

CITY OF
FOLSOM
DISTINCTIVE BY NATURE

Agenda

City Council Regular and Joint Meeting

City Council Chambers | 50 Natoma Street, Folsom CA 95630

June 22, 2021

6:30 PM

Welcome to Your City Council Meeting

We welcome your interest and involvement in the city’s legislative process. This agenda includes information about topics coming before the City Council and the action recommended by city staff. You can read about each topic in the staff reports, which are available on the city website and in the Office of the City Clerk. The City Clerk is also available to answer any questions you have about City Council meeting procedures.

Participation

If you would like to provide comments to the City Council, please:

- Fill out a blue speaker request form, located at the back table.
- Submit the form to the City Clerk before the item begins.
- When it’s your turn, the City Clerk will call your name and invite you to the podium.
- Speakers have three minutes, unless the presiding officer (usually the mayor) changes that time.

Reasonable Accommodations

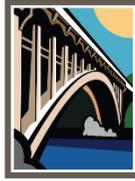
In compliance with the Americans with Disabilities Act, if you are a person with a disability and you need a disability-related modification or accommodation to participate in this meeting, please contact the City Clerk’s Office at (916) 461-6035, (916) 355-7328 (fax) or CityClerkDept@folsom.ca.us. Requests must be made as early as possible and at least two full business days before the start of the meeting.

How to Watch

The City of Folsom provides three ways to watch a City Council meeting:

In Person	Online	On TV
		
City Council meetings take place at City Hall, 50 Natoma Street	Watch the livestream and replay past meetings on the city website, www.folsom.ca.us	Watch live and replays of meetings on Sac Metro Cable TV, Channel 14

More information about City Council meetings is available at the end of this agenda



CITY OF
FOLSOM
DISTINCTIVE BY NATURE

City Council Regular and Joint Meeting

Folsom City Council Chambers
50 Natoma Street, Folsom, CA
www.folsom.ca.us

Tuesday, June 22, 2021 6:30 PM

Mike Kozlowski, Mayor

Sarah Aquino, Vice Mayor
Kerri Howell, Councilmember

YK Chalamcherla, Councilmember
Rosario Rodriguez, Councilmember

REGULAR CITY COUNCIL AGENDA

Pursuant to Governor Newsom's Executive Order N-29-20, members of the Folsom City Council and staff may participate in this meeting via teleconference.

Due to the coronavirus (COVID-19) public health emergency, the City of Folsom is allowing for remote public input during City Council meetings. Members of the public may participate by emailing comments to CityClerkDept@folsom.ca.us and, if desired, specifically requesting that their comments be read into the record. Emailed comments must be received no later than thirty minutes before the meeting. Please make your comments brief. Written comments submitted and read into the public record must adhere to the principles of the three-minute speaking time permitted for in-person public comment at City Council meetings. Members of the public wishing to participate in this meeting via teleconference may email CityClerkDept@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 City Council meetings.

CALL TO ORDER

ROLL CALL:

Councilmembers: Aquino, Chalamcherla, Howell, Rodriguez, Kozlowski

The City Council has adopted a policy that no new item will begin after 10:30 p.m. Therefore, if you are here for an item that has not been heard by 10:30 p.m., you may leave, as the item will be continued to a future Council Meeting.

PLEDGE OF ALLEGIANCE

AGENDA UPDATE

BUSINESS FROM THE FLOOR:

Members of the public are entitled to address the City Council concerning any item within the Folsom City Council's subject matter jurisdiction. Public comments are limited to no more than three minutes. Except for certain specific exceptions, the City Council is prohibited from discussing or taking action on any item not appearing on the posted agenda.

SCHEDULED PRESENTATIONS:

- [1.](#) Proclamation of the Mayor of the City of Folsom Proclaiming July 2 - 4, 2021 as Western Rodeo Days in the City of Folsom
- [2.](#) Proclamation of the Mayor of the City of Folsom Proclaiming July 2021 as "Parks Make Life Better" Month

CONSENT CALENDAR:

Items appearing on the Consent Calendar are considered routine and may be approved by one motion. City Councilmembers may pull an item for discussion.

- [3.](#) Approval of June 8, 2021 Regular Meeting Minutes
- [4.](#) Ordinance No. 1314 - An Uncodified Ordinance of the City of Folsom Approving Amendment No. 2 to the First Amended and Restated Tier 1 Development Agreement between the City of Folsom and Dignity Health relative to the Folsom Ranch Medical Center Project (Second Reading and Adoption)
- [5.](#) Resolution No. 10619 – A Resolution Approving the City of Folsom Legislative Platform and Advocacy Manual
- [6.](#) Resolution No. 10649 - A Resolution Adopting the City of Folsom Governance Manual
- [7.](#) Resolution No. 10650 – A Resolution Authorizing Public Fireworks Displays During the Annual Folsom Pro Rodeo Activities
- [8.](#) Resolution No. 10651 - A Resolution Electing the Population and Inflation Factors and Establishing the Fiscal Year 2021-22 Appropriations Limit
- [9.](#) Resolution No. 10652 - A Resolution Authorizing the City Manager to Execute a Service Agreement with Dropcountr, Inc. for Use of the Dropcountr Base Platform and the HOME+ Irrigation Module for One Year
- [10.](#) Resolution No. 10654 - A Resolution Rejecting all Bids for Short or Long Term Lease at 405 Natoma Station Drive
- [11.](#) Resolution No. 10657 - A Resolution Authorizing the Public Works Department to Install All-Way Stop Sign Control at the Intersection of Mangini Parkway and Westwood Drive

NEW BUSINESS:

- [12.](#) Resolution No. 10628 – A Resolution Adopting the Local Road Safety Plan

CONVENE JOINT MEETING

JOINT CITY COUNCIL AGENDA

Joint City Council / Public Financing Authority Meeting

ROLL CALL: Council / Board Members: Aquino, Chalamcherla, Howell, Rodriguez, Kozlowski

NEW BUSINESS:

- [13.](#) Folsom Public Financing Authority Water Revenue Refunding Bonds, Series 2021

i. Resolution No. 10656 - A Resolution of the City Council of the City of Folsom Relating to the Folsom Public Financing Authority Water Revenue Refunding Bonds, Series 2021 and Approving the Form of and Authorizing the Execution and Delivery of a 2021 Installment Purchase Contract in Connection therewith, and Authorizing Certain other Actions Related thereto

ii. Resolution No. 21-074-PFA - A Resolution of the Governing Board of the Folsom Public Financing Authority Authorizing the Issuance of Folsom Public Financing Authority Water Revenue Refunding Bonds, Series 2021 in a Principal Amount not to Exceed \$9,200,000 and Approving the Forms of and Authorizing the Execution and Delivery of a 2021 Installment Purchase Contract, a 2021 Indenture and an Escrow Agreement, and Authorizing Certain other Actions Related thereto

ADJOURNMENT

RECONVENE CITY COUNCIL MEETING

PUBLIC HEARING:

- [14.](#) Resolution No. 10653 - A Resolution to Approve a Large-Lot Vesting Tentative Subdivision Map, Small-Lot Vesting Tentative Subdivision Map, and Minor Administrative Modifications for Transfer of Development Rights (25 Unit Transfer) and Land Use Boundary Refinements for the Mangini Ranch Phase 3 Project
- [15.](#) Resolution No. 10655 - A Resolution to Approve a Small-Lot Vesting Tentative Subdivision Map for 76 Residential Lots, and Minor Administrative Modifications for Transfer of Development Rights (20 Unit Transfer) and Land Use Boundary Refinements for the Mangini Ranch Phase 1C North Project and Design Review
- [16.](#) Resolution No. 10658 - A Resolution to Approve a Small-Lot Vesting Tentative Subdivision Map for 100 Residential Lots, and Planned Development Permit for MLD Development Standard Deviations and Design Review for the Mangini Ranch Phase 1C 4-Pack Project

CITY MANAGER REPORTS:

COUNCIL COMMENTS:

ADJOURNMENT

The City Council's next regular meeting is scheduled for July 13, 2021.

NOTICE: *Members of the public are entitled to directly address the City Council concerning any item that is described in the notice of this meeting, before or during consideration of that item. If you wish to address Council on an issue, which is on this agenda, please complete a blue speaker request card, and deliver it to a staff member at the table on the left side of the Council Chambers prior to discussion of the item. When your name is called, stand to be recognized by the Mayor and then proceed to the podium. If you wish to address the City Council on any other item of interest to the public, when the Mayor asks if there is any "Business from the Floor," follow the same procedure described above. Please limit your comments to three minutes or less.*

NOTICE REGARDING CHALLENGES TO DECISIONS: *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.*

As presiding officer, the Mayor has the authority to preserve order at all City Council meetings, to remove or cause the removal of any person from any such meeting for disorderly conduct, or for making personal, impertinent, or slanderous remarks, using profanity, or becoming boisterous, threatening or personally abusive while addressing said Council, and to enforce the rules of the Council.

PERSONS INTERESTED IN PROPOSING AN ITEM FOR THE CITY COUNCIL AGENDA SHOULD CONTACT A MEMBER OF THE CITY COUNCIL.

The meeting of the Folsom City Council is being telecast on Metro Cable TV, Channel 14, the Government Affairs Channel, and will be shown in its entirety on the Friday and Saturday following the meeting, both at 9 a.m. The City does not control scheduling of this telecast and persons interested in watching the televised meeting should confirm this schedule with Metro Cable TV, Channel 14. The City of Folsom provides live and archived webcasts of regular City Council meetings. The webcasts can be found on the online services page of the City's website www.folsom.ca.us.

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Any documents produced by the City and distributed to the City Council regarding any item on this agenda will be made available at the City Clerk's Counter at City Hall located at 50 Natoma Street, Folsom, California and at the Folsom Public Library located at 411 Stafford Street, Folsom, California during normal business hours.

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PROCLAMATION
OF THE MAYOR OF THE CITY OF FOLSOM
PROCLAIMING JULY 2 - JULY 4, 2021
AS
WESTERN RODEO DAYS
IN THE CITY OF FOLSOM

WHEREAS, the City of Folsom proudly recognizes Folsom's western heritage and acknowledges the benefits of preserving the traditions and customs of the City's history; and

WHEREAS, the annual Folsom Pro Rodeo is a cornerstone of Folsom's link to its colorful past and is thoroughly enjoyed by residents and visitors alike; and

WHEREAS, this year's event, to be held July 2 - July 4 at the Dan Russell Arena, marks the 60th anniversary of the Folsom Pro Rodeo and marks it as one of the longest-running events in Northern California; and

WHEREAS, Rodeo Park is named for the Folsom Pro Rodeo Ambassadors, Jim "Digger" and Sharon Williams in honor of their long service to our community and to recognize them as "Legends of the Rodeo" for their many contributions to the Folsom Pro Rodeo; and

WHEREAS, the 60th anniversary event highlights include traditional rodeo events such as saddle and bareback bronc riding, steer wrestling, team roping, barrel racing, bull riding, performance by the Painted Ladies Drill Team, Flying Cowboys, rodeo clowns, nightly fireworks, mutton busting, and live music in the Golden Spike Saloon; and

WHEREAS, in honor of the traditional patriotic theme, the Folsom Pro Rodeo will celebrate with the ever-popular in-arena spectacular fireworks; and

WHEREAS, celebrating the 60th anniversary of the Folsom Pro Rodeo involves the assistance of hundreds of volunteers and a tremendous amount of community support.

NOW, THEREFORE, I, Mayor Michael D. Kozlowski of the City of Folsom, do hereby proclaim July 2-July 4, 2021, as **WESTERN RODEO DAYS IN FOLSOM** and call upon all citizens to "cowboy up" and join in the festivities celebrating the 60th anniversary of the Folsom Pro Rodeo; and

BE IT FURTHER PROCLAIMED that the Folsom City Council extends sincere best wishes to the Chamber of Commerce for a successful rodeo season.

PROCLAIMED this 22nd day of June 2021.



Attest:


 MICHAEL D. KOZLOWSKI, MAYOR


 CHRISTA FREEMANTLE, CITY CLERK

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PROCLAMATION
OF THE MAYOR OF THE CITY OF FOLSOM
PROCLAIMING JULY 2021
AS
“PARKS MAKE LIFE BETTER” MONTH

WHEREAS, Parks and Recreation are vitally important in providing physical and mental health wellness for all ages through organized and self-directed play and activities; and

WHEREAS, Parks and Recreation supports the economic vitality of communities by providing frontline jobs, youth programs, and promoting community revitalization; and

WHEREAS, Parks and Recreation fosters social cohesiveness in communities by providing spaces for all individuals to come together peacefully and ensuring all have access to park and recreational benefits; and

WHEREAS, Parks and Recreation sustains and preserves our natural resources by protecting habitats and open space, connecting people to nature, and promoting the ecological function of parkland; and

WHEREAS, Parks and Recreation supports safe, vibrant, and attractive communities that make life better through a variety of recreational opportunities; and

WHEREAS, the Folsom Parks and Recreation Department creates memorable experiences through engaging programs, services, events, and experiences through thoughtful planning to enrich lives; and

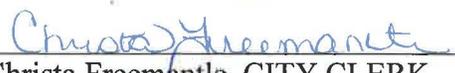
NOW THEREFORE BE IT RESOLVED that I, Michael D. Kozlowski, Mayor of the City of Folsom, do hereby proclaim July 2021 as ***“Parks Make Life Better” month.***

PROCLAIMED this 22nd day of June 2021.





Michael D. Kozlowski, MAYOR

ATTEST:


Christa Freemantle, CITY CLERK

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City Council Regular Meeting

MINUTES

Tuesday, June 8, 2021 6:30 PM

Pursuant to Governor Newsom's Executive Order N-29-20, members of the Folsom City Council and staff may participate in this meeting via teleconference.

CALL TO ORDER

The regular City Council meeting was called to order at 6:30 p.m. in City Council Chambers, 50 Natoma Street, Folsom, California, with Mayor Mike Kozlowski presiding.

ROLL CALL:

Councilmembers Present: Rosario Rodriguez, Councilmember
Sarah Aquino, Vice Mayor
YK Chalamcherla, Councilmember
Mike Kozlowski, Mayor

Councilmembers Absent: Kerri Howell, Councilmember (arrived at 6:40 p.m.)

Participating Staff: City Manager Elaine Andersen
City Attorney Steve Wang
City Clerk Christa Freemantle
Environmental and Water Resources Director Marcus Yasutake
Finance Director/CFO Stacey Tamagni
Community Development Director Pam Johns
Engineering Manager Mark Rackovan
Senior Planner Stephanie Henry
Code Enforcement Supervisor Pete Piccardo
Principal Planner Steve Banks

PLEDGE OF ALLEGIANCE

The Pledge of Allegiance was recited.

AGENDA UPDATE

City Clerk Christa Freemantle announced that Item 17 would be taken as the first item on the agenda and that Item 13 had been amended.

OLD BUSINESS: (item taken out of order)

17. Resolution No. 10646 - A Resolution Approving Changes to Transit Services and Vehicle Branding for Transit Services Provided by Sacramento Regional Transit Under the 2019 Annexation Agreement with the Sacramento Regional Transit District

Sacramento Regional Transit Vice President and CFO Brent Bernegger made a presentation with additional information provided by Vice President of Bus Operations Carmen Alba.

The following speakers addressed the City Council:

1. Chuck Zurek regarding SacRT Go
2. Partha Mohapatra regarding transit in Folsom

Sacramento Regional Transit representatives Mr. Bernegger and Ms. Alba responded to questions raised from the speakers and questions from the City Council.

Motion by Councilmember Kerri Howell, second by Councilmember Rosario Rodriguez to approve Resolution No. 10646.

Motion carried with the following roll call vote:

AYES: Councilmember(s): Howell, Rodriguez, Aquino, Chalamcherla, Kozlowski
NOES: Councilmember(s): None
ABSENT: Councilmember(s): None
ABSTAIN: Councilmember(s): None

BUSINESS FROM THE FLOOR:

The following speakers addressed the City Council:

1. Michael Harris regarding the Juneteenth celebration and local fires
2. Denzel Beecham regarding the iBenefits Inc. program for teens
3. Mireil Crankson regarding the iBenefits Inc. program for teens

SCHEDULED PRESENTATIONS

1. Proclamation of the City of Folsom Proclaiming the Month of June as LGBTQ+ Pride Month in the City of Folsom

Mayor Mike Kozlowski read the proclamation.

2. City Manager's Fiscal Year 2020-21 Third Quarter Financial Report

CFO/Finance Director Stacey Tamagni made a presentation and responded to questions from the City Council. Environmental and Water Resources Director Marcus Yasutake provided additional information.

CONSENT CALENDAR:

3. Approval of May 25, 2021 Special and Regular Meeting Minutes
4. Resolution No. 10635 – A Resolution Authorizing the City Manager to Execute an Agreement with Folsom Lake Ford for the Purchase of Six Vehicles for the Environmental and Water Resources Department
5. **pulled for discussion**
6. Resolution No. 10637 - A Resolution Authorizing the City Manager to Execute Amendment No. 1 to the Agreement (Contract No. 173-21 19-051) with Peterson Brustad Inc. for Design and Construction Administration Services for the Oak Avenue Pump Station Peak Wet Weather Flow Relief Project and Appropriation of Funds
7. Resolution No. 10638 – A Resolution Authorizing the City Manager to Execute an Agreement with Badger Meter, Inc. for the Purchase of 1-Inch Water Meters and Rejecting All Bids for 1.5-Inch and 2-Inch Water Meters
8. Resolution No. 10640 - A Resolution Authorizing the City Manager to Execute Non-Exclusive Agreements with Approved Licensed Contractors to Implement the Sacramento Housing and Redevelopment Agency Inter-Agency Contract for the Seniors Helping Seniors Home Repair Program and Appropriation of Funds
9. Resolution No. 10641 - A Resolution Authorizing the City Manager to Execute a Consultant Services Agreement with Ghirardelli Associates, Inc. for Construction Inspection and Materials Testing for the Pavement Resurfacing Project FY 2020-21
10. Resolution No. 10642 – A Resolution Authorizing the City Manager to Execute the Third Amendment with Sacramento County for Reduced Tipping Fees for Municipal Solid Waste at Kiefer Landfill
11. Resolution No. 10644 - A Resolution Authorizing the Public Works Department to Submit a Rebuilding American Infrastructure with Sustainability and Equity Grant Application for the Riley Street Sidewalks Project
12. Resolution No. 10645 - A Resolution Supporting a Rebuilding American Infrastructure with Sustainability and Equity Grant Application by the Capital Southeast Connector JPA for Connector Segments D3B and E1
13. Resolution No. 10647 - A Resolution Authorizing the City Manager to Execute an Agreement with Axon Enterprise, Inc. for the Purchase of Police Body-Worn and In-Car Cameras (**amended**)

Motion by Councilmember Kerri Howell, second by Councilmember Rosario Rodriguez to approve Items 1 – 4, 6 – 12 and Item 13 as amended of the Consent Calendar.

Motion carried with the following roll call vote:

AYES: Councilmember(s): Rodriguez, Aquino, Chalamcherla, Howell, Kozlowski
NOES: Councilmember(s): None
ABSENT: Councilmember(s): None

ABSTAIN: Councilmember(s): None

CONSENT CALENDAR ITEM PULLED FOR DISCUSSION:

5. Resolution No. 10636 - A Resolution of the City Council Approving Amendment No. 2 to Lease Agreement with the Folsom Chamber of Commerce for the Depot Building Located at 200 Wool Street

Vice Mayor Sarah Aquino explained that she pulled Item 5 to recommend continuing the item to a future meeting in order to give the City Council and staff time to consider issues raised by local organizations and members of the public.

Councilmember Kerri Howell expressed opposition to the continuance. The City Council discussed the item. City Manager Elaine Andersen provided additional information.

Motion by Vice Mayor Sarah Aquino, second by Councilmember YK Chalamcherla to continue Resolution No. 10636 to a future meeting.

Motion carried with the following roll call vote:

AYES: Councilmember(s): Aquino, Chalamcherla, Kozlowski
NOES: Councilmember(s): Rodriguez, Howell
ABSENT: Councilmember(s): None
ABSTAIN: Councilmember(s): None

PUBLIC HEARING:

14. Resolution No. 10643 - A Resolution Adopting the 2020 Urban Water Management Plan and Water Shortage Contingency Plan and Authorizing the City Manager to Submit the Plan to the California Department of Water Resources and to the California State Library

Environmental and Water Resources Director Marcus Yasutake made a presentation and responded to questions from the City Council.

Mayor Mike Kozlowski opened the public hearing. Hearing no public comments, the public hearing was closed.

Motion by Councilmember Kerri Howell, second by Councilmember Rosario Rodriguez to approve Resolution No. 10643.

Motion carried with the following roll call vote:

AYES: Councilmember(s): Rodriguez, Aquino, Chalamcherla, Howell, Kozlowski
NOES: Councilmember(s): None
ABSENT: Councilmember(s): None
ABSTAIN: Councilmember(s): None

15. Resolution No. 10639 - A Resolution of the City Council of the City of Folsom Approving the Issuance of Revenue Bonds by the California Municipal Finance Authority in an Aggregate Principal Amount Not to Exceed \$20,000,000 to Finance a 110-Unit Affordable Rental Housing Facility for Low-Income and Very Low-Income Seniors, for the Benefit of an Entity to be Created by USA Properties Fund, Inc. or an Affiliate, and Certain Other Matters Relating Thereto

Senior Planner Stephanie Henry made a presentation and responded to questions from the City Council.

Mayor Mike Kozlowski opened the public hearing. Hearing no public comments, the public hearing was closed.

Motion by Councilmember Rosario Rodriguez, second by Councilmember Kerri Howell to approve Resolution No. 10639.

