appearance, is typical of the Western American Farmhouse. Roof ornamentation is a characteristic detail consisting of cupolas, weathervanes, and dovecotes.

Spanish Colonial

This style evolved in California and the southwest as an adaptation of Mission Revival infused with additional elements and details from Latin America. The style attained widespread popularity after its use in the Panama-California Exposition of 1915. Key features of this style were adapted to the California lifestyle. Plans were informally organized around a courtyard with the front elevation very simply articulated and detailed. The charm of this style lies in the directness, adaptability, and contrasts of materials and textures.

Italian

The Italian Villa was one of the most fashionable architectural styles in the United States in the 1860's. Appearing on architect-designed landmarks in larger cities, the style was based on formal and rigidly symmetrical palaces of the Italian Renaissance. Although residential adaptations generated less formality, traditional classical elements, such as

the symmetrical facade, squared tower entry forms, arched windows, and bracketed eaves, persisted as the enduring traits of this style. When cast iron became a popular building material, it became a part of the Italianate vocabulary, embellishing homes with a variety of designs for balconies, porches, railings, and fences.

In reviewing the architecture and design of the project, staff determined that the design of the three proposed master plans (which also include four elevation plans, twelve color and material alternatives, and 48 architectural and visual expressions) generally reflect the level and type of high-quality design features recommended by the Folsom Ranch Central District Design Guidelines. Specifically, the master plans are responsive to views on all four building elevations and include a variety of unique architectural elements that create an interesting streetscape scene including: off-set building massing, distinctive roof shapes and forms, covered front entries, architectural projections, varied door and window design, single-story elements in the rear and enhanced decorative elements.

Typically, single-family master plans in the SFHD-designated villages within Mangini Ranch include at least one single-story master plan. In discussing this with the applicant, the applicant indicated their preference for two-story products in that they are primarily attempting to attract families with children to purchase these homes, especially given the fact that the subdivision will be across the street from an elementary school. Staff worked with the applicant to modify the plans so that various rooflines were offered and that single-story elements were provided on the proposed rear elevations to ensure that the massing of an entirely two-story master plan village was adequately addressed.

The proposed building materials (stucco, horizontal siding, board and batten siding, decorative tiling, faux-stone (stucco) siding, brick veneer, wood posts and columns, wood shutters, wood windowsills, multi-paned windows, themed garage doors, decorative light fixtures, and concrete roof tiles) are consistent with the materials recommended by the Folsom Ranch Central District Design Guidelines. In addition, the proposed project includes distinct (earth-tone) color schemes that will enhance the visual interest of each of the master plans.

Taking into consideration the aforementioned architectural details, materials, and colors, staff has determined that the design of the master plans, with the proposed conditions, is consistent with the design principles established by the Design Guidelines. As a result, staff forwards the following design recommendations to the Commission for consideration:

1. This approval is for three, two-story master plans (four building elevations with twelve color and material options and 48 visual expressions) for Village 1 of the Mangini Ranch Phase 2 Subdivision. The applicant shall submit building plans that comply with this approval and the attached building elevations dated September 17, 2021.

2. The design, materials, and colors of the proposed Mangini Ranch Phase 2 Village 1 Subdivision single-family residential homes shall be consistent with the attached building elevations, materials samples, and color scheme to the satisfaction of the Community Development Department.
3. The Community Development Department shall approve the individual lot permits to assure no duplication or repetition of the same house, same roof-line, same elevation style, side-by-side, or across the street from each other.
4. All mechanical equipment shall be ground-mounted and concealed from view of public streets, neighboring properties and nearby higher buildings. For lots abutting the open space areas, mechanical equipment shall be located out of view from open space areas.
5. Decorative light fixtures, consistent with the Folsom Ranch Central District Design Guidelines and unique to each architectural design theme, shall be added to the front and rear building elevation of each Master Plan to the satisfaction of the Community Development Department.
6. A minimum of one tree shall be planted in the front yard of each residential lot within the subdivision. A minimum of two trees are required along the street-side of all corner lots. All front yard irrigation and landscaping shall be installed prior to a Building Permit Final.

These recommendations listed above are included in the conditions of approval presented for consideration by the Planning Commission (Condition No. 12).

Landscaping

The Applicant is proposing to install new landscaping in the front yards and street side yards of the new homes within the village. Homeowners will be responsible for landscaping the rear yards of the individual homes. Front yard landscaping has been designed by the applicant to complement the proposed architecture and to work within the front yard areas available.

Proposed landscaping includes street trees on each lot (at least one per interior lot and two per corner lot) and accent trees (at least one per lot). Groundcover consists of bark mulch with drought-tolerant, low-maintenance shrub and groundcover plantings. The conceptual landscape plans are shown in Attachment 7. The species of the trees and plants will be subject to the review and approval of the City Arborist upon submittal of the final landscape plans.

Condition No. 43 of the Mangini Ranch Phase 2 Large-Lot Vesting Tentative Subdivision Map requires that final landscape plans and specifications shall be prepared by a registered landscape architect and approved by the City prior to the approval of the first building permit or Small-Lot Final Map, whichever occurs first. Said plans are required to include all on-site landscape specifications and details, and are required to comply with

all State and local rules, regulations, Governor's declarations and restrictions pertaining to water conservation and outdoor landscaping, including city-wide landscape rules and regulations on water usage and landscaping requirements necessitated to mitigate for drought conditions. The landscape plans are also required to comply with and implement water efficient requirements as adopted by the State of California (Assembly Bill 1881) (State Model Water Efficient Landscape Ordinance) until such time the City of Folsom adopts its own Water Efficient Landscape Ordinance at which time the owner/applicant shall comply with any new ordinance.

Wood fencing is proposed on the property lines of each interior lot. Corner lots provide fencing along the property lines of the interior side property line and inside of the property line on the street-side property line to allow room for additional landscaping outside of the fence line but within the property lines, as shown in Attachment 7. The Folsom Ranch Central District Design Guidelines require that rear yard fencing adjacent to park areas or open space edges where the residential pad is elevated above park/open space be view fencing, where applicable, considering grade differentials, etc.

ENVIRONMENTAL REVIEW

The City, as lead agency, previously determined that the Mangini Ranch Phase 2 Subdivision project is entirely consistent with the Folsom Plan Area Specific Plan (FPASP) and therefore the project is exempt from the California Environmental Quality Act as provided by Government Code section 65457 and CEQA Guidelines section 15182. Since that determination was made, none of the events described in Public Resources Code section 21166 or CEQA Guidelines section 15162 (e.g. substantial changes to the project) have occurred. Therefore, no environmental review is required in association with this Residential Design Review Application.

RECOMMENDATION/PLANNING COMMISSION ACTION

Move to Approve a Residential Design Review Application for 88 single-family residential homes as illustrated on Attachments 6 through 10 for the Mangini Ranch Phase 2 Village 1 project (PN 21-204) subject to the findings (Findings A-J) and conditions of approval (Conditions 1-15) attached to this report.

GENERAL FINDINGS

- A. NOTICE OF HEARING HAS BEEN GIVEN AT THE TIME AND IN THE MANNER REQUIRED BY STATE LAW AND CITY CODE.
- B. THE PROJECT IS CONSISTENT WITH THE GENERAL PLAN, THE FOLSOM PLAN AREA SPECIFIC PLAN, AND THE FOLSOM RANCH CENTRAL DISTRICT DESIGN GUIDELINES.

CEQA FINDINGS

- C. THE CITY, AS LEAD AGENCY, PREVIOUSLY CERTIFIED AN ENVIRONMENTAL IMPACT REPORT/ENVIRONMENTAL IMPACT STATEMENT FOR THE FOLSOM PLAN AREA SPECIFIC PLAN.
- D. THE CITY PREVIOUSLY DETERMINED THAT THE MANGINI RANCH PHASE 2 SUBDIVISION PROJECT IS CONSISTENT WITH THE FOLSOM PLAN AREA SPECIFIC PLAN.
- E. THE CITY PREVIOUSLY DETERMINED THAT THE MANGINI RANCH PHASE 2 SUBDIVISION PROJECT IS EXEMPT FROM THE REQUIREMENTS OF CEQA PURSUANT TO GOVERNMENT CODE SECTION 65457 AND CEQA GUIDELINES SECTION 15182.
- F. NONE OF THE EVENTS SPECIFIED IN SECTION 21166 OF THE PUBLIC RESOURCES CODE OR SECTION 15162 OF THE CEQA GUIDELINES HAVE OCCURRED.
- G. NO ENVIRONMENTAL REVIEW IS REQUIRED FOR THIS APPLICATION.

DESIGN REVIEW FINDINGS

- H. THE PROJECT IS IN COMPLIANCE WITH THE GENERAL PLAN, THE FOLSOM PLAN AREA SPECIFIC PLAN, AND THE APPLICABLE ZONING ORDINANCES.
- I. THE PROJECT IS IN CONFORMANCE WITH THE FOLSOM RANCH CENTRAL DISTRICT DESIGN GUIDELINES.
- J. THE BUILDING MATERIALS, TEXTURES, AND COLORS OF THE PROJECT WILL BE COMPATIBLE WITH SURROUNDING DEVELOPMENT AND CONSISTENT WITH THE GENERAL DESIGN THEME OF THE NEIGHBORHOOD.

ATTACHMENT 2 BACKGROUND

BACKGROUND

On June 23, 2015, the City Council approved a Large-Lot Vesting Tentative Subdivision Map, Small-Lot Vesting Tentative Subdivision Map, Amendment No. 1 to the First Amended and Restated Development Agreement, Design Guidelines, and an Inclusionary Housing Plan for development of an 833-unit single-family residential subdivision known as Mangini Ranch Phase 1 on a 418-acre site generally situated south of an Alder Creek tributary, west of Placerville Road, north of White Rock Road, and east of East Bidwell Street (formerly Scott Road) within the Folsom Plan Area. The Large-Lot Vesting Tentative Subdivision Map was approved to subdivide the existing 418-acre site into thirty-seven (37) individual parcels for future sale and development. The Small-Lot Vesting Tentative Subdivision Map was approved to subdivide the newly created single-family residential large lots into an 833-unit single-family residential subdivision. Lastly, the Folsom Ranch Central District Design Guidelines and Development Regulations were approved for the orderly development of the proposed single-family residential subdivision.

On February 13, 2018, the City Council approved a Large-Lot Vesting Tentative Subdivision Map, Small Lot Vesting Tentative Subdivision Map, Project Design Guidelines Amendment, and Inclusionary Housing Plan for development of a 901-unit residential subdivision known as Mangini Ranch Phase 2 on a 203-acre site located within the central portion of the Folsom Plan Area (i.e., within the previously-approved Westland-Eagle site). The Large-Lot Vesting Tentative Subdivision Map was approved to subdivide the 203-acre project site into twenty-three (23) individual parcels for future development. The Small-Lot Vesting Tentative Subdivision Map was approved to subdivide nine (9) of the large parcels into 545 single-family residential lots (SP-MLD-PD, SP-SF-PD, and SP-SFHD-PD zoning designations). The remaining 356 residential units within the project area were allotted to three multi-family zoned large-lot parcels. An Addendum to the Folsom Ranch Central District Design Guidelines was approved to incorporate architectural guidelines for multi-family residential development into the Design Guidelines. Lastly, an Inclusionary Housing Plan was approved which outlined the means by which the project's inclusionary housing requirement will be met.

On May 6, 2020, the Planning Commission approved a Residential Design Review Application submitted by KB Homes for 109 single-family residential units situated within Villages 4 and 8 of the previously approved Mangini Ranch Phase 2 Subdivision. The aforementioned Design Review approval included four (4) individual master plans with four (4) distinct California heritage-themed architectural styles (Cottage, Craftsman, Farmhouse, and Spanish) and twelve (12) color and material alternatives.

On June 17, 2020, the Planning Commission approved Planned Development Permit Modification from Signature Homes Inc. to reduce one of the required side yard setbacks from 5 feet to 4 feet, and to reduce the required garage setback from 20 feet to 19 feet

and 20 feet to 18 feet for two master plans respectively. This approval also included a Residential Design Review for 68 single-family residential units for the Mangini Ranch Phase 2 Village 7 project, including three (3) individual master plans with four (4) distinct California heritage-themed architectural styles (Agrarian Contemporary, American Traditional, Craftsman, and Spanish Colonial) and twelve (12) color and material alternatives.

GENERAL PLAN DESIGNATION	SFHD (Single Family High Density)
SPECIFIC PLAN DESIGNATION	SP-SFHD PD (Specific Plan-Single Family High Density, Planned Development District)
ADJACENT LAND USES/ZONING	North: Savannah Parkway with Undeveloped Park (P) and School (PQP) Properties Beyond South: Open Space (OS) with Mangini Ranch Phase 1 Development (SFHD) Beyond East: Open Space with Undeveloped Parkland (P) Beyond West: Westwood Drive with Mangini Ranch Phase 2 Village 2 Beyond
SITE CHARACTERISTICS	The project site has been fully graded and site improvements (underground utilities, roadways, curbs, gutters, sidewalks, etc.) are currently in the process of being constructed and are anticipated to be completed in November 2021.
APPLICABLE CODES	FPASP (Folsom Plan Area Specific Plan) Folsom Ranch Central District Design Guidelines <u>FMC</u> 17.06, Design Review

Attachment 3

Conditions of Approval

CONDITIONS OF APPROVAL FOR THE MANGINI RANCH PHASE 2, VILLAGE 1 SUBDIVISION RESIDENTIAL DESIGN REVIEW PROJECT (PN 21-204) MANGINI RANCH PHASE 2 SUBDIVISION WITHIN FOLSOM PLAN AREA RESIDENTIAL DESIGN REVIEW				
	Mitigation Measure	Condition/Mitigation Measure	When Required	Responsible Department
1.		<p>The applicant shall submit final site development plans to the Community Development Department that shall substantially conform to the exhibits referenced below and provided in Attachments 6-10:</p> <ul style="list-style-type: none"> • Residential Site Development Plan, dated August 2, 2021 • Conceptual Landscape Plan Exhibit, dated August 2, 2021 • Building Elevations, Floor Plans and Roof Plans, dated September 17, 2021 • Street Scene Exhibit, dated September 22, 2021 • Exterior Colors/Materials, dated September 21, 2021 <p>This project approval is for the Mangini Ranch Phase 2 Village 1 Subdivision Residential Design Review, which includes design review approval for 88 traditional single-family residential units located within Village 1 of the previously approved Mangini Ranch Phase 2 Subdivision project for the Mangini Ranch Phase 2 Village 1 Subdivision Residential Design Review project (PN 21-204). Implementation of the project shall be consistent with the above-referenced items as modified by these conditions of approval. The species of the trees and plants will be subject to the review and approval of the City Arborist upon submittal of the final landscape plans.</p>	B	CD (P)(E)
2.		<p>Building plans shall be submitted to the Community Development Department for review and approval to ensure conformance with this approval and with relevant codes, policies, standards and other requirements of the City of Folsom.</p>	B	CD (P)(E)(B)
3.		<p>The project approvals granted under this staff report (Residential Design Review) shall remain in effect for two years from final date of approval (November 3, 2023). Failure to obtain the relevant building (or other) permits within this time period, without the subsequent extension of this approval, shall result in the termination of this approval.</p>	B	CD (P)

CONDITIONS OF APPROVAL FOR THE MANGINI RANCH PHASE 2, VILLAGE 1 SUBDIVISION RESIDENTIAL DESIGN REVIEW PROJECT (PN 21-204) MANGINI RANCH PHASE 2 SUBDIVISION WITHIN FOLSOM PLAN AREA RESIDENTIAL DESIGN REVIEW				
	Mitigation Measure	Condition/Mitigation Measure	When Required	Responsible Department
4.		<p>The owner/applicant shall defend, indemnify, and hold harmless the City and its agents, officers and employees from any claim, action or proceeding against the City or its agents, officers or employees to attack, set aside, void, or annul any approval by the City or any of its agencies, departments, commissions, agents, officers, employees, or legislative body concerning the project. The City will promptly notify the owner/applicant of any such claim, action or proceeding, and will cooperate fully in the defense. The City may, within its unlimited discretion, participate in the defense of any such claim, action or proceeding if both of the following occur:</p> <ul style="list-style-type: none"> • The City bears its own attorney’s fees and costs; and • The City defends the claim, action or proceeding in good faith <p>The owner/applicant shall not be required to pay or perform any settlement of such claim, action or proceeding unless the settlement is approved by the owner/applicant.</p>	OG	CD (P)(E)(B) PW, PR, FD, PD, NS
DEVELOPMENT COSTS AND FEE REQUIREMENTS				
5.		The owner/applicant shall pay all applicable taxes, fees and charges at the rate and amount in effect at the time such taxes, fees and charges become due and payable.	B	CD (P)(E)
6.		If applicable, the owner/applicant shall pay off any existing assessments against the property, or file necessary segregation request and pay applicable fees.	B	CD (E)
7.		The City, at its sole discretion, may utilize the services of outside legal counsel to assist in the implementation of this project, including, but not limited to, drafting, reviewing and/or revising agreements and/or other documentation for the project. If the City utilizes the services of such outside legal counsel, the applicant shall reimburse the City for all outside legal fees and costs incurred by the City for such services. The applicant may be required, at the sole discretion of the City Attorney, to submit a deposit to the City for these services prior to initiation of the services. The applicant shall be responsible for reimbursement to the City for the services regardless of whether a deposit is required.	B	CD (P)(E)

CONDITIONS OF APPROVAL FOR THE MANGINI RANCH PHASE 2, VILLAGE 1 SUBDIVISION RESIDENTIAL DESIGN REVIEW PROJECT (PN 21-204) MANGINI RANCH PHASE 2 SUBDIVISION WITHIN FOLSOM PLAN AREA RESIDENTIAL DESIGN REVIEW				
	Mitigation Measure	Condition/Mitigation Measure	When Required	Responsible Department
8.		If the City utilizes the services of consultants to prepare special studies or provide specialized design review or inspection services for the project, the applicant shall reimburse the City for actual costs it incurs in utilizing these services, including administrative costs for City personnel. A deposit for these services shall be provided prior to initiating review of the Final Map, improvement plans, or beginning inspection, whichever is applicable.	B	CD (P)(E)
9.		This project shall be subject to all City-wide development impact fees, unless exempt by previous agreement. This project shall be subject to all City-wide development impact fees in effect at such time that a building permit is issued. These fees may include, but are not limited to, fees for fire protection, park facilities, park equipment, Humbug-Willow Creek Parkway, Light Rail, TSM, capital facilities and traffic impacts. The 90-day protest period for all fees, dedications, reservations or other exactions imposed on this project will begin on the date of final approval (November 3, 2021). The fees shall be calculated at the fee rate in effect at the time of building permit issuance.	B	CD (P)(E), PW, PK
10.		The owner/applicant agrees to pay to the Folsom-Cordova Unified School District the maximum fee authorized by law for the construction and/or reconstruction of school facilities. The applicable fee shall be the fee established by the School District that is in effect at the time of the issuance of a building permit. Specifically, the owner/applicant agrees to pay any and all fees and charges and comply with any and all dedications or other requirements authorized under Section 17620 of the Education Code; Chapter 4.7 (commencing with Section 65970) of the Government Code; and Sections 65995, 65995.5 and 65995.7 of the Government Code.	B	CD (P)

ARCHITECTURE/SITE DESIGN REQUIREMENTS

11.		Final exterior building and site lighting plans shall be submitted for review and approval by Community Development Department for aesthetics, level of illumination, glare and trespass prior to the issuance of any building permits. The exterior building and site lighting will be required to achieve energy efficient standards by installing high-intensity discharge (mercury vapor, high-pressure sodium, or similar) lamps. Lighting shall be equipped with a timer or photo condenser. Lighting shall be designed to be directed downward onto the project site and away from adjacent properties and public rights-of-way.	B	CD (P)
-----	--	---	---	--------

12.		<p>The project shall comply with the following architecture and design requirements:</p> <ol style="list-style-type: none"> 1. This approval is for three, two-story master plans (four building elevations with twelve color and material options and 48 visual expressions) for Village 1 of the Mangini Ranch Phase 2 Subdivision. The applicant shall submit building plans that comply with this approval and the attached building elevations dated September 17, 2021. 2. The design, materials, and colors of the proposed Mangini Ranch Phase 2 Village 1 Subdivision single-family residential homes shall be consistent with the attached building elevations, materials samples, and color scheme to the satisfaction of the Community Development Department. 3. The Community Development Department shall approve the individual lot permits to assure no duplication or repetition of the same house, same roof-line, same elevation style, side-by-side, or across the street from each other. 4. All mechanical equipment shall be ground-mounted and concealed from view of public streets, neighboring properties and nearby higher buildings. For lots abutting the open space areas, mechanical equipment shall be located out of view from open space areas. 5. Decorative light fixtures, consistent with the Folsom Ranch Central District Design Guidelines and unique to each architectural design theme, shall be added to the front and rear building elevation of each Master Plan to the satisfaction of the Community Development Department. 6. A minimum of one tree shall be planted in the front yard of each residential lot within the subdivision. A minimum of two trees are required along the street-side of all corner lots. All front yard irrigation and landscaping shall be installed prior to a Building Permit Final. 	B	CD (P) (B)
FIRE DEPARTMENT REQUIREMENT				
13.		<p>The building shall have illuminated addresses visible from the street or drive fronting the property. Size and location of address identification shall be reviewed and improved by the Fire Marshal.</p>	B	FD

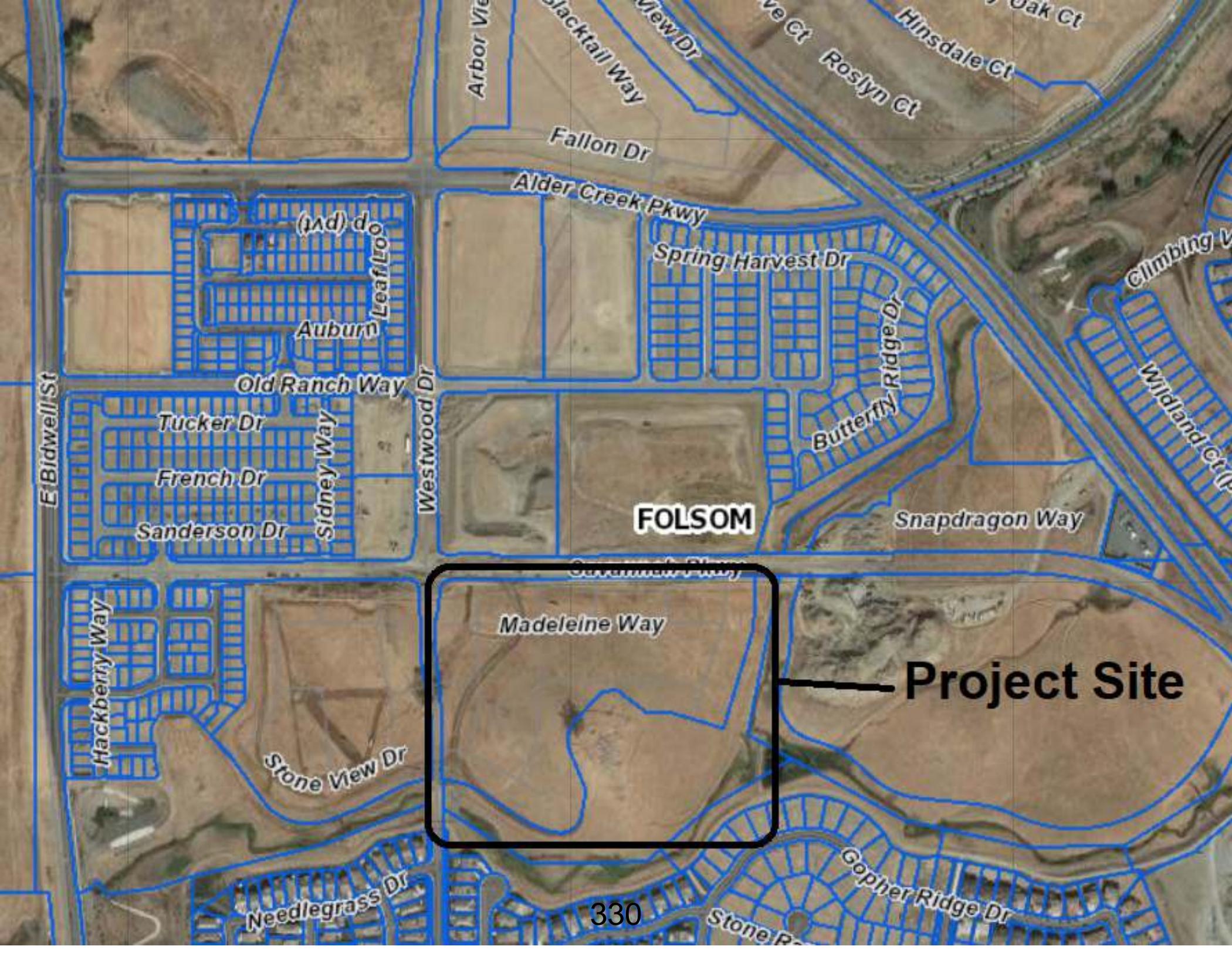
POLICE/SECURITY REQUIREMENT				
14.		<p>The owner/applicant shall consult with the Police Department in order to incorporate all reasonable crime prevention measures. The following security/safety measures shall be required:</p> <ul style="list-style-type: none"> • A security guard shall be on-duty at all times at the site or another approved security measure shall be in place including but not limited to a six-foot security fence shall be constructed around the perimeter of construction areas. (This requirement shall be included on the approved construction drawings). • Security measures for the safety of all construction equipment and unit appliances shall be employed. • Landscaping shall not cover exterior doors or windows, block line-of-sight at intersections or screen overhead lighting. 	B	PD
WALLS/FENCES				
15.		<p>The final location, design, height, materials, and colors of the walls and fences shall consistent with the submitted exhibits subject to review and approval by the Community Development Department to ensure consistency with the Folsom Ranch Central District Design Guidelines. The location of the fencing shall remain in perpetuity as shown and installed originally by the Applicant (i.e., fence may not be moved into the PUE on side/corner lots).</p>	B	CD(P)

CONDITIONS

See attached tables of conditions for which the following legend applies.

RESPONSIBLE DEPARTMENT		WHEN REQUIRED	
CD	Community Development Department	I	Prior to approval of Improvement Plans
(P)	Planning Division	M	Prior to approval of Final Map
(E)	Engineering Division	B	Prior to issuance of first Building Permit
(B)	Building Division	O	Prior to approval of Occupancy Permit
(F)	Fire Division	G	Prior to issuance of Grading Permit
PW	Public Works Department	DC	During construction
PR	Park and Recreation Department	OG	On-going requirement
PD	Police Department		

Attachment 4 Vicinity Map



E Bidwell St

Arbor View Dr

Fallon Dr

Alder Creek Pkwy

Spring Harvest Dr

Butterfly Ridge Dr

Snapdragon Way

FOLSOM

Madeleine Way

Project Site

Stone View Dr

Gopher Ridge Dr

Needlegrass Dr

330

(Ad) d

Leafloo

Auburn

Old Ranch Way

Tucker Dr

French Dr

Sanderson Dr

Sidney Way

Westwood Dr

Hackberry Way

Climbing V

Widland Ct

Stone P

Attachment 5

Applicant's Project Narrative

PLAN PROPOSAL NARRATIVE

Lonestar at Mangini Ranch, Folsom CA

Tri Pointe Homes (TPH) is national top 10, premium homebuilder who strives to create neighborhoods and experiences based on value and reward for our homebuyers – to be Life Changing by Design. The Sacramento Division launched in 2017 and has since become a recognized regional homebuilder throughout the Greater Sacramento Area with nine active communities in Placer, Sacramento, and El Dorado Counties. We are now excited to have the opportunity to offer Lonestar as one of five upcoming new communities in the highly sought-after Folsom market. Quality design and craftsmanship are top priorities for TPH. Below, are just a few samples of our most recent homes from our communities throughout the area, showcasing the beautiful detailing and variety you can expect we will continue to bring to Folsom.



Life-changing by Design

PLAN PROPOSAL NARRATIVE

Lonestar at Mangini Ranch, Folsom CA

NEIGHBORHOOD OVERVIEW

Lonestar is a single-family detached project consisting of 88, traditionally oriented, 50'x 80' lots located in the well-established Mangini Ranch master plan community within the Folsom Plan Area Specific Plan. The neighborhood is located across the street from both a future park and school site making the homes ideal for families of all sizes. To the west of Lonestar will be the Eastwood neighborhood, another premiere TRI Pointe Homes community which will be developed and sold simultaneously. Together, these cohesively designed residential neighborhoods provide a variety of housing types and sizes, architecture, lifestyle offerings and features, and price points.

The Lonestar neighborhood benefits from meandering streets, a variety of homesite orientations and open space adjacencies. These attributes will contribute to an active street scene with ample massing variety between the homes.

The site is zoned Single Family High Density (SFHD) and the proposed home designs are consistent with the vision of the Folsom Ranch, Central District Design Guidelines, meeting all the development standards assigned to SFHD zones.



The Lonestar neighborhood will include three traditional two-story plan designs primarily attracting families with children of all ages ranging from newborn to high school age. Highly desired features such as first floor secondary bedrooms, private outdoor spaces, and 3-bay garages combined with the access to outdoor amenities, highly ranked schools, nearby medical services and shopping make Lonestar a homeowner's dream home to raise a family.

SUSTAINABILITY

TRI Pointe Homes designs homes to be life-changing, creating solutions that far exceed homebuyers' expectations and truly enhance their lives. TRI Pointe Homes builds innovative features into the homes by integrating the latest in smart technology, energy-saving features, systems to help conserve water and using natural resources, materials, and equipment that help improve indoor air quality. Through the TPH LivingSmart program, some of the sustainable standard features in homes include:

- Energy Star dishwasher
- Tankless water heaters
- Insulated garage doors and windows with low u-factors

Life-changing by Design

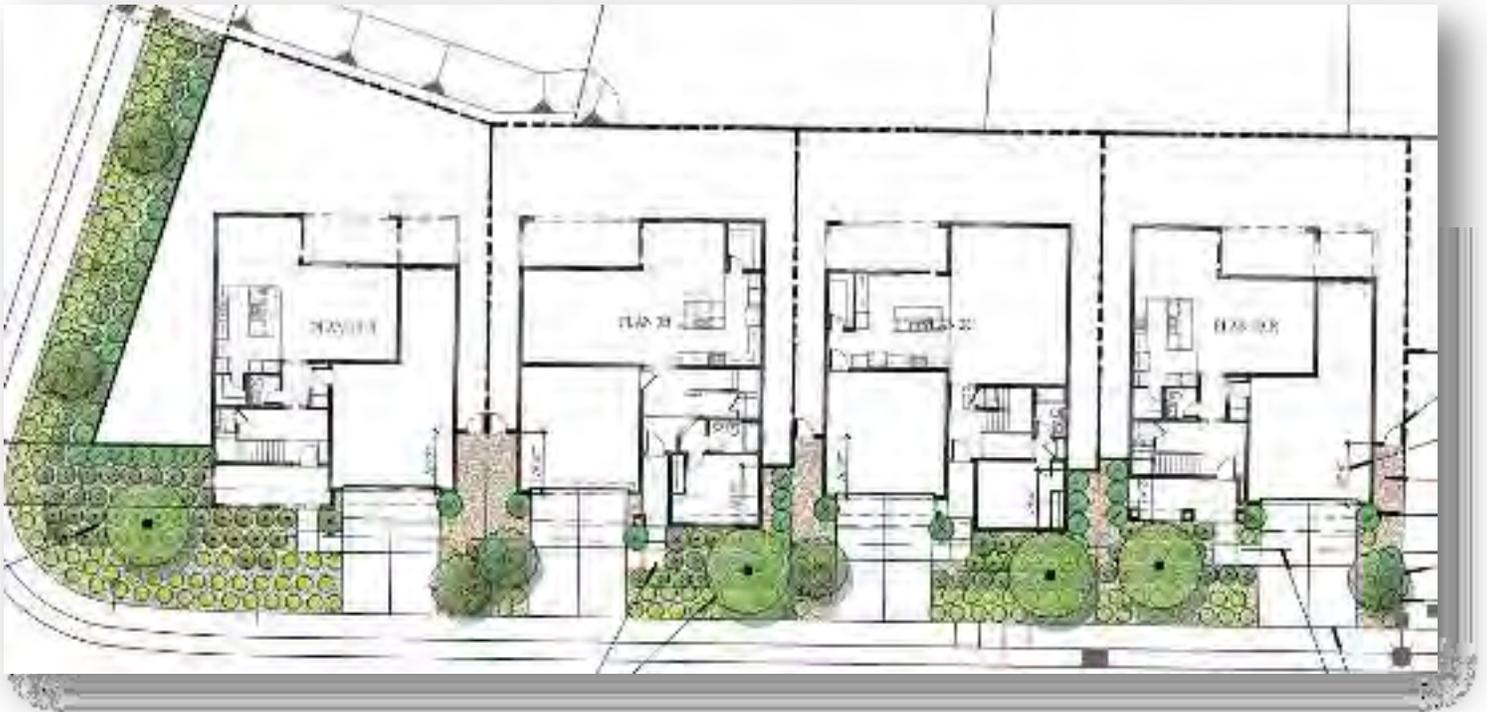
PLAN PROPOSAL NARRATIVE

Lonestar at Mangini Ranch, Folsom CA

- Energy-efficient LED lighting
- Low-E glass windows to keep heat and cold outside and reduce UV rays
- Programmable dual zone, “smart” thermostats
- Right-sized energy efficient HVAC equipment with sealed ducts
- WaterSense certified faucets and fixtures in bathrooms
- Right-sized solar systems offsetting average homeowner usage with the option to add panels as desired

LANDSCAPE

Landscaping for the community will include a plentiful variety of street, front yard, and accent trees. All designs are drought tolerant, low maintenance and plant species will vary per elevation style.



NEIGHBORHOOD HOME DESIGNS

The Lonestar neighborhood will include three traditional two-story plan designs that range in square footage from 2,444 to 2,995 square feet. All homes include two story volume at entry foyer, supersized kitchen pantries, oversized secondary bedrooms, standard covered outdoor patios, gourmet kitchens, spacious great rooms, nine-foot-tall ceiling heights and large private rear yards. Two homes include the highly desired first floor secondary bedroom and one home includes a 3-Bay garage that can be optioned into a first-floor office.

Life-changing by Design

PLAN PROPOSAL NARRATIVE

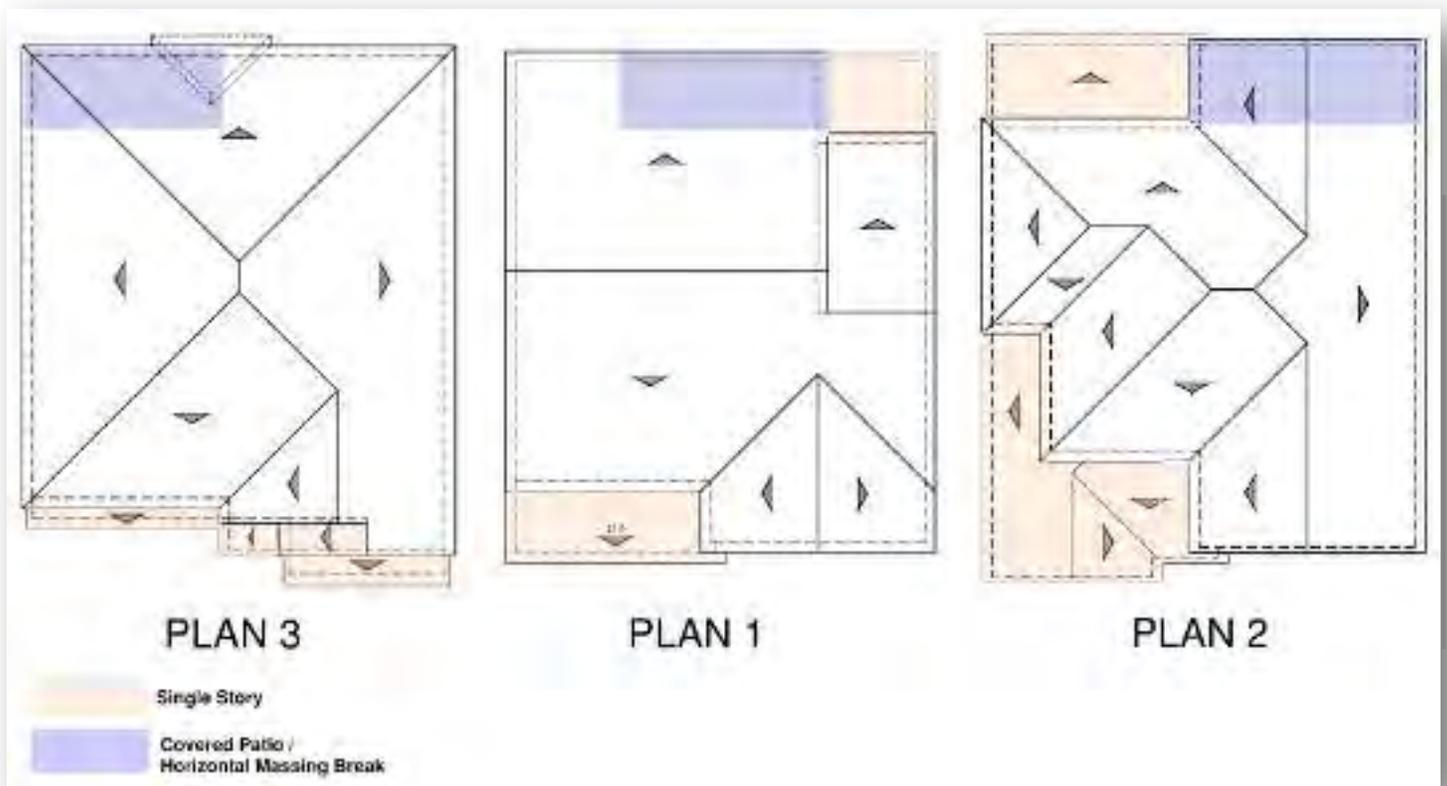
Lonestar at Mangini Ranch, Folsom CA

As represented in the below articulation exhibit, each home is designed to include single story massing. In addition, since the outdoor covered patios are standard, horizontal massing breaks are present. This break in mass means there is not a two-story wall, but instead an eight-foot recess that provides massing relief at the rear of the home.

Plan 1 includes an oversized usable front porch in addition to the rear covered patio, offering homeowners multiple options to enjoy shaded outdoor areas. The second floor includes a seven-foot plane break along nineteen feet of the home. At the rear an eight-foot-deep break along ten feet of the home exists. These setbacks create single-story massing and provide relief on the sides, front and rear of the home.

Plan 2 features a first-floor secondary bedroom at the front of the home that has no second floor stacked above. This single-story feature, which is set five-feet in front of the garage, creates a house forward design that deemphasizes the garage elevation. At the front of the home, the second floor includes two deep setbacks ranging from ten feet to over twenty-three feet.

Plan 3 is a traditional two-story home with much of the private living areas upstairs. The first-floor secondary bedroom is set over five feet in front of the garage offering single story massing and house forward design. The entire second floor is setback from the first floor providing single story elements along the entire width of the home. With three horizontal planes the front of this home has a large amount of interest. While the rear only includes horizontal massing breaks due to the standard covered patio, the addition of a twelve inch pop out provides massing breaks when against edge conditions.



PLAN PROPOSAL NARRATIVE

Lonestar at Mangini Ranch, Folsom CA

PLAN SUMMARY

PLAN	SQUARE FOOTAGE	STORIES	BED / BATH	SPECIAL FEATURES
1	2,444	Two Story	3 Bed / 2.5 Bath	Two-Story Volume at Entry Foyer 3-Bay Garage or Option to First Floor Office Standard Covered Outdoor Patio Option Extended Covered Outdoor Patio
2	2,611	Two Story	4 Bed / 3 Bath	Two-Story Volume at Entry Foyer First Floor Secondary Bedroom Loft Standard Covered Outdoor Patio
3	2,995	Two Story	5 Bed / 3 Bath	Two-Story Volume at Entry Foyer First Floor Secondary Bedroom Oversized Loft Standard Covered Outdoor Patio

The elevation design themes selected for this neighborhood are Spanish Colonial, Craftsman, Western Farmhouse and Italian. Adhering to the Folsom Ranch Central District Design Guidelines, the following elements have been incorporated into the designs.

- A mix of gable and hip roofs
- A mix of single-story and two-story architecture
- Single-story elements in two-story plans
- Significant architectural relief through the use of horizontal and vertical plane breaks
- Side and rear-yard gables
- Varied entry locations
- Architecture forward designs, deemphasizing the garage door
- Variety of coach lights, garage door styles and door styles that coordinate with each of the themes

Spanish Colonial – Elevation A

This elevation style reflects traditional Spanish architecture that can be linked back to the Early California Spanish style with rich detailing and stucco massing. Clay-like gable vent tiles, streamline window trim, window shutters, decorative tile at window sills, and enhanced sills all grace the front elevation detailing. Arched entry massing, recessed feature windows, and recessed garage header trim also reflect the traditional Spanish feel. Elevations with cantilevered elements are supported with detailed corbeling hosting a shaped side profile. Tied together with 's' tile concrete roofing atop hipped roofs, the Spanish Colonial style is recognizable at first sight.



Life-changing by Design

PLAN PROPOSAL NARRATIVE

Lonestar at Mangini Ranch, Folsom CA



B - CRAFTSMAN

Craftsman – Elevation B

The Craftsman elevation style is a stark contrast from the traditions of the Spanish Colonial elevations. Amongst the Craftsman’s detailing is accent siding, wood out-lookers supporting the gable massing and brick accents. Distinct porch massing is supported with tapered columns atop a brick wainscot base. Window mullions thoughtfully placed on the top half of accent windows bring light to the traditions of the Craftsman style. Stylized garage doors and flat tile roofing bring the Craftsman style together.

Western Farmhouse – Elevation C

Recognizable for its high pitch roof massing, and board and batten siding, the Western Farmhouse elevation style is a clear representation of classic agrarian architecture. Like the Spanish Colonial elevation style, the Western Farmhouse style relies on careful placement of detailed elements; all of which are distinct to its identity. Slim window trim with a wide base can be seen alongside window shutters or classic board and batten siding. Naturally placed gable vents are a classic touch within the steep gable ends. Post and beam like architecture can be seen at porch massing where double post elements are a subtle but sturdy touch. Flat tile roofing, and gooseneck lighting are some of the elements seen on the Western Farmhouse elevations.



C - WESTERN FARMHOUSE

Italian – Elevation D

Similar in form to the Spanish elevation, the Italian character is emphasized by red-tile roofs, primarily hopped forms atop simple stucco massing. This style, however, lends well to a broader palette of color on the exterior and is accentuated by more stylistic stucco-wrapped foam trims (to emulate stone or precast concrete) and ornate shutters. Full arch soffits and stucco wainscot accentuate the character of this architectural style.

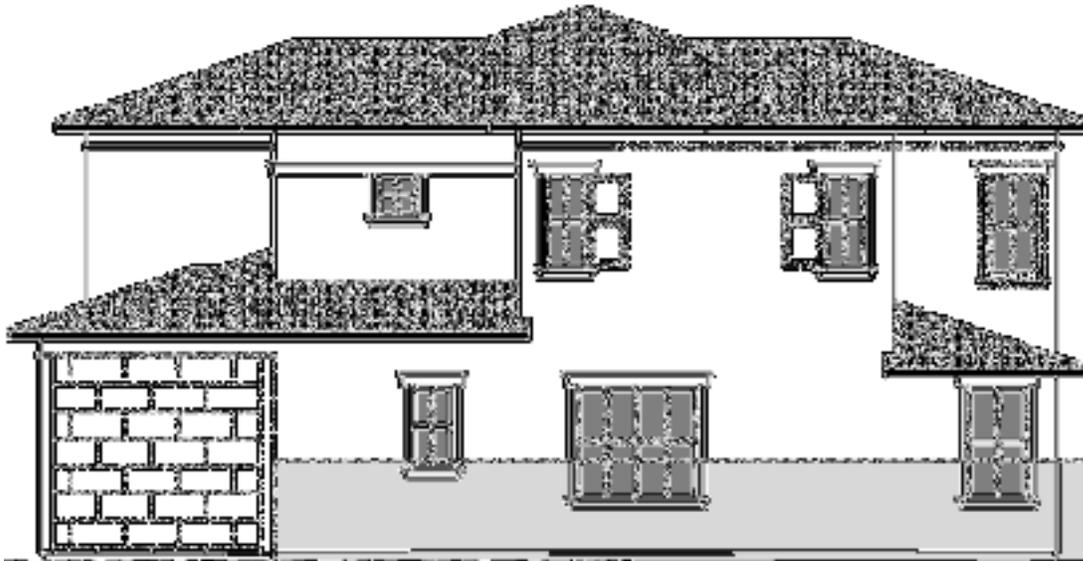


D - ITALIAN

PLAN PROPOSAL NARRATIVE

Lonestar at Mangini Ranch, Folsom CA

Almost half of the homes in Lonestar will have one or more of the elevations exposed to public view. Therefore, enhanced elevation details have been designed that will be added at edge conditions to exposed locations. For instance, masonry that wraps from the front of the home is extended, window grids are added, details such as gable siding or shutters are provided, and more pronounced window trims are included. The additional details combined with the standard plan horizontal and vertical massing, and varied roof pitches and heights, create a dynamic street scene.



Example of side elevation at edge condition with added details to include pronounced window trim, window grids, siding gable detail and extended masonry.



Details combined with the horizontal and vertical massing, and varied roof pitches and heights create a dynamic scene seen from the open space adjacent to the neighborhood.

PLAN PROPOSAL NARRATIVE

Lonestar at Mangini Ranch, Folsom CA

The Color/Material Palette developed for this detached, single-family neighborhood by AT Design Consulting is designed to specifically complement the four architectural styles selected for this community. Each group of Color Schemes takes into consideration the architectural styles, architectural characteristics/assets, adjacencies of color schemes to one-another as well as their visual harmony within the community.

Three plans with four elevations each, combined with twelve color schemes, provides forty-eight expressions to use throughout the eight-eight lots. It is nearly impossible to use all combinations, ensuring that the Lonestar neighborhood will be rich with a variety of color and texture creating an artist palette street scene filled with movement and interest for its residence.

Attachment 6
Residential Site Development Plan,
dated August 2, 2021

Mangini Ranch Phase 2 - Lonestar, Village 1



PROPOSED PLANT PALETTE	
Botanical Name	Common Name
TREES	
Ginkgo biloba	Maidenhair Tree
Magnolia Grandiflora	Southern Magnolia
Pyrus 'Redspire'	Ornamental Pear
Quercus virginiana	Southern Live Oak
Platanus a 'Columbia'	Columbia Plane Tree

- STREET TREE GUIDELINES:**
- A. SINGLE FAMILY RESIDENCES:
 - A.A. EACH RESIDENCE WILL RECEIVE: (1) TREE IN THE FRONT AND AN ADDITIONAL (2) OR MORE TREES FOR CORNER LOT CONDITIONS OR LARGER SIZED LOTS.
 - A.B. STREET TREES ARE GENERALLY LOCATED ON THE LARGER AND WIDER SIDE OF THE LOT.
 - A.C. NO TREES SHALL BE PLANTED WITHIN 5 FEET OF A HOMEOWNERS PROPERTY LINE.
 - B. MINIMUM 24" BOX SIZE REQUIRED FOR STREET TREES.
 - C. ALL STREET TREES TO BE LOCATED OUTSIDE CITY MAINTAINED RIGHT-OF-WAY UNLESS MAINTAINED BY THE MURRIETA COMMUNITY SERVICES DEPARTMENT.
 - D. SIDE YARD TREES WITHIN 5 FEET OF PAVING AND WALLS REQUIRE APPROVED ROOT BARRIERS.
 - E. TREES LOCATED WITHIN PARKWAYS MUST BE A SMALL CANOPY TREE THAT IS APPROPRIATE FOR NARROW PLANTING AREAS, UNLESS THE SIDEWALK IS CONSTRUCTED OF PERMEABLE PAVERS WITH ENGINEERED SOIL.

- NOTES:**
- A. ALL PLANTING AREAS WILL BE SUPPLIED WITH AUTOMATIC IRRIGATION PER CALIFORNIA A.B.1881 GUIDELINES. DRIP IRRIGATION SHALL BE USED ON ALL NON TURF APPLICATIONS.
 - B. DRIP IRRIGATION IS REQUIRED IN TURF AREAS LOCATED WITHIN 24 INCHES OF PAVED SURFACES.
 - C. IRRIGATION SHALL BE CONTROLLED USING SMART CONTROLLERS FOR ALL HOA COMMON AREAS AND HOA MAINTAINED RESIDENTIAL AREAS. CONTROLLER MUST BE ACCESSIBLE AND CONNECTED TO THE INTERNET VIA WIFI OR SMART PHONE APPLICATION.
 - D. LANDSCAPE PLANS SHALL COMPLY WITH FOLSOM MUNICIPAL CODE AND OTHER CODES AS REQUIRED.
 - E. SPRAY HEADS CAN BE USED IN RECREATIONAL TURF AREAS THAT ARE AT LEAST 12 FEET IN WIDTH.
 - F. REQUIRED FOR SINGLE FAMILY HOMES: SMART IRRIGATION CONTROLLERS WITH AUTOMATIC RAIN SHUT OFF DEVICES.

- PLANTING NOTES:**
- A. ALL PLANT MATERIAL SELECTED WILL BE HARDY TO SUNSET CLIMATE ZONE 18 AND CAN WITHSTAND LOCAL WEATHER CONDITIONS.
 - B. ALL PLANTING AREAS WILL RECEIVE 3" DEEP MED. GRIND RECYCLED WOOD MULCH.
 - C. 36" / 48" BOX TREES REQUIRED FOR ACCENT AND ENTRY AREAS.
 - D. BASINS WILL UTILIZE CALIFORNIA NATIVE PLANTS, INCLUDING HAND PLANTED GROUNDCOVERS, SHRUBS, AND TREES ON SLOPES. THE BOTTOMS OF THE BASINS MAY BE HAND PLANTED WITH AN APPROPRIATE PERENNIAL GRASS OR SEDGE AND ALSO HYDRO-SEEDED WITH CALIFORNIA NATIVE SEED.

FENCING LEGEND

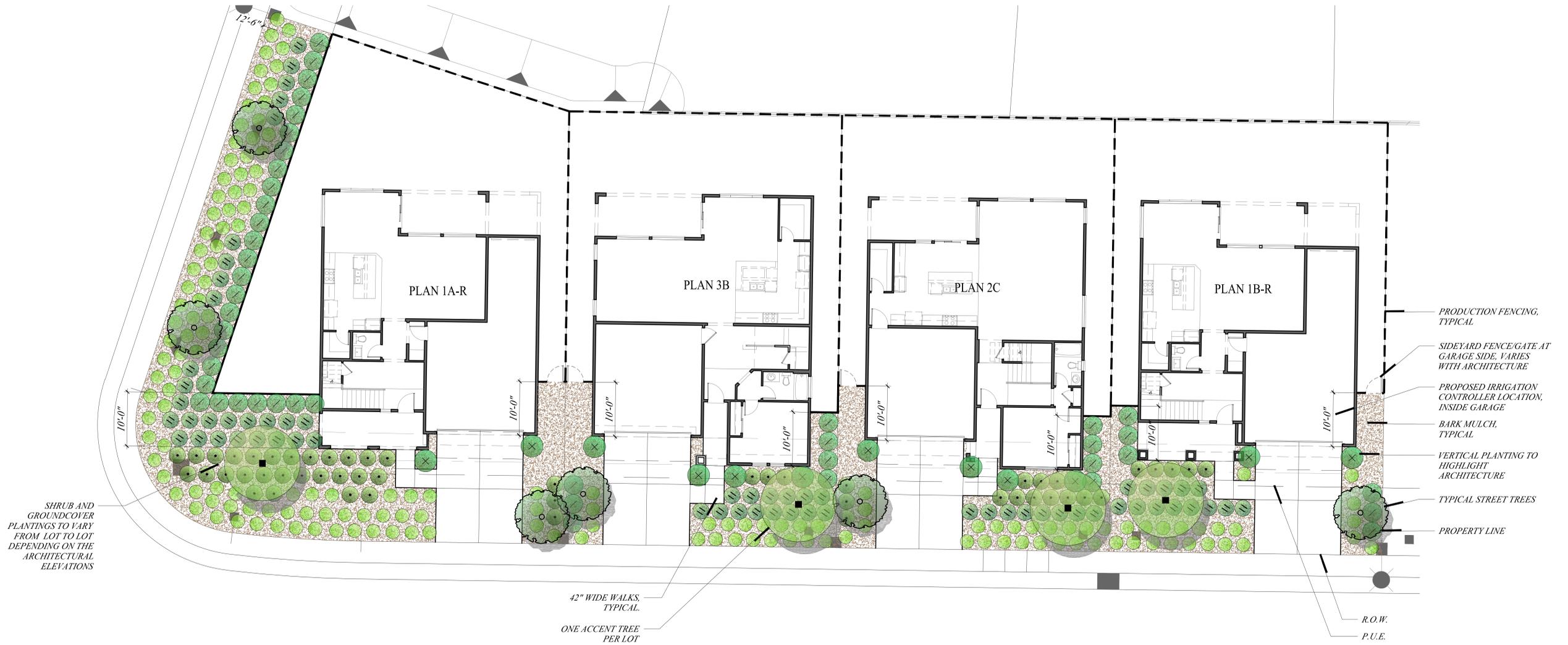
	HOMEOWNER INTERIOR WOOD FENCE WITH S4S PRESSURE TREATED POSTS SET AT MAX 8' O.C. INCLUDING ENDS AND CHANGES IN DIRECTION. ALL OTHER WOOD INCLUDING RAILS AND VERTICAL BOARDS TO BE CEDAR OR BETTER.
	HOMEOWNER (VISIBLE TO PUBLIC) WOOD FENCE WITH S4S PRESSURE TREATED POSTS SET AT MAX 8' O.C. INCLUDING ENDS AND CHANGES IN DIRECTION. ALL OTHER WOOD INCLUDING RAILS AND VERTICAL BOARDS TO BE CEDAR OR BETTER. USED WHERE VISIBLE BY PUBLIC.
	MOW CURB
	PRODUCTION GATE. WOOD FRAME AND FINISH TO MATCH VISIBLE TO PUBLIC WOOD FENCE.
	SOUND WALL

ALL FENCING SHALL BE INSTALLED ON PRIVATE PROPERTY.

Attachment 7
Conceptual Landscape Plan Exhibit,
dated August 2, 2021

Mangini Ranch Phase 2

Lonestar - Village 1

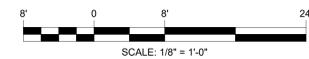


PLANT PALETTE

PLANT PALETTE (SOUTH & WEST)									
SYM	BOTANICAL NAME	COMMON NAME	SIZE	PF	SYM	BOTANICAL NAME	COMMON NAME	SIZE	PF
SPANISH COLONIAL									
●	PRUNUS CAROLINIANA	CAROLINA LAUREL CHERRY	15 GALLON	L	●	LAVANDULA S. 'OTTO QUEST'	SPANISH LAVENDER	1 GAL	L
					●	FESTUCA MAIREI	ATLAS FESCUE	1 GAL	L
					●	RHAPHIOLEPIS INDICA 'CLARA'	INDIAN HAWTHORN	5 GAL	L
					●	ARBUTUS UNEDO 'COMPACTA'	DWARF STRAWBERRY TREE	5 GAL	L
					●	PRUNUS CAROLINIANA 'BRIGHT N TIGHT'	DWARF CAROLINA CHERRY	15 GAL	L
MODERN PRAIRIE									
●	LAGERSTROEMIA INDICA 'MUSKOGEE'	CRAPE MYRTLE	15 GALLON	L	●	ROSA 'CARPET ROSE'	RED CARPET ROSE	1 GAL	L
					●	FESTUCA MAIREI	ATLAS FESCUE	1 GAL	L
					●	RHAPHIOLEPIS INDICA 'CLARA'	INDIAN HAWTHORN	5 GAL	L
					●	ARBUTUS UNEDO 'COMPACTA'	DWARF STRAWBERRY TREE	5 GAL	L
					●	LIGUSTRUM JAPONICUM	JAPANESE PRIVET	15 GAL	L
ITALIAN VILLA									
●	GEIJERA PARVIFOLIA	AUSTRALIAN WILLOW	15 GALLON	L	●	ROSMARINUS O. 'HUNTINGTON CARPET'	ROSEMARY	1 GAL	L
					●	FESTUCA MAIREI	ATLAS FESCUE	1 GAL	L
					●	RHAPHIOLEPIS INDICA 'CLARA'	INDIAN HAWTHORN	5 GAL	L
					●	ARBUTUS UNEDO 'COMPACTA'	DWARF STRAWBERRY TREE	5 GAL	L
					●	LIGUSTRUM JAPONICUM	JAPANESE PRIVET	15 GAL	L

PLANT PALETTE (NORTH & EAST)									
SYM	BOTANICAL NAME	COMMON NAME	SIZE	PF	SYM	BOTANICAL NAME	COMMON NAME	SIZE	PF
SPANISH COLONIAL									
●	PRUNUS CAROLINIANA	CAROLINA LAUREL CHERRY	15 GALLON	L	●	ARCTOSTAPHYLOS 'WOODS COMPACTA'	MANZANITA	1 GAL	L
					●	DIANELLA REVOLUTA 'LITTLE REV'	LITTLE REV FLAX LILY	1 GAL	L
					●	RHAPHIOLEPIS INDICA 'CLARA'	INDIAN HAWTHORN	5 GAL	L
					●	RHAPHIOLEPIS UMBELLATA	HAWTHORN	5 GAL	L
					●	PRUNUS CAROLINIANA 'BRIGHT N TIGHT'	DWARF CAROLINA CHERRY	15 GAL	L
MODERN PRAIRIE									
●	LAGERSTROEMIA INDICA 'MUSKOGEE'	CRAPE MYRTLE	15 GALLON	L	●	ARCTOSTAPHYLOS 'WOODS COMPACTA'	MANZANITA	1 GAL	L
					●	DIANELLA REVOLUTA 'LITTLE REV'	LITTLE REV FLAX LILY	1 GAL	L
					●	RHAPHIOLEPIS INDICA 'CLARA'	INDIAN HAWTHORN	5 GAL	L
					●	RHAPHIOLEPIS UMBELLATA	HAWTHORN	5 GAL	L
					●	LIGUSTRUM JAPONICUM	JAPANESE PRIVET	15 GAL	L
ITALIAN VILLA									
●	GEIJERA PARVIFOLIA	AUSTRALIAN WILLOW	15 GALLON	L	●	ROSA 'CARPET ROSE'	WHITE CARPET ROSE	1 GAL	L
					●	DIANELLA REVOLUTA 'LITTLE REV'	LITTLE REV FLAX LILY	1 GAL	L
					●	RHAPHIOLEPIS INDICA 'CLARA'	INDIAN HAWTHORN	5 GAL	L
					●	RHAPHIOLEPIS UMBELLATA	HAWTHORNE	5 GAL	L
					●	PRUNUS CAROLINIANA 'BRIGHT N TIGHT'	DWARF CAROLINA CHERRY	15 GAL	L

PROPOSED STREET TREE PALETTE			
Botanical Name	Common Name	Size	PF
TREES			
●	Ginkgo Biloba	Maidenhair Tree	15 Gallon M
●	Magnolia Grandiflora	Southern Magnolia	15 Gallon M
●	Pyrus 'Redspire'	Ornamental Pear	15 Gallon M
●	Quercus Virginiana	Southern Live Oak	15 Gallon L
●	Platanus Acerifolia 'Columbia'	Columbia Plane Tree	15 Gallon M



Attachment 8
Building Elevations, Floor Plans and Roof Plans,
dated September 17, 2021



A - SPANISH COLONIAL
SCHEME 3



B - CRAFTSMAN
SCHEME 6

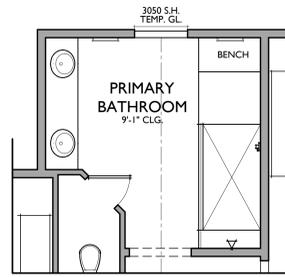


C - WESTERN FARMHOUSE
SCHEME 7

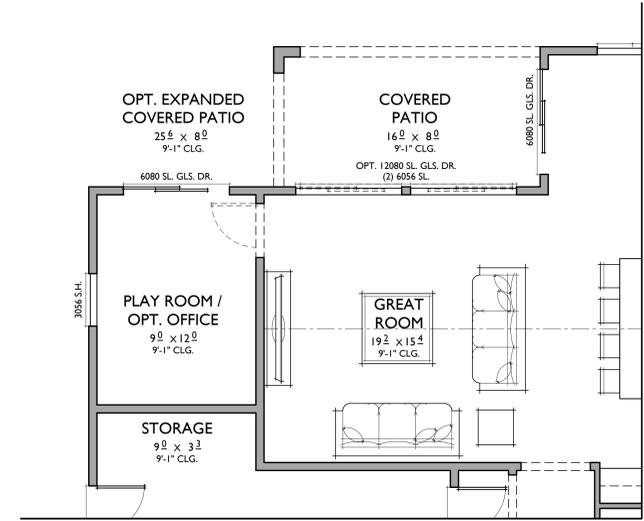
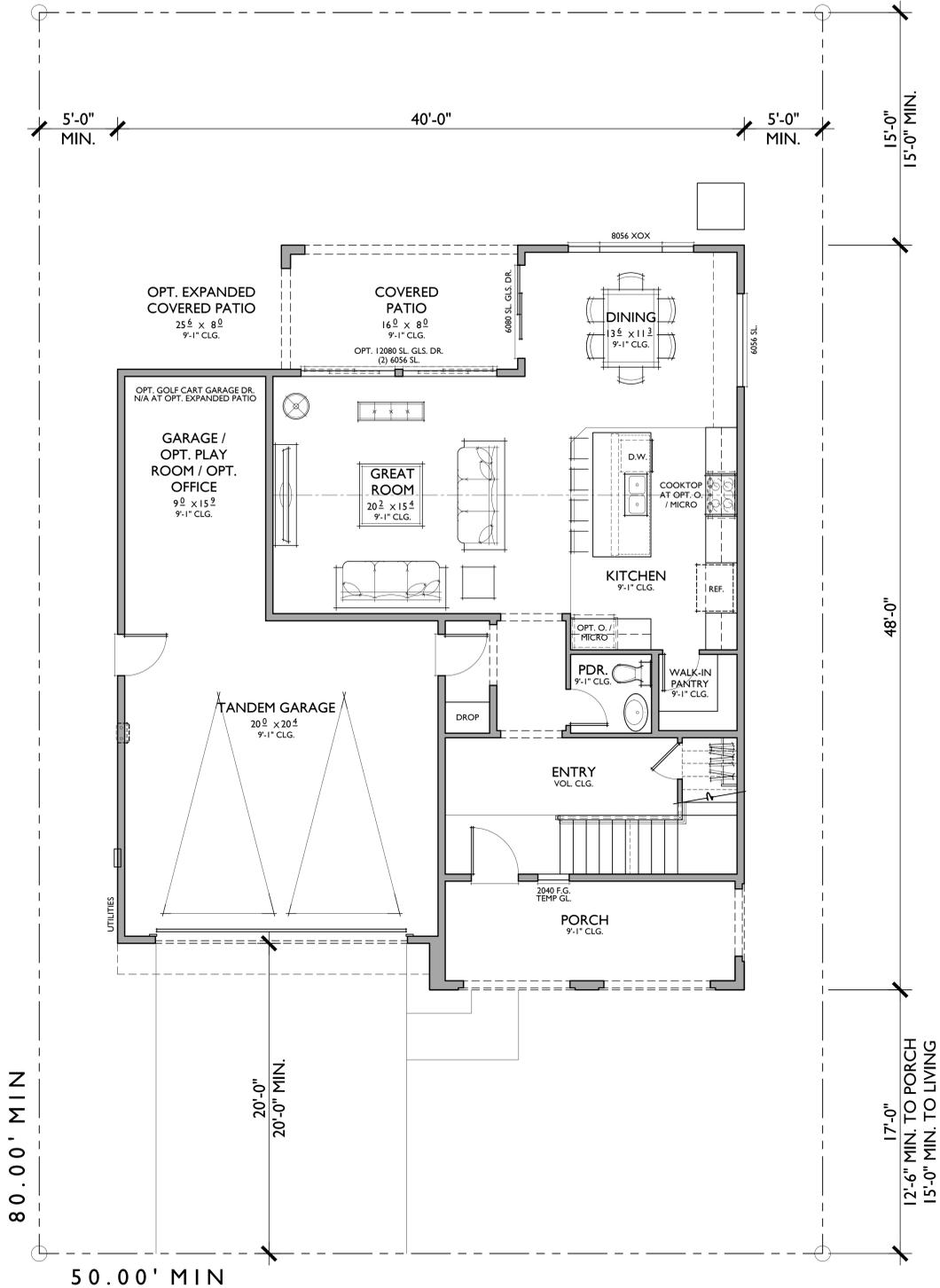
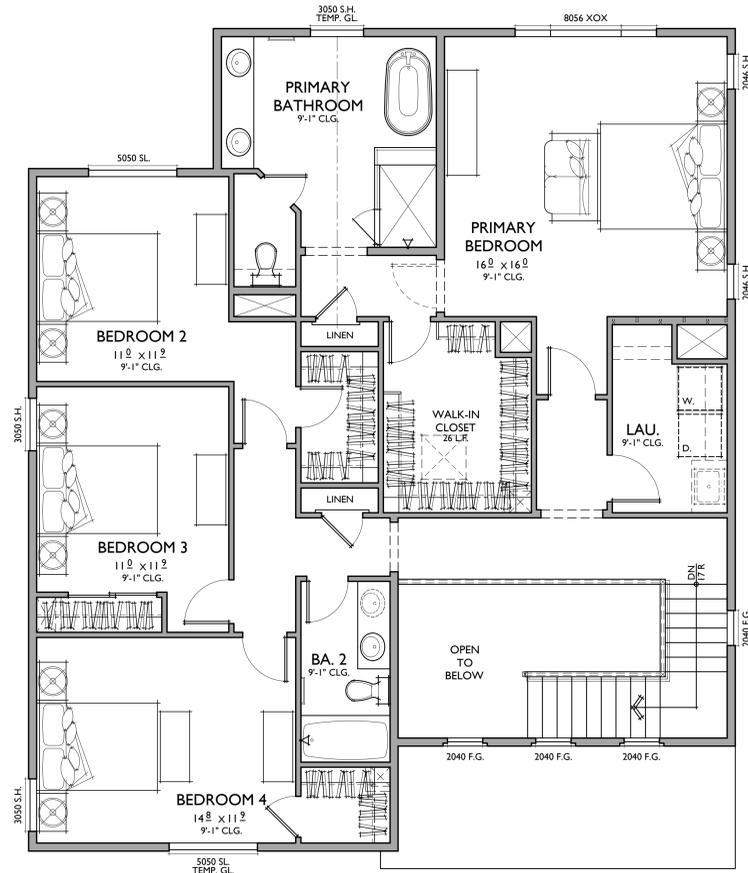


D - ITALIAN
SCHEME 10

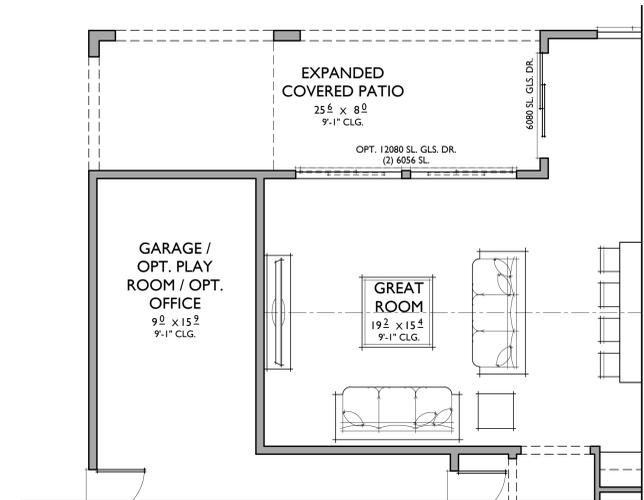
PLAN 1
LONESTAR at MANGINI RANCH, VILLAGE 1 - 50x80 FOLSOM, CA



OPT. SPA SHOWER
AT PRIMARY BATHROOM



OPT. PLAY ROOM / OPT. OFFICE (+122 SQ. FT.)
IN LIEU OF TANDEM GARAGE



OPT. EXPANDED COVERED PATIO (+76 SQ. FT.)

PLAN IA
2,444 SQ. FT.

TARGET: 2,450 SQ. FT.
4 BEDROOMS / 2.5 BATHS
2+ - CAR GARAGE

FLOOR AREA TABLE	
1ST FLOOR	939 SQ. FT.
2ND FLOOR	1,505 SQ. FT.
TOTAL LIVING	2,444 SQ. FT.
2 - CAR GARAGE	580 SQ. FT.
PORCH	137 SQ. FT.
COVERED PATIO	121 SQ. FT.