Motion carried with the following roll call vote:

AYES: Councilmember(s): Rodriguez, Aquino, Chalamcherla, Howell, Kozlowski
NOES: Councilmember(s): None
ABSENT: Councilmember(s): None
ABSTAIN: Councilmember(s): None

16. Folsom Ranch Medical Center Development Agreement Amendment – Northeast Corner of East Bidwell Street and Alder Creek Parkway (PN 20-193)
 - i. Ordinance No. 1314 - An Uncodified Ordinance of the City of Folsom Approving Amendment No. 2 to the First Amended and Restated Tier 1 Development Agreement between the City of Folsom and Dignity Health Relative to the Folsom Ranch Medical Center Project (Introduction and First Reading)

Principal Planner Steve Banks made a presentation and responded to questions from the City Council. Chief Strategy Officer for Dignity Health Chris Chaplain made a presentation, followed by a presentation from the applicant's legal counsel Martha Lofgren. Engineering Manager Mark Rackovan responded to questions from the City Council regarding traffic.

Mayor Mike Kozlowski opened the public hearing. The following speaker addressed the City Council:

1. Phil Scott, Greater Folsom Partnership in support of the project

City Clerk Christa Freemantle read comment letters from the following:

1. Antonio Acevedo with questions regarding the project
2. Bob Delp regarding signage, bicycle travel and trails

Hearing no further speakers, the public hearing was closed.

The City Councilmembers each commented regarding the project.

Motion by Councilmember Kerri Howell, second by Councilmember Rosario Rodriguez to introduce and conduct the first reading of Ordinance No. 1314.

Motion carried with the following roll call vote:

AYES: Councilmember(s): Rodriguez, Aquino, Chalamcherla, Howell, Kozlowski
NOES: Councilmember(s): None
ABSENT: Councilmember(s): None
ABSTAIN: Councilmember(s): None

Old Business Item 17 was taken out of order and heard first on the agenda.

NEW BUSINESS:

18. Resolution No 10648 – A Resolution of Support for the Sacramento Abandoned Vehicle Service Authority to Pursue Extension of the Vehicle Registration Fee for Abatement of Abandoned Vehicles

Community Development Director Pam Johns made a presentation and responded to questions from the City Council. Code Enforcement Supervisor Pete Piccardo responded to questions from the City Council regarding the handling of abandoned vehicles.

Motion by Councilmember Kerri Howell, second by Councilmember Rosario Rodriguez to approve Resolution No. 10648.

Motion carried with the following roll call vote:

AYES: Councilmember(s): Rodriguez, Aquino, Chalamcherla, Howell, Kozlowski
NOES: Councilmember(s): None
ABSENT: Councilmember(s): None
ABSTAIN: Councilmember(s): None

CONVENE JOINT MEETING

JOINT CITY COUNCIL AGENDA

Joint Folsom City Council, Folsom Redevelopment Successor Agency, Folsom Public Financing Authority, South of 50 Parking Authority, and Folsom Ranch Financing Authority Meeting

CALL TO ORDER:

The joint City Council / Redevelopment Successor Agency / Public Financing Authority / Folsom South of 50 Parking Authority / Folsom Ranch Financing Authority meeting was called to order at 8:52 p.m. in City Council Chambers, 50 Natoma Street, Folsom, California, with Mayor Mike Kozlowski presiding.

ROLL CALL: Council / Board Members: Rodriguez, Aquino, Chalamcherla, Howell, Kozlowski

CONSENT CALENDAR:

- 19. Approval of the March 23, 2021 Joint City Council / Successor Agency / Public Financing Authority / Folsom South of 50 Parking Authority / Folsom Ranch Financing Authority Meeting Minutes
- 20. Receive and File the City of Folsom, the Folsom Redevelopment Successor Agency, the Folsom Public Financing Authority, the Folsom Ranch Financing Authority, and the South of 50 Parking Authority Monthly Investment Reports for the Month of March 2021

Motion by Vice Mayor Sarah Aquino, second by Councilmember Kerri Howell to approve the Consent Calendar.

Motion carried with the following roll call vote:

AYES: Councilmember(s): Rodriguez, Aquino, Chalamcherla, Howell, Kozlowski
NOES: Councilmember(s): None
ABSENT: Councilmember(s): None
ABSTAIN: Councilmember(s): None

ADJOURNMENT

There being no further business to come before the joint City Council / Redevelopment Successor Agency / Public Financing Authority / Folsom South of 50 Parking Authority / Folsom Ranch Financing Authority, the meeting was adjourned to the regular City Council meeting at 8:53 p.m.

RECONVENE CITY COUNCIL MEETING

CITY MANAGER REPORTS:

City Manager Elaine Andersen thanked City staff involved with the Folsom Ranch Medical Center Dignity Health project. She talked about the dedication of Fire Station No. 38 in honor of late Folsom Fire Captain John Murray. Ms. Andersen announced that the Parks and Recreation Department is seeking public input for the first park in the Folsom Plan Area and she announced the opening of the summer season at Steve Miklos Aquatic Center.

COUNCIL COMMENTS:

Councilmember YK Chalamcherla commented regarding school safety and the See Click Fix program. He spoke of concerns regarding drought conditions and mentioned ways to save water. Mr. Chalamcherla provided an update from a recent Sacramento Metro Cable Commission meeting.

Councilmember Rosario Rodriguez pointed out numerous television shows featuring people with connections to Folsom. She shared information from a recent homelessness workshop and commented regarding the upcoming Hometown Parade and Folsom Rodeo. She welcomed Folsom's two newest police officers, Sergey Chernyavaskiy and Lauren Riffel.

Councilmember Kerri Howell shared information from recent Regional Transit, Regional Sanitation, and Sacramento-Placerville Transportation JPA meetings and commented regarding the Southeast Connector project. She mentioned the upcoming rodeo and reminded everyone to drive safely.

Vice Mayor Sarah Aquino shared information from a recent Sacramento Metropolitan Air Quality Management District meeting. She thanked and commended Fire Chief Ken Cusano for the recent dedication ceremony at Fire Station No. 38 for Captain John Murray. She asked that tonight's meeting be adjourned in memory of Mark Jennings.

Mayor Mike Kozlowski shared information from a recent SACOG meeting. He spoke of upcoming meetings he will be attending, including the Greater Sacramento Economic Council meeting, Sacramento Transportation Authority, and a meeting with the City of Rancho Cordova regarding economic development. He echoed Vice Mayor Sarah Aquino's comments regarding the dedication of Fire Station No. 38 and welcomed the two new police officers.

ADJOURNMENT

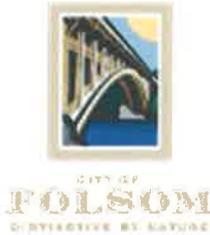
There being no further business to come before the Folsom City Council, Mayor Mike Kozlowski adjourned the meeting at 9:05 p.m. in honor of Mark Jennings.

SUBMITTED BY:

Christa Freemantle, City Clerk

ATTEST:

Mike Kozlowski, Mayor



Folsom City Council Staff Report



MEETING DATE:	6/22/2021
AGENDA SECTION:	Consent Calendar
SUBJECT:	<p>Folsom Ranch Medical Center Development Agreement Amendment – Northeast corner of East Bidwell Street and Alder Creek Parkway (PN 20-193)</p> <p>i. Ordinance No. 1314 - An Uncodified Ordinance of the City of Folsom Approving Amendment No. 2 to the First Amended and Restated Tier 1 Development Agreement between the City of Folsom and Dignity Health relative to the Folsom Ranch Medical Center Project (Second Reading and Adoption)</p>
FROM:	Community Development Department

RECOMMENDATION / CITY COUNCIL ACTION

Move to Adopt Ordinance No. 1314 - An Uncodified Ordinance of the City of Folsom Approving Amendment No. 2 to the First Amended and Restated Tier 1 Development Agreement between the City of Folsom and Dignity Health relative to the Folsom Ranch Medical Center Project (Second Reading and Adoption)

BACKGROUND / ISSUE

On May 19, 2021, the Planning Commission held a public hearing to consider a request from Dignity Health for adoption of an Addendum to the Folsom Plan Area Specific Plan EIR/EIS and approval of a Planned Development Permit, Conditional Use Permit, and Development Agreement Amendment for development of a 530,000-square-foot medical center (Folsom Ranch Medical Center) on a 27.44-acre site located at the northeast corner of the intersection of East Bidwell Street and Alder Creek Parkway within the Folsom Plan Area.

The Planning Commission adopted a motion (7-0-0-0) to adopt the Addendum to the FPASP EIR/EIS, approve a Planned Development Permit, and approve a Conditional Use Permit for

the Folsom Ranch Medical Center project. The Commission also moved to recommend that the City Council Approve Amendment No. 2 to the First Amended and Restated Tier 1 Development Agreement Relative to the Folsom South Specific Plan for the Folsom Ranch Medical Center project.

On June 8, 2021, the City Council reviewed a proposal from Dignity Health for approval of a Development Agreement Amendment (Amendment No. 2 to the First Amended and Restated Tier 1 Development Agreement between the City of Folsom and Dignity Health) associated with the Folsom Ranch Medical Center Project. The City Council expressed their full support for the Development Agreement Amendment and voted (5-0-0) to introduce and conduct the first reading of Ordinance No. 1314 (An Uncodified Ordinance of the City of Folsom Approving Amendment No. 2 to the First Amended and Restated Tier 1 Development Agreement between the City of Folsom and Dignity Health relative to the Folsom Ranch Medical Center Project). No changes have been made to the ordinance since first reading.

The applicant is requesting approval of a Development Agreement Amendment to the First Amended and Restated Tier 1 Development Agreement to incorporate in the definition of “entitlements” that are vested the entitlements requested by the project applicant including the Planned Development Permit, the Planned Development Guidelines, the Conditional Use Permit, and the Site Plan. The Development Agreement Amendment is also intended to account for the longer construction timeline for the project, memorialize agreements relative to project site access, memorialize agreements relative to water infrastructure and connections, memorialize agreements relative to street and landscape frontage maintenance, memorialize agreements relative to preparation for the future Class I trail, and acknowledge the potential for future modifications to the Medical Center that may be required by the California Office of Statewide Health Planning and Development.

POLICY / RULE

As set forth in the State Planning and Zoning Law, approval of, or amendments to, a Development Agreement is a legislative act which requires approval by the City Council following review and recommendation by the Planning Commission.

ANALYSIS

The City and Landowner’s predecessor (Eagle Commercial Partners, LLC) previously entered into the First Amended and Restated Tier 1 Development Agreement By and Between the City of Folsom and Landowner Relative to the Folsom South Specific Plan on July 15, 2014. Section 1.5 of the Restated Development Agreement allows the Restated Development Agreement to be amended from time to time by mutual written consent of the parties. On November 12, 2015, Eagle Commercial Partners, LLC and the City entered into Amendment No. 1 to First Amended and Restated Tier 1 Development Agreement Relative to the Folsom South Specific Plan. The aforementioned development agreements were assigned by Eagles Commercial Partners, LLC to Dignity Health when the subject property

was purchased in June of 2020. The applicant is proposing Amendment No. 2 to the First Amended and Restated Development Agreement by and between the City of Folsom and Dignity Health.

The applicant is requesting to further amend the Development Agreement to incorporate in the definition of “entitlements” the entitlements considered and approved by the Planning Commission: Planned Development Permit, Planned Development Guidelines, Conditional Use Permit, and the Site Plan. The Development Agreement amendment also seeks to take into account the longer construction timeline for the project, memorialize agreements relative to project site access, memorialize agreements relative to water infrastructure and connections, memorialize agreements relative to frontage landscaping and maintenance, memorialize agreements relative to preparation for the future Class I trail, and acknowledge the potential for future modifications to the Medical Center that may be required by the California Office of Statewide Health Planning and Development.

One of the primary purposes of this Development Agreement amendment is to provide flexibility in the approval and term for subsequent entitlements, specifically in relation to development of the Folsom Ranch Medical Center. Staff has determined that this flexibility is warranted because development of the Medical Center presents significant benefits to the City and the region and there are unique characteristics in the buildout of the Medical Center buildings and related structures including all of the following:

- Development of the Medical Center will occur over a long period of time, with a phased timeline for construction and potential adjustments to physical structures as medical delivery systems change over time;
- The California Office of Statewide Health Planning and Development (“OSHPD”) is required to approve the hospital building design which may result in required changes to the design of the Medical Center buildings and related structures;
- The Medical Center will generate significant employment and other economic benefits to the City;
- The Medical Center will provide needed expansion of access to health care services for the City and other jurisdictions in the region;
- A significant capital investment is required for the Medical Center buildings and related structures; and
- The status of Landowner as a nonprofit public benefit corporation.

In light of the unique circumstances associated with the proposed Medical Center referenced above, the term of the Development Agreement amendment is proposed to be extended to June 30, 2056 or until the 530,000-square-foot Medical Center has been built out, whichever is later.

As mentioned previously, the Development Agreement amendment also seeks to address issues related to site access, agreements relative to water infrastructure and connections, agreements relative to street lighting and landscape frontage maintenance, and agreements relative to preparation for the future Class I trail. City staff has conducted a thorough review of the proposed modifications to the Development Agreement and is supportive of the Development Agreement amendment as proposed by the applicant.

FINANCIAL IMPACT

No financial impact is anticipated with approval of the Development Agreement amendment associated with the Folsom Ranch Medical Center Project as the project will not result in any change in the total amount of commercial square footage or residential unit count within the Folsom Plan Area.

ENVIRONMENTAL REVIEW

An Addendum to the Final EIR/EIS for the Folsom Plan Area Specific Plan was previously approved for the Folsom Ranch Medical Center project in accordance with the California Environmental Quality Act. The Development Agreement Amendment does not result in substantial changes to the project, and no additional environmental review is required.

ATTACHMENTS

1. Ordinance No. 1314 - An Uncodified Ordinance of the City of Folsom Approving Amendment No. 2 to the First Amended and Restated Tier 1 Development Agreement between the City of Folsom and Dignity Health relative to the Folsom Ranch Medical Center Project (Second Reading and Adoption)
2. Amendment No. 2 to the First Amended and Restated Tier 1 Development Agreement by and between the City of Folsom and Dignity Health relative to the Folsom Ranch Medical Center Project

Submitted,



PAM JOHNS
Community Development Director

ATTACHMENT 1

ORDINANCE NO. 1314**AN UNCODIFIED ORDINANCE OF THE CITY OF FOLSOM APPROVING AMENDMENT NO. 2 TO THE FIRST AMENDED AND RESTATED TIER 1 DEVELOPMENT AGREEMENT BETWEEN THE CITY OF FOLSOM AND DIGNITY HEALTH RELATIVE TO THE FOLSOM RANCH MEDICAL CENTER PROJECT**

WHEREAS, a Final Environmental Impact Report/Environmental Impact Statement for the Folsom Plan Area Specific Plan was prepared and certified by the City Council on June 11, 2011, and the Sacramento Local Agency Formation Commission approved the City's annexation of the Folsom Plan Area on January 18, 2012; and

WHEREAS, pursuant to the authority in Sections 65864 through 65869.5 of the Government Code, the City Council, following a duly notified public hearing on June 28, 2011, approved the Tier 1 Development Agreement relative to the Folsom South Specific Plan (Tier 1 DA) for the development of the Folsom Plan Area by adopting Ordinance No. 1149 on July 12, 2011; and

WHEREAS, the City Council, following a duly noticed public hearing on May 27, 2014, approved a request to amend the Tier 1 DA to the development of the Westland/Eagle Project by approving a First Amended and Restated Tier 1 Development Agreement (ARDA) between the City and the developer of the Westland/Eagle Project, Eagle Commercial Partners, LLC, by adopting Ordinance No. 1204 on June 10, 2014; and

WHEREAS, the City Council, following a duly noticed public hearing on September 22, 2015, approved a request to amend the ARDA to the development of the Westland/Eagle Project by approving Amendment No. 1 to ARDA between the City and the developer of the Westland/Eagle Project, Eagle Commercial Partners, LLC, by adopting Ordinance No. 1237 on October 13, 2015; and

WHEREAS, the proposed Folsom Ranch Medical Center Project consists of the development of a 530,000-square-foot medical center on a 27.44-acre site located at the northeast corner of the intersection of East Bidwell Street and Alder Creek Parkway within the Folsom Plan Area; and

WHEREAS, the City and the landowner/developer of the Folsom Ranch Medical Center Project desire to further amend the ARDA in order to provide greater certainty and clarity to matters that are common, necessary and essential for the development of the project; and

WHEREAS, the Planning Commission, at its regular meeting on May 19, 2021, considered Amendment No. 2 to the First Amended and Restated Tier 1 Development Agreement by and between the City of Folsom and Dignity Health relative to the Folsom Ranch Medical Center project **at a duly noticed public hearing** as prescribed by law, and recommended that the City Council approve said Amendment No. 2; and

WHEREAS, all notices have been given at the time and in the manner required by State Law and the Folsom Municipal Code.

NOW, THEREFORE, the City Council of the City of Folsom hereby does ordain as follows:

SECTION 1 FINDINGS

- A. The above recitals are true and correct and incorporated herein by reference.
- B. The Amendment No. 2 to the First Amended and Restated Tier 1 Development Agreement by and between the City of Folsom and Dignity Health consistent with the objectives, policies, general land uses and programs specified in the City's General Plan and the Folsom Plan Area Specific Plan.
- C. The Amendment No. 2 to the First Amended and Restated Tier 1 Development Agreement is in conformity with public convenience, general welfare, and good land use practices.
- D. The Amendment No. 2 will not be detrimental to the health, safety, and general welfare of persons residing in the immediate area, nor be detrimental or injurious to property or persons in the general neighborhood or to the general welfare of the residents of the City as a whole.
- E. The Amendment No. 2 will not adversely affect the orderly development of property or the preservation of property values.
- F. The Amendment No. 2 has been prepared in accordance with, and is consistent with, Government Code Sections 65864 through 65869.5, and City Council Resolution No. 2370.
- G. All notices have been given at the time and in the manner required by State Law and the Folsom Municipal Code.
- H. The Amendment No. 2 is consistent with the Environmental Impact Report/Environmental Impact Statement for the Folsom Plan Area Specific Plan certified by the City Council on June 11, 2011 and the 2021 Folsom Ranch Medical Center Addendum, which are incorporated herein by reference. None of the events in Sections 15162 and 15163 of the CEQA Guidelines exists which warrant the preparation of a subsequent EIR or supplemental EIR.

SECTION 2 APPROVAL OF AMENDMENT TO DEVELOPMENT AGREEMENT

The Mayor is hereby authorized and directed to execute the Amendment No. 2 to the First Amended and Restated Tier 1 Development Agreement by and between the City of Folsom and Dignity Health on behalf of the City after the effective date of this Ordinance.

SECTION 3 SEVERABILITY

If any section, subsection, sentence, clause, or phrase in this Ordinance or any part thereof is for any reason held to be unconstitutional, invalid, or ineffective by any court of competent jurisdiction, such decision shall not affect the validity or effectiveness of the remaining portions of this Ordinance or any part thereof. The City Council declares that it would have passed each section irrespective of the fact that any one or more section, subsection, sentence, clause, or phrase be declared unconstitutional, invalid, or ineffective.

SECTION 4 EFFECTIVE DATE

This Ordinance shall become effective thirty (30) days from and after its passage and adoption, provided it is published in full or in summary within twenty (20) days after its adoption in a newspaper of general circulation in the City.

This Ordinance was introduced and the title thereof read at the regular meeting of the City Council on June 8, 2021 and the second reading occurred at the regular meeting of the City Council on June 22, 2021.

On a motion by Council Member _____ seconded by Council Member _____, the foregoing ordinance was passed and adopted by the City Council of the City of Folsom, State of California, this 22nd day of June 2021, by the following roll-call vote:

- AYES:** Councilmember(s):
- NOES:** Councilmember(s):
- ABSENT:** Councilmember(s):
- ABSTAIN:** Councilmember(s):

Michael D. Kozlowski, MAYOR

ATTEST:

Christa Freemantle, CITY CLERK

ATTACHMENT 2

FOR THE BENEFIT OF THE CITY OF FOLSOM
PURSUANT TO GOVERNMENT CODE §6103

RECORDING REQUESTED BY CITY CLERK

WHEN RECORDED MAIL TO:

City Clerk
City of Folsom
50 Natoma Street
Folsom, CA 95630

(SPACE ABOVE THIS LINE RESERVED FOR RECORDER'S USE)

**AMENDMENT NO. 2 TO
FIRST AMENDED AND RESTATED TIER 1 DEVELOPMENT
AGREEMENT
RELATIVE TO FOLSOM SOUTH SPECIFIC PLAN
(DIGNITY HEALTH)**

**AMENDMENT NO. 2 TO
FIRST AMENDED AND RESTATED TIER 1 DEVELOPMENT AGREEMENT
RELATIVE TO FOLSOM SOUTH SPECIFIC PLAN
(DIGNITY HEALTH)**

This Amendment No. 2 to First Amended and Restated Development Agreement (“Amendment No. 2”) is entered into this ___ day of _____, 2021, by and between the City of Folsom (“City”) and Dignity Health, a California nonprofit public benefit corporation (“Landowner”) pursuant to the authority of Sections 65864 through 65869.5 of the Government Code of California. All capitalized terms used herein and not otherwise defined herein shall mean and refer to those terms as defined in Section 1.3 of the Restated Development Agreement and Amendment No. 1 to the Restated Development Agreement, described below between the Predecessor in Interest to Landowner and the City.