NOTE: SQUARE FOOTAGE MAY VARY DUE TO METHOD OF CALCULATION

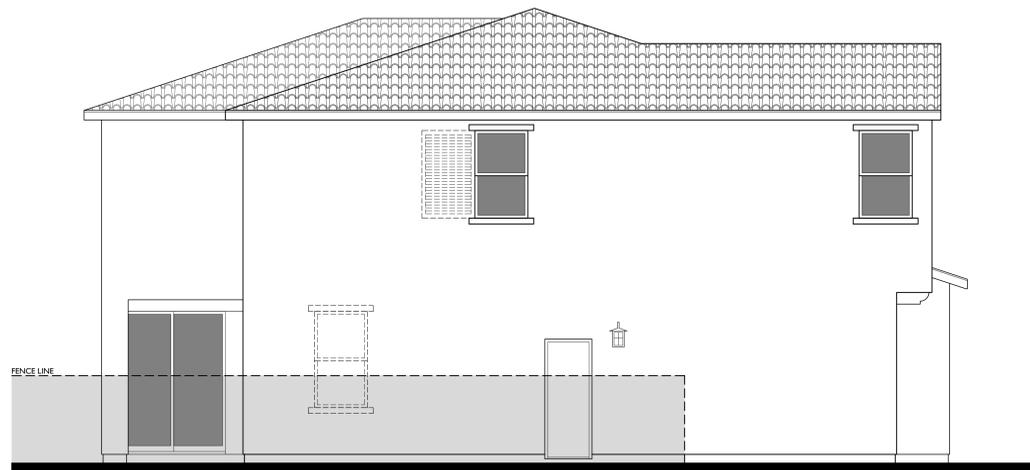


REAR

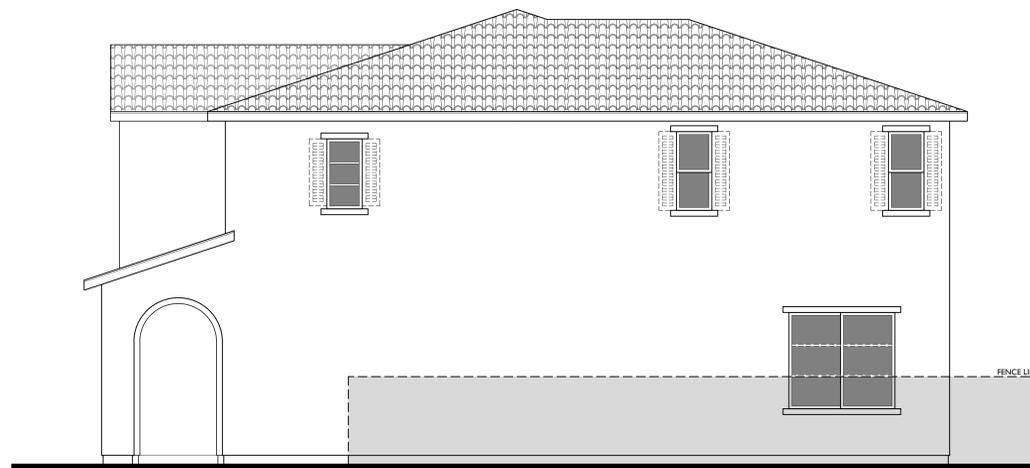


FRONT

A - SPANISH COLONIAL
1/4"=1'-0"

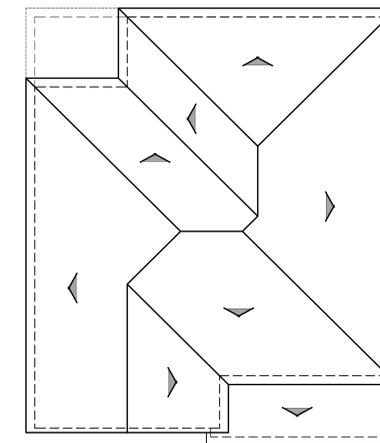


LEFT



RIGHT

NOTE: DASHED ENHANCEMENTS OPTIONAL PER LOT



ROOF PLAN

A

PITCH: 4:12 U.N.O.
RAKE: 6"
EAVE: 12"
ROOF MATERIAL: CONCRETE 'S' TILE



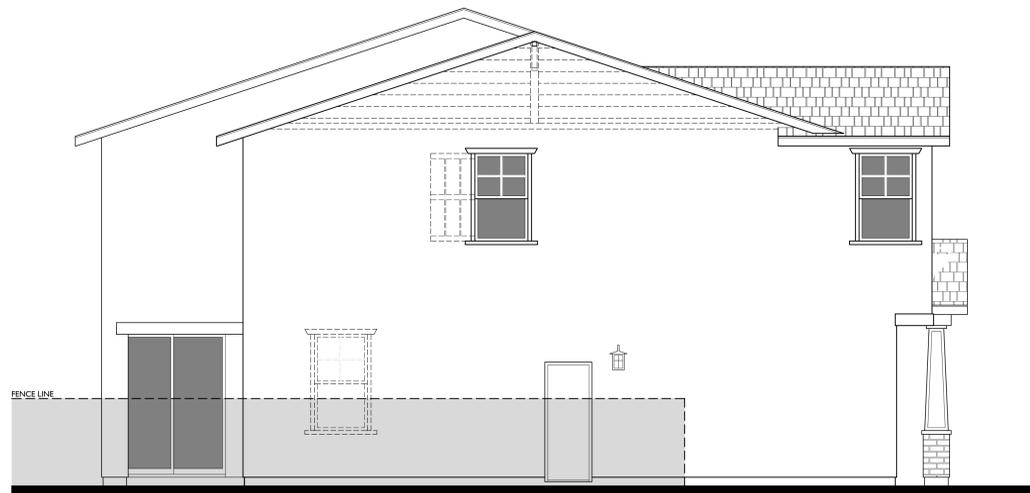
REAR



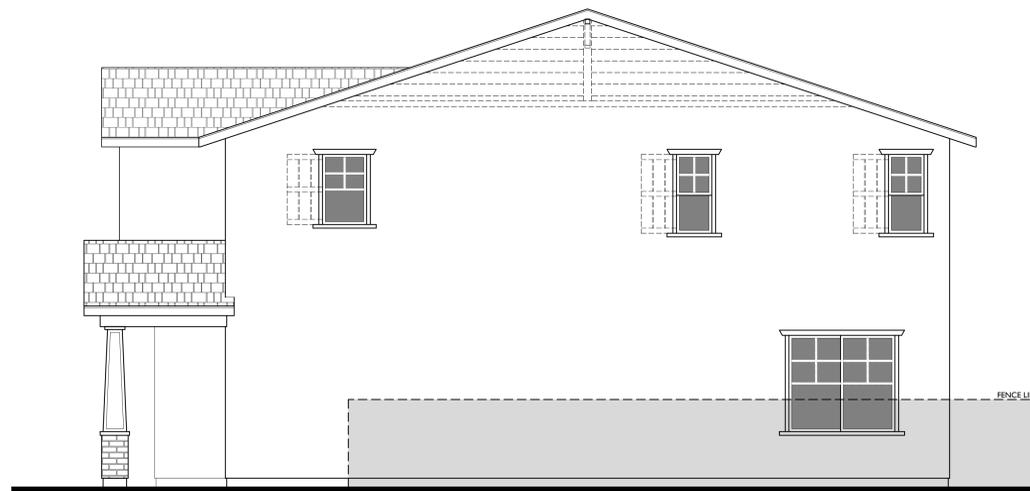
FRONT

B - CRAFTSMAN
1/4"=1'-0"

OVERALL BUILDING HEIGHT
±27'-4"

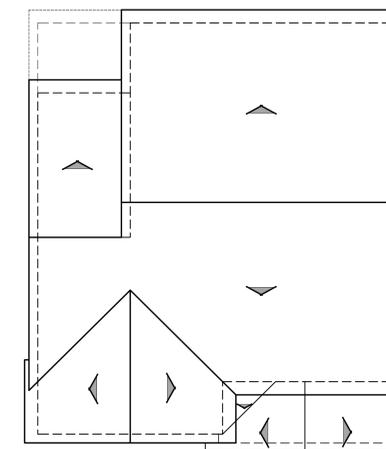


LEFT



RIGHT

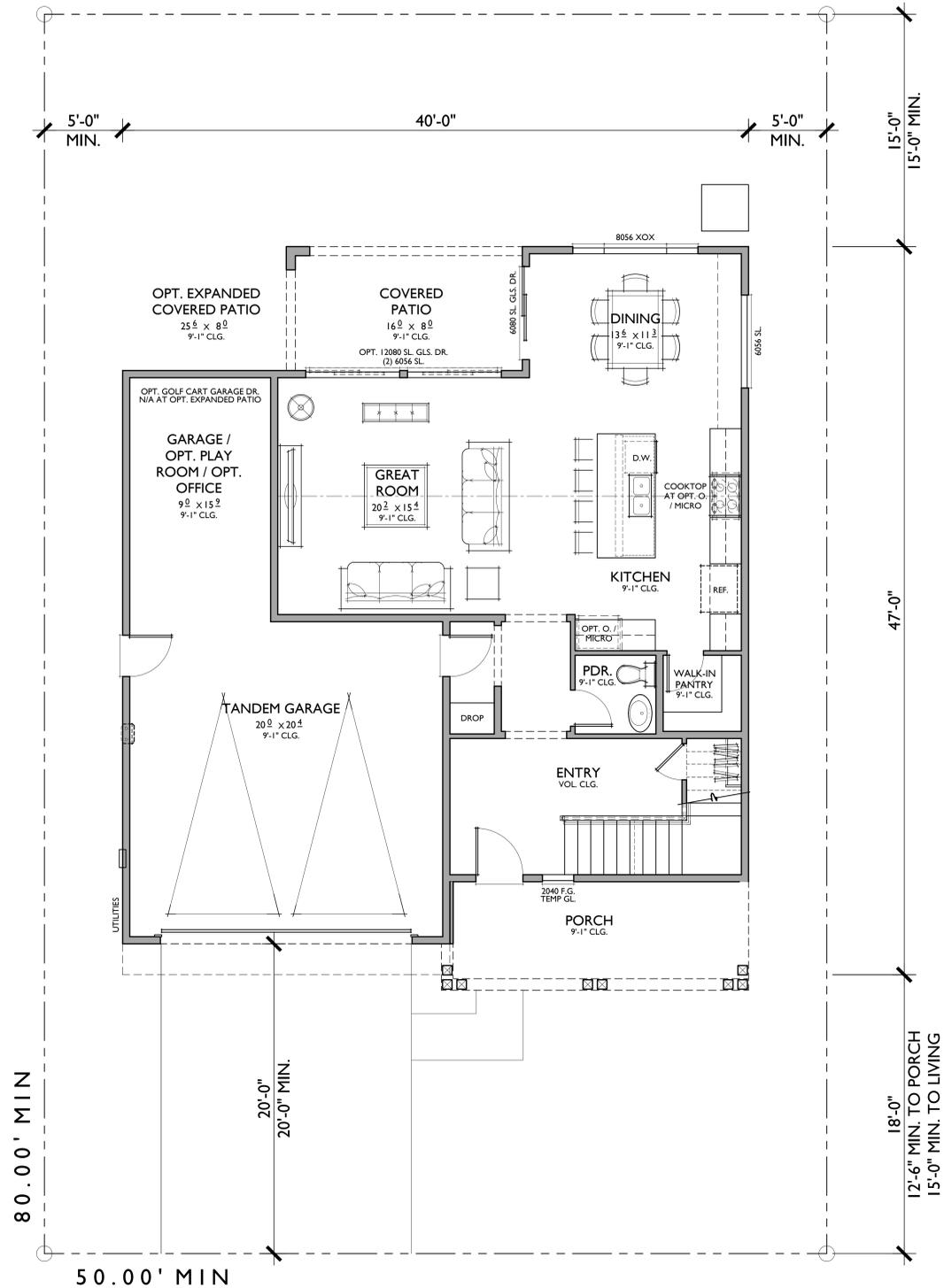
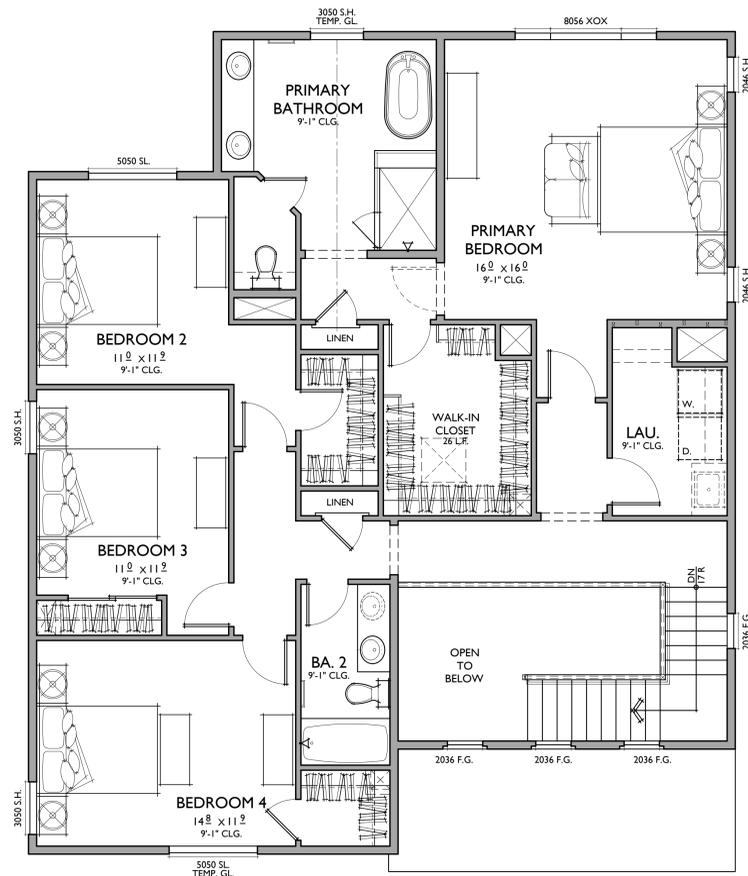
NOTE: DASHED ENHANCEMENTS OPTIONAL PER LOT



ROOF PLAN

B

PITCH: 4:12
RAKE: 12"
EAVE: 18"
ROOF MATERIAL: CONCRETE FLAT TILE

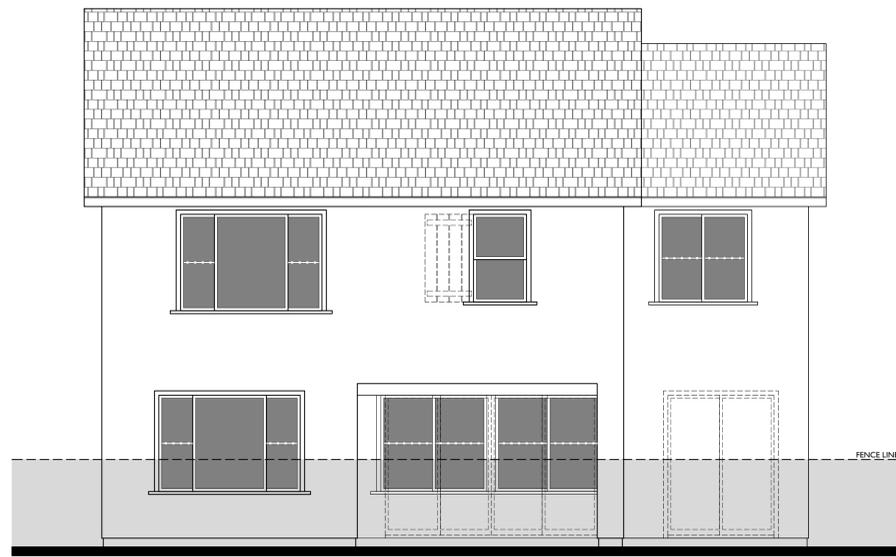


PLAN IC
2,444 SQ. FT.

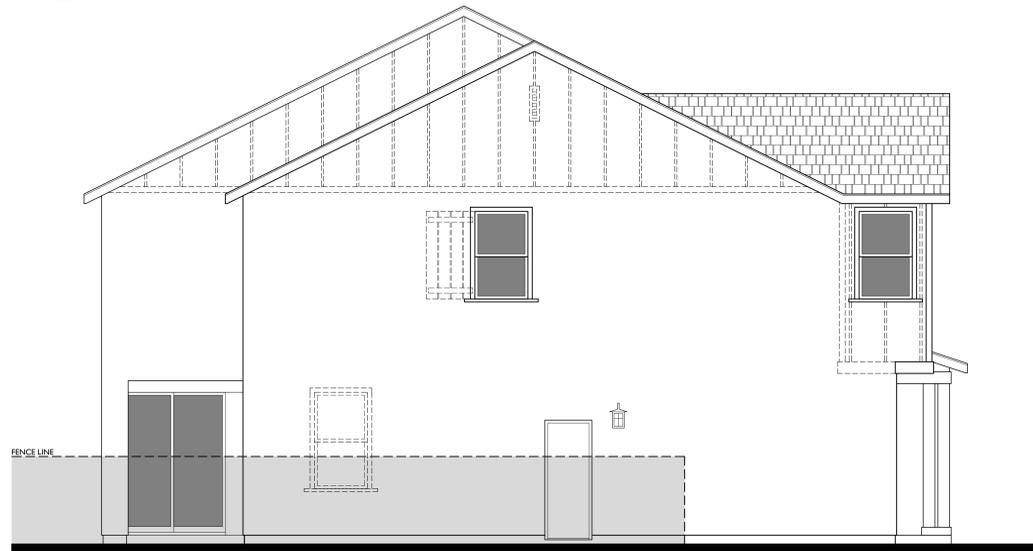
TARGET: 2,450 SQ. FT.
4 BEDROOMS / 2.5 BATHS
2+ - CAR GARAGE

FLOOR AREA TABLE	
1ST FLOOR	939 SQ. FT.
2ND FLOOR	1,505 SQ. FT.
TOTAL LIVING	2,444 SQ. FT.
2 - CAR GARAGE	580 SQ. FT.
PORCH	135 SQ. FT.
COVERED PATIO	121 SQ. FT.

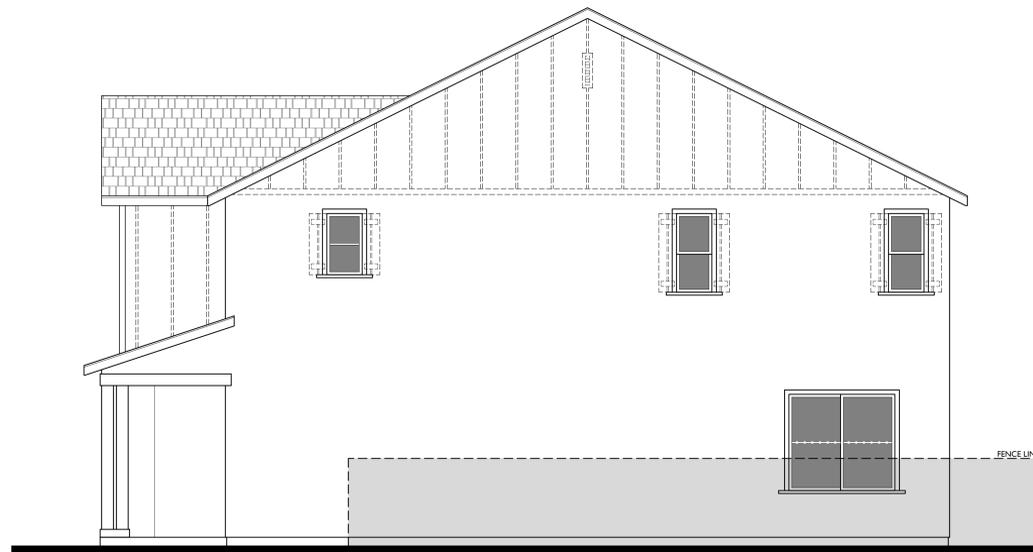
NOTE: SQUARE FOOTAGE MAY VARY DUE TO METHOD OF CALCULATION



REAR



LEFT



RIGHT

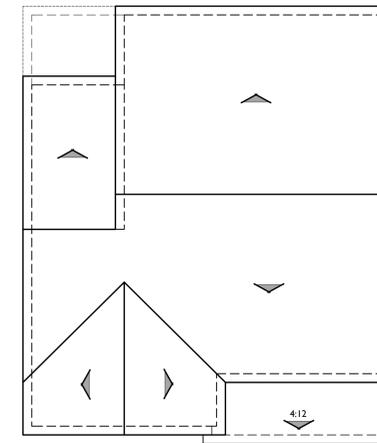
NOTE: DASHED ENHANCEMENTS OPTIONAL PER LOT



FRONT

C - WESTERN FARMHOUSE

1/4"=1'-0"



ROOF PLAN

C

PITCH: 6:12 U.N.O.
 RAKE: 12"
 EAVE: 12"
 ROOF MATERIAL: CONCRETE FLAT TILE

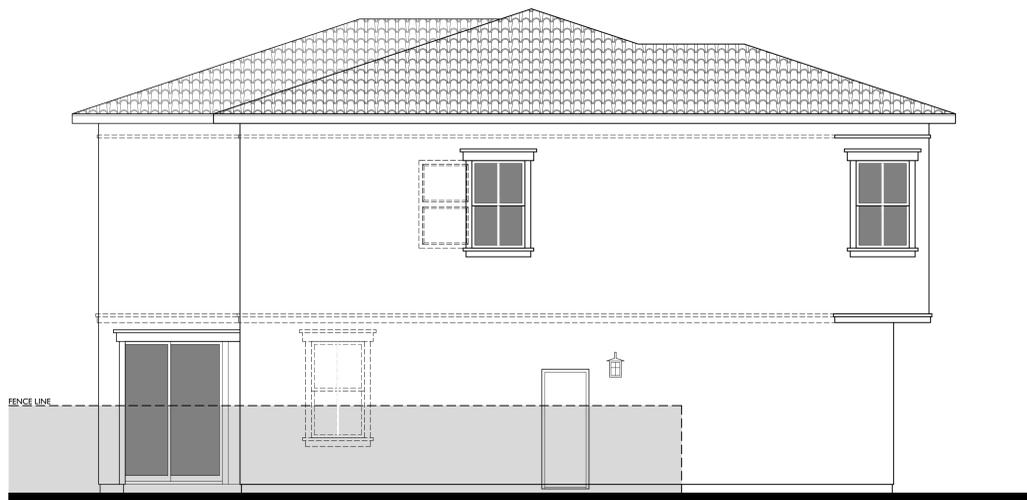


REAR



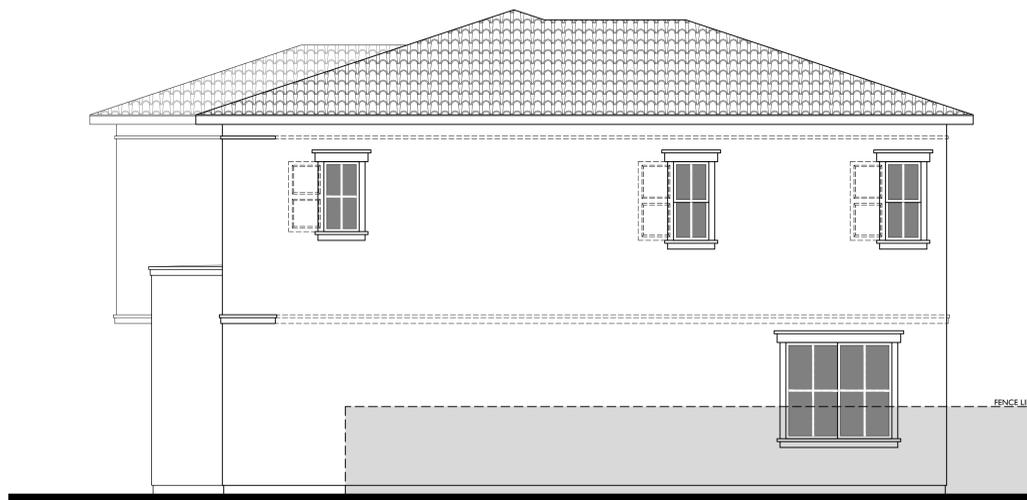
FRONT

D - ITALIAN
1/4"=1'-0"



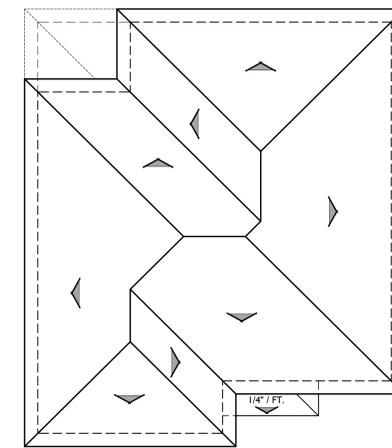
LEFT

NOTE: DASHED ENHANCEMENTS OPTIONAL PER LOT



RIGHT

NOTE: DASHED ENHANCEMENTS OPTIONAL PER LOT



ROOF PLAN

D

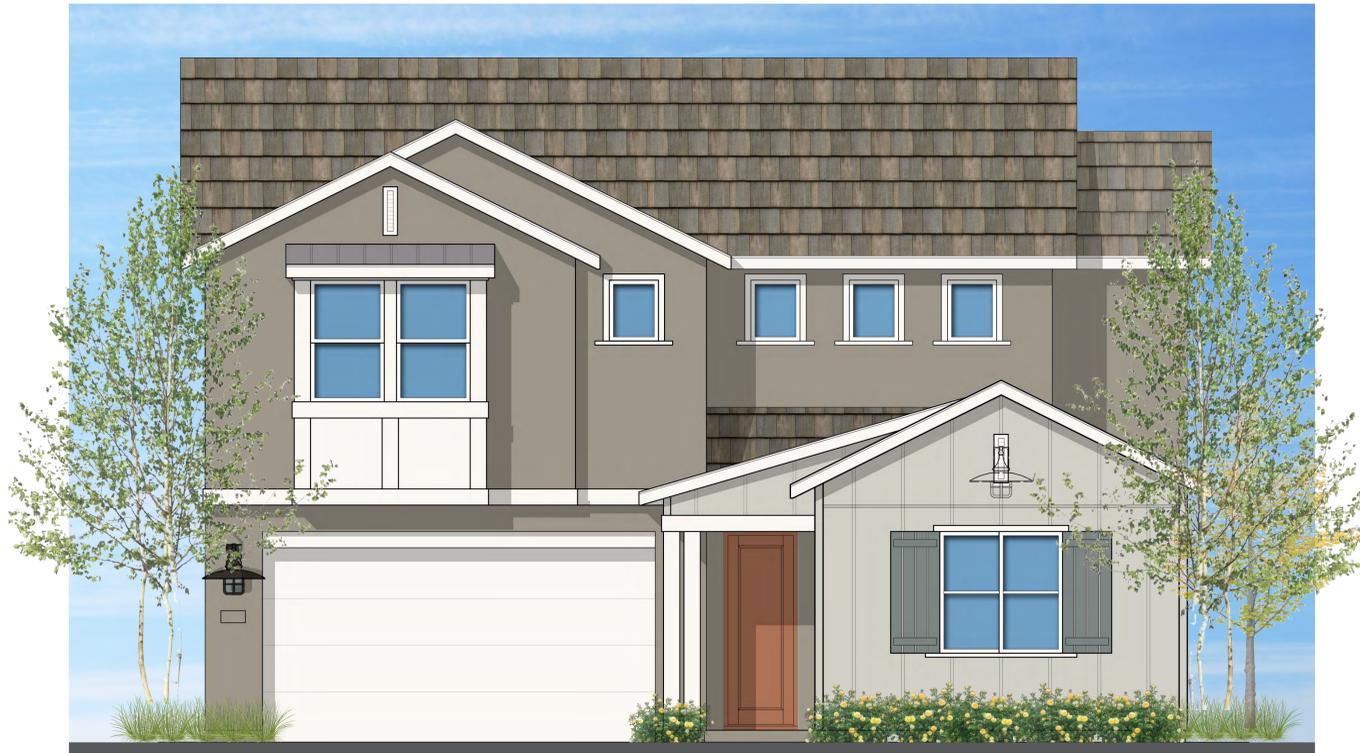
PITCH: 4:12
RAKE: N/A
EAVE: 18"
ROOF MATERIAL: CONCRETE 'S' TILE



A - SPANISH COLONIAL
SCHEME 2



B - CRAFTSMAN
SCHEME 4



C - WESTERN FARMHOUSE
SCHEME 8



D - ITALIAN
SCHEME 12

PLAN 2

LONESTAR at MANGINI RANCH, VILLAGE 1 - 50x80 FOLSOM, CA

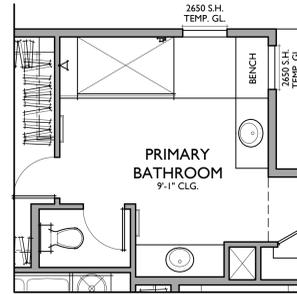


EXTERIOR COLORED ELEVATIONS

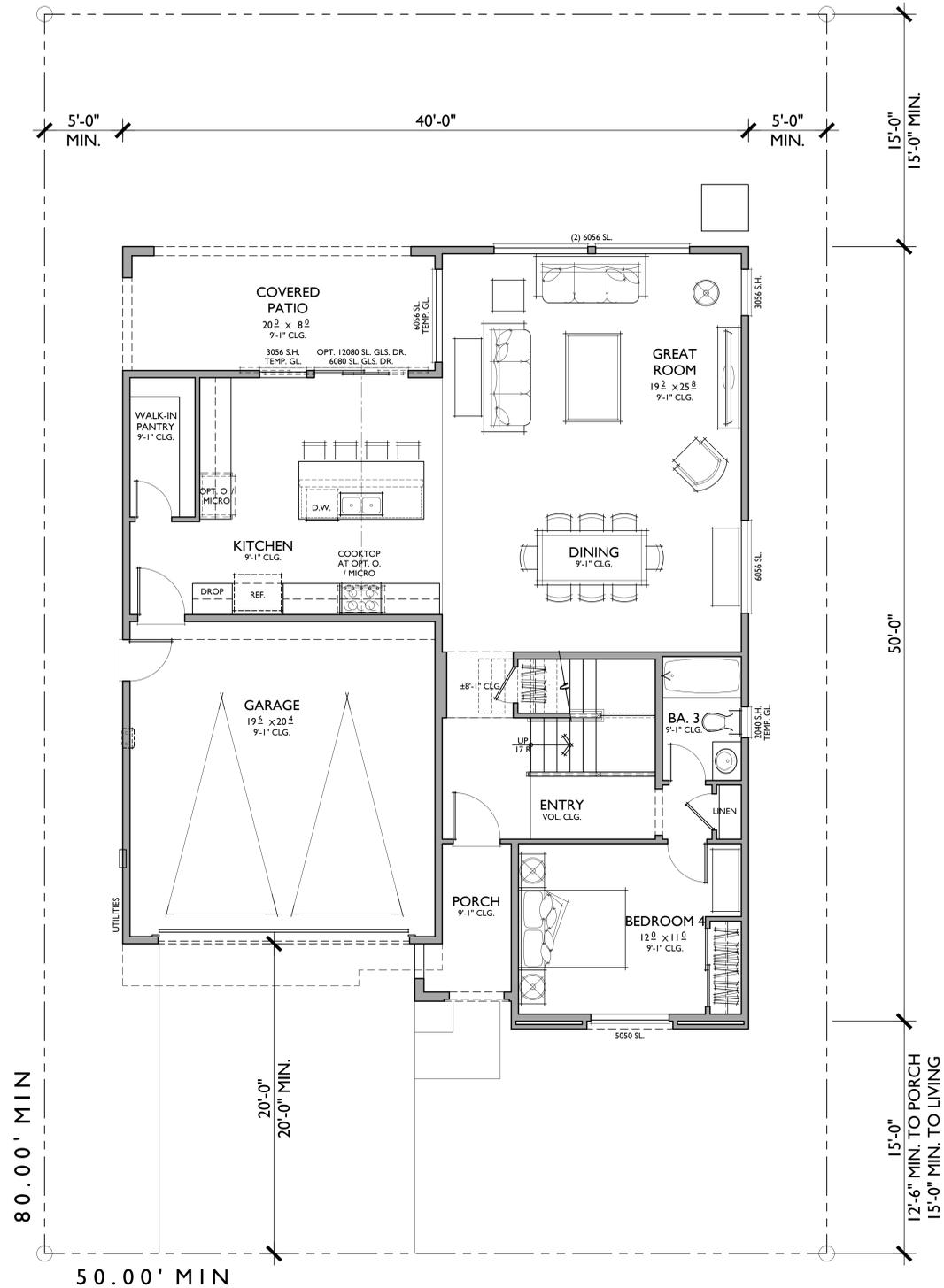
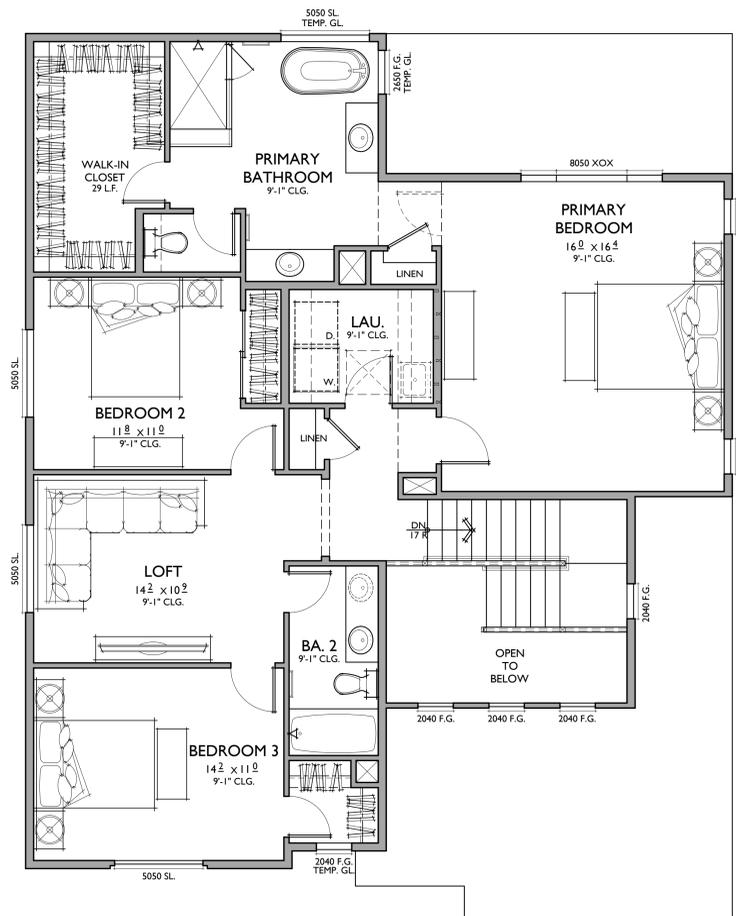
www.atdesignconsulting.com © Copyright 2021- AT Design Consulting Inc.



COLOR MATERIAL DESIGN



OPT. SPA SHOWER
AT PRIMARY BATHROOM



PLAN 2A
2,611 SQ. FT.

TARGET: 2,650 SQ. FT.
4 BEDROOMS / 3 BATHS + LOFT
2 - CAR GARAGE

FLOOR AREA TABLE	
1ST FLOOR	1270 SQ. FT.
2ND FLOOR	1341 SQ. FT.
TOTAL LIVING	2,611 SQ. FT.
2 - CAR GARAGE	418 SQ. FT.
PORCH	51 SQ. FT.
COVERED PATIO	160 SQ. FT.

NOTE: SQUARE FOOTAGE MAY VARY DUE TO METHOD OF CALCULATION

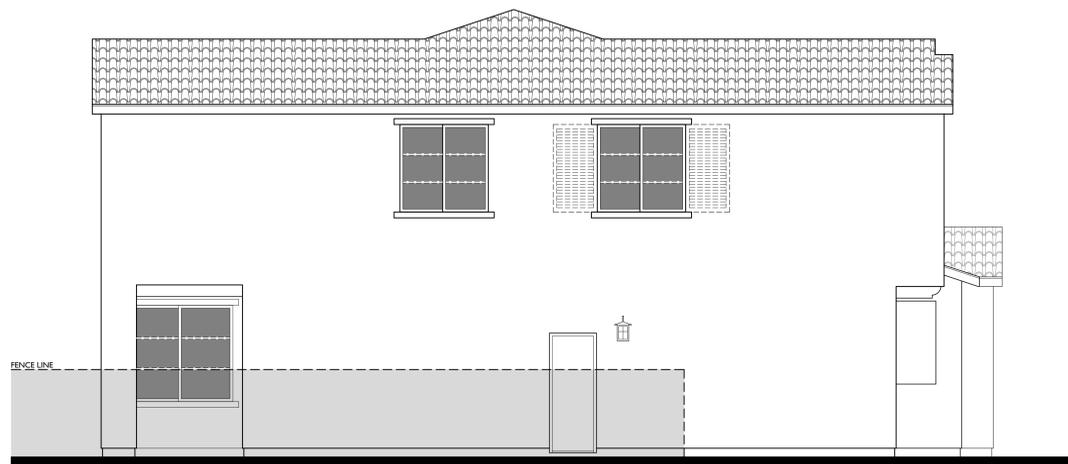


REAR

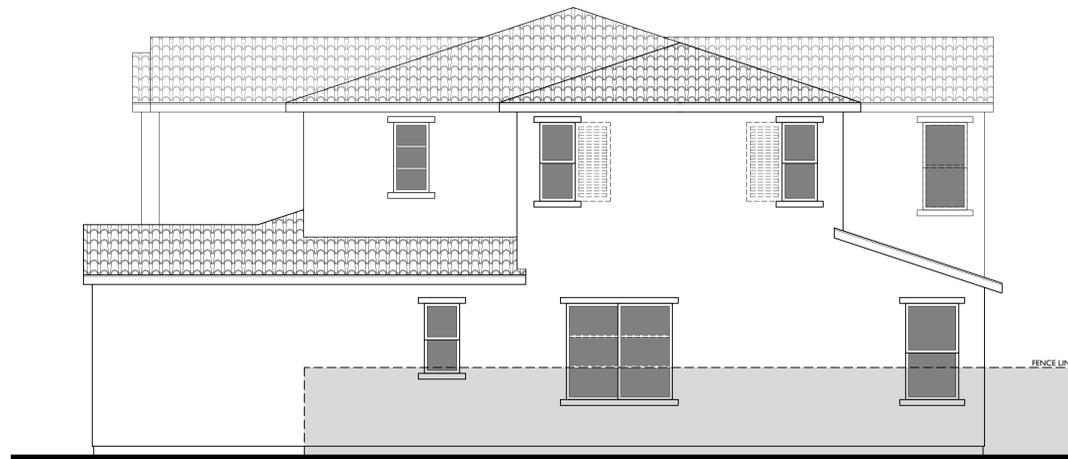


FRONT

A - SPANISH COLONIAL
1/4"=1'-0"

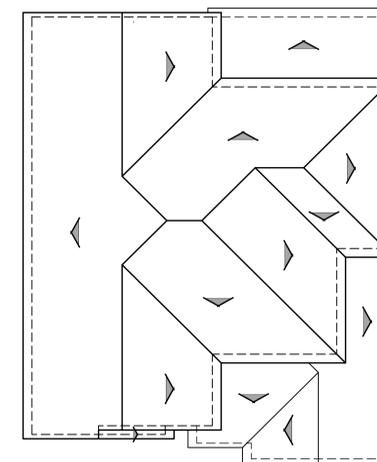


LEFT



RIGHT

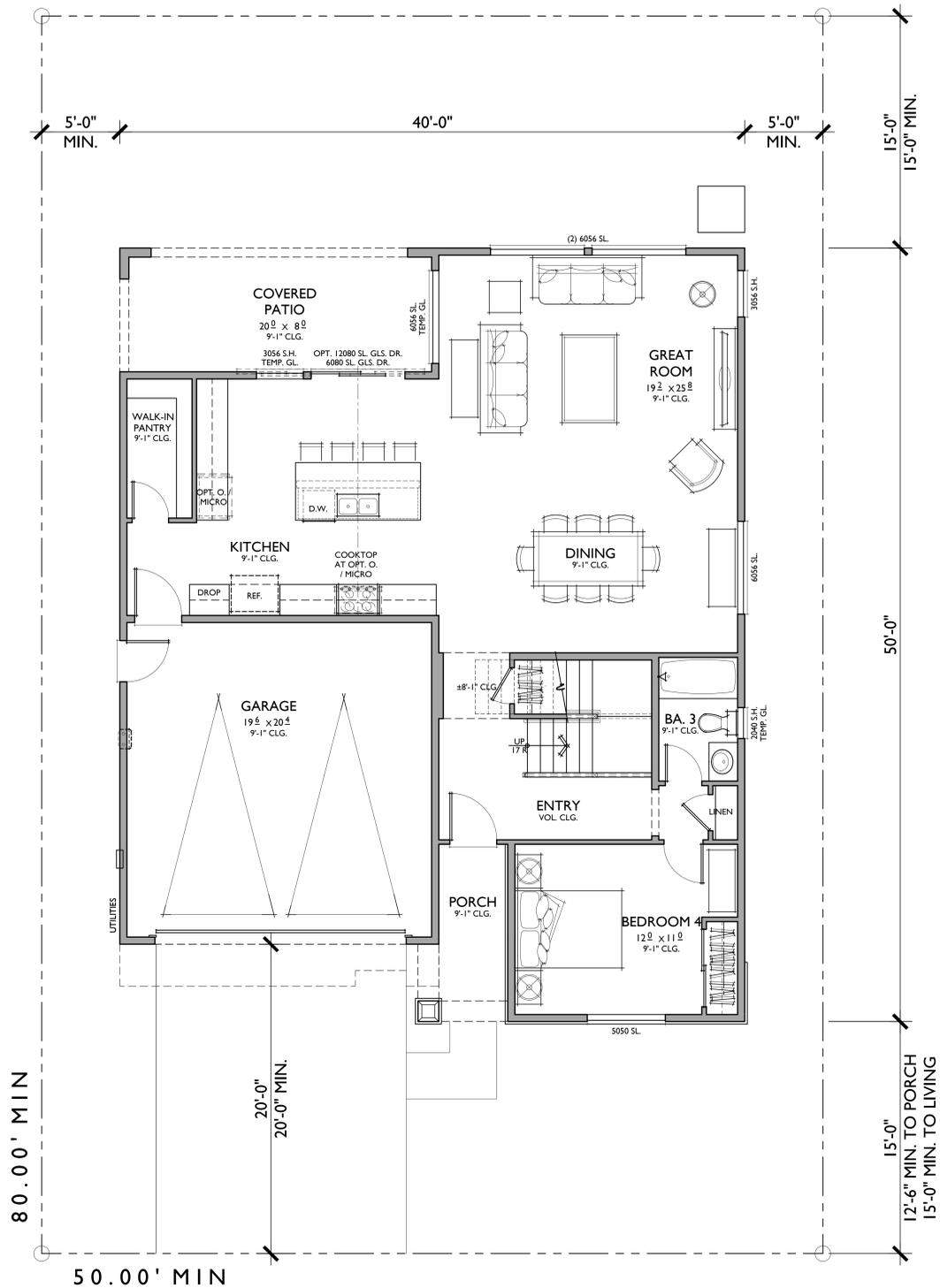
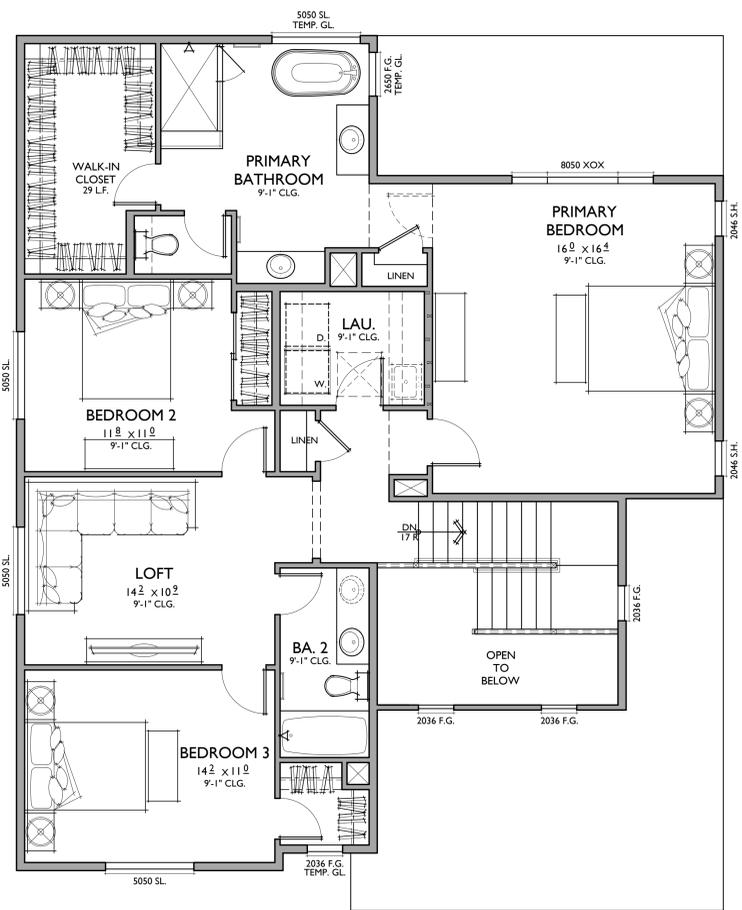
NOTE: DASHED ENHANCEMENTS OPTIONAL PER LOT



ROOF PLAN

A

PITCH: 4:12
RAKE: 6"
EAVE: 12"
ROOF MATERIAL: CONCRETE 'S' TILE



PLAN 2B
2,611 SQ. FT.

TARGET: 2,650 SQ. FT.
 4 BEDROOMS / 3 BATHS + LOFT
 2 - CAR GARAGE

FLOOR AREA TABLE	
1ST FLOOR	1270 SQ. FT.
2ND FLOOR	1341 SQ. FT.
TOTAL LIVING	2,611 SQ. FT.
2 - CAR GARAGE	418 SQ. FT.
PORCH	57 SQ. FT.
COVERED PATIO	160 SQ. FT.

NOTE: SQUARE FOOTAGE MAY VARY DUE TO METHOD OF CALCULATION

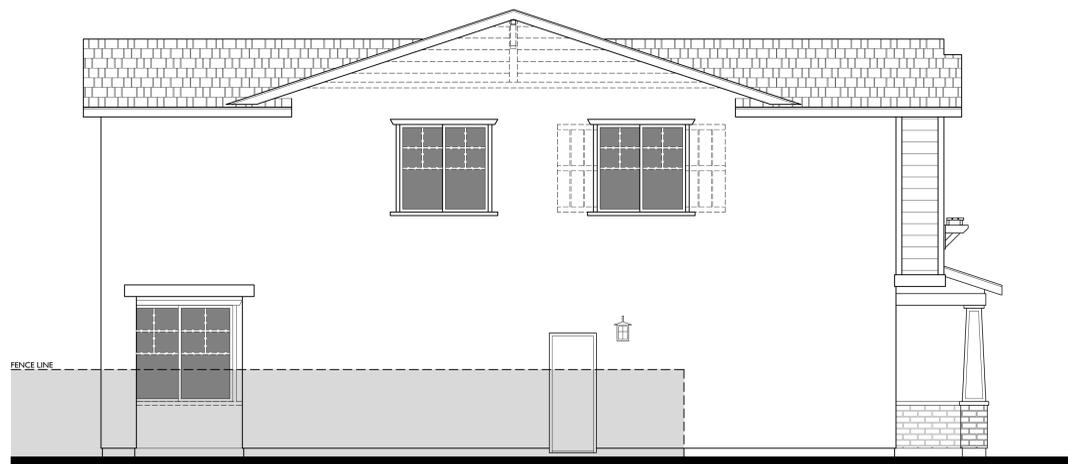


REAR

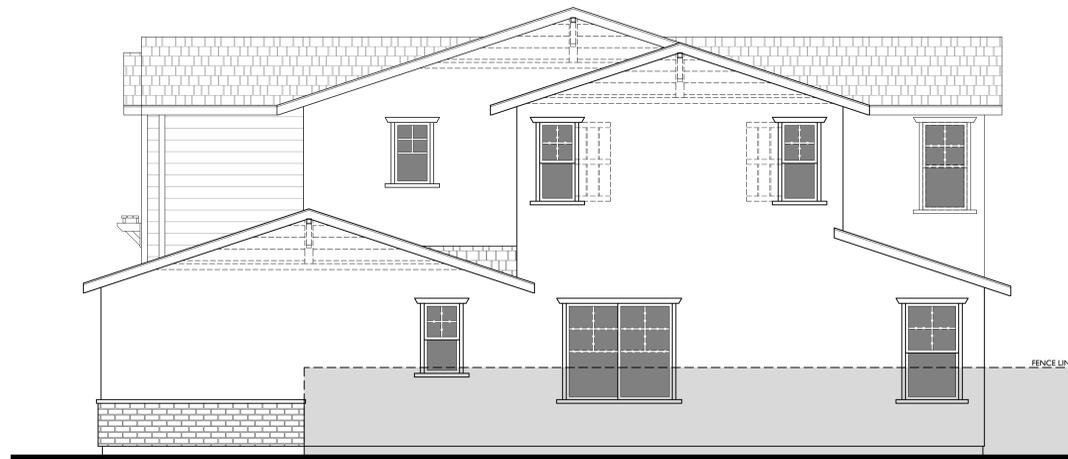


FRONT

B - CRAFTSMAN
1/4"=1'-0"

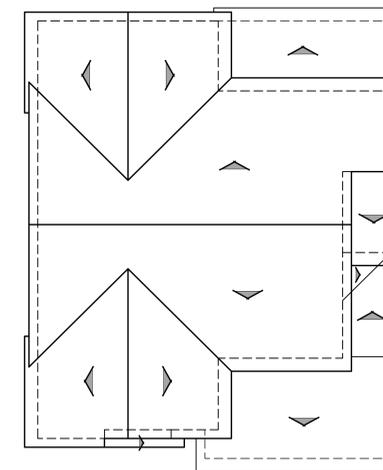


LEFT



RIGHT

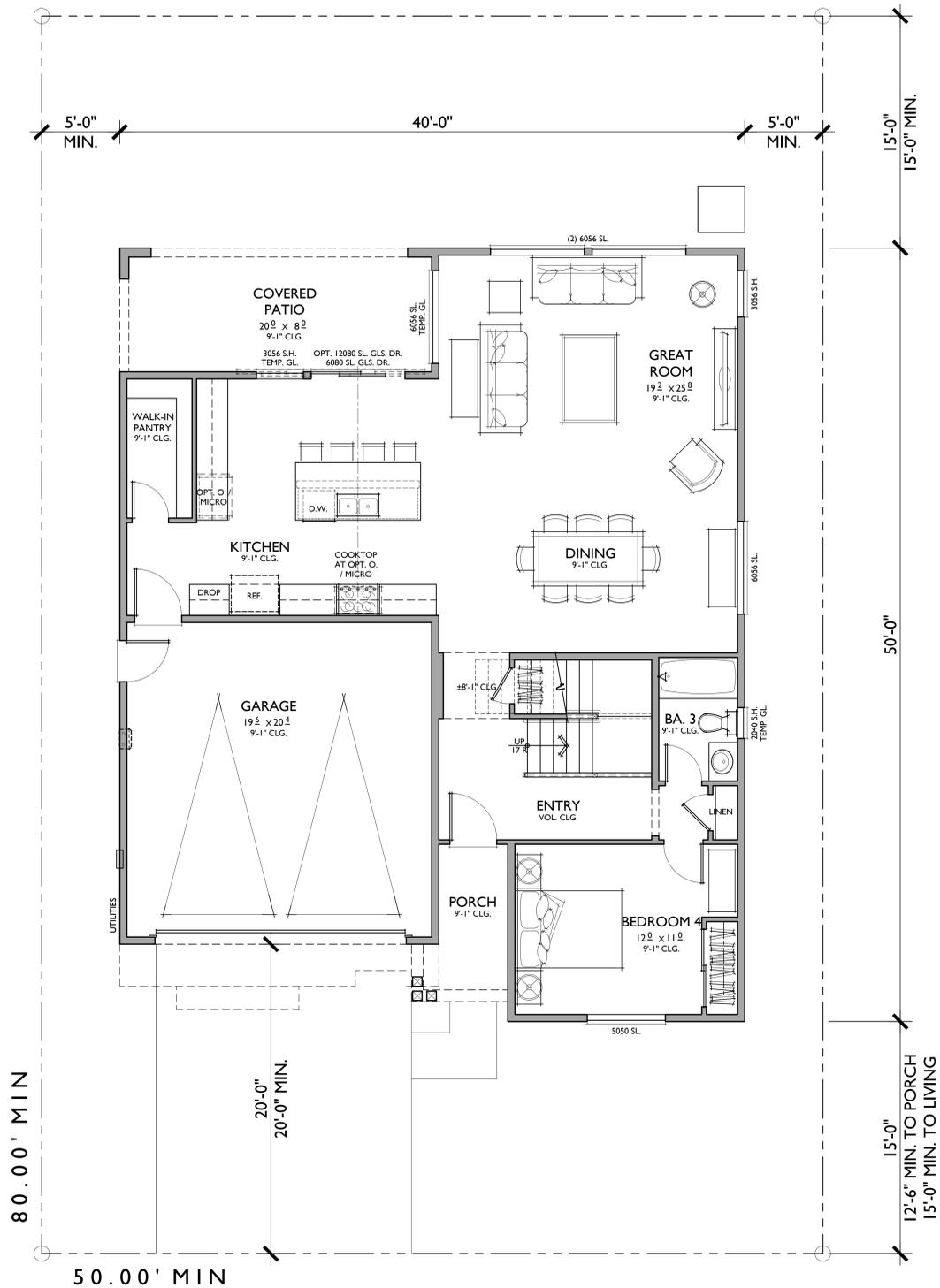
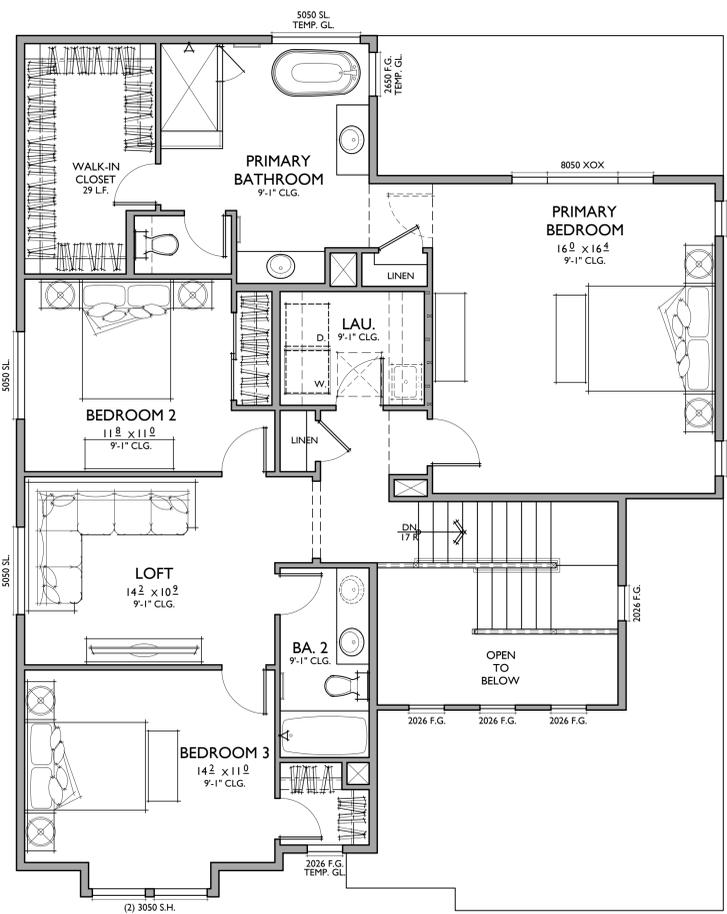
NOTE: DASHED ENHANCEMENTS OPTIONAL PER LOT



ROOF PLAN

B

PITCH: 4:12
RAKE: 12"
EAVE: 18"
ROOF MATERIAL: CONCRETE FLAT TILE



PLAN 2C
2,623 SQ. FT.

TARGET: 2,650 SQ. FT.
 4 BEDROOMS / 3 BATHS + LOFT
 2 - CAR GARAGE

FLOOR AREA TABLE	
1ST FLOOR	1270 SQ. FT.
2ND FLOOR	1353 SQ. FT.
TOTAL LIVING	2,623 SQ. FT.
2 - CAR GARAGE	418 SQ. FT.
PORCH	51 SQ. FT.
COVERED PATIO	160 SQ. FT.

NOTE: SQUARE FOOTAGE MAY VARY DUE TO METHOD OF CALCULATION



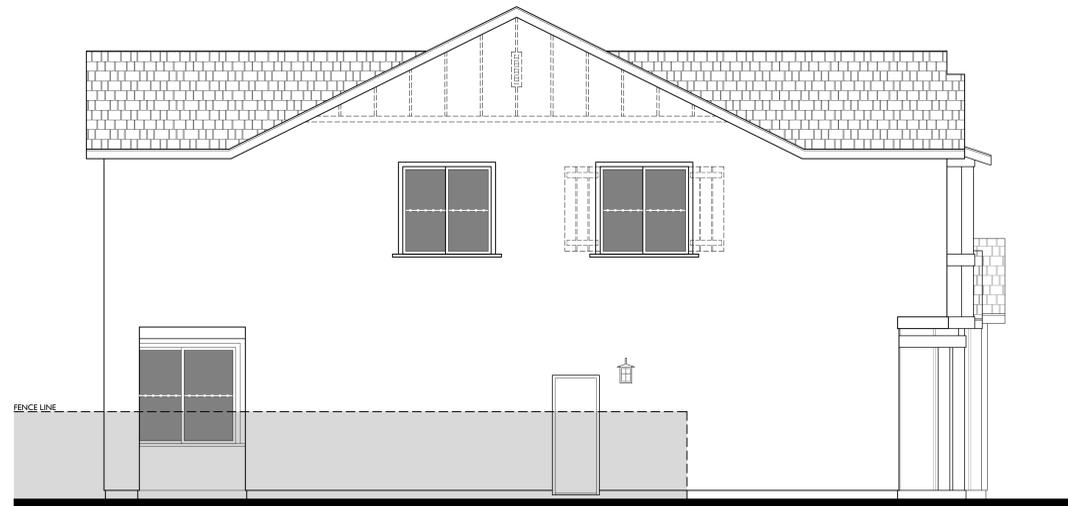
REAR



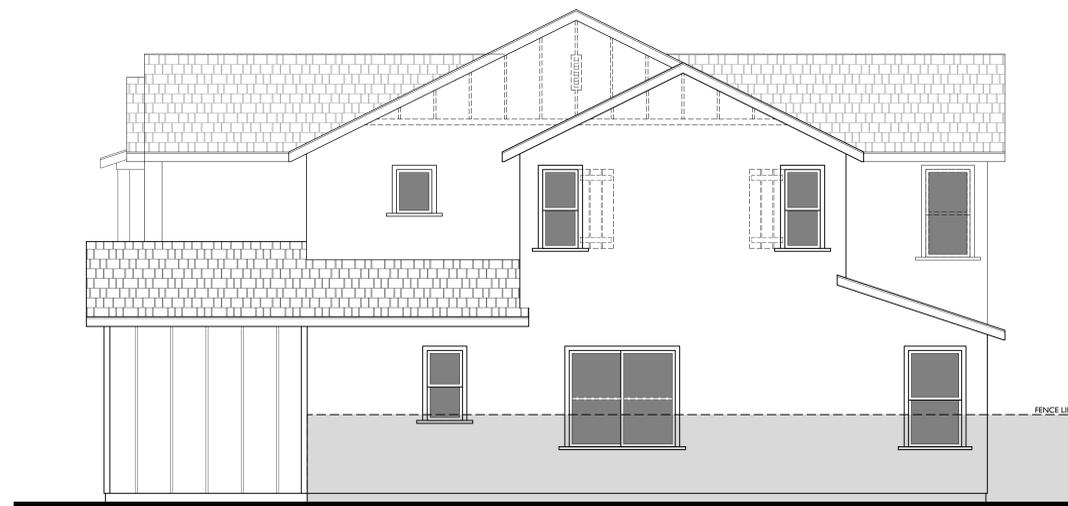
FRONT

C - WESTERN FARMHOUSE
1/4"=1'-0"

±28'-2"
OVERALL BUILDING HEIGHT

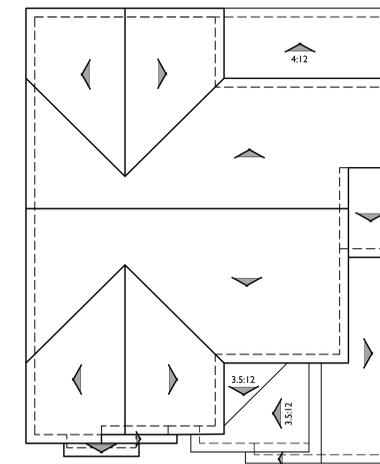


LEFT



RIGHT

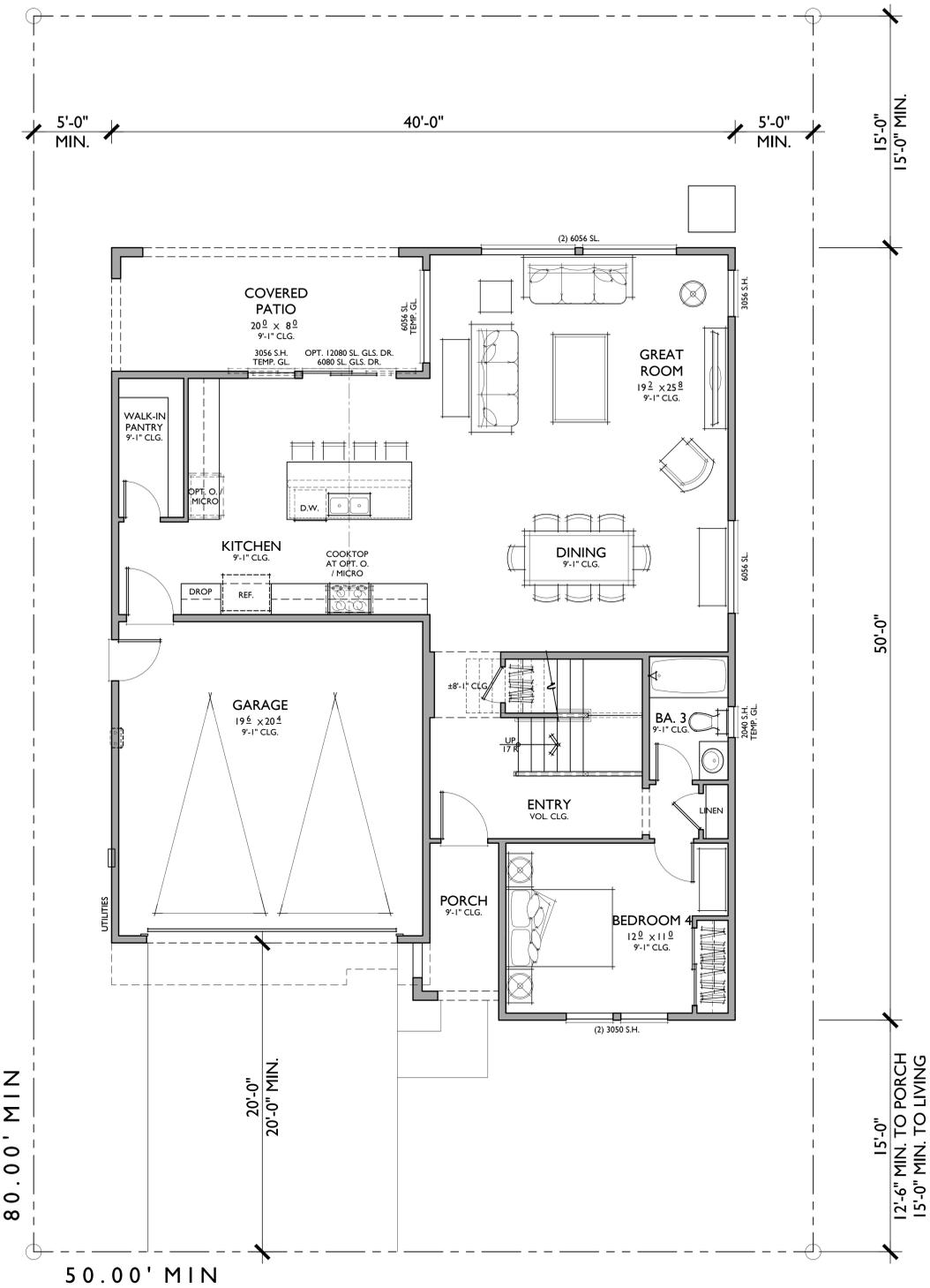
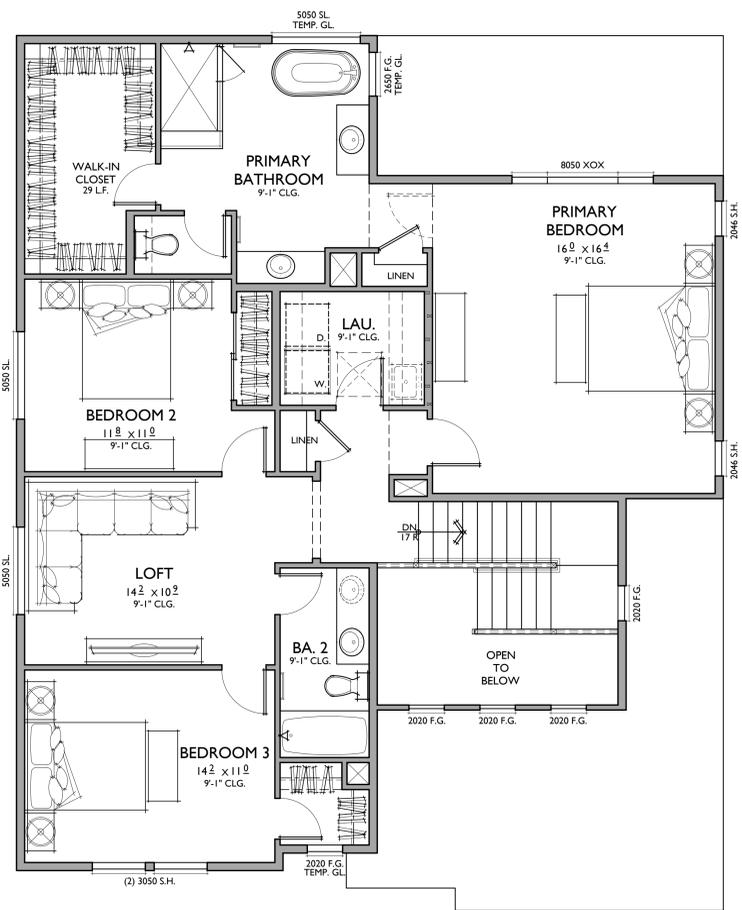
NOTE: DASHED ENHANCEMENTS OPTIONAL PER LOT



ROOF PLAN

PITCH: 6:12 U.N.O.
RAKE: 12"
EAVE: 12"
ROOF MATERIAL: CONCRETE FLAT TILE

C



PLAN 2D
2,611 SQ. FT.

TARGET: 2,650 SQ. FT.
 4 BEDROOMS / 3 BATHS + LOFT
 2 - CAR GARAGE

FLOOR AREA TABLE	
1ST FLOOR	1270 SQ. FT.
2ND FLOOR	1341 SQ. FT.
TOTAL LIVING	2,611 SQ. FT.
2 - CAR GARAGE	418 SQ. FT.
PORCH	49 SQ. FT.
COVERED PATIO	160 SQ. FT.