RECITALS

A. Restated Development Agreement and Amendments Thereto. The City and Landowner’s predecessor in interest Eagle Commercial Partners, LLC (referred to herein as the “Predecessor in Interest”) previously entered into that certain First Amended and Restated Tier 1 Development Agreement By and Between the City of Folsom and Landowner Relative to the Folsom South Specific Plan, recorded on July 15, 2014, in the Official Records of the County Recorder of Sacramento County in Book 20140715, Page 0517 (the “Restated Development Agreement”). Section 1.5 of the Restated Development Agreement allows the Restated Development Agreement to be amended from time to time by mutual written consent of the parties. On November 12, 2015, Eagle Commercial Partners, LLC and the City entered into Amendment No. 1 to First Amended and Restated Tier 1 Development Agreement Relative to the Folsom South Specific Plan, recorded on January 29, 2016, in the Official Records of the County Recorder of Sacramento County in Book 0160129, Page No. 0385 (“Amendment No. 1”). The Restated Development Agreement and Amendment No. 1 are collectively referred to herein as the “Development Agreement.”

B. Conveyance of Property to Landowner and Assignment of Development Agreement. Predecessor in Interest conveyed the Property to its affiliate, Enclave at Folsom Ranch, LLC (“Predecessor Affiliate”) which in turn conveyed the Property identified by legal description on **Exhibit A-1** and depicted on **Exhibit A-2** to Landowner on June 5, 2020. Concurrently with such conveyance, Predecessor in Interest entered into an Assignment and Assumption Agreement Relative to The Folsom South Specific Plan Amended and Restated Tier 1 Development Agreement, pursuant to a form approved and required by the City, recorded on June 5, 2020, in the Official Records of the County Recorder of Sacramento County as Document Number 202006050658 (“Assignment and Assumption Agreement”). The Assignment and Assumption Agreement transferred all rights, title, interest, burdens and obligations of the

Predecessor in Interest under the Development Agreement with respect to the Property to Landowner.

C. Prior City Determinations and Approvals Relative to the Property. The Property is identified as "Parcel 1" on a Parcel Map approved by the City Planning Commission on December 4, 2019 (PN 19-389). Parcel 1 is one of four parcels created by the subdivision of the property identified as Parcel 85A in the Specific Plan. The Final Parcel Map including Parcel 1 was approved by the City Council and thereafter filed for record on May 22, 2020 in Book 240, Page 13 of Parcel Maps, Sacramento County. Prior to approval of the subdivision of Parcel 85A, on March 17, 2020, the Community Development Director for the City issued approval of a Minor Administrative Modification ("MAM") associated with Parcels 61, 77, 78, and 85A (PN 20-003). The MAM provided for the transfer of certain residential units and gross square footage within the four parcels and remains in effect. The Community Development Director thereafter issued a second letter on April 1, 2020, confirming that Table A-7 of the Specific Plan contained a clerical error regarding allowed land uses for General Commercial (GC) and Regional Commercial (RC) for several parcels, including Parcel 85A (hereafter the "Table A-7 Correction"). The allowed land uses in the Table A-7 Correction remain in effect.

D. Subsequent Entitlements. On May 19, 2021, the City Planning Commission, in a duly noticed and conducted public hearing, approved the Subsequent Entitlements for the Development of the Property as follows:

1. Planned Development Permit (including the Site Improvements and all Amendments to the Planned Development Permit submitted and considered as of the date of the hearing).
2. Planned Development Guidelines.
3. Conditional Use Permit.
4. Site Plan, as depicted on **Exhibit B** (Except parcels marked "Future Multifamily Housing" and "Future Hotel." Other than the Site Improvements, development on Parcels marked "Future Multifamily Housing" and "Future Hotel" (Parcels 2-4 on Exhibit A-2) are not part of the Subsequent Entitlements and shall not be vested).

The Planning Commission further recommended for approval by the City Council of this Amendment No. 2 to the Development Agreement.

E. Purpose of Amendment; Findings Related to Medical Center. Landowner is processing Subsequent Entitlements for the Development of the Property for comprehensive medical uses, specifically two medical office buildings, an acute care hospital and related structures (as further defined in Section 1.3 of this Amendment No.

2 and hereafter the "Medical Center"). Landowner has requested that the Subsequent Entitlements, including the Conditions of Approval related thereto, as approved by the City, be included in the definition of Entitlements as that term is used throughout the Development Agreement, pursuant to Section 1.5.3 of the Development Agreement. The City and Landowner also intend to amend certain provisions of the Development Agreement to allow for flexibility in the approval of and term for the Subsequent Entitlements, specifically in relation to the development of a Medical Center. The City Council has determined that flexibility is required for the Subsequent Entitlements because development of the Medical Center presents significant benefits to the City and the region and unique characteristics in the buildout of the Medical Center buildings and related structures, as follows:

1. Development of the Medical Center will occur over a long period of time, with a phased timeline for construction and potential adjustments to physical structures as medical delivery systems change over time;
2. The California Office of Statewide Health Planning and Development ("OSHPD") is required to approve the hospital building design which may result in required changes to the design of the Medical Center buildings and related structures;
3. The Medical Center will generate significant employment and other economic benefits to the City;
4. The Medical Center will provide needed expansion of access to health care services for the City and other jurisdictions in the region;
5. A significant capital investment is required for the Medical Center buildings and related structures; and
6. The status of Landowner as a nonprofit public benefit corporation.

F. Property. The subject of this Amendment No. 2 is the Development of the Property, as defined in Section 1.3. Landowner owns the Property and represents that all persons holding legal or equitable interests in the Property shall be bound by this Amendment No. 2 and the Development Agreement.

G. Hearings. On May 19, 2021, the City Planning Commission, designated as the planning agency for purposes of development agreement review pursuant to Government Code section 65867, in a duly noticed and conducted public hearing, considered this Amendment No. 2 and recommended that the City Council approve this Amendment No. 2 to the Development Agreement. On June 8, 2021, the City Council, in a duly noticed and conducted public hearing, conducted the first reading of Ordinance No. 1314 and approved this Amendment No. 2, and thereafter conducted the second

reading of Ordinance No. 1314 at a duly noticed regular meeting of the City Council on June 22, 2021 and adopted the Ordinance approving this Amendment No. 2.

H. Environmental Review. On May 19, 2021, the Planning Commission considered the Environmental Checklist and Addendum Dignity Health Folsom Ranch Medical Center (the "Addendum") to the Specific Plan EIR/EIS for Development of the Property consistent with the Specific Plan. An Initial Study prepared in support of the Addendum identified mitigation measures to reduce environmental impacts to less than significant, and those mitigation measures have been incorporated into the Project and the Subsequent Entitlements, as reflected by the findings adopted by the Planning Commission in connection with the approval of the Subsequent Entitlements and the City Council's consideration, adoption of findings, and approval of this Amendment No. 2.

I. No New Impacts Associated with Approval of Amendment. The City Council has determined that the adoption of this Amendment No. 2 involves no new impacts not considered in the Specific Plan EIR, the Previous Environmental Analyses listed in Section 1.2 of the Addendum, and the Addendum; therefore, no further environmental documents relating to the adoption of this Amendment No. 2 are required.

J. Consistency with General Plan and Specific Plan. Having duly examined and considered this Amendment No. 2, the City finds and declares that this Amendment No. 2 is consistent with the General Plan and the Specific Plan.

NOW, THEREFORE, the parties hereto, in consideration of the mutual covenants, promises, and agreements herein contained, and for other good and valuable consideration, the receipt and sufficiency of which is hereby acknowledged and agreed, the parties agree to hereby amend the Development Agreement as follows:

AMENDMENTS

1. Incorporation of Recitals. The Recitals above are true and correct and constitute enforceable provisions of this Amendment No. 2.
2. Definition and Section 1.5.3 – Subsequent Entitlements. The term "Subsequent Entitlements" in the Definitions Section of the Restated Development Agreement and also referenced in Section 1.5.3 of the Restated Development Agreement and later updated by Amendment No. 1 is amended to include the following:
 - a. The MAM approved by the Community Development Director on March 17, 2020.
 - b. The Table A-7 Correction issued by the Community Development Director on April 1, 2020.

- c. The Planned Development Permit (including the Site Plan for Parcel 1 and all amendments to the Planned Development Permit and Planned Development Guidelines); the Conditional Use Permit; the Planned Development Guidelines and this Amendment No. 2 approved by the Planning Commission and the City Council on May 19, 2021 and June 22, 2021 respectively.
- d. Landowner acknowledges and agrees that, in addition to design features described in the Planned Development Guidelines and approved by the Planning Commission as described in Recital D, supplementary design detail for individual buildings, related structures and the heliport will be presented to the City as required by the Specific Plan and the Folsom Municipal Code by Landowner for review and approval by the City. As this additional design detail is presented to the City, Landowner shall prepare Design Guidelines for the Medical Center for review and approval by the City, which may be updated as phases of Development of the Project continue. Upon approval of the Design Guidelines by the City (or sections thereof being amended and approved by the City from time to time), such Design Guidelines shall be a Subsequent Entitlement without the necessity of further amendment to this Amendment No. 2 or the Development Agreement.

3. **Section 1.3 – Definitions.** The following Definitions are added:

“Adopting Ordinance” means Ordinance No. 1314, dated June 22, 2021, approving this Amendment No.2.

“Addendum” means the Environmental Checklist and Addendum, Dignity Health Folsom Ranch Medical Center, dated April 2021.

“Conditional Use Permit” means the Conditional Use Permit approved by the City pertaining to the Project.

“Design Guidelines” means the design guidelines for the Medical Center approved by the City, and thereafter to be applied by the City to guide and evaluate the design of the Medical Center.

“Effective Date” means the date which is thirty (30) calendar days after the date of the Ordinance approving this Amendment No. 2.

“Environmental Analysis” means the Addendum and the Previous Environmental Analyses listed in Section 1.2 of the Addendum.

“Landowner” means Dignity Health, a California nonprofit public benefit corporation.

“Planned Development Permit” and “Planned Development Guidelines” include the Planned Development Permit and Planned Development Guidelines approved by the Planning Commission pertaining to the Project.

“Medical Center” means the buildings and related structures, including but not limited to the hospital and two medical office buildings, in which health care, research, staff support and ancillary services are provided (including the heliport) both temporary or permanent buildings or structures, and whether considered supportive or ancillary that are identified on the Planned Development Permit and described in the Planned Development Guidelines and the Conditional Use Permit.

“Predecessor in Interest” shall mean the prior owner of the Property and party to the Restated Development Agreement and Amendment No. 1, i.e., Eagle Commercial Partners, LLC.

“Predecessor Affiliate” shall mean the affiliate of Predecessor in Interest, Enclave at Folsom Ranch, LLC.

“Project” means development of the Medical Center and Site Improvements included in the Planned Development Permit consistent with the Development Agreement and the Subsequent Entitlements.

“Property” means the land identified by legal description on **Exhibit A-1** and depicted on **Exhibit A-2**.

“Site Improvements” means the grading, infrastructure and off-site improvements identified in the Planned Development Permit Guidelines.

“Square Footage” for purposes of the Medical Center shall mean “Occupied Square Footage,” as that term is defined and described in the Planned Development Permit and the Planned Development Guidelines, as distinct from building gross square footage.

“Subsequent Entitlements” shall have the amended definition set forth in paragraph 2, subsections (a)-(d), inclusive, of this Amendment No. 2.

“Technical Memorandum” shall mean the PA Parcel 85A Zone Supplemental Analysis dated April 28, 2021 prepared in conjunction with the Environmental Analysis that determined the appropriate water infrastructure connection for water services to the Property.

“Traffic Study” means the traffic analysis prepared and included in the Addendum titled Final Local Transportation Analysis & CEQA Impact Study, dated April 23, 2021 and the Local Transportation Analysis & CEQA Impact Study Errata dated April 29, 2021.

“Vested Rights” means the rights to Develop the Property consistent with the terms and provisions of the Restated Development Agreement, Amendment No. 1, this Amendment No. 2 and the provisions of the Subsequent Entitlements.

4. **Section 1.4.1 – Commencement, Extension, Expiration.** In light of the unique circumstances identified in Recital E of this Amendment No. 2, the Term of the Development Agreement and this Amendment No. 2 are extended to June 30, 2056, or until 530,000 occupied square feet has been built out, whichever is later. All other provisions of Section 1.4.1 of the Restated Development Agreement remain in full force and effect. Landowner may request an additional extension pursuant to Section 1.4.1 of the Restated Development Agreement.

5. **Section 1.6 –Changes to the City’s Inclusionary Housing Ordinance** in Amendment No. 1 is hereby revised to read as follows: “The City has amended the Inclusionary Housing Ordinance (i.e., Folsom Municipal Code Chapter 17.104) by Ordinance No. 1243, to eliminate Second Dwelling Units (also referred to as “granny flats”) as an alternative means of meeting the City’s inclusionary housing requirements. Both Parties acknowledge that the Project is for medical uses and not residential housing. However, in light of the allowed uses under the Specific Plan, City has requested that Landowner acknowledge, and Landowner hereby acknowledges, that there is no vested right to use Second Dwelling Units as an alternative means for meeting the City’s inclusionary housing requirements and that this alternative shall not be available to Landowner from and after the date of Ordinance No. 1243. Landowner further acknowledges that the State adopted amendments to Section 65850 of the California Government Code (specifically Section 65850(g)), effective January 1, 2018, to allow for the implementation of inclusionary housing requirements in residential rental units, upon adoption of an ordinance by the City. The Landowner is not currently contemplating any residential rental projects within the Property; however, in the event the City amends its Inclusionary Housing Ordinance with respect to rental housing pursuant to Section 65850(g), Landowner (or a successor in interest) agrees that the Property shall be subject to said City Ordinance, as amended, should any residential rental project be proposed within the Property. Other than the elimination of the “granny flat” option and the possible future application of an inclusionary housing requirement on residential rental properties (upon the conditions stated herein), the Parties agree that all other alternatives for meeting the City’s inclusionary housing requirements remain vested to the full extent provided for in the Restated Agreement.”

6. **Section 2.1 – Permitted Uses.** The permitted uses of the Property, the density and intensity of use, the maximum height and size of proposed buildings and related structures, set backs, Square Footage (as defined in Section 1.3 and calculated based on Occupied Square Footage and not building gross square footage), heliport location and approach, all signage approved in the Subsequent Entitlements (inclusive of spiritual symbolism), provisions for reservation or dedication of land for public purposes and location of public utilities and public improvements shall be those set forth

in the Entitlements, the Subsequent Entitlements, the Development Agreement and this Amendment No. 2. The permitted uses of the Property shall also include the types of buildings and related structures within the definition of Medical Center and as identified in the Subsequent Entitlements that are ancillary to the development of the Medical Center or the provision of medical services, including but not limited to concrete pads, trailers and structures or facilities that may be necessary for emergency (e.g., pandemic) services (including, but not limited to, tents), as long as they are identified in the Site Plan attached hereto as **Exhibit B**. Any temporary structures that are not identified in the Site Plan shall be processed through City administrative processes, with recognition given to the expedited review that may be necessary for temporary structures to address emergency purposes (including but not limited to pandemics).

7. **Section 2.2 - Vested Rights.** The City agrees that, except as otherwise provided in and as may be amended in accordance with the Exceptions to Vested Rights set forth in Section 2.2.3 of the Restated Development Agreement, Amendment No. 1, and this Amendment No. 2, the City is granting, and grants herewith, Vested Rights to Development for the Term of this Amendment No. 2 in accordance with the terms and conditions set forth herein. The City acknowledges that the rights vested by the Restated Development Agreement, Amendment No. 1 and this Amendment No. 2 include the land uses, utility connections and water (subject to the provisions of Sections 4.6 of the Restated Agreement and Section 4.6.1 of this Amendment No. 2), approximate acreages and Site Plan for the Property as shown and described in **Exhibits A-2 and B** attached hereto. Nothing in this Amendment No. 2 shall impair or affect the rights of Landowner under a vesting tentative map or the City's rights to condition such maps. (Govt. Code Sec. 66498.1, et seq.)

Such uses shall be developed in accordance with the Subsequent Entitlements, as the Subsequent Entitlements are described in Section 1.5.3 of this Amendment No. 2 and as approved by the City on the Effective Date.

Section 2.2.1 – Vested Provisions of the PFFP. No changes.

Section 2.2.2 - Vested Provisions of the Specific Plan. In addition to the provisions of Section 2.2.2(A)-(C) of the Restated Development Agreement, as modified by Amendment No. 1, the following shall apply to the Property:

- D. Notwithstanding the provisions of Section 2.2.2(C) of Amendment No. 1, the street width and roadway sections for McCarthy Way and Mercy Way as approved in the Planned Development Permit and the Planned Development Guidelines, as well as all internal road widths for the Medical Center shall be vested for the Term of this Amendment No. 2, except that the City reserves all rights to add turn lanes, deceleration tapers and other necessary traffic improvements to accommodate safe vehicular access to the Medical Center in the future that have been analyzed and approved

in the Traffic Study or in a technical traffic analysis approved by the Planning Commission or City Council in connection with another project (either public or private).

- E. The Specific Plan identifies a route for Bus Rapid Transit (“BRT”), which as of the Effective Date would be constructed and operated by Sacramento Regional Transit (“Sac RT”). The route identified for BRT has been considered in the Traffic Study, and the Subsequent Entitlements, including the Conditions of Approval, take into account the location for BRT identified in the Specific Plan. If Sac RT proposes any modifications to the location of BRT or location of a bus stop on the Property, the City agrees to (a) notify Landowner, (b) work in good faith with Landowner on any modifications to the location of BRT or a bus stop that may impact the Medical Center, and (c) notify Sac RT that the Subsequent Entitlements are vested pursuant to the terms of this Amendment No. 2.

Sections 2.2.3 – 2.2.8 Exceptions to Vested Rights. No changes, except for the addition of Section 2.2.9 as an Exception to Vested Rights, as follows:

Section 2.2.9 – Intersection Controls at Alder Creek Parkway and McCarthy Way. The Planned Development Permit proposes a non-standard traffic signal (i.e., 700-foot signal spacing) at the left turn access to the Medical Center at the intersection of Alder Creek Parkway and McCarthy Way as depicted on **Exhibit C** to this Amendment No. 2. The Environmental Analysis concluded, based on the Traffic Study, that no significant environmental impacts would result from 700-foot signal spacing proposed by Landowner for a traffic signal at this intersection, although this spacing does not meet City design standards and is not reflected in the Specific Plan. City acknowledges that Landowner proposes to install the proposed signal concurrent with development of Phase 4 (second addition of 100 beds) of Project development and no sooner (unless traffic conditions require earlier installation), and City requires an updated analysis prior to final approval of installation of the traffic signal to identify any impacts to the Specific Plan transportation system. Subject to the specific requirements of Condition of Approval Nos. 41 and 42, Landowner will prepare a supplemental traffic study no later than one year before the proposed installation of the traffic signal for City review and evaluation. The supplemental traffic study shall evaluate the traffic impacts associated with the installation of a traffic signal at Alder Creek Parkway and McCarthy Way. If the supplemental traffic study concludes that there is no significant traffic operational impact, the traffic signal may be installed by Landowner pursuant to the Conditions of Approval and consistent with technical specifications as approved by the City Engineer. For purposes of this section, “traffic operational impact” shall mean and include an environmental impact under CEQA, a safety impact, an impact to BRT, or an impact that results in unacceptable delays to an adjacent street. If the Traffic Study identifies any significant traffic operational impacts that can be mitigated and the

Landowner desires to install the traffic signal, the City will identify the required mitigation and the Landowner shall install the traffic signal along with the required mitigation. In the event the supplemental traffic study identifies any significant traffic operational impact that cannot be mitigated, the City will advise the Landowner and the traffic signal shall not be installed, and the intersection configuration approved as part of the Subsequent Entitlements shall remain in place. Any other modifications proposed by Landowner shall be subject to appropriate environmental review, City approval, and compliance with applicable City standards. If City determines that the left turn access to the Medical Center at the intersection of Alder Creek Parkway and McCarthy Way must be discontinued for any reason, City shall (a) advise Landowner of the City's intention to discontinue access, (b) provide Landowner with a reasonable opportunity to comment on the City's determination to discontinue access, including an appeal to the City Council, and (c) consider the impact on safe and efficient public access to the hospital and emergency services, including any evidence Landowner may provide to City with respect to increased driving times.

Section 2.2.10 – Class 1 Bicycle Path. Landowner acknowledges that it is responsible for rough grading and installation of the necessary retaining wall at its sole cost and expense to accommodate the Class 1 Bicycle Path on the northern portion of the Property as shown in Figure 7.32 of the Specific Plan, and that said work shall be completed no later than the issuance of a building permit on the second expansion of the hospital, identified as Phase 4 and is anticipated to occur in approximately 2034. The Landowner and the City will cooperate on timing of the grading for the proposed Class 1 Bicycle Path and construction of the retaining wall to coincide with phased construction of the Project, which may occur earlier than Phase 4 if the City has identified funding (as defined below) for the Class I Bicycle Path prior to Phase 4. The City agrees that the design of the Class 1 Bicycle Path shall impact no more than five (5) parking spaces, and further that Landowner shall be relieved of the aforementioned obligation should the City amend the Specific Plan to relocate the Class 1 Bicycle Path, or if the City shall not have identified funding for construction of said the Class 1 Bicycle Path across the Property and the connection to East Bidwell Street at the time of issuance of a building permit on the second expansion of the hospital for Phase 4. For purpose of this section, "identified funding" shall mean either: (1) the Class 1 Bicycle Path is incorporated into a subsequent project to widen the East Bidwell Overcrossing structure of US Highway 50 or (2) the submission or application for federal, state or other grants which, together with the City's available matching funds, would be sufficient to construct the Class 1 Bicycle Path across the Property and the connection to East Bidwell Street.