NOTE: SQUARE FOOTAGE MAY VARY DUE TO METHOD OF CALCULATION

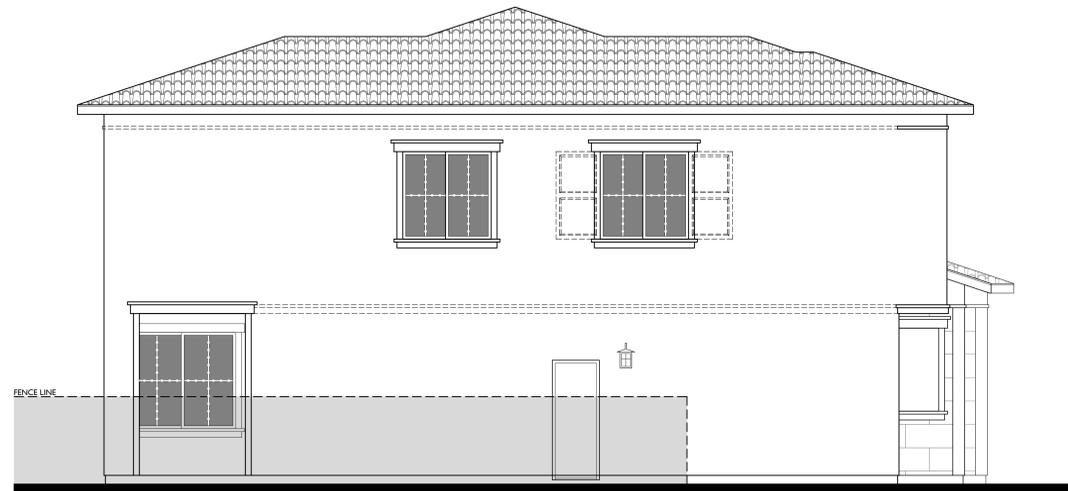


REAR



FRONT

D - ITALIAN
1/4"=1'-0"

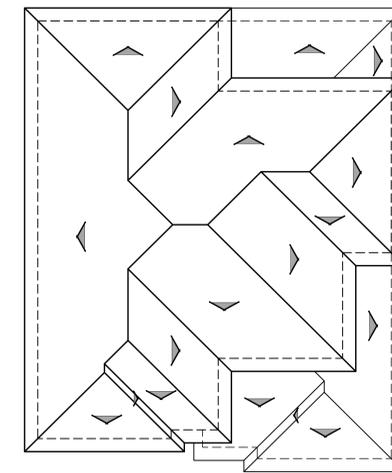


LEFT



RIGHT

NOTE: DASHED ENHANCEMENTS OPTIONAL PER LOT



ROOF PLAN

D

PITCH: 4:12
RAKE: 12"
EAVE: 18"
ROOF MATERIAL: CONCRETE 'S' TILE



A - SPANISH COLONIAL
SCHEME 1



B - CRAFTSMAN
SCHEME 5

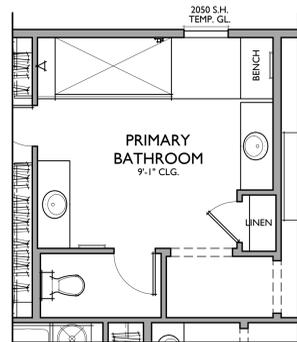


C - WESTERN FARMHOUSE
SCHEME 9

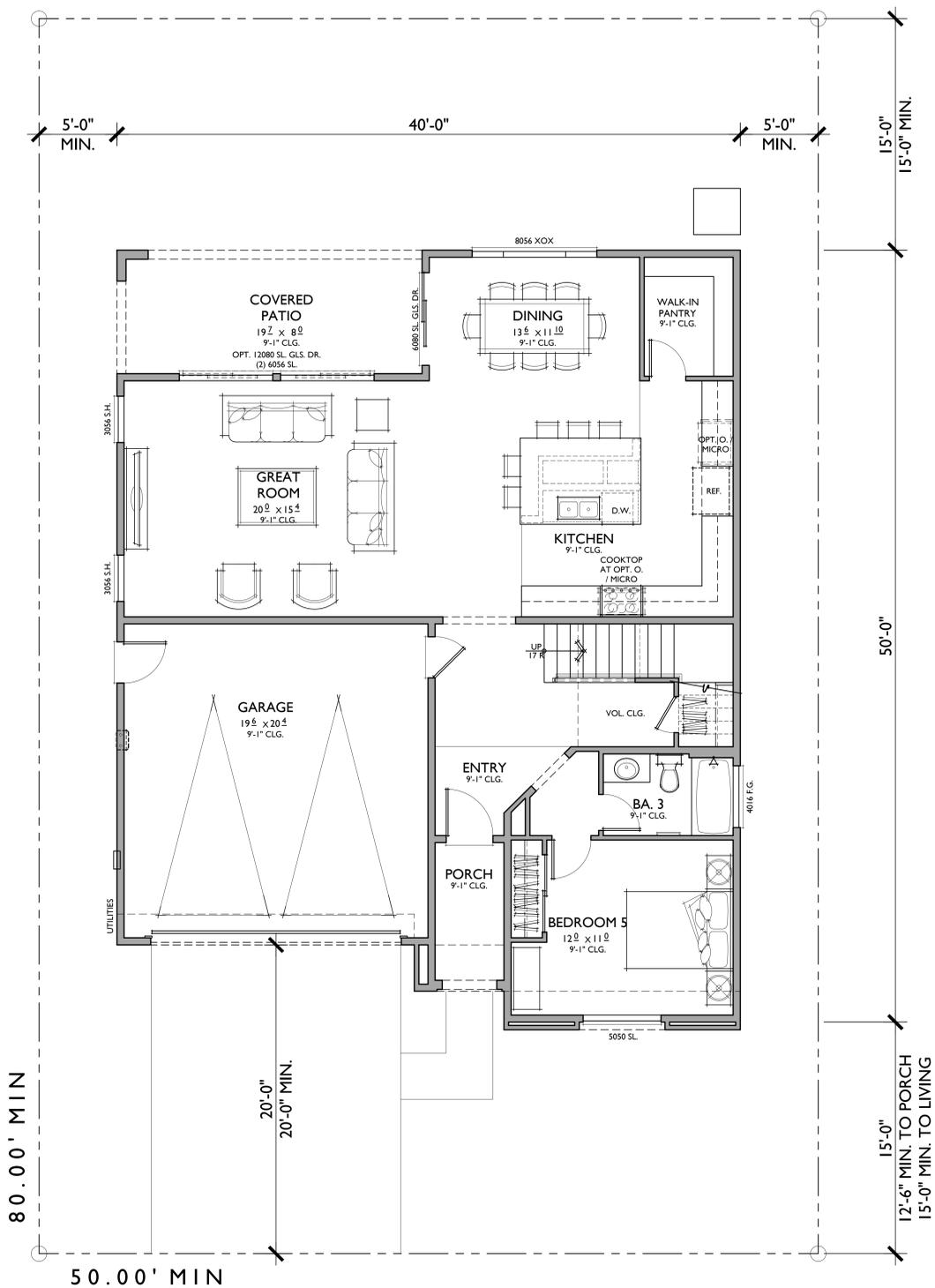
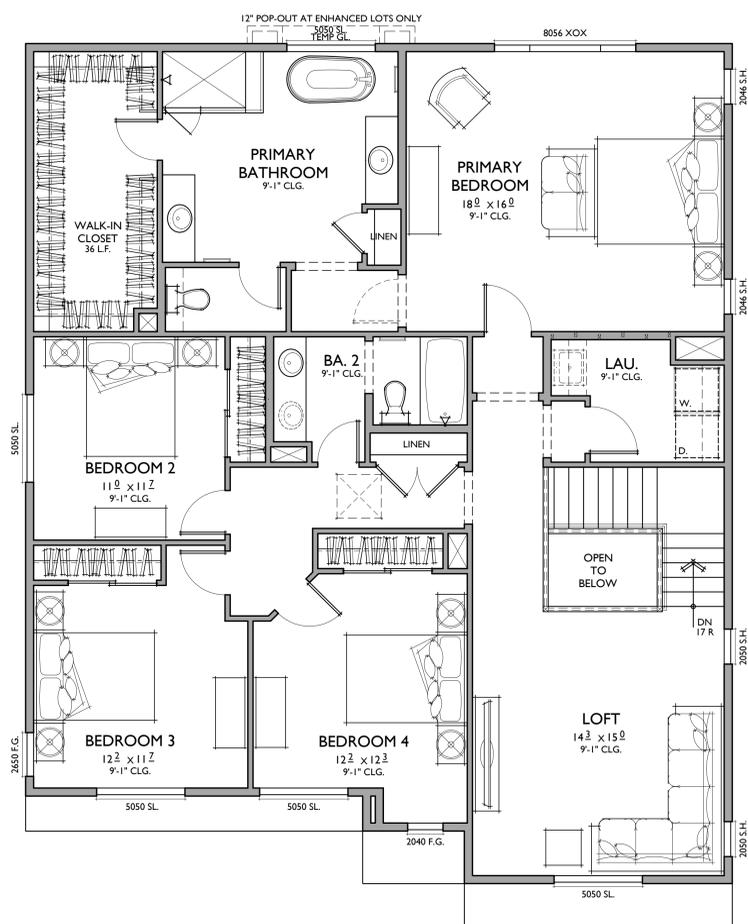


D - ITALIAN
SCHEME 11

PLAN 3
LONESTAR at MANGINI RANCH, VILLAGE 1 - 50x80 FOLSOM, CA



OPT. SPA SHOWER
AT PRIMARY BATHROOM



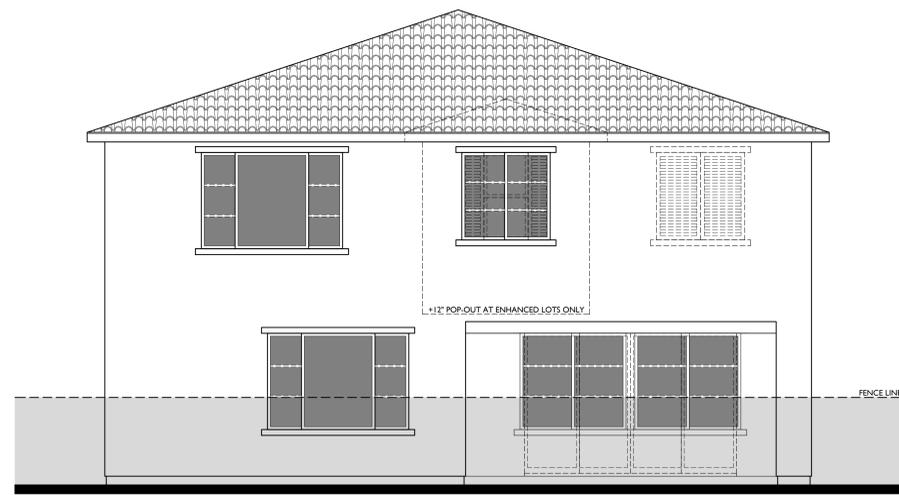
PLAN 3A
2,995 SQ. FT.

TARGET: 2,900 SQ. FT.
5 BEDROOMS / 3 BATHS + LOFT
2 - CAR GARAGE

FLOOR AREA TABLE

1ST FLOOR	1272 SQ. FT.
2ND FLOOR	1723 SQ. FT.
TOTAL LIVING	2,995 SQ. FT.
2 - CAR GARAGE	418 SQ. FT.
PORCH	42 SQ. FT.
COVERED PATIO	157 SQ. FT.

NOTE: SQUARE FOOTAGE MAY VARY DUE TO METHOD OF CALCULATION

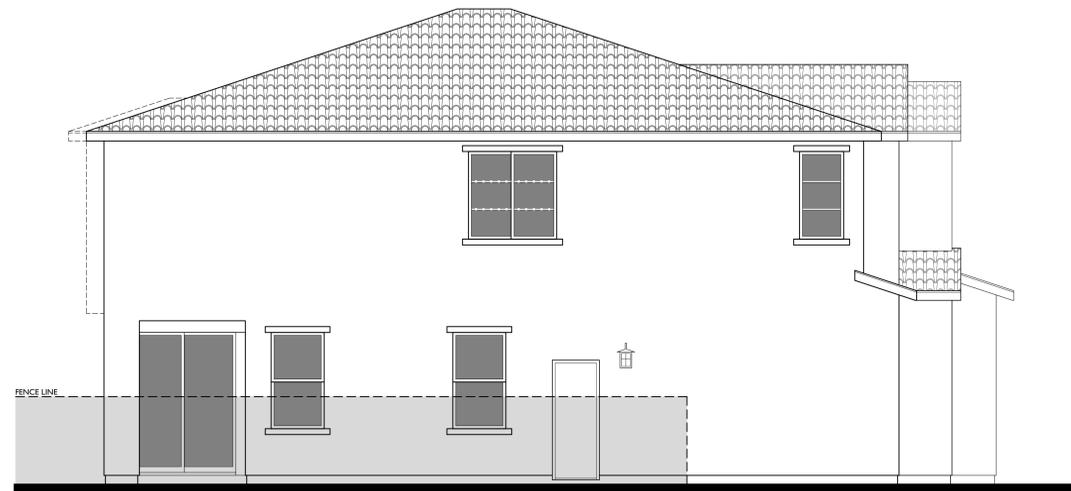


REAR

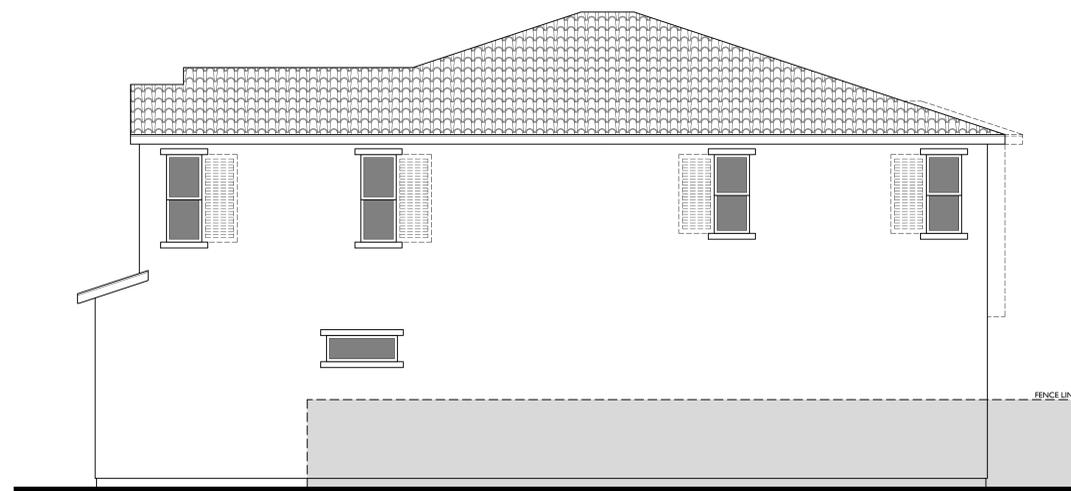


FRONT

A - SPANISH COLONIAL
1/4"=1'-0"

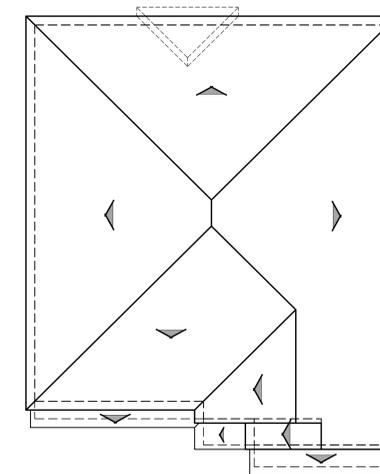


LEFT



RIGHT

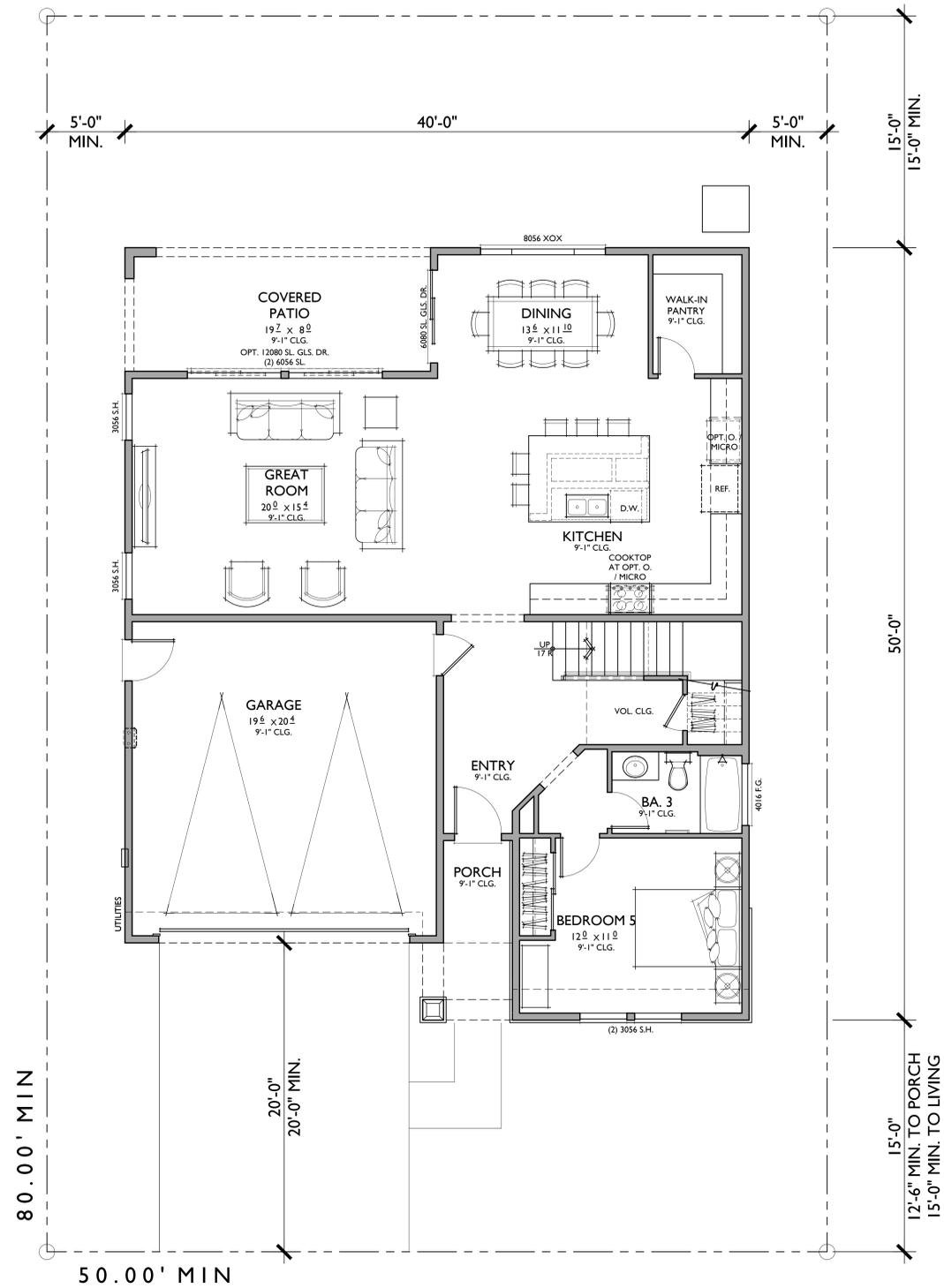
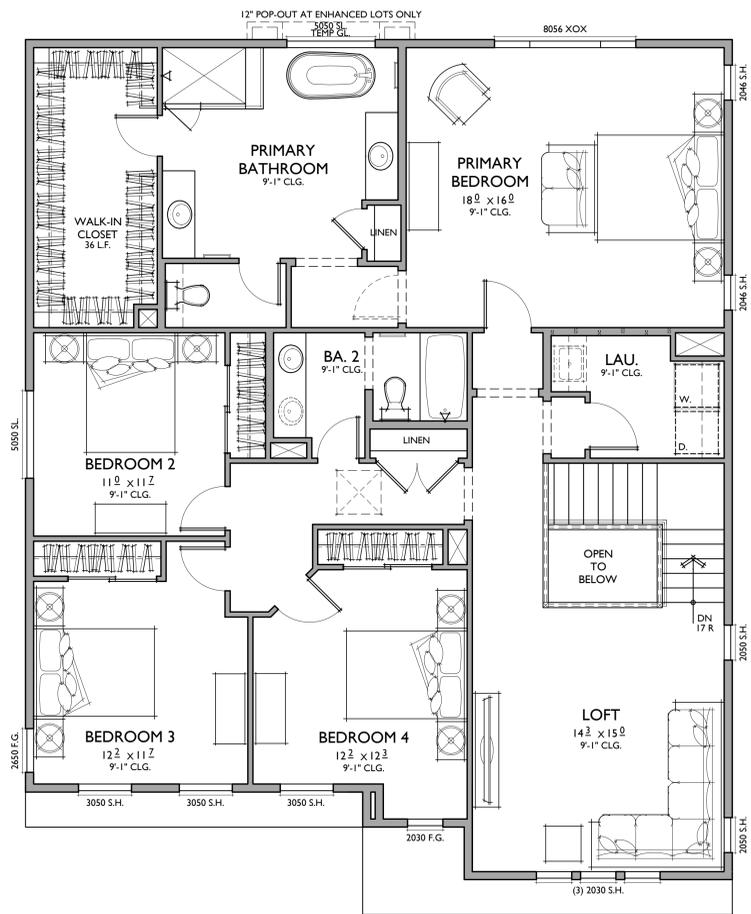
NOTE: DASHED ENHANCEMENTS OPTIONAL PER LOT



ROOF PLAN

PITCH: 4:12
RAKE: 6"
EAVE: 12"
ROOF MATERIAL: CONCRETE 'S' TILE

A

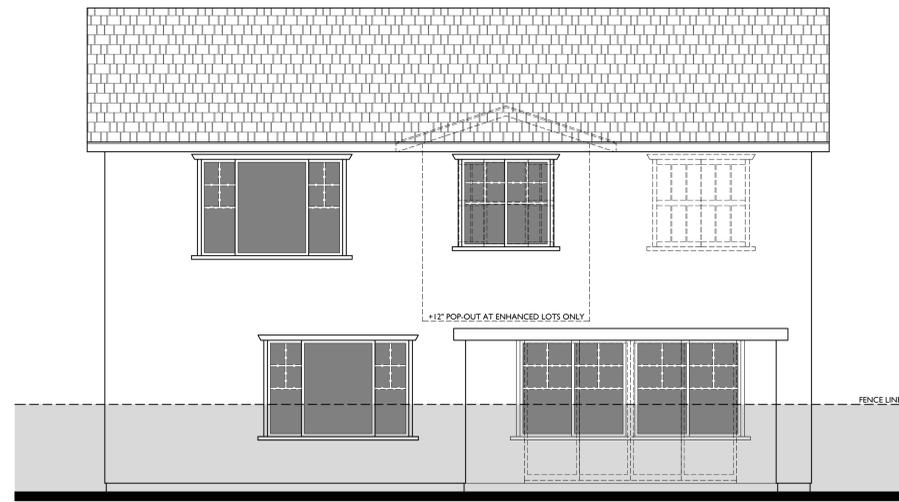


PLAN 3B
2,995 SQ. FT.

TARGET: 2,900 SQ. FT.
5 BEDROOMS / 3 BATHS + LOFT
2 - CAR GARAGE

FLOOR AREA TABLE	
1ST FLOOR	1272 SQ. FT.
2ND FLOOR	1723 SQ. FT.
TOTAL LIVING	2,995 SQ. FT.
2 - CAR GARAGE	418 SQ. FT.
PORCH	58 SQ. FT.
COVERED PATIO	157 SQ. FT.

NOTE: SQUARE FOOTAGE MAY VARY DUE TO METHOD OF CALCULATION



REAR



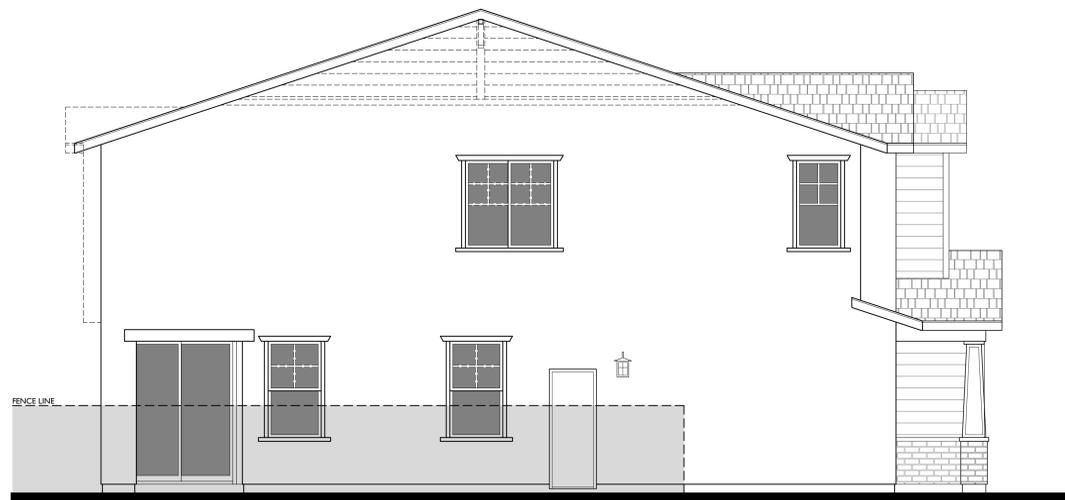
FRONT

B - CRAFTSMAN
1/4"=1'-0"

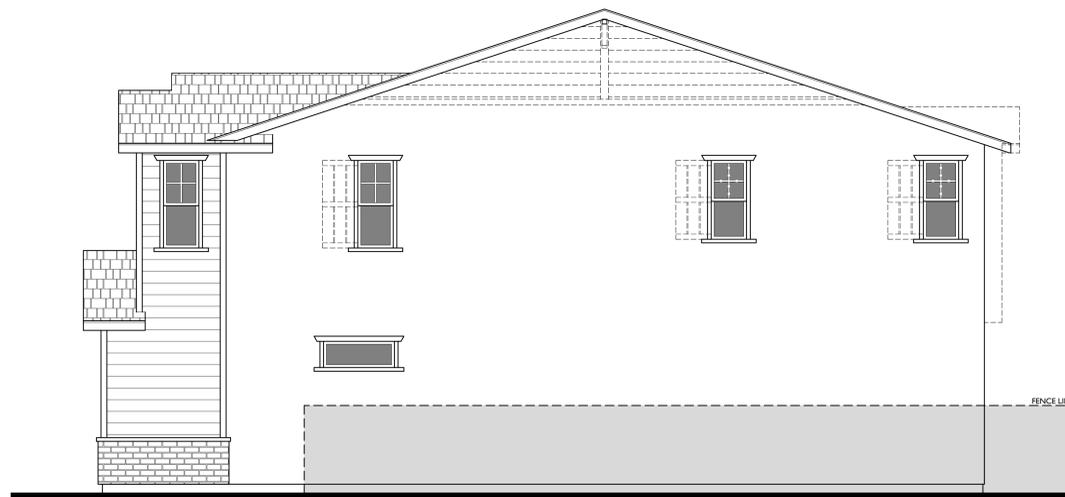
OVERALL BUILDING HEIGHT
±27'-8"

8'-0" Hdr. Ht.
9'-1"

8'-0" Hdr. Ht.
9'-1"

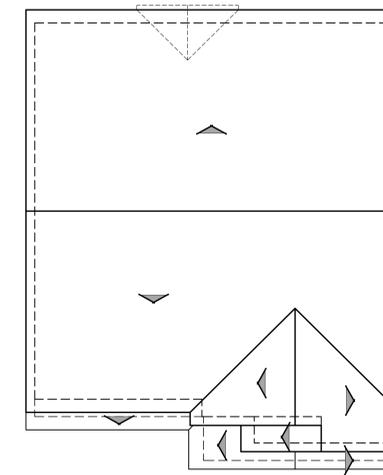


LEFT



RIGHT

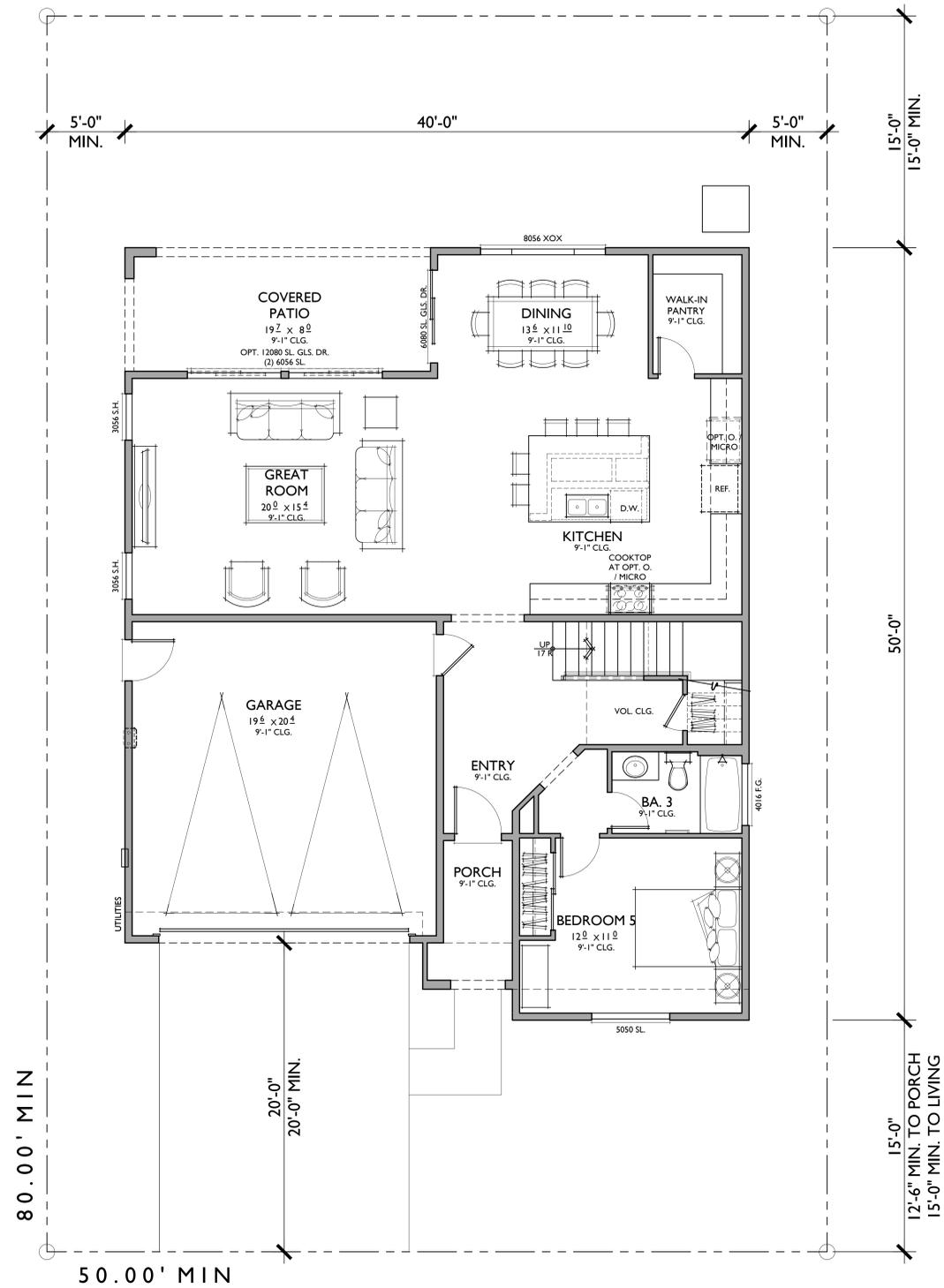
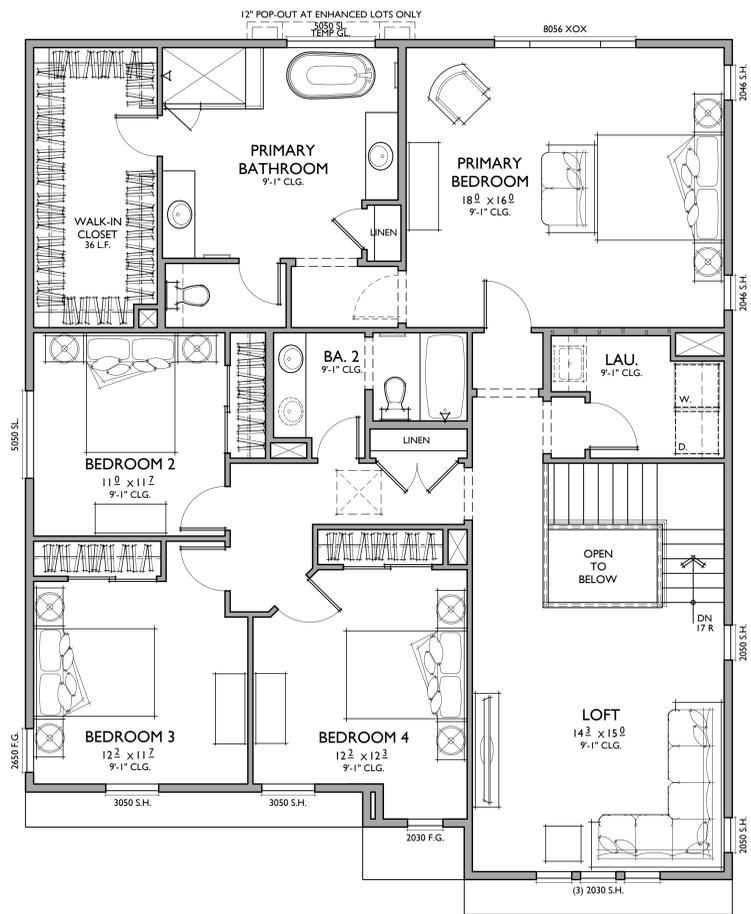
NOTE: DASHED ENHANCEMENTS OPTIONAL PER LOT



ROOF PLAN

B

PITCH: 4:12
RAKE: 12"
EAVE: 18"
ROOF MATERIAL: CONCRETE FLAT TILE

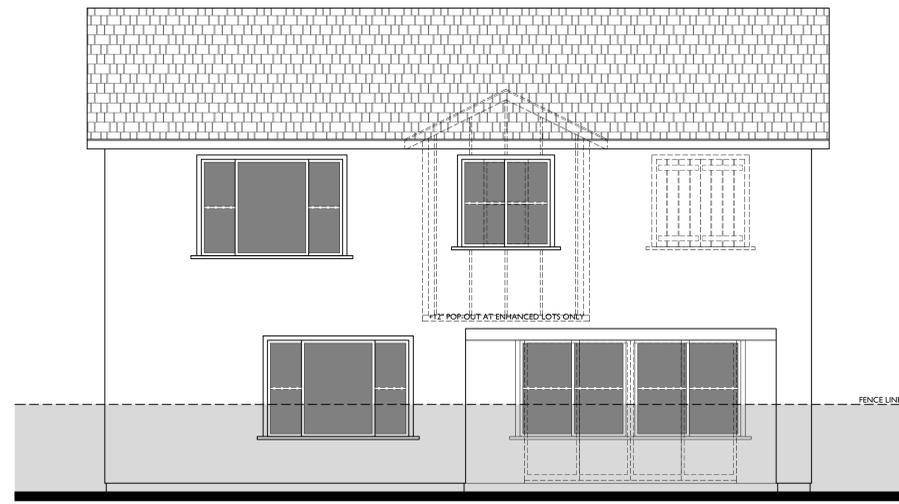


PLAN 3C
2,995 SQ. FT.

TARGET: 2,900 SQ. FT.
5 BEDROOMS / 3 BATHS + LOFT
2 - CAR GARAGE

FLOOR AREA TABLE	
1ST FLOOR	1272 SQ. FT.
2ND FLOOR	1723 SQ. FT.
TOTAL LIVING	2,995 SQ. FT.
2 - CAR GARAGE	418 SQ. FT.
PORCH	47 SQ. FT.
COVERED PATIO	157 SQ. FT.

NOTE: SQUARE FOOTAGE MAY VARY DUE TO METHOD OF CALCULATION

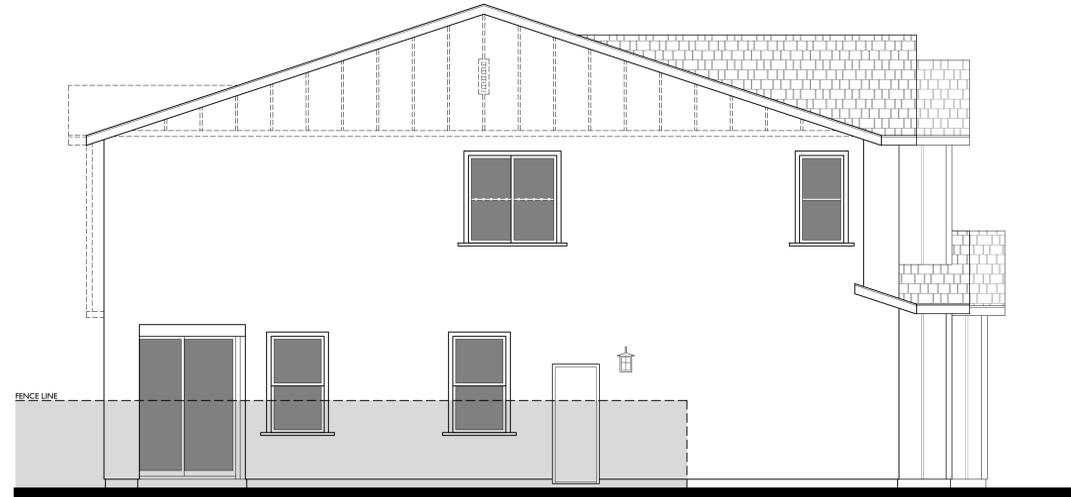


REAR

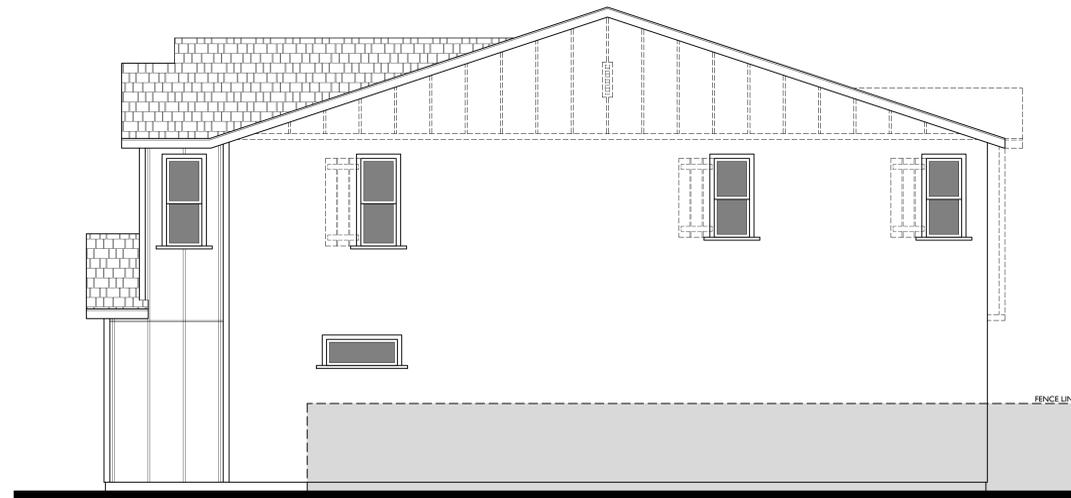


FRONT

C - WESTERN FARMHOUSE
1/4"=1'-0"

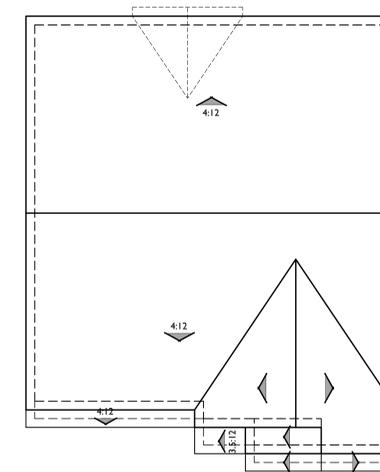


LEFT



RIGHT

NOTE: DASHED ENHANCEMENTS OPTIONAL PER LOT



ROOF PLAN

PITCH: 6:12 U.N.O.
RAKE: 12"
EAVE: 12"
ROOF MATERIAL: CONCRETE FLAT TILE

C



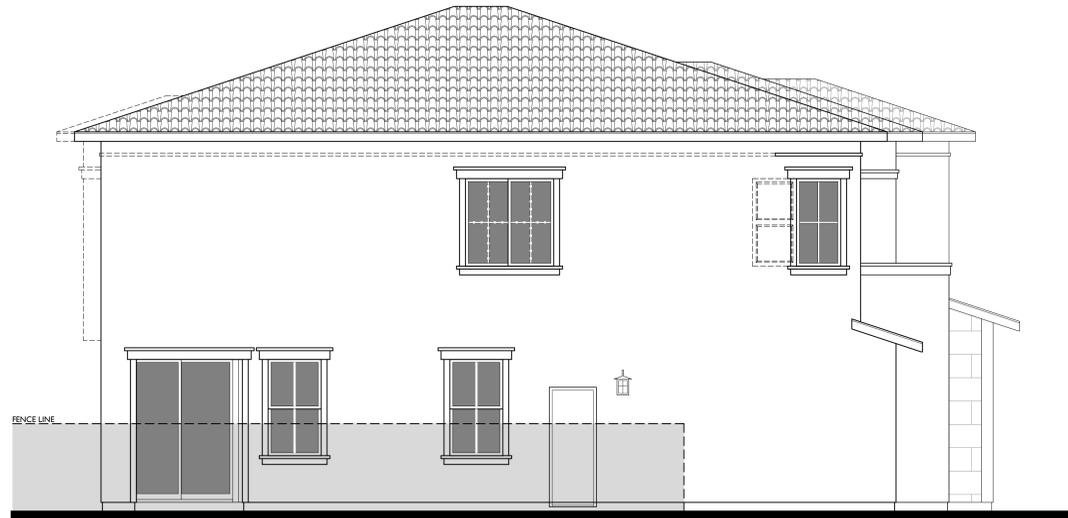
REAR



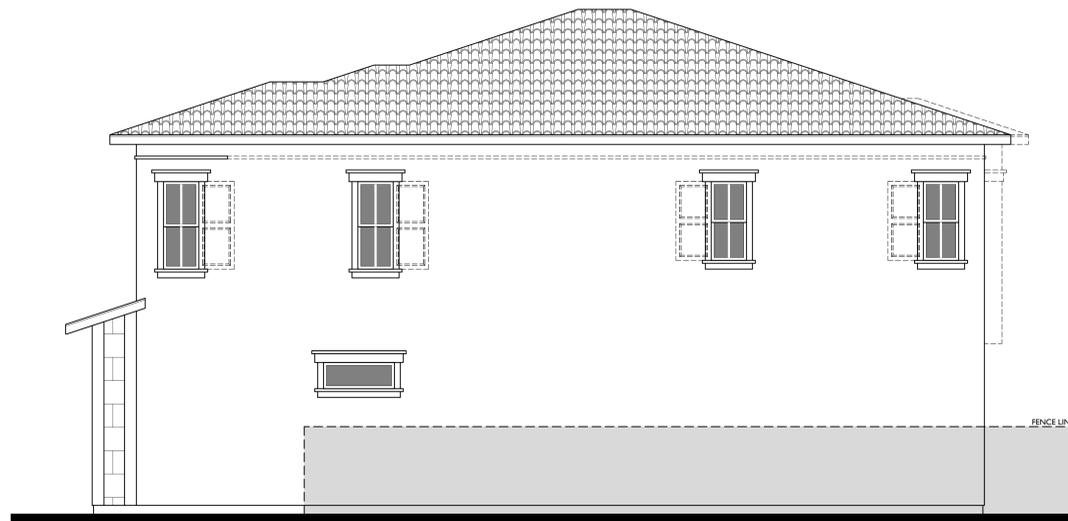
FRONT

D - ITALIAN
1/4"=1'-0"

OVERALL BUILDING HEIGHT
±28'-10"

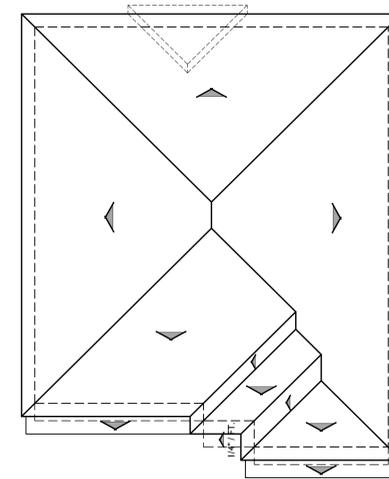


LEFT



RIGHT

NOTE: DASHED ENHANCEMENTS OPTIONAL PER LOT



ROOF PLAN

D

PITCH: 4:12
RAKE: 12"
EAVE: 18"
ROOF MATERIAL: CONCRETE 'S' TILE

Attachment 9
Street Scene Exhibit, dated September 22, 2021



PLAN 1D - ITALIAN
COLOR SCHEME 10

PLAN 2B - CRAFTSMAN
COLOR SCHEME 6

PLAN 1AR - SPANISH COLONIAL
COLOR SCHEME 3

PLAN 3CR - WESTERN FARMHOUSE
COLOR SCHEME 7

NT.S.



AT DESIGN
CONSULTING
COLOR
MATERIAL
DESIGN
949.922.1552

LONESTAR at MANGINI RANCH, VILLAGE 1 - 50x80

FOLSOM, CA

Colors & photo images seen on screen and/or printed material may not represent actual colors & textures accurately.
Refer to actual paint chips & materials for color & texture accuracy.





PLAN 3C - WESTERN FARMHOUSE
COLOR SCHEME 7

PLAN 2D - ITALIAN
COLOR SCHEME 10

PLAN 1B - CRAFTSMAN
COLOR SCHEME 6

PLAN 3A - SPANISH COLONIAL
COLOR SCHEME 3

NT.S.



COLOR
MATERIAL
DESIGN
949.922.1552

LONESTAR at MANGINI RANCH, VILLAGE 1 - 50x80

FOLSOM, CA

Colors & photo images seen on screen and/or printed material may not represent actual colors & textures accurately.
Refer to actual paint chips & materials for color & texture accuracy.



Attachment 10
Exterior Colors/Materials,
dated September 21, 2021

LONESTAR

Mangini Ranch, Village 1, 50x80

FOLSOM, CA

PRELIMINARY | 09.21.2021

Exterior Colors/Materials & Sheets



AT DESIGN CONSULTING

COLOR+MATERIAL DESIGN

2211 Michelson Dr. Suite 450 Irvine CA 92612

949 724 1619 www.atdesignconsulting.com

© Copyright - AT Design Consulting Inc. www.atdesignconsulting.com



Exterior Color + Material Specifications

These color / material specifications and creative design concepts are the intellectual property of AT Design Consulting, a California Corporation.

This creative work is privileged, confidential, and exempt from disclosure under applicable law. The use of these materials is restricted.

These materials are intended for the use within this specific project only during the course of development and may not be used for any other reason without the expressed written authorization of AT Design Consulting, Inc.

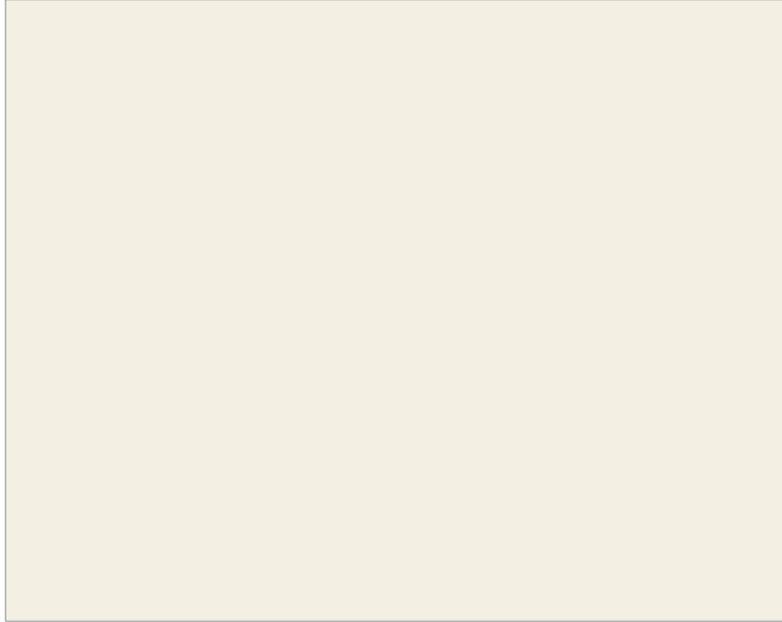
AT Design Consulting, Inc. is responsible for aesthetic choices. All colors and materials listed are for color purposes only. Manufacturer for all products will be designated and appointed by Client.

All unauthorized use, dissemination, distribution, or reproduction of these materials is strictly prohibited. Any unauthorized use, dissemination, distribution or reproductions will be prosecuted to the full extent of the law.

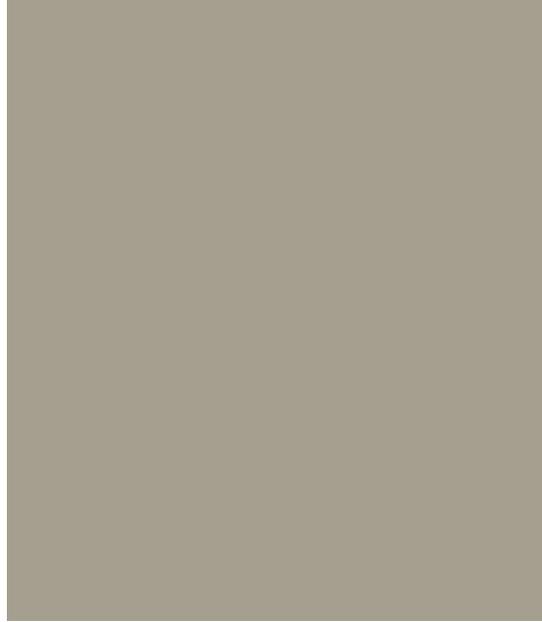
© AT Design Consulting, Inc.

SCHEME 1: Elevation A, Spanish Colonial

MAIN BODY
SW 7568, Neutral Ground



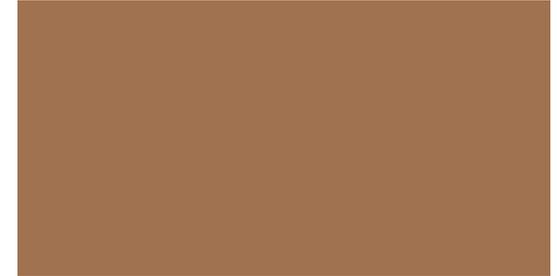
TRIM & GARAGE DOOR
SW 7053, Adaptive Shade



FRONT DOOR
SW 6214, Underseas



SHUTTERS
SW 6095, Toasty



DECORATIVE TILE
Marazzi: D_Segni Color, Monarch M1L7 (8"x8")

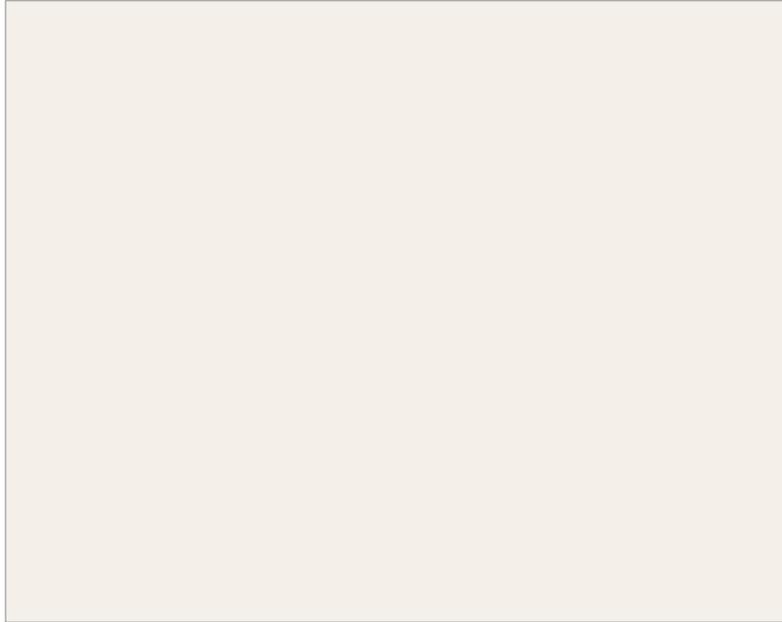


CONCRETE ROOF TILE ("S"-TILE)
Eagle Roof: Malibu - 2615, Weathered Terracotta Range

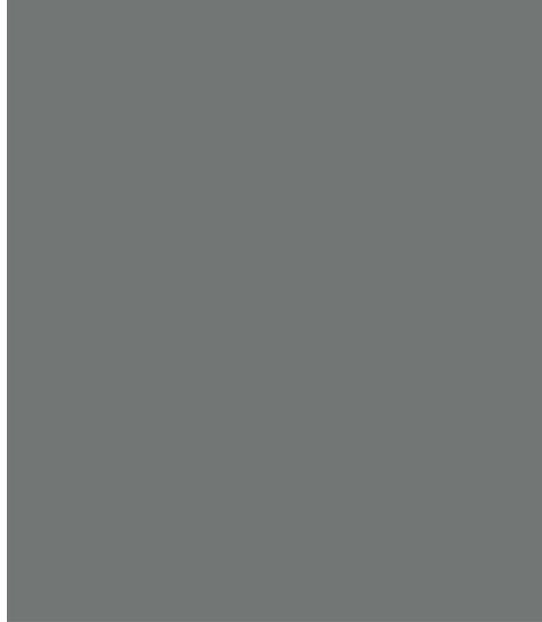


SCHEME 2: Elevation A, Spanish Colonial

MAIN BODY
SW 7567, Natural Tan



TRIM & GARAGE DOOR
SW 7068, Grizzle Gray



FRONT DOOR
SW 2814, Rookwood Antique Gold



SHUTTERS
SW 7048, Urbane Bronze



DECORATIVE TILE
DalTile: Quartetto, QU23 Cool Petalo (8"x8")



CONCRETE ROOF TILE ("S"-TILE)
Eagle Roof: Malibu - 2817, La Salle Blend



SCHEME 3: Elevation A, Spanish Colonial

MAIN BODY
SW 7547, Sandbar



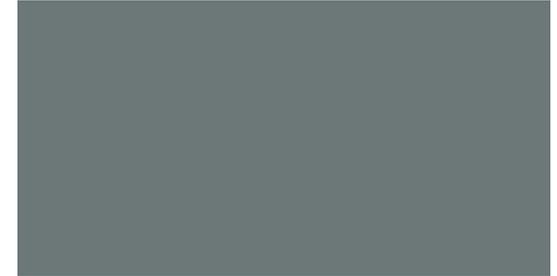
TRIM & GARAGE DOOR
SW 7047, Porpoise



FRONT DOOR
SW 6118, Leather Bound



SHUTTERS
SW 7061, Night Owl



DECORATIVE TILE
Arizona Tile: Reverie #10 (8"x8")



CONCRETE ROOF TILE ("S"-TILE)
Eagle Roof: Malibu - SCM8806, Tucson Blend



SCHEME 4: Elevation B, Craftsman

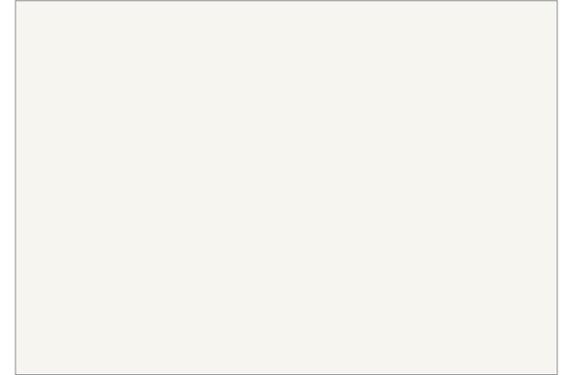
MAIN BODY
SW 7634, Pediment



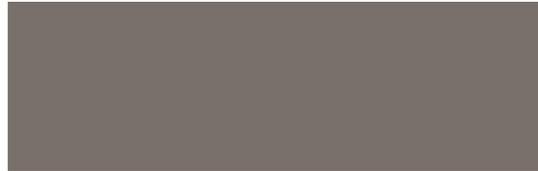
SECONDARY BODY
SW 2840, Hammered Silver



TRIM & GARAGE DOOR
SW 0053, Porcelain



FRONT DOOR
SW 7505, Manor House



SHUTTERS
SW 6061, Tanbark



BRICK
Hebron Brick: Route 66



CONCRETE ROOF TILE (FLAT TILE)
Eagle Roof: Ponderosa - 5689, Brown Range



SCHEME 5: Elevation B, Craftsman

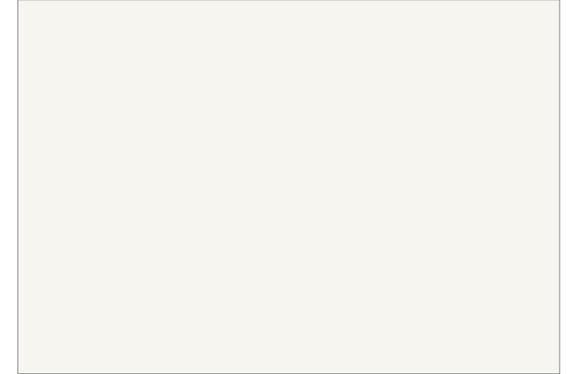
MAIN BODY
SW 9110, Malabar



SECONDARY BODY
SW 7060, Attitude Gray



TRIM & GARAGE DOOR
SW 6105, Divine White



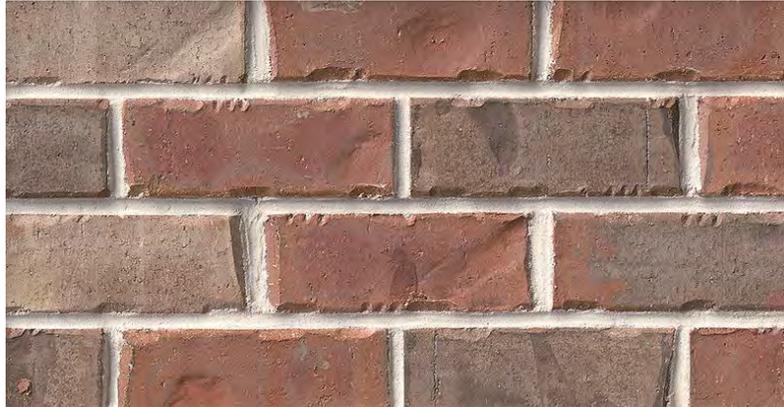
FRONT DOOR
SW 6061, Tanbark



SHUTTERS
SW 7645, Thunder Gray



BRICK
Meridian Brick: Old Guignard



CONCRETE ROOF TILE (FLAT TILE)
Eagle Roof: Ponderosa - 5549, Santa Paula



SCHEME 6: Elevation B, Craftsman

MAIN BODY
SW 7503, Sticks & Stones



SECONDARY BODY
SW 7642, Pavestone



TRIM & GARAGE DOOR
SW 7554, Steamed Milk



FRONT DOOR
SW 6053, Reddened Earth



SHUTTERS
SW 2735, Rockweed



BRICK
Meridian Brick: Laredo

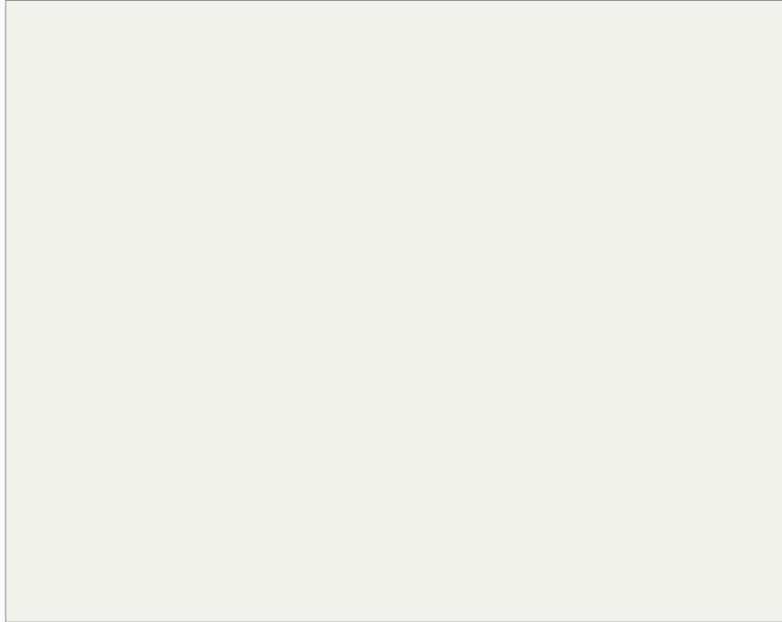


CONCRETE ROOF TILE (FLAT TILE)
Eagle Roof: Ponderosa - 5502, Arcadia Canyon Brown

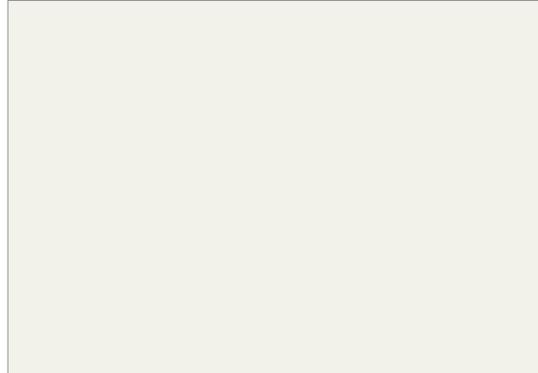


SCHEME 7: Elevation C, Western Farmhouse

MAIN BODY
SW 7011, Natural Choice



TRIM
SW 7011, Natural Choice



GARAGE DOOR
SW 7045, Intellectual Gray



FRONT DOOR
SW 7699, Rustic City



SHUTTERS
SW 7020, Black Fox



SECONDARY BODY
SW 7045, Intellectual Gray



CONCRETE ROOF TILE (FLAT TILE)
Eagle Roof: Bel Air - 4690, Pewter Bronze Blend

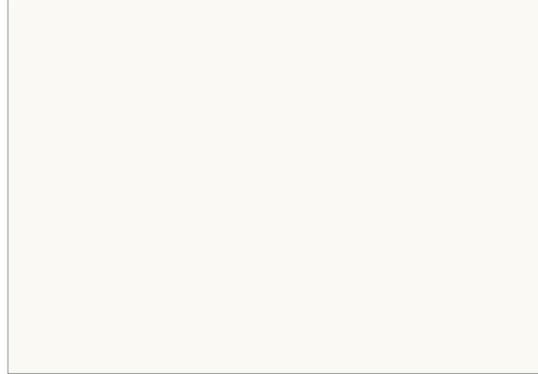


SCHEME 8: Elevation C, Western Farmhouse

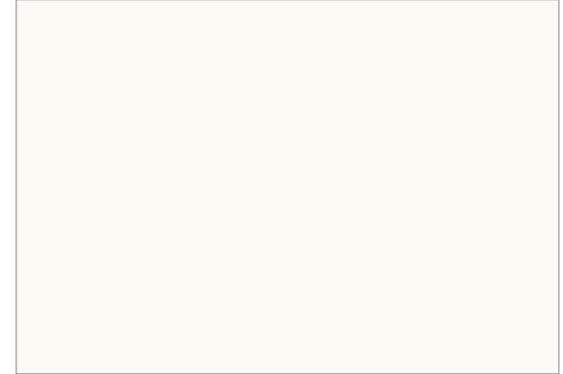
MAIN BODY
SW 9172, Studio Clay



TRIM
SW 6147, Panda White



GARAGE DOOR
SW 6147, Panda White



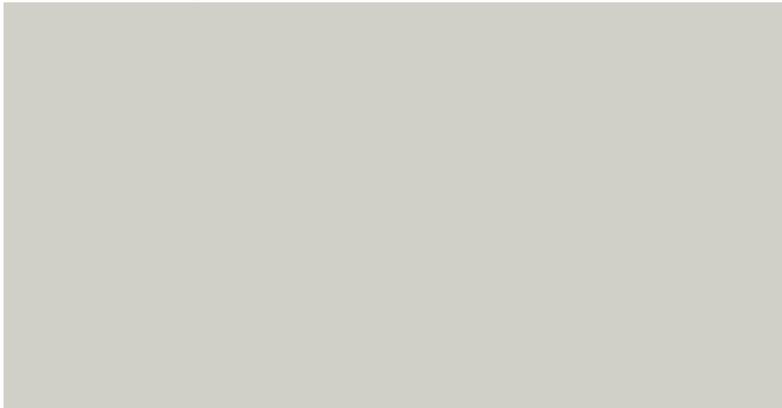
FRONT DOOR
SW 7705, Wheat Penny



SHUTTERS
SW 7622, Homburg Gray



SECONDARY BODY
SW 0049, Silver Gray



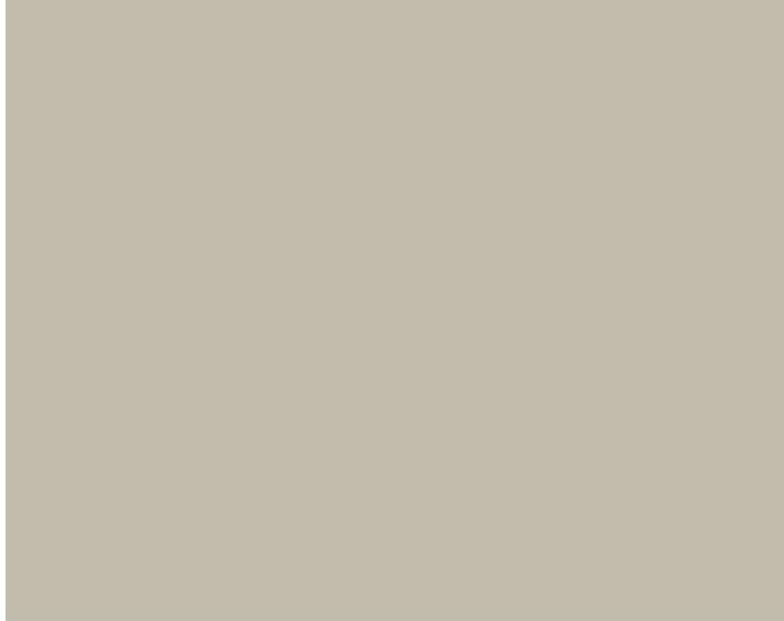
CONCRETE ROOF TILE (FLAT TILE)
Eagle Roof: Bel Air - 4634, Kings Canyon Blend



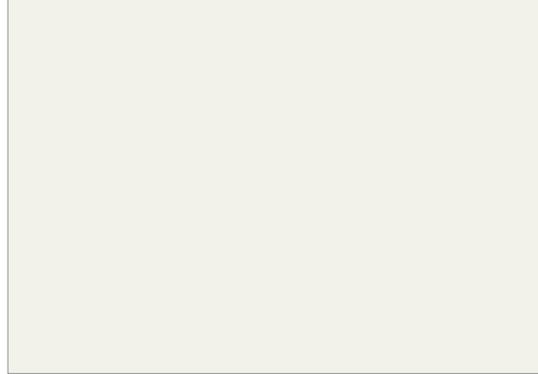
SCHEME 9: Elevation C, Western Farmhouse

9.21.21

MAIN BODY
SW 7546, Prairie Grass



TRIM
SW 7011, Natural Choice



GARAGE DOOR
SW 7011, Natural Choice



FRONT DOOR
SW 7055, Enduring Bronze



SHUTTERS
SW 7011, Natural Choice



SECONDARY BODY
SW 6207, Retreat



CONCRETE ROOF TILE (FLAT TILE)
Eagle Roof: Ponderosa - 5582, Fawn Gray Flashed

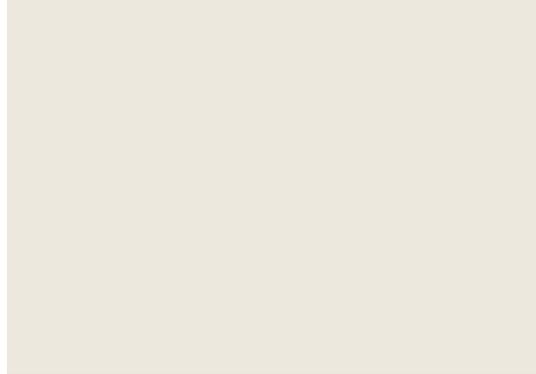


SCHEME 10: Elevation D, Italian

MAIN BODY
SW 9103, Farro



TRIM
SW 7526, Maison Blanche



GARAGE DOOR
SW 7055, Enduring Bronze



FRONT DOOR
SW 6173, Cocoon



SHUTTERS
SW 7055, Enduring Bronze



STONE
Eldorado Stone: Longitude24, Snowdrift



CONCRETE ROOF TILE ("S" TILE)
Eagle Roof: Malibu - SCM 8806, Tucson Blend

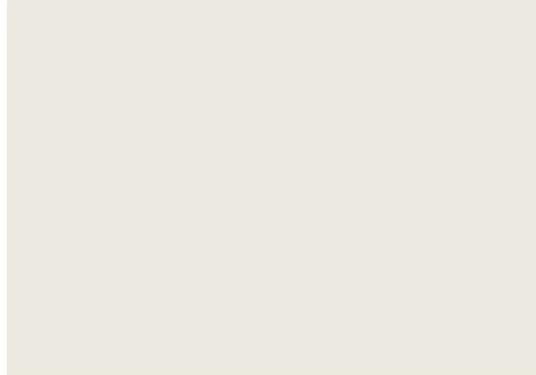


SCHEME 11: Elevation D, Italian

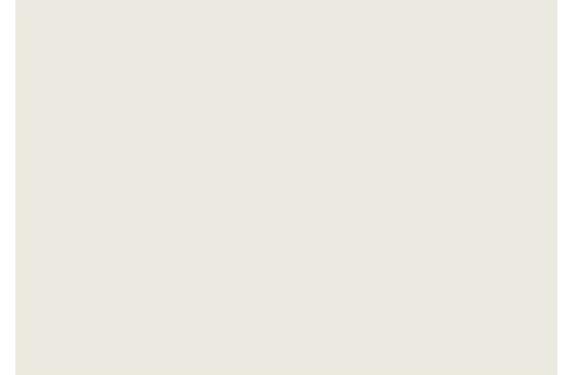
MAIN BODY
SW 7644, Gateway Gray



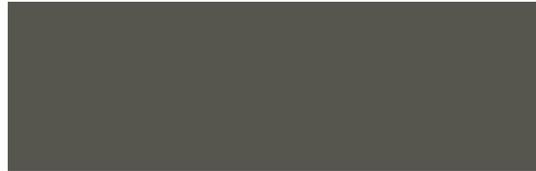
TRIM
SW 7541, Grecian Ivory



GARAGE DOOR
SW 7541, Grecian Ivory



FRONT DOOR
SW 7048, Urbane Bronze



SHUTTERS
SW 7048, Urbane Bronze



STONE
Eldorado Stone: Longitude24, Snowdrift



CONCRETE ROOF TILE ("S" TILE)
Eagle Roof: Malibu - 2520, Weathered Terracotta Flashed

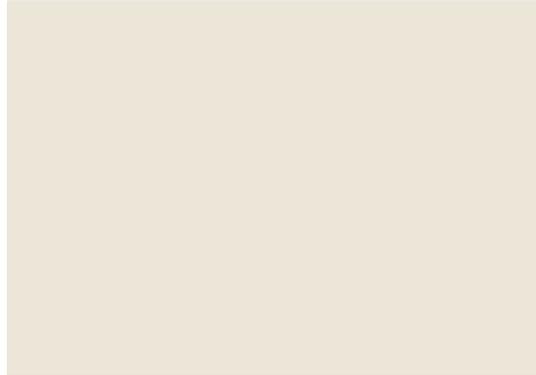


SCHEME 12: Elevation D, Italian

MAIN BODY
SW 6087, Trusty Tan



TRIM
SW 7036, Accessible Beige



GARAGE DOOR
SW 7046, Anonymous



FRONT DOOR
SW 7645, Thunder Gray



SHUTTERS
SW 7046, Anonymous



STONE
Cultured Stone: Cast-Fit, Parchment



CONCRETE ROOF TILE ("S" TILE)
Eagle Roof: Malibu - 2636, Piedmont Blend



Attachment 11

Folsom Ranch Central District Design Guidelines

2

ARCHITECTURAL DESIGN GUIDELINES



ARCHITECTURAL GUIDING PRINCIPLES

The following residential guiding principles will guide the architecture to ensure quality development:

- Provide a varied and interesting streetscene.
- Focus of the home is the front elevation, not the garage.
- Provide a variety of garage placements.
- Provide detail on rear elevations where visible from the public streets.
- Choose appropriate massing and roof forms to define the architectural styles.
- Ensure that plans and styles provide a degree of individuality.
- Use architectural elements and details to reinforce individual architectural styles.