8. **Section 3.5 – EIR Mitigation Measures.** Notwithstanding any other provision in the Restated Development Agreement or Amendment No. 1, as amended hereby, as and when Landowner elects to Develop the Property, or any portion of the Property, Landowner shall be bound by, and shall perform, or cause to be performed, all

mitigation measures contained in the Specific Plan EIR/EIS, the Addendum, the Backbone Infrastructure IS/MND, and any environmental mitigation measures referenced therein applicable to the Development of the Property. The City acknowledges that Landowner has entered into a contractual agreement with Predecessor's Affiliate, which requires that the Site Improvements and related mitigation measures identified in **Exhibit D** attached hereto shall be completed by the Predecessor's Affiliate. Landowner acknowledges that the Site Improvements are Conditions of Approval and, as such, are incorporated into the Subsequent Entitlements and are required for completion pursuant to the timing identified in the Conditions of Approval.

9. **Additions to Development Agreement.** Landowner acknowledges and confirms the Additions to Restated Development Agreement provided for in Section 2 of Amendment No. 1. The following Sections are also added to the Development Agreement as follows:

a. **Section 3.9.2.1 - Phasing of In-Tract Improvements.** The City acknowledges that the Medical Center will be constructed in numerous phases, with the timing and order of phases to be at the discretion of Landowner. The required in-tract improvements for development of the Medical Center shall be phased along with the specific building phases that trigger the need for in-tract improvements, as provided for in the Conditions of Approval for the Subsequent Entitlements.

b. **Section 3.9.3 – Design Review.** Landowner has provided some information related to design of the Medical Center in the Planned Development Guidelines, but acknowledges that additional design review for the two medical office buildings and the hospital is required, and that Landowner shall submit to the City for review and approval by the Planning Commission the design of the buildings and related structures that comprise the medical office buildings and/or hospital prior to construction of any permanent building. The approved building design(s) may be phased, but each phase shall be incorporated into the Design Guidelines that govern the design of the Medical Center.

c. **Section 4.1.1 – City Cooperation in Connection with State OSHPD Approval of Hospital Building Design and Review by Other Agencies.** In addition to the requirements of good faith cooperation and other provisions of Section 4.1 of the Development Agreement, the City acknowledges that Landowner will be required to obtain approval of the design of the hospital building by State OSHPD and will also be required to obtain approvals for components of the Medical Center (including but not limited to the heliport) from Caltrans, Sacramento County and other federal, state or regional agencies. This approval may result in required changes to, among other things, building structure, fenestration, awnings, set backs, and other physical features of the hospital building and/or layout of the Project on the Property. The City shall evaluate and process any such modifications pursuant to the MAM procedure in the Specific Plan if such modification qualifies to be processed through the MAM procedure,

but reserves the right to process any such changes required by such agencies through the Planning Commission and/or the City Council, with appropriate notification to the approval body of the mandatory requirements imposed by such agencies.

d. **Section 4.6.1 – Water Supply.** The City, through approval of the Subsequent Entitlements, has made a finding pursuant to Folsom Municipal Code section 17.38.100(D) of the “availability of necessary public facilities including, but not limited to, water, sewage and drainage and the adequacy of the provision which the development makes for the furnishing of such facilities.” While the City retains the ability pursuant to Section 4.6 of the Restated Development Agreement to “address water shortages on a citywide basis,” the City acknowledges Landowner’s reliance upon the finding of the availability of necessary water to serve the Medical Center, as confirmed in the Addendum for the Project. The City based this determination upon the technical analysis supporting the Addendum regarding water demand for the Project and the conclusion from this technical analysis that the increased water demand estimated at 126 acre feet per year for the Project would remain within the 5,600 acre-feet per year available for the Specific Plan. A graphic included in the Addendum depicting the water supply for the Project is attached hereto as **Exhibit E.** City acknowledges that the estimate of water supply for the Project is now included in the baseline analysis of water usage for the Specific Plan. The City further acknowledges that Landowner will provide essential medical services throughout the Medical Center and that, in the event of a water shortage, the City will take into account the water requirements for essential medical services in any future action that may be necessary to address water shortages. Any disruption in water supply imposed by the State or the City that prevents Landowner from constructing any portion of the Medical Center shall provide a basis for an extension to the Term of this Amendment No. 2 for the same period that such disruption in water supply exists, subject to approval by the City Council.

e. **Section 4.6.2 – Water Infrastructure.** The City, through approval of the Subsequent Entitlements and consideration of a Technical Memorandum titled “PA Parcel 85A Zone Supplemental Analysis” dated April 28, 2021, provided in support of the Addendum, has determined that the water infrastructure for the Medical Center will be provided through “Zone 4,” as that Zone is identified in Figure 12.1 of the Specific Plan, and the landowner shall pay all costs and expenses for piping, and tank size expansion from 2 million gallons to 2.6 million gallons, and construction to connect water from Zone 4 to the Medical Center. On a temporary basis, until the completion of the Zone 4 infrastructure, the water infrastructure for the Medical Center will be provided through Zone 5, as that Zone is identified in Figure 12.1 of the Specific Plan. Landowner bears all costs and expenses to connect water from Zone 5 to the Medical Center. Unless improvements or connections to Zone 4 are solely attributable to the hospital uses included in the Project, Landowner shall only be required to provide a fair-share contribution towards the construction of the Zone 4 infrastructure and may elect to participate in any special assessment/special tax funding mechanisms that are established by the City. Landowner shall coordinate with developers of other projects

that also use Zone 4 infrastructure to determine the amounts of their respective fair share contribution toward Zone 4 infrastructure.

f. **Section 4.10 – Commencement of Construction and Term of Planned Development Permit and Conditional Use Permit.** In light of the extended Term of this Amendment No. 2, the City agrees that the provisions of Folsom Municipal Code sections 17.38.110 and 17.60.060 related to expiration, revocation or abandonment of a Planned Development Permit or a Conditional Use Permit shall have no effect, and that the term of the Planned Development Permit and Conditional Use Permit are equal to the Term of this Amendment No. 2.

g. **Section 4.11 – Maintenance of Landscaping Frontage, Primary Gateway and Street Lights on Public Streets.** Subject to receipt of funding through a mutually agreeable financing mechanism, the City agrees to maintain the frontage landscaping improvements identified on **Exhibit F** and the streetlights on McCarthy Way and East Bidwell Street along frontage of the Property as identified on **Exhibit F**. Landowner acknowledges the identification of a “Primary Gateway” on Figure 2.2 of the Folsom Plan Area Community Design Guidelines and as further described in Section 2.2.1 of that document . City acknowledges that the installation of the Primary Gateway and maintenance of the Primary Gateway is included as an amenity in the Folsom Plan Area Community Design Guidelines and, as such, is not an individual obligation assigned to Landowner. City shall not require Landowner to bear more than a fair share of the cost of such design, installation and maintenance, and Landowner agrees to coordinate with developers of other projects in the Specific Plan to determine the amounts of their respective fair share contribution toward the design, installation and maintenance of the Primary Gateway. Notwithstanding the foregoing, City shall not be responsible for any costs to design, install, or maintain said Primary Gateway.

10. **Effect of Amendment.** This Amendment No. 2 amends, but does not replace or supersede, the Restated Development Agreement and Amendment No. 1. In the event of any conflict, the language of this Amendment No. 2 shall be controlling in all events or circumstances. Except as modified hereby, all other terms and provisions of the Restated Development Agreement and Amendment No. 1 shall remain in full force and effect.

11. **Section 7.8 – Notices.** All notices required by the Development Agreement or this Amendment No. 2 as such requirements relate to the Property or the Subsequent Entitlements, or the enabling legislation or the procedure adopted pursuant to Government Code section 65865 shall be as provided for in Section 7.5 of the Development Agreement, with the substitution for Landowner as follows:

CommonSpirit Health
3200 N. Central Avenue, 23rd Floor
Phoenix, AZ 85012
Attention: System Senior Vice President, National Real Estate Services

With copies to:

CommonSpirit Health
3400 Data Drive
Rancho Cordova, CA 95670
Attention: National Real Estate Services

And

CommonSpirit Health
3200 N. Central Avenue, 23rd Floor
Phoenix, AZ 85012
Attention: Legal Team

12. **Form of Amendment – Execution in Counterparts.** This Amendment No. 2 is executed in duplicate originals, each of which is deemed to be an original, and may be executed in counterparts.

IN WITNESS WHEREOF, the City of Folsom has authorized the execution of this Amendment No. 2 in duplicate by its Mayor and attested to by the City Clerk under the authority of Ordinance No. 1314 adopted by the City Council on the 22nd day of June, 2021.

CITY:

CITY OF FOLSOM
a municipal corporation

Michael Kozlowski, Mayor

APPROVED AS TO CONTENT:

Elaine Andersen, City Manager

APPROVED AS TO FORM:

Steven Wang, City Attorney

ATTEST:

Christa Freemantle, City Clerk
[Notary Pages to be Added]

LANDOWNER:

DIGNITY HEALTH
a California nonprofit public
benefit corporation

By: _____
Its: _____

APPROVED AS TO FORM:

Martha Clark Lofgren, Brewer
Lofgren LLP

EXHIBIT LIST

- A-1** Legal Description of the Property
- A-2** Depiction of Parcel 1 on Map
- B** Approved Site Plan
- C** Map Depicting Potential Future Signalized Access to Medical Center
- D** Improvements and Mitigation Measures to be Completed by Predecessor's Affiliate
- E** Project Water Supply
- F** Map Depicting McCarthy Way Lighting, Landscaping Frontage and Tentative Location of Gateway and Monument Signs

EXHIBIT A-1

LEGAL DESCRIPTION OF PROPERTY

Situated In the City of Folsom, County of Sacramento, State of California and more particularly described as follows:

Parcel 1 of "PN 19-389 Parcel Map Parcel 85A", filed for record May 22, 2020, in Book 240 Page 13 of Parcel Maps, Sacramento County Records.

APN: 072-3190-046 (portion)

EXHIBIT A-2

DEPICTION OF PARCEL 1 ON RECORDED PARCEL MAP

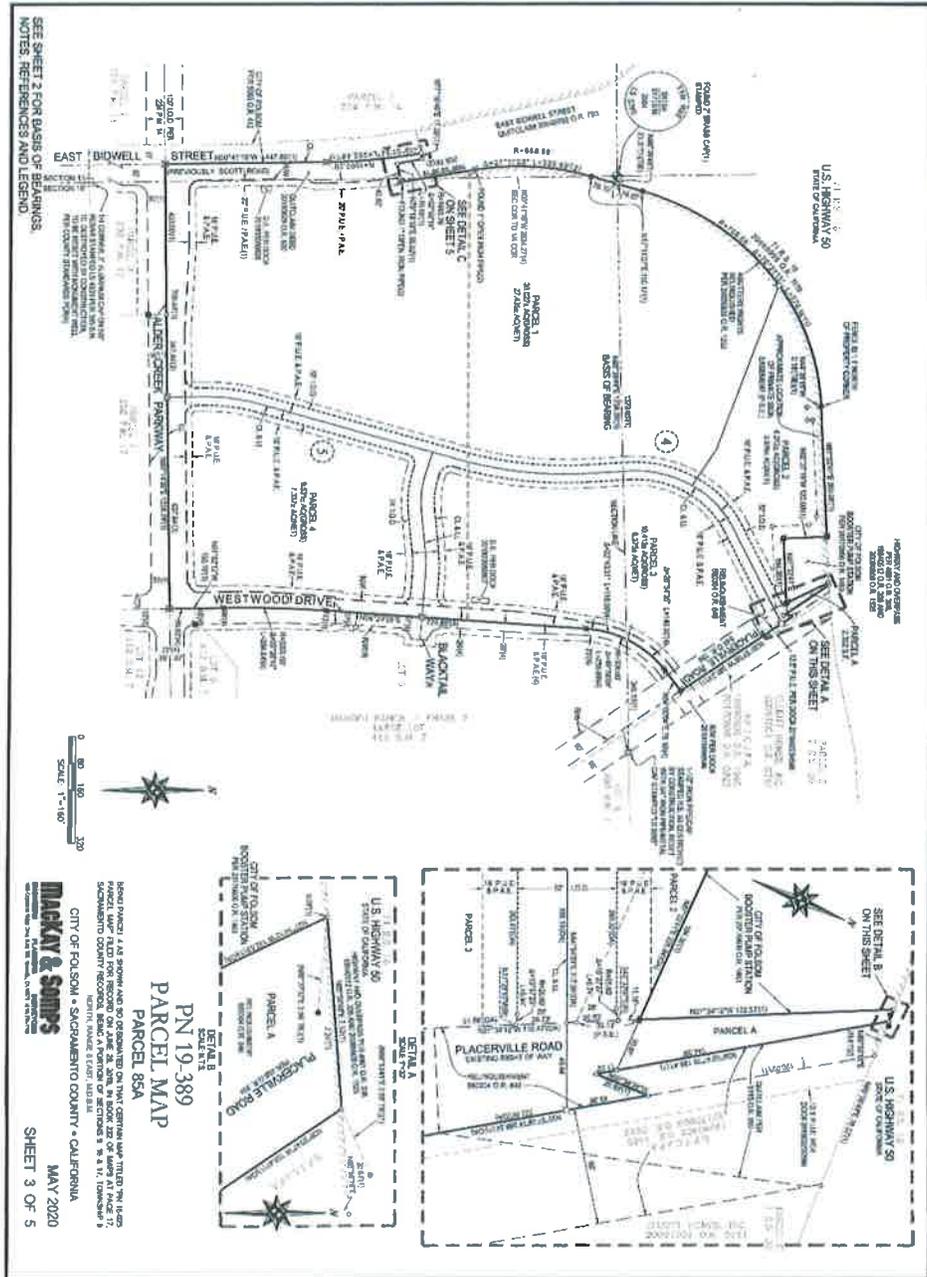


Exhibit A-2

EXHIBIT B
SITE PLAN, CONTINUED

PHASE LEGEND

-  PHASE 1
-  FUTURE PHASE

CIRCULATION PATHS

-  FIRE ACCESS
-  SERVICES / MATERIALS
-  ED WALK-IN
-  AMBULANCE
-  VISITORS / PATIENT
-  EMPLOYEES

PROJECT INFORMATION

FUTURE: Acute Care Hospital = 400,000 SQFT
 Medical Office Building = 130,000 SQFT

FUTURE TOTAL SQFT: 530,000 SQFT (OCCUPIED)

TOTAL DEVELOPMENT ACREAGE: 27.44 acres

OVERALL SITE ACREAGE: 31 acres

TOTAL INPATIENT BEDS: 300+ beds

PROPOSED BUILDING HEIGHT = 120' (6 LEVELS)

PROPOSED MAX FAR: .55

EXHIBIT B – SITE PLAN LEGEND

EXHIBIT C
FUTURE POSSIBLE SIGNALIZED ACCESS



EXHIBIT C - FUTURE POSSIBLE SIGNALIZED ACCESS

**EXHIBIT D
IMPROVEMENTS AND MITIGATION
MEASURES TO BE COMPLETED BY
PREDECESSOR'S AFFILIATE**

1. Mass grading of Parcel 85A and adjacent roadways resulting in contour graded developable parcels and subgrade along roadway alignments.
2. Rough grading of a portion of Hydromodification Basin #8 (HMB#8) including the access road along the Savannah Parkway alignment and perimeter of the basin.
3. Rough Grading of a storm drain outfall swale from the western terminus of Alder Creek Parkway to the existing downstream waterway.
4. Excavation at a borrow site west of East Bidwell.
5. Roadway and Utility improvements along East Bidwell, Alder Creek Parkway, Westwood Drive, Placerville Road, McCarthy Drive and Mercy Way, including storm drain, sanitary sewer, potable and non-potable water, and dry utility infrastructure.
6. HMB#8 improvements including a paved access road to East Bidwell and basin outlet control structure and spillway.

RELATED CONDITIONS OF APPROVAL AND MITIGATION MEASURES

The following Conditions of Approval pertain to the Site Improvements referenced above; in some cases, the applicable Conditions of Approval also pertain to construction of the Medical Center and this list is intended to apply to those conditions of approval related to Site Improvements, only:

Conditions of Approval 1, 2, 4, 6, 9, 10, 12 (as applicable at Improvement Plans), 13, 14, 15-25 (inclusive), 26 (as applicable at Improvement Plans), 27-30 (inclusive), 32, 33, 34 (as applicable at Improvement Plans and not including tank size expansion unless otherwise required for development of Parcels 2-4 of Parcel 85a), 35 (as applicable at Improvement Plans), 36 (medians only and only to the extent applicable at Improvement Plans), 41 (Phase 1 and Phase 2, only), 43 (as applicable at Improvement Plans), 50 and 51 (including all applicable mitigation measures as identified by reference in this Condition of Approval No. 51).

EXHIBIT E PROJECT WATER SUPPLY, INCLUDING PARCEL 1 OF PARCEL 85A

Folsom Plan Area
Folsom Ranch Medical Center
Potable Water Demand Chart

Date: 08/08/21

Water Supply Agreement - 5,600 AFY

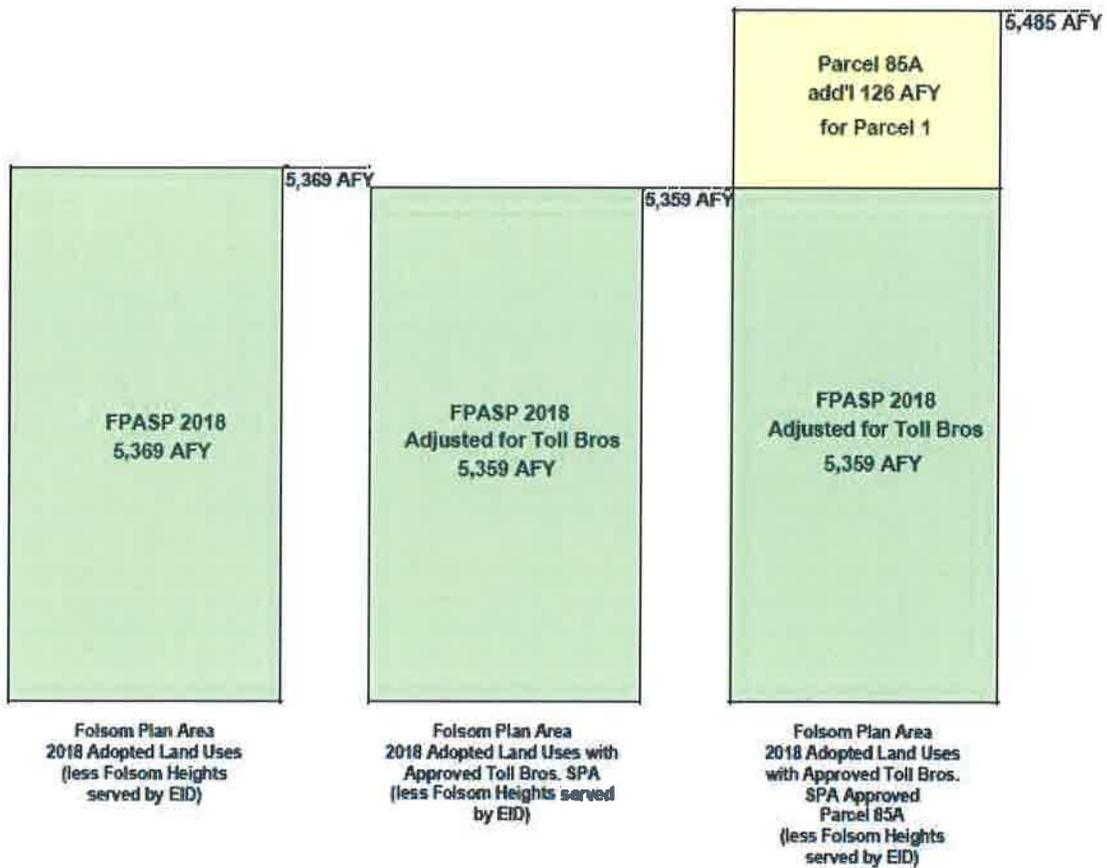


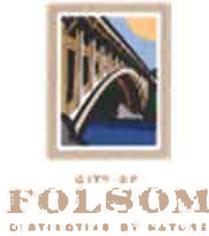
EXHIBIT F STREET LIGHTING AND LANDSCAPING FRONTAGE



- ▲ 1 PRIMARY GATEWAY BY OTHERS (MAINTENANCE TO BE ADDRESSED BY OWNER'S GROUP)
 - 4- MONUMENT SIGN (LANDOWNER RESPONSIBILITY)
 - ⦿ 12 STREET LIGHTING (MAINTENANCE TO BE ADDRESSED BY SEPARATE AGREEMENT)
 - 12 FLOOD LIGHTING FOR SITE SIGNAGE (LANDOWNER RESPONSIBILITY)
 - 32 LIGHT POLE / AREA LIGHT (LANDOWNER RESPONSIBILITY)
 - LANDSCAPE AREA = TBD (MAINTENANCE TO BE ADDRESSED BY SEPARATE AGREEMENT)
 - () ENHANCED INTERSECTION (MAINTENANCE TO BE ADDRESSED BY SEPARATE AGREEMENT)
- NOTE: PLANT TYPES AND QUANTITIES ARE SHOWN IN THE PD GUIDELINES



EXHIBIT F - STREET LIGHTING AND LANDSCAPING FRONTAGE



Folsom City Council Staff Report

MEETING DATE:	6/22/2021
AGENDA SECTION:	Consent Calendar
SUBJECT:	Resolution No. 10619 – A Resolution Approving the City of Folsom Legislative Platform and Advocacy Manual
FROM:	City Clerk's Department

RECOMMENDATION / CITY COUNCIL ACTION

Staff recommends that the City Council approve Resolution No. 10619 – A Resolution Approving the City of Folsom Legislative Platform and Advocacy Manual.

BACKGROUND / ISSUE

The City has a long practice of working with lobbyists and state and federal representatives regarding legislative matters of interest. To effectively advocate for the City's legislative interests, it helps to identify the City's legislative platform on current issues and to clarify roles and responsibilities within the advocacy process. At the May 25, 2021, meeting, the City Council reviewed the proposed Legislative Platform and Advocacy Manual and provided feedback to staff. The suggestions from City Councilmembers have been incorporated into the document presented for approval at this meeting,

ANALYSIS

A Legislative Platform establishes the City Council's position on current issues with the potential to impact the City. An Advocacy Manual describes the City's process for legislative activity and clarifies individual roles and responsibilities.

The City can act most efficiently to advocate in the City's best interest by establishing clear procedures and roles. Well-articulated policies help ensure that the City's position regarding

potentially impactful state and federal legislation is identified and communicated to policymakers. In addition, a formalized advocacy system is essential when pending legislative action calls for immediate action.

POLICY / RULE

The City of Folsom Charter vests the City Council with powers necessary for the performance of all duties and obligations (§ 2.02).

FINANCIAL IMPACT

There is no financial impact associated with the adoption of a Legislative Platform and Advocacy Manual. However, actions that support the City's efficient use of assets and resources will help control costs, implement the City Council's policies and goals, and protect Folsom residents' interests.

ATTACHMENTS

1. Resolution No. 10619 – A Resolution Approving the City of Folsom Legislative Platform and Advocacy Manual
2. Folsom Legislative Platform and Advocacy Manual

Submitted,

Christa Freemantle, CMC
City Clerk

Attachment 1
Resolution No. 10619 – A Resolution Approving the City of
Folsom Legislative Platform and Advocacy Manual

RESOLUTION NO. 10619

**A RESOLUTION APPROVING THE
CITY OF FOLSOM
LEGISLATIVE PLATFORM AND ADVOCACY MANUAL**

WHEREAS, the City has a long practice of working with state and federal legislative representatives; and

WHEREAS, in order to effectively advocate for the City's legislative interests, it helps to identify the City's legislative platform on current issues and to clarify roles and responsibilities within the advocacy process; and

WHEREAS, a Legislative Platform establishes the City Council's position on current issues with the potential to impact the City; and

WHEREAS, an Advocacy Manual describes the City's process for legislative activity and clarifies individual roles and responsibilities; and

WHEREAS, establishing a clear process enables the City to act efficiently with legislative representatives to advocate in the City's best interest:

NOW, THEREFORE, BE IT RESOLVED that the City Council of the City of Folsom approves the City of Folsom Legislative Platform and Advocacy Manual.

PASSED AND ADOPTED this 22nd day of June 2021, by the following roll-call vote:

- AYES:** CouncilMember(s):
- NOES:** CouncilMember(s):
- ABSENT:** CouncilMember(s):
- ABSTAIN:** CouncilMember(s):

Michael D. Kozlowski, MAYOR

ATTEST:

Christa Freemantle, CITY CLERK

Attachment 2

Folsom Legislative Platform and Advocacy Manual

CITY OF FOLSOM

LEGISLATIVE PLATFORM and ADVOCACY MANUAL



June 2021

LEGISLATIVE PLATFORM and ADVOCACY MANUAL

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LEGISLATIVE PLATFORM

The City of Folsom is a full-service charter city, providing a wide range of quality programs, services, and amenities to residents, with excellence as a top priority. Protecting the high quality and distinctive character of Folsom calls for an active and engaged legislative advocacy program, which guides how Folsom advocates for its legislative and policy interests by enabling the City Council and City staff to address legislative and regulatory issues promptly.

FOUNDATIONAL LEGISLATIVE PRINCIPLES

The below principles create the foundation for the City's policy interests.

Preserve Local Control

Preserve and protect the City's powers to enact local legislation, set policy direction concerning local affairs, and oppose legislation that preempts local authority. Local agencies should preserve authority and accountability for revenues raised and services provided.

Promote Fiscal Stability

Support measures that promote fiscal stability, predictability, financial independence, and preserve the City's revenue base and maximize local control over local government budgeting. Oppose measures that shift local funds to the county, state or federal governments and make cities more dependent on the county, state, or federal governments for financial stability, such as unfunded mandates or mandated costs with no guarantee of local reimbursement or offsetting benefits.

Support Diverse Funding Opportunities

Support opportunities for the City to compete for its share of regional, state, and federal funding. Support funding for programs with benefits to air quality, water quality, affordable housing, infrastructure, multi-modal transportation systems, public safety, and public health.

Enhance Quality of Life Through Adequate Public Safety

Support criminal justice laws that reinforce public safety protection for Folsom residents. Support legislation that reduces access to firearms for individuals who have been identified as potentially dangerous through civil measures such as extreme risk protection orders or red flag laws. Support measures that protect city authority and ability to deliver local emergency services.

POLICY STATEMENTS

Administration

1. Oppose State or Federal efforts to “borrow” local revenues and encourage the State to find other methods of balancing its budget.
2. Support local government control, rather than the imposition of state, federal or regional mandates upon local governments.
3. Support maximum flexibility for local government in contracting and contract negotiations.
4. Support reasonable legislation that sustains the principles of the open meetings provisions of the Ralph M. Brown Act without creating onerous burdens on local government.
5. Support legislation that preserves the ability of local governments to determine the appropriate type of election for their jurisdiction.
6. Oppose any amendment to the redistribution of sales and use taxes which will negatively affect the City and its ability to provide city services and thereby cause a negative fiscal impact.

Air Quality

7. Support continued funding and incentives to local agencies to work together to improve air quality through the reduction of emissions and advancing economic and technical developments.

8. Oppose any policy or guidelines that restricts the introduction of mixed-use development projects near multi-modal transportation centers.
9. Support policies, guidelines, incentives, and funding for programs with combined benefits to air quality, water quality, housing, infrastructure (including multi-modal transportation systems), and public health.

Building

10. Support policies and guidelines to facilitate options for alternative building methods, materials, and technologies.

California Environmental Quality Act (CEQA)

11. Support all efforts to create efficiencies within CEQA and support efforts to limit delays in the local planning and development process.
12. Support legislation that allows state agencies and local governments to continue to retain full authority to reject projects or to condition project approvals and impose mitigation measures.

Economic Development

13. Support international, statewide, regional, and local efforts to attract, retain and provide resources for current and future businesses.
14. Support efforts to provide funding mechanisms for economic development tools including infrastructure investment, housing, and economic development.
15. Support policies and programs that encourage working with other cities, counties, and government agencies to jointly leverage resources and assets to create and strengthen economic clusters within the region.
16. Support policies, projects, programs, and regulations for diversifying Folsom's economic base and facilitating investment that will result in maintaining or growing local jobs and creating an environment that is attractive to current and emerging industries.
17. Support economic development initiatives that preserve and enhance a positive business climate and maintain and grow the business tax base.

Environment

18. Support legislation that provides funding opportunities focused on coordinating sustainable planning in transportation, housing, and economic development.

Fire and Emergency Medical Services

19. Support local control of emergency medical services and ambulance services, including pre-hospital care and transport.
20. Support efforts to streamline and coordinate hazardous materials regulations.
21. Support legislation increasing resources and local authority for the appropriate abatement of homeless camps to mitigate public health risks, including fire risks in open space.

Human Resources and Risk Management

22. Oppose measures that reduce local control over employee relations issues or mandate new or enhanced local government employee benefits.
23. Oppose measures that impose compulsory and binding arbitration with respect to employees.

Land Use Planning and Housing

24. Support efforts to strengthen the legal and fiscal capability of local agencies to prepare, adopt and implement plans for orderly growth, development, beautification, and conservation of local planning areas.
25. Support housing measures that promote the development and enhancement of safe and affordable housing and accessible housing within the City for all economic segments of the population.
26. Support funding opportunities that are provided to local jurisdictions through statewide bond efforts.
27. Monitor local, state, and federal actions related to medical and recreational marijuana regulatory changes.

28. Oppose measures to withhold funding dedicated to transportation funding unless proposed housing goals are being met.
29. Oppose measures that restrict local discretion over physical development and design in keeping with adopted plans and policies.
30. Support measures that recognize and promote preservation of the unique development and design patterns of the City's Historic District.
31. Support legislation increasing resources for services and shelters for those experiencing homelessness.

Libraries

32. Support legislation and funding of the library fund and other local public library programs.

Natural Hazards

33. Support programs which provide funding to hazard mitigation projects including those identified in a FEMA-approved Local Hazard Mitigation Plan.
34. Support funding of state efforts to update and prepare earthquake hazard mapping.
35. Support legislation and funding that would create an earthquake early warning system.

Parks and Recreation

36. Oppose efforts that erode funding for vital regional and community services that negatively impact Californian's access to parks, open space, bike lanes, after school programming, senior services, facilities that promote physical activity, protect natural resources, and strengthen safety and security.
37. Support legislation and funding opportunities (e.g., federal and state park grant funds, conservancy grant funds, project mitigation funds, etc.) that helps cities build better, stronger communities by providing funding to improve air, water, parks, open space, natural resources, historic preservation, and arts and cultural resources.
38. Promote local agency control over policies that recognize the benefits of parks and recreation facilities.

Police Public Safety

39. Support measures that encourage community safety and well-being including those which support state and federal reimbursement of homeland security related expenses.
40. Support the use of Homeland Security Funds for local law enforcement agencies as first responders.
41. Support local control over adult entertainment facilities, problem alcohol establishments and properties where illegal drugs are sold.
42. Support local control for the regulation of cultivation, storage, manufacture, transport and use of marijuana.
43. Support legislation increasing resources and local authority for abatement of public vandalism, especially graffiti.
44. Support use of Homeland Security Funds for local public safety agencies.
45. Monitor and review statewide actions to reform the California Public Safety Officers Procedural Bill of Rights Act, commonly referred to as POBR.

Solid Waste and Recycling

46. Support measures that maintain and enhance local authority and economic flexibility to regulate solid waste and recyclables.
47. Oppose any measures that invalidate AB 939 (California Integrated Waste Management Act of 1989) indemnification and prevent cities from negotiating indemnification clauses with waste haulers as well as support measures that would mandate state agencies to comply with AB 939 in the same manner as required of cities and counties.

Transportation and Public Works

48. Support legislation that would increase funding for local transportation projects including road resurfacing projects, local transit projects, adding bicycle lanes, sidewalks, and trails throughout the city where appropriate, programs that facilitate

development-oriented transit and transit-oriented development and enhancing pedestrian safety.

49. Support increased State and Federal funding of transportation improvements with regional or sub-regional benefits for all modes of transportation.
50. Support protection of dedicated transportation-related tax revenues and enhance the ability of local agencies to finance local transportation programs and facilities.
51. Support joint planning efforts and projects with Folsom's border cities on traffic congestion relief projects.
52. Support the reallocation of state or federal transportation dollars to fund local rail and transit projects.
53. Support commuter public transportation hubs to be located in areas in populated areas where there will be a large public benefit.

Wastewater

54. Support legislation or regulations that discourage the flushing of wipes through the sewer system unless they meet certain performance standards.
55. Support and monitor legislation that would increase the availability of funding for infrastructure improvements and wastewater treatment.
56. Oppose legislation or regulations that mandate volumetric pricing of wastewater
57. Support legislation that allows State agencies and local governments to continue to retain full authority to reject projects or to condition project approvals and impose mitigation measures.

Water Quality and Water Supply

58. Support and monitor legislation that would increase the availability of, and funding for, water conservation, water use efficiency, water reuse technologies, water recycling, local water storage stormwater capture, and other projects, programs, or technologies that improve water supply or water quality.
59. Support the enhancement of a reliable, resilient, and sustainable water supply for California.

60. Support measures to increase water supply and improve water quality in the region, including drought relief legislation
61. Support funding opportunities that are provided to local jurisdictions through state or federal legislation.
62. Support legislative and regulatory measures that enhance local agencies' ability to share regional water resources and the ability to implement regional conjunctive use.
63. Support legislation that protects the security of, and access to, water rights' water and Central Valley Project contract water at Folsom Reservoir.

LEGISLATIVE ADVOCACY MANUAL

PURPOSE

The goals of the City of Folsom's Legislative Advocacy Program are to:

- ❖ Describe the City's internal procedures related to federal, state, and local advocacy
- ❖ Ensure potentially impactful federal, state, and local legislation is identified, analyzed, tracked, and that the City's legislative position is communicated to legislators

COORDINATION OF THE LEGISLATIVE PROGRAM

When City staff learns of governmental action potentially affecting the City, internal communication and coordination to analyze the action begins.

Action can then proceed in either of two ways:

1. If the Council has previously adopted a legislative policy statement relevant to the legislation, the City Manager may act by engaging in established advocacy methods.
2. If there is no relevant legislative policy statement or Council direction related to a potentially impactful bill, if the issue is politically controversial, or if there is significant local interest in the issue, the proposed legislation will be referred to Council for direction.

THE ROLE OF THE CITY COUNCIL

The City Council has ultimate responsibility for determining the City's position on legislative issues. The Council's specific responsibilities include:

1. Establish legislative priorities
2. Meet with the City's state and federal legislative advocates as needed or desired to best represent the interests of Folsom
3. Work with external entities on issues of shared regional policy concern

4. Determine positions on resolutions proposed for adoption by the League of California Cities, the National League of Cities, and similar regional entities, as requested
5. Assume an active advocacy role with legislators on behalf of the City. This may include travel, and any such travel will be consistent with current City travel policies

THE ROLE OF THE CITY MANAGER

The City Manager is the central coordinator of the City's legislative program. The City Manager may designate a legislative liaison to assist with coordinating the City's legislative program. The responsibilities and activities of the City Manager include:

1. Ensuring the consistency of legislative action throughout the City
2. Coordinating contacts and communications with legislators and their staff
3. With departmental assistance, evaluating proposed legislation that may affect the City
4. Disseminating information on public policy items of interest to City departments
5. Directing and overseeing the City's lobbyists, including setting priorities for action that are consistent with Council direction
6. Preparing advocacy letters for the Mayor or Vice Mayor's signature. If neither the Mayor nor Vice Mayor are available to sign advocacy letters, the City Manager shall sign on behalf of the City. Copies of the communication will be distributed immediately to the City Council.
7. Serving, as needed, as the liaison to stakeholder groups, legislative offices, and local jurisdictions concerning legislative activities
8. Coordinating, briefing, and providing support to Council members for visits with state and/or federal legislators, as requested

THE ROLE OF CITY DEPARTMENTS

Active departmental participation is essential to the success of the Legislative Program. Departmental employees can provide technical assistance and unique insight into issues

potentially impacting the City. Responsibilities of the departments include, but are not limited to:

1. Informing the City Manager of policy issues of importance to the City and any specific bills they become aware of that may impact the department
2. Designating key contacts within the department or division who are responsible for evaluating legislation and/or assisting with legislative analysis and advocacy letters
3. Suggesting organizations, individuals, publications, and/or legislators who may be allies in advocating the City's position on certain legislation

CITY COMMISSIONS AND COMMITTEES

City employees who are staff or liaison to Council appointed advisory commissions and committees should encourage those bodies to bring to the City Manager's attention any proposed legislation for which they recommend a position or wish the City Manager to track.

ENVIRONMENTAL AND WATER RESOURCES DEPARTMENT

The Environmental and Water Resources Department carefully monitors legislative developments, due to the heavily and separately regulated nature of the utilities. Advocacy actions that squarely and solely affect the Environmental and Water Resources Department (i.e.: an increase in utility rates, a change in departmental operations or policies, or additional work for staff of only the Environmental and Water Resources Department) and that conform with approved legislative guidelines, may be approved by the Director of the Environmental and Water Resources Department.

LEGISLATIVE ADVOCACY IN SPECIAL CIRCUMSTANCES

The City Council is the official voice of the City of Folsom and the final authority for determining legislative positions. The processes outlined below reflect instances when staff has no prior Council authority, the issue is controversial, or is a current item of significant community interest, or time constraints preclude action by the City Council.

Staff will place the item on a City Council agenda, including a specific bill number, if any, an analysis of the item, and a recommendation if warranted, for Council deliberation. Staff will follow the direction from Council related to the specific item. If there is no relevant legislative platform guideline and time limits preclude action by the City Council, the Mayor and Vice Mayor shall coordinate with the City Manager to determine the City's position on proposed legislation and communicate the position as appropriate. Copies of the communication will be distributed to the City Council and presented for ratification at the earliest possible Council meeting. In the event that a majority of the City Council disagrees with the position expressed by the Mayor, Vice Mayor and/or City Council, clarifying communication will be sent as appropriate.

SIGNATURES ON LEGISLATIVE COMMUNICATION

Letters and other communications expressing the City's position will customarily bear the signature of the Mayor. However, if the legislation's principal impact is on the City's operating procedures, the communication may be signed by the City Manager. In order to keep the Council and others informed of all City communication on legislation, copies of the letters will be distributed to the City Council.

COMMUNICATION WITH ELECTED OFFICIALS

From time to time, Councilmembers may meet with the City's local, state, and/or federal representatives. These meetings are an important component of building legislative relationships and sharing issues of significance to Folsom. Any meetings or communication with local, state, or federal elected officials must be done in a coordinated way to ensure consistency of messaging, accurate information and record keeping, and sharing of resources. Therefore, any communication with a local, state, or federal elected official or legislative staff shall be coordinated through the City Manager.

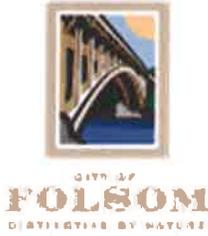
ADVOCACY METHODS

Drafting position letters is one advocacy tool, best used in conjunction with others. The City Council, City Manager, and lobbyists may use any, or a combination of the below additional advocacy methods:

1. Calls to policymakers, their staff, or legislative committee staff
2. Meeting with legislators and their staff, stakeholders, and other groups active on the same issue or bill
3. Testifying at a committee hearing regarding the City's position and/or concerns
4. Building coalitions with like-minded entities

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Folsom City Council Staff Report

MEETING DATE:	6/22/2021
AGENDA SECTION:	Consent Calendar
SUBJECT:	Resolution No. 10649 – A Resolution Adopting the City of Folsom Governance Manual
FROM:	City Clerk's Department

RECOMMENDATION / CITY COUNCIL ACTION

Staff recommends the City Council approve Resolution No. 10649 – A Resolution Adopting the City of Folsom Governance Manual.

BACKGROUND / ISSUE

In November 2019, the City Council discussed the possibility of adopting a governance manual. The fundamental concept was that a documented governance manual would establish and clarify mutually agreed upon governance norms. The envisioned governance manual would benefit the City organization and the community by elucidating roles and responsibilities, clarifying specific processes, and documenting governing protocols. The governance manual is not intended to be punitive, nor is it proposed to stifle councilmembers' individualism in their representative role. Instead, the governance manual's purpose is to establish uniform standards that help form governance norms and provide clear guidance in procedural areas of uncertainty.

The City Council discussed the proposed governance manual at the April 13 and May 25 City Council meetings. During those discussions, the City Council provided direction to staff for amendments and additions, and those changes have been incorporated into the relevant sections.

POLICY / RULE

Folsom Municipal Code section 2.06.070(C) provides that the City Council may adopt rules governing its meetings, proceedings, and business.

ANALYSIS

The term governance refers to the process of governing. A governance manual can be a useful tool that details the City Council and City Manager's effective governing process norms.

The governance manual is divided into four sections:

Section 1. Effective Governance - summarizes the core principles of good governance and describes the characteristics of both an effective City Council and an effective Councilmember.

Section 2. Roles and Responsibilities - clarifies the roles and responsibilities of the City Councilmembers and the City Manager. This section presents an overview of roles, describes the limitation of noninterference with the City Manager's role, gives guidelines for responding to public complaints, and directs an orientation process for new Councilmembers. It also offers helpful tips on the City Council's informal role.

Section 3. Communications Protocols - provides communication norms between the City Council and the City Manager and between individual City Council members. This section addresses communication parameters within the legal confines of the Brown Act and provides related safe conduct guidelines for communication on social media platforms. This section suggests that City Council members proactively keep each other informed of their City-related activities in the community and the region and includes a collaborative reminder that all City Council members have an equal voice and standing on all matters affecting the City and that no single City Council member "owns" a particular issue. This section provides guidance for speaking on behalf of the city and speaking as individual. Lastly, this section addresses Councilmembers' representation of the city on regional agencies and recommends proactive sharing of activity information from regional agencies.

Section 4 - Meeting Protocols - documents authority for development of the agenda and addresses requests by external parties for agenda items and ceremonial documents. This section supports the use of Robert's Rules of Order, memorializes meeting norms, and provides motion guidelines. This section also provides an overview of how to address conflicts of interest. In closing, this section acknowledges other policy documents (related to City Council meetings and code of ethics) that should be considered as companion documents to the governance manual.

The governance manual may be updated periodically to ensure that it remains in alignment with current laws and City practices.

FINANCIAL IMPACT

This action has no financial impact.

ENVIRONMENTAL REVIEW

This action is not considered a project under Section 15061(b)(3) of the California Environmental Quality Act Guidelines, and as such is exempt from environmental review.

ATTACHMENTS

1. Resolution No. 10649 – A Resolution Adopting the City of Folsom Governance Manual
2. City of Folsom Governance Manual

Submitted,

Christa Freemantle, CMC
City Clerk

Attachment 1

Resolution No. 10649 – A Resolution Adopting the City of Folsom Governance Manual

RESOLUTION NO. 10649

**A RESOLUTION ADOPTING THE
CITY OF FOLSOM GOVERNANCE MANUAL**

WHEREAS, a governance manual benefits the City organization and the community by elucidating roles and responsibilities, clarifying specific processes, and documenting governing protocols; and

WHEREAS, a governance manual can be a useful tool that details the City Council and City Manager's effective governing processes; and

WHEREAS, a governance manual establishes and clarifies mutually agreed upon governance norms; and

WHEREAS, the governance manual also establishes uniform standards that provide clear guidance in areas of procedural uncertainty; and

WHEREAS, the governance manual may be updated periodically to ensure that it remains in alignment with current laws and City practices:

NOW, THEREFORE, BE IT RESOLVED that the City Council of the City of Folsom adopts the City of Folsom Governance Manual.