GENERAL ARCHITECTURAL GUIDELINES

Edge Conditions

Rear elevations visible from open spaces and major roadways shall incorporate enhanced details used on the front elevation of the home. Rear elevations observable from open spaces and major roadways shall be visually aesthetically pleasing from surrounding viewpoints and adjacencies. Silhouettes and massing of homes along edges require design sensitivity. A row of homes with a single front or rear facing gable are prohibited. The following should be considered, and at least one element incorporated, in the design of the side and rear elevations along edge conditions:

- A balance of hip and gable roof forms;
- Single-story plan;
- Single-story elements on two-story homes;
- Offset massing or wall planes (on individual plans or between plans);
- Roof plane breaks (on individual plans or between plans);
- Detail elements on the front elevation shall be applied to the side and rear elevations along edge conditions.



Roof Forms

Rows of homes seen along major community roadways are perceived by their contrast against the skyline or background. The dominant impact is the shape of the building and roofline. To minimize the visual impact of repetitious flat planes, similar building silhouettes and similar ridge heights, discernibly different roof plans for each home plan shall be designed. Individual roof plans may be simple but, between different plans, should exhibit variety by using front to rear, side-to-side, gables, hipped roofs, and/or the introduction of single story elements.

The following roof design guidelines should also be considered:

- Provide a mix of gable and hip roofs along the streetscene.
- Design roofs for maximum solar exposure for the potential installation of solar features.
- Consider deep overhangs where appropriate to the style to provide additional shade and interior cooling.
- Offset roof planes, eave heights, and ridge lines.



Corner Buildings

Buildings located on corners often times function as neighborhood entries and highlight the architecture for the overall Folsom Ranch, Central District community. Buildings located on corners shall include one of the following:

- Front and side facade articulation using materials that wrap around the corner-side of the building;
- Awning on corner side;
- Home entry on corner side;
- Corner facing garage;
- A pop-out side hip, gable, or shed form roof;
- An added single-story element, such as a wrap-around porch or balcony;
- Recessed second- or third-story (up to 35' max.); or
- Balcony on corner side.



Front Elevations

Front elevations shall be detailed to achieve a variety along the street scene. Each front elevation shall incorporate a Feature Window treatment (see Feature Window requirements on page 2-6). In addition, each front elevation shall incorporate one or more of the following techniques:

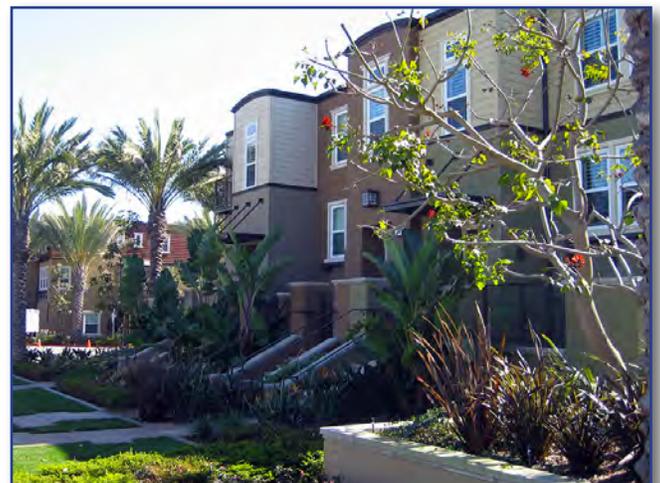
- Provide enhanced style-appropriate details on the front elevation.
- Offset the second story from the first level for a portion of the second story.
- Vary the wall plane by providing projections of elements such as bay windows, porches, and similar architectural features.
- Create recessed alcoves and/or bump-out portions of the building.
- Incorporate second-story balconies.
- Create interesting entries that integrate features such as porches, courtyards, large recessed entry alcoves, or projecting covered entries with columns.
- Use a minimum of two building materials or colors on the front elevation.

Multi-family Entries

Entries for multi-family homes should create an initial impression, locate and frame the doorway, act as a link between public and private spaces, and further identify individual unit entries.

- Wherever possible, orient the front door and principal access towards the roadway, paseo, or common open space.
- Incorporate appropriate roof elements, columns, Feature Windows and/or architectural forms in the entry statement to emphasize the building character and the location of individual doorways.

- If due to building configuration the front entry location is not immediately apparent, direct and draw the observer to it with added elements such as signs, lighting, and landscape.



Feature Windows

All front and visible edge elevations shall incorporate one Feature Window treatment that articulates the elevation. Feature Window options include:

- A window of unique size or shape;
- Picture window;
- A bay window projecting a minimum of 24 inches, or a 12 inch pop-out surround;
- A window with a substantial surround matching or contrasting the primary color of the home;
- A window recess a minimum of 2 inches;
- Decorative iron window grilles;
- Decorative window shelves or sill treatments;
- Grouped or ganged windows with complete trim surrounds or unifying head and/or sill trim;
- A Juliet balcony with architectural style appropriate materials;
- Window shutters; or
- Trellis protruding a minimum of 12 inches from the wall plane of the window.

Windows

Windows on south-facing exposures should be designed, to the greatest extent possible, to maximize light and heat entering the home in the winter, and to minimize light and heat entering in the summer.

West-facing windows should be shaded where feasible to avoid prolonged sun exposure/overheating of the homes.

For additional window requirements addressing Sound Attenuation requirements refer to the Mangini Ranch Residential Development Environmental Noise Assessment document prepared by Bollard Acoustical Consultants, Inc. on January 29, 2015.



Example of Feature Window



Example of Juliet Balcony



Garage Door Treatments

Appropriate treatment of garage doors will further enhance the building elevation and decrease the utilitarian appearance of the garage door. Various garage door patterns, windows, and/or color schemes should be applied as appropriate to individual architectural styles, where feasible.

- Garage doors shall be consistent with the architecture of the building to reduce the overall visual mass of the garage.
- Garage doors shall be recessed 8 inches from the wall plane.
- All garage doors shall be automatic section roll-up doors.
- When appropriate, single garage doors are encouraged.
- Carriage-style garage doors of upgraded design are encouraged.



Porte Cochere with garage at rear of house



Street Facing Garages

All street facing garages should vary the garage door appearance along the streetscene. Below are options for the door variety:

- Vary the garage door pattern, windows, and/or color as appropriate to individual architectural styles.
- Use an attached overhead trellis installed beneath the garage roof fascia and/or above garage door header trim.
- Span the driveway with a gated element or overhead trellis.
- Provide a porte cochere.
- Street facing garages on corner lots at neighborhood entries shall be located on the side of the house furthest away from the corner.



Alley Treatments

The use of alleys should be elevated from purely functional, simple garage access to an enjoyable space that residents experience and utilize daily. Design of alleys shall address the functional and aesthetic features of the space to create a positive experience for the residents. At least one of the following shall be implemented along the alley:

- Building size and shape shall have stepped massing (recessed or cantilevered, i.e., stepping back upper floors or protruding forward upper floors) of at least one foot.
- Window trim, color, and appropriate details from the front elevation.
- Rear privacy walls and pedestrian gates designed and located for ease of unit access.
- Enhanced garage door patterns or finishes; garage door shall complement the design intent of the home and neighborhood.
- Provide sufficient planting areas between garages to soften the vertical architectural planes at alleys.

Building Forms

Building form, detail, and placement greatly influences how a structure is perceived based on how light strikes and frames the building. The effect of sunlight is a strong design consideration, as shadow and shade can lend a sense of substance and depth to a building. The following elements and considerations can be used to facilitate the dynamic of light and depth perception of the building.

Architectural Projections

Projections can create shadow and provide strong visual focal points. This can be used to emphasize design features such as entries, major windows, or outdoor spaces. Projections are encouraged on residential building forms. Projections may include, but are not limited to:

- Awnings (wood, metal, cloth)
- Balconies
- Shutters
- Eave overhangs
- Projecting second- or third-story elements
- Window/door surrounds
- Tower elements
- Trellis elements
- Recessed windows
- Porch elements
- Bay windows or dormers
- Shed roof elements

Offset Massing Forms

Front and street-facing elevations may have offset masses or wall planes (vertically or horizontally) to help break up the overall mass of a building.

- Offset forms are effective in creating a transition:
 - Vertically between stories, or
 - Horizontally between spaces, such as recessed entries.
- Offset massing features are appropriate for changes in materials and colors.
- Offsets should be incorporated as a functional element or detail enhancement.
- Over-complicated streetscenes and elevations should be avoided.



- Streetscenes should provide a mix of simple massing elevation with offset massing elements to compose an aesthetic and understandable streetscape.

Floor Plan Plotting

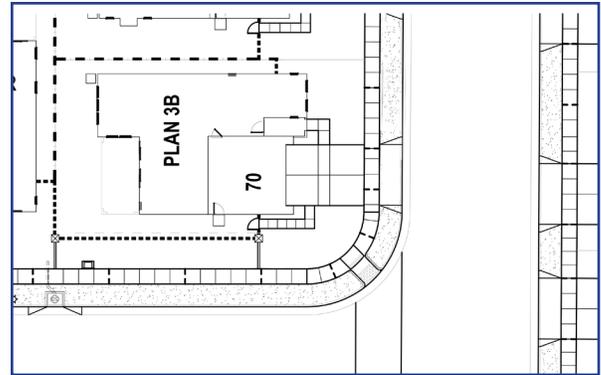
In each single-family detached neighborhood with a **minimum** of up to 80 homes, provide:

- Three floor plans.
- Four elevations for each floor plan using a minimum of **two** architectural styles. If only two styles are selected, elevations shall be significantly different in appearance.
- Four different color schemes for each floor plan.

In each single-family detached neighborhood with **more** than 80 homes, provide:

- Three floor plans.
- Four elevations for each floor plan using a minimum of **three** architectural styles. If only three styles per floor plan are selected, elevations shall be significantly different in appearance.
- Four different color schemes for each floor plan.

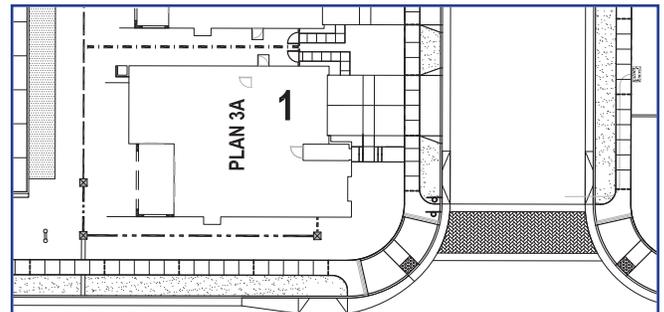
In each single-family detached neighborhood, street facing garages on corner lots at neighborhood entries shall be located on the side of the house furthest away from entry corner.



Example of undesirable Corner Lot Street Facing Garage Placement



Example of undesirable Corner Lot Street Facing Garage Placement



Example of preferred Corner Lot Plotting Garage Placement



Example of preferred Corner Lot Plotting Garage Placement



Style Plotting

To ensure that architectural variety occurs, similar elevations cannot be plotted adjacent to or immediately across the street from one another. No more than two of the same floor plan/elevations shall be plotted next to each other or directly across the street from one another. (Refer to Section Four for Design Review process.) The following describes the minimum criteria for style plotting:

- For a home on a selected lot, the same floor plan and elevation is not permitted on the lot most directly across from it and the one lot on either side of it.
- Identical floor plans may be plotted on adjacent lots, provided a different elevation style is selected for each floor plan.
- Identical floor plans may be plotted on lots across the street from each other provided a different elevation style is selected for each floor plan.

Color Criteria

To ensure variety of color schemes, like color schemes cannot be plotted adjacent to or immediately across the street from one another. Color and material sample boards shall be submitted for review along with the Master Plot Plan. (Refer to Section Four.)

A color scheme for a home on a selected lot may not be repeated (even if on a different floor plan) on the three lots most directly across from it and on the single lot to each side of it.



Lower Height Elements

Lower height elements are important to streetscene variety, especially for larger buildings or masses, as they articulate massing to avoid monotonous single planes. These elements also provide a transition from the higher story vertical planes to the horizontal planes of sidewalk and street, and help to transition between public and private spaces. Lower height elements are encouraged to establish pedestrian scale and add variety to the streetscene. Lower height elements may include, but are not limited to:

- Porches
- Entry features
- Interior living spaces
- Courtyards
- Bay windows
- Trellises



Balconies

Balconies break up large wall planes, offset floors, create visual interest to the facade, provide outdoor living opportunities, and adds human scale to a building. Scaled second- or third-story balconies can have as much impact on stepped massing and building articulation as a front porch or lower height elements. Balcony elements:

- May be covered or open, recessed into or projecting from the building mass.
- Shall be an integral element of, and in scale with, the building mass, where appropriate.
- Are discouraged from being plotted side-by-side at the same massing level (i.e. mirrored second-story balconies).



Roof Considerations

Composition and balance of roof forms are as definitive of a streetscape as the street trees, active architecture, or architectural character.

- Rooflines and pitches, ridgelines and ridge heights should create a balanced form to the architecture and elevation.
- Direction of ridgelines and/or ridge heights should vary along a streetscene.
- Roof overhangs (eaves and rakes) may be used as projections to define design vocabulary and create light and shade patterns.
- Hip, gable, shed, and conical roof forms may be used separately or together on the same roof or streetscene composition.
- Roof form and pitch shall be appropriate to the massing and design vocabulary of the home.



Outdoor Living Spaces

Outdoor living spaces, including porches, balconies, and courtyards, activate the streetscene and promote interaction among neighbors. Outdoor living spaces can also create indoor/outdoor environments opening up the home to enhance indoor environmental quality. Wherever possible, outdoor living space is encouraged.

Materials

The selection and use of materials has an important impact on the character of each neighborhood and the community as a whole. Wood is a natural material reflective of many architectural styles; however, maintenance concerns, a design for long-term architectural quality and new high-quality manufactured alternative wood materials make the use of real wood elements less desirable. Where “wood” is referred to in these guidelines, it can also be interpreted as simulated wood trim with style-appropriate wood texture. Additionally, some styles can be appropriately expressed without the wood elements, in which case stucco-wrapped, high-density foam trim (with style-appropriate stucco finish) is acceptable. Precast elements can also be satisfied by high-density foam or other similar materials in a style-appropriate finish.



- Brick, wood, and stone cladding shall appear as structural materials, not as applied veneers.
- Material changes should occur at logical break points.
- Columns, tower elements, and pilasters should be wrapped in its entirety.
- Materials and colors should be varied to add texture and depth to the overall character of the neighborhood.
- The use of flashy or non-traditional materials or colors that will not integrate with the overall character of the community is prohibited.
- Material breaks at garage corners shall have a return dimension equal to or greater than the width of the materials on the garage plane elevation.
- Use durable roofing and siding materials to reduce the need for replacement.
- Use local, recycled and/or rapidly renewable materials to conserve resources and reduce energy consumption associated with the manufacturing and transport of the materials. (Refer to Section Four for Design Review process.)



Exterior Structures

Exterior structures, including but not limited to, porches, patio covers, and trellises shall reflect the character, color, and materials of the building to which they are related.

- Columns and posts should project a substantial and durable image.
- Stairs should be compatible in type and material to the deck and landing.
- Railings shall be appropriately scaled, consistent with the design vernacular of the building, and constructed of durable materials.
- Exposed gutters and downspouts shall be colored to complement or match the fascia material or surface to which they are attached.

Accessory Structures

Accessory structures should conform to the design standards, setbacks, and height requirements of the primary structure. If visible from the front or side lot line, the visible elevation should be considered a front elevation and should meet the design criteria of the applicable architectural style.



Lighting

Appropriate lighting is essential in creating a welcoming evening atmosphere for the Folsom Ranch, Central District community. As a forward-thinking community, The Folsom Ranch, Central District will institute dark sky recommendations to mitigate light pollution, cut energy waste, and protect wildlife. All lighting shall be aesthetically pleasing and non-obtrusive, and meet the dark sky recommendations.

- All exterior lighting shall be limited to the minimum necessary for public safety.
- All exterior lighting shall be shielded to conceal the light source, lamp, or bulb. Fixtures with frosted or heavy seeded glass are permitted.
- Each residence shall have an exterior porch light at its entry that complements the architectural style of the building.
- Where feasible, lighting should be on a photocell or timer.
- Low voltage lighting shall be used whenever possible.

Address Numbers

To ensure public safety and ease of identifying residences by the Fire and Police Departments, address numbers shall be lighted or reflective and easily visible from the street.



RESIDENTIAL ARCHITECTURAL STYLES

Folsom Ranch, Central District is envisioned as a sustainable, contemporary community where architectural massing, roof forms, detailing, walls, and landscape collaborate to reflect historic, regional, and climate-appropriate styles.

The design criteria established in this section encourages a minimum quality design and a level of style through the use of appropriate elements. Although the details are important elements that convey the style, the massing and roof forms are essential to establishing a recognizable style. The appropriate scale and proportion of architectural elements and the proper choice of details are all factors in achieving the architectural style.

ARCHITECTURAL THEME: CALIFORNIA HERITAGE

The styles selected for Folsom Ranch, Central District have been chosen from the traditional heritage of the California home styles, a majority of which have been influenced by the Spanish Mission and Mexican Rancho eras. Over the years, architectural styles in California became reinterpreted traditional styles that reflect the indoor-outdoor lifestyle choices available in the Mediterranean climate. These styles included the addition of western materials while retaining the decorative detailing of exposed wood work, wrought iron hardware, and shaped stucco of the original Spanish styles. Mixing of style attributes occurs in both directions, such as adapting Spanish detailing to colonial style form, or introducing colonial materials and details to the Hacienda form and function. The landscape and climate of California has also generated styles that acknowledge and blend with its unique setting. The Italian Villa is a prime example of a transplanted style developed in a climate zone similar to the climate found in California.

The following styles can be used within Folsom Ranch, Central District:

- Italian Villa
- Spanish Colonial
- Monterey
- Western Farmhouse
- European Cottage
- Craftsman
- Early California Ranch
- American Traditional

Additional architectural styles compatible with the intent of these guidelines may be added when it can be demonstrated to the Architectural Review Committee that they are regionally appropriate.

The following pages provide images and individual “style elements” that best illustrate and describe the key elements of each style. They are not all mandatory elements, nor are they a comprehensive list of possibilities. Photographs of historic and current interpretations of each style are provided to inspire and assist the designer in achieving strong, recognizable architectural style elevations. The degree of detailing and/or finish expressed in these guidelines should be relative to the size and type of building upon which they are applied.

These images are for concept and inspiration only and should not be exactly replicated.



ITALIAN VILLA

The Italian Villa was one of the most fashionable architectural styles in the United States in the 1860's. Appearing on architect-designed landmarks in larger cities, the style was based on formal and rigidly symmetrical palaces of the Italian Renaissance.

Although residential adaptations generated less formality, traditional classical elements, such as the symmetrical facade, squared tower entry forms, arched windows, and bracketed eaves, persisted as the enduring traits of this style. When cast iron became a popular building material, it became a part of the Italianate vocabulary, embellishing homes with a variety of designs for balconies, porches, railings, and fences.

Italian Villa Style Elements:

- Eave and exaggerated overhangs.
- Wall materials typically consist of stucco with stone and precast accents.
- Decorative brackets below eaves may be added accents.
- Barrel tile or "S" tile roof
- The entry may be detailed with a precast surround feature.
- Stucco or precast columns with ornate cap and base trim are typical.
- Wrought iron elements, arched windows or elements, and quoins are frequently used as details.



Example of Italian Villa Architecture



Example of Italian Villa Architecture



Example of Italian Villa Architecture



SPANISH COLONIAL

This style evolved in California and the southwest as an adaptation of Mission Revival infused with additional elements and details from Latin America. The style attained widespread popularity after its use in the Panama-California Exposition of 1915.

Key features of this style were adapted to the California lifestyle. Plans were informally organized around a courtyard with the front elevation very simply articulated and detailed. The charm of this style lies in the directness, adaptability, and contrasts of materials and textures.

Spanish Colonial Style Elements:

- Plan form is typically rectangular or “L”-shaped.
- Roofs are typically of shallower pitch with “S” or barrel tiles and typical overhangs.
- Roof forms are typically comprised of a main front-to-back gable with front-facing gables.
- Wall materials are typically stucco.
- Decorative “wood” beams or trim are typical.
- Segmented or full-arch elements are typical in conjunction with windows, entry, or the porch.
- Round or half-round tile profiles are typical at front-facing gable ends.
- Arcades are sometimes utilized.
- Windows may be recessed, have projecting head or sill trim, or be flanked by plank-style shutters.
- Decorative wrought-iron accents, grille work, post or balcony railing may be used.



Example of Spanish Colonial Architecture



Example of Spanish Colonial Architecture



Example of Spanish Colonial Architecture



MONTEREY

The Monterey style is a combination of the original Spanish Colonial adobe construction methods with the basic two-story New England colonial house. Prior to this innovation in Monterey, all Spanish colonial houses were of single story construction.

First built in Monterey by Thomas Larkin in 1835, this style introduced two story residential construction and shingle roofs to California. This Monterey style and its single story counterpart eventually had a major influence on the development of modern architecture in the 1930's.

The style was popularized by the used of simple building forms. Roofs featured gables or hips with broad overhangs, often with exposed rafter tails. Shutters, balconies, verandas, and porches are integral to the Monterey character. Traditionally, the first and second stories had distinctly different cladding material; respectively siding above with stucco and brick veneer base below.

The introduction of siding and manufactured materials to the home building scene allowed for the evolution of the Monterey home from strictly Spanish Adobe construction to a hybrid of local form and contemporary materials. Siding, steeper pitched flat tile roofing, and the cantilevered balcony elements on the Monterey house define this native California style.



Example of Monterey Architecture

Monterey Style Elements:

- Plan form is typically a simple two-story box.
- Roofs are typically shallow to moderately pitched with flat concrete tile or equal; “S” tile or barrel tile are also appropriate.
- Roof forms are typically a front-to-back gable with typical overhangs.
- Wall materials are typically comprised of stucco, brick, or siding.
- Materials may contrast between first and second floors.
- A prominent second-story cantilevered balcony is typically the main feature of the elevation; two-story balconies with simple posts are also appropriate.
- Simple Colonial corbels and beams typically detail roof overhangs and cantilevers.
- Balcony or porch is typically detailed by simple columns without cap or base trim.
- Front entry is typically traditionally pedimented by a surround, porch, or portico.
- Windows are typically accented with window head or sill trim of colonial-style and louvered shutters.
- Corbel and post sometimes lean toward more “rustic” details and sometimes toward more “Colonial” details.



Example of Monterey Architecture



WESTERN FARMHOUSE

The Farmhouse represents a practical and picturesque country house. Its beginnings are traced to both Colonial styles from New England and the Midwest. As the American frontier moved westward, the American Farmhouse style evolved according to the availability of materials and technological advancements, such as balloon framing.

Predominant features of the style are large wrapping front porches with a variety of wood columns and railings. Two story massing, dormers, and symmetrical elevations occur most often on the New England Farmhouse variations. The asymmetrical, casual cottage look, with a more decorated appearance, is typical of the Western American Farmhouse. Roof ornamentation is a characteristic detail consisting of cupolas, weather vanes, and dovecotes.

Western Farmhouse Style Elements:

- Plan form is typically simple.
- Roofs are typically of steeper pitch with flat concrete tiles or equal.
- Roof forms are typically a gable roof with front-facing gables and typical overhangs.
- Roof accents sometimes include standing-seam metal or shed forms at porches.
- Wall materials may include stucco, horizontal siding, and brick.
- A front porch typically shelters the main entry with simple posts.
- Windows are typically trimmed in simple colonial-style; built-up head and sill trim is typical.
- Shaped porch columns typically have knee braces.



Example of Western Farmhouse Architecture



Example of Western Farmhouse Architecture



Example of Western Farmhouse Architecture



EUROPEAN COTTAGE

The European Cottage is a style that evolved out of medieval Tudor and Normandy architecture. This evolving character that eventually resulted in the English and French “Cottage” became extremely popular when the addition of stone and brick veneer details was developed in the 1920’s.

Although the cottage is looked upon as small and unpretentious, the style was quickly recognized as one of the most popular in America. Designs for the homes typically reflected the rural setting in which they evolved. Many established older neighborhoods across the United States contain homes with the charm and character of this unpretentious style.

Roof pitches for these homes are steeper than traditional homes, and are comprised of gables, hips, and half-hip forms. The primary material is stucco with heavy use of stone and brick at bases, chimneys, and entry elements. Some of the most recognizable features for this style are the accent details in gable ends, sculptured swooping walls at the front elevation, and tower or alcove elements at the entry.

European Cottage Style Elements:

- Rectangular plan form massing with some recessed second floor area is desirable.
- Main roof hip or gable with intersecting gable roofs is typical of this style.
- Steep roof pitches with swooping roof forms are encouraged.
- Roof appearance of flat concrete tile or equal is typical of the European Cottage style.
- Recessed entry alcoves are encouraged.
- Wall materials are typically comprised of stucco with brick and/or stone veneer.
- Bay windows, curved or round top accent windows, and vertical windows with mullions and simple 2x trim are utilized at front elevations and high visibility areas.
- Stone or brick accent details at the building base, entry, and chimney elements are typical.
- Horizontal siding accents and wrought iron or wood balconies and pot shelves are encouraged.



Example of European Cottage Architecture



Example of European Cottage Architecture



CRAFTSMAN

Influenced by the English Arts and Crafts movement of the late 19th century and stylized by California architects like Bernard Maybeck in Berkeley and the Greene brothers in Pasadena, the style focused on exterior elements with tasteful and artful attention. Originating in California, Craftsman architecture relied on the simple house tradition, combining hip and gable roof forms with wide, livable porches, and broad overhanging eaves. The style was quickly spread across the state and across the country by pattern books, mail-order catalogs, and popular magazines.

Extensive built-in elements define this style, treating details such as windows and porches as if they were furniture. The horizontal nature is emphasized by exposed rafter tails and knee braces below broad overhanging eaves constructed in rustic-textured building materials. The overall effect was the creation of a natural, warm, and livable home of artful and expressive character. Substantial, tapered porch columns with stone piers lend a Greene character, while simpler double posts on square brick piers and larger knee braces indicate a direct Craftsman reference to the style of California architect Bernard Maybeck, who was greatly influenced by the English Arts and Crafts Movement of the late 19th Century.



Example of Craftsman Architecture

Craftsman Style Elements:

- Plan form is typically a simple box.
- Roofs are typically of shallower pitch with flat concrete tiles (or equal) and exaggerated eaves.
- Roof forms are typically a side-to-side gable with cross gables.
- Roof pitch ranges from 3:12 to 5:12 typically with flat concrete tiles or equal.
- Wall materials may include stucco, horizontal siding, and stone.
- Siding accents at gable ends are typical.
- A front porch typically shelters the main entry.
- Exposed rafter tails are common under eaves.
- Porch column options are typical of the Craftsman style:
 - Battered tapered columns of stone, brick, or stucco
 - Battered columns resting on brick or stone piers (either or both elements are tapered)
 - Simpler porch supports of double square post resting on piers (brick, stone, or stucco); piers may be square or tapered.
- Windows are typically fully trimmed.
- Window accents commonly include dormers or ganged windows with continuous head or sill trim.



Example of Craftsman Architecture



EARLY CALIFORNIA RANCH

A building form rather than an architectural style, the Ranch is primarily a one-story rambling home with strong horizontal lines and connections between indoor and outdoor spaces. The “U”- or “L”-shaped open floor plan focused on windows, doors, and living activities on the porch or courtyard. The horizontal plan form is what defines the Ranch.

The applied materials, style, and character applied to the Ranch have been mixed, interpreted, adapted, and modernized based on function, location, era, and popularity.

This single-story family oriented home became the American dream with the development of tract homes in the post-World War II era. Simple and affordable to build, the elevation of the Ranch was done in a variety of styles. Spanish styling with rusticated exposed wood beams, rafter tails under broad front porches, and elegantly simple recessed windows were just as appropriate on the Ranch as the clean lines of siding and floor to ceiling divided-light windows under broad overhanging laminate roofs.

Details and elements of the elevation of a Ranch should be chosen as a set identifying a cohesive style. Brick and stucco combinations with overly simple sill trim under wide windows with no other detailing suggests a Prairie feel, while all stucco, recessed windows, and exposed rusticated wood calls to mind a Hacienda ranch.



Example of California Ranch Architecture

California Ranch Style Elements:

- Plan form is typically one-story with strong horizontal design.
- Roofs are typically shallow pitched with “S” tile, barrel tile, or flat concrete tile.
- Roof forms are typically gable or hip with exaggerated overhangs.
- Wall materials are commonly comprised of stucco, siding, or brick.
- A porch, terrace, or courtyard is typically the prominent feature of the elevation.
- Exposed rafter tails are typical.
- Porch is commonly detailed by simple posts or beams with simple cap or base trim.
- Front entry is typically traditionally pedimented by a surround, porch, or portico.
- Windows are typically broad and accented with window head and sill trim, shutters, or are recessed.
- A strong indoor/outdoor relationship joined by sliding or French doors, or bay windows is common.



Example of California Ranch Architecture



AMERICAN TRADITIONAL

The American Traditional style is a combination of the early English and Dutch house found on the Atlantic coast. Their origins were sampled from the Adam style and other classical styles. Details from these original styles are loosely combined in many examples.

Current interpretations have maintained the simple elegance of the early prototypes, but added many refinements and new design details. This style relies on its asymmetrical form and colonial details to differentiate it from the strict colonial styles.

Highly detailed entries having decorative pediments extended and supported by semi-engaged columns typically. Detailed doors with sidelights and symmetrically designed front facades. Cornices with dentils are an important feature and help identify this style.

American Traditional Style Elements:

- Plan form is typically asymmetric “L”-shaped.
- Roofs are typically of moderate to steeper pitch with flat concrete tile (or equal) roof and exaggerated boxed eaves.
- Roof forms are typically hip or gable with dominant forward facing gables.
- Front facade is typically one solid material which may include stucco, brick, or horizontal siding.
- The front entry is typically sheltered within a front porch with traditionally detailed columns and railings.
- A curved or round-top accent window is commonly used on the front elevation.
- Windows are typically fully trimmed with flanking louvered shutters.
- Gable ends are typically detailed by full or partial cornice, sometimes emphasized with dentils or decorative molding.
- Decorative or pedimented head and sill trim on windows is typical.



Example of American Traditional Architecture



Example of American Traditional Architecture



Example of American Traditional Architecture



3

LANDSCAPE DESIGN GUIDELINES

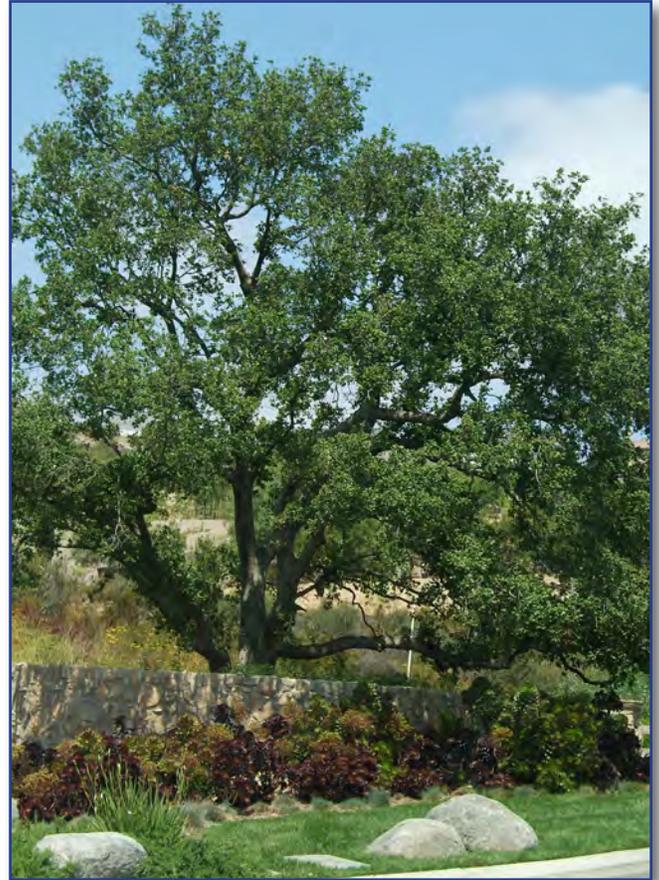


GUIDING LANDSCAPE DESIGN PRINCIPLES

Sustainable Landscape Design

Through thoughtful, sensitive design, Folsom Ranch, Central District can be designated to conserve valuable resources and create a noteworthy community within the City of Folsom. Sustainable landscape design links natural and built systems to achieve balanced environmental, social, and economic outcomes and improves quality of life, and the long-term health of communities and the environment. Sustainable landscape balances the needs of people and the environment to benefit both. Landscape Architects are encouraged to research alternative possibilities and incorporate them into the Model Home and community common area landscape design. The following is a list of various ‘sustainable’ features and practices to be used and/or considered for the Folsom Ranch, Central District Development at the improvement plan phase/level.

- To comply with AB 1881, Model Water Efficiency Landscape Ordinance and conserve water, incorporate a water management system utilizing up-to-date best management practices that allows groundwater to recharge.
- Encourage the use of low toxic wood preservatives (no CCA), or naturally rot-resistant wood for landscaping (no pressure-treated wood in or on the ground.)
- Choose low water, drought tolerant, and/or native plants that match the micro climate, and soil conditions. (Refer to Plant Matrix herein)
- Select plants that are “non-invasive” according to the current California Invasive Plant Inventory, published by the California Invasive Plant Council.



- Design landscape and plant spacing to allow for plants to reach mature size. Using appropriate sizes and the thoughtful placing of plants prevents overgrowth and future thinning, reducing the amount of material sent to the landfill.
- Locate plants to ensure proper drainage and to reduce potential damage to buildings.
- Reuse soils from the site, if appropriate, as horticultural soils.
- Maintain and/or improve soil health through responsible management including nurturing soil with organic matter, reducing synthetic fertilizer use, and restoration to sustain protected and future ecosystems.
- Use integrated pest management to control or eliminate pesticide and toxic chemical use.
- Create and/or maintain wildlife habitat.
- Increase tree cover to provide shade in developed areas to reduce energy demand, mitigate solar heat gain into buildings, and to reduce the amount of heat absorbed by paved areas.
- Plant deciduous trees on the south side of buildings to allow for increased solar heat gain in winter months (thereby reducing energy needed for heating interiors) and shading in summer months (thereby reducing energy needed for cooling interiors).
- Minimize the use of large turf areas (except within parks, parkways (as permitted by AB1881 Water Use Analysis), or single family residential front yards) or inefficient small turf areas (those under 8'-0" in width) in landscaping by incorporating water-conserving groundcovers or perennial grasses, shrubs, and trees.
- Utilize weather and climate-smart irrigation controllers.
- Design irrigation zones to suit plant requirements and incorporate high-efficiency nozzles.
- Use sustainable materials in landscape construction and site furnishing selections including, but not limited to, recycled materials, environmentally preferable/responsible products, materials that can be recycled, certified "green" products, and locally available or locally manufactured products.
- Use nitrogen-fixing plants to reduce fertilizer use.
- Create natural looking design to reduce maintenance required.
- Water conservation (xeriscape, rain gardens, grouping plants with similar requirements).
- Control water runoff (bioswales, rain gardens, green roofs).
- Preserving Oak Woodlands and isolated Oak Trees. Refer to the Landscape Master Community Plant Matrix section.



Example of Drip Irrigation Before Mulch



COMMUNITY DESIGN THEME/ LANDSCAPE CHARACTER

Landscaping plays an important role in establishing the visual identity and character of the Folsom Ranch, Central District Community. Consistency in theme and the application of major community-level design elements, such as enhanced entry with dynamic monumentation, upgraded hardscape and master landscape, arterial street parkways, thoughtful specifications of walls, fences and pilasters, adjacent community interface with improved edge conditions, and site-specific plant materials, is designed to be maintained throughout the Folsom Ranch, Central District development to communicate and enhance the community's identity.

Folsom Ranch, Central District embraces the California Heritage theme. Careful thought has been given to integrate the structural and aesthetic elements of a balanced, cohesive community. To ensure that these design guidelines are implemented in a manner that will provide a sense of the City of Folsom's character and ambiance, a central theme of California Heritage has been developed. This theme is appropriate to the community's locale, and will tie the community together while enabling neighborhoods and mixed-use areas to further develop their individual character through their own unique elements.

Several identifying design and landscape elements will be incorporated throughout the community and will generally include:

- Timeless stone, steel, boulders, stucco, and heavy wood beams incorporated into monumentation, way-finding, and accessory structures.
- Natural landscaped areas blended with manicured landscaping.



- Low water, drought-tolerant and native tree and shrub materials, such as California Sycamores, Oaks, and Pine trees. In addition, plants rated low and very low water use per the WUCOLS rating system shall be used.
- Natural materials such as stone, wood, and boulders, complemented by an earth-tone color palette.
- Varied paving materials, including stone, concrete, wood, decomposed granite, and concrete pavers.

Folsom Ranch, Central District is a planned community that is inspired by the unique character of the City of Folsom and enhances its distinct identity. Like California itself, the design intent and architecture is an eclectic and colorful mix of various influences from across the United States. This community offers its residents an environment in which pedestrian connectivity, recreational activity, and social interaction are fostered. The residential neighborhoods within Folsom Ranch, Central District focus on these aspects by providing generous landscape setbacks, residences oriented to the street, widened pathways/trails, public gathering areas, and several community parks with recreational amenities.

Thematic elements are major project improvements that occur at the community or neighborhood level, and assist in establishing the overall design theme for the Folsom Ranch, Central District community. These major thematic elements will be reinforced within the following:

- Monumentation/ Signage
- Streetscape Landscape
- Enhanced Masonry Vertical Elements
- Enhanced Hardscape
- Enhanced Community Edge Conditions
- Open Space, Parks and Recreation Facilities
- Lighting/ Street Furniture Family



- Walls and Fences
- Landscaping/ Plant Palette

These thematic elements will commonly occur throughout the community and will unite Folsom Ranch, Central District under a common design vocabulary. General design guidelines and design criteria for the community theme elements are contained in the sections that follow.



Example of Park and Open Space Concept



WALL AND FENCE GUIDELINES

Maintaining quality and character of all aspects of the public realm is a key placemaking principle. The wall and fence design criteria is intended to provide variety and privacy for each lot while providing continuity and unity within the community.

Walls and fencing will be used throughout the community to complement the overall design theme, establish community identity, provide protection from roadway and other noise, and allow privacy and security in residential areas. The use of walls and fences can also serve to accentuate neighborhood features in addition to screening streets and adjacent uses.

The following types of walls (solid and opaque) and fences (open and largely transparent) have been selected for possible use within different areas of the project site. All wall and fence heights are measured from the highest grade elevation on either side of the wall or fence. An overall community wall program is provided to help unify and reinforce community character.

For wall heights exceeding those outlined herein based on Sound Attenuation requirements refer to the Mangini Ranch Residential Development Environmental Noise Assessment document prepared by Bollard Acoustical Consultants, Inc. on January 29, 2015.

- Decorative walls and/or screen walls shall be integrated with the architecture of community building, as well as the overall landscape design.
- All community theme walls and fences shall be consistent in design.
- For most products, the community wall will be colored split face block with an enhanced brick cap.
- Pilasters will be stacked stone veneered with an enhanced brick cap. Pilasters will occur at changes in wall direction or change in materials visible to the public realm and as outlined on page 3-26.
- Higher-end estate product wall adjoining a public street or any wall publicly visible or adjacent to the public realm shall be slump face block, slurry coat and painted, with a decorative brick cap.
- Interior/side yard or any wall not visible to the public realm shall be precision block with precision cap, or wood fencing based on builder's preference and product price point. Block color to match slump slurry wall paint color.
- View fencing of full height tubular steel and/or a low wall or concrete mowcurb with tubular steel combination may be used. Pilasters may be incorporated into steel fencing.
- Vines and/or shrubs should be planted along community walls to soften the visual character. An extensive use of vines is encouraged.
- The maximum wall or fence height shall be six (6) feet within any required rear, or side setback area, and along the project perimeter unless a need for an 8'-0" high wall or higher is determined necessary to act as a sound wall and approved by the City. Wall/fence heights are measured from the base of the wall/fence to the top of the interior or exterior side, always providing a minimum six (6) feet barrier from either side. The maximum height of any wall should not exceed ten (10) feet (when in combination with a retaining wall) without a variance.
- Combination retaining wall and privacy walls at block ends may be used.
- Rear yard fencing adjacent to park areas or open space edges where residential pad is

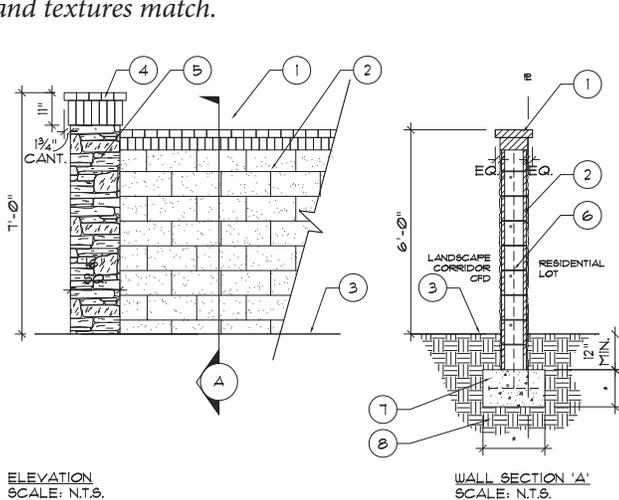


elevated above park/open space shall be view fencing, where applicable, considering grade differentials, etc.

- Where appropriate, view fencing may be less than 6' high to provide an enhanced view shed. In cases where pools or spas are located in rear yards, a minimum 5'-6" high perimeter fence is required. Continuous view fencing or block walls shall have pilasters located at corners, at change in wall/fencing materials, and significant redirections in the fence line.
- Wall sections greater than 50 feet in length should incorporate at least two of the following design features which are proportionate to the wall length:
 - A minimum 2 feet change in plane for at least 2 feet.
 - A minimum 18-inch change in height for at least 10 feet.
 - Use of pilasters at 50 feet maximum intervals and at changes in wall planes.
 - A minimum 4 feet high view fencing section for at least 10 feet.
- Solid walls or wood fencing shall be used for property line fencing and gate returns between housing lots and those areas in public view. Fence return located on the garage side of each home shall include a three foot (3') wide minimum gate.
- All retaining walls, courtyard walls, gates and fences shall be compatible with the architecture of each neighborhood/village.
- Visible precision block walls or wood fencing is prohibited from the public realm.
- Walls shall be setback a minimum of 5 feet from all public sidewalks. Where feasible a 10 feet setback is preferred.
- For residential side yard gates, vinyl gates are encouraged, color to match or complement adjacent wall/architecture.
- Gates should be provided in walls or fences to allow emergency access and to facilitate convenient pedestrian access to activity areas and adjacent uses.
- Walls should be eliminated or sited to provide additional setbacks areas at project entries to accommodate distinctive landscaping, ornamental gateways, signage and street furniture.
- Walls should be curved or angled at corner locations along street frontages to preserve sight lines.
- Be mindful of sight lines when laying out lots and perimeter walls.



The following photos should not be construed as the exact wall and fence height, color and material, but should be used as preferred examples. The sketches and graphic representations contained within these Design Guidelines are for conceptual purposes and are provided as visual aids in understanding the basic intent of the Guidelines and to present examples of their potential implementation. The block/color specification can be substituted with a different manufacturer as long as colors and textures match.

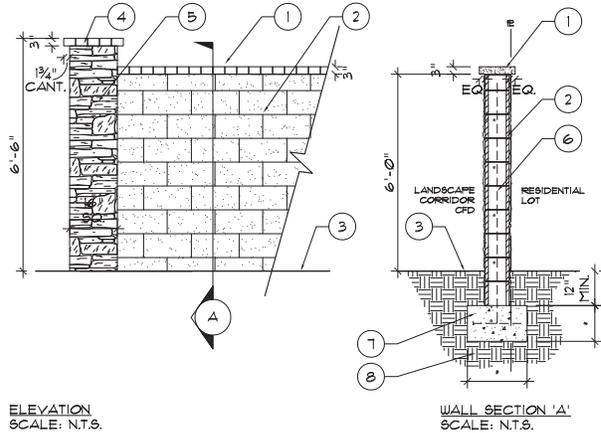


ELEVATION
SCALE: N.T.S.

WALL SECTION 'A'
SCALE: N.T.S.

- ① DOUBLE STACK BRICK WALL CAP
- ② 6X6X16 COLORED SPLIT FACE BLOCK. GROUT ALL CELLS SOLID.
- ③ FINISH GRADE
- ④ DOUBLE STACK BRICK PILASTER CAP.
- ⑤ COLUMN BLOCK PILASTER STACKED STONE VENEER. GROUT ALL CELLS SOLID OR PER STRUCTURAL ENGINEER SPECS
- ⑥ REINFORCEMENT PER STRUCTURAL ENGINEER PLANS
- ⑦ CONCRETE FOOTING - PER STRUCTURAL ENGINEER PLANS
- ⑧ COMPACTED SUBGRADE PER GEOTECHNICAL REPORT

NOTE:
1. GROUT TO MATCH BLOCK COLOR
2. MASONRY AND COLORS AVAILABLE THRU ANGELUS BLOCK OR EQUIVALENT



ELEVATION
SCALE: N.T.S.

WALL SECTION 'A'
SCALE: N.T.S.

- ① BRICK WALL CAP
- ② 6X6X16 SLUMP SLURRY PAINTED BLOCK. GROUT ALL CELLS SOLID.
- ③ FINISH GRADE
- ④ BRICK PILASTER CAP.
- ⑤ COLUMN BLOCK PILASTER STACKED STONE VENEER. GROUT ALL CELLS SOLID OR PER STRUCTURAL ENGINEER SPECS
- ⑥ REINFORCEMENT PER STRUCTURAL ENGINEER PLANS
- ⑦ CONCRETE FOOTING - PER STRUCTURAL ENGINEER PLANS
- ⑧ COMPACTED SUBGRADE PER GEOTECHNICAL REPORT

NOTE:
1. GROUT TO MATCH BLOCK COLOR
2. MASONRY AND COLORS AVAILABLE THRU ANGELUS BLOCK OR EQUIVALENT



Community Wall and Pilaster

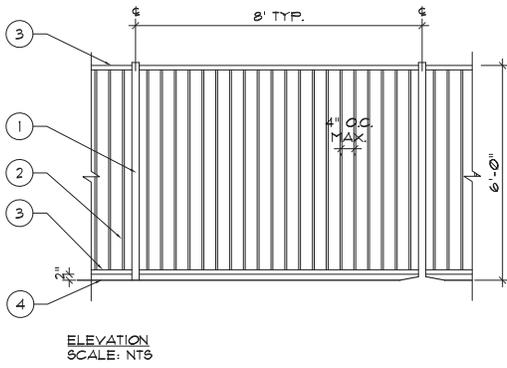
- Pilaster: Precision column block with stone veneer and enhanced brick cap
- Wall: Split face block with brick cap
- Block Color: Sandstone available through Angelus Block - 6x6x16
- Brick: Jumbo Alamo Blend 'A' - available through Belden Brick
- Grout: Light Khaki - available through Orco Blended Products
- Stone: TNS Coso Junction Thin Veneer - available through Thompson Bldg. Grout-CBP Light Smoke #145



High End Product - Community Wall and Pilaster

- Pilaster: Precision column block with stone veneer and brick cap
- Wall: Slump column block with slurry coat, paint, and brick cap
- Block Color: Auburn available through Angelus Block - Slump 6x6x16 - Super Slump
- Slurry Coat/ Sack: Sherwin Williams SW7513w Sanderling (La Habra Color Coat Match x-81072)
- Brick: Jumbo Alamo Blend 'A' - available through Belden Brick
- Grout: Light Khaki - available through Orco Blended Products
- Stone: TNS Coso Junction Thin Veneer - available through Thompson Bldg. Grout-CBP Light Smoke #145





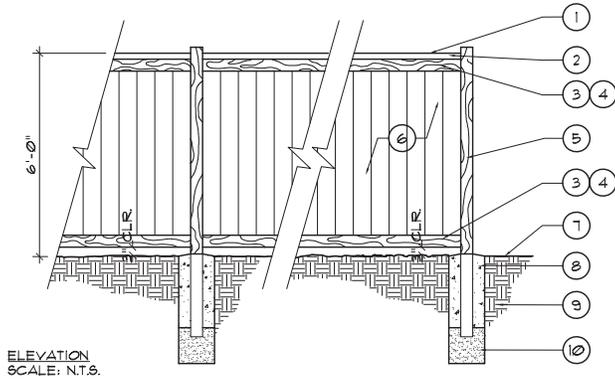
- ① 1 1/2" X 2" RECTANGULAR TUBULAR STEEL FENCE POST @ 8'-0" O.C. MAX. OR EQUALLY SPACED AND ALL CHANGE OF DIRECTION (CORNERS).
- ② 5/8" SQ. TUBULAR STEEL PICKETS @ 4" O.C. MAX. TYP. PICKETS STAGGER AT TOP PER DETAIL.
- ③ 1 1/2" X 2" RECTANGULAR TUBULAR STEEL TOP AND BOTTOM RAIL LAID FLAT WELD TO POST AS SHOWN.
- ④ FINISH GRADE



Community Prefabricated Tubular Steel Fence

Color: Sherwin Williams SW7020 Black Fox, Powdercoated





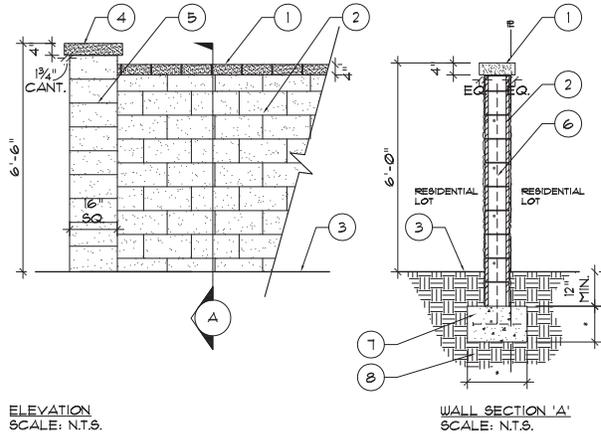
- ① 2x2 TOP TRIM INSIDE, NAIL TO POST AND CAP
- ② 2 x 6 CAP, NAIL TO POSTS W/ HALF LAP SPLICES OVER POSTS AND MITER AT ALL CORNERS.
- ③ 2 x 4 TOP AND BOTTOM RAILS, TOE NAIL TO POSTS.
- ④ 1 x 4 TOP AND BOTTOM TRIM INSIDE NAIL TO POST, RAILINGS AND CAP.
- ⑤ 4 x 4 S4S PRESSURE TREATED POSTS AT 8'-0" O.C. MAX., AT ENDS AND CHANGES OF DIRECTION.
- ⑥ 1 x 6 CEDAR VERTICAL BOARDS BUTT-JOINT ALTERNATE PANELS ON BOTH SIDES, NAIL TO 2x4 TOP & BOTTOM RAIL.
- ⑦ FINISH GRADE - PER CIVIL ENGINEER PRECISE GRADING PLAN.
- ⑧ CONCRETE FOOTING PER STRUCTURAL ENGINEER.
- ⑨ COMPACTED SUBGRADE PER GEO-TECHNICAL REPORT.
- ⑩ 1 CUBIC FOOT OF GRAVEL PER POST FOOTING.

NOTE:
 1. ALL WOOD SHALL BE S4S KILN DRIED UNLESS OTHERWISE NOTED.
 2. ALL WOOD POST SHALL BE S4S DOUGLAS FIR UNLESS NOTED OTHERWISE. ALL OTHER WOOD TO BE CEDAR (NO.1)
 3. PRIMER SHALL BE OIL BASED AND TOP COAT W/ PREMIUM WATERBASED LATEX ENAMEL. REFER TO MATERIALS SCHEDULE ON SHEET LC-0 FOR PAINT COLOR.
 4. ALL NAILS AND METAL SHALL BE HOT DIPPED GALVANIZED.
 5. ALL WOOD SHALL HAVE STAMP OF 'FSC' (FOREST STEWARDSHIP COUNCIL) CERTIFICATION.



Wood Fence Option at Side Yard Conditions
 (No Wood Fence shall be visible/ exposed to the public realm)

Color: Mission Brown Cabot Semi-solid Stain or equivalent



- ① PRECISION BLOCK WALL CAP
- ② 6x6x16 PRECISION BLOCK. GROUT ALL CELLS SOLID.
- ③ FINISH GRADE
- ④ PRECISION BLOCK PILASTER CAP.
- ⑤ 16x8x16 SQ. COLUMN PRECISION BLOCK PILASTER. GROUT ALL CELLS SOLID OR PER STRUCTURAL ENGINEER SPECS
- ⑥ REINFORCEMENT PER STRUCTURAL ENGINEER PLANS
- ⑦ CONCRETE FOOTING - PER STRUCTURAL ENGINEER PLANS
- ⑧ COMPACTED SUBGRADE PER GEOTECHNICAL REPORT

NOTE:
 1. GROUT TO MATCH BLOCK COLOR
 2. MASONRY AND COLORS AVAILABLE THRU ANGELUS BLOCK OR EQUIVALENT

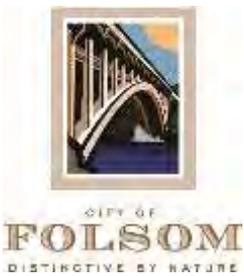


Precision Block Wall Option at Side Yard Conditions

(No Precision Block Wall shall be visible/exposed to the public realm.)

Color: Harvest, available through Angelus Block





Planning Commission Staff Report

50 Natoma Street, Council Chambers
Folsom, CA 95630

Project: Mangini Ranch Phase 2 Village 2 Subdivision Residential Design Review
File #: PN-21-205
Request: Residential Design Review
Location: Mangini Ranch Phase 2 Subdivision within Folsom Plan Area
Staff Contact: Josh Kinkade, Associate Planner, 916-461-6209
jkinkade@folsom.ca.us

Property Owner

Name: CMB Improvement Company, LLC
Address: 4370 Town Center Blvd.,
Suite 100. El Dorado Hills CA 95762

Applicant

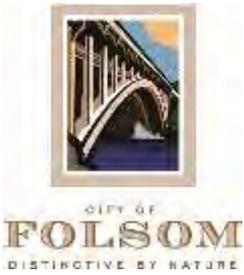
Name: Tri-Pointe Homes
Address: 2990 Lava Ridge Court,
Suite 190. Roseville, CA 95661

Recommendation: Conduct a public meeting and upon conclusion recommend approval of a Residential Design Review Application for 74 single-family residential homes as illustrated on Attachments 6 through 10 for the Mangini Ranch Phase 2 Village 2 Subdivision project (PN 21-205) subject to the findings (Findings A-J) and conditions of approval (Conditions 1-14) attached to this report.

Project Summary: The proposed project involves a request for Residential Design Review approval for 74 traditional single-family residential homes located within Village 2 of the previously approved Mangini Ranch Phase 2 Subdivision project. In particular, the applicant is requesting Design Review approval for three (3) individual master plans within Village 2. Four distinct California heritage-themed architectural styles and twelve color and material alternatives are incorporated among the three master plans.

Table of Contents:

- 1 - Description/Analysis
- 2 - Background
- 3 - Conditions of Approval
- 4 - Vicinity Map
- 5 - Applicant's Project Narrative
- 6 - Residential Site Development Plan, dated August 2, 2021
- 7 - Conceptual Landscape Plan Exhibit, dated August 2, 2021



AGENDA ITEM NO. 5
Type: Public Meeting
Date: November 3, 2021

- 8 - Building Elevations, Floor Plans and Roof Plans, dated September 17, 2021
- 9 - Street Scene Exhibit, dated September 22, 2021
- 10 - Exterior Colors/Materials, dated September 21, 2021
- 11 - Folsom Ranch Central District Design Guidelines (Excerpts)

Submitted,

A handwritten signature in blue ink, appearing to read "Pam Johns". The signature is fluid and cursive, with a long horizontal stroke extending to the right.

PAM JOHNS
Community Development Director

ATTACHMENT 1 DESCRIPTION/ANALYSIS

APPLICANT'S PROPOSAL

The applicant, Tri-Pointe Homes, is requesting Residential Design Review approval for 74 single-family residential homes situated within the previously approved Mangini Ranch Phase 2 Subdivision project (commercial name: Eastwood). Specifically, the applicant is requesting Design Review approval for three (3) individual master plans within Village 2. The master plans include four (4) distinct California heritage-themed architectural styles (Craftsman, Western Farmhouse, Spanish and Italian Villa) and twelve (12) color and material alternatives.

The proposed master plans feature one single-story plan and two 2-story plans ranging in size from 1,500 to 2,403 square feet (3BR/2BA to 4BR/3BA) and include an attached two-car garage. The four classic design themes are characterized by a variety of unique architectural elements including distinctive roof shapes and forms, covered front entries, varied door and window design, and enhanced decorative elements. Proposed building materials include stucco, horizontal siding, board and batten siding, decorative tiling, faux-stone (stucco) siding, brick veneer, wood posts and columns, wood shutters, wood windowsills, multi-paned windows, themed garage doors, decorative light fixtures, and concrete roof tiles. In addition, there are 12 distinct color and material alternatives available for each of the master plans resulting in 48 different visual expressions. The figures on the following pages illustrate the approved site plan and proposed building elevations for the project.

FIGURE 1: APPROVED SITE PLAN



FIGURE 2: PROPOSED BUILDING ELEVATIONS (FRONT AND REAR)



POLICY/RULE

Folsom Municipal Code (FMC), Section 17.06.030 requires that single-family residential master plans submit a Design Review Application for approval by the Planning Commission.

ANALYSIS

Development Standards

The proposed project is subject to the development standards established by the Folsom Plan Area Specific Plan for SFHD (Single-Family High Density)-designated properties. The following table demonstrates that the proposed project is consistent with the required development standards:

TABLE 2: SFHD DEVELOPMENT STANDARDS TABLE

Development Standards Table SP-SFHD Single Family High Density		
Development Standard	Requirement	Proposed Project
Minimum Lot Area	4,000 SF	4,000 SF
Front Porch Setback	12.5 Feet	12.5 to 15 Feet
Front Primary Structure Setback	15 Feet	15 Feet
Front Garage Setback	20 Feet	20 Feet
Side Yard Setback	5 Feet	5 Feet
Rear Yard Setback	15 Feet	15-19 Feet
Maximum Lot Coverage	50%	<50%

Residential Design Review

The proposed project is located within the central portion of the Folsom Plan Area; thus, it is subject to the Folsom Ranch Central District Design Guidelines, which were approved by the City Council in 2015. The Design Guidelines are a complementary document to the Folsom Plan Area Specific Plan and the Folsom Plan Area Specific Plan Community Guidelines. The Design Guidelines, which are intended to act as an implementation tool for residential development within the Central District of the Folsom Plan Area, provide the design framework for architecture, street scene, and landscaping to convey a master plan identity. The Design Guidelines also establish the pattern and intensity of development for the Central District to ensure a high quality and aesthetically cohesive environment. While these Design Guidelines establish the quality of architectural and landscape development for the master plan, they are not intended to prevent alternative designs and/or concepts that are compatible with the overall project theme.

As a regulatory tool, the Design Guidelines are intended to assist applicants in creating single-family residential neighborhoods that reflect the City’s rich history, reinforce the sense of community, and utilize sustainable best practices. The Design Guidelines also provide the framework for design review approval of Folsom Ranch, Central District residential projects. In addition, the Design Guidelines are intended to be used by builders and developers when designing their Master Plot Plans. Any development project that is submitted to the City must be reviewed for consistency with these Design Guidelines. The following are the general architectural principles intended to guide the design of the Folsom Ranch, Central District to ensure quality development:

- Provide a varied and interesting street scene
- Focus of the home is the front elevation, not the garage
- Provide a variety of garage placements
- Provide detail on rear elevations where visible from the public streets

- Choose appropriate massing and roof forms to define the architectural styles
- Ensure that plans and styles provide a degree of individuality
- Use architectural elements and details to reinforce individual architectural styles

In addition to the general architectural principles referenced previously, the Design Guidelines also provide specific direction regarding a number of architectural situations and features including: edge conditions, corner buildings, building forms, off-set massing forms, front elevations, roof forms, feature windows, architectural projects, balconies, lower height elements, garage door treatments, outdoor living spaces, exterior structures, building materials, and color criteria. The following are examples of architectural situations and features that are relevant to the proposed project:

- Provide a mix of hip and gable roof forms along the street scene
- Provide off-set massing, forms, or wall planes
- Provide recessed second-story elements
- Provide enhanced style-appropriate details on the front building elevation
- Provide decorative window shelves or sill treatments
- Provide architectural projections (recessed windows, eaves, shutters, etc.)
- Provide garage doors that are consistent with the architecture of the building
- Provide variety in the garage door patterns
- Provide outdoor living spaces (porches, balconies, courtyards, etc.)

The architectural design styles selected for the Folsom Ranch Central District have been chosen from the traditional heritage of California home styles, a majority of which have been influenced by the Spanish Mission and Mexican Rancho eras. Over the years, architectural styles in California have become reinterpreted traditional styles that reflect the indoor-outdoor lifestyle choices available in the Mediterranean climate. Suggested architectural styles in the Design Guidelines include American Traditional, Craftsman, Early California Ranch, European Cottage, Italian Villa, Monterey, Spanish Colonial, and Western Farmhouse. Additional architectural styles compatible with the intent of the Design Guidelines may be added if they are regionally appropriate.

As described in the applicant's proposal, the proposed project features four distinct architectural themes that have been chosen from or are similar to the traditional heritage of California home styles including Craftsman, Western Farmhouse, Spanish Colonial and Italian. The following is a description of each of the aforementioned architectural styles proposed for the Mangini Ranch Phase 2 Village 2 Subdivision:

Craftsman

Influenced by the English Arts and Crafts movement of the late 19th century and stylized by California architects, the Craftsman style focused on exterior elements with tasteful and artful attention to detail. Originating in California, Craftsman architecture relied on the simple house tradition, combining hip and gable roof forms with wide, livable porches, and broad overhanging eaves. Extensive built-in elements define this style, treating details such as windows and porches as if they were furniture. The horizontal nature is emphasized by exposed rafter tails and knee braces below broad overhanging eaves constructed in rustic-textured building materials. The overall effect is the creation of a natural, warm, and livable home of artful and expressive character.

Western Farmhouse

The Farmhouse represents a practical and picturesque country house. Its beginnings are traced to both Colonial styles from New England and the Midwest. As the American frontier moved westward, the American Farmhouse style evolved according to the availability of materials and technological advancements, such as balloon framing. Predominant features of the style are large wrapping front porches with a variety of wood columns and railings. Two story massing, dormers, and symmetrical elevations occur most often on the New England Farmhouse variations. The asymmetrical, casual cottage look, with a more decorated appearance, is typical of the Western American Farmhouse. Roof ornamentation is a characteristic detail consisting of cupolas, weathervanes, and dovecotes.

Spanish Colonial

This style evolved in California and the southwest as an adaptation of Mission Revival infused with additional elements and details from Latin America. The style attained widespread popularity after its use in the Panama-California Exposition of 1915. Key features of this style were adapted to the California lifestyle. Plans were informally organized around a courtyard with the front elevation very simply articulated and detailed. The charm of this style lies in the directness, adaptability, and contrasts of materials and textures.

Italian

The Italian Villa was one of the most fashionable architectural styles in the United States in the 1860's. Appearing on architect-designed landmarks in larger cities, the style was based on formal and rigidly symmetrical palaces of the Italian Renaissance. Although residential adaptations generated less formality, traditional classical elements, such as

the symmetrical facade, squared tower entry forms, arched windows, and bracketed eaves, persisted as the enduring traits of this style. When cast iron became a popular building material, it became a part of the Italianate vocabulary, embellishing homes with a variety of designs for balconies, porches, railings, and fences.

In reviewing the architecture and design of the project, staff determined that the design of the three proposed master plans (which also include four elevation plans, twelve color and material alternatives, and 48 architectural and visual expressions) reflect the level and type of high quality design features recommended by the Folsom Ranch Central District Design Guidelines. Specifically, the master plans are responsive to views on all four building elevations and include a variety of unique architectural elements that create an interesting streetscape scene including: off-set building massing, distinctive roof shapes and forms, covered front entries, architectural projections, varied door and window design, single-story elements in the rear of the two-story residences and enhanced decorative elements.

The proposed building materials (stucco, horizontal siding, board and batten siding, decorative tiling, faux-stone (stucco) siding, brick veneer, wood posts and columns, wood shutters, wood windowsills, multi-paned windows, themed garage doors, decorative light fixtures, and concrete roof tiles) are consistent with the materials recommended by the Folsom Ranch Central District Design Guidelines. In addition, the proposed project includes distinct (earth-tone) color schemes that will enhance the visual interest of each of the master plans.

Taking into consideration the aforementioned architectural details, materials, and colors, staff has determined that the design of the master plans, with the proposed conditions, is consistent with the design principles established by the Design Guidelines. As a result, staff forwards the following design recommendations to the Commission for consideration:

1. This approval is for one single-story and two 2-story master plans (four building elevations with twelve color and material options and 48 visual expressions) for Village 2 of the Mangini Ranch Phase 2 Subdivision. The applicant shall submit building plans that comply with this approval and the attached building elevations dated September 17, 2021.
2. The design, materials, and colors of the proposed Mangini Ranch Phase 2 Village 2 Subdivision single-family residential homes shall be consistent with the attached building elevations, materials samples, and color scheme to the satisfaction of the Community Development Department.
3. The Community Development Department shall approve the individual lot permits to assure no duplication or repetition of the same house, same roof-line, same elevation style, side-by-side, or across the street from each other.

4. All mechanical equipment shall be ground-mounted and concealed from view of public streets, neighboring properties and nearby higher buildings. For lots abutting the open space areas, mechanical equipment shall be located out of view from open space areas.
5. Decorative light fixtures, consistent with the Folsom Ranch Central District Design Guidelines and unique to each architectural design theme, shall be added to the front and rear building elevation of each Master Plan to the satisfaction of the Community Development Department.
6. A minimum of one tree shall be planted in the front yard of each residential lot within the subdivision. A minimum of two trees are required along the street-side of all corner lots. All front yard irrigation and landscaping shall be installed prior to a Building Permit Final.

These recommendations listed above are included in the conditions of approval presented for consideration by the Planning Commission (Condition No. 12).

Landscaping

The Applicant is proposing to install new landscaping in the front yards and street side yards of the new homes within the village. Homeowners will be responsible for landscaping the rear yards of the individual homes. Front yard landscaping has been designed by the applicant to complement the proposed architecture and to work within the front yard areas available. Proposed landscaping includes street trees on each lot (at least one per interior lot and two per corner lot), accent trees (at least one per lot), drought-tolerant, low-water shrub and groundcover plantings and bark mulch. The conceptual landscape plans are shown in Attachment 7. The species of the trees and plants will be subject to the review and approval of the City Arborist upon submittal of the final landscape plans.

Condition No. 43 of the Mangini Ranch Phase 2 Large-Lot Vesting Tentative Subdivision Map requires that final landscape plans and specifications shall be prepared by a registered landscape architect and approved by the City prior to the approval of the first building permit or Small-Lot Final Map, whichever occurs first. Said plans are required to include all on-site landscape specifications and details and are required to comply with all State and local rules, regulations, Governor's declarations and restrictions pertaining to water conservation and outdoor landscaping, including city-wide landscape rules and regulations on water usage and landscaping requirements necessitated to mitigate for drought conditions. The landscape plans are also required to comply with and implement water efficient requirements as adopted by the State of California (Assembly Bill 1881) (State Model Water Efficient Landscape Ordinance) until such time the City of Folsom adopts its own Water Efficient Landscape Ordinance at which time the owner/applicant shall comply with any new ordinance.

Wood fencing is proposed on the property lines of each interior lot. Corner lots provide fencing along the property lines of the interior side property line and inside of the property line on the street-side property line to allow room for additional landscaping outside of the fence line but within the property lines, as shown in Attachment 7. The Folsom Ranch Central District Design Guidelines require that rear yard fencing adjacent to park areas or open space edges where the residential pad is elevated above park/open space be view fencing, where applicable, considering grade differentials, etc.