PASSED AND ADOPTED this 22nd day of June, 2021, by the following roll-call vote:

- AYES:** Council Member(s):
- NOES:** Council Member(s):
- ABSENT:** Council Member(s):
- ABSTAIN:** Council Member(s):

Michael D. Kozlowski, MAYOR

ATTEST:

Christa Freemantle, CITY CLERK

Attachment 2
City of Folsom Governance Manual

City of Folsom Governance Manual



Adopted June 2021

Governance Manual

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Section 1. Effective Governance



The Folsom City Council is committed to good governance. Together, the City Council works as a cohesive unit to make decisions in the city's best interest. While individual Councilmembers each bring their unique background and expertise to their role as an elected official, it is only by working together rather than as individuals that the City Council can achieve the greatest good for the greatest number of people.



Effective Governance as the Core Principle of the City of Folsom

The City Council's core principle of effective governance is transforming the community's needs and desires into policies that direct the City's functions. As the City Council fulfills the responsibility of setting policy direction, how City Council members perform their governance role is critical. Whether meeting in Council Chambers, serving in the community, or working with city staff, Councilmembers are always stewards of public trust. The wellbeing of the City depends upon the responsible and professional manner in which each Councilmember and the City Council collectively fulfill their governance roles and responsibilities.

The City Council members and City Manager work in a coordinated manner to achieve their common purpose of effective governance. Together, they function collaboratively with a high degree of respect, trust, and openness. Notably, the City Council and City Manager value diversity in style and perspective and are open to new ideas. While individuals may have potential biases or policy preferences, all team members listen with an open mind and are willing to have preconceived notions challenged or changed. The City Council and City Manager strategically examine issues and situations and decide on a course of action serving the city's mission and goals.

Effective City Councils understand that a good working relationship with each other and staff is vital for the city to run successfully. Therefore, the City Council acts with integrity,

civility, and a high level of professional decorum. City Council members build trust by striving to have a “no secrets, no surprises” approach as the operating norm.

Characteristics of an Effective Council

An effective Council:

1. Follows the legal requirements of the City Charter, Municipal Code, State and Federal law and regulations
2. Makes decisions that are in the best interest of the City and considers that short-term decisions often have long-term consequences
3. Provides clear direction to the City Manager to ensure clarity of direction, specificity in scope, and mutual understanding.
4. Seeks consensus and common ground knowing there are rarely perfect solutions
5. Respects the governing process and follows implementation of the will of the majority
6. Represents all residents and knows that a vocal minority does not necessarily reflect the view of a quiet majority

Characteristics of an Effective Council Member

An effective Council member:

1. Commits the time necessary to understand issues
2. Acknowledges their own potential biases, listens with an open mind, and is willing to have preconceived ideas challenged
3. Respects the role and function of the public, city staff, and the City Manager
4. Recognizes that their colleagues were also elected, and all deserve equal levels of respect
5. Understands that authority rests with the Council as a whole and not with individual Council members.
6. Limits their critique to the idea being proposed and not to the person proposing it, and accepts criticism of a policy or proposal without taking it personally
7. Respects the expertise of city staff and understands staff's desire to provide factual, neutral information to the Council

Section 2. Roles and Responsibilities



The City Council's role is to act as a public policy-setting body. It is the City Manager's role to implement public policy. With a strong guiding belief that all benefit from a clear understanding of their respective roles, this Governance Manual establishes the normative framework under which the City Council can perform in the most effective manner possible.



Policy Setting and Policy Implementation

One of the essential characteristics of an effective Council is their understanding and agreement on roles and responsibilities. Generally, governance is about setting policy by defining what the organization will do, and administration focuses on how to do it. Discerning the difference can sometimes be challenging. If the City Council discussion focuses on long-term outcomes, it tends to be policy setting; if it focuses on short-term objectives or incremental steps, it tends to be administrative. Since the distinction between policy and administration is sometimes challenging to identify, the City Council and the City Manager must clearly understand their roles and responsibilities.

Council-Manager Form of Government

Folsom is governed under the council-manager form of government. In a council-manager government, an elected City Council serves as the city's primary legislative body. It appoints a city manager to oversee day-to-day municipal operations, craft the budget, and implement and enforce the City Council's policies and direction.

Mayor's Role

Folsom's Charter defines the Mayor's role and establishes the selection of the Mayor by the City Council. The Mayor's primary responsibilities include:

1. Presiding at meetings of the Council;
2. Meeting regularly and as appropriate with the City Manager to provide policy guidance relative to the actions of the Council, expressing the desires of the Council and its members, and monitoring the administrative implementation of Council policies;

3. Recommending City policy, legislation, and programs, subject to approval by a majority of the City Council;
4. Representing the City for ceremonial purposes;
5. Represent the City in intergovernmental relations, personally or by a designated representative with the concurrence of the Council; and
6. Establishing and dissolving limited-term ad hoc committees, subject to the approval of the Council

Vice Mayor's Role

Folsom's Charter defines the Vice Mayor's role and establishes the selection of the Vice Mayor by the City Council. The Vice Mayor's primary responsibility is to perform the Mayor's duties in the Mayor's absence.

City Manager's Role

Folsom's Charter identifies the City Manager's role as the administration of all affairs of the City, and as such, the City Manager holds many powers and duties. This role includes, but is not limited to:

1. Appointing and removing all assistants to the city manager and all department heads;
2. Appointing, removing, and disciplining all employees of the city (the city manager may delegate this authority to the several department heads, but retains certain authorities;
3. Directing the administration of all departments;
4. Preparing the City's budget;
5. Keeping the City Council fully informed and advised of the financial, administrative, physical, and operational condition of the City and of its future needs in each area, and make such recommendations and present such plans and programs concerning the affairs of the City;
6. Providing for the enforcement and faithful execution of all laws, ordinances, rules, regulations, acts of the City council, the City Charter and such other actions as the City council shall direct;
7. Attending all City council meetings and taking part in the discussions of the City council (but having no vote);
8. Investigating all complaints in relation to matters concerning the administration of the City;

9. Exercising general supervision of all public buildings, parks, real and personal property, assets, utilities, streets, and other public properties which are under the ownership, control, or jurisdiction of the city;
10. Carrying out and enforcing all policies of the City council and all rules, regulations and ordinances adopted by it;
11. Cooperating with all community organizations whose purpose is to serve the welfare and best interests of the City and of its people, business, and organizations;
12. Preparing the City council agenda in such a manner to ensure that all matters concerning the attention of the City council are included thereon in a timely manner;

Noninterference with City Manager's Administrative Role

The City Manager's administrative role is distinct and separate from the City Council's role. As prescribed by the City's Charter, neither the Mayor nor any Councilmember shall interfere with the execution of the City Manager's powers and duties. Except for purposes of inquiry, the Mayor and Councilmembers shall deal with the administrative services of the City solely through the City Manager, and neither the Mayor nor any Councilmember shall give orders to any subordinate of the City Manager, either publicly or privately. The City Council may express its views and fully and freely discuss with the City Manager anything pertaining to appointment and removal of any department head or employee, but neither the Mayor nor any Councilmember shall in any manner control or demand the appointment or removal of any City department head or employee.

Responding to Public Complaints

It is important that when Councilmembers receive a complaint or inquiry from a member of the public, the Councilmember should acknowledge the requestor's communication without making promises or jumping to conclusions. As the City Manager's role is to investigate and resolve these issues with city staff, all complaints should be forwarded to the City Manager for a response. The City Manager will keep the City Council informed regarding administrative actions.

New Councilmember Orientation

Welcoming newly elected Councilmembers and providing them with the appropriate orientation and resources is crucial to developing an effective, cohesive governance team.

1. With the Brown Act limitations in mind, current Councilmembers are encouraged to reach out to newly elected members to welcome them and build productive working relationships.
2. The City Manager will provide a formal orientation for new Councilmembers to:

- a. Explain roles and responsibilities;
 - b. Introduce department heads;
 - c. Provide practical information such as access to City Hall, office space, security procedures, meeting protocols;
 - d. Study a typical City Council meeting agenda and explain the order of business, consent calendar, business from the floor, and other meeting sections and protocols such as making motions and providing direction to the City Manager and staff during a City Council meeting.
 - e. Review rules regarding confidentiality, the Brown Act, and gift reporting;
3. Councilmembers shall work through the City Manager to schedule additional meetings with department heads and/or tours of city facilities to gain a better understanding of city services and operations.

City Council's Informal Role – Some Helpful Tips to Keep in Mind

1. *Lead by example. Be honest, consistent, and flexible.*
2. *Do not get stampeded into action by the strong demands of special interest groups. Your job is to find the entire community's long-term public interest, and you may be hearing from a vocal minority.*
3. *Be clear on what you stand for and what is important to you.*
4. *Think about what you want to accomplish. Do not act rashly and assume that only you know the best way to accomplish things. Every issue will benefit from additional discussion. Your perceptions may change.*
5. *Sometimes we underestimate the potential impact of a strong leadership voice. Use the dignity of your office to help the community get past contentious issues.*
6. *There can be a tremendous amount of discomfort in making very public decisions. It is important to take a long-term perspective, weigh everything, and reach good decisions.*
7. *Know that you will not be able to satisfy everyone. If you try, you will not be able to demonstrate leadership. Listen fairly, listen thoughtfully, and then do what is best.*
8. *Most of the easy decisions were made a long time ago. Many decisions that need to be made can be difficult – but you cannot always solve those big problems easily.*

Section 3. Communication Protocols



Effective communication brings individuals together to achieve desired outcomes, and it requires clear sharing of information and attentive listening. Successful communication builds and maintains strong relationships, develops reciprocal trust, promotes transparency, supports understanding with the community, and facilitates good decision-making. As importantly, effective communication reduces misunderstanding and decreases the potential for conflict.



Communication between the City Council and the City Manager

Folsom's council-manager form of government directs the City Council to communicate with the City Manager on all matters related to City operations, and City Council members are therefore encouraged to contact the City Manager with questions about city operations or issues. The City Manager will obtain the requested information or direct the appropriate staff member to assist. When an individual City Council member seeks information that the City Manager believes may be of interest or use to other City Council members, the City Manager may share that information with the entire City Council to keep all members equally informed. The City Council should be aware that the City Manager may not readily share some items due to employment law, privacy rights, investigations, etc.

Agenda review sessions with the City Manager and individual City Council members are scheduled in advance of each City Council meeting. City Council members are strongly encouraged to ask questions about agenda items during their agenda review session, as this allows staff time to perform additional research if necessary before the Council meeting. City Council members are welcome to ask the questions again at the Council meeting to benefit other Council members and the public.

Direction to City Manager at City Council Meetings

In providing direction to the City Manager and staff during City Council meetings, the City Council should ensure that direction and motions provide unambiguous policy direction,

including specificity and scope of the desired action. If a motion seems unclear, City Council members should ask for clarification to be sure all agree on the proposed direction.

Communication between City Council Members

City Council Members should treat each other with dignity and respect and observe a high level of professional decorum both on and off the dais. This respectful approach supports a productive sense of camaraderie and sets an example for civil decorum in City Council meetings.

Brown Act

The California open meeting law, commonly known as the "Brown Act," requires all City Council meetings to be open to the public (subject to a few limited exceptions). A meeting is defined as any congregation of a majority of the members of a legislative body at the same time and place to hear, discuss, and deliberate upon any item that is within the subject matter jurisdiction of the legislative body. Accordingly, meetings or discussions between three or more members of the Folsom City Council could violate the Brown Act if such meeting is to discuss any matter within the subject matter jurisdiction of the City Council (e.g., City parks and recreation programs, budget, staffing, streets and traffic, public improvements, or private development projects, etc.) without first complying with agenda-posting and noticing requirements of the Brown Act.

Meetings subject to the Brown Act are not limited to face-to-face gatherings. They also include any communication medium or device (for example, telephone conversations, text messages, social media postings, etc.) through which a majority of the City Council discusses, deliberates, or acts on an item of business outside of a noticed meeting. Communication technologies present particular Brown Act challenges. For example, standard email practices of forwarding or replying to messages can easily lead to a serial meeting prohibited by the Brown Act, as can participation by a majority of the Council members in an internet chatroom, social media format, a Facebook page posting, or blog dialogue.

Social Media

City Council members should use the same professionalism and sound judgment exercised in public meetings when communicating on social media. Beyond standards of professionalism, City Council members should also be mindful of legal restrictions on their social media activity.

In 2020, State legislation (AB 992) amended the Brown Act to address public officials' use of social media, and two particular elements are essential to keep in mind. First, AB 992 clarifies that a public official may have their separate conversation on social media platforms to answer questions, provide information to the public, or solicit information

from the public regarding a matter within the legislative body's subject matter jurisdiction. However, this is legally permissible as long as a majority of the members of the legislative body do not use the social media platform to discuss among themselves of the same matter, including making posts, commenting, and even using digital icons that express reactions (i.e., emojis, "liking", thumbs up, thumbs down, etc.) to the discussion made by other members of the legislative body.

Key Point: *A City Council member may have their own conversation on social media about a matter within the City Council's subject matter jurisdiction, up to the point when a majority of the City Council members starts to have the same conversation on their own. Once there is a majority of City Council members having their own "separate" conversation on social media about the same subject matter, then those conversations must cease altogether. Simply using a digital icon (such as emojis) constitutes having a conversation under AB 992.*

Secondly, AB 992 goes further by prohibiting a member of a legislative body from responding directly to any communication on an internet-based social media platform regarding a matter that is within the subject matter jurisdiction of the legislative body that is made, posted, or shared by any other member of the legislative body. In other words, if a public official posts a comment in response to another public official's social media post about an agency issue, that could be a Brown Act violation under AB 992 (assuming both public officials serve on the same legislative body). AB 992 covers commonly used social media platforms such as Facebook, Instagram, Snapchat, Twitter, blogs, TiKTok, and Reddit.

Key Point: *Be careful not to comment on another City Council member's posting on social media, including posting comments, retweeting, "liking," "disliking," responding with positive or negative emojis, and reposting. Violations of the Brown Act can potentially lead to invalidation of future City Council actions, payment of a challenger's attorney fees, and even criminal prosecution for the offender.*

Keeping Each Other Informed of Activities and Reporting on Regional Agency Action

City Council members should proactively keep each other informed of their City-related activities in the community and the region. City Council members should also report on important discussions and actions from the regional agencies they serve. This reporting of activities and actions is best accomplished at a City Council meeting either during discussion of related agenda items or during the Council Comments segment of a meeting.

The proactive sharing of activities contributes to the collaborative nature of the City Council's work and respects the role of all members. Importantly, this sharing of information honors the standard that no single City Council member "owns" a particular

issue or effort. It also reinforces the notion that all members have an equal voice and standing on all matters affecting the City.

Communication between City Council Members and the Public

Speaking for "the City"

When a City Council Member is requested to speak to a group or is asked the Council's position on an issue, the response should reflect the Council's position as a whole as taken in open session. Of course, a member may clarify their vote on a matter by stating, "While I voted against 'X,' the City Council voted in support of it." When representing the City at meetings or other venues, those in attendance must understand the Council's position as well as the position of an individual member.

Safeguarding Confidential, Sensitive and Closed Session Information

Confidential or sensitive City information, including closed session materials and discussions, shall not be disclosed in any circumstances, including via electronic communication.

Correspondence

Members of the City Council will often be called upon to write letters to residents, businesses, or other public agencies. Typically, the Mayor will transmit the City's position on policy matters to outside agencies on behalf of the City Council. Individual members of the Council will often prepare letters for constituents to respond to inquiries or provide requested information. City letterhead is available for this purpose, and staff can assist in the preparation of such correspondence. Requests for assistance should be made to the City Manager.

On occasion, members may wish to transmit correspondence on an issue upon which the Council has yet to take a position or has no position. In these circumstances, members should indicate either in correspondence or verbally that they are not speaking for the City Council as a whole, but for themselves as a private citizen or as one member of the Council. Council Members should avoid expressing opinions that could be perceived as biased or creating an appearance of bias when communicating about a matter that has the potential of coming before the Council for action.

After the City Council has taken a position on an issue, official City correspondence related to the issue should reflect this position. Similar to verbal communication standards, a City Council member who disagrees with the majority opinion may express their position by indicating that, "While I voted against 'X,' the City Council voted in support of it." In

addition, City letterhead and staff support cannot be utilized for any personal purpose or in the Council Member's own campaign, including letters of recommendation.

Representing the City on Regional Agencies

City Council members are assigned to represent the City on a variety of regional agency boards and commissions. Active participation by City Council members on regional agencies ensures the City's interests are adequately represented, advances Folsom's standing in the region, and allows City Council members to gain additional experience while developing connections with leaders from other jurisdictions. City Council members should exhibit the same dedication to regional agency meetings as they do to Council meetings through regular attendance, knowledge of the agenda, and engagement in policy discussions. If a City Council member is unable to attend a meeting, they should advise the alternative representative.

Assignments to regional agencies are generally proposed by the Mayor and require the concurrence of the City Council. Care should be taken to distribute the workload as evenly as possible and capitalize on subject matter expertise. Keeping regional assignments as consistent as possible year-to-year maintains the City's knowledge and seniority on regional agency.

Council meetings provide an opportunity to "report out" on regional activity so that all City Council members, staff, and the public are fully informed. See "[Keeping Each Other Informed of Activities and Reporting on Regional Agency Action](#)" earlier in this section for additional details.

###

Section 4. Council Meeting Protocols



The people of this State do not yield their sovereignty to the agencies which serve them. The people, in delegating authority, do not give their public servants the right to decide what is good for the people to know and what is not good for them to know. The people insist on remaining informed so that they may retain control over the instruments they have created.

California Brown Act



Conducting Open Meetings

Folsom City Council meetings are held in compliance with the California Brown Act, which prescribes requirements for open and public meetings, notice of meetings, public participation, and general agenda title guidelines.

Placing an Item on the Agenda

Folsom Municipal Code section 2.06.070(A)(1) places the responsibility to develop the agenda for City Council meetings on the Mayor and the City Manager. Generally, items placed on the agenda will be generated by staff, but occasionally items may be proposed by either a City Council member or a member of the public.

Agenda Items Proposed by a City Council Member

A City Council member may request an item be placed on a future agenda by contacting the Mayor or City Manager. When the proposal entails wholly new policy direction or an issue that has not previously been considered, the Mayor and City Manager may place the item on an agenda to seek preliminary consensus from the City Council whether to investigate the proposal further. Staff will not conduct research or prepare a staff report until receiving direction to do so from the City Manager.

Agenda Items Proposed by Members of the Public

A member of the public may propose an item be placed on a future agenda by contacting a City Council member, pursuant to Folsom Municipal Code section 2.06.070(A)(2). The City Council member should communicate the request to the Mayor and City Manager for appropriate handling and scheduling.

Rules of Order

The City Council generally meets twice per month to conduct the public's business, and it is essential that meetings be orderly, efficient, and well-run. The City Council may establish and adopt by resolution its meeting procedures, and as to matters not covered by Council-adopted procedures, the Folsom Municipal Code provides that those matters shall be governed under the most current edition of Robert's Rules of Order. The Mayor presides over meetings of the City Council; in the absence of the Mayor, the Vice Mayor shall preside. In the absence of the Mayor and Vice Mayor, the City Council may designate a senior member of the City Council to serve as temporary presiding officer to facilitate the conduct of the meeting.

City Council Meeting Norms

For most agenda items, the following sequence of steps will occur:

1. Staff presentation
2. Questions from the City Council
3. Public hearing or public comment (depending upon the nature of the item)
4. Follow up questions from the City Council, if any
5. Motion or proposed direction to staff (see below for more detail regarding motions)
6. Discussion by the City Council
7. Vote on motion, or verbal expression of consensus

Certain hearings (such as appeals, community facility district formations, utility rate increases, etc.) may require additional procedures, and the City Attorney will provide appropriate instructions to guide the City Council's sequence of steps in those instances.

Making and Seconding Motions

Direction is given by the City Council through motions, which are verbal tools to focus discussion on proposed action and, eventually, to memorialize City Council direction. A motion supports orderly deliberation and ensures all voices are heard.

Motions should begin with “I move . . .” to make it clear that this is a motion for action. Most staff reports contain staff’s suggested motion-ready language within the “recommendation” section at the beginning of each staff report, but City Council members may make any desired motion. Motions require another City Council member to “second” the motion, which indicates there is interest in taking action on the motion. Motions are seconded by verbalizing “I second the motion”. Any City Council member or the Mayor may make or second a motion.

Before the Mayor asks the City Clerk to call the question, the City Council may continue to discuss and deliberate on the merit of the motion. The maker of a motion has the right to speak so the City Council understands the basic premise of the motion, and to address any argument or opposition to the motion.

The most commonly used motions are:

Motion Type	Action Accomplished	Language
Main/Original motion	The first motion made which proposes action	“I move that...”
Amending a motion	Either adds or subtracts to the preceding motion	“I move that the motion be amended by...”
Refer to a commission or committee	Refers the matter to a commission or committee	“I move that the issue be referred to the [appropriate commission or committee]”
Continue or Postpone	Continues or postpones action to a future date (this can be to a date certain, or off-calendar to indicate open-ended continuation	“I move that the issue be [continued to [specific date or off-calendar]”
Previous Question	Ends discussion and compels a vote	“I move the previous question”

Limit Debate	Re-focuses lengthy or off-topic discussion, without blocking further discussion	"I move to limit discussion to [time limit or topic]"
--------------	---	---

In addition, a "point of order" question serves to bring discussion that has detoured away from meeting norms back to conformance with proper procedures. The Mayor or any City Council member may call a point of order.