ENVIRONMENTAL REVIEW

The City, as lead agency, previously determined that the Mangini Ranch Phase 2 Subdivision project is entirely consistent with the Folsom Plan Area Specific Plan (FPASP) and therefore the project is exempt from the California Environmental Quality Act as provided by Government Code section 65457 and CEQA Guidelines section 15182. Since that determination was made, none of the events described in Public Resources Code section 21166 or CEQA Guidelines section 15162 (e.g. substantial changes to the project) have occurred. Therefore, no environmental review is required in association with this Residential Design Review Application.

RECOMMENDATION/PLANNING COMMISSION ACTION

Move to Approve a Residential Design Review Application for 74 single-family residential homes as illustrated on Attachments 6 through 10 for the Mangini Ranch Phase 2 Village 2 project (PN 21-205) subject to the findings (Findings A-J) and conditions of approval (Conditions 1-15) attached to this report.

GENERAL FINDINGS

- A. NOTICE OF HEARING HAS BEEN GIVEN AT THE TIME AND IN THE MANNER REQUIRED BY STATE LAW AND CITY CODE.
- B. THE PROJECT IS CONSISTENT WITH THE GENERAL PLAN, THE FOLSOM PLAN AREA SPECIFIC PLAN, AND THE FOLSOM RANCH CENTRAL DISTRICT DESIGN GUIDELINES.

CEQA FINDINGS

- C. THE CITY, AS LEAD AGENCY, PREVIOUSLY CERTIFIED AN ENVIRONMENTAL IMPACT REPORT/ENVIRONMENTAL IMPACT STATEMENT FOR THE FOLSOM PLAN AREA SPECIFIC PLAN.
- D. THE CITY PREVIOUSLY DETERMINED THAT THE MANGINI RANCH PHASE 2 SUBDIVISION PROJECT IS CONSISTENT WITH THE FOLSOM PLAN AREA SPECIFIC PLAN.

- E. THE CITY PREVIOUSLY DETERMINED THAT THE MANGINI RANCH PHASE 2 SUBDIVISION PROJECT IS EXEMPT FROM THE REQUIREMENTS OF CEQA PURSUANT TO GOVERNMENT CODE SECTION 65457 AND CEQA GUIDELINES SECTION 15182.
- F. NONE OF THE EVENTS SPECIFIED IN SECTION 21166 OF THE PUBLIC RESOURCES CODE OR SECTION 15162 OF THE CEQA GUIDELINES HAVE OCCURRED.
- G. NO ENVIRONMENTAL REVIEW IS REQUIRED FOR THIS APPLICATION.

DESIGN REVIEW FINDINGS

- H. THE PROJECT IS IN COMPLIANCE WITH THE GENERAL PLAN, THE FOLSOM PLAN AREA SPECIFIC PLAN, AND THE APPLICABLE ZONING ORDINANCES.
- I. THE PROJECT IS IN CONFORMANCE WITH THE FOLSOM RANCH CENTRAL DISTRICT DESIGN GUIDELINES.
- J. THE BUILDING MATERIALS, TEXTURES, AND COLORS OF THE PROJECT WILL BE COMPATIBLE WITH SURROUNDING DEVELOPMENT AND CONSISTENT WITH THE GENERAL DESIGN THEME OF THE NEIGHBORHOOD.

ATTACHMENT 2 BACKGROUND

BACKGROUND

On June 23, 2015, the City Council approved a Large-Lot Vesting Tentative Subdivision Map, Small-Lot Vesting Tentative Subdivision Map, Amendment No. 1 to the First Amended and Restated Development Agreement, Design Guidelines, and an Inclusionary Housing Plan for development of an 833-unit single-family residential subdivision known as Mangini Ranch Phase 1 on a 418-acre site generally situated south of an Alder Creek tributary, west of Placerville Road, north of White Rock Road, and east of East Bidwell Street (formerly Scott Road) within the Folsom Plan Area. The Large-Lot Vesting Tentative Subdivision Map was approved to subdivide the existing 418-acre site into thirty-seven (37) individual parcels for future sale and development. The Small-Lot Vesting Tentative Subdivision Map was approved to subdivide the newly created single-family residential large lots into an 833-unit single-family residential subdivision. Lastly, the Folsom Ranch Central District Design Guidelines and Development Regulations were approved for the orderly development of the proposed single-family residential subdivision.

On February 13, 2018, the City Council approved a Large-Lot Vesting Tentative Subdivision Map, Small Lot Vesting Tentative Subdivision Map, Project Design Guidelines Amendment, and Inclusionary Housing Plan for development of a 901-unit residential subdivision known as Mangini Ranch Phase 2 on a 203-acre site located within the central portion of the Folsom Plan Area (i.e., within the previously-approved Westland-Eagle site). The Large-Lot Vesting Tentative Subdivision Map was approved to subdivide the 203-acre project site into twenty-three (23) individual parcels for future development. The Small-Lot Vesting Tentative Subdivision Map was approved to subdivide nine (9) of the large parcels into 545 single-family residential lots (SP-MLD-PD, SP-SF-PD, and SP-SFHD-PD zoning designations). The remaining 356 residential units within the project area were allotted to three multi-family zoned large-lot parcels. An Addendum to the Folsom Ranch Central District Design Guidelines was approved to incorporate architectural guidelines for multi-family residential development into the Design Guidelines. Lastly, an Inclusionary Housing Plan was approved which outlined the means by which the project's inclusionary housing requirement will be met.

On May 6, 2020, the Planning Commission approved a Residential Design Review Application submitted by KB Homes for 109 single-family residential units situated within Villages 4 and 8 of the previously approved Mangini Ranch Phase 2 Subdivision. The aforementioned Design Review approval included four (4) individual master plans with four (4) distinct California heritage-themed architectural styles (Cottage, Craftsman, Farmhouse, and Spanish) and twelve (12) color and material alternatives.

On June 17, 2020, the Planning Commission approved Planned Development Permit Modification from Signature Homes Inc. to reduce one of the required side yard setbacks from 5 feet to 4 feet, and to reduce the required garage setback from 20 feet to 19 feet

and 20 feet to 18 feet for two master plans respectively. This approval also included a Residential Design Review for 68 single-family residential units for the Mangini Ranch Phase 2 Village 7 project, including three (3) individual master plans with four (4) distinct California heritage-themed architectural styles (Agrarian Contemporary, American Traditional, Craftsman, and Spanish Colonial) and twelve (12) color and material alternatives.

GENERAL PLAN DESIGNATION	SFHD (Single Family High Density)
SPECIFIC PLAN DESIGNATION	SP-SFHD PD (Specific Plan-Single Family High Density, Planned Development District)
ADJACENT LAND USES/ZONING	North: Savannah Parkway with Undeveloped Residential (MLD) Properties Beyond South: Open Space (OS) with Mangini Ranch Phase 1 Development (SFHD) Beyond East: Westwood Drive with Mangini Ranch Phase 2 Village 2 Beyond West: Mangini Ranch Phase 2 Village 7 (MLD) and Open Space (OS) with East Bidwell Street with Beyond
SITE CHARACTERISTICS	The project sites have been fully graded and site improvements (underground utilities, roadways, curbs, gutters, sidewalks, etc.) are currently in the process of being constructed and are anticipated to be completed in November 2021.
APPLICABLE CODES	FPASP (Folsom Plan Area Specific Plan) Folsom Ranch Central District Design Guidelines <u>FMC</u> 17.06, Design Review

Attachment 3

Conditions of Approval

CONDITIONS OF APPROVAL FOR THE MANGINI RANCH PHASE 2, VILLAGE 2 SUBDIVISION RESIDENTIAL DESIGN REVIEW PROJECT (PN 21-205) MANGINI RANCH PHASE 2 SUBDIVISION WITHIN FOLSOM PLAN AREA RESIDENTIAL DESIGN REVIEW				
	Mitigation Measure	Condition/Mitigation Measure	When Required	Responsible Department
1.		<p>The applicant shall submit final site development plans to the Community Development Department that shall substantially conform to the exhibits referenced below and provided in Attachments 6-10:</p> <ul style="list-style-type: none"> • Residential Site Development Plan, dated August 2, 2021 • Conceptual Landscape Plan Exhibit, dated August 2, 2021 • Building Elevations, Floor Plans and Roof Plans, dated September 17, 2021 • Street Scene Exhibit, dated September 22, 2021 • Exterior Colors/Materials, dated September 21, 2021 <p>This project approval is for the Mangini Ranch Phase 2 Village 2 Subdivision Residential Design Review, which includes design review approval for 74 traditional single-family residential units located within Village 2 of the previously approved Mangini Ranch Phase 2 Subdivision project for the Mangini Ranch Phase 2 Village 2 Subdivision Residential Design Review project (PN 21-205). Implementation of the project shall be consistent with the above-referenced items as modified by these conditions of approval. The species of the trees and plants will be subject to the review and approval of the City Arborist upon submittal of the final landscape plans.</p>	B	CD (P)(E)
2.		<p>Building plans shall be submitted to the Community Development Department for review and approval to ensure conformance with this approval and with relevant codes, policies, standards and other requirements of the City of Folsom.</p>	B	CD (P)(E)(B)
3.		<p>The project approvals granted under this staff report (Residential Design Review) shall remain in effect for two years from final date of approval (November 3 2023). Failure to obtain the relevant building (or other) permits within this time period, without the subsequent extension of this approval, shall result in the termination of this approval.</p>	B	CD (P)

CONDITIONS OF APPROVAL FOR THE MANGINI RANCH PHASE 2, VILLAGE 2 SUBDIVISION RESIDENTIAL DESIGN REVIEW PROJECT (PN 21-205) MANGINI RANCH PHASE 2 SUBDIVISION WITHIN FOLSOM PLAN AREA RESIDENTIAL DESIGN REVIEW				
	Mitigation Measure	Condition/Mitigation Measure	When Required	Responsible Department
4.		<p>The owner/applicant shall defend, indemnify, and hold harmless the City and its agents, officers and employees from any claim, action or proceeding against the City or its agents, officers or employees to attack, set aside, void, or annul any approval by the City or any of its agencies, departments, commissions, agents, officers, employees, or legislative body concerning the project. The City will promptly notify the owner/applicant of any such claim, action or proceeding, and will cooperate fully in the defense. The City may, within its unlimited discretion, participate in the defense of any such claim, action or proceeding if both of the following occur:</p> <ul style="list-style-type: none"> • The City bears its own attorney’s fees and costs; and • The City defends the claim, action or proceeding in good faith <p>The owner/applicant shall not be required to pay or perform any settlement of such claim, action or proceeding unless the settlement is approved by the owner/applicant.</p>	OG	CD (P)(E)(B) PW, PR, FD, PD, NS
DEVELOPMENT COSTS AND FEE REQUIREMENTS				
5.		The owner/applicant shall pay all applicable taxes, fees and charges at the rate and amount in effect at the time such taxes, fees and charges become due and payable.	B	CD (P)(E)
6.		If applicable, the owner/applicant shall pay off any existing assessments against the property, or file necessary segregation request and pay applicable fees.	B	CD (E)
7.		The City, at its sole discretion, may utilize the services of outside legal counsel to assist in the implementation of this project, including, but not limited to, drafting, reviewing and/or revising agreements and/or other documentation for the project. If the City utilizes the services of such outside legal counsel, the applicant shall reimburse the City for all outside legal fees and costs incurred by the City for such services. The applicant may be required, at the sole discretion of the City Attorney, to submit a deposit to the City for these services prior to initiation of the services. The applicant shall be responsible for reimbursement to the City for the services regardless of whether a deposit is required.	B	CD (P)(E)

CONDITIONS OF APPROVAL FOR THE MANGINI RANCH PHASE 2, VILLAGE 2 SUBDIVISION RESIDENTIAL DESIGN REVIEW PROJECT (PN 21-205) MANGINI RANCH PHASE 2 SUBDIVISION WITHIN FOLSOM PLAN AREA RESIDENTIAL DESIGN REVIEW				
	Mitigation Measure	Condition/Mitigation Measure	When Required	Responsible Department
8.		If the City utilizes the services of consultants to prepare special studies or provide specialized design review or inspection services for the project, the applicant shall reimburse the City for actual costs it incurs in utilizing these services, including administrative costs for City personnel. A deposit for these services shall be provided prior to initiating review of the Final Map, improvement plans, or beginning inspection, whichever is applicable.	B	CD (P)(E)
9.		This project shall be subject to all City-wide development impact fees, unless exempt by previous agreement. This project shall be subject to all City-wide development impact fees in effect at such time that a building permit is issued. These fees may include, but are not limited to, fees for fire protection, park facilities, park equipment, Humbug-Willow Creek Parkway, Light Rail, TSM, capital facilities and traffic impacts. The 90-day protest period for all fees, dedications, reservations or other exactions imposed on this project will begin on the date of final approval (November 3, 2021). The fees shall be calculated at the fee rate in effect at the time of building permit issuance.	B	CD (P)(E), PW, PK
10.		The owner/applicant agrees to pay to the Folsom-Cordova Unified School District the maximum fee authorized by law for the construction and/or reconstruction of school facilities. The applicable fee shall be the fee established by the School District that is in effect at the time of the issuance of a building permit. Specifically, the owner/applicant agrees to pay any and all fees and charges and comply with any and all dedications or other requirements authorized under Section 17620 of the Education Code; Chapter 4.7 (commencing with Section 65970) of the Government Code; and Sections 65995, 65995.5 and 65995.7 of the Government Code.	B	CD (P)

ARCHITECTURE/SITE DESIGN REQUIREMENTS

11.		Final exterior building and site lighting plans shall be submitted for review and approval by Community Development Department for aesthetics, level of illumination, glare and trespass prior to the issuance of any building permits. The exterior building and site lighting will be required to achieve energy efficient standards by installing high-intensity discharge (mercury vapor, high-pressure sodium, or similar) lamps. Lighting shall be equipped with a timer or photo condenser. Lighting shall be designed to be directed downward onto the project site and away from adjacent properties and public rights-of-way.	B	CD (P)
-----	--	---	---	--------

12.		<p>The project shall comply with the following architecture and design requirements:</p> <ol style="list-style-type: none"> 1. This approval is for one single-story and two 2-story master plans (four building elevations with twelve color and material options and 48 visual expressions) for Village 2 of the Mangini Ranch Phase 2 Subdivision. The applicant shall submit building plans that comply with this approval and the attached building elevations dated September 17, 2021. 2. The design, materials, and colors of the proposed Mangini Ranch Phase 2 Village 2 Subdivision single-family residential homes shall be consistent with the attached building elevations, materials samples, and color scheme to the satisfaction of the Community Development Department. 3. The Community Development Department shall approve the individual lot permits to assure no duplication or repetition of the same house, same roof-line, same elevation style, side-by-side, or across the street from each other. 4. All mechanical equipment shall be ground-mounted and concealed from view of public streets, neighboring properties and nearby higher buildings. For lots abutting the open space areas, mechanical equipment shall be located out of view from open space areas. 5. Decorative light fixtures, consistent with the Folsom Ranch Central District Design Guidelines and unique to each architectural design theme, shall be added to the front and rear building elevation of each Master Plan to the satisfaction of the Community Development Department. 6. A minimum of one tree shall be planted in the front yard of each residential lot within the subdivision. A minimum of two trees are required along the street-side of all corner lots. All front yard irrigation and landscaping shall be installed prior to a Building Permit Final. 	B	CD (P) (B)
FIRE DEPARTMENT REQUIREMENT				
13.		<p>The building shall have illuminated addresses visible from the street or drive fronting the property. Size and location of address identification shall be reviewed and improved by the Fire Marshal.</p>	B	FD

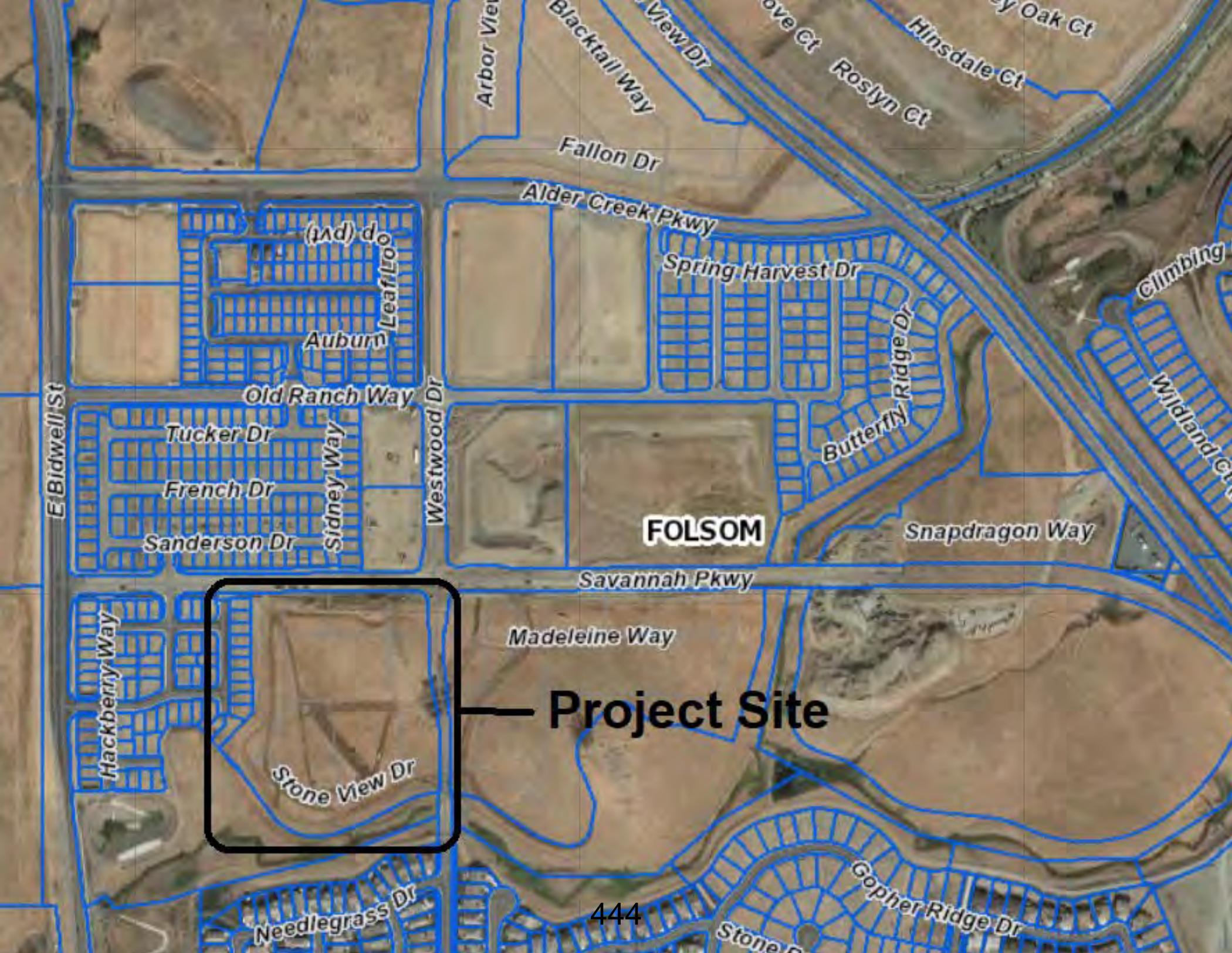
POLICE/SECURITY REQUIREMENT				
14.		<p>The owner/applicant shall consult with the Police Department in order to incorporate all reasonable crime prevention measures. The following security/safety measures shall be required:</p> <ul style="list-style-type: none"> • A security guard shall be on-duty at all times at the site or another approved security measure shall be in place including but not limited to a six-foot security fence shall be constructed around the perimeter of construction areas. (This requirement shall be included on the approved construction drawings). • Security measures for the safety of all construction equipment and unit appliances shall be employed. • Landscaping shall not cover exterior doors or windows, block line-of-sight at intersections or screen overhead lighting. 	B	PD
WALLS/FENCES				
15.		<p>The final location, design, height, materials, and colors of the walls and fences shall consistent with the submitted exhibits subject to review and approval by the Community Development Department to ensure consistency with the Folsom Ranch Central District Design Guidelines. The location of the fencing shall remain in perpetuity as shown and installed originally by the Applicant (i.e., fence may not be moved into the PUE on side/corner lots).</p>	B	CD(P)

CONDITIONS

See attached tables of conditions for which the following legend applies.

RESPONSIBLE DEPARTMENT		WHEN REQUIRED	
CD	Community Development Department Planning Division Engineering Division Building Division Fire Division	I	Prior to approval of Improvement Plans
(P)		M	Prior to approval of Final Map
(E)		B	Prior to issuance of first Building Permit
(B)		O	Prior to approval of Occupancy Permit
(F)		G	Prior to issuance of Grading Permit
PW	Public Works Department	DC	During construction
PR	Park and Recreation Department	OG	On-going requirement
PD	Police Department		

Attachment 4 Vicinity Map



E Bidwell St

Westwood Dr

FOLSOM

Project Site



Stone View Dr

Hackberry Way

444

Arbor View

Blacktail Way

Fallon Dr

Alder Creek Pkwy

Spring Harvest Dr

Butterfly Ridge Dr

Snapdragon Way

Savannah Pkwy

Madeleine Way

Needlegrass Dr

Gopher Ridge Dr

Stone F

(ind) d

Auburn

Old Ranch Way

Tucker Dr

French Dr

Sanderson Dr

Sidney Way

Hinsdale Ct

Roslyn Ct

Climbing

Wildland Ct

Attachment 5

Applicant's Project Narrative

PLAN PROPOSAL NARRATIVE

Eastwood at Mangini Ranch, Folsom CA

Tri Pointe Homes (TPH) is national top 10, premium homebuilder who strives to create neighborhoods and experiences based on value and reward for our homebuyers – to be Life Changing by Design. The Sacramento Division launched in 2017 and has since become a recognized regional homebuilder throughout the Greater Sacramento Area with nine active communities in Placer, Sacramento, and El Dorado Counties. We are now excited to have the opportunity to offer Eastwood as one of five upcoming new communities in the highly sought-after Folsom market. Quality design and craftsmanship are top priorities for TPH. Below, are just a few samples of our most recent homes from our communities throughout the area, showcasing the beautiful detailing and variety you can expect we will continue to bring to Folsom.



Life-changing by Design

PLAN PROPOSAL NARRATIVE

Eastwood at Mangini Ranch, Folsom CA

NEIGHBORHOOD OVERVIEW

Eastwood is a single-family detached project consisting of 74, traditionally oriented, 45'x 90' lots located in the well-established Mangini Ranch master plan community within the Folsom Plan Area Specific Plan. The neighborhood is located down the street from both a future park and school site making the homes attractive to a wide range of homeowners. To the east of Eastwood will be the Lonestar neighborhood, another premiere TRI Pointe Homes community which will be developed and sold simultaneously. Together, these cohesively designed residential neighborhoods provide a variety of housing types and sizes, architecture, lifestyle offerings and features, and price points.

The Eastwood neighborhood benefits from meandering streets, a variety of homesite orientations and open space adjacencies. These attributes will contribute to an active street scene with ample massing variety between the homes.

The site is zoned Single Family High Density (SFHD) and the proposed home designs are consistent with the vision of the Folsom Ranch, Central District Design Guidelines, meeting all the development standards assigned to SFHD zones.



The Eastwood neighborhood will include a single story, a primary bedroom downstairs, and a traditional two-story plan design. The variety of designs will cater to a wide range of homeowners including single professionals, young couples, families with children and even those enjoying retirement. Highly desired features such as first floor secondary bedrooms and private outdoor spaces combined with the access to outdoor amenities, highly ranked schools, nearby medical services and shopping make Eastwood a homeowner's dream home.

SUSTAINABILITY

TRI Pointe Homes designs homes to be life-changing, creating solutions that far exceed homebuyers' expectations and truly enhance their lives. TRI Pointe Homes builds innovative features into the homes by integrating the latest in smart technology, energy-saving features, systems to help conserve water and using natural resources, materials, and equipment that help improve indoor air quality. Through the TPH LivingSmart program, some of the sustainable standard features in homes include:

- Energy Star dishwasher
- Tankless water heaters

Life-changing by Design

PLAN PROPOSAL NARRATIVE

Eastwood at Mangini Ranch, Folsom CA

- Insulated garage doors and windows with low u-factors
- Energy-efficient LED lighting
- Low-E glass windows to keep heat and cold outside and reduce UV rays
- Programmable dual zone, “smart” thermostats
- Right-sized energy efficient HVAC equipment with sealed ducts
- WaterSense certified faucets and fixtures in bathrooms
- Right-sized solar systems offsetting average homeowner usage with the option to add panels as desired

LANDSCAPE

Landscaping for the community will include a plentiful variety of street, front yard, and accent trees. All designs are drought tolerant and low maintenance. The homesite orientations and angles, combined with the home designs that vary in entry locations, creates a lush, heavily landscaped streetscape.



NEIGHBORHOOD HOME DESIGNS

The Eastwood neighborhood will include a single story, a master down, and a traditional two-story plan design ranging in square footage from 1,500 to 2,403 square feet. All homes include a highly desired first floor secondary bedroom, full size 2-car garage, gourmet kitchens, spacious great rooms, nine-foot-tall ceiling heights and large private rear yards. Two homes include the option for a large covered outdoor patio.

Life-changing by Design

PLAN PROPOSAL NARRATIVE

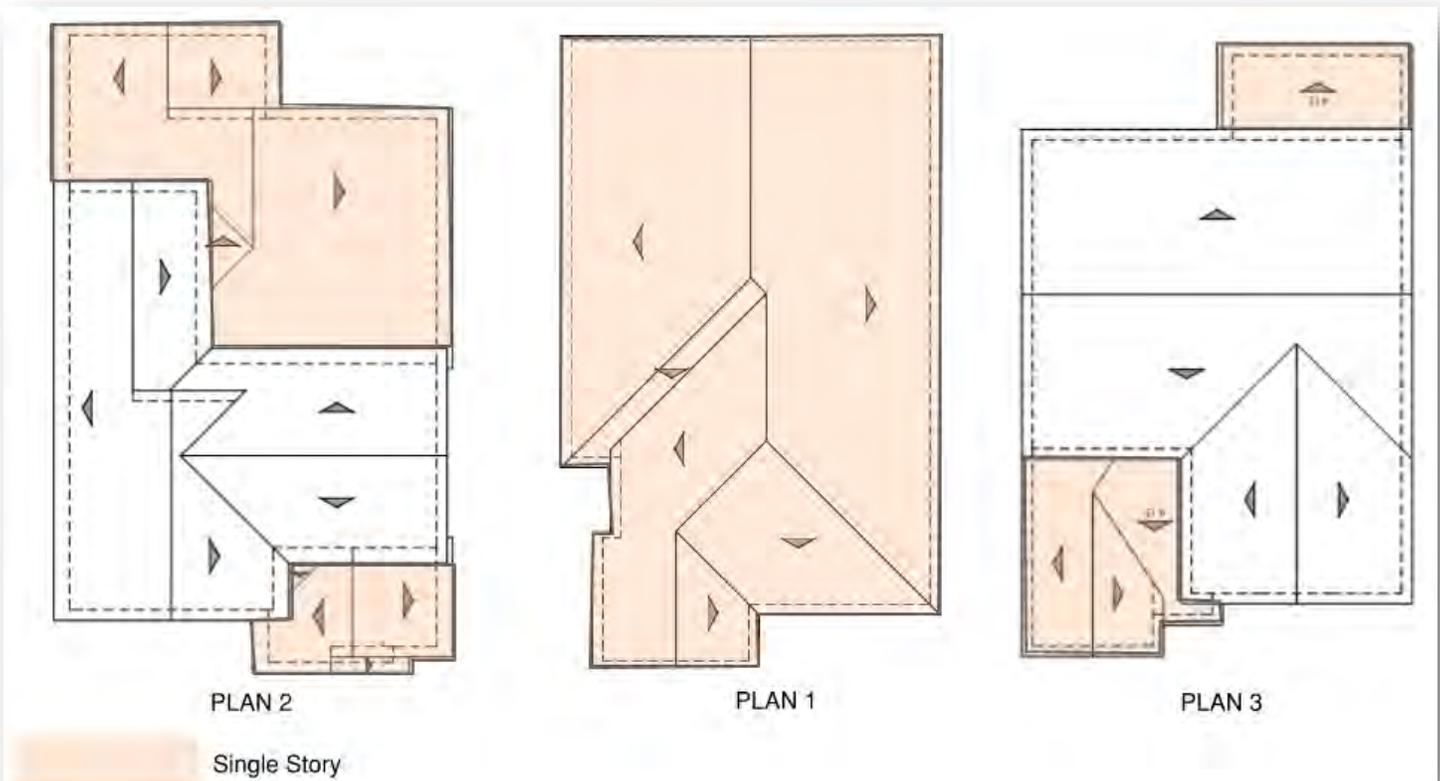
Eastwood at Mangini Ranch, Folsom CA

As represented in the below articulation exhibit the design of the homes provides ample single story massing, a variety of plan forms, and massing relief both between homes as well as within each individual design.

Plan 1 is a single-story plan that features a deeply recessed corner entry providing a varied street scene and massing relief at the side elevation. A secondary bedroom is placed at the front of the home, five and a half feet in front of the garage, creating a house forward design and deemphasizing the garage door.

Plan 2 features a Primary Bedroom downstairs providing the living experience of a single-story for those who desire this, but the flexibility of additional bedrooms for guests and children, as well as loft-space; a highly desired feature that would not be able to be realized with a single-story plan on a 45x90 lot. The second floor of the home is stacked so that first floor massing is experienced on all sides of the home.

Plan 3 is a traditional two-story home with much of the private living areas upstairs. The first-floor secondary bedroom is set over five feet in front of the garage offering single story massing and house forward design. At the rear of the home the destination dining room is completely unloaded, providing massing relief at the rear and side.



PLAN PROPOSAL NARRATIVE

Eastwood at Mangini Ranch, Folsom CA

PLAN SUMMARY

PLAN	SQUARE FOOTAGE	STORIES	BED / BATH	SPECIAL FEATURES
1	1,500	Single	3 Bed / 2 Bath	Primary Bedroom Downstairs First Floor Secondary Bedroom
2	2,228	Two Story	3 Bed / 3 Bath	Primary Bedroom Downstairs First Floor Secondary Bedroom Bonus Room Outdoor Covered Patio Option
3	2,403	Two Story	4 Bed / 3 Bath	First Floor Secondary Bedroom Outdoor Covered Patio Option

The elevation design themes selected for this neighborhood are Spanish Colonial, Craftsman, Western Farmhouse and Italian. Adhering to the Folsom Ranch Central District Design Guidelines, the following elements have been incorporated into the designs.

- A mix of gable and hip roofs
- A mix of single-story and two-story architecture
- Single-story elements in two-story plans
- Significant architectural relief through the use of horizontal and vertical plane breaks
- Side and rear-yard gables
- Varied entry locations
- Architecture forward designs, deemphasizing the garage door
- Variety of coach lights, garage door styles and door styles that coordinate with each of the themes

Spanish Colonial – Elevation A

This elevation style reflects traditional Spanish architecture that can be linked back to the Early California Spanish style with rich detailing and stucco massing. Clay-like gable vent tiles, streamline window trim, window shutters, decorative tile at window sills, and enhanced sills all grace the front elevation detailing. Arched entry massing, recessed feature windows, and recessed garage header trim also reflect the traditional Spanish feel. Elevations with cantilevered elements are supported with detailed corbeling hosting a shaped side profile. Tied together with 's' tile concrete roofing atop hipped roofs, the Spanish Colonial style is recognizable at first sight.



A - SPANISH COLONIAL

PLAN PROPOSAL NARRATIVE

Eastwood at Mangini Ranch, Folsom CA



B - CRAFTSMAN

Craftsman – Elevation B

The Craftsman elevation style is a stark contrast from the traditions of the Spanish Colonial elevations. Amongst the Craftsman’s detailing is accent siding, wood out-lookers supporting the gable massing and brick accents. Distinct porch massing is supported with tapered columns atop a brick wainscot base. Window mullions thoughtfully placed on the top half of accent windows bring light to the traditions of the Craftsman style. Stylized garage doors and flat tile roofing bring the Craftsman style together.

Western Farmhouse – Elevation C

Recognizable for its high pitch roof massing, and board and batten siding, the Western Farmhouse elevation style is a clear representation of classic agrarian architecture. Like the Spanish Colonial elevation style, the Western Farmhouse style relies on careful placement of detailed elements; all of which are distinct to its identity. Slim window trim with a wide base can be seen alongside window shutters or classic board and batten siding. Naturally placed gable vents are a classic touch within the steep gable ends. Post and beam like architecture can be seen at porch massing where double post elements are a subtle but sturdy touch. Flat tile roofing, and gooseneck lighting are some of the elements seen on the Western Farmhouse elevations.



C - WESTERN FARMHOUSE



D - ITALIAN

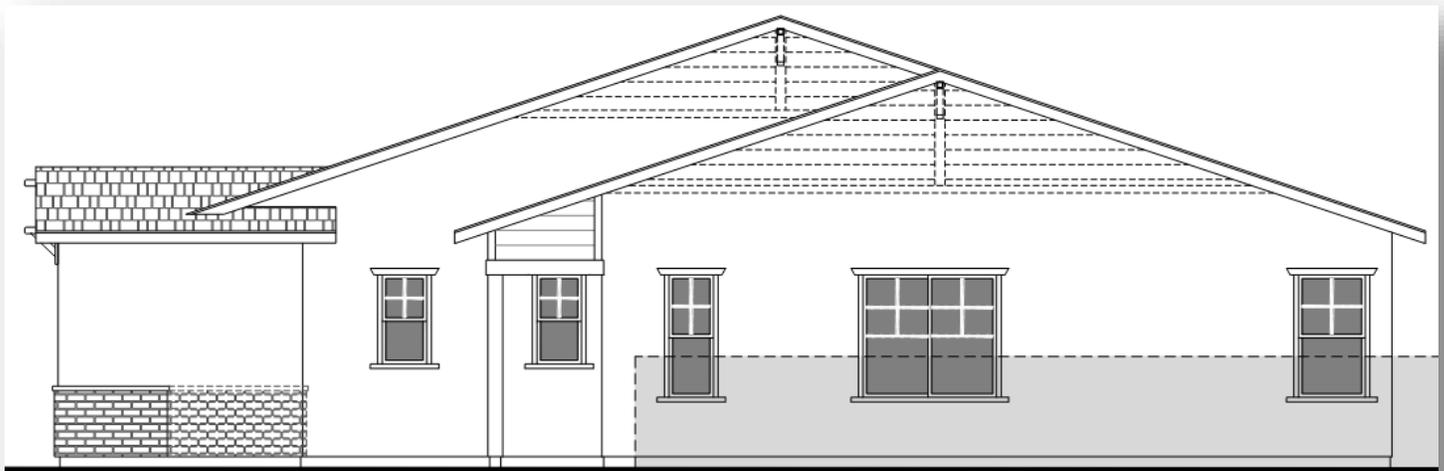
Italian – Elevation D

Similar in form to the Spanish elevation, the Italian character is emphasized by red-tile roofs, primarily hopped forms atop simple stucco massing. This style, however, lends well to a broader palette of color on the exterior and is accentuated by more stylistic stucco-wrapped foam trims (to emulate stone or precast concrete) and ornate shutters. Full arch soffits and stucco wainscot accentuate the character of this architectural style.

PLAN PROPOSAL NARRATIVE

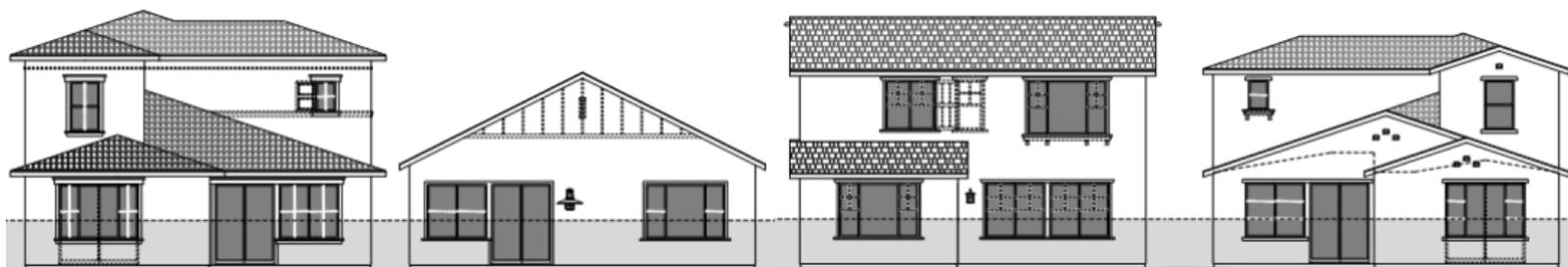
Eastwood at Mangini Ranch, Folsom CA

Almost half of the homes in Eastwood will have one or more of the elevations exposed to public view. Therefore, enhanced elevation details have been designed that will be added at edge conditions to exposed locations. For instance, masonry that wraps from the front of the home is extended, window grids are added, details such as gable siding or shutters are provided, and more pronounced window trims are included. The additional details combined with the standard plan horizontal and vertical massing, and varied roof pitches and heights, create a dynamic street scene.



RIGHT

Example of side elevation at edge condition with added details to include pronounced window trim, window grids, siding gable detail and extended masonry.



REAR STREETSCENE

Details combined with the horizontal and vertical massing, and varied roof pitches and heights create a dynamic street scene seen from the open space adjacent to the neighborhood.

Life-changing by Design

PLAN PROPOSAL NARRATIVE

Eastwood at Mangini Ranch, Folsom CA

The Color/Material Palette developed for this detached, single-family neighborhood by AT Design Consulting is designed to specifically complement the four architectural styles selected for this community. Each group of Color Schemes takes into consideration the architectural styles, architectural characteristics/assets, adjacencies of color schemes to one-another as well as their visual harmony within the community.

Three plans with four elevations each, combined with twelve color schemes, provides forty-eight expressions to use throughout the seventy-four lots. It is nearly impossible to use all combinations, ensuring that the Eastwood neighborhood will be rich with a variety of color and texture creating an artist palette street scene filled with movement and interest for its residence.

Attachment 6
Residential Site Development Plan,
dated August 2, 2021

Mangini Ranch Phase 2 - Eastwood, Village 2



PROPOSED PLANT PALETTE	
Botanical Name	Common Name
TREES	
Ginkgo biloba	Maidenhair Tree
Magnolia Grandiflora	Southern Magnolia
Pyrus 'Redspire'	Ornamental Pear
Quercus virginiana	Southern Live Oak
Platanus a 'Columbia'	Columbia Plane Tree

STREET TREE GUIDELINES:

- A. SINGLE FAMILY RESIDENCES:
 - A.A. EACH RESIDENCE WILL RECEIVE: (1) TREE IN THE FRONT AND AN ADDITIONAL (2) OR MORE TREES FOR CORNER LOT CONDITIONS OR LARGER SIZED LOTS.
 - A.B. STREET TREES ARE GENERALLY LOCATED ON THE LARGER AND WIDER SIDE OF THE LOT.
 - A.C. NO TREES SHALL BE PLANTED WITHIN 5 FEET OF A HOMEOWNERS PROPERTY LINE.
- B. MINIMUM 24" BOX SIZE REQUIRED FOR STREET TREES.
- C. ALL STREET TREES TO BE LOCATED OUTSIDE CITY MAINTAINED RIGHT-OF-WAY UNLESS MAINTAINED BY THE MURRIETA COMMUNITY SERVICES DEPARTMENT.
- D. SIDE YARD TREES WITHIN 5 FEET OF PAVING AND WALLS REQUIRE APPROVED ROOT BARRIERS.
- E. TREES LOCATED WITHIN PARKWAYS MUST BE A SMALL CANOPY TREE THAT IS APPROPRIATE FOR NARROW PLANTING AREAS, UNLESS THE SIDEWALK IS CONSTRUCTED OF PERMEABLE PAVERS WITH ENGINEERED SOIL.

NOTES:

- A. ALL PLANTING AREAS WILL BE SUPPLIED WITH AUTOMATIC IRRIGATION PER CALIFORNIA A.B.1881 GUIDELINES. DRIP IRRIGATION SHALL BE USED ON ALL NON TURF APPLICATIONS.
- B. DRIP IRRIGATION IS REQUIRED IN TURF AREAS LOCATED WITHIN 24 INCHES OF PAVED SURFACES.
- C. IRRIGATION SHALL BE CONTROLLED USING SMART CONTROLLERS FOR ALL HOA COMMON AREAS AND HOA MAINTAINED RESIDENTIAL AREAS. CONTROLLER MUST BE ACCESSIBLE AND CONNECTED TO THE INTERNET VIA WIFI OR SMART PHONE APPLICATION.
- D. LANDSCAPE PLANS SHALL COMPLY WITH FOLSOM MUNICIPAL CODE AND OTHER CODES AS REQUIRED.
- E. SPRAY HEADS CAN BE USED IN RECREATIONAL TURF AREAS THAT ARE AT LEAST 12 FEET IN WIDTH.
- F. REQUIRED FOR SINGLE FAMILY HOMES: SMART IRRIGATION CONTROLLERS WITH AUTOMATIC RAIN SHUT OFF DEVICES.

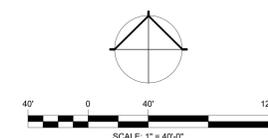
PLANTING NOTES:

- A. ALL PLANT MATERIAL SELECTED WILL BE HARDY TO SUNSET CLIMATE ZONE 18 AND CAN WITHSTAND LOCAL WEATHER CONDITIONS.
- B. ALL PLANTING AREAS WILL RECEIVE 3" DEEP MED. GRIND RECYCLED WOOD MULCH.
- C. 36" / 48" BOX TREES REQUIRED FOR ACCENT AND ENTRY AREAS.
- D. BASINS WILL UTILIZE CALIFORNIA NATIVE PLANTS, INCLUDING HAND PLANTED GROUNDCOVERS, SHRUBS, AND TREES ON SLOPES. THE BOTTOMS OF THE BASINS MAY BE HAND PLANTED WITH AN APPROPRIATE PERENNIAL GRASS OR SEDGE AND ALSO HYDRO-SEEDED WITH CALIFORNIA NATIVE SEED.

FENCING LEGEND

	HOMEOWNER INTERIOR WOOD FENCE WITH S4S PRESSURE TREATED POSTS SET AT MAX 8' O.C. INCLUDING ENDS AND CHANGES IN DIRECTION. ALL OTHER WOOD INCLUDING RAILS AND VERTICAL BOARDS TO BE CEDAR OR BETTER.
	HOMEOWNER (VISIBLE TO PUBLIC) WOOD FENCE WITH S4S PRESSURE TREATED POSTS SET AT MAX 8' O.C. INCLUDING ENDS AND CHANGES IN DIRECTION. ALL OTHER WOOD INCLUDING RAILS AND VERTICAL BOARDS TO BE CEDAR OR BETTER. USED WHERE VISIBLE BY PUBLIC.
	MOW CURB
	PRODUCTION GATE. WOOD FRAME AND FINISH TO MATCH VISIBLE TO PUBLIC WOOD FENCE
	SOUND WALL

ALL FENCING SHALL BE INSTALLED ON PRIVATE PROPERTY.



tri pointe
HOMES



Attachment 7
Conceptual Landscape Plan Exhibit,
dated August 2, 2021

Mangini Ranch Phase 2

Eastwood - Village 2



PLANT PALETTE

PLANT PALETTE (SOUTH & WEST)									
SYM	BOTANICAL NAME	COMMON NAME	SIZE	PF	SYM	BOTANICAL NAME	COMMON NAME	SIZE	PF
SPANISH COLONIAL									
●	PRUNUS CAROLINIANA	CAROLINA LAUREL CHERRY	15 GALLON	L	●	LAVANDULA S. 'OTTO QUEST'	SPANISH LAVENDER	1 GAL	L
					●	FESTUCA MAIREI	ATLAS FESCUE	1 GAL	L
					●	RHAPHIOLEPIS INDICA 'CLARA'	INDIAN HAWTHORN	5 GAL	L
					●	ARBUTUS UNEDO 'COMPACTA'	DWARF STRAWBERRY TREE	5 GAL	L
					●	PRUNUS CAROLINIANA 'BRIGHT N TIGHT'	DWARF CAROLINA CHERRY	15 GAL	L
MODERN PRAIRIE									
●	LAGERSTROEMIA INDICA 'MUSKOGEE'	CRAPE MYRTLE	15 GALLON	L	●	ROSA 'CARPET ROSE'	RED CARPET ROSE	1 GAL	L
					●	FESTUCA MAIREI	ATLAS FESCUE	1 GAL	L
					●	RHAPHIOLEPIS INDICA 'CLARA'	INDIAN HAWTHORN	5 GAL	L
					●	ARBUTUS UNEDO 'COMPACTA'	DWARF STRAWBERRY TREE	5 GAL	L
					●	LIGUSTRUM JAPONICUM	JAPANESE PRIVET	15 GAL	L
ITALIAN VILLA									
●	GEIJERA PARVIFOLIA	AUSTRALIAN WILLOW	15 GALLON	L	●	ROSMARINUS O. 'HUNTINGTON CARPET'	ROSEMARY	1 GAL	L
					●	FESTUCA MAIREI	ATLAS FESCUE	1 GAL	L
					●	RHAPHIOLEPIS INDICA 'CLARA'	INDIAN HAWTHORN	5 GAL	L
					●	ARBUTUS UNEDO 'COMPACTA'	DWARF STRAWBERRY TREE	5 GAL	L
					●	LIGUSTRUM JAPONICUM	JAPANESE PRIVET	15 GAL	L

PLANT PALETTE (NORTH & EAST)									
SYM	BOTANICAL NAME	COMMON NAME	SIZE	PF	SYM	BOTANICAL NAME	COMMON NAME	SIZE	PF
SPANISH COLONIAL									
●	PRUNUS CAROLINIANA	CAROLINA LAUREL CHERRY	15 GALLON	L	●	ARCTOSTAPHYLOS 'WOODS COMPACTA'	MANZANITA	1 GAL	L
					●	DIANELLA REVOLUTA 'LITTLE REV'	LITTLE REV FLAX LILY	1 GAL	L
					●	RHAPHIOLEPIS INDICA 'CLARA'	INDIAN HAWTHORN	5 GAL	L
					●	RHAPHIOLEPIS UMBELLATA	HAWTHORN	5 GAL	L
					●	PRUNUS CAROLINIANA 'BRIGHT N TIGHT'	DWARF CAROLINA CHERRY	15 GAL	L
MODERN PRAIRIE									
●	LAGERSTROEMIA INDICA 'MUSKOGEE'	CRAPE MYRTLE	15 GALLON	L	●	ARCTOSTAPHYLOS 'WOODS COMPACTA'	MANZANITA	1 GAL	L
					●	DIANELLA REVOLUTA 'LITTLE REV'	LITTLE REV FLAX LILY	1 GAL	L
					●	RHAPHIOLEPIS INDICA 'CLARA'	INDIAN HAWTHORN	5 GAL	L
					●	RHAPHIOLEPIS UMBELLATA	HAWTHORN	5 GAL	L
					●	LIGUSTRUM JAPONICUM	JAPANESE PRIVET	15 GAL	L
ITALIAN VILLA									
●	GEIJERA PARVIFOLIA	AUSTRALIAN WILLOW	15 GALLON	L	●	ROSA 'CARPET ROSE'	WHITE CARPET ROSE	1 GAL	L
					●	DIANELLA REVOLUTA 'LITTLE REV'	LITTLE REV FLAX LILY	1 GAL	L
					●	RHAPHIOLEPIS INDICA 'CLARA'	INDIAN HAWTHORN	5 GAL	L
					●	RHAPHIOLEPIS UMBELLATA	HAWTHORN	5 GAL	L
					●	PRUNUS CAROLINIANA 'BRIGHT N TIGHT'	DWARF CAROLINA CHERRY	15 GAL	L

PROPOSED STREET TREE PALETTE				
Botanical Name	Common Name	Size	PF	
Gingko Biloba	Maidenhair Tree	15 Gallon	M	●
Magnolia Grandiflora	Southern Magnolia	15 Gallon	M	●
Pyrus 'Redspire'	Ornamental Pear	15 Gallon	M	●
Quercus Virginiana	Southern Live Oak	15 Gallon	L	●
Platanus Acerifolia 'Columbia'	Columbia Plane Tree	15 Gallon	M	●



tri pointe
HOMES



Attachment 8
Building Elevations, Floor Plans and Roof Plans,
dated September 17, 2021



A - SPANISH COLONIAL
SCHEME 1



B - CRAFTSMAN
SCHEME 6

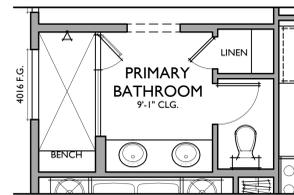


C - WESTERN FARMHOUSE
SCHEME 7

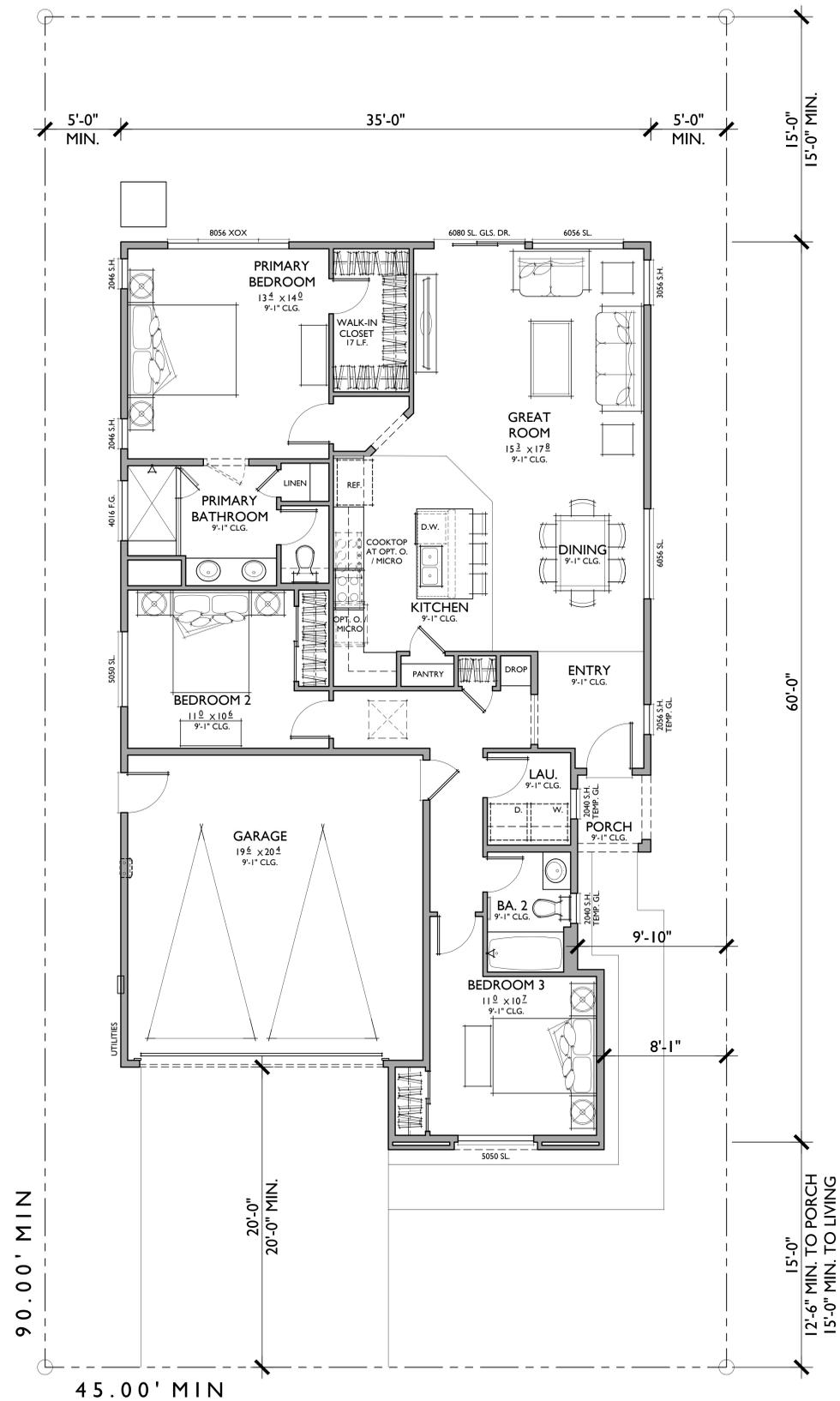


D - ITALIAN
SCHEME 10

PLAN 1
EASTWOOD at MANGINI RANCH, VILLAGE 2 - 45x90 FOLSOM, CA



OPT. SUPER SHOWER
AT PRIMARY BATHROOM



PLAN IA
1,500 SQ. FT.

TARGET: 1,490 SQ. FT.
3 BEDROOMS / 2 BATHS
2 - CAR GARAGE

FLOOR AREA TABLE	
1ST FLOOR	1,500 SQ. FT.
TOTAL LIVING	1,500 SQ. FT.
2 - CAR GARAGE	414 SQ. FT.
PORCH	25 SQ. FT.

NOTE: SQUARE FOOTAGE MAY VARY DUE TO METHOD OF CALCULATION

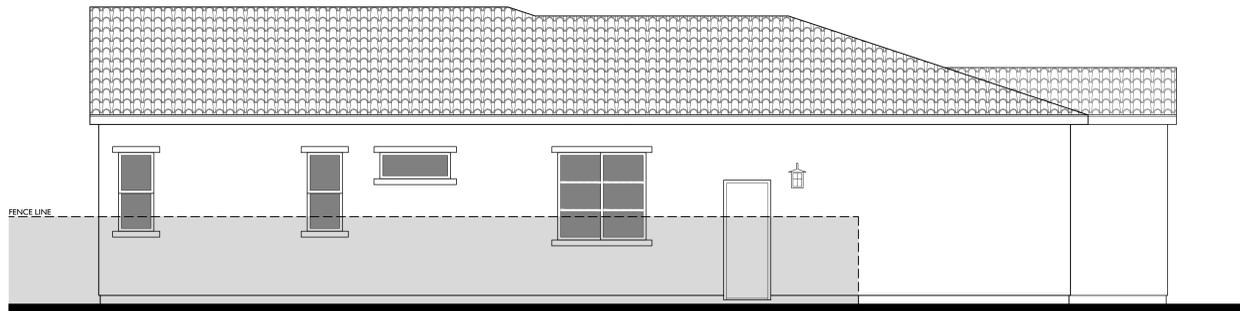


REAR

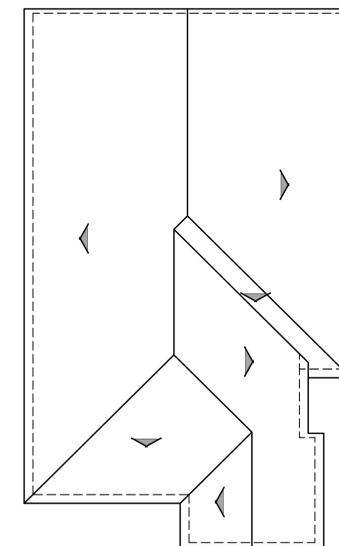


FRONT

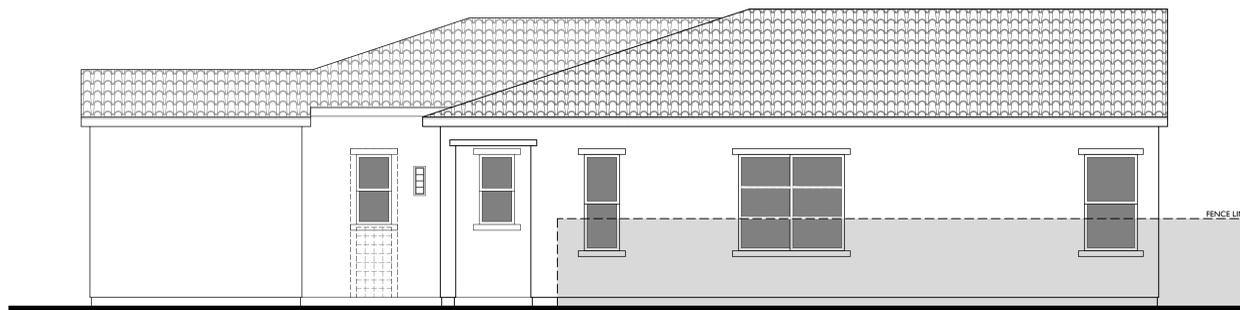
A - SPANISH COLONIAL
1/4"=1'-0"



LEFT

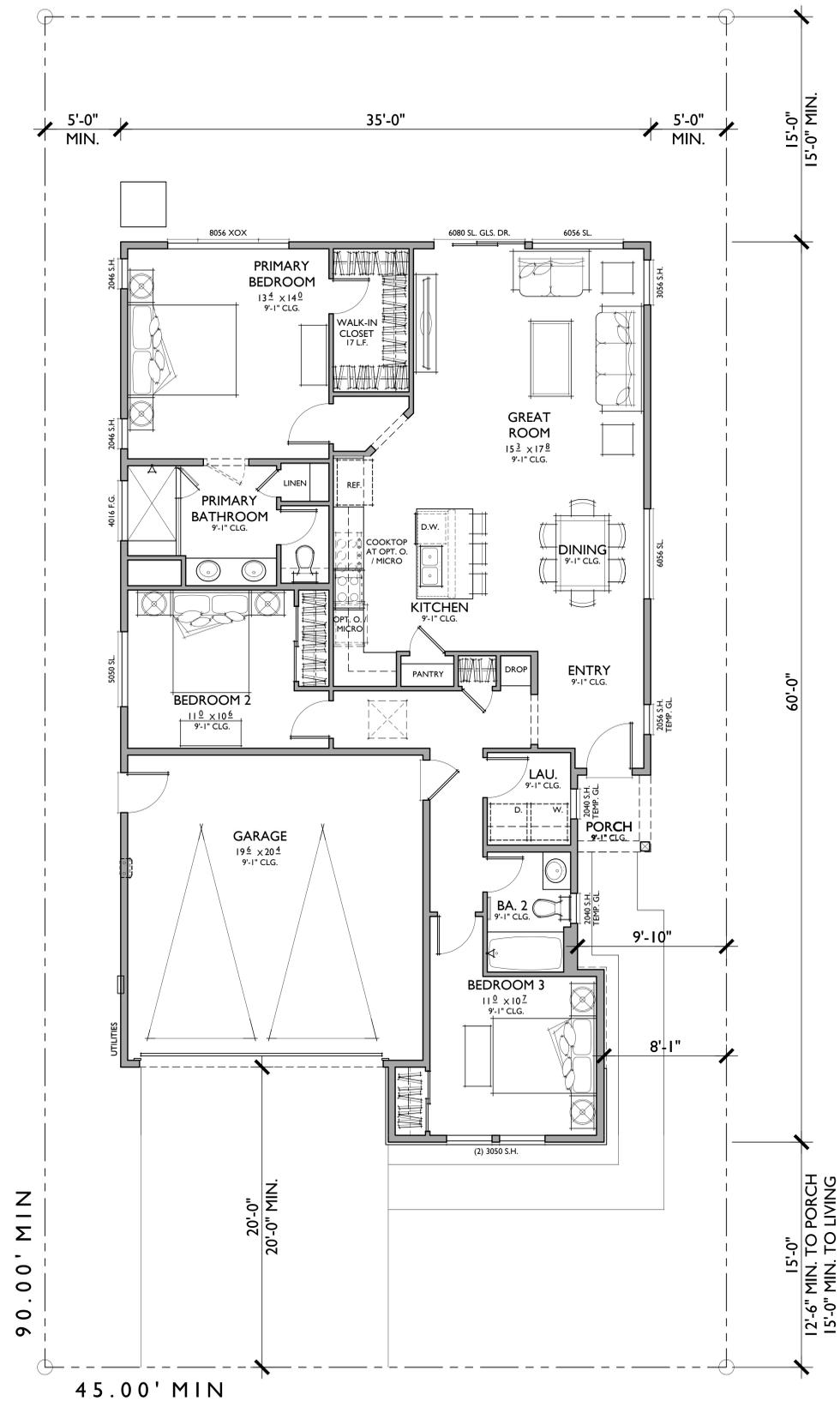


ROOF PLAN A
1/8"=1'-0"
PITCH: 4:12
RAKE: 6"
EAVE: 12"
ROOF MATERIAL: CONCRETE 'S' TILE



RIGHT

NOTE: DASHED ENHANCEMENTS OPTIONAL PER LOT

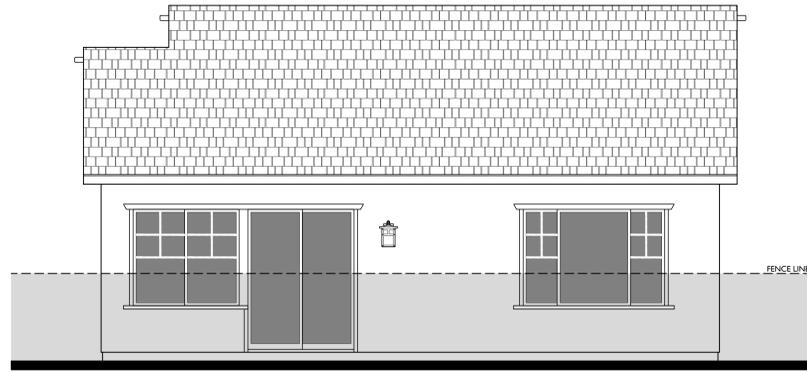


PLAN IB
1,500 SQ. FT.

TARGET: 1,490 SQ. FT.
 3 BEDROOMS / 2 BATHS
 2 - CAR GARAGE

FLOOR AREA TABLE	
1ST FLOOR	1,500 SQ. FT.
TOTAL LIVING	1,500 SQ. FT.
2 - CAR GARAGE	414 SQ. FT.
PORCH	25 SQ. FT.

NOTE: SQUARE FOOTAGE MAY VARY DUE TO METHOD OF CALCULATION

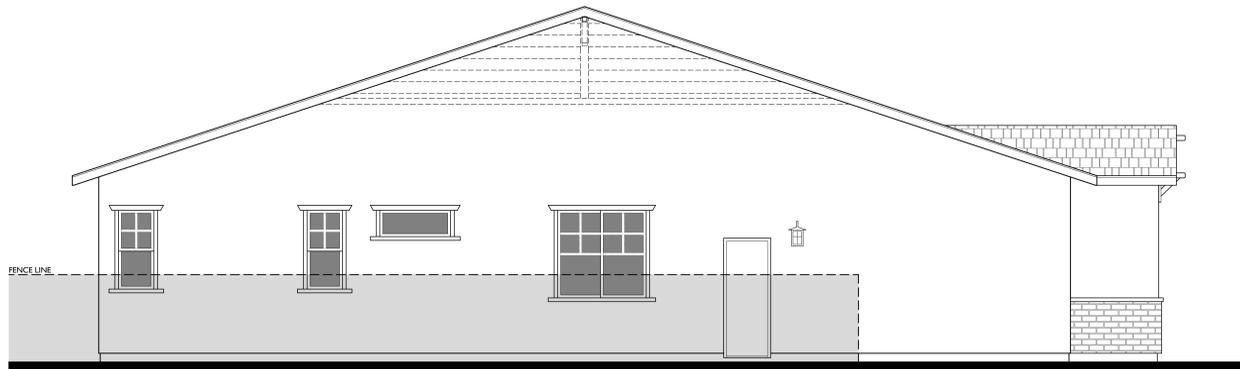


REAR

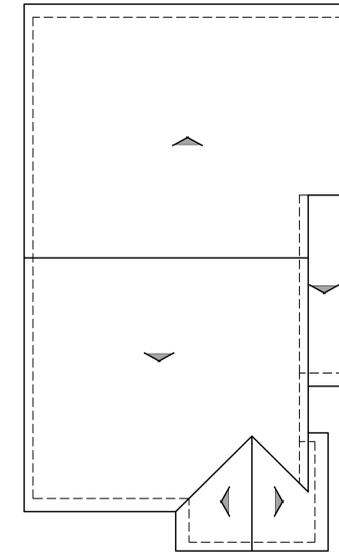


FRONT

B - CRAFTSMAN
1/4"=1'-0"

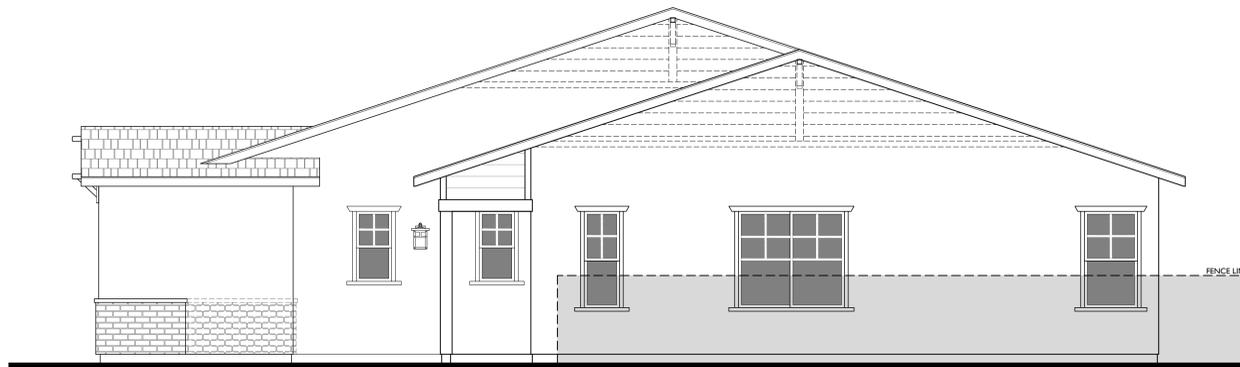


LEFT



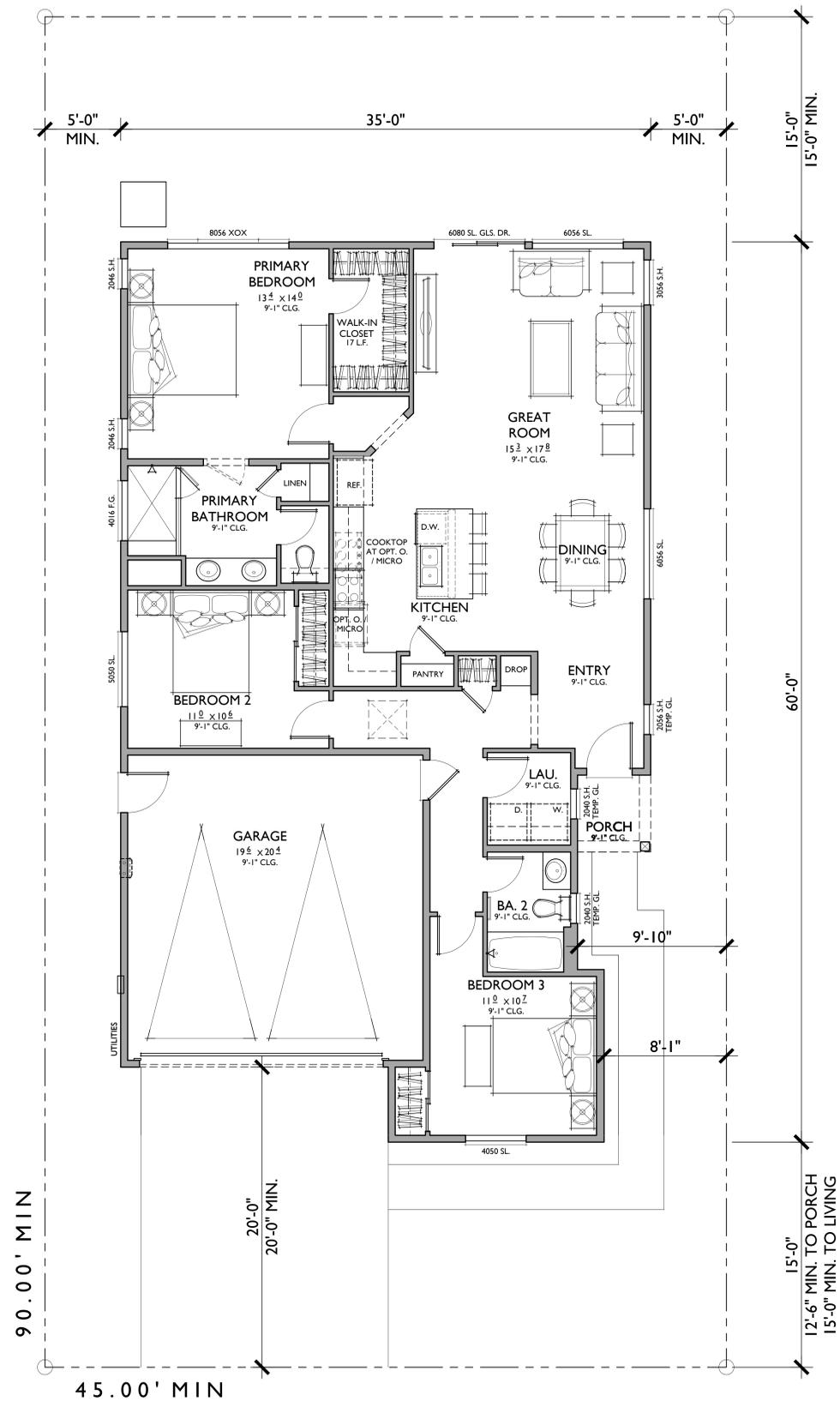
ROOF PLAN B

PITCH: 4:12
RAKE: 12"
EAVE: 18"
ROOF MATERIAL: CONCRETE FLAT TILE



RIGHT

NOTE: DASHED ENHANCEMENTS OPTIONAL PER LOT

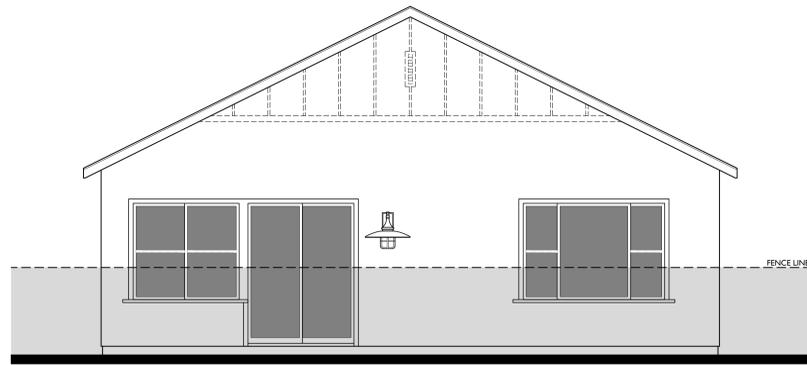


PLAN IC
1,500 SQ. FT.