The City Attorney provides advice during meetings in response to legal or procedural inquiries from the Mayor and City Council members. The City Attorney may also assist the City Council in framing complex motions to ensure clarity of intent and legal sufficiency.

Proclamations and Resolutions of Commendation

From time to time, the City receives requests from external parties for proclamations and resolutions of commendations. These requests are generally submitted to the Mayor, as the Folsom Municipal Code identifies the Mayor as responsible for representing the City for ceremonial purposes. If the Mayor approves the request and indicates the item should be placed on a City Council agenda, staff will prepare the appropriate item.

External presentations

From time to time, the City receives requests from external parties to make a presentation to the City Council. Similar to agenda items proposed by members of the public, requests by external parties to make a presentation before the City Council should be communicated to the Mayor and City Manager for appropriate handling and agenda scheduling.

Reporting and Avoiding Conflicts of Interest

The Political Reform Act of 1974 ("the Act") establishes conflict-of-interest laws in California. The Act limits the receipt of specified gifts and honoraria and promulgates the principle that public officials should perform their duties serving the public in an impartial manner, free from bias caused by their own financial interests or the interests of persons who have supported them. In addition, the Act

sets up a mechanism whereby assets and income of public officials which may be materially affected by their official actions shall be disclosed and in certain circumstances the officials are disqualified from acting within their official capacity so that conflicts of interest may be avoided.

To determine whether a conflict of interest exists under the Act, the California Fair Political Practices Commission (FPPC) prescribes a four-step process, which is complex and time-consuming to properly analyze. The four considerations are:

STEP 1: Is it reasonably foreseeable that the governmental decision will have a financial effect on any of the public official's financial interests?

STEP 2: Will the reasonably foreseeable financial effect be material?

STEP 3: Will the material financial effect on the public official's financial interest be indistinguishable from its effects on the public generally?

STEP 4: Is the public official "making, participating in making, or in any way attempting to use his or her official position to influence the governmental decision"?

Key Point: It is of paramount importance that City Council members consult with the City Attorney to determine the existence of a conflict of interest. This consultation should happen before a City Council meeting when a possible conflict exists related to an agenda item. The City Attorney will assist City Council members in determining whether a conflict of interest exists. If a conflict exists, and no exceptions apply, disqualification is required. The rules and interpretation are complicated, and the Act deals with conflict-of-interest situations on a transactional, or case-by-case, basis. This means that situations must be assessed for possible conflicts of interest in the light of their individual facts. The Act demands continual attention on the part of officials. They must examine each transaction to determine if a conflict of interest that triggers disqualification exists.

When a conflict is determined to exist in relation to an agenda item before the City Council, the conflicted City Council member must:

1. Publicly identify the nature of the conflict / financial interest that causes the conflict (except that he or she need not disclose the street address of a residence);

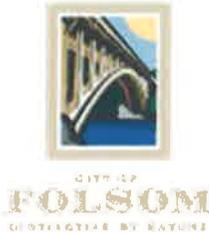
2. Recuse from discussing and voting on the matter; and
3. Leave the meeting room and refrain from participating in discussion of the item until after the decision has been made
 - a. Exception: Conflicted City Council members do not need to leave the dais for items on the Consent Calendar, but they still must disclose the nature of the conflict / financial interest and refrain from voting on that item

Companion Documents

The City Council has previously approved the below-referenced policies, which should be considered as companion documents to this Governance Manual.

1. Resolution No. 9689 – A Resolution of the City Council of the City of Folsom Relating to City Council Meetings, Proceedings, and Business (2015)
2. Resolution No. 7788 – A Resolution Adopting a Code of Ethics Applicable to the City Council, City Commissions and Committees (2006)

####



Folsom City Council Staff Report



MEETING DATE:	6/22/2021
AGENDA SECTION:	Consent Calendar
SUBJECT:	Resolution No. 10650 – A Resolution Authorizing Public Fireworks Displays During the Annual Folsom Pro Rodeo Activities
FROM:	Fire Department

RECOMMENDATION / CITY COUNCIL ACTION

The Fire Department recommends that the City Council pass and approve Resolution No. 10650 – A Resolution Authorizing Public Fireworks Displays during the Annual Folsom Pro Rodeo Activities on July 2, July 3, and July 4, 2021.

BACKGROUND / ISSUE

The Annual Folsom Pro Rodeo is scheduled for July 2, July 3, and July 4, 2021, at Rodeo Park, with a proximate firework display each night.

The Fire Department is coordinating the safety requirements for these fireworks displays with the Greater Folsom Partnership and the California State Fire Marshal’s Office. The licensed firm of Fireworks & Stage FX America has been secured by the Greater Folsom Partnership to operate these fireworks displays.

POLICY / RULE

Section 9.36.020 of the Folsom Municipal Code states that public displays of fireworks may only be held when authorized by resolution of the City Council, after recommendation of the Fire Chief, and when under the supervision of a licensed pyrotechnic operator.

ANALYSIS

A public display of fireworks is proposed by the sponsor of the event to be fired each night at the conclusion of the Rodeo. Staff has reviewed all safety issues relative to public fireworks display and is working with the Greater Folsom Partnership and Fireworks & Stage FX America to mitigate any potential issues. Staff believes that these mitigation measures will reasonably satisfy the safety concerns.

FINANCIAL IMPACT

There is no fiscal impact as the overtime staff costs for the required fire safety officer standby each night will be paid by the Greater Folsom Partnership.

ENVIRONMENTAL REVIEW

There are no foreseeable environmental impacts.

ATTACHMENTS

1. Resolution No. 10650 – A Resolution Authorizing Public Fireworks Displays during the Annual Folsom Pro Rodeo Activities
2. Fire Department Permit Application from Fireworks & Stage FX America

Submitted,

Ken Cusano, Fire Chief

ATTACHMENT 1

RESOLUTION NO. 10650

A RESOLUTION AUTHORIZING PUBLIC FIREWORKS DISPLAYS DURING THE ANNUAL PRO RODEO ACTIVITIES

WHEREAS, on the evenings of July 2, July 3, and July 4, 2021, the Folsom Chamber of Commerce will be sponsoring the Annual Folsom Pro Rodeo at the Dan Russell Arena; and

WHEREAS, Folsom Municipal Code Section 9.36.020 authorizes the public display of fireworks; and

WHEREAS, the City of Folsom wishes to support the festivities of our nation’s independence, as well as family-oriented activities within the community;

NOW, THEREFORE, BE IT RESOLVED that the City Council authorizes this public display of fireworks to celebrate this special occasion, with the recommendation of the Fire Chief, and under the supervision of licensed pyrotechnic operators.

PASSED AND ADOPTED this 22nd day of June 2021, by the following roll-call vote:

- AYES:** Councilmember(s):
- NOES:** Councilmember(s):
- ABSENT:** Councilmember(s):
- ABSTAIN:** Councilmember(s):

Michael D. Kozlowski, MAYOR

ATTEST:

Christa Freemantle, CITY CLERK

ATTACHMENT 2



FOLSOM FIRE DEPARTMENT

535 Glenn Drive Folsom, CA 95630
Office (916) 461-6300 Fax (916) 984-7081
www.folsom.ca.us



CITY OF
FOLSOM
DISTINCTIVE BY NATURE

FIRE SAFETY OFFICER SERVICE AGREEMENT

APPLICANT: **Fireworks & Stage FX America**

TAX ID/SS#: [REDACTED]

ADDRESS: **PO Box Lakeside, CA 92040**

TELEPHONE: **619-938-8277 office@fireworksamerica.com**

It has determined by the Fire Chief, in accordance with City of Folsom Municipal Code Chapter 8.36 (Folsom Fire Code § 107.8) that provision must be made for Fire Safety Officer Services at the following event/activity:

Date(s)	Start Time	Finish Time	Total Hours
7/2-7/4/2021	6:00pm	10:00pm	4.0

LOCATION OF EVENT: _____

TYPE OF EVENT: _____

The Fire Chief hereby agrees to furnish, and Applicant hereby agrees to accept and pay for, the requisite Fire Safety Officer Services subject to the following terms and conditions:

- The event/activity will require approximately 12 hours of service by 1 Fire Safety Officer(s), to be provided at an hourly rate of \$94.10 per hour;
- In the event additional hours of Fire Safety Officer services are required by the length and/or nature of the event/activity, such additional services shall be provided by the Fire Department at the same hourly rate(s) as aforesaid;
- The Folsom Fire Department shall bill by invoice for the aforesaid services by invoice;
- The Applicant shall remit the full sum due and owing within thirty (30) days of the date of the invoice.

Julie Andrews Julie Andrews, Office Manager 5/28/2021
 Signature of Applicant (If authorized representative, give title) Date

 Signature of Fire Department Representative (include title) Date

Working Together to Provide Superior Services in a Safe, Thorough, and Efficient Manner



FOLSOM FIRE DEPARTMENT

535 Glenn Drive Folsom, CA 95630
Office (916) 461-6300 Fax (916) 984-7081
www.folsom.ca.us



CITY OF
FOLSOM
DISTINCTIVE BY NATURE

FIRE DEPARTMENT PERMIT APPLICATION OPERATIONAL PERMIT

BUSINESS NAME (Print)	Fireworks & Stage FX America
ADDRESS	PO Box 488 Lakeside, CA 92040
APPLICANT NAME	Julie Andrews
BILLING ADDRESS (IF DIFFERENT)	PO Box 488 Lakeside, CA 92040
TELEPHONE NUMBER	619-938-8277
E-MAIL	office@fireworksamerica.com
ACTIVITY DESCRIPTION	Pyrotechnics for Folsom Rodeo

A property owner or owner's authorized agent who intends to conduct an operation or business, or install or modify systems and equipment that are regulated by the California Fire Code, or to cause any such work to be performed, shall first make application to the fire code official and obtain the required permit. (CFC 105)

Conditions of Permit

The conditions, surroundings, and arrangements for the operation(s) or activities subject to this permit shall be in accordance with all applicable regulations. The premises shall be subject to periodic inspection by the City of Folsom to ensure compliance with the applicable regulations and any condition(s) imposed. The permit is subject to revocation for failure to comply with those regulations and any specific conditions that are in effect at the time of inspection.

In obtaining a fire department permit the applicant understands and acknowledges that Folsom Fire Department has the right to enter and inspect that for which the permit is issued for compliance within the rules and regulations enforced by the City of Folsom. The applicant acknowledges that right and agrees to pay all costs incurred by the City of Folsom in securing any judicial writ or inspection warrant to fulfill that right wherein the applicant fails to give consent for inspection.

Application is made to Folsom Fire Department for inspection and approval of the described operation or activity, which will conform to all applicable standards. No operation or activity requiring a permit will be performed until a Fire Department permit is received. It is understood that working without approved plans and a permit will result in delays and additional fees.

FIRE CODE PERMIT FEES (To operate, conduct, perform, store, or use the following):

Operational Permits* (\$185 each) (Check One or More)	
<input type="checkbox"/> Activities in Hazardous Fire Areas	<input type="checkbox"/> Liquid or Gas-fueled Vehicles or Equip in Assembly Bldgs.
<input type="checkbox"/> Aerosol Products Storage/Handling	<input type="checkbox"/> Liquefied Petroleum (LP) Gas Storage and Use**
<input type="checkbox"/> Amusement Buildings	<input type="checkbox"/> Magnesium Storage/Handling
<input type="checkbox"/> Aviation Facilities	<input type="checkbox"/> Miscellaneous Combustible Storage (2500+ sq. ft.)
<input type="checkbox"/> Carbon Dioxide Systems (100+ pounds)	<input type="checkbox"/> Mobile Fueling of Hydrogen-Fueled Vehicles
<input type="checkbox"/> Carnivals and Fairs	<input type="checkbox"/> Mobile Food Preparation Vehicles
<input type="checkbox"/> Cellulose Nitrate Film	<input type="checkbox"/> Motion Picture and Other Filming
<input type="checkbox"/> Christmas Tree Lots	<input type="checkbox"/> Motor Vehicle Fuel Dispensing Facilities
<input type="checkbox"/> Combustible Dust-Producing Operations	<input type="checkbox"/> Open Burning
<input type="checkbox"/> Combustible Fiber Storage/Handling	<input type="checkbox"/> Open Flames and Torches
<input type="checkbox"/> Compressed Gases Storage/Handling**	<input type="checkbox"/> Open Flames and Candles
<input type="checkbox"/> Covered and Open Mall Buildings	<input type="checkbox"/> Organic Coatings
<input type="checkbox"/> Cryogenic Fluids Storage/Handling**	<input type="checkbox"/> Places of Assembly (50 or more people)
<input type="checkbox"/> Cutting & Welding	<input type="checkbox"/> Production Facilities (Live Audiences)
<input type="checkbox"/> Dry Cleaning	<input checked="" type="checkbox"/> Pyrotechnics / Special Effects Material
<input type="checkbox"/> Exhibits and Trade Shows	<input type="checkbox"/> Pyroxylin Plastics Storage/Handling
<input type="checkbox"/> Explosives Storage/Handling	<input type="checkbox"/> Refrigeration Equipment Storage/Handling
<input type="checkbox"/> Fire Hydrants and Valves (Including private)	<input type="checkbox"/> Repair Garages
<input type="checkbox"/> Flam. /Comb. Liquids Storage and Pipelines**	<input type="checkbox"/> Rooftop Heliports
<input type="checkbox"/> Floor Finishing (350+ sq. ft.)	<input type="checkbox"/> Spraying or Dipping**
<input type="checkbox"/> Fruit & Crop Ripening	<input type="checkbox"/> Storage of Scrap Tires and Tire Byproducts
<input type="checkbox"/> Fumigation/Insecticidal Fogging	<input type="checkbox"/> Temporary Membrane Structures and Tents**
<input type="checkbox"/> Hazardous Materials Storage/Handling**	<input type="checkbox"/> Tire Rebuilding Plants
<input type="checkbox"/> Hazardous Production Material (HPM) Facilities	<input type="checkbox"/> Waste Handling
<input type="checkbox"/> High Piled Combustible Storage (500+ sq. ft.)**	<input type="checkbox"/> Wood Products Storage/Handling
<input type="checkbox"/> Hot Work Operations	<input type="checkbox"/> Expedited Service Fees (1.5 X Regular Fee)
<input type="checkbox"/> Industrial Ovens**	<input type="checkbox"/> Technical Assistance / Third Party (Actual Cost)
<input type="checkbox"/> Lumber Yards and Woodworking Plants	<input type="checkbox"/> Re-Inspection (2 nd and subsequent) \$228 each

* Includes initial fire and life safety inspection and one re-inspection.

** In addition to fire and life safety inspection(s), these processes may also require a construction plan review. Plan review fees are based on the project's valuation or on third-party plan review costs; whichever is higher.

TOTAL FEE(S) DUE

\$ _____

MAKE CHECKS PAYABLE TO:

CITY OF FOLSOM
 FOLSOM FIRE DEPARTMENT
 ACCTS RECEIVABLE
 535 GLENN DRIVE
 FOLSOM, CA 95630

Click [here](#) to Submit by Email
 (Attach this form and any plans to the email)

(OFFICE USE ONLY)

PAYMENT RECEIVED: _____ CHECK NUMBER: _____ CASH: _____

PERMIT NUMBER: _____ INSPECTOR: _____

Application for Permit for a Public Display of Pyrotechnics



P. O. Box 100
Lakewood, CA 95030
(619) 938-8277
Fax (619) 938-8273

06/22/2021 Item No.7.

Authority having Jurisdiction: 21212

Folsom Fire Department
48 Natoma Street
Folsom, CA 95630

Client:
Folsom Chamber of Commerce
Attn: Libby Siino
200 Wool Street
Folsom, CA 95630

Fireworks & Stage FX America, Inc. on behalf of the Sponsor Listed Above requests a permit to conduct a public display of fireworks in accordance with Federal, State and Local Laws and Ordinances.

Date(s): 7/2/2021 7/3, 7/4
Time/Length: 9:45pm 6-8 mins
Pyrotechnic Operator(s) and License Number: Brandon Waits 2936-02
(Operator Name) (License No.)
and assistants.

Site Information:
Folsom Rodeo Arena
See Plot Map
200 Wool Street
Folsom, CA 95630

Number: _____
(where required)
Brandon Cell: 916-802-4482
Email: bfwaits@gmail.com

Proof of current **General Liability Insurance and Workers Compensation Insurance** is attached.

A **detailed diagram** of the proposed firing site is attached. **Office contact: Julie Andrews (619) 938-8277, Fax (619) 938-8273**

Description of Display:
Folsom Chamber of Commerce on 7/2/2021 in Folsom, CA.
Fireworks fired Electrically, in Racks.

Ground Level Pyrotechnics (0 - 50 Foot typical Altitude):

Low Level Pyrotechnics (51 - 125 foot typical altitude):

Bombardments - 26;

Aerial Pyrotechnics (>125 foot typical altitude):

PERMISSION TO CONDUCT A PUBLIC DISPLAY OF PYROTECHNICS AS SPECIFIED HEREIN

IS HEREBY: PERMITTED DENIED
Circle Appropriate

Signature of Permitting Authority Date

Title

Application for Permit for a Public Display of Pyrotechnics



P. 06/22/2021 Item No.7.
Lak
(619) 938-8277
Fax (619) 938-8273

Authority having Jurisdiction: 21213

Folsom Fire Department
48 Natoma Street
Folsom, CA 95630

Client:
Folsom Chamber of Commerce
Attn: Libby Siino
200 Wool Street
Folsom, CA 95630

Fireworks & Stage FX America, Inc. on behalf of the Sponsor Listed Above requests a permit to conduct a public display of fireworks in accordance with Federal, State and Local Laws and Ordinances.

Date(s): 7/3/2021 7/2,7/4
Time/Length: 9:45pm 6-8 mins
Pyrotechnic Operator(s) and License Number: Brandon Waits 2936-02
(Operator Name) (License No.)
and assistants.

Site Information:
Folsom Rodeo Arena
See Plot Map
200 Wool Street
Folsom, CA 95630

Number: _____
(where required)
Brandon Cell: 916-802-4482
Email: bfwaits@gmail.com

Proof of current **General Liability Insurance and Workers Compensation Insurance** is attached.

A **detailed diagram** of the proposed firing site is attached. **Office contact: Julie Andrews (619) 938-8277, Fax (619) 938-8273**

Description of Display:
Folsom Chamber of Commerce on 7/3/2021 in Folsom, CA.
Fireworks fired Electrically, in Racks.

Ground Level Pyrotechnics (0 - 50 Foot typical Altitude):

Low Level Pyrotechnics (51 - 125 foot typical altitude):

Aerial Pyrotechnics (>125 foot typical altitude):

PERMISSION TO CONDUCT A PUBLIC DISPLAY OF PYROTECHNICS AS SPECIFIED HEREIN

IS HEREBY: PERMITTED DENIED
Circle Appropriate

Signature of Permitting Authority Date

Title

Application for Permit for a Public Display of Pyrotechnics



P. Lat
06/22/2021 Item No.7.
(619) 938-8277
Fax (619) 938-8273

Authority having Jurisdiction: 21214

Folsom Fire Department
48 Natoma Street
Folsom, CA 95630

Client:
Folsom Chamber of Commerce
Attn: Libby Siino
200 Wool Street
Folsom, CA 95630

Fireworks & Stage FX America, Inc. on behalf of the Sponsor Listed Above requests a permit to conduct a public display of fireworks in accordance with Federal, State and Local Laws and Ordinances.

Date(s): 7/4/2021 7/2,7/3

Time/Length: 9:45pm 6-8 mins

Pyrotechnic Operator(s) and License Number:
Brandon Waits 2936-02
(Operator Name) (License No.)
and assistants.

Number: _____

(where required)

Brandon Cell: 916-802-4482

Email: bfwaits@gmail.com

Site Information:

Folsom Rodeo Arena
See Plot Map
200 Wool Street
Folsom, CA 95630

Proof of current **General Liability Insurance and Workers Compensation Insurance** is attached.

A **detailed diagram** of the proposed firing site is attached. **Office contact: Julie Andrews (619) 938-8277, Fax (619) 938-8273**

Description of Display:

Folsom Chamber of Commerce on 7/4/2021 in Folsom, CA.
Fireworks fired Electrically, in Racks.

Ground Level Pyrotechnics (0 - 50 Foot typical Altitude):

Low Level Pyrotechnics (51 - 125 foot typical altitude):

Aerial Pyrotechnics (>125 foot typical altitude):

PERMISSION TO CONDUCT A PUBLIC DISPLAY OF PYROTECHNICS AS SPECIFIED HEREIN

IS HEREBY: PERMITTED DENIED

Circle Appropriate

Signature of Permitting Authority

Date

Title

NORTH
WIND



Folsom Pro Rodeo



Launch Site 3

Launch Site 2

Launch site 1

Stafford St

CERTIFICATE OF INSURANCE

ISSUE DATE 06/22/2021

PRODUCER PROFESSIONAL PROGRAM INSURANCE BROKERAGE DIVISION OF SPG INSURANCE SOLUTIONS, LLC 1304 SOUTHPOINT BLVD., #101 PETALUMA CA, 94954	THIS CERTIFICATE IS ISSUED AS A MATTER OF INFORMATION ONLY AND CONFERS NO RIGHTS UPON THE CERTIFICATE HOLDER, THIS CERTIFICATE DOES NOT AMEND, EXTEND OR LATER THE COVERAGE AFFORDED BY THE POLICIES BELOW.
INSURER(S) AFFORDING COVERAGE	
INSURER A: LLOYD'S OF LONDON	
INSURER B:	
INSURER C:	
INSURER D:	

COVERAGES
 THIS IS TO CERTIFY THAT THE POLICIES OF INSURANCE LISTED BELOW HAVE BEEN ISSUED TO THE NAMED INSURED ABOVE FOR THE PERIOD INDICATED. NOTWITHSTANDING ANY REQUIREMENT, TERM OR CONDITION OF ANY CONTRACT OR OTHER DOCUMENT WITH RESPECT TO WHICH THIS CERTIFICATE MAY BE ISSUED OR MAY PERTAIN, THE INSURANCE AFFORDED BY THE POLICIES DESCRIBED HEREIN IS SUBJECT TO ALL THE TERMS, EXCLUSIONS AND CONDITIONS OF SUCH POLICIES.