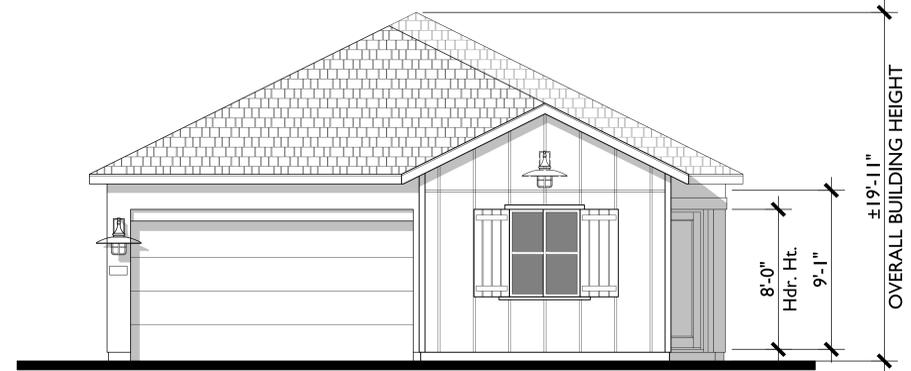
TARGET: 1,490 SQ. FT.
 3 BEDROOMS / 2 BATHS
 2 - CAR GARAGE

FLOOR AREA TABLE	
1ST FLOOR	1,500 SQ. FT.
TOTAL LIVING	1,500 SQ. FT.
2 - CAR GARAGE	414 SQ. FT.
PORCH	25 SQ. FT.

NOTE: SQUARE FOOTAGE MAY VARY DUE TO METHOD OF CALCULATION

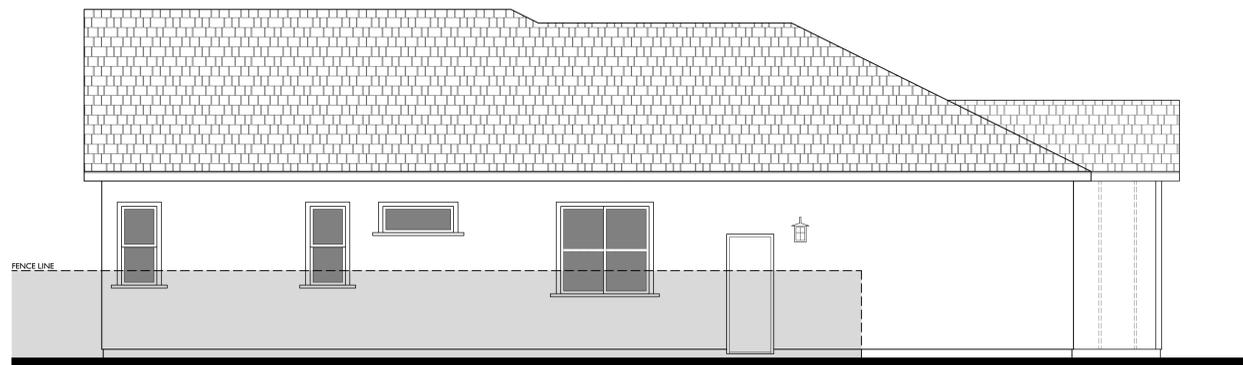


REAR

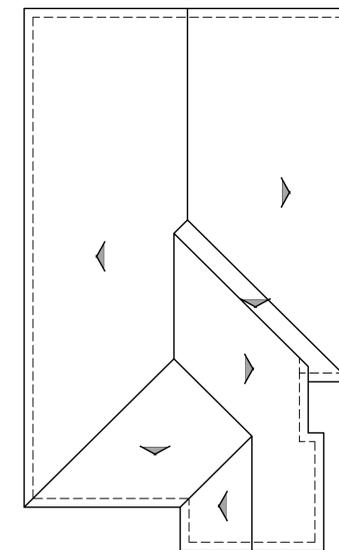


FRONT

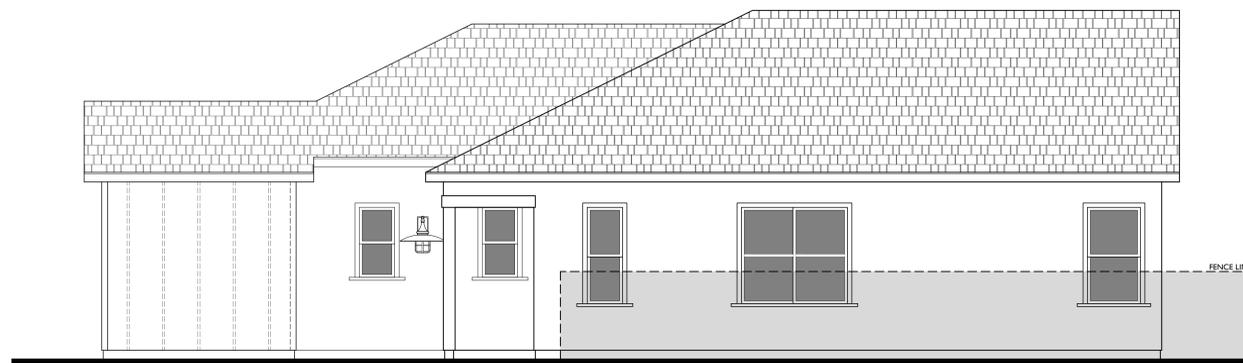
C - WESTERN FARMHOUSE
1/4"=1'-0"



LEFT

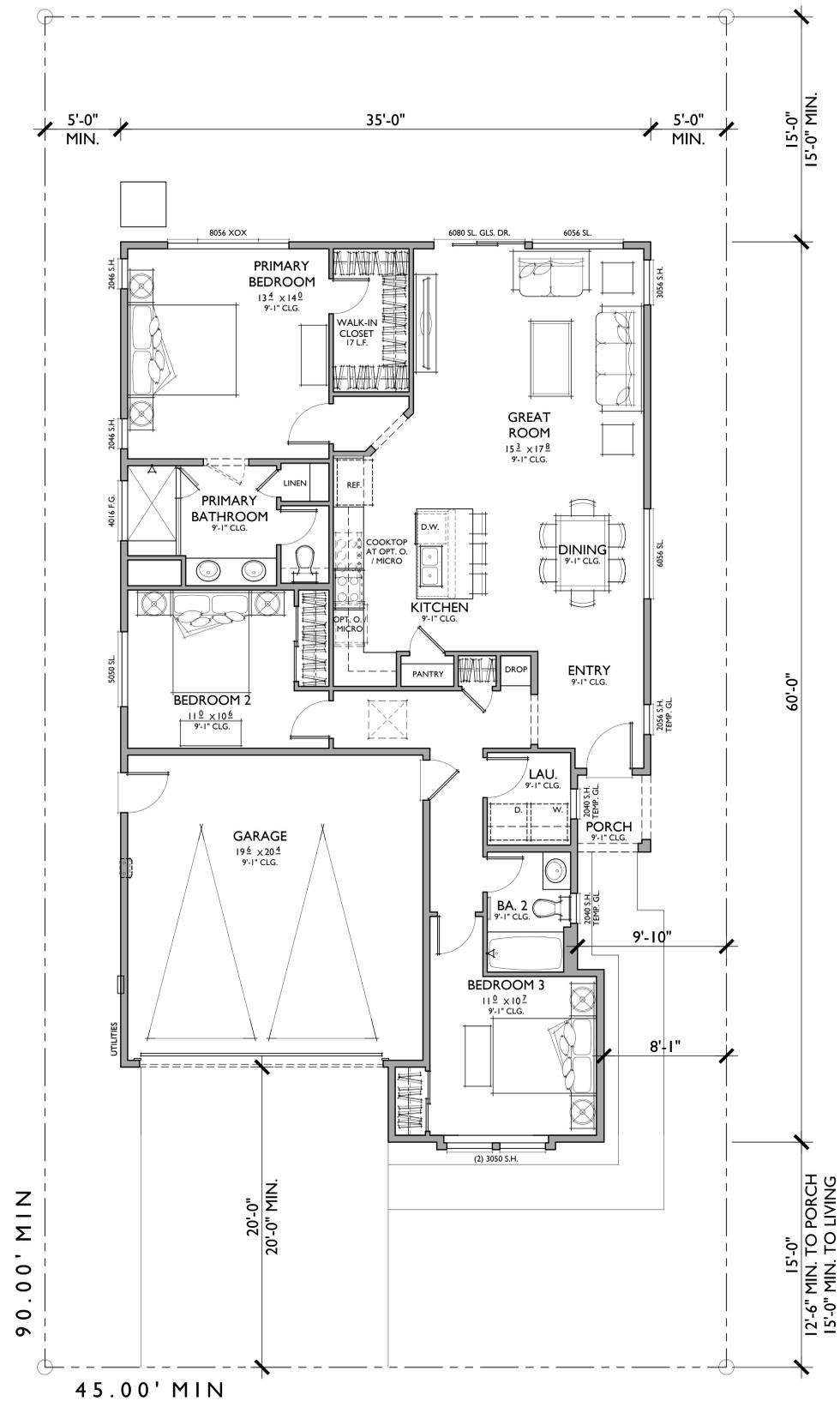


ROOF PLAN C
PITCH: 6:12
RAKE: 12"
EAVE: 12"
ROOF MATERIAL: CONCRETE FLAT TILE



RIGHT

NOTE: DASHED ENHANCEMENTS OPTIONAL PER LOT



PLAN ID
1,504 SQ. FT.
 TARGET: 1,490 SQ. FT.
 3 BEDROOMS / 2 BATHS
 2 - CAR GARAGE

FLOOR AREA TABLE	
1ST FLOOR	1,504 SQ. FT.
TOTAL LIVING	1,504 SQ. FT.
2 - CAR GARAGE	414 SQ. FT.
PORCH	25 SQ. FT.

NOTE: SQUARE FOOTAGE MAY VARY DUE TO METHOD OF CALCULATION

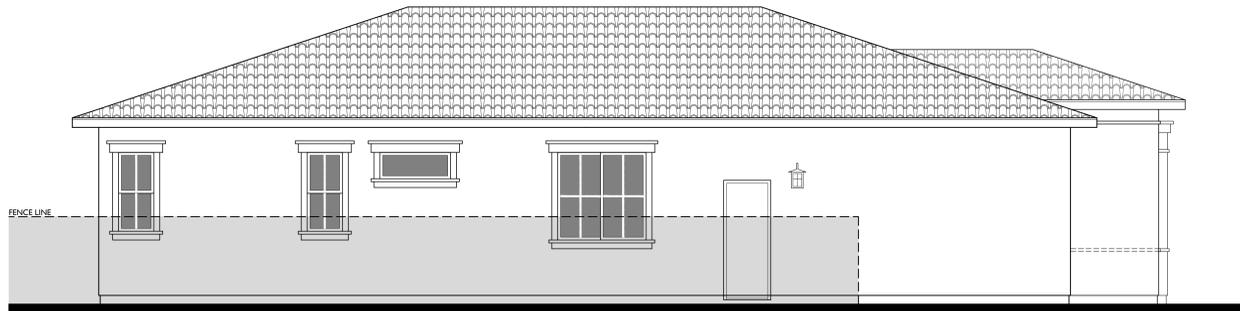


REAR

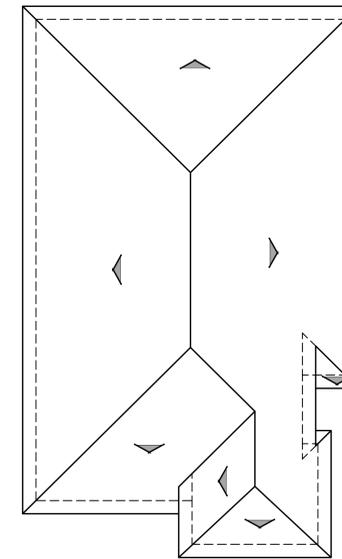


FRONT

D - ITALIAN
1/4"=1'-0"



LEFT



ROOF PLAN D

PITCH: 4:12
RAKE: N/A
EAVE: 18"
ROOF MATERIAL: CONCRETE 'S' TILE



RIGHT

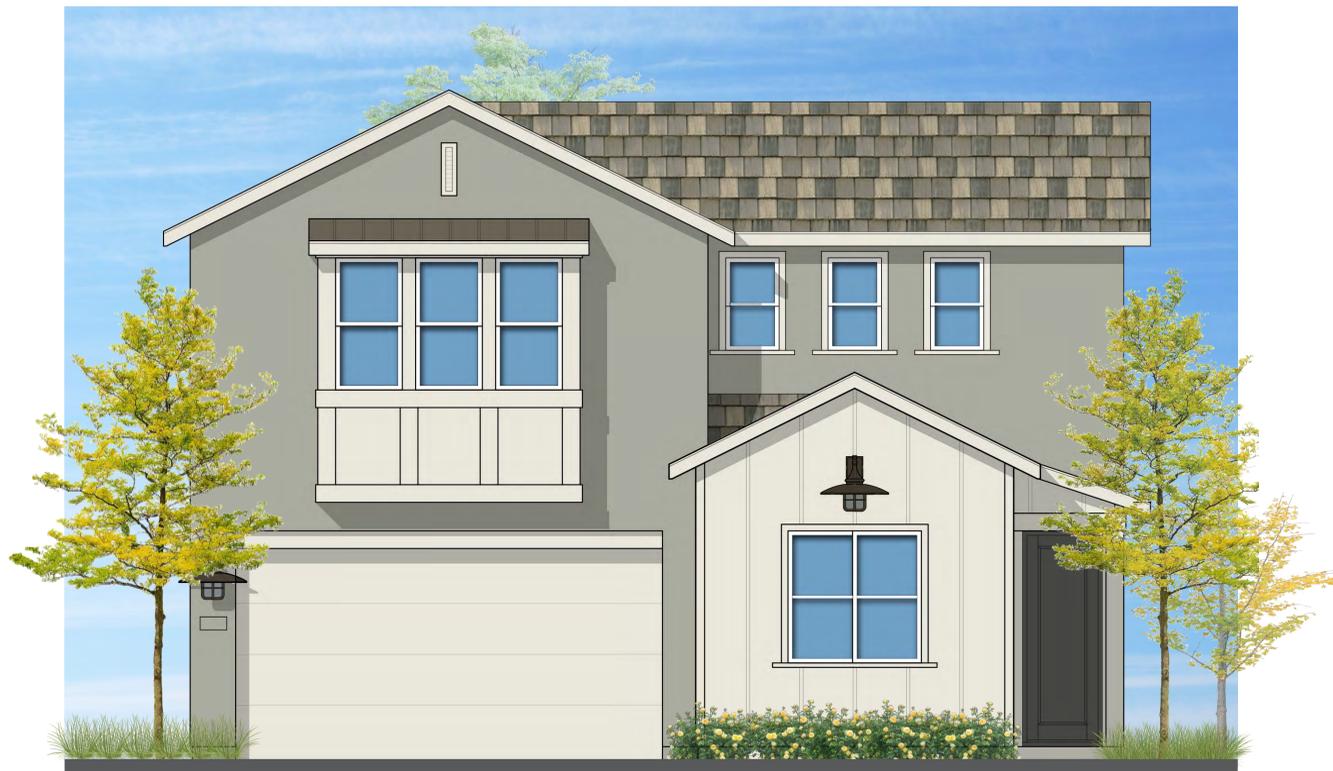
NOTE: DASHED ENHANCEMENTS OPTIONAL PER LOT



A - SPANISH COLONIAL
SCHEME 3



B - CRAFTSMAN
SCHEME 4

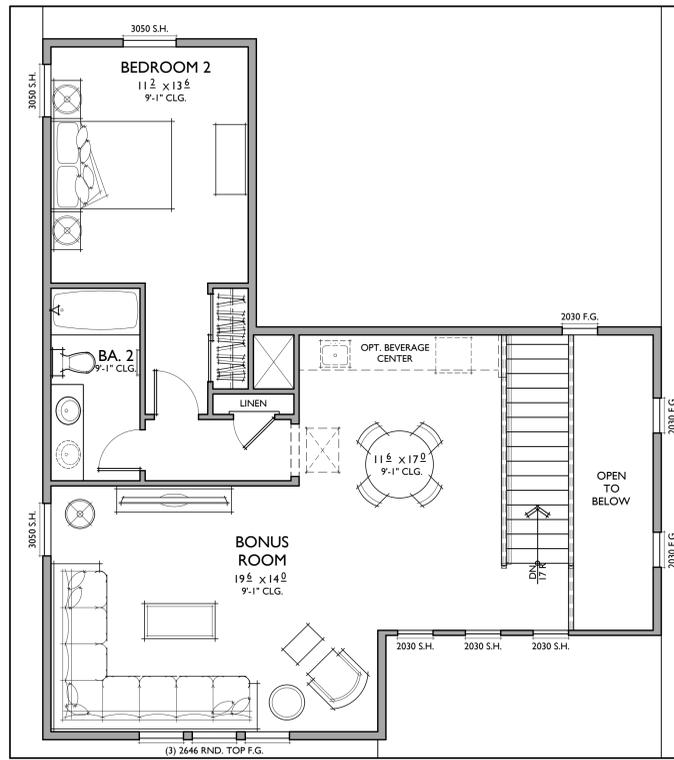


C - WESTERN FARMHOUSE
SCHEME 9

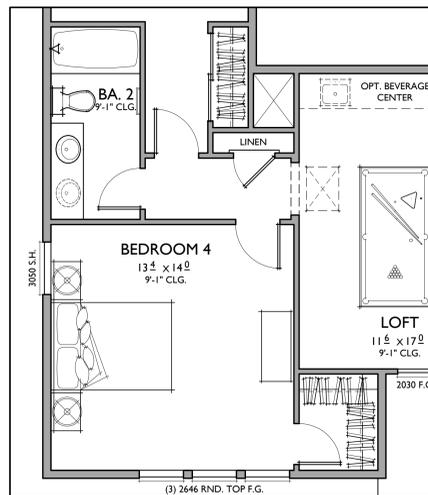


D - ITALIAN
SCHEME 11

PLAN 2
EASTWOOD at MANGINI RANCH, VILLAGE 2 - 45x90 FOLSOM, CA

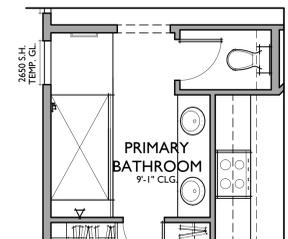
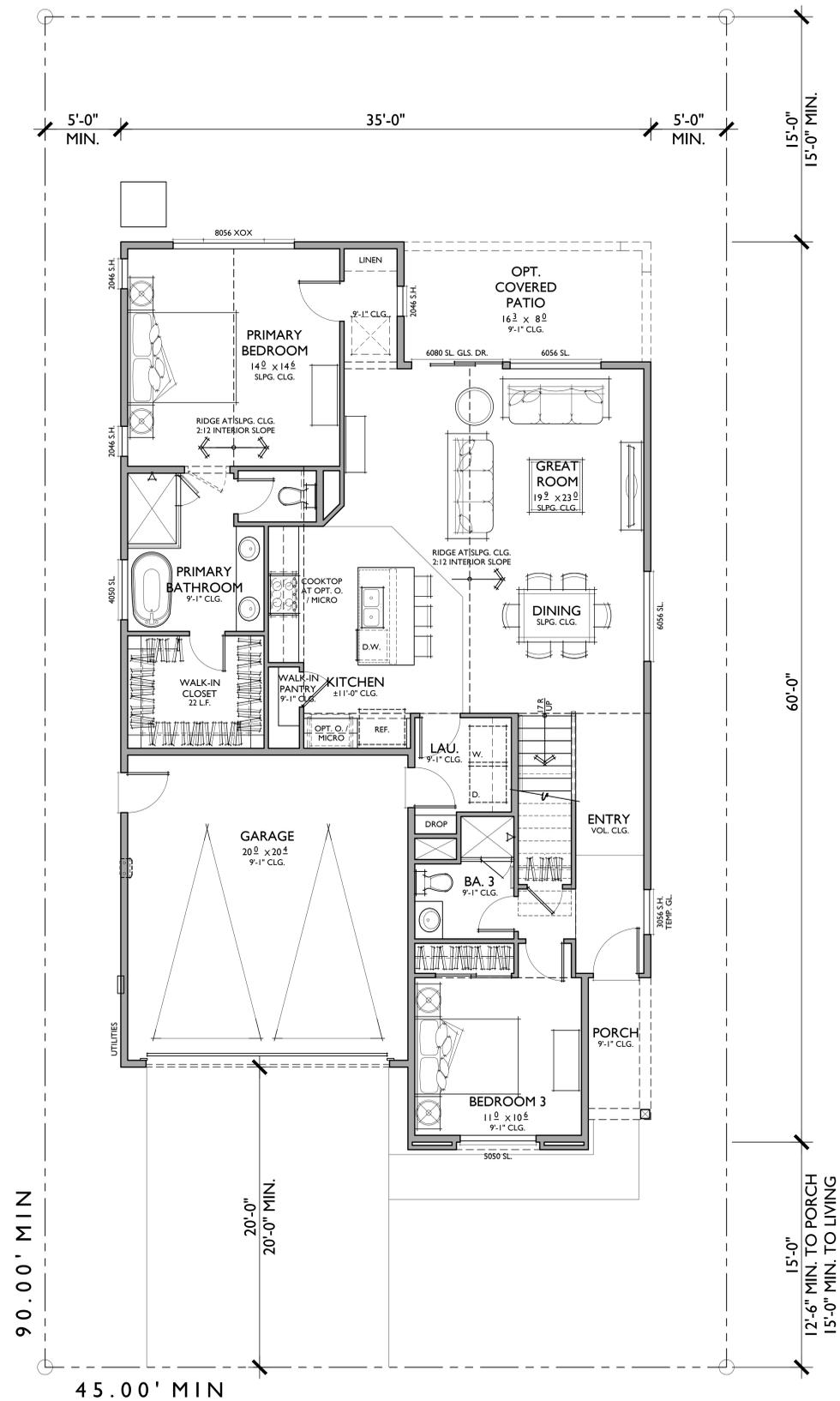


STANDARD SECOND FLOOR



OPTIONAL BEDROOM 4

IN LIEU OF BONUS ROOM



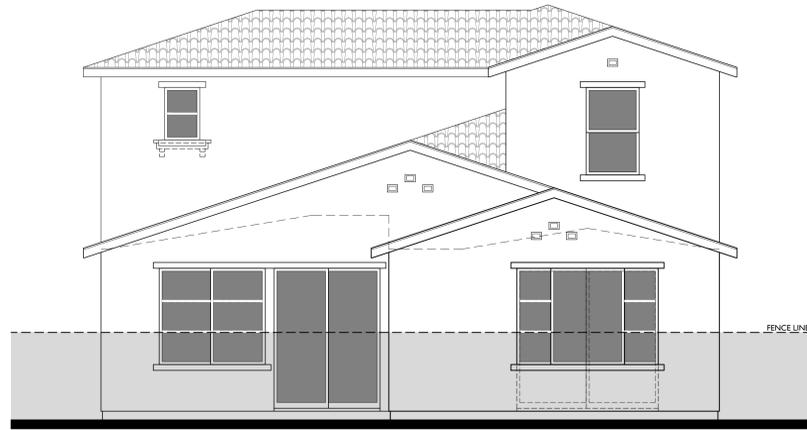
OPT. SPA SHOWER
AT PRIMARY BATHROOM

PLAN 2A
2,228 SQ. FT.

TARGET: 2,150 SQ. FT.
3 BEDROOMS / 3 BATHS + LOFT
2 - CAR GARAGE

FLOOR AREA TABLE	
1ST FLOOR	1,435 SQ. FT.
2ND FLOOR	793 SQ. FT.
TOTAL LIVING	2,228 SQ. FT.
2 - CAR GARAGE	394 SQ. FT.
PORCH	39 SQ. FT.
OPT. COVERED PATIO	130 SQ. FT.

NOTE: SQUARE FOOTAGE MAY VARY DUE TO METHOD OF CALCULATION

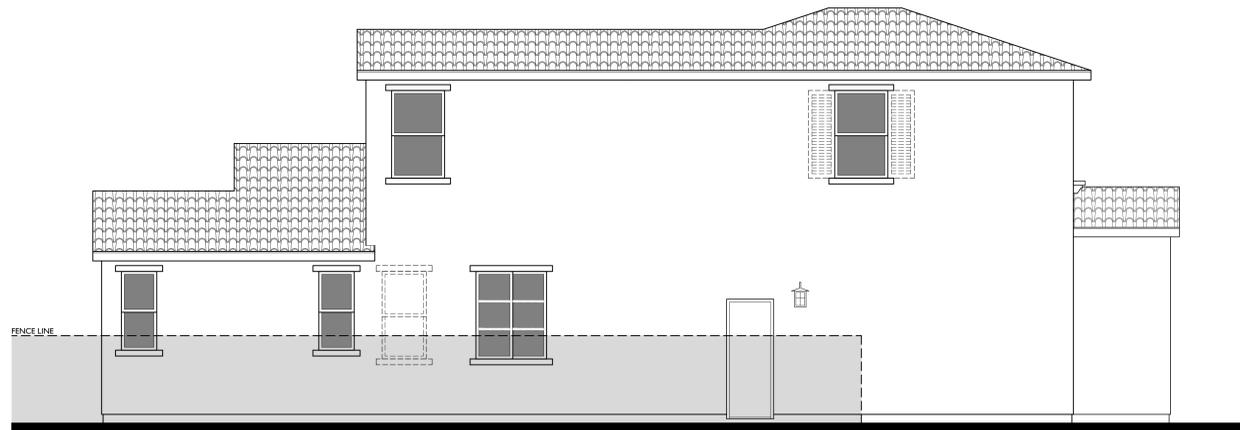


REAR

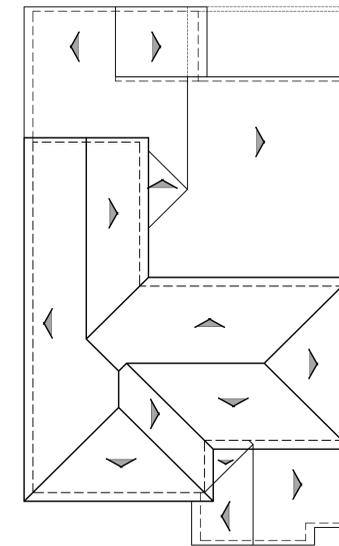


FRONT

A - SPANISH COLONIAL
1/4"=1'-0"

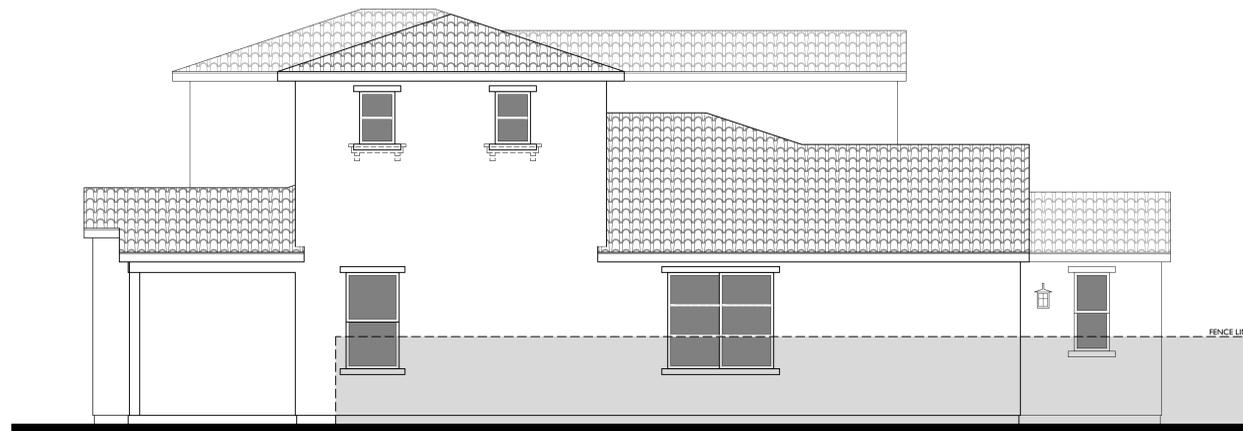


LEFT



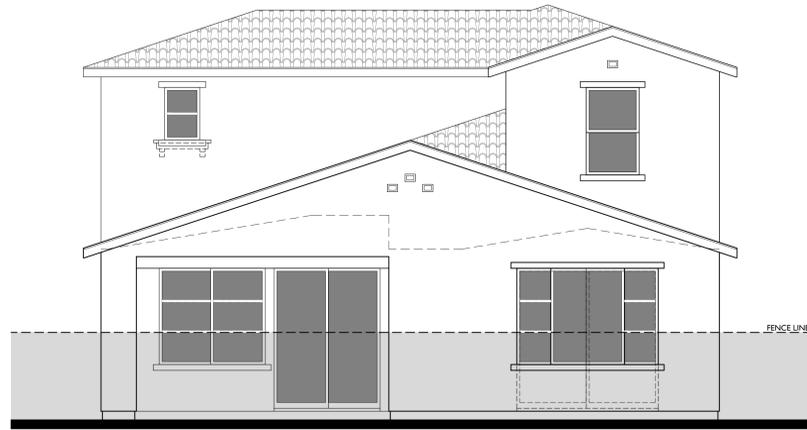
ROOF PLAN A

PITCH: 4:12
RAKE: 6"
EAVE: 12"
ROOF MATERIAL: CONCRETE 'S' TILE



RIGHT

NOTE: DASHED ENHANCEMENTS OPTIONAL PER LOT

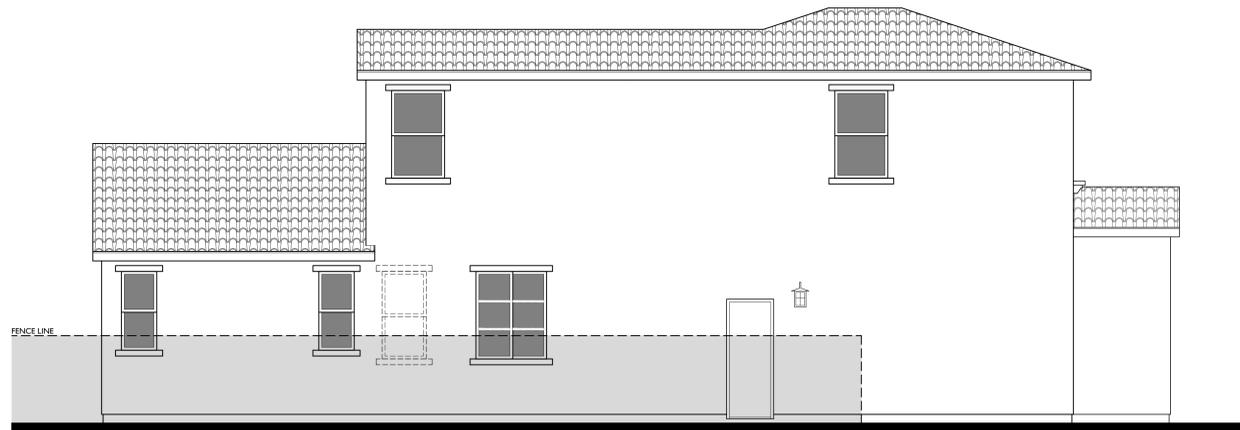


REAR

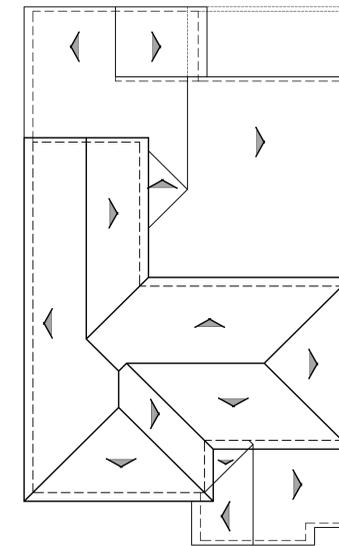


FRONT

A - SPANISH COLONIAL
1/4"=1'-0"

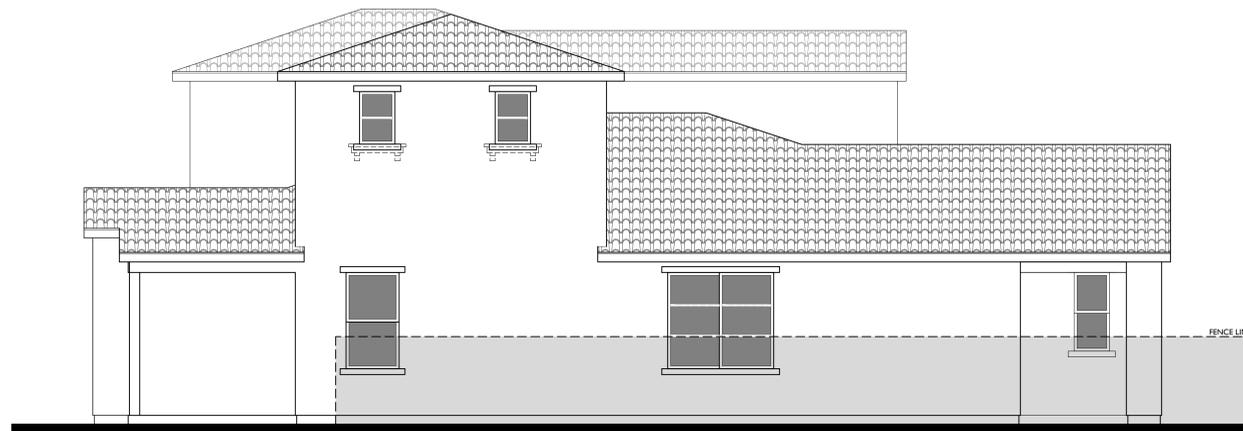


LEFT



ROOF PLAN A

PITCH: 4:12
RAKE: 6"
EAVE: 12"
ROOF MATERIAL: CONCRETE 'S' TILE



RIGHT

NOTE: DASHED ENHANCEMENTS OPTIONAL PER LOT

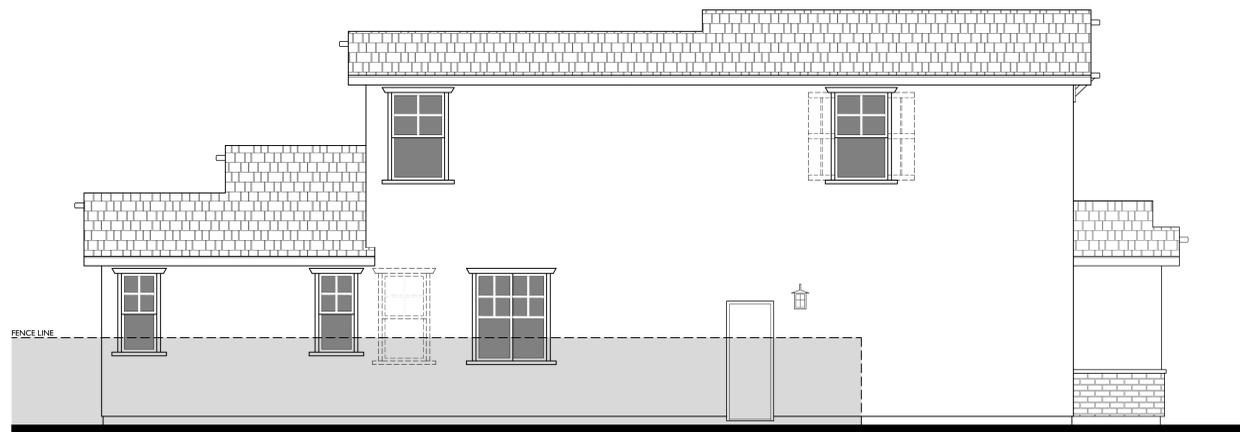


REAR

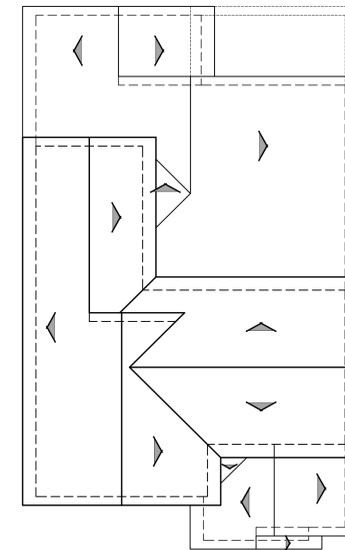


FRONT

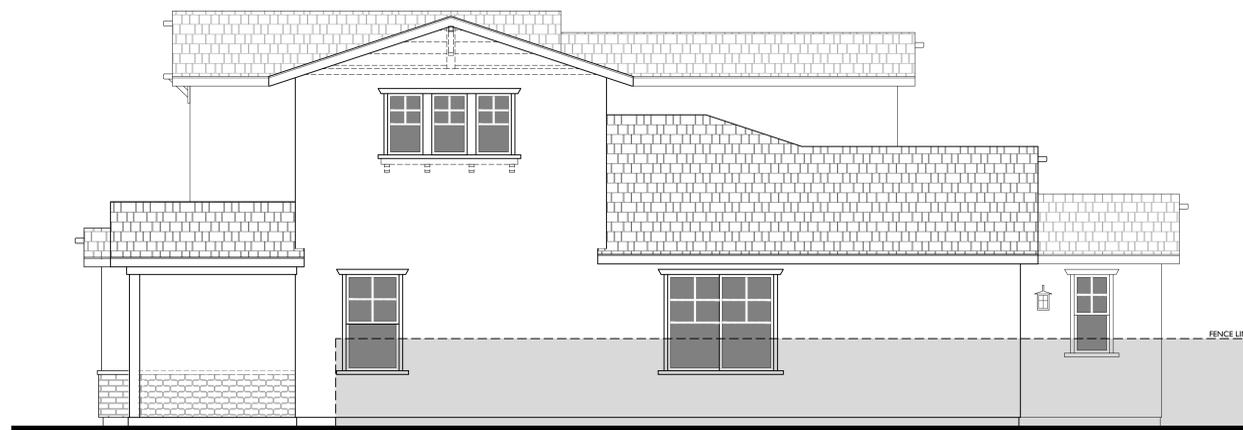
B - CRAFTSMAN
1/4"=1'-0"



LEFT



ROOF PLAN B
PITCH: 4:12
RAKE: 12"
EAVE: 18"
ROOF MATERIAL: CONCRETE FLAT TILE
1/8"=1'-0"



RIGHT

NOTE: DASHED ENHANCEMENTS OPTIONAL PER LOT

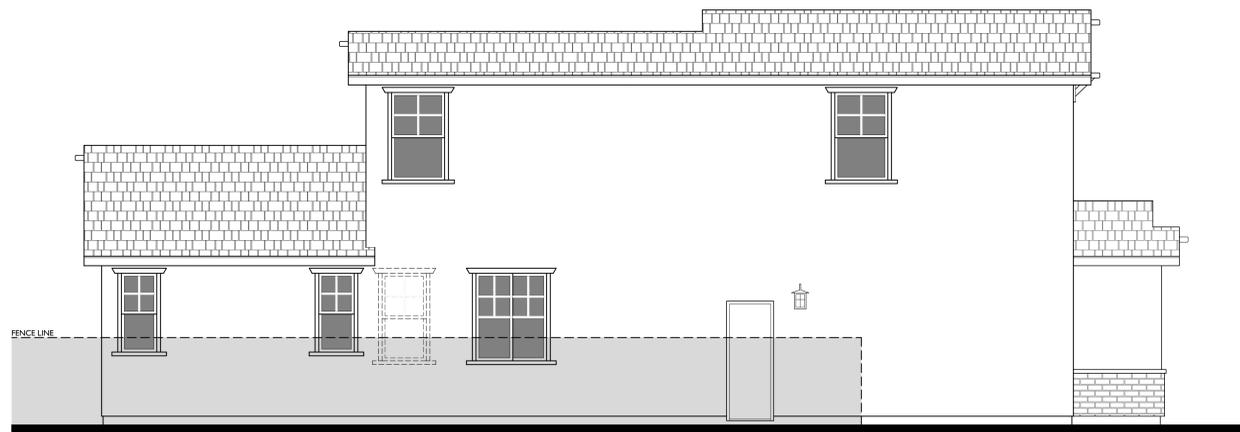


REAR

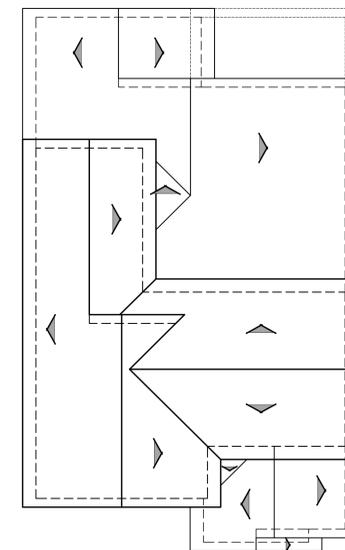


FRONT

B - CRAFTSMAN
1/4"=1'-0"



LEFT



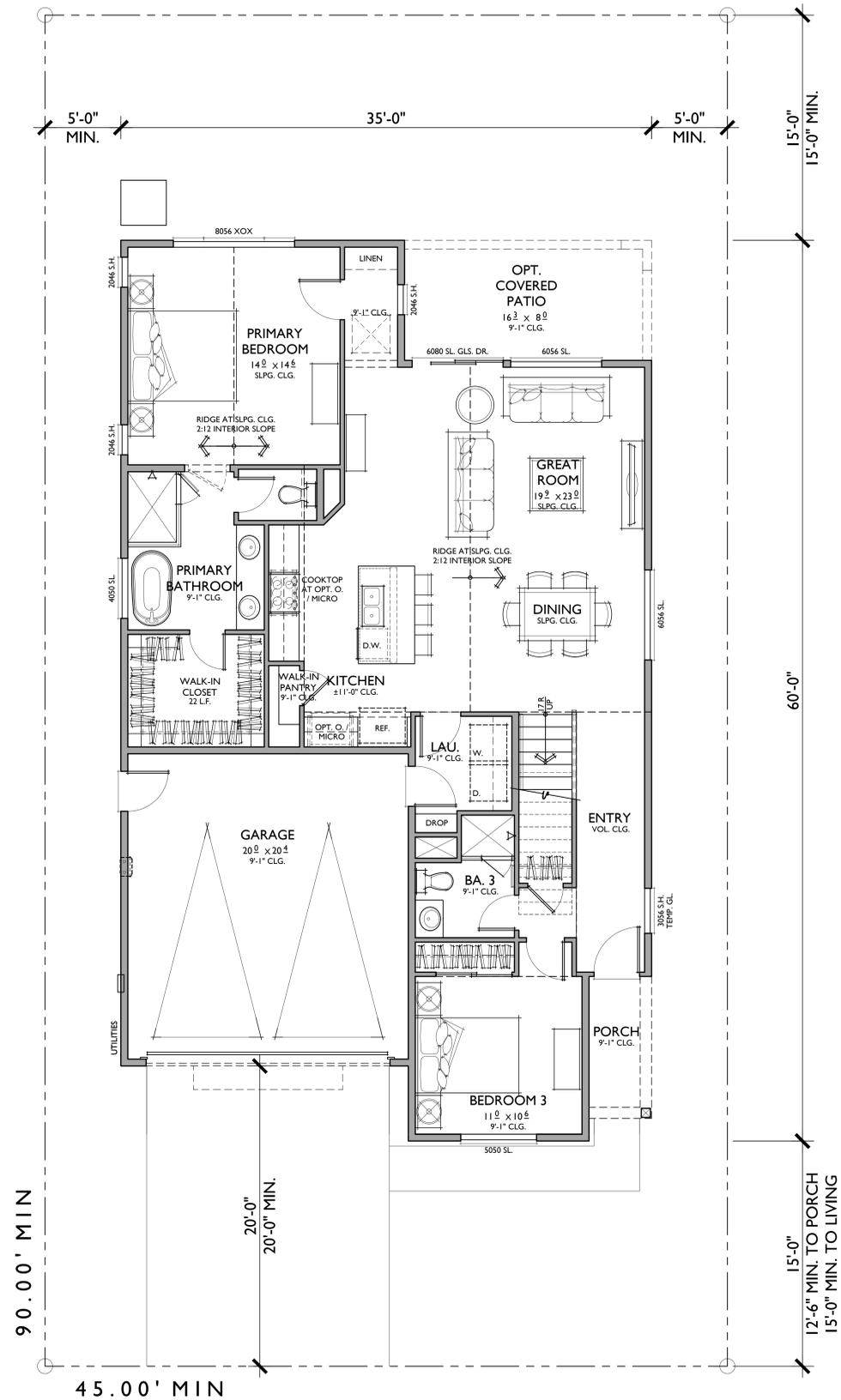
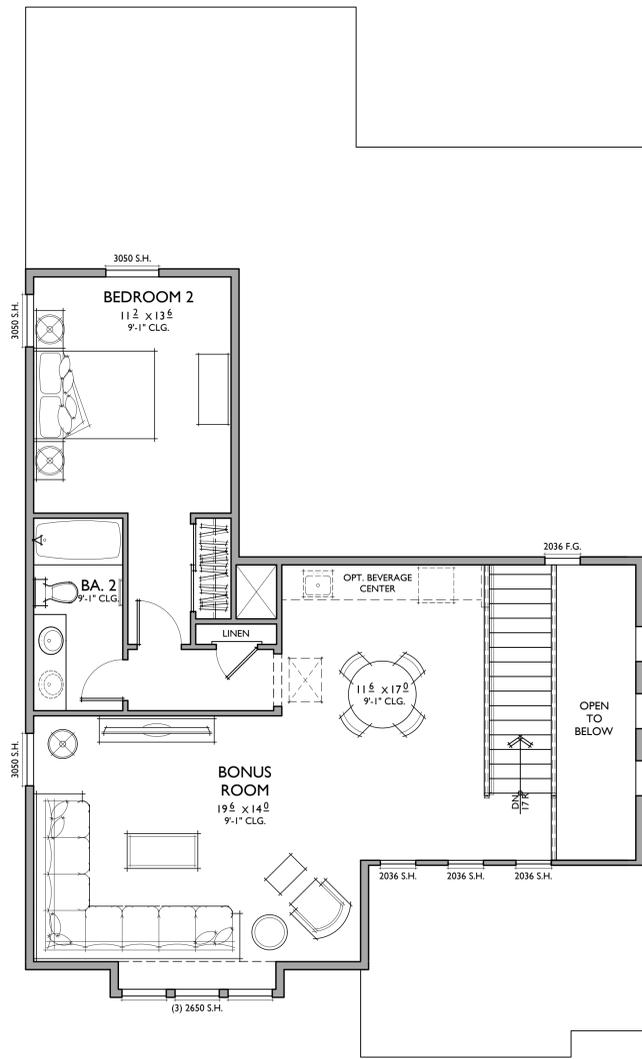
ROOF PLAN B

PITCH: 4:12
RAKE: 12"
EAVE: 18"
ROOF MATERIAL: CONCRETE FLAT TILE



RIGHT

NOTE: DASHED ENHANCEMENTS OPTIONAL PER LOT

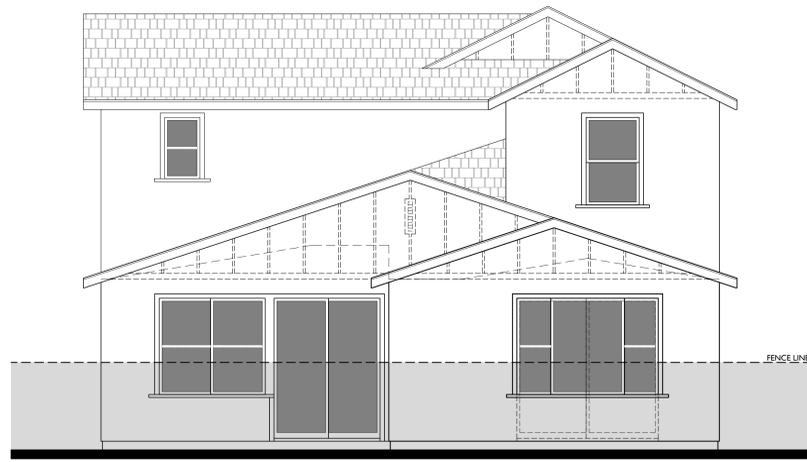


PLAN 2C
2,244 SQ. FT.

TARGET: 2,150 SQ. FT.
3 BEDROOMS / 3 BATHS + LOFT
2 - CAR GARAGE

FLOOR AREA TABLE	
1ST FLOOR	1,435 SQ. FT.
2ND FLOOR	808 SQ. FT.
TOTAL LIVING	2,244 SQ. FT.
2 - CAR GARAGE	394 SQ. FT.
PORCH	39 SQ. FT.
OPT. COVERED PATIO	130 SQ. FT.

NOTE: SQUARE FOOTAGE MAY VARY DUE TO METHOD OF CALCULATION

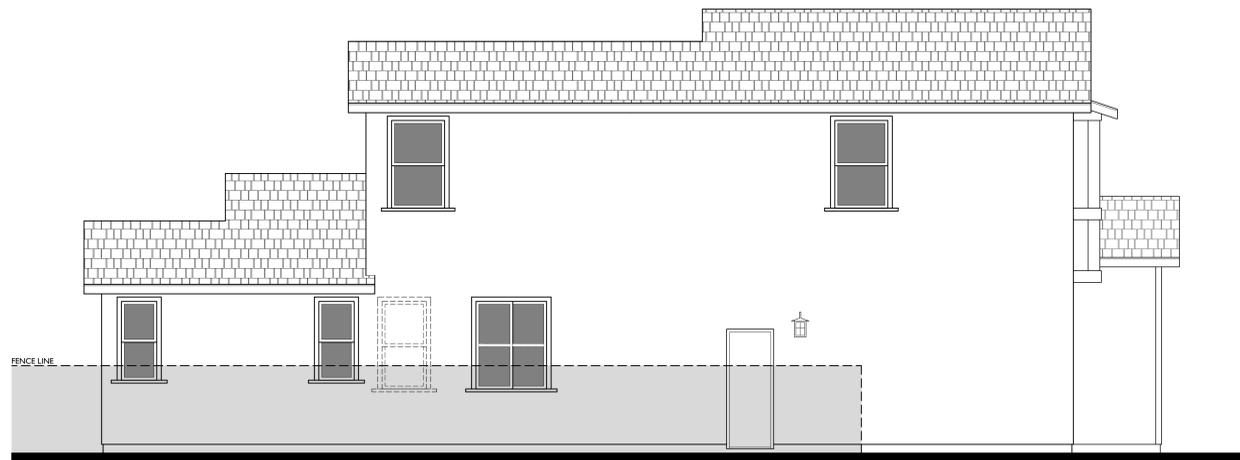


REAR

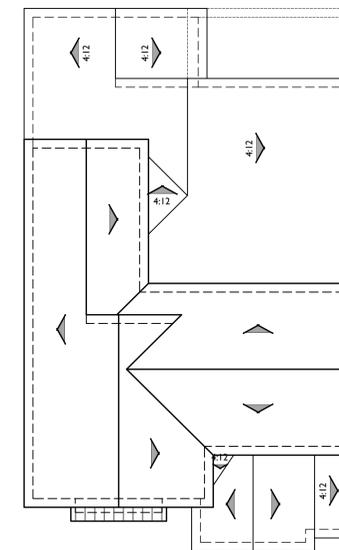


FRONT

C - WESTERN FARMHOUSE
1/4"=1'-0"



LEFT



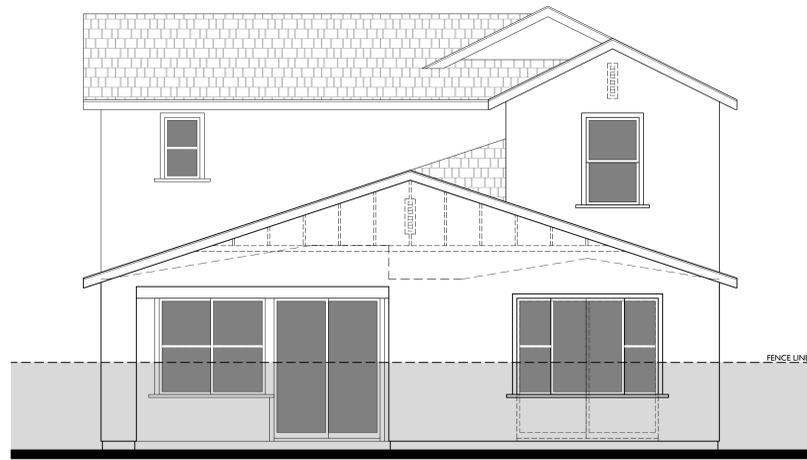
ROOF PLAN C

PITCH: 6:12 U.N.O.
RAKE: 12"
EAVE: 12"
ROOF MATERIAL: CONCRETE FLAT TILE



RIGHT

NOTE: DASHED ENHANCEMENTS OPTIONAL PER LOT

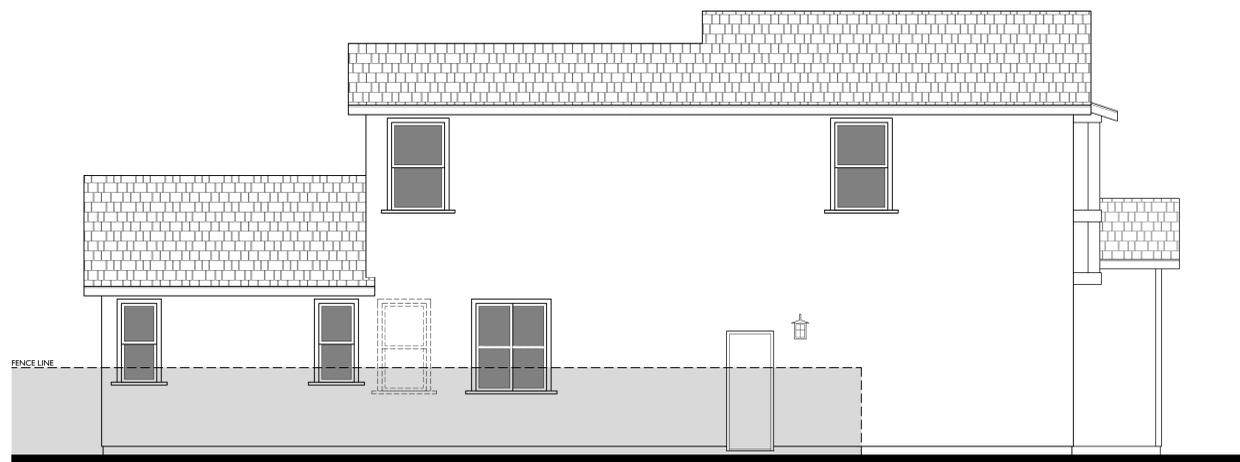


REAR

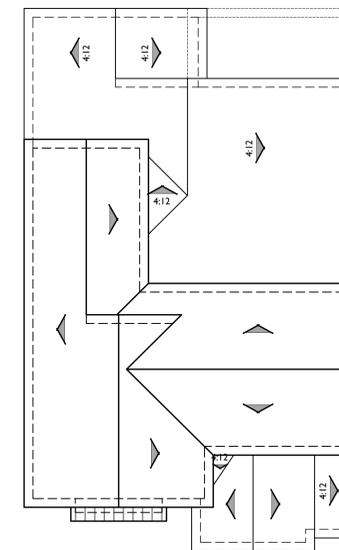


FRONT

C - WESTERN FARMHOUSE
1/4"=1'-0"



LEFT



ROOF PLAN C

PITCH: 6:12 U.N.O.
RAKE: 12"
EAVE: 12"
ROOF MATERIAL: CONCRETE FLAT TILE



RIGHT

NOTE: DASHED ENHANCEMENTS OPTIONAL PER LOT

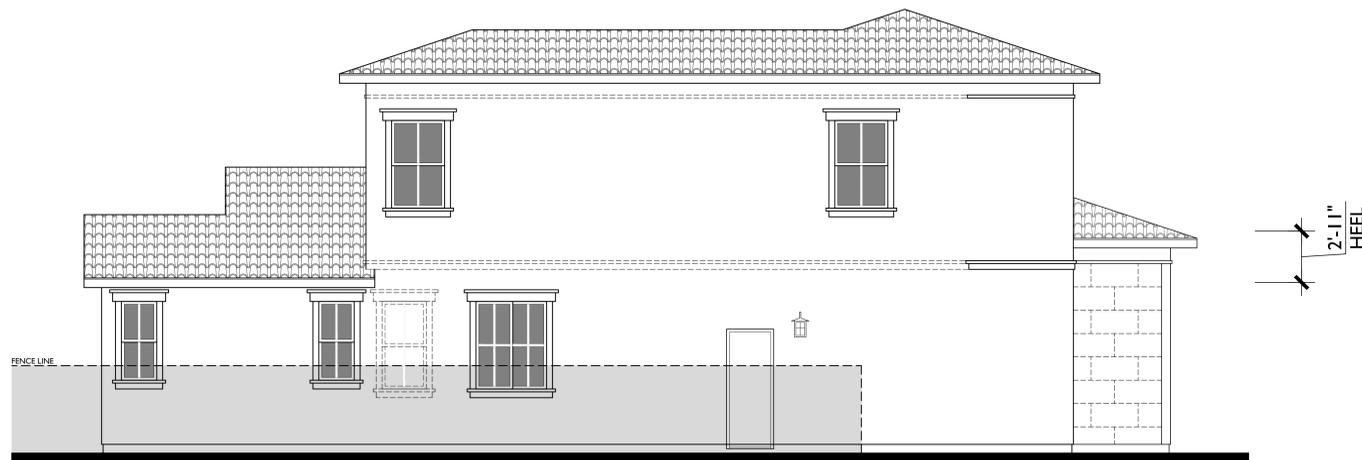


REAR

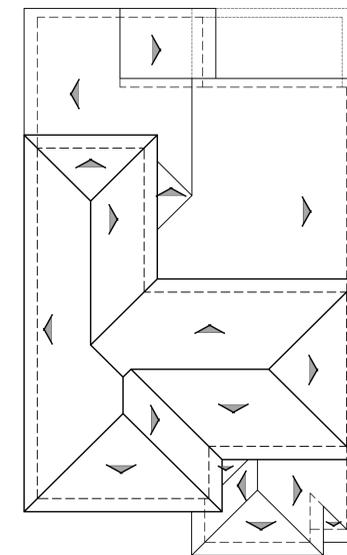


FRONT

D - ITALIAN
1/4"=1'-0"



LEFT



ROOF PLAN D
1/8"=1'-0"
PITCH: 4:12
RAKE: 12"
EAVE: 18"
ROOF MATERIAL: CONCRETE 'S' TILE



RIGHT

NOTE: DASHED ENHANCEMENTS OPTIONAL PER LOT

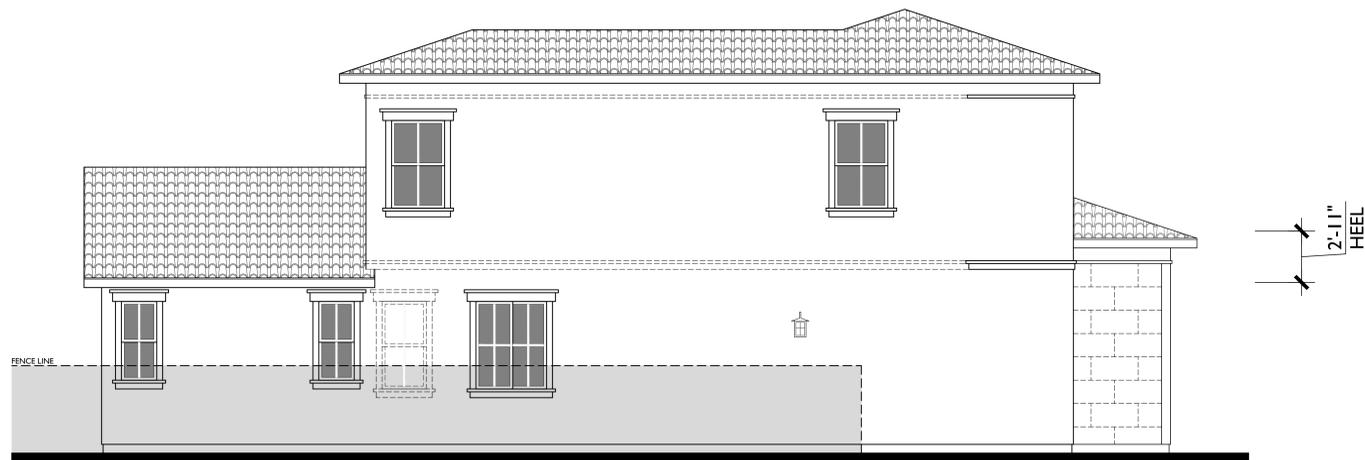


REAR

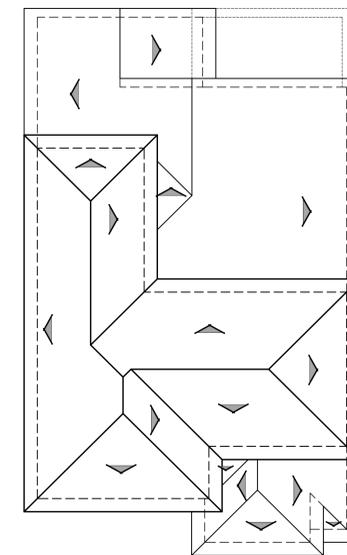


FRONT

D - ITALIAN
1/4"=1'-0"



LEFT



ROOF PLAN D
1/8"=1'-0"
PITCH: 4:12
RAKE: 12"
EAVE: 18"
ROOF MATERIAL: CONCRETE 'S' TILE



RIGHT

NOTE: DASHED ENHANCEMENTS OPTIONAL PER LOT



A - SPANISH COLONIAL
SCHEME 2



B - CRAFTSMAN
SCHEME 5



C - WESTERN FARMHOUSE
SCHEME 8

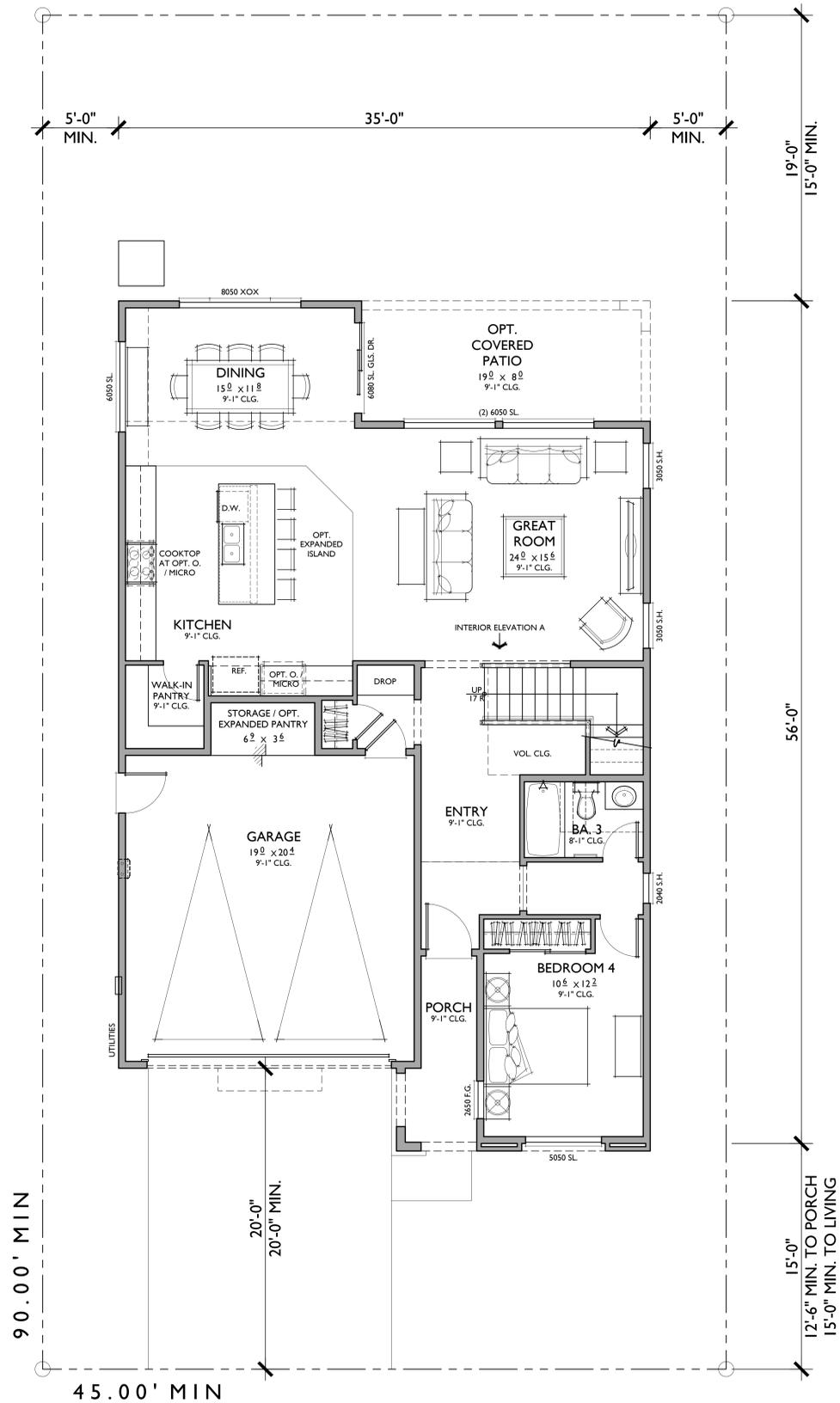
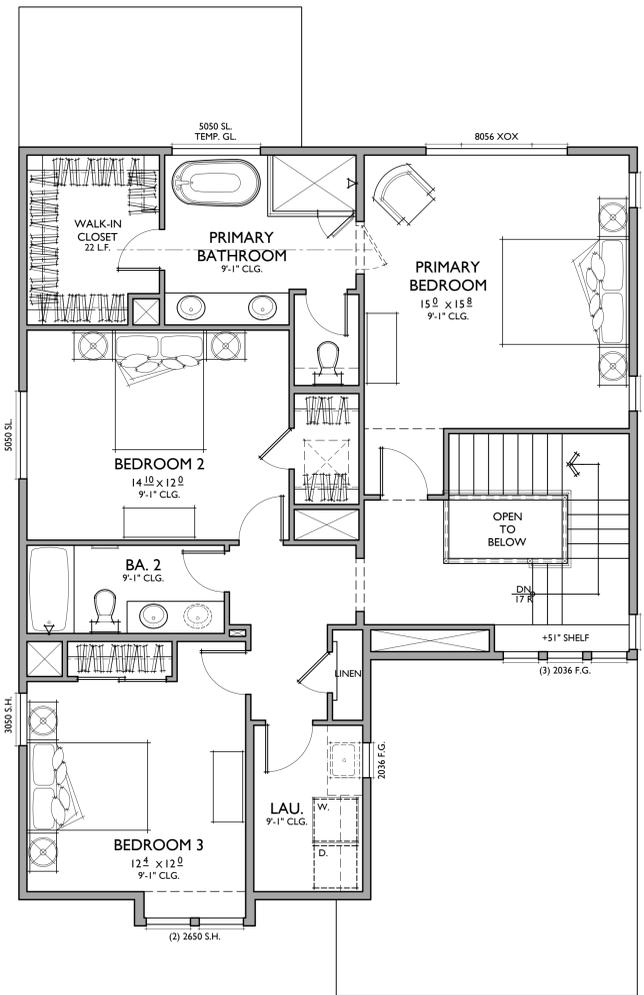


D - ITALIAN
SCHEME 12

PLAN 3
EASTWOOD at MANGINI RANCH, VILLAGE 2 - 45x90 FOLSOM, CA



OPT. SPA SHOWER
AT PRIMARY BATH



PLAN 3A
2,413 SQ. FT.

TARGET: 2,380 SQ. FT.
4 BEDROOMS / 3 BATHS
2 - CAR GARAGE

FLOOR AREA TABLE	
1ST FLOOR	1,231 SQ. FT.
2ND FLOOR	1,183 SQ. FT.
TOTAL LIVING	2,413 SQ. FT.
2 - CAR GARAGE	432 SQ. FT.
PORCH	56 SQ. FT.
OPT. COVERED PATIO	152 SQ. FT.

NOTE: SQUARE FOOTAGE MAY VARY DUE TO METHOD OF CALCULATION

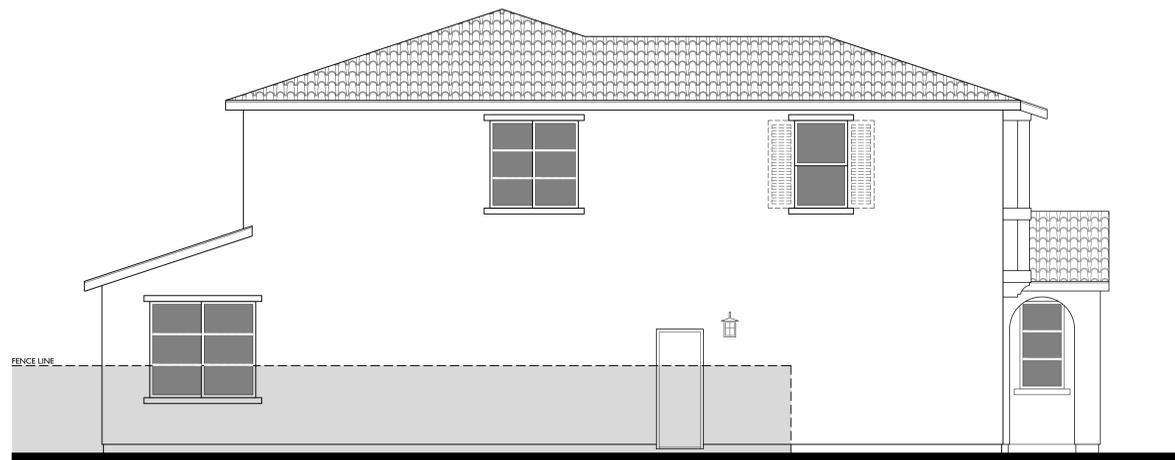


REAR

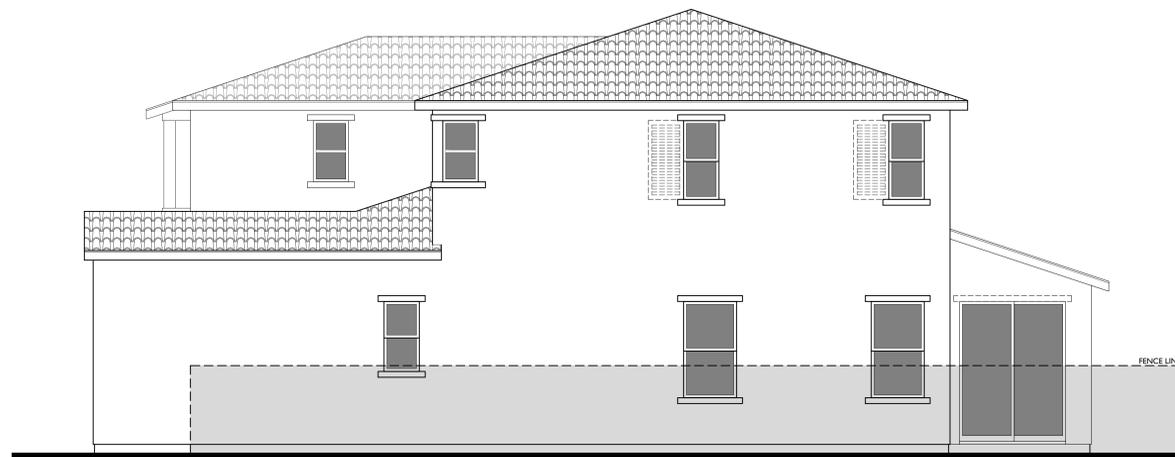


FRONT

A - SPANISH COLONIAL
1/4"=1'-0"

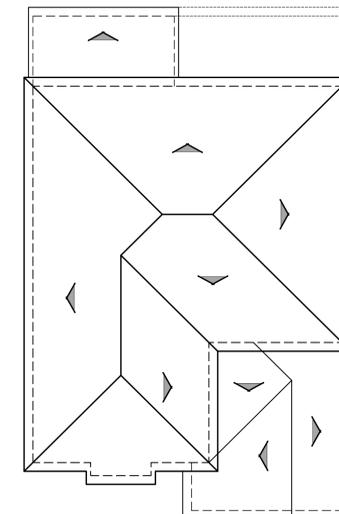


LEFT



RIGHT

NOTE: DASHED ENHANCEMENTS OPTIONAL PER LOT



ROOF PLAN A

PITCH: 4:12
RAKE: 6"
EAVE: 12"
ROOF MATERIAL: CONCRETE 'S' TILE

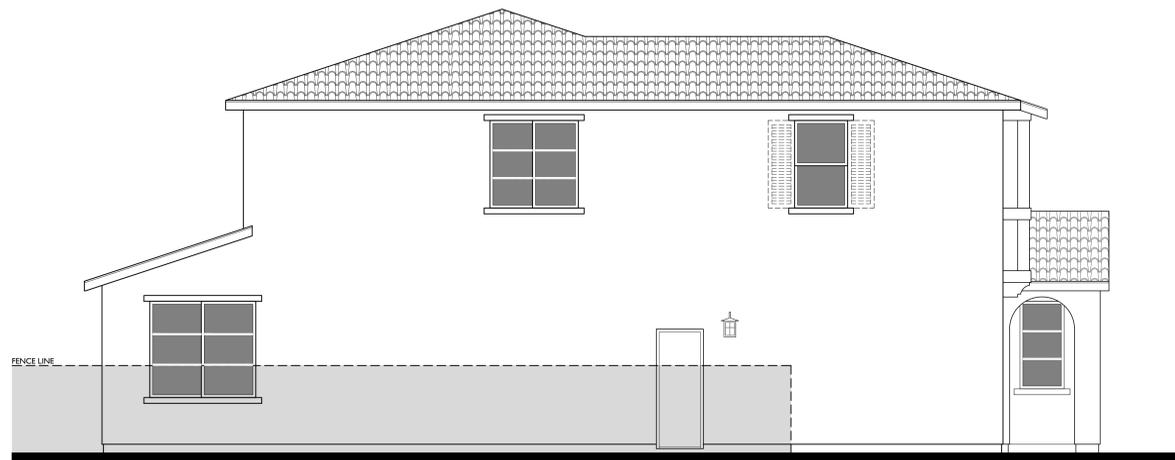


REAR

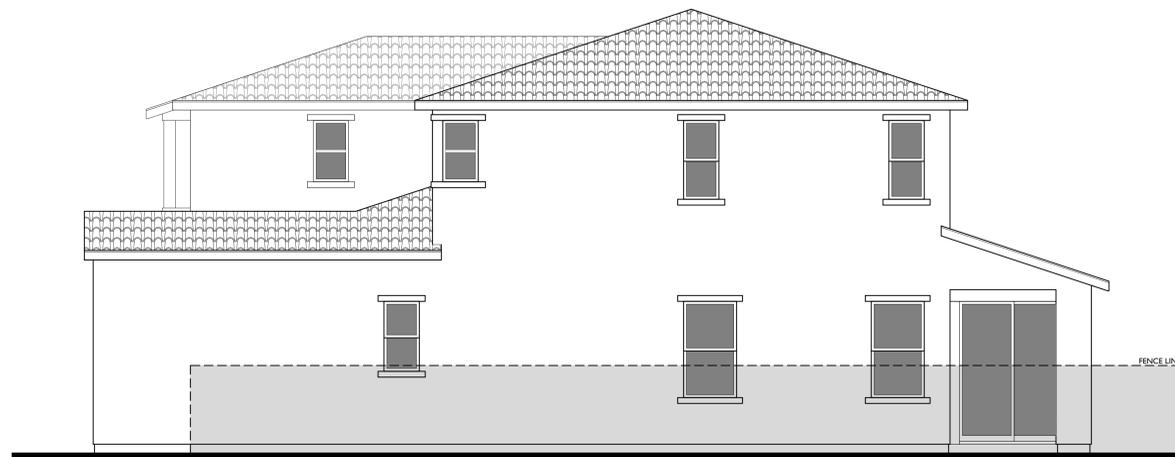


FRONT

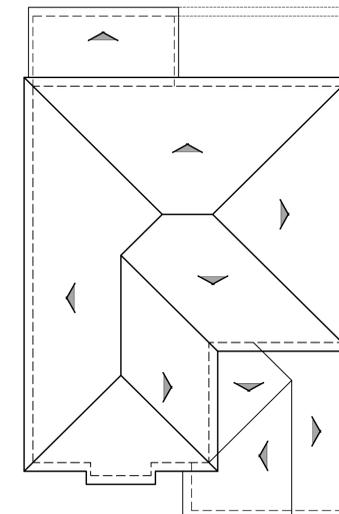
A - SPANISH COLONIAL
1/4"=1'-0"



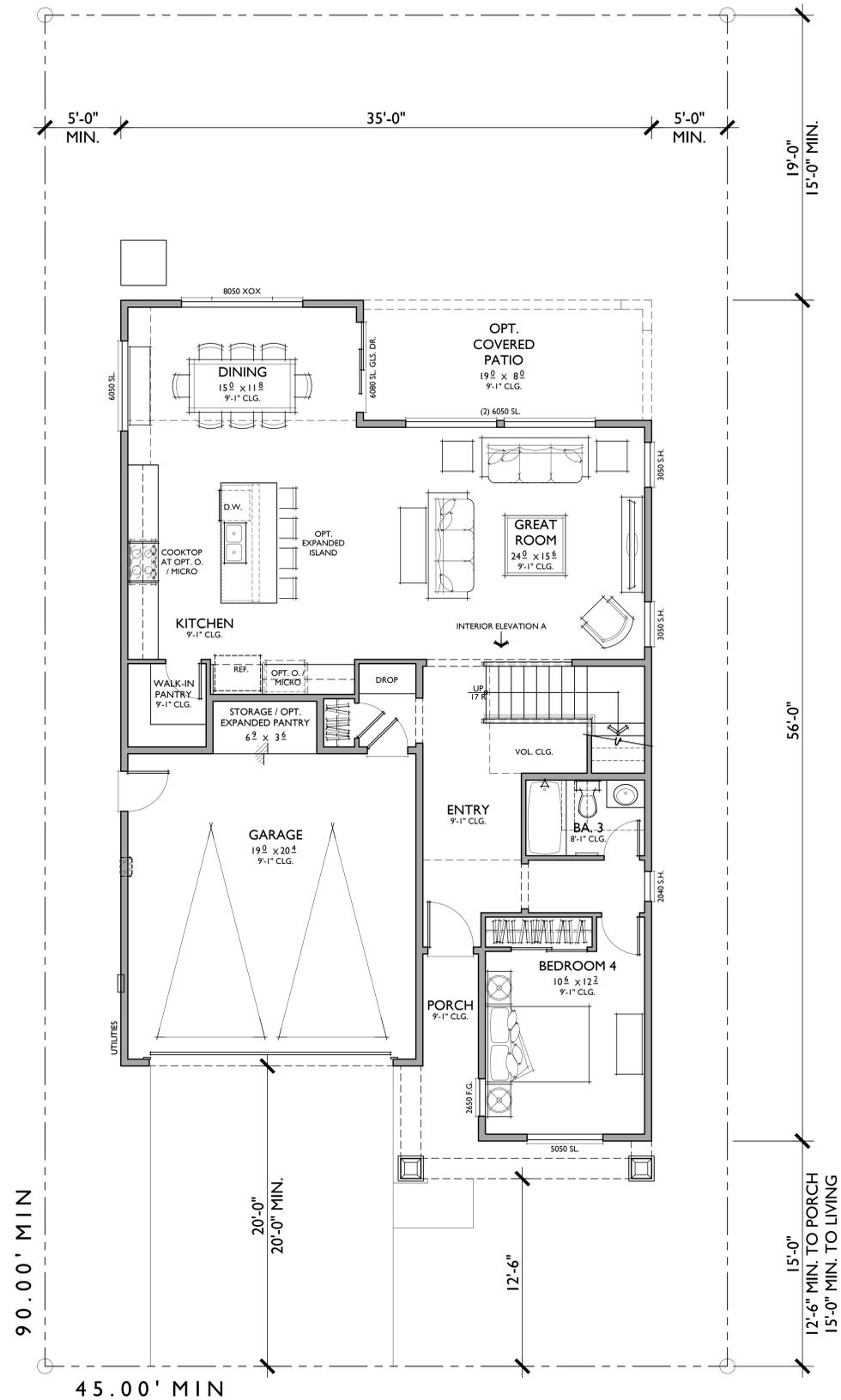
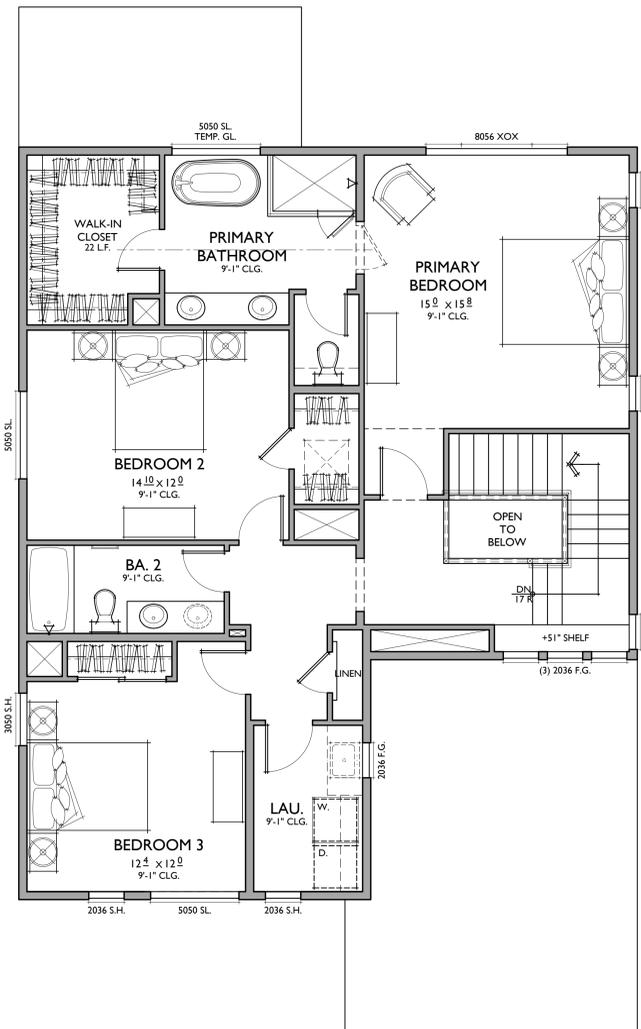
LEFT



RIGHT



ROOF PLAN A
PITCH: 4:12
RAKE: 6"
EAVE: 12"
ROOF MATERIAL: CONCRETE 'S' TILE
1/8"=1'-0"

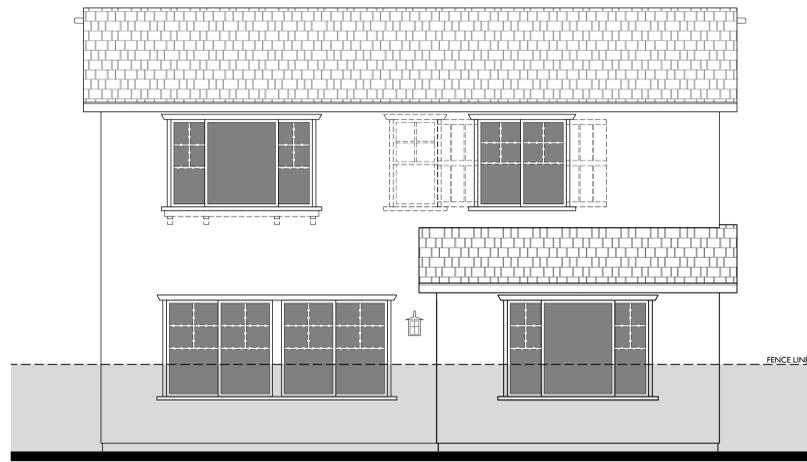


PLAN 3B
2,403 SQ. FT.

TARGET: 2,380 SQ. FT.
 4 BEDROOMS / 3 BATHS
 2 - CAR GARAGE

FLOOR AREA TABLE	
1ST FLOOR	1,231 SQ. FT.
2ND FLOOR	1,172 SQ. FT.
TOTAL LIVING	2,403 SQ. FT.
2 - CAR GARAGE	432 SQ. FT.
PORCH	94 SQ. FT.
OPT. COVERED PATIO	152 SQ. FT.

NOTE: SQUARE FOOTAGE MAY VARY DUE TO METHOD OF CALCULATION

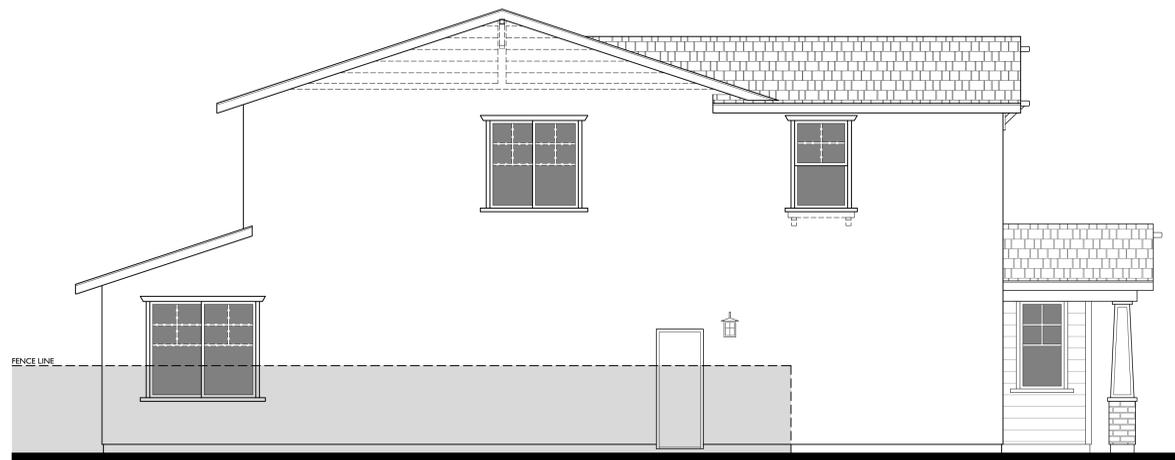


REAR

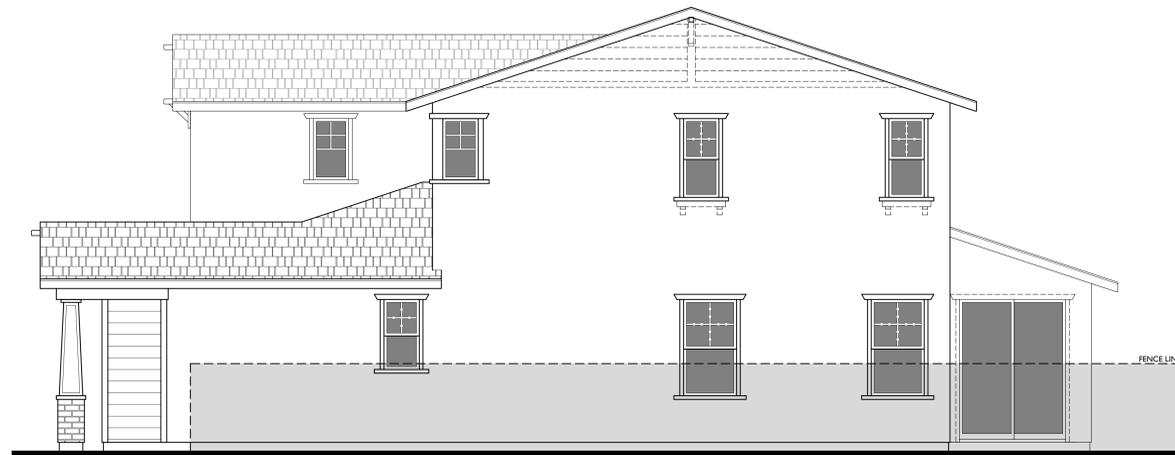


FRONT

B - CRAFTSMAN
1/4"=1'-0"

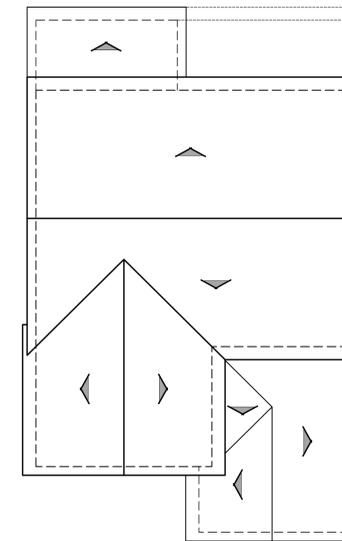


LEFT



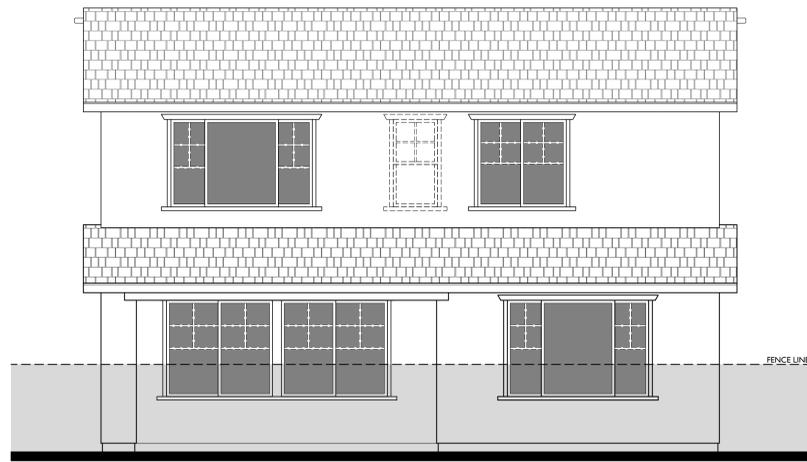
RIGHT

NOTE: DASHED ENHANCEMENTS OPTIONAL PER LOT



ROOF PLAN B

PITCH: 4:12
RAKE: 12"
EAVE: 18"
ROOF MATERIAL: CONCRETE FLAT TILE

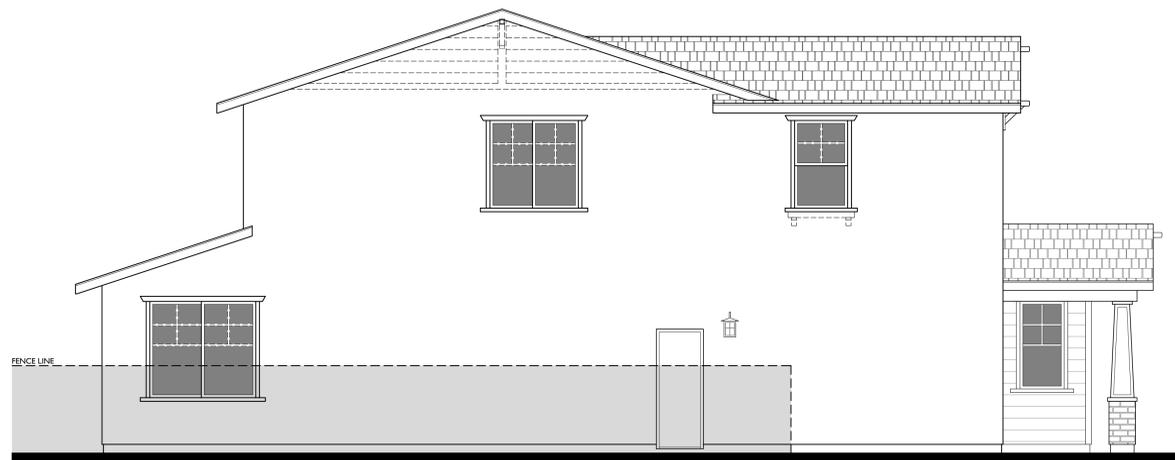


REAR

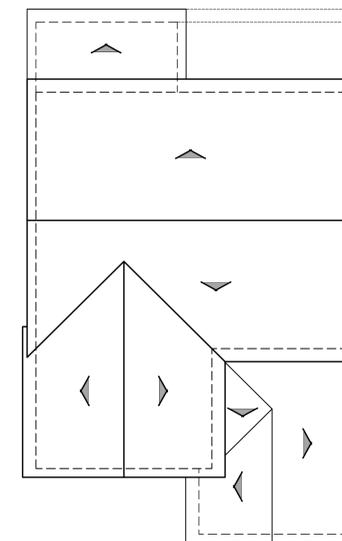


FRONT

B - CRAFTSMAN
1/4"=1'-0"

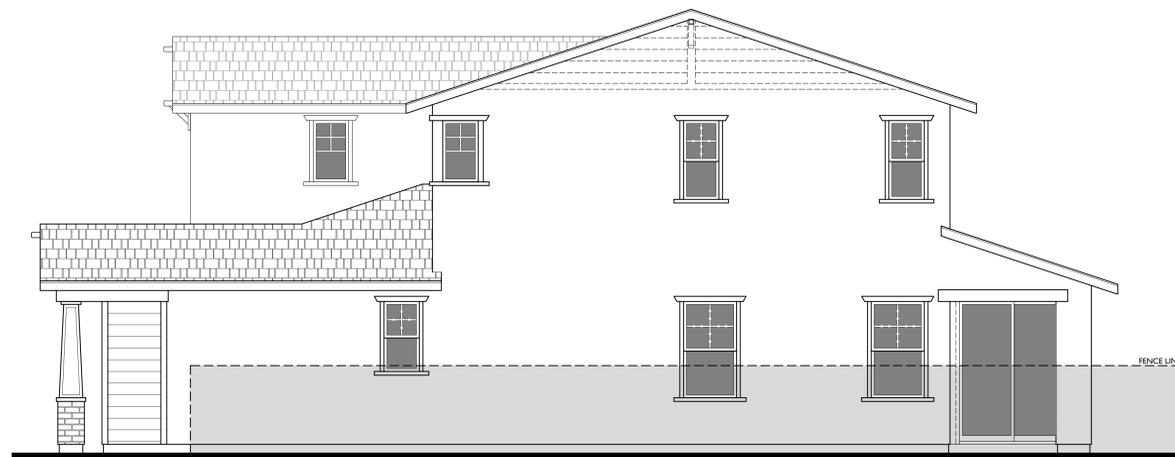


LEFT

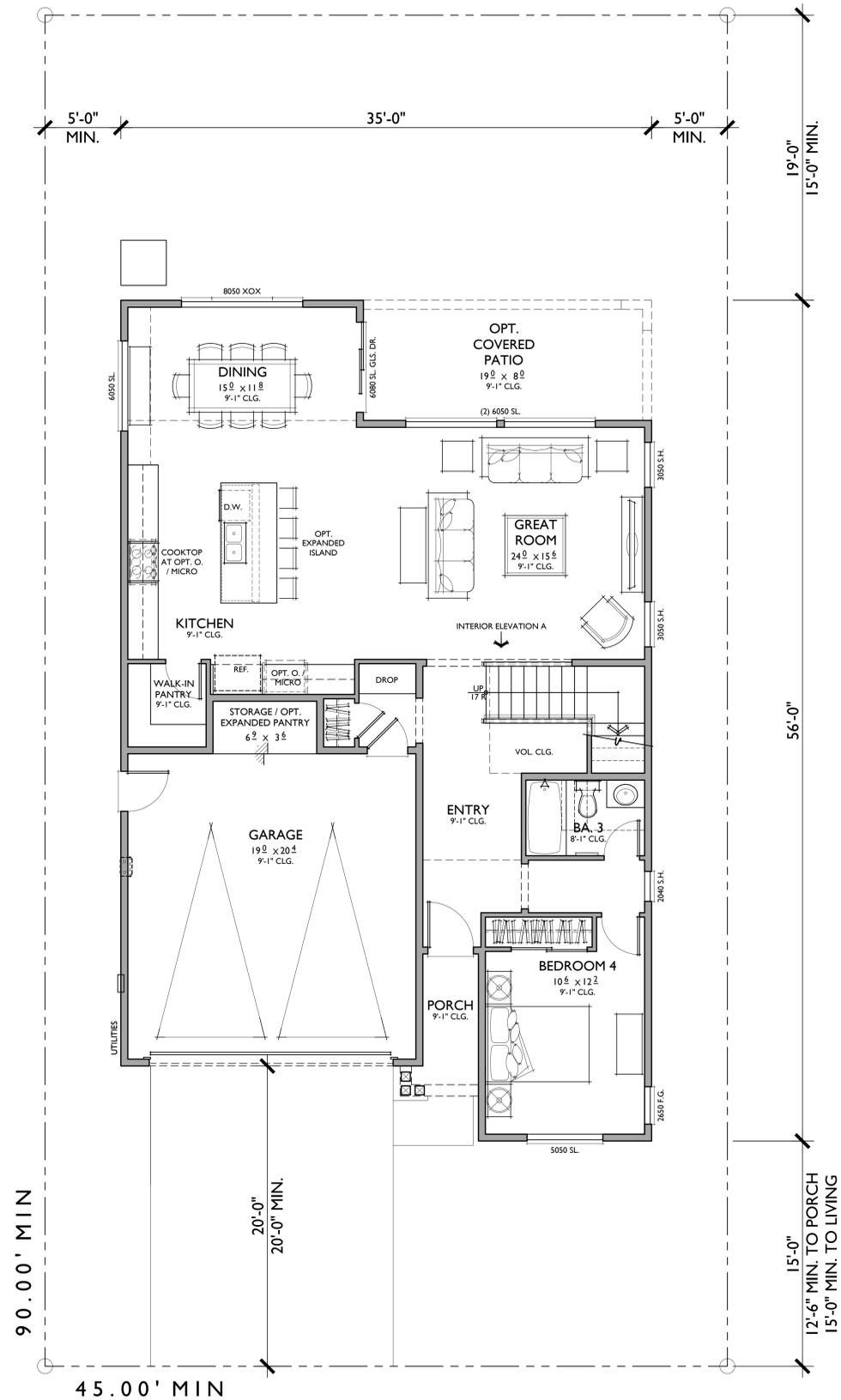
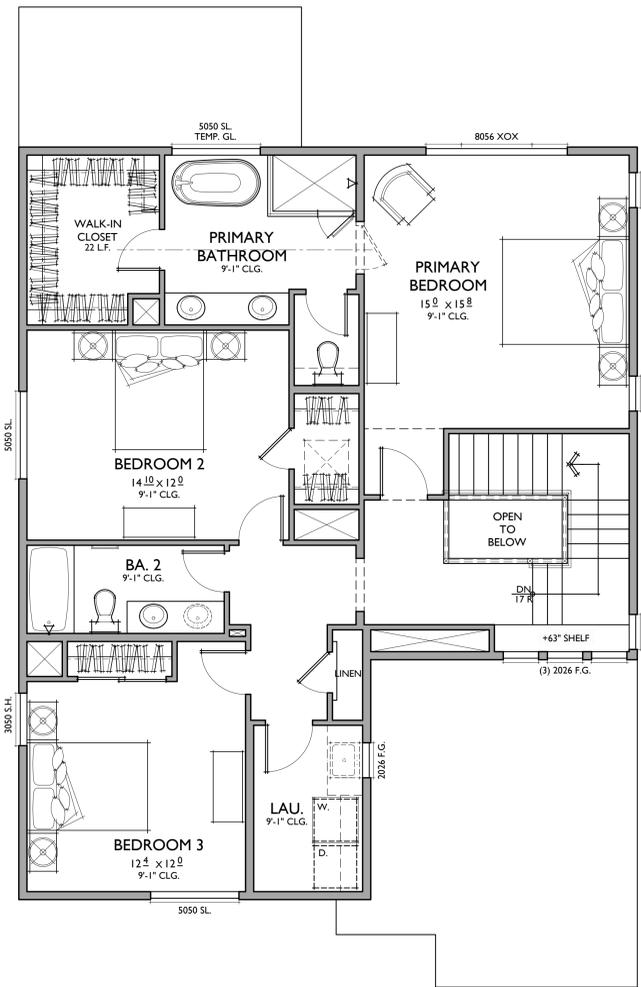


ROOF PLAN B

PITCH: 4:12
RAKE: 12"
EAVE: 18"
ROOF MATERIAL: CONCRETE FLAT TILE



RIGHT

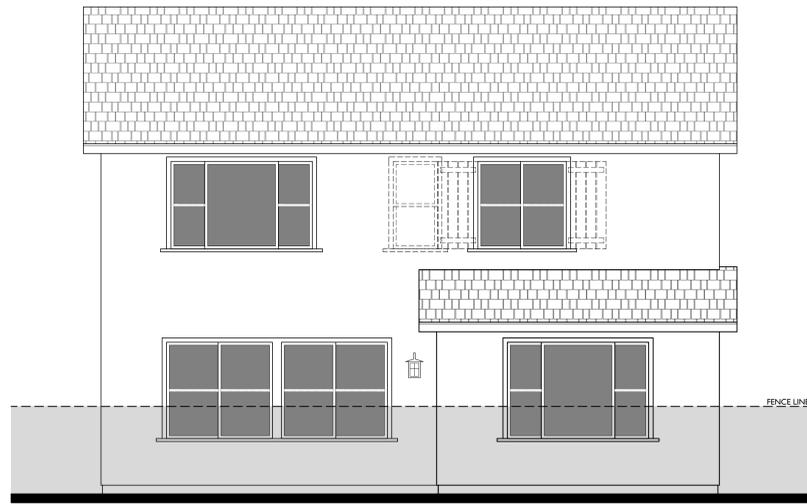


PLAN 3C
2,403 SQ. FT.

TARGET: 2,380 SQ. FT.
 4 BEDROOMS / 3 BATHS
 2 - CAR GARAGE

FLOOR AREA TABLE	
1ST FLOOR	1,231 SQ. FT.
2ND FLOOR	1,172 SQ. FT.
TOTAL LIVING	2,403 SQ. FT.
2 - CAR GARAGE	432 SQ. FT.
PORCH	38 SQ. FT.
OPT. COVERED PATIO	152 SQ. FT.

NOTE: SQUARE FOOTAGE MAY VARY DUE TO METHOD OF CALCULATION

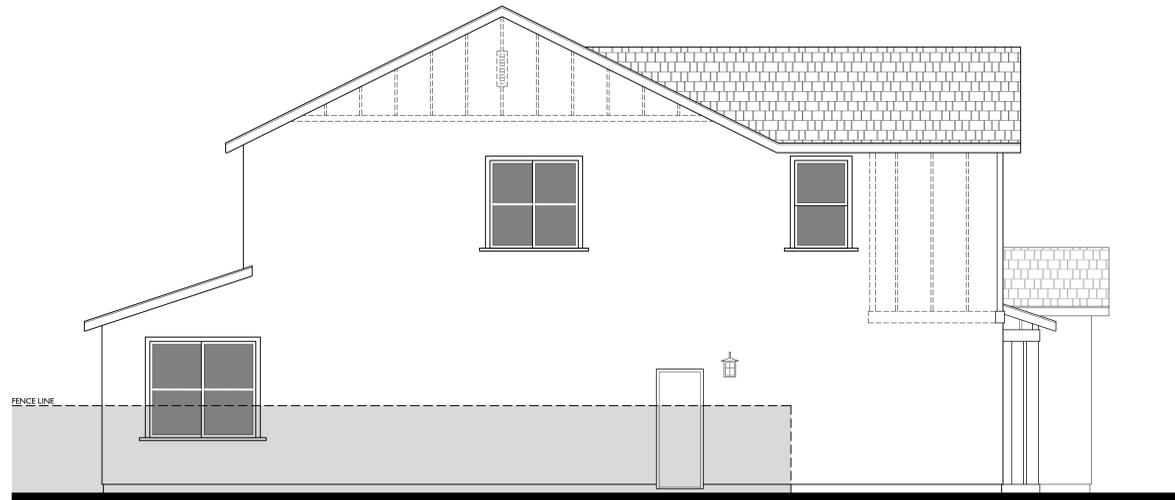


REAR

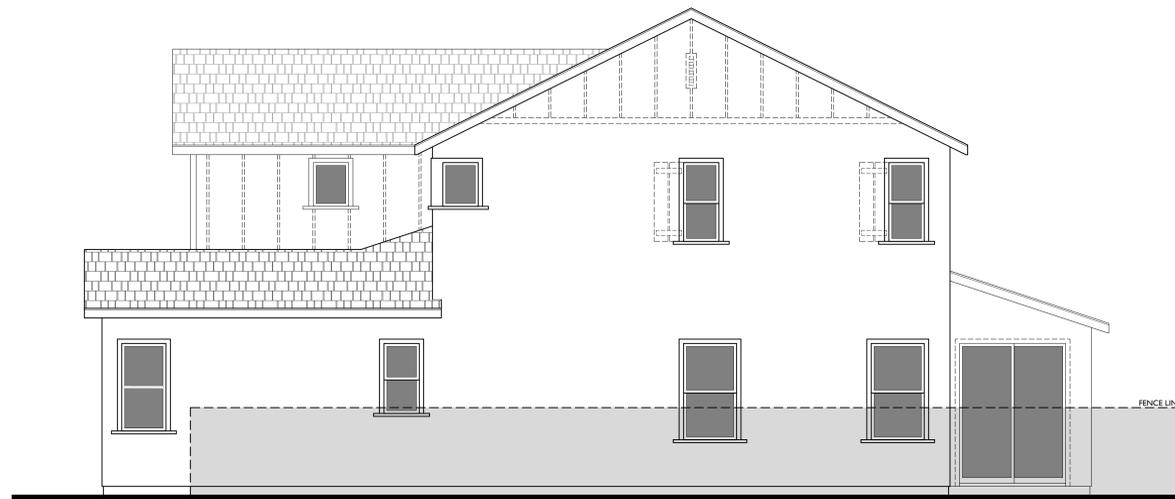


FRONT

C - WESTERN FARMHOUSE
1/4"=1'-0"

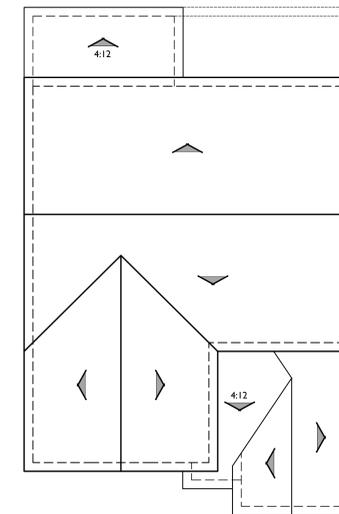


LEFT

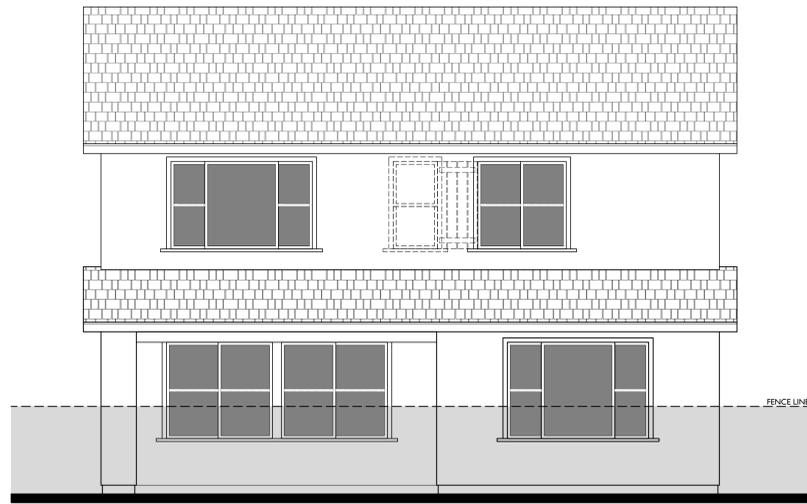


RIGHT

NOTE: DASHED ENHANCEMENTS OPTIONAL PER LOT



ROOF PLAN C
PITCH: 6:12 U.N.O.
RAKE: 12"
EAVE: 12"
ROOF MATERIAL: CONCRETE FLAT TILE
1/8"=1'-0"

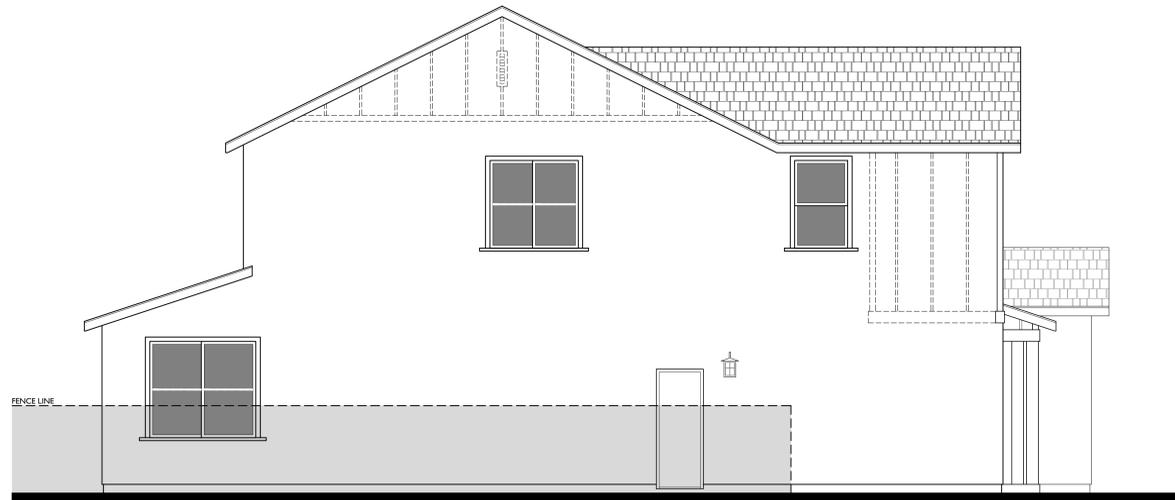


REAR

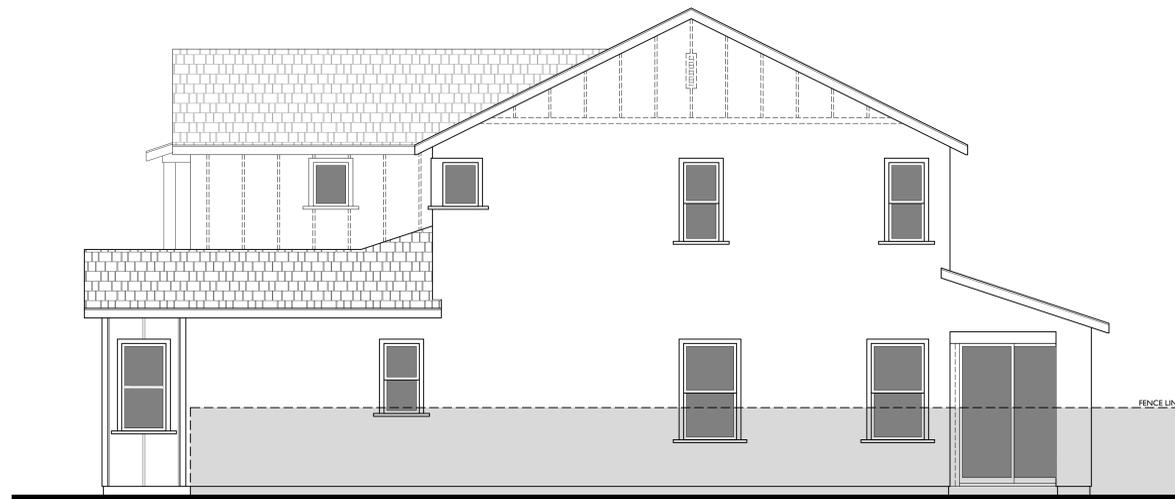


FRONT

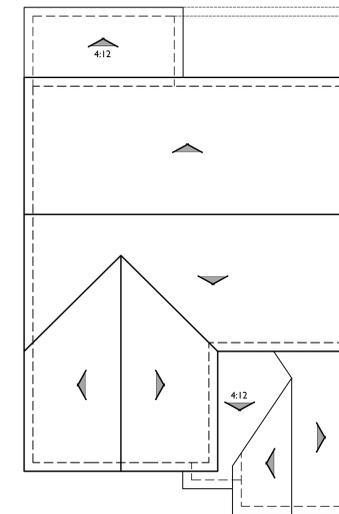
C - WESTERN FARMHOUSE
1/4"=1'-0"



LEFT

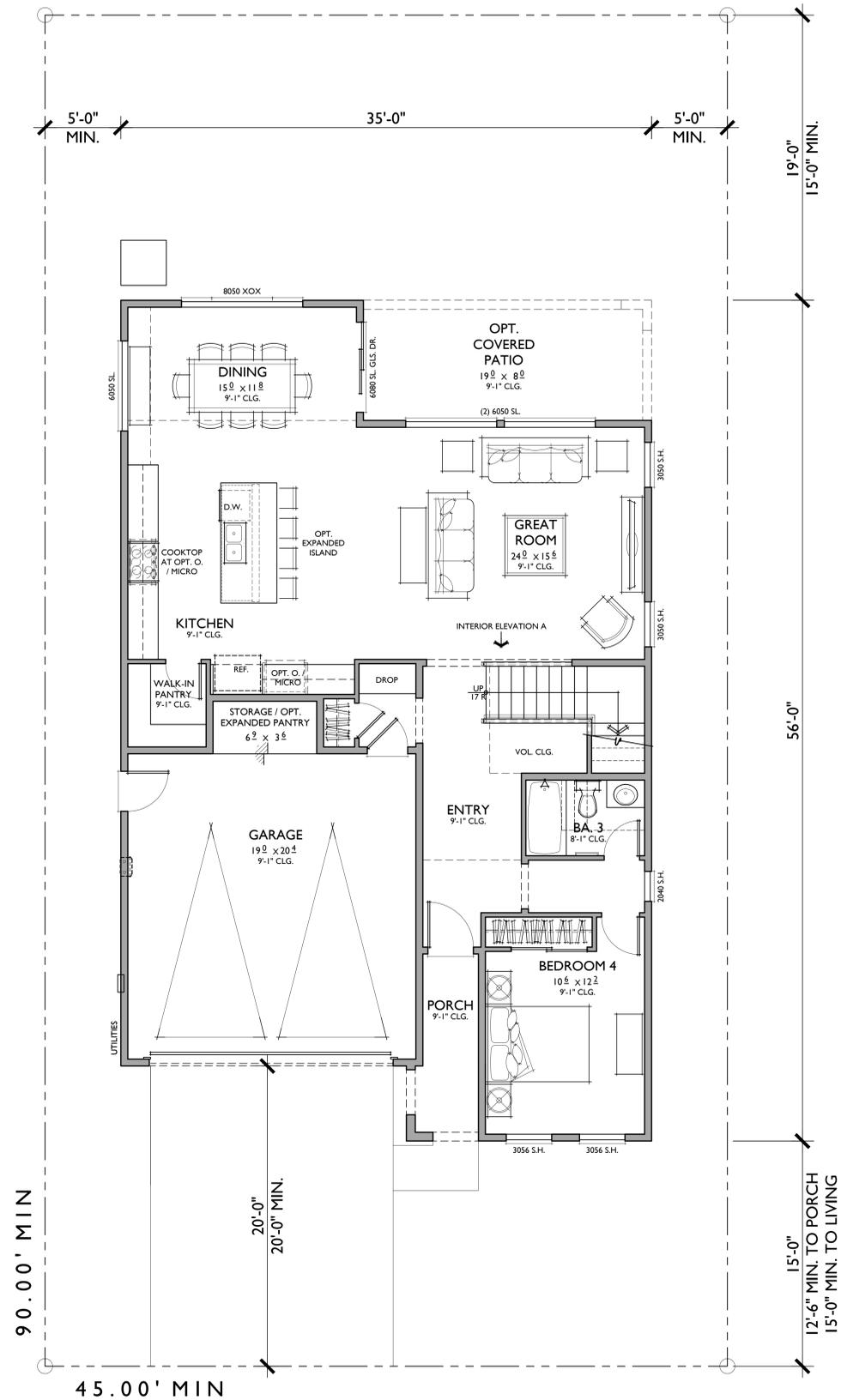
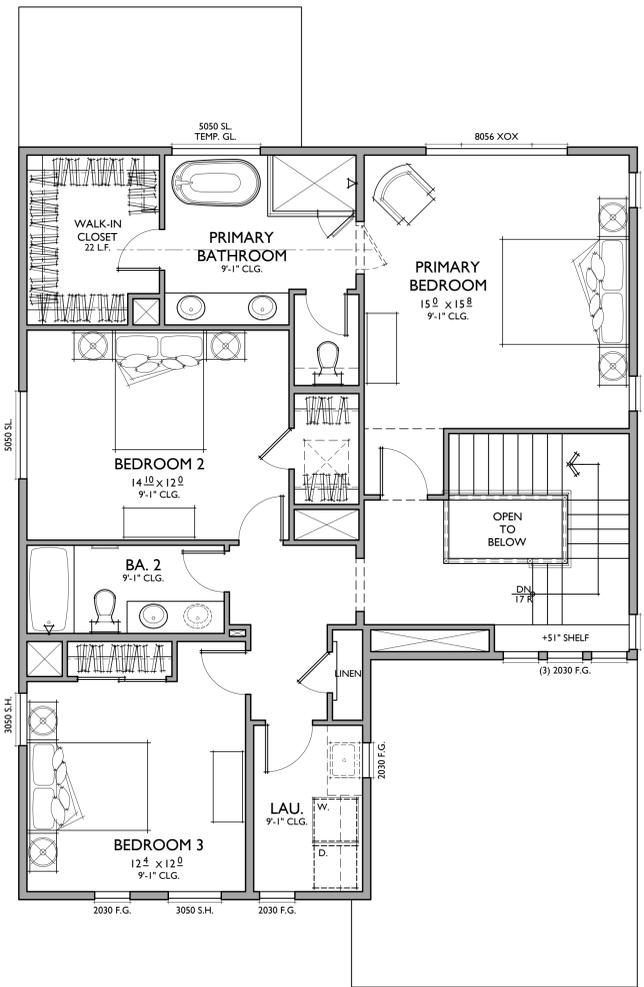


RIGHT



ROOF PLAN C

PITCH: 6:12 U.N.O.
RAKE: 12"
EAVE: 12"
ROOF MATERIAL: CONCRETE FLAT TILE



PLAN 3D
2,403 SQ. FT.

TARGET: 2,380 SQ. FT.
 4 BEDROOMS / 3 BATHS
 2 - CAR GARAGE

FLOOR AREA TABLE	
1ST FLOOR	1,231 SQ. FT.
2ND FLOOR	1,172 SQ. FT.
TOTAL LIVING	2,403 SQ. FT.
2 - CAR GARAGE	432 SQ. FT.
PORCH	51 SQ. FT.
OPT. COVERED PATIO	152 SQ. FT.

NOTE: SQUARE FOOTAGE MAY VARY DUE TO METHOD OF CALCULATION



REAR

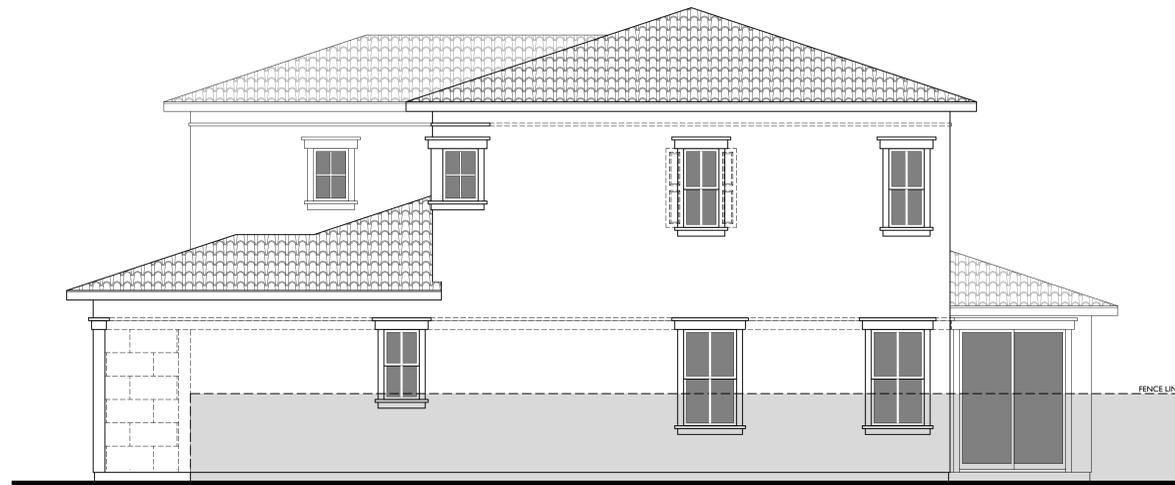


FRONT

D - ITALIAN
1/4"=1'-0"

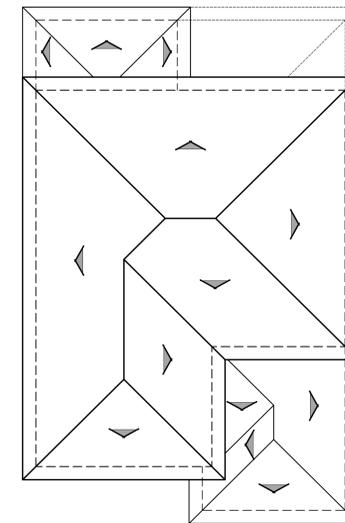


LEFT



RIGHT

NOTE: DASHED ENHANCEMENTS OPTIONAL PER LOT



ROOF PLAN D

PITCH: 4:12
RAKE: N/A
EAVE: 18"
ROOF MATERIAL: CONCRETE 'S' TILE



REAR

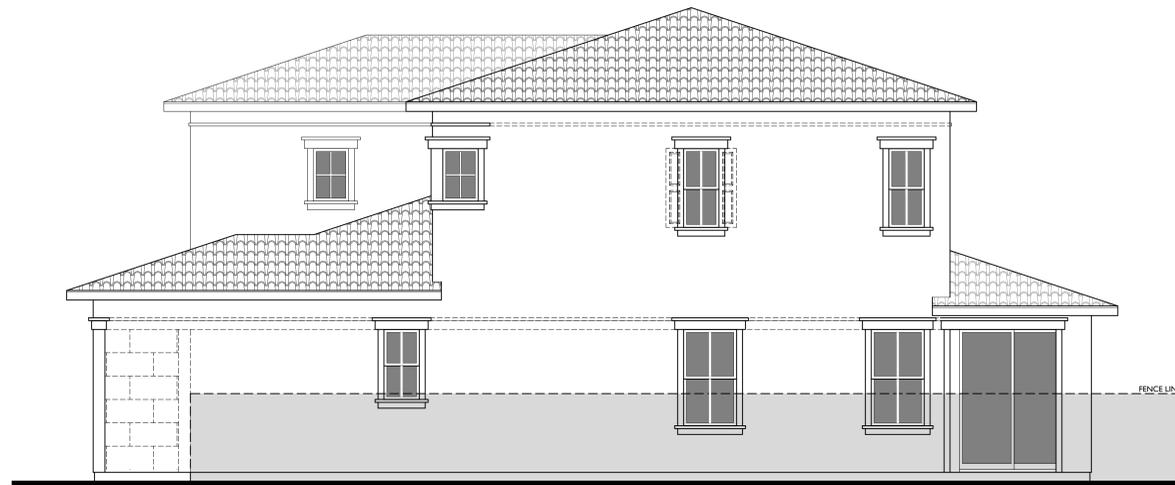


FRONT

D - ITALIAN
1/4"=1'-0"

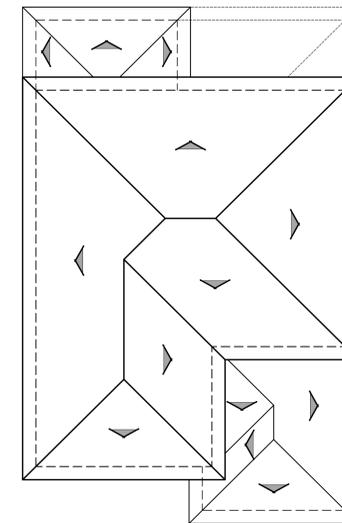


LEFT



RIGHT

NOTE: DASHED ENHANCEMENTS OPTIONAL PER LOT



ROOF PLAN D

PITCH: 4:12
RAKE: N/A
EAVE: 18"
ROOF MATERIAL: CONCRETE 'S' TILE

Attachment 9
Street Scene Exhibit, dated September 22, 2021



PLAN 3D - ITALIAN
COLOR SCHEME 12

PLAN 2C - WESTERN FARMHOUSE
COLOR SCHEME 9

PLAN 1A - SPANISH COLONIAL
COLOR SCHEME 1

PLAN 3BR - CRAFTSMAN
COLOR SCHEME 6

N.T.S.



COLOR
MATERIAL
DESIGN
949.922.1552

EASTWOOD at MANGINI RANCH, VILLAGE 2 - 45x90

FOLSOM, CA

Colors & photo images seen on screen and/or printed material may not represent actual colors & textures accurately.
Refer to actual paint chips & materials for color & texture accuracy.





PLAN 2B - CRAFTSMAN
COLOR SCHEME 6

PLAN 3A - SPANISH COLONIAL
COLOR SCHEME 1

PLAN 1C - WESTERN FARMHOUSE
COLOR SCHEME 9

PLAN 3D - ITALIAN
COLOR SCHEME 12

N.T.S.



AT DESIGN
CONSULTING
COLOR
MATERIAL
DESIGN
949.922.1552

EASTWOOD at MANGINI RANCH, VILLAGE 2 - 45x90

FOLSOM, CA

Colors & photo images seen on screen and/or printed material may not represent actual colors & textures accurately.
Refer to actual paint chips & materials for color & texture accuracy.



Attachment 100
Exterior Colors/Materials,
dated September 21, 2021

EASTWOOD

Mangini Ranch, Village 2, 45x90

FOLSOM, CA

PRELIMINARY | 09.21.2021

Exterior Colors/Materials Sheets



AT DESIGN CONSULTING

COLOR+MATERIAL DESIGN

2211 Michelson Dr. Suite 450 Irvine CA 92612

949 724 1619 www.atdesignconsulting.com

© Copyright - AT Design Consulting Inc. www.atdesignconsulting.com



Exterior Color + Material Specifications

These color / material specifications and creative design concepts are the intellectual property of AT Design Consulting, a California Corporation.

This creative work is privileged, confidential, and exempt from disclosure under applicable law. The use of these materials is restricted.

These materials are intended for the use within this specific project only during the course of development and may not be used for any other reason without the expressed written authorization of AT Design Consulting, Inc.

AT Design Consulting, Inc. is responsible for aesthetic choices. All colors and materials listed are for color purposes only. Manufacturer for all products will be designated and appointed by Client.

All unauthorized use, dissemination, distribution, or reproduction of these materials is strictly prohibited. Any unauthorized use, dissemination, distribution or reproductions will be prosecuted to the full extent of the law.

© AT Design Consulting, Inc.

SCHEME 1: Elevation A, Spanish Colonial

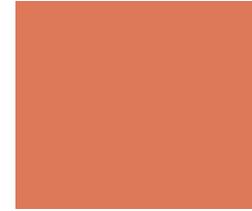
MAIN BODY
SW 9180, Aged White



TRIM & GARAGE DOOR
SW 6200, Link Gray



FRONT DOOR
SW 2854, Caribbean Coral



SHUTTERS
SW 6200, Link Gray



DECORATIVE TILE
Marazzi: D_Segni Color, Clover M1L4 (8"x8")



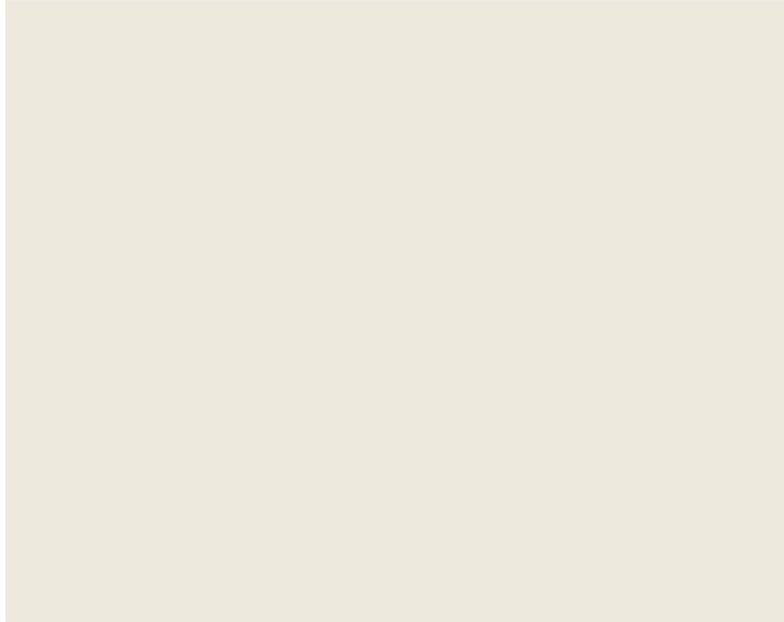
CONCRETE ROOF TILE ("S"-TILE)
Eagle Roof: Malibu - 2615, Weathered Terracotta Range



Colors & photo images seen on screen and/or printed material may not represent actual colors & textures accurately. Refer to actual paint chips & materials for color & texture accuracy.

SCHEME 2: Elevation A, Spanish Colonial

MAIN BODY
SW 7569, Stucco



TRIM & GARAGE DOOR
SW 6152, Superior Bronze



FRONT DOOR
SW 6186, Dried Thyme



SHUTTERS
SW 6186, Dried Thyme



DECORATIVE TILE
DalTile: Quartetto, QU15 Warm Blend (8"x8")



CONCRETE ROOF TILE ("S"-TILE)
Eagle Roof: Malibu - 2817, La Salle Blend



Colors & photo images seen on screen and/or printed material may not represent actual colors & textures accurately. Refer to actual paint chips & materials for color & texture accuracy.

SCHEME 3: Elevation A, Spanish Colonial

MAIN BODY
SW 7030, Anew Gray



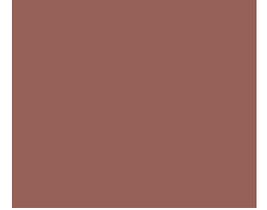
TRIM & GARAGE DOOR
SW 7047, Porpoise



FRONT DOOR
SW 6054, Canyon Clay



SHUTTERS
SW 6054, Canyon Clay



DECORATIVE TILE
Arizona Tile: Cementine Posa 1 (8"x8")



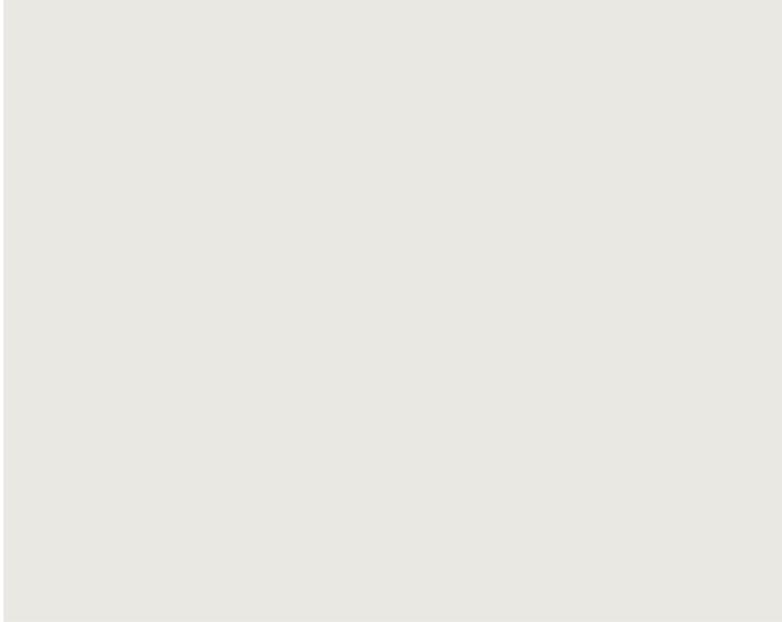
CONCRETE ROOF TILE ("S"-TILE)
Eagle Roof: Malibu - SCM8806, Tucson Blend



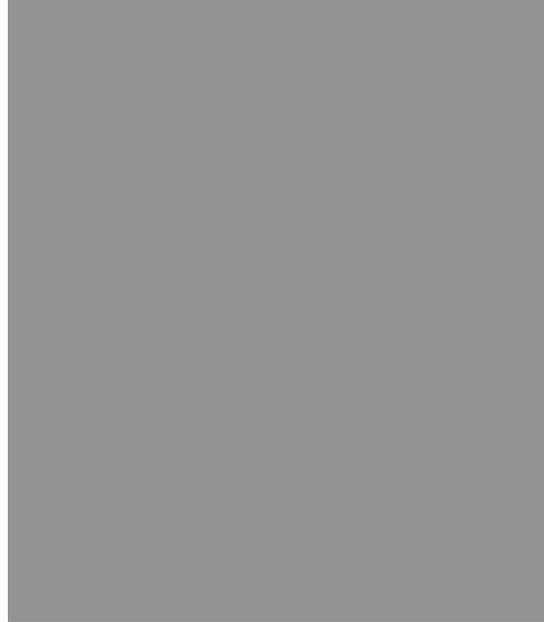
Colors & photo images seen on screen and/or printed material may not represent actual colors & textures accurately. Refer to actual paint chips & materials for color & texture accuracy.

SCHEME 4: Elevation B, Craftsman

MAIN BODY
SW 9166, Drift Of Mist



HORIZONTAL SIDING & GARAGE DOOR
SW 7067, Cityscape



TRIM
SW 7067, Cityscape



FRONT DOOR
SW 2817, Rookwood Amber



BRICK
Eldorado Stone: Tundra Brick, Ashland



CONCRETE ROOF TILE (FLAT TILE)
Eagle Roof: Ponderosa - 5679, Light Gray Range



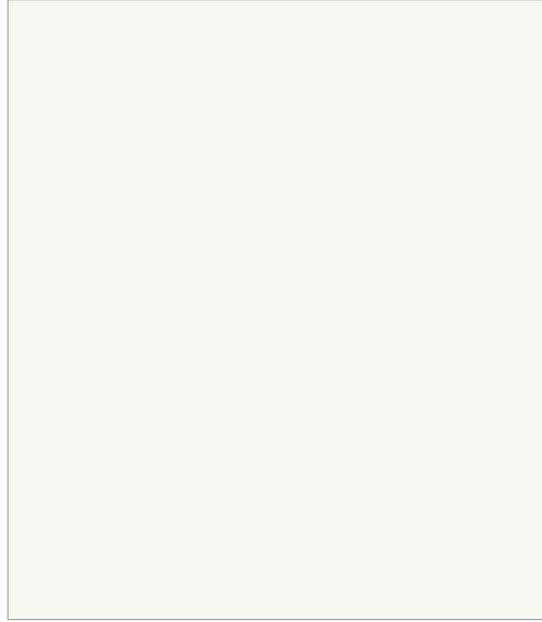
Colors & photo images seen on screen and/or printed material may not represent actual colors & textures accurately. Refer to actual paint chips & materials for color & texture accuracy.

SCHEME 5: Elevation B, Craftsman

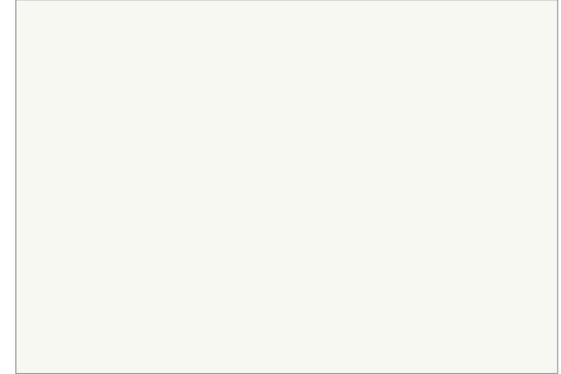
MAIN BODY
SW 7640, Fawn Brindle



HORIZONTAL SIDING & GARAGE DOOR
SW 7636, Origami White



TRIM
SW 7636, Origami White



FRONT DOOR
SW 0043, Peristyle Brass



BRICK
Eldorado Stone: Tundra Brick, Chalk Dust



CONCRETE ROOF TILE (FLAT TILE)
Eagle Roof: Ponderosa - 5582, Fawn Gray Flashed



Colors & photo images seen on screen and/or printed material may not represent actual colors & textures accurately. Refer to actual paint chips & materials for color & texture accuracy.

SCHEME 6: Elevation B, Craftsman

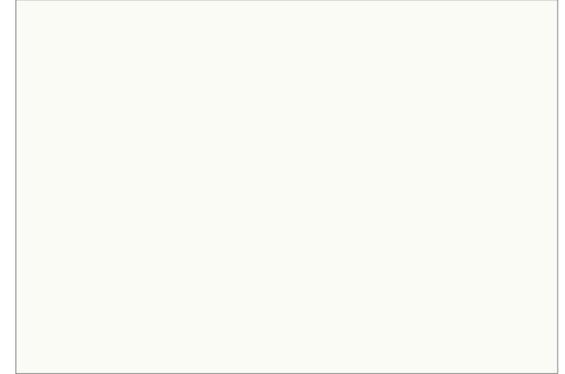
MAIN BODY
SW 7548, Portico



HORIZONTAL SIDING & GARAGE DOOR
SW 9172, Studio Clay



TRIM
SW 7566, Westhighland White



FRONT DOOR
SW 9130, Evergreen Fog



BRICK
Eldorado Stone: Tundra Brick, Latigo



CONCRETE ROOF TILE (FLAT TILE)
Eagle Roof: Ponderosa - 5690, Pewter Bronze Blend

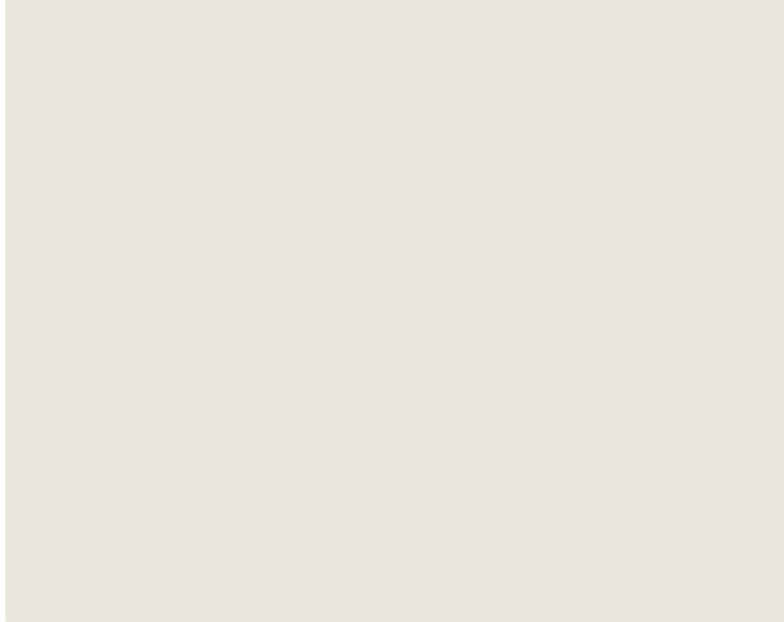


Colors & photo images seen on screen and/or printed material may not represent actual colors & textures accurately. Refer to actual paint chips & materials for color & texture accuracy.

SCHEME 7: Elevation C, Western Farmhouse

09.21.21

MAIN BODY
SW 7541, Grecian Ivory



SECONDARY BODY
SW 7743, Mountain Road



TRIM & GARAGE DOOR
SW 7743, Mountain Road



SHUTTERS
SW 7745, Muddled Basil



FRONT DOOR
SW 9106, El Caramelo



CONCRETE ROOF TILE (FLAT TILE)
Eagle Roof: Estate - SHE8715, Roanoke Blend



METAL ROOF
SW 7743, Mountain Road



Colors & photo images seen on screen and/or printed material may not represent actual colors & textures accurately. Refer to actual paint chips & materials for color & texture accuracy.

SCHEME 8: Elevation C, Western Farmhouse

09.21.21

MAIN BODY
SW 2844, Roycroft Mist Gray



SECONDARY BODY
SW 2845, Bunglehouse Gray



TRIM & GARAGE DOOR
SW 2845, Bunglehouse Gray



SHUTTERS
SW 6159, High Tea



FRONT DOOR
SW 9129, Jade Dragon



CONCRETE ROOF TILE (FLAT TILE)
Eagle Roof: Bel Air - 4690, Bronze Pewter Blend



METAL ROOF
SW 7053, Adaptive Shade

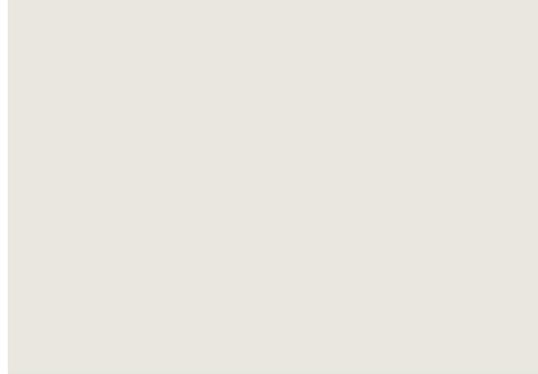


Colors & photo images seen on screen and/or printed material may not represent actual colors & textures accurately. Refer to actual paint chips & materials for color & texture accuracy.

MAIN BODY
SW 7746, Rushing River



SECONDARY BODY
SW 7541, Grecian Ivory



TRIM & GARAGE DOOR
SW 7541, Grecian Ivory



SHUTTERS
SW 2814, Rookwood Antique Gold



FRONT DOOR
SW 7645, Thunder Gray



CONCRETE ROOF TILE (FLAT TILE)
Eagle Roof: Estate - SHE8715, Roanoke Blend



METAL ROOF
SW 7054, Suitable Brown

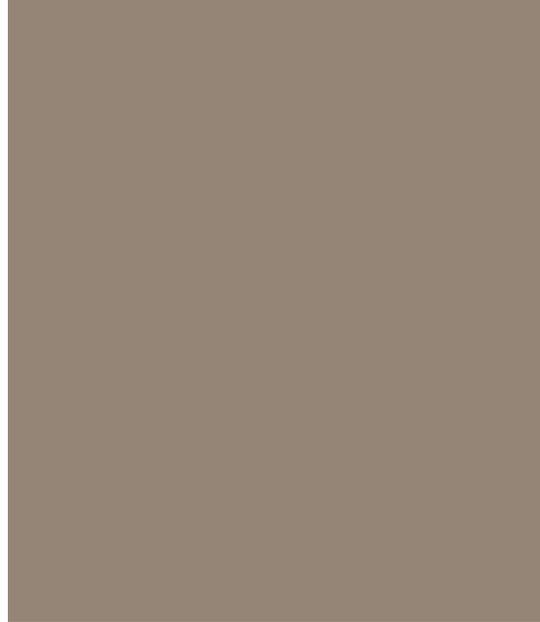


Colors & photo images seen on screen and/or printed material may not represent actual colors & textures accurately. Refer to actual paint chips & materials for color & texture accuracy.

MAIN BODY
SW 7511, Bungalow Beige



TRIM
SW 0038, Library Pewter



GARAGE DOOR
SW 0038, Library Pewter



FRONT DOOR
SW 2848, Roycroft Pewter



SHUTTERS
SW 2848, Roycroft Pewter



STONE
Cultured Stone: Cast-Fit Stone, French Gray



CONCRETE ROOF TILE ("S" TILE)
Eagle Roof: Malibu - 2646, Sunset Blend



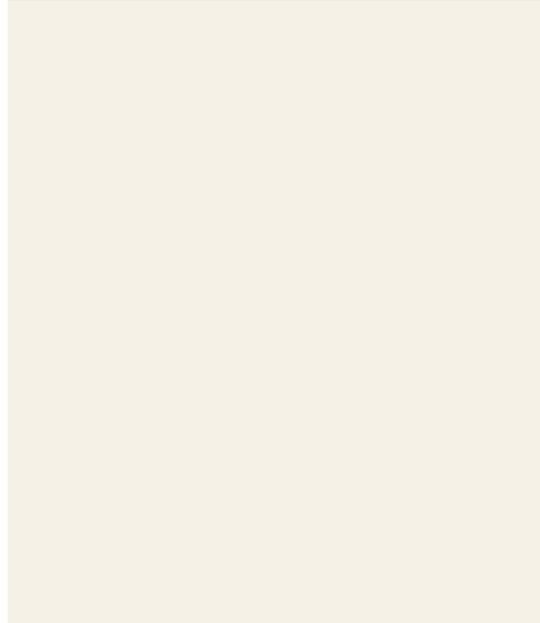
Colors & photo images seen on screen and/or printed material may not represent actual colors & textures accurately.
Refer to actual paint chips & materials for color & texture accuracy.

SCHEME 11: Elevation D, Italian

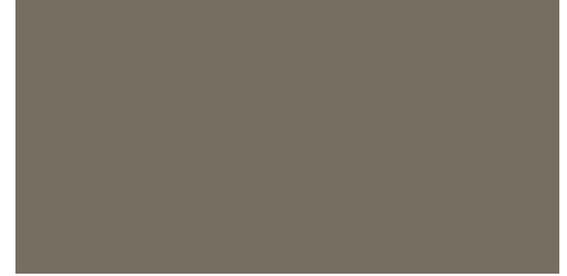
MAIN BODY
SW 7540, Artisan Tan



TRIM
SW 7531, Canvas Tan



GARAGE DOOR
SW 7054, Suitable Brown



FRONT DOOR
SW 7027, Well-Bred Brown



SHUTTERS
SW 7054, Suitable Brown



STONE
Eldorado Stone: Longitude24, Snowdrift



CONCRETE ROOF TILE ("S" TILE)
Eagle Roof: Malibu - 2522, Terracotta Flashed



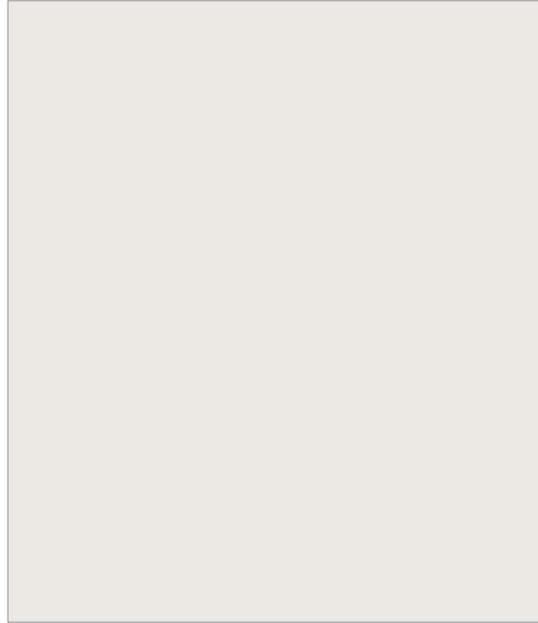
Colors & photo images seen on screen and/or printed material may not represent actual colors & textures accurately. Refer to actual paint chips & materials for color & texture accuracy.

SCHEME 12: Elevation D, Italian

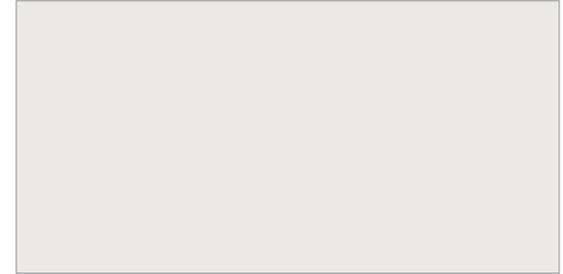
MAIN BODY
SW 7519, Mexican Sand



TRIM
SW 7043, Worldly Gray



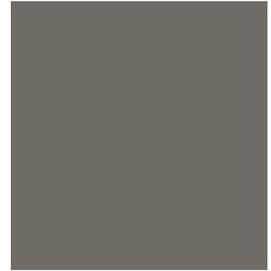
GARAGE DOOR
SW 7043, Worldly Gray



FRONT DOOR
SW 7047, Porpoise



SHUTTERS
SW 7047, Porpoise



STONE
Cultured Stone: Cast-Fit Stone, Parchment



CONCRETE ROOF TILE ("S" TILE)
Eagle Roof: Malibu - SCM 8830, Albuquerque Blend



Colors & photo images seen on screen and/or printed material may not represent actual colors & textures accurately. Refer to actual paint chips & materials for color & texture accuracy.

Attachment 11
Folsom Ranch Central District Design
Guidelines (Excerpt)

2

ARCHITECTURAL DESIGN GUIDELINES



ARCHITECTURAL GUIDING PRINCIPLES

The following residential guiding principles will guide the architecture to ensure quality development:

- Provide a varied and interesting streetscene.
- Focus of the home is the front elevation, not the garage.
- Provide a variety of garage placements.
- Provide detail on rear elevations where visible from the public streets.
- Choose appropriate massing and roof forms to define the architectural styles.
- Ensure that plans and styles provide a degree of individuality.
- Use architectural elements and details to reinforce individual architectural styles.

GENERAL ARCHITECTURAL GUIDELINES

Edge Conditions

Rear elevations visible from open spaces and major roadways shall incorporate enhanced details used on the front elevation of the home. Rear elevations observable from open spaces and major roadways shall be visually aesthetically pleasing from surrounding viewpoints and adjacencies. Silhouettes and massing of homes along edges require design sensitivity. A row of homes with a single front or rear facing gable are prohibited. The following should be considered, and at least one element incorporated, in the design of the side and rear elevations along edge conditions:

- A balance of hip and gable roof forms;
- Single-story plan;
- Single-story elements on two-story homes;
- Offset massing or wall planes (on individual plans or between plans);
- Roof plane breaks (on individual plans or between plans);
- Detail elements on the front elevation shall be applied to the side and rear elevations along edge conditions.



Roof Forms

Rows of homes seen along major community roadways are perceived by their contrast against the skyline or background. The dominant impact is the shape of the building and roofline. To minimize the visual impact of repetitious flat planes, similar building silhouettes and similar ridge heights, discernibly different roof plans for each home plan shall be designed. Individual roof plans may be simple but, between different plans, should exhibit variety by using front to rear, side-to-side, gables, hipped roofs, and/or the introduction of single story elements.

The following roof design guidelines should also be considered:

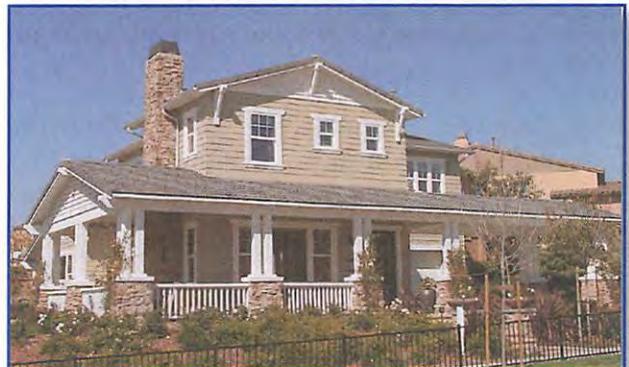
- Provide a mix of gable and hip roofs along the streetscene.
- Design roofs for maximum solar exposure for the potential installation of solar features.
- Consider deep overhangs where appropriate to the style to provide additional shade and interior cooling.
- Offset roof planes, eave heights, and ridge lines.



Corner Buildings

Buildings located on corners often times function as neighborhood entries and highlight the architecture for the overall Folsom Ranch, Central District community. Buildings located on corners shall include one of the following:

- Front and side facade articulation using materials that wrap around the corner-side of the building;
- Awning on corner side;
- Home entry on corner side;
- Corner facing garage;
- A pop-out side hip, gable, or shed form roof;
- An added single-story element, such as a wrap-around porch or balcony;
- Recessed second- or third-story (up to 35' max.); or
- Balcony on corner side.



Front Elevations

Front elevations shall be detailed to achieve a variety along the street scene. Each front elevation shall incorporate a Feature Window treatment (see Feature Window requirements on page 2-6). In addition, each front elevation shall incorporate one or more of the following techniques:

- Provide enhanced style-appropriate details on the front elevation.
- Offset the second story from the first level for a portion of the second story.
- Vary the wall plane by providing projections of elements such as bay windows, porches, and similar architectural features.
- Create recessed alcoves and/or bump-out portions of the building.
- Incorporate second-story balconies.
- Create interesting entries that integrate features such as porches, courtyards, large recessed entry alcoves, or projecting covered entries with columns.
- Use a minimum of two building materials or colors on the front elevation.

- If due to building configuration the front entry location is not immediately apparent, direct and draw the observer to it with added elements such as signs, lighting, and landscape.



Multi-family Entries

Entries for multi-family homes should create an initial impression, locate and frame the doorway, act as a link between public and private spaces, and further identify individual unit entries.

- Wherever possible, orient the front door and principal access towards the roadway, paseo, or common open space.
- Incorporate appropriate roof elements, columns, Feature Windows and/or architectural forms in the entry statement to emphasize the building character and the location of individual doorways.



Feature Windows

All front and visible edge elevations shall incorporate one Feature Window treatment that articulates the elevation. Feature Window options include:

- A window of unique size or shape;
- Picture window;
- A bay window projecting a minimum of 24 inches, or a 12 inch pop-out surround;
- A window with a substantial surround matching or contrasting the primary color of the home;
- A window recess a minimum of 2 inches;
- Decorative iron window grilles;
- Decorative window shelves or sill treatments;
- Grouped or ganged windows with complete trim surrounds or unifying head and/or sill trim;
- A Juliet balcony with architectural style appropriate materials;
- Window shutters; or
- Trellis protruding a minimum of 12 inches from the wall plane of the window.

Windows

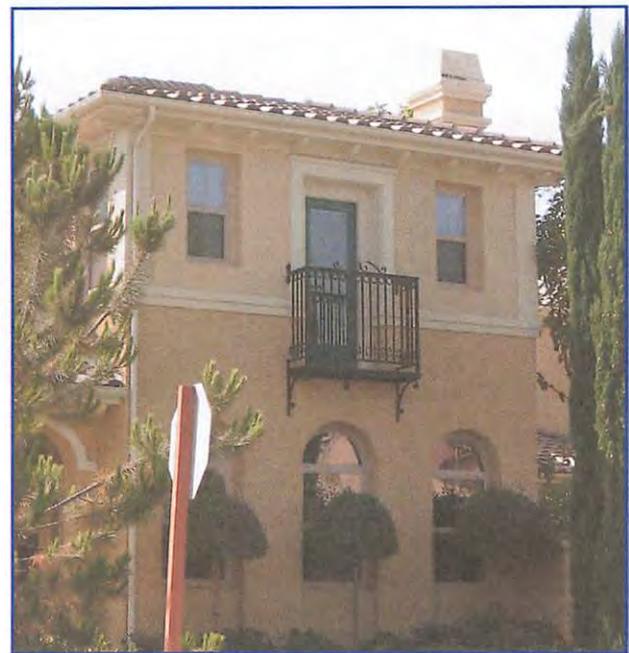
Windows on south-facing exposures should be designed, to the greatest extent possible, to maximize light and heat entering the home in the winter, and to minimize light and heat entering in the summer.

West-facing windows should be shaded where feasible to avoid prolonged sun exposure/overheating of the homes.

For additional window requirements addressing Sound Attenuation requirements refer to the Mangini Ranch Residential Development Environmental Noise Assessment document prepared by Bollard Acoustical Consultants, Inc. on January 29, 2015.



Example of Feature Window



Example of Juliet Balcony



Garage Door Treatments

Appropriate treatment of garage doors will further enhance the building elevation and decrease the utilitarian appearance of the garage door. Various garage door patterns, windows, and/or color schemes should be applied as appropriate to individual architectural styles, where feasible.

- Garage doors shall be consistent with the architecture of the building to reduce the overall visual mass of the garage.
- Garage doors shall be recessed 8 inches from the wall plane.
- All garage doors shall be automatic section roll-up doors.
- When appropriate, single garage doors are encouraged.
- Carriage-style garage doors of upgraded design are encouraged.



Porte Cochere with garage at rear of house



Street Facing Garages

All street facing garages should vary the garage door appearance along the streetscene. Below are options for the door variety:

- Vary the garage door pattern, windows, and/or color as appropriate to individual architectural styles.
- Use an attached overhead trellis installed beneath the garage roof fascia and/or above garage door header trim.
- Span the driveway with a gated element or overhead trellis.
- Provide a porte cochere.
- Street facing garages on corner lots at neighborhood entries shall be located on the side of the house furthest away from the corner.



Alley Treatments

The use of alleys should be elevated from purely functional, simple garage access to an enjoyable space that residents experience and utilize daily. Design of alleys shall address the functional and aesthetic features of the space to create a positive experience for the residents. At least one of the following shall be implemented along the alley:

- Building size and shape shall have stepped massing (recessed or cantilevered, i.e., stepping back upper floors or protruding forward upper floors) of at least one foot.
- Window trim, color, and appropriate details from the front elevation.
- Rear privacy walls and pedestrian gates designed and located for ease of unit access.
- Enhanced garage door patterns or finishes; garage door shall complement the design intent of the home and neighborhood.
- Provide sufficient planting areas between garages to soften the vertical architectural planes at alleys.

Building Forms

Building form, detail, and placement greatly influences how a structure is perceived based on how light strikes and frames the building. The effect of sunlight is a strong design consideration, as shadow and shade can lend a sense of substance and depth to a building. The following elements and considerations can be used to facilitate the dynamic of light and depth perception of the building.

Architectural Projections

Projections can create shadow and provide strong visual focal points. This can be used to emphasize design features such as entries, major windows, or outdoor spaces. Projections are encouraged on residential building forms. Projections may include, but are not limited to:

- Awnings (wood, metal, cloth)
- Balconies
- Shutters
- Eave overhangs
- Projecting second- or third-story elements
- Window/door surrounds
- Tower elements
- Trellis elements
- Recessed windows
- Porch elements
- Bay windows or dormers
- Shed roof elements

Offset Massing Forms

Front and street-facing elevations may have offset masses or wall planes (vertically or horizontally) to help break up the overall mass of a building.

- Offset forms are effective in creating a transition:
 - Vertically between stories, or
 - Horizontally between spaces, such as recessed entries.
- Offset massing features are appropriate for changes in materials and colors.
- Offsets should be incorporated as a functional element or detail enhancement.
- Over-complicated streetscenes and elevations should be avoided.



- Streetscenes should provide a mix of simple massing elevation with offset massing elements to compose an aesthetic and understandable streetscape.

Floor Plan Plotting

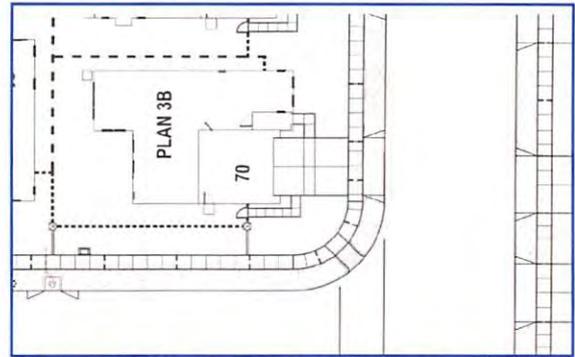
In each single-family detached neighborhood with a **minimum** of up to 80 homes, provide:

- Three floor plans.
- Four elevations for each floor plan using a minimum of **two** architectural styles. If only two styles are selected, elevations shall be significantly different in appearance.
- Four different color schemes for each floor plan.

In each single-family detached neighborhood with **more** than 80 homes, provide:

- Three floor plans.
- Four elevations for each floor plan using a minimum of **three** architectural styles. If only three styles per floor plan are selected, elevations shall be significantly different in appearance.
- Four different color schemes for each floor plan.

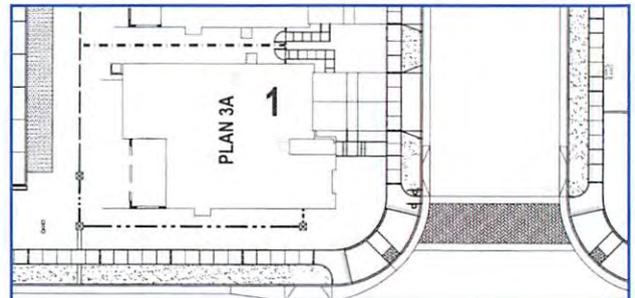
In each single-family detached neighborhood, street facing garages on corner lots at neighborhood entries shall be located on the side of the house furthest away from entry corner.



Example of undesirable Corner Lot Street Facing Garage Placement



Example of undesirable Corner Lot Street Facing Garage Placement



Example of preferred Corner Lot Plotting Garage Placement



Example of preferred Corner Lot Plotting Garage Placement



Style Plotting

To ensure that architectural variety occurs, similar elevations cannot be plotted adjacent to or immediately across the street from one another. No more than two of the same floor plan/elevations shall be plotted next to each other or directly across the street from one another. (Refer to Section Four for Design Review process.) The following describes the minimum criteria for style plotting:

- For a home on a selected lot, the same floor plan and elevation is not permitted on the lot most directly across from it and the one lot on either side of it.
- Identical floor plans may be plotted on adjacent lots, provided a different elevation style is selected for each floor plan.
- Identical floor plans may be plotted on lots across the street from each other provided a different elevation style is selected for each floor plan.

Color Criteria

To ensure variety of color schemes, like color schemes cannot be plotted adjacent to or immediately across the street from one another. Color and material sample boards shall be submitted for review along with the Master Plot Plan. (Refer to Section Four.)

A color scheme for a home on a selected lot may not be repeated (even if on a different floor plan) on the three lots most directly across from it and on the single lot to each side of it.



Lower Height Elements

Lower height elements are important to streetscene variety, especially for larger buildings or masses, as they articulate massing to avoid monotonous single planes. These elements also provide a transition from the higher story vertical planes to the horizontal planes of sidewalk and street, and help to transition between public and private spaces. Lower height elements are encouraged to establish pedestrian scale and add variety to the streetscene. Lower height elements may include, but are not limited to:

- Porches
- Entry features
- Interior living spaces
- Courtyards
- Bay windows
- Trellises



Balconies

Balconies break up large wall planes, offset floors, create visual interest to the facade, provide outdoor living opportunities, and adds human scale to a building. Scaled second- or third-story balconies can have as much impact on stepped massing and building articulation as a front porch or lower height elements. Balcony elements:

- May be covered or open, recessed into or projecting from the building mass.
- Shall be an integral element of, and in scale with, the building mass, where appropriate.
- Are discouraged from being plotted side-by-side at the same massing level (i.e. mirrored second-story balconies).



Roof Considerations

Composition and balance of roof forms are as definitive of a streetscape as the street trees, active architecture, or architectural character.

- Rooflines and pitches, ridgelines and ridge heights should create a balanced form to the architecture and elevation.
- Direction of ridgelines and/or ridge heights should vary along a streetscene.
- Roof overhangs (eaves and rakes) may be used as projections to define design vocabulary and create light and shade patterns.
- Hip, gable, shed, and conical roof forms may be used separately or together on the same roof or streetscene composition.
- Roof form and pitch shall be appropriate to the massing and design vocabulary of the home.

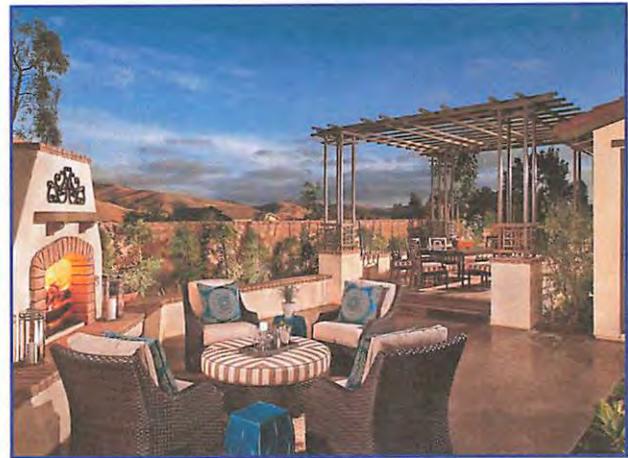


Outdoor Living Spaces

Outdoor living spaces, including porches, balconies, and courtyards, activate the streetscene and promote interaction among neighbors. Outdoor living spaces can also create indoor/outdoor environments opening up the home to enhance indoor environmental quality. Wherever possible, outdoor living space is encouraged.

Materials

The selection and use of materials has an important impact on the character of each neighborhood and the community as a whole. Wood is a natural material reflective of many architectural styles; however, maintenance concerns, a design for long-term architectural quality and new high-quality manufactured alternative wood materials make the use of real wood elements less desirable. Where “wood” is referred to in these guidelines, it can also be interpreted as simulated wood trim with style-appropriate wood texture. Additionally, some styles can be appropriately expressed without the wood elements, in which case stucco-wrapped, high-density foam trim (with style-appropriate stucco finish) is acceptable. Precast elements can also be satisfied by high-density foam or other similar materials in a style-appropriate finish.



- Brick, wood, and stone cladding shall appear as structural materials, not as applied veneers.
- Material changes should occur at logical break points.
- Columns, tower elements, and pilasters should be wrapped in its entirety.
- Materials and colors should be varied to add texture and depth to the overall character of the neighborhood.
- The use of flashy or non-traditional materials or colors that will not integrate with the overall character of the community is prohibited.
- Material breaks at garage corners shall have a return dimension equal to or greater than the width of the materials on the garage plane elevation.
- Use durable roofing and siding materials to reduce the need for replacement.
- Use local, recycled and/or rapidly renewable materials to conserve resources and reduce energy consumption associated with the manufacturing and transport of the materials. (Refer to Section Four for Design Review process.)



Exterior Structures

Exterior structures, including but not limited to, porches, patio covers, and trellises shall reflect the character, color, and materials of the building to which they are related.

- Columns and posts should project a substantial and durable image.
- Stairs should be compatible in type and material to the deck and landing.
- Railings shall be appropriately scaled, consistent with the design vernacular of the building, and constructed of durable materials.
- Exposed gutters and downspouts shall be colored to complement or match the fascia material or surface to which they are attached.

Accessory Structures

Accessory structures should conform to the design standards, setbacks, and height requirements of the primary structure. If visible from the front or side lot line, the visible elevation should be considered a front elevation and should meet the design criteria of the applicable architectural style.



Lighting

Appropriate lighting is essential in creating a welcoming evening atmosphere for the Folsom Ranch, Central District community. As a forward-thinking community, The Folsom Ranch, Central District will institute dark sky recommendations to mitigate light pollution, cut energy waste, and protect wildlife. All lighting shall be aesthetically pleasing and non-obtrusive, and meet the dark sky recommendations.

- All exterior lighting shall be limited to the minimum necessary for public safety.
- All exterior lighting shall be shielded to conceal the light source, lamp, or bulb. Fixtures with frosted or heavy seeded glass are permitted.
- Each residence shall have an exterior porch light at its entry that complements the architectural style of the building.
- Where feasible, lighting should be on a photocell or timer.
- Low voltage lighting shall be used whenever possible.

Address Numbers

To ensure public safety and ease of identifying residences by the Fire and Police Departments, address numbers shall be lighted or reflective and easily visible from the street.



RESIDENTIAL ARCHITECTURAL STYLES

Folsom Ranch, Central District is envisioned as a sustainable, contemporary community where architectural massing, roof forms, detailing, walls, and landscape collaborate to reflect historic, regional, and climate-appropriate styles.

The design criteria established in this section encourages a minimum quality design and a level of style through the use of appropriate elements. Although the details are important elements that convey the style, the massing and roof forms are essential to establishing a recognizable style. The appropriate scale and proportion of architectural elements and the proper choice of details are all factors in achieving the architectural style.

ARCHITECTURAL THEME: CALIFORNIA HERITAGE

The styles selected for Folsom Ranch, Central District have been chosen from the traditional heritage of the California home styles, a majority of which have been influenced by the Spanish Mission and Mexican Rancho eras. Over the years, architectural styles in California became reinterpreted traditional styles that reflect the indoor-outdoor lifestyle choices available in the Mediterranean climate. These styles included the addition of western materials while retaining the decorative detailing of exposed wood work, wrought iron hardware, and shaped stucco of the original Spanish styles. Mixing of style attributes occurs in both directions, such as adapting Spanish detailing to colonial style form, or introducing colonial materials and details to the Hacienda form and function. The landscape and climate of California has also generated styles that acknowledge and blend with its unique setting. The Italian Villa is a prime example of a transplanted style developed in a climate zone similar to the climate found in California.

The following styles can be used within Folsom Ranch, Central District:

- Italian Villa
- Spanish Colonial
- Monterey
- Western Farmhouse
- European Cottage
- Craftsman
- Early California Ranch
- American Traditional

Additional architectural styles compatible with the intent of these guidelines may be added when it can be demonstrated to the Architectural Review Committee that they are regionally appropriate.

The following pages provide images and individual “style elements” that best illustrate and describe the key elements of each style. They are not all mandatory elements, nor are they a comprehensive list of possibilities. Photographs of historic and current interpretations of each style are provided to inspire and assist the designer in achieving strong, recognizable architectural style elevations. The degree of detailing and/or finish expressed in these guidelines should be relative to the size and type of building upon which they are applied.

These images are for concept and inspiration only and should not be exactly replicated.



ITALIAN VILLA

The Italian Villa was one of the most fashionable architectural styles in the United States in the 1860's. Appearing on architect-designed landmarks in larger cities, the style was based on formal and rigidly symmetrical palaces of the Italian Renaissance.

Although residential adaptations generated less formality, traditional classical elements, such as the symmetrical facade, squared tower entry forms, arched windows, and bracketed eaves, persisted as the enduring traits of this style. When cast iron became a popular building material, it became a part of the Italianate vocabulary, embellishing homes with a variety of designs for balconies, porches, railings, and fences.

Italian Villa Style Elements:

- Eave and exaggerated overhangs.
- Wall materials typically consist of stucco with stone and precast accents.
- Decorative brackets below eaves may be added accents.
- Barrel tile or "S" tile roof
- The entry may be detailed with a precast surround feature.
- Stucco or precast columns with ornate cap and base trim are typical.
- Wrought iron elements, arched windows or elements, and quoins are frequently used as details.



Example of Italian Villa Architecture



Example of Italian Villa Architecture



Example of Italian Villa Architecture



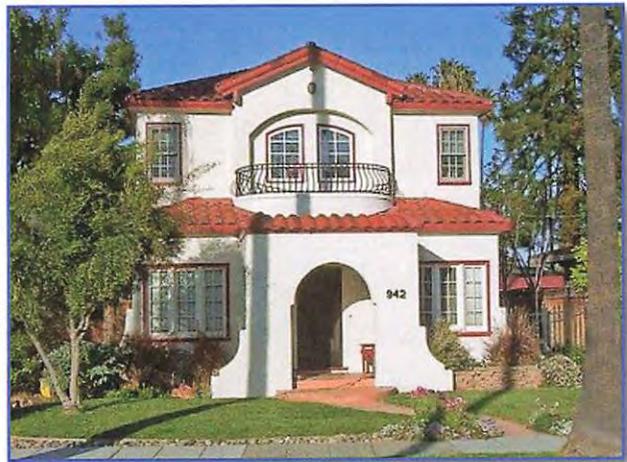
SPANISH COLONIAL

This style evolved in California and the southwest as an adaptation of Mission Revival infused with additional elements and details from Latin America. The style attained widespread popularity after its use in the Panama-California Exposition of 1915.

Key features of this style were adapted to the California lifestyle. Plans were informally organized around a courtyard with the front elevation very simply articulated and detailed. The charm of this style lies in the directness, adaptability, and contrasts of materials and textures.

Spanish Colonial Style Elements:

- Plan form is typically rectangular or “L”-shaped.
- Roofs are typically of shallower pitch with “S” or barrel tiles and typical overhangs.
- Roof forms are typically comprised of a main front-to-back gable with front-facing gables.
- Wall materials are typically stucco.
- Decorative “wood” beams or trim are typical.
- Segmented or full-arch elements are typical in conjunction with windows, entry, or the porch.
- Round or half-round tile profiles are typical at front-facing gable ends.
- Arcades are sometimes utilized.
- Windows may be recessed, have projecting head or sill trim, or be flanked by plank-style shutters.
- Decorative wrought-iron accents, grille work, post or balcony railing may be used.



Example of Spanish Colonial Architecture



Example of Spanish Colonial Architecture



Example of Spanish Colonial Architecture



MONTEREY

The Monterey style is a combination of the original Spanish Colonial adobe construction methods with the basic two-story New England colonial house. Prior to this innovation in Monterey, all Spanish colonial houses were of single story construction.

First built in Monterey by Thomas Larkin in 1835, this style introduced two story residential construction and shingle roofs to California. This Monterey style and its single story counterpart eventually had a major influence on the development of modern architecture in the 1930's.

The style was popularized by the used of simple building forms. Roofs featured gables or hips with broad overhangs, often with exposed rafter tails. Shutters, balconies, verandas, and porches are integral to the Monterey character. Traditionally, the first and second stories had distinctly different cladding material; respectively siding above with stucco and brick veneer base below.

The introduction of siding and manufactured materials to the home building scene allowed for the evolution of the Monterey home from strictly Spanish Adobe construction to a hybrid of local form and contemporary materials. Siding, steeper pitched flat tile roofing, and the cantilevered balcony elements on the Monterey house define this native California style.



Example of Monterey Architecture

Monterey Style Elements:

- Plan form is typically a simple two-story box.
- Roofs are typically shallow to moderately pitched with flat concrete tile or equal; "S" tile or barrel tile are also appropriate.
- Roof forms are typically a front-to-back gable with typical overhangs.
- Wall materials are typically comprised of stucco, brick, or siding.
- Materials may contrast between first and second floors.
- A prominent second-story cantilevered balcony is typically the main feature of the elevation; two-story balconies with simple posts are also appropriate.
- Simple Colonial corbels and beams typically detail roof overhangs and cantilevers.
- Balcony or porch is typically detailed by simple columns without cap or base trim.
- Front entry is typically traditionally pedimented by a surround, porch, or portico.
- Windows are typically accented with window head or sill trim of colonial-style and louvered shutters.
- Corbel and post sometimes lean toward more "rustic" details and sometimes toward more "Colonial" details.



Example of Monterey Architecture



WESTERN FARMHOUSE

The Farmhouse represents a practical and picturesque country house. Its beginnings are traced to both Colonial styles from New England and the Midwest. As the American frontier moved westward, the American Farmhouse style evolved according to the availability of materials and technological advancements, such as balloon framing.

Predominant features of the style are large wrapping front porches with a variety of wood columns and railings. Two story massing, dormers, and symmetrical elevations occur most often on the New England Farmhouse variations. The asymmetrical, casual cottage look, with a more decorated appearance, is typical of the Western American Farmhouse. Roof ornamentation is a characteristic detail consisting of cupolas, weather vanes, and dovecotes.

Western Farmhouse Style Elements:

- Plan form is typically simple.
- Roofs are typically of steeper pitch with flat concrete tiles or equal.
- Roof forms are typically a gable roof with front-facing gables and typical overhangs.
- Roof accents sometimes include standing-seam metal or shed forms at porches.
- Wall materials may include stucco, horizontal siding, and brick.
- A front porch typically shelters the main entry with simple posts.
- Windows are typically trimmed in simple colonial-style; built-up head and sill trim is typical.
- Shaped porch columns typically have knee braces.



Example of Western Farmhouse Architecture



Example of Western Farmhouse Architecture



Example of Western Farmhouse Architecture



EUROPEAN COTTAGE

The European Cottage is a style that evolved out of medieval Tudor and Normandy architecture. This evolving character that eventually resulted in the English and French “Cottage” became extremely popular when the addition of stone and brick veneer details was developed in the 1920’s.

Although the cottage is looked upon as small and unpretentious, the style was quickly recognized as one of the most popular in America. Designs for the homes typically reflected the rural setting in which they evolved. Many established older neighborhoods across the United States contain homes with the charm and character of this unpretentious style.

Roof pitches for these homes are steeper than traditional homes, and are comprised of gables, hips, and half-hip forms. The primary material is stucco with heavy use of stone and brick at bases, chimneys, and entry elements. Some of the most recognizable features for this style are the accent details in gable ends, sculptured swooping walls at the front elevation, and tower or alcove elements at the entry.

European Cottage Style Elements:

- Rectangular plan form massing with some recessed second floor area is desirable.
- Main roof hip or gable with intersecting gable roofs is typical of this style.
- Steep roof pitches with swooping roof forms are encouraged.
- Roof appearance of flat concrete tile or equal is typical of the European Cottage style.
- Recessed entry alcoves are encouraged.
- Wall materials are typically comprised of stucco with brick and/or stone veneer.
- Bay windows, curved or round top accent windows, and vertical windows with mullions and simple 2x trim are utilized at front elevations and high visibility areas.
- Stone or brick accent details at the building base, entry, and chimney elements are typical.
- Horizontal siding accents and wrought iron or wood balconies and pot shelves are encouraged.



Example of European Cottage Architecture



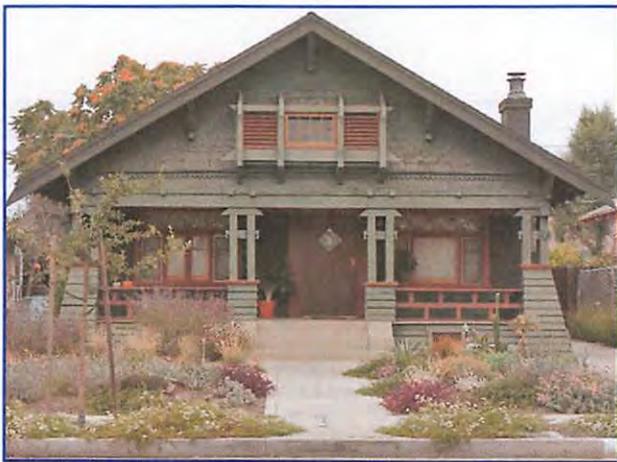
Example of European Cottage Architecture



CRAFTSMAN

Influenced by the English Arts and Crafts movement of the late 19th century and stylized by California architects like Bernard Maybeck in Berkeley and the Greene brothers in Pasadena, the style focused on exterior elements with tasteful and artful attention. Originating in California, Craftsman architecture relied on the simple house tradition, combining hip and gable roof forms with wide, livable porches, and broad overhanging eaves. The style was quickly spread across the state and across the country by pattern books, mail-order catalogs, and popular magazines.

Extensive built-in elements define this style, treating details such as windows and porches as if they were furniture. The horizontal nature is emphasized by exposed rafter tails and knee braces below broad overhanging eaves constructed in rustic-textured building materials. The overall effect was the creation of a natural, warm, and livable home of artful and expressive character. Substantial, tapered porch columns with stone piers lend a Greene character, while simpler double posts on square brick piers and larger knee braces indicate a direct Craftsman reference to the style of California architect Bernard Maybeck, who was greatly influenced by the English Arts and Crafts Movement of the late 19th Century.



Example of Craftsman Architecture

Craftsman Style Elements:

- Plan form is typically a simple box.
- Roofs are typically of shallower pitch with flat concrete tiles (or equal) and exaggerated eaves.
- Roof forms are typically a side-to-side gable with cross gables.
- Roof pitch ranges from 3:12 to 5:12 typically with flat concrete tiles or equal.
- Wall materials may include stucco, horizontal siding, and stone.
- Siding accents at gable ends are typical.
- A front porch typically shelters the main entry.
- Exposed rafter tails are common under eaves.
- Porch column options are typical of the Craftsman style:
 - Battered tapered columns of stone, brick, or stucco
 - Battered columns resting on brick or stone piers (either or both elements are tapered)
 - Simpler porch supports of double square post resting on piers (brick, stone, or stucco); piers may be square or tapered.
- Windows are typically fully trimmed.
- Window accents commonly include dormers or ganged windows with continuous head or sill trim.



Example of Craftsman Architecture



EARLY CALIFORNIA RANCH

A building form rather than an architectural style, the Ranch is primarily a one-story rambling home with strong horizontal lines and connections between indoor and outdoor spaces. The “U”- or “L”-shaped open floor plan focused on windows, doors, and living activities on the porch or courtyard. The horizontal plan form is what defines the Ranch.

The applied materials, style, and character applied to the Ranch have been mixed, interpreted, adapted, and modernized based on function, location, era, and popularity.

This single-story family oriented home became the American dream with the development of tract homes in the post-World War II era. Simple and affordable to build, the elevation of the Ranch was done in a variety of styles. Spanish styling with rusticated exposed wood beams, rafter tails under broad front porches, and elegantly simple recessed windows were just as appropriate on the Ranch as the clean lines of siding and floor to ceiling divided-light windows under broad overhanging laminate roofs.

Details and elements of the elevation of a Ranch should be chosen as a set identifying a cohesive style. Brick and stucco combinations with overly simple sill trim under wide windows with no other detailing suggests a Prairie feel, while all stucco, recessed windows, and exposed rusticated wood calls to mind a Hacienda ranch.



Example of California Ranch Architecture

California Ranch Style Elements:

- Plan form is typically one-story with strong horizontal design.
- Roofs are typically shallow pitched with “S” tile, barrel tile, or flat concrete tile.
- Roof forms are typically gable or hip with exaggerated overhangs.
- Wall materials are commonly comprised of stucco, siding, or brick.
- A porch, terrace, or courtyard is typically the prominent feature of the elevation.
- Exposed rafter tails are typical.
- Porch is commonly detailed by simple posts or beams with simple cap or base trim.
- Front entry is typically traditionally pedimented by a surround, porch, or portico.
- Windows are typically broad and accented with window head and sill trim, shutters, or are recessed.
- A strong indoor/outdoor relationship joined by sliding or French doors, or bay windows is common.



Example of California Ranch Architecture



AMERICAN TRADITIONAL

The American Traditional style is a combination of the early English and Dutch house found on the Atlantic coast. Their origins were sampled from the Adam style and other classical styles. Details from these original styles are loosely combined in many examples.

Current interpretations have maintained the simple elegance of the early prototypes, but added many refinements and new design details. This style relies on its asymmetrical form and colonial details to differentiate it from the strict colonial styles.

Highly detailed entries having decorative pediments extended and supported by semi-engaged columns typically. Detailed doors with sidelights and symmetrically designed front facades. Cornices with dentils are an important feature and help identify this style.



Example of American Traditional Architecture



Example of American Traditional Architecture

American Traditional Style Elements:

- Plan form is typically asymmetric “L”-shaped.
- Roofs are typically of moderate to steeper pitch with flat concrete tile (or equal) roof and exaggerated boxed eaves.
- Roof forms are typically hip or gable with dominant forward facing gables.
- Front facade is typically one solid material which may include stucco, brick, or horizontal siding.
- The front entry is typically sheltered within a front porch with traditionally detailed columns and railings.
- A curved or round-top accent window is commonly used on the front elevation.
- Windows are typically fully trimmed with flanking louvered shutters.
- Gable ends are typically detailed by full or partial cornice, sometimes emphasized with dentils or decorative molding.
- Decorative or pedimented head and sill trim on windows is typical.



Example of American Traditional Architecture



3

LANDSCAPE DESIGN GUIDELINES

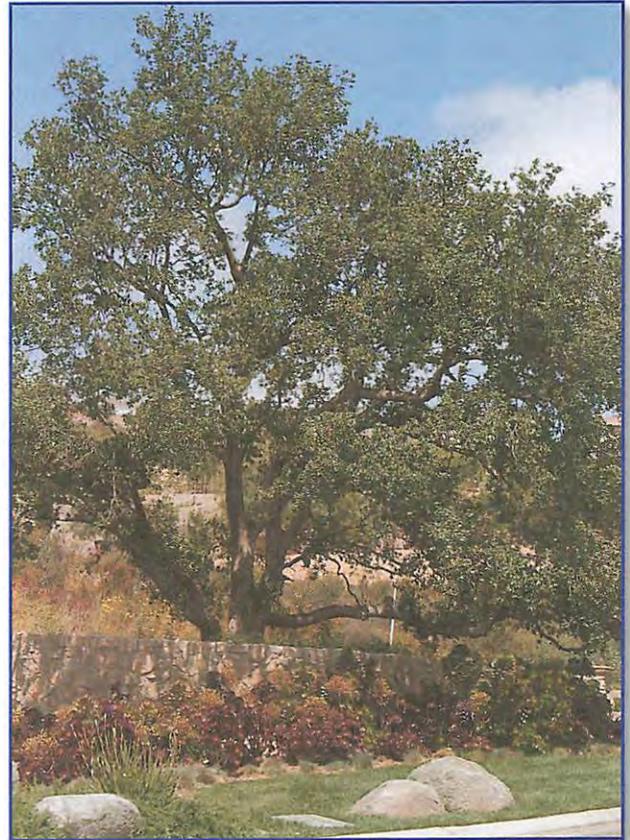


GUIDING LANDSCAPE DESIGN PRINCIPLES

Sustainable Landscape Design

Through thoughtful, sensitive design, Folsom Ranch, Central District can be designated to conserve valuable resources and create a noteworthy community within the City of Folsom. Sustainable landscape design links natural and built systems to achieve balanced environmental, social, and economic outcomes and improves quality of life, and the long-term health of communities and the environment. Sustainable landscape balances the needs of people and the environment to benefit both. Landscape Architects are encouraged to research alternative possibilities and incorporate them into the Model Home and community common area landscape design. The following is a list of various 'sustainable' features and practices to be used and/or considered for the Folsom Ranch, Central District Development at the improvement plan phase/level.

- To comply with AB 1881, Model Water Efficiency Landscape Ordinance and conserve water, incorporate a water management system utilizing up-to-date best management practices that allows groundwater to recharge.
- Encourage the use of low toxic wood preservatives (no CCA), or naturally rot-resistant wood for landscaping (no pressure-treated wood in or on the ground.)
- Choose low water, drought tolerant, and/or native plants that match the micro climate, and soil conditions. (Refer to Plant Matrix herein)
- Select plants that are "non-invasive" according to the current California Invasive Plant Inventory, published by the California Invasive Plant Council.



- Design landscape and plant spacing to allow for plants to reach mature size. Using appropriate sizes and the thoughtful placing of plants prevents overgrowth and future thinning, reducing the amount of material sent to the landfill.
- Locate plants to ensure proper drainage and to reduce potential damage to buildings.
- Reuse soils from the site, if appropriate, as horticultural soils.
- Maintain and/or improve soil health through responsible management including nurturing soil with organic matter, reducing synthetic fertilizer use, and restoration to sustain protected and future ecosystems.
- Use integrated pest management to control or eliminate pesticide and toxic chemical use.
- Create and/or maintain wildlife habitat.
- Increase tree cover to provide shade in developed areas to reduce energy demand, mitigate solar heat gain into buildings, and to reduce the amount of heat absorbed by paved areas.
- Plant deciduous trees on the south side of buildings to allow for increased solar heat gain in winter months (thereby reducing energy needed for heating interiors) and shading in summer months (thereby reducing energy needed for cooling interiors).
- Minimize the use of large turf areas (except within parks, parkways (as permitted by AB1881 Water Use Analysis), or single family residential front yards) or inefficient small turf areas (those under 8'-0" in width) in landscaping by incorporating water-conserving groundcovers or perennial grasses, shrubs, and trees.
- Utilize weather and climate-smart irrigation controllers.
- Design irrigation zones to suit plant requirements and incorporate high-efficiency nozzles.
- Use sustainable materials in landscape construction and site furnishing selections including, but not limited to, recycled materials, environmentally preferable/responsible products, materials that can be recycled, certified "green" products, and locally available or locally manufactured products.
- Use nitrogen-fixing plants to reduce fertilizer use.
- Create natural looking design to reduce maintenance required.
- Water conservation (xeriscape, rain gardens, grouping plants with similar requirements).
- Control water runoff (bioswales, rain gardens, green roofs).
- Preserving Oak Woodlands and isolated Oak Trees. Refer to the Landscape Master Community Plant Matrix section.



Example of Drip Irrigation Before Mulch



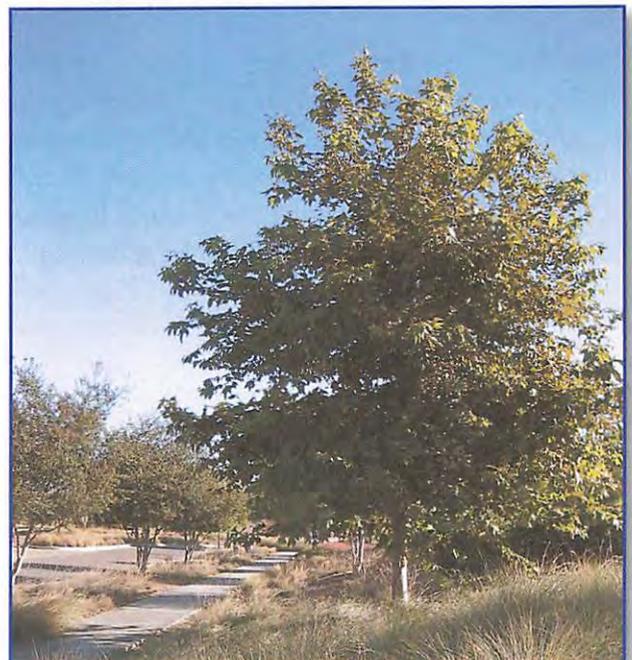
COMMUNITY DESIGN THEME/ LANDSCAPE CHARACTER

Landscaping plays an important role in establishing the visual identity and character of the Folsom Ranch, Central District Community. Consistency in theme and the application of major community-level design elements, such as enhanced entry with dynamic monumentation, upgraded hardscape and master landscape, arterial street parkways, thoughtful specifications of walls, fences and pilasters, adjacent community interface with improved edge conditions, and site-specific plant materials, is designed to be maintained throughout the Folsom Ranch, Central District development to communicate and enhance the community's identity.

Folsom Ranch, Central District embraces the California Heritage theme. Careful thought has been given to integrate the structural and aesthetic elements of a balanced, cohesive community. To ensure that these design guidelines are implemented in a manner that will provide a sense of the City of Folsom's character and ambiance, a central theme of California Heritage has been developed. This theme is appropriate to the community's locale, and will tie the community together while enabling neighborhoods and mixed-use areas to further develop their individual character through their own unique elements.

Several identifying design and landscape elements will be incorporated throughout the community and will generally include:

- Timeless stone, steel, boulders, stucco, and heavy wood beams incorporated into monumentation, way-finding, and accessory structures.
- Natural landscaped areas blended with manicured landscaping.



- Low water, drought-tolerant and native tree and shrub materials, such as California Sycamores, Oaks, and Pine trees. In addition, plants rated low and very low water use per the WUCOLS rating system shall be used.
- Natural materials such as stone, wood, and boulders, complemented by an earth-tone color palette.
- Varied paving materials, including stone, concrete, wood, decomposed granite, and concrete pavers.

Folsom Ranch, Central District is a planned community that is inspired by the unique character of the City of Folsom and enhances its distinct identity. Like California itself, the design intent and architecture is an eclectic and colorful mix of various influences from across the United States. This community offers its residents an environment in which pedestrian connectivity, recreational activity, and social interaction are fostered. The residential neighborhoods within Folsom Ranch, Central District focus on these aspects by providing generous landscape setbacks, residences oriented to the street, widened pathways/trails, public gathering areas, and several community parks with recreational amenities.

Thematic elements are major project improvements that occur at the community or neighborhood level, and assist in establishing the overall design theme for the Folsom Ranch, Central District community. These major thematic elements will be reinforced within the following:

- Monumentation/ Signage
- Streetscape Landscape
- Enhanced Masonry Vertical Elements
- Enhanced Hardscape
- Enhanced Community Edge Conditions
- Open Space, Parks and Recreation Facilities
- Lighting/ Street Furniture Family



- Walls and Fences
- Landscaping/ Plant Palette

These thematic elements will commonly occur throughout the community and will unite Folsom Ranch, Central District under a common design vocabulary. General design guidelines and design criteria for the community theme elements are contained in the sections that follow.



Example of Park and Open Space Concept



WALL AND FENCE GUIDELINES

Maintaining quality and character of all aspects of the public realm is a key placemaking principle. The wall and fence design criteria is intended to provide variety and privacy for each lot while providing continuity and unity within the community.

Walls and fencing will be used throughout the community to complement the overall design theme, establish community identity, provide protection from roadway and other noise, and allow privacy and security in residential areas. The use of walls and fences can also serve to accentuate neighborhood features in addition to screening streets and adjacent uses.

The following types of walls (solid and opaque) and fences (open and largely transparent) have been selected for possible use within different areas of the project site. All wall and fence heights are measured from the highest grade elevation on either side of the wall or fence. An overall community wall program is provided to help unify and reinforce community character.

For wall heights exceeding those outlined herein based on Sound Attenuation requirements refer to the Mangini Ranch Residential Development Environmental Noise Assessment document prepared by Bollard Acoustical Consultants, Inc. on January 29, 2015.

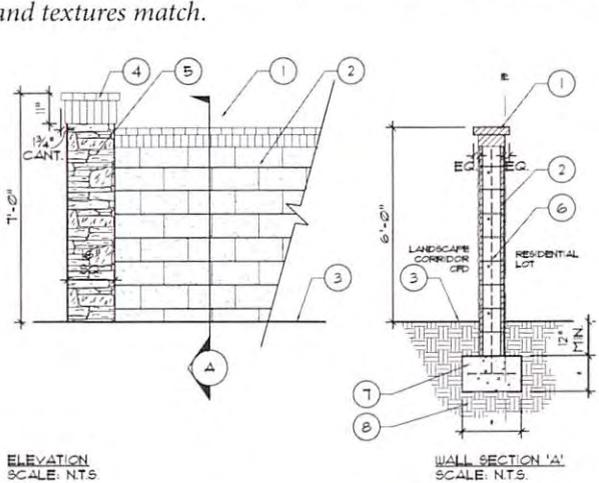
- Decorative walls and/or screen walls shall be integrated with the architecture of community building, as well as the overall landscape design.
- All community theme walls and fences shall be consistent in design.
- For most products, the community wall will be colored split face block with an enhanced brick cap.
- Pilasters will be stacked stone veneered with an enhanced brick cap. Pilasters will occur at changes in wall direction or change in materials visible to the public realm and as outlined on page 3-26.
- Higher-end estate product wall adjoining a public street or any wall publicly visible or adjacent to the public realm shall be slump face block, slurry coat and painted, with a decorative brick cap.
- Interior/side yard or any wall not visible to the public realm shall be precision block with precision cap, or wood fencing based on builder's preference and product price point. Block color to match slump slurry wall paint color.
- View fencing of full height tubular steel and/or a low wall or concrete mowcurb with tubular steel combination may be used. Pilasters may be incorporated into steel fencing.
- Vines and/or shrubs should be planted along community walls to soften the visual character. An extensive use of vines is encouraged.
- The maximum wall or fence height shall be six (6) feet within any required rear, or side setback area, and along the project perimeter unless a need for an 8'-0" high wall or higher is determined necessary to act as a sound wall and approved by the City. Wall/fence heights are measured from the base of the wall/fence to the top of the interior or exterior side, always providing a minimum six (6) feet barrier from either side. The maximum height of any wall should not exceed ten (10) feet (when in combination with a retaining wall) without a variance.
- Combination retaining wall and privacy walls at block ends may be used.
- Rear yard fencing adjacent to park areas or open space edges where residential pad is



- elevated above park/open space shall be view fencing, where applicable, considering grade differentials, etc.
- Where appropriate, view fencing may be less than 6' high to provide an enhanced view shed. In cases where pools or spas are located in rear yards, a minimum 5'-6" high perimeter fence is required. Continuous view fencing or block walls shall have pilasters located at corners, at change in wall/fencing materials, and significant redirections in the fence line.
 - Wall sections greater than 50 feet in length should incorporate at least two of the following design features which are proportionate to the wall length:
 - A minimum 2 feet change in plane for at least 2 feet.
 - A minimum 18-inch change in height for at least 10 feet.
 - Use of pilasters at 50 feet maximum intervals and at changes in wall planes.
 - A minimum 4 feet high view fencing section for at least 10 feet.
 - Solid walls or wood fencing shall be used for property line fencing and gate returns between housing lots and those areas in public view. Fence return located on the garage side of each home shall include a three foot (3') wide minimum gate.
 - All retaining walls, courtyard walls, gates and fences shall be compatible with the architecture of each neighborhood/village.
 - Visible precision block walls or wood fencing is prohibited from the public realm.
 - Walls shall be setback a minimum of 5 feet from all public sidewalks. Where feasible a 10 feet setback is preferred.
 - For residential side yard gates, vinyl gates are encouraged, color to match or complement adjacent wall/architecture.
 - Gates should be provided in walls or fences to allow emergency access and to facilitate convenient pedestrian access to activity areas and adjacent uses.
 - Walls should be eliminated or sited to provide additional setbacks areas at project entries to accommodate distinctive landscaping, ornamental gateways, signage and street furniture.
 - Walls should be curved or angled at corner locations along street frontages to preserve sight lines.
 - Be mindful of sight lines when laying out lots and perimeter walls.



The following photos should not be construed as the exact wall and fence height, color and material, but should be used as preferred examples. The sketches and graphic representations contained within these Design Guidelines are for conceptual purposes and are provided as visual aids in understanding the basic intent of the Guidelines and to present examples of their potential implementation. The block/color specification can be substituted with a different manufacturer as long as colors and textures match.

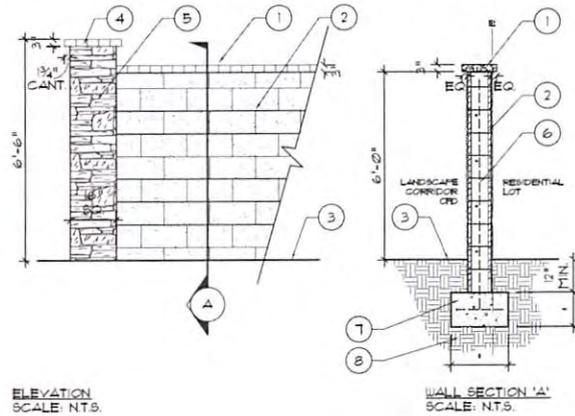


ELEVATION
SCALE: N.T.S.

WALL SECTION 'A'
SCALE: N.T.S.

- ① DOUBLE STACK BRICK WALL CAP
- ② 6X6X16 COLORED SPLIT FACE BLOCK. GROUT ALL CELLS SOLID.
- ③ FINISH GRADE
- ④ DOUBLE STACK BRICK PILASTER CAP.
- ⑤ COLUMN BLOCK PILASTER STACKED STONE VENEER GROUT ALL CELLS SOLID OR PER STRUCTURAL ENGINEER SPECS
- ⑥ REINFORCEMENT PER STRUCTURAL ENGINEER PLANS
- ⑦ CONCRETE FOOTING - PER STRUCTURAL ENGINEER PLANS
- ⑧ COMPACTED SUBGRADE PER GEOTECHNICAL REPORT

NOTE:
1. GROUT TO MATCH BLOCK COLOR
2. MASONRY AND COLORS AVAILABLE THRU ANGELUS BLOCK OR EQUIVALENT



ELEVATION
SCALE: N.T.S.

WALL SECTION 'A'
SCALE: N.T.S.

- ① BRICK WALL CAP
- ② 6X6X16 SLUMP SLURRY PAINTED BLOCK GROUT ALL CELLS SOLID.
- ③ FINISH GRADE
- ④ BRICK PILASTER CAP.
- ⑤ COLUMN BLOCK PILASTER STACKED STONE VENEER GROUT ALL CELLS SOLID OR PER STRUCTURAL ENGINEER SPECS
- ⑥ REINFORCEMENT PER STRUCTURAL ENGINEER PLANS
- ⑦ CONCRETE FOOTING - PER STRUCTURAL ENGINEER PLANS
- ⑧ COMPACTED SUBGRADE PER GEOTECHNICAL REPORT

NOTE:
1. GROUT TO MATCH BLOCK COLOR
2. MASONRY AND COLORS AVAILABLE THRU ANGELUS BLOCK OR EQUIVALENT



Community Wall and Pilaster

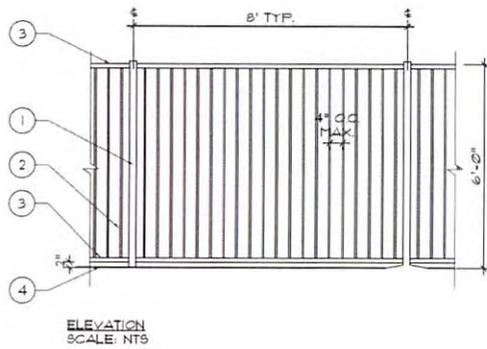
- Pilaster: Precision column block with stone veneer and enhanced brick cap
- Wall: Split face block with brick cap
- Block Color: Sandstone available through Angelus Block - 6x6x16
- Brick: Jumbo Alamo Blend 'A' - available through Belden Brick
- Grout: Light Khaki - available through Orco Blended Products
- Stone: TNS Coso Junction Thin Veneer - available through Thompson Bldg. Grout-CBP Light Smoke # 145



High End Product - Community Wall and Pilaster

- Pilaster: Precision column block with stone veneer and brick cap
- Wall: Slump column block with slurry coat, paint, and brick cap
- Block Color: Auburn available through Angelus Block - Slump 6x6x16 - Super Slump
- Slurry Coat/Sack: Sherwin Williams SW7513w Sanderling (La Habra Color Coat Match x-81072)
- Brick: Jumbo Alamo Blend 'A' - available through Belden Brick
- Grout: Light Khaki - available through Orco Blended Products
- Stone: TNS Coso Junction Thin Veneer - available through Thompson Bldg. Grout-CBP Light Smoke # 145





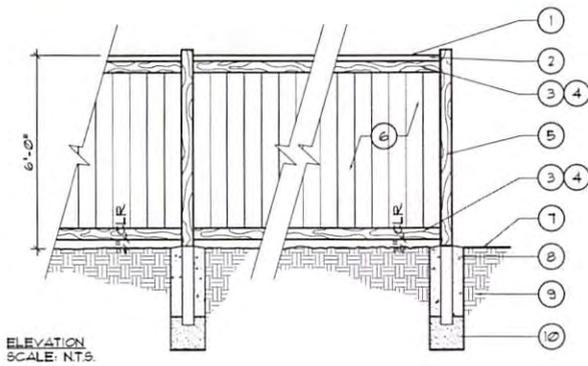
- ① 1 1/2" X 2" RECTANGULAR TUBULAR STEEL FENCE POST @ 6'-0" O.C. MAX. OR EQUALLY SPACED AND ALL CHANGE OF DIRECTION (CORNERS).
- ② 5/8" SQ. TUBULAR STEEL PICKETS @ 4" O.C. MAX. TYP. PICKETS STAGGER AT TOP PER DETAIL.
- ③ 1 1/2" X 2" RECTANGULAR TUBULAR STEEL TOP AND BOTTOM RAIL LAID FLAT WELD TO POST AS SHOWN.
- ④ FINISH GRADE



Community Prefabricated Tubular Steel Fence

Color: Sherwin Williams SW7020 Black Fox, Powdercoated

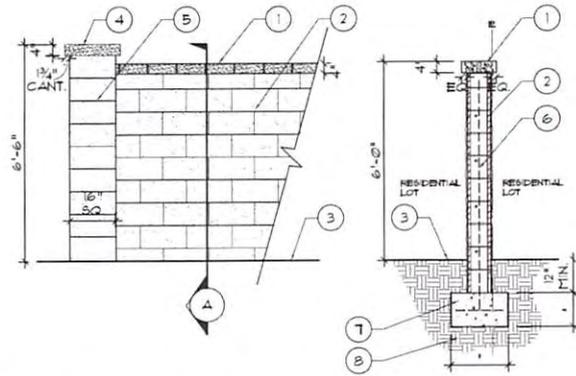




ELEVATION
SCALE: N.T.S.

- ① 2x2 TOP TRIM INSIDE, NAIL TO POST AND CAP
- ② 2 x 6 CAP, NAIL TO POSTS W/ HALF LAP SPLICES OVER POSTS AND MITER AT ALL CORNERS.
- ③ 2 x 4 TOP AND BOTTOM RAILS, TOE NAIL TO POSTS.
- ④ 1 x 4 TOP AND BOTTOM TRIM INSIDE NAIL TO POST, RAILINGS AND CAP.
- ⑤ 4 x 4 S4S PRESSURE TREATED POSTS AT 8'-0" O.C. MAX. AT ENDS AND CHANGES OF DIRECTION.
- ⑥ 1 x 6 CEDAR VERTICAL BOARDS BUTT-JOINT ALTERNATE PANELS ON BOTH SIDES, NAIL TO 2x4 TOP & BOTTOM RAIL
- ⑦ FINISH GRADE - PER CIVIL ENGINEER PRECISE GRADING PLAN.
- ⑧ CONCRETE FOOTING PER STRUCTURAL ENGINEER.
- ⑨ COMPACTED SUBGRADE PER GEO-TECHNICAL REPORT.
- ⑩ 1 CUBIC FOOT OF GRAVEL PER POST FOOTING.

NOTE:
 1. ALL WOOD SHALL BE S4S KILN DRIED UNLESS OTHERWISE NOTED.
 2. ALL WOOD POST SHALL BE S4S DOUGLAS FIR UNLESS NOTED OTHERWISE. ALL OTHER WOOD TO BE CEDAR (NO.)
 3. PRIMER SHALL BE OIL BASED AND TOP COAT W/ PREMIUM WATERBASED LATEX ENAMEL. REFER TO MATERIALS SCHEDULE ON SHEET LC-0 FOR PAINT COLOR.
 4. ALL NAILS AND METAL SHALL BE HOT DIPPED GALVANIZED.
 5. ALL WOOD SHALL HAVE STAMP OF 'FSC' (FOREST STEWARDSHIP COUNCIL) CERTIFICATION.



ELEVATION
SCALE: N.T.S.

WALL SECTION 'A'
SCALE: N.T.S.

- ① PRECISION BLOCK WALL CAP
- ② 6x8x16 PRECISION BLOCK. GROUT ALL CELLS SOLID.
- ③ FINISH GRADE
- ④ PRECISION BLOCK PILASTER CAP.
- ⑤ 6x8x16 SQ. COLUMN PRECISION BLOCK PILASTER. GROUT ALL CELLS SOLID OR PER STRUCTURAL ENGINEER SPECS
- ⑥ REINFORCEMENT PER STRUCTURAL ENGINEER PLANS
- ⑦ CONCRETE FOOTING - PER STRUCTURAL ENGINEER PLANS
- ⑧ COMPACTED SUBGRADE PER GEOTECHNICAL REPORT

NOTE:
 1. GROUT TO MATCH BLOCK COLOR
 2. MASONRY AND COLORS AVAILABLE THRU ANGELUS BLOCK OR EQUIVALENT



Precision Block Wall Option at Side Yard Conditions

(No Precision Block Wall shall be visible/exposed to the public realm.)

Color: Harvest, available through Angelus Block



Wood Fence Option at Side Yard Conditions

(No Wood Fence shall be visible/ exposed to the public realm)

Color: Mission Brown Cabot Semi-solid Stain or equivalent