CO LTR	TYPE OF INSURANCE	POLICY NUMBER	POLICY EFFECTIVE DATE (MM/DD/YY)	POLICY EXPIRATION DATE (MM/DD/YY)	LIMITS	
A	GENERAL LIABILITY CLAIMS MADE GEN'L AGGREGATE LIMIT APPLIES PER POLICY	PY/21-0017	02/12/2021	02/12/2022	EACH ACCIDENT	\$ 10,000,000
					MEDICAL EXP (Any one person)	\$
					FIRE LEGAL LIABILITY	\$ 50,000
					GENERAL AGGREGATE	\$ 10,000,000
					PRODUCTS-COMP/OPS AGG	\$
	AUTOMOBILE LIABILITY — ANY AUTO — ANY OWNED AUTOS — SCHEDULED AUTOS — HIRED AUTOS — NON-OWNED AUTOS				COMBINED SINGLE LIMIT (Ea accident)	\$
					BODILY INJURY (Per person)	\$
					BODILY INJURY (Per accident)	\$
					PROPERTY DAMAGE (Per accident)	\$
						\$
	EXCESS LIABILITY FOLLOWING FORM				EACH ACCIDENT	\$
					AGGREGATE	\$
	WORKERS COMPENSATION AND EMPLOYERS' LIABILITY				WC STATUTORY LIMITS	OTHER \$
					E.L. EACH ACCIDENT	\$
					E.L. DISEASE-EA EMPLOYEE	\$
					E.L. DISEASE-POLICY LIMIT	\$
	OTHER					

DESCRIPTION OF OPERATIONS/LOCATIONS/VEHICLES/EXCLUSIONS ADDED BY ENDORSEMENT/SPECIAL PROVISIONS
 City of Folsom; Folsom Chamber of Commerce; Dan Russel Arena; Folsom Fire Department; its officers, agents, employees, and servants, ATIMA, when acting in their official capacity as such. The duly licensed pyrotechnic operator required by law to supervise and discharge the public display, acting either as an employee of the insured or as an independent contractor and the State of California, its officers, agents, employees, and servants, ATIMA, are included as additional insureds per written contract as respects the Class B aerial fireworks display on 07/02/2021 through 07/04/2021 located at Folsom Rodeo Arena 200 Wool Street Folsom, CA 95630.

CERTIFICATE HOLDER Folsom Chamber of Commerce; City of Folsom; Dan Russel Arena; for permits only, Folsom Fire Department; its officers, agents, employees, and servants, ATIMA 200 Wool Street Folsom, CA, 95630	CANCELLATION SHOULD ANY OF THE ABOVE DESCRIBED POLICIES BE CANCELLED BEFORE THE EXPIRATION DATE THEREOF, THE ISSUING COMPANY WILL ENDEAVOR TO MAIL DAYS WRITTEN NOTICE TO THE CERTIFICATE HOLDER NAMED TO THE LEFT, BUT FAILURE TO MAIL SUCH NOTICE SHALL IMPOSE NO OBLIGATION OR LIABILITY OF ANY KIND UPON THE INSURER, ITS AGENTS OR REPRESENTATIVES.
AUTHORIZED REPRESENTATIVE 	

POLICY NUMBER: PY/21-0017

PYROTECHNIC LIABILITY

THIS ENDORSEMENT CHANGES THE POLICY. PLEASE READ IT CAREFULLY.

ADDITIONAL INSURED

Underwriter's at Lloyd's, London: Referred to in this endorsement as either the "Insurer" or the "Underwriters"

This endorsement modifies insurance provided under the following:

SECTION III. PERSONS INSURED

In consideration of the premium charged for the Policy, it is hereby understood and agreed that the following entity(ies) is an additional insured pursuant to Section III. e), but only as respects the specific Display or Special Effects listed on the attached Certificate of Insurance:

Name of Person or Organization (Additional Insured):

Folsom Chamber of Commerce; City of Folsom; Dan Russel Arena; for permits only, Folsom Fire Department; its officers, agents, employees, and servants, ATIMA
200 Wool Street
Folsom CA 95630

Any coverage afforded to any above person or entity as an Additional Insured shall apply only with respect to **Bodily Injury** or **Property Damage** directly resulting from (1) the **Named Insured's** ongoing operations performed for such specific person and entity; or (2) acts or omissions of the Additional Insured in connection with their general supervisions of the **Named Insured's** ongoing operations. Coverage for such person or entity as an Additional Insured does not apply to:

- (i) **Personal Injury and Advertising Injury Liability;**
- (ii) Fire Legal Liability;
- (iii) Employee Benefits Liability;
- (iv) **Bodily Injury or Property Damage** which the person or entity is obligated to pay as damages by reason of the assumption of liability under a contract or agreement but this shall not apply to liability for damages the person or entity would have in the absence of the contract or agreement;
- (v) **Property Damage** to: (1) property owned, used or occupied by or rented to such person or entity; (2) property in the care custody, or control of such person or entity or over which such person or entity is for any purpose exercising physical control; or (3) any work, including materials, parts or equipment furnished in connection with such work, which is performed for the person or entity by or on behalf of the **Named Insured**.
- (vi) **Products-Completed Operations Hazards;**
- (vii) Any obligation assumed by the Additional Insured in any contract related to the Display or Special Effects listed in the attached Certificate of Insurance.
- (viii) Such other **Claims, Accidents**, offenses, damages and/or liabilities which may be excluded pursuant to Section V. Exclusions of the Policy.

All other terms, exclusions and conditions of this Policy remain unchanged.

PY AI 006 6-14



CERTIFICATE OF LIABILITY INSURANCE

02/11/2021 12:01 AM

THIS CERTIFICATE IS ISSUED AS A MATTER OF INFORMATION ONLY AND CONFERS NO RIGHTS UPON THE CERTIFICATE HOLDER. THIS CERTIFICATE DOES NOT AFFIRMATIVELY OR NEGATIVELY AMEND, EXTEND OR ALTER THE COVERAGE AFFORDED BY THE POLICIES BELOW. THIS CERTIFICATE OF INSURANCE DOES NOT CONSTITUTE A CONTRACT BETWEEN THE ISSUING INSURER(S), AUTHORIZED REPRESENTATIVE OR PRODUCER, AND THE CERTIFICATE HOLDER.

IMPORTANT: If the certificate holder is an ADDITIONAL INSURED, the policy(ies) must have ADDITIONAL INSURED provisions or be endorsed. If SUBROGATION IS WAIVED, subject to the terms and conditions of the policy, certain policies may require an endorsement. A statement on this certificate does not confer rights to the certificate holder in lieu of such endorsement(s).

PRODUCER Brown & Riding Insurance Services, Inc 200 South Wacker Drive, Suite 1500 Chicago, IL 60606	CONTACT NAME: Ringwalt & Liesche Co. dba Pacific Gateway Insuran	
	PHONE (A/C. No. Ext): 6612575977	FAX (A/C. No.):
E-MAIL ADDRESS:		
INSURER(S) AFFORDING COVERAGE		NAIC #
INSURER A: NATIONAL LIABILITY & FIRE INSURANCE		20052
INSURER B: COMPANY		
INSURER C: NATIONAL FIRE & MARINE INSURANCE COMPANY		20079
INSURER D:		
INSURER E:		
INSURER F:		

COVERAGES **CERTIFICATE NUMBER:** 482,431 **REVISION NUMBER:**

THIS IS TO CERTIFY THAT THE POLICIES OF INSURANCE LISTED BELOW HAVE BEEN ISSUED TO THE INSURED NAMED ABOVE FOR THE POLICY PERIOD INDICATED. NOTWITHSTANDING ANY REQUIREMENT, TERM OR CONDITION OF ANY CONTRACT OR OTHER DOCUMENT WITH RESPECT TO WHICH THIS CERTIFICATE MAY BE ISSUED OR MAY PERTAIN, THE INSURANCE AFFORDED BY THE POLICIES DESCRIBED HEREIN IS SUBJECT TO ALL THE TERMS, EXCLUSIONS AND CONDITIONS OF SUCH POLICIES. LIMITS SHOWN MAY HAVE BEEN REDUCED BY PAID CLAIMS.

INBR LTR	TYPE OF INSURANCE	ADDL INSD	SUBR WVD	POLICY NUMBER	POLICY EFF (MM/DD/YYYY)	POLICY EXP (MM/DD/YYYY)	LIMITS	
	COMMERCIAL GENERAL LIABILITY <input type="checkbox"/> CLAIMS-MADE <input type="checkbox"/> OCCUR GEN'L AGGREGATE LIMIT APPLIES PER: <input type="checkbox"/> POLICY <input type="checkbox"/> PRO-J ECT <input type="checkbox"/> LOC OTHER:						EACH OCCURRENCE	\$
							DAMAGE TO RENTED PREMISES (Ea occurrence)	\$
							MED EXP (Any one person)	\$
							PERSONAL & ADV INJURY	\$
							GENERAL AGGREGATE	\$
							PRODUCTS - COMP/OP AGG	\$
								\$
A	AUTOMOBILE LIABILITY <input type="checkbox"/> ANY AUTO <input type="checkbox"/> OWNED AUTOS ONLY <input checked="" type="checkbox"/> SCHEDULED AUTOS <input checked="" type="checkbox"/> HIRED AUTOS ONLY <input checked="" type="checkbox"/> NON-OWNED AUTOS ONLY			73APS098475	02/11/2021 12:01 AM	02/11/2022 12:01 AM	COMBINED SINGLE LIMIT (Ea accident)	\$ 1,000,000
							BODILY INJURY (Per person)	\$ N/A
							BODILY INJURY (Per accident)	\$ N/A
							PROPERTY DAMAGE (Per accident)	\$ N/A
								\$
C	UMBRELLA LIAB <input type="checkbox"/> OCCUR <input checked="" type="checkbox"/> EXCESS LIAB <input type="checkbox"/> CLAIMS-MADE DED RETENTION \$			72XAS006217	02/11/2021 12:01 AM	02/11/2022 12:01 AM	EACH OCCURRENCE	\$
							AGGREGATE	\$
							LIMIT OF LIABILITY	\$ 4,000,000
	WORKERS COMPENSATION AND EMPLOYERS' LIABILITY ANY PROPRIETOR/PARTNER/EXECUTIVE OFFICER/MEMBER EXCLUDED? Y/N (Mandatory in NH) If yes, describe under DESCRIPTION OF OPERATIONS below	N/A					PER STATUTE	OTH-ER
							E. L. EACH ACCIDENT	\$
							E. L. DISEASE - EA EMPLOYEE	\$
							E. L. DISEASE - POLICY LIMIT	\$
								\$
								\$

DESCRIPTION OF OPERATIONS / LOCATIONS / VEHICLES (ACORD 101, Additional Remarks Schedule, may be attached if more space is required)

EVIDENCE OF INSURANCE

CERTIFICATE HOLDER FIREWORKS AND STAGE FX AMERICA INC PO BOX 488 LAKESIDE, CA 92040	CANCELLATION SHOULD ANY OF THE ABOVE DESCRIBED POLICIES BE CANCELLED BEFORE THE EXPIRATION DATE THEREOF, NOTICE WILL BE DELIVERED IN ACCORDANCE WITH THE POLICY PROVISIONS. AUTHORIZED REPRESENTATIVE 
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FIREWORKS LICENSE

FOR

Public Display - General

LICENSE NUMBER: GPD-0528

Licensee : FIREWORKS & STAGE FX AMERICA

12485 CA 67
LAKESIDE, CA, 92040-0488
619-938-8277

Issue Date : 05/18/2021
Expiration Date : 06/30/2022

The Public Display - General Fireworks License is issued to the above Licensee by the California Office of the State Fire Marshal and maybe revoked or suspended for errors or for providing incorrect information provided by the applicant or company representatives. This license does not serve as or provide and warranties or guarantees of continued licensure and is subject to investigation.

This license is valid for the following storage and records facilities:

Storage Facilities Street Address	City	Zip
12485 CA 67	LAKESIDE	92040

Records Facilities Street Address	City	Zip
12485 CA 67	LAKESIDE	92040

Issued By Vikkie Raby
Fire Engineering License Manager
Fire Engineering Division

Reviewed and Approved By Vijay Mepani
Deputy State Fire Marshal
Fire Engineering Division

OFFICE OF THE STATE FIRE MARSHAL

Please visit calfire.govmotus.org for more information on licensing and permitting with CAL Fire



FIREWORKS LICENSE

FOR

Wholesaler

LICENSE NUMBER: W-1132

Licensee : FIREWORKS & STAGE FX AMERICA

12485 CA 67

LAKESIDE, CA, 92040

na

Issue Date : 05/18/2021

Expiration Date : 06/30/2022

The Wholesaler Fireworks License is issued to the above Licensee by the California Office of the State Fire Marshal and maybe revoked or suspended for errors or for providing incorrect information provided by the applicant or company representatives. This license does not serve as or provide and warranties or guarantees of continued licensure and is subject to investigation.

This license is valid for the following storage and records facilities:

Storage Facilities Street Address	City	Zip
12485 CA 67	LAKESIDE	92040

Records Facilities Street Address	City	Zip
12485 CA 67	LAKESIDE	92040

Issued By Vikkie Raby
Fire Engineering License Manager
Fire Engineering Division

Reviewed and Approved By Vijay Mepani
Deputy State Fire Marshal
Fire Engineering Division

OFFICE OF THE STATE FIRE MARSHAL

please visit calfire.govmotus.org for more information on licensing and permitting with CAL Fire



FIREWORKS LICENSE

FOR

Importer/Exporter

LICENSE NUMBER: I/E-1129

Licensee : FIREWORKS & STAGE FX AMERICA

12485 CA 67
LAKESIDE, CA, 92040-0488
na

Issue Date : 05/18/2021
Expiration Date : 06/30/2022

The Importer/Exporter Fireworks License is issued to the above Licensee by the California Office of the State Fire Marshal and maybe revoked or suspended for errors or for providing incorrect information provided by the applicant or company representatives. This license does not serve as or provide and warranties or guarantees of continued licensure and is subject to investigation.

This license is valid for the following storage and records facilities:

Storage Facilities Street Address	City	Zip
12485 CA 67	LAKESIDE	92040

Records Facilities Street Address	City	Zip
12485 CA 67	LAKESIDE	92040

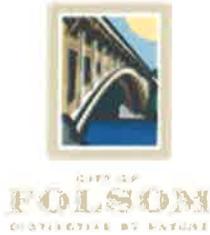
Issued By Vikkie Raby
Fire Engineering License Manager
Fire Engineering Division

Reviewed and Approved By Vijay Mevani
Deputy State Fire Marshal
Fire Engineering Division

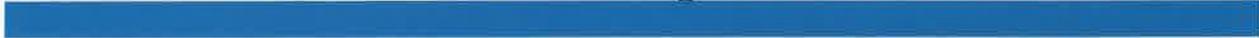
OFFICE OF THE STATE FIRE MARSHAL

Please visit calfire.govmotus.org for more information on licensing and permitting with CAL Fire

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Folsom City Council Staff Report



MEETING DATE:	6/22/2021
AGENDA SECTION:	Consent Calendar
SUBJECT:	Resolution No. 10651 – A Resolution Electing the Population and Inflation Factors and Establishing the Fiscal Year 2021-22 Appropriations Limit
FROM:	Finance Department

RECOMMENDATION / CITY COUNCIL ACTION

It is recommended that the City Council adopt Resolution No. 10651 – A Resolution Electing the Population and Inflation Factors and Establishing the FY 2021-22 Appropriations Limit.

BACKGROUND / ISSUE

The Gann Spending Limitation Initiative (Article XIII B of the State Constitution) adopted as Proposition 4 in June 1979 (and subsequently modified by Proposition 111 in June 1990), requires the City to annually adopt a resolution setting an appropriations limit for the upcoming fiscal year. The Gann Spending Limitation was intended to provide citizen control of government spending and taxation.

The City Manager’s Fiscal Year 2021-22 Operating Budget and Capital Improvement Plan (CIP) was adopted by the City Council on May 25, 2021.

POLICY / RULE

California Government Code, Section 7910 (a) “each year the governing body of each local jurisdiction shall, by resolution, establish its appropriations limit and make other necessary determinations for the following fiscal year pursuant to Article XIII B of the California Constitution at a regularly scheduled meeting or noticed special meeting....”

California Constitution, Article XIII B, Sec. 1. “The total annual appropriations subject to limitation of the State and of each local government shall not exceed the appropriations limit of the entity of government for the prior year adjusted for the change in the cost of living and the change in population, except as otherwise provided in this article.

Folsom Municipal Code, Section 3.02.030, Budget

“An Annual Budget shall be prepared by the City Manager, with the assistance of the Finance Director. . . . (G) The City Council shall adopt the annual budget by Resolution by fund and program by affirmative vote of at least three members, on or before the last working day of the last month of the current fiscal year. If the City Council fails to adopt the budget by the last working day of the current fiscal year, the budget as presented by the City Manager shall be deemed adopted.”

ANALYSIS

Information from the California Department of Finance regarding population and per capita personal income has now been received and the calculation for the Gann Spending Limitation is attached. The establishment of the 2021-22 Appropriations Limit (“Gann Limit”) is necessary to comply with Article XIII B of the State Constitution. The Gann Limit limits the amount of revenue classified as proceeds of taxes that can be appropriated in any fiscal year by a government entity. Certain exclusions are allowed including transfers, capital outlay and payments for debt service. The maximum allowable appropriation of revenues subject to limitations for Fiscal Year 2021-22 is \$113,051,966, and the FY 2021-22 Budget with the exclusions, referenced above, is within this limit. This maximum amount increases or decreases each year depending on the percentage change in the per capita personal income (5.73%) and the percentage change in population (3.15%). The California Department of Finance has estimated the total population for the City of Folsom as of January 1, 2021 as 82,303, and after deducting prison population the estimated population is 77,942. The formula for calculating the limits was based on the Fiscal Year 1978-79 “base year” revenues. For Fiscal Year 2021-22 the budgeted revenues subject to limitation total \$70,927,131, which is \$42,124,835 less than the maximum allowed.

ATTACHMENTS

1. Resolution No. 10651 – A Resolution Electing the Population and Inflation Factors and Establishing the FY 2021-22 Appropriations Limit
2. Gann Appropriations Limit for FY 2021-22

Submitted,



 Stacey Tamagni, Finance Director

ATTACHMENT 1

RESOLUTION NO. 10651

A RESOLUTION ELECTING THE POPULATION AND INFLATION FACTORS AND ESTABLISHING THE FISCAL YEAR 2021-2022 APPROPRIATIONS LIMIT

WHEREAS, Section 3.02.030 of the Folsom Municipal Code states “An Annual Budget shall be prepared by the City Manager, with the assistance of the Finance Director . . .”; and

WHEREAS, the City Council is required by Government code 7910 to establish its appropriations limit by resolution and approve the appropriate inflation and population factors used in the calculation of the limit; and

WHEREAS, on the 25th day of May 2021, the City Council approved the City Manager’s Fiscal Year 2021-22 Operating Budget and Capital Improvement Plan; and

WHEREAS, the Budget sets forth the “Proposition 4 Appropriations Limitation Schedule”, computed using the City population growth factor of 3.15% and the California Per Capita personal income change factor of 5.73% as determined by the State of California, Department of Finance, for the Fiscal Year 2021-22 of the City of Folsom; and

WHEREAS, the documentation used in the determination of the appropriations limit has been available to the public in the City Clerk’s Office for fifteen days prior to the meeting; and

WHEREAS, the City of Folsom’s appropriations limit for the fiscal year 2021-22 shall be \$113,051,966.

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Folsom that the Gann Appropriations Limit is approved.

PASSED AND ADOPTED this 22nd day of June 2021, by the following roll-call vote:

- AYES: Councilmember(s):
- NOES: Councilmember(s):
- ABSTAIN: Councilmember(s):
- ABSENT: Councilmember(s):

Michael D. Kozlowski, MAYOR

ATTEST:

Christa Freemantle, CITY CLERK

ATTACHMENT 2

RESOURCES

APPROPRIATIONS

PROCEEDS OF TAXES

Property Taxes	\$ 32,491,949
Sales Taxes	24,551,790
Special Taxes	3,685,000
State Subventions	8,486,484
Franchise Taxes	751,800
Business Licenses	791,700

SUBJECT TO LIMITATIONS:

TOTAL PROCEEDS OF TAXES	\$ 70,758,723	\$ 70,758,723
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Interest Income	168,408	168,408
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TOTAL SUBJECT TO LIMITATIONS	\$ 70,927,131	\$ 70,927,131
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NON-PROCEEDS OF TAXES

NOT SUBJECT TO LIMITATIONS:

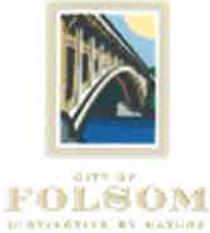
\$ 11,043,033	General Fund not financed with proceeds of taxes
12,442,313	Special Revenue Funds
11,963,656	Capital Project Funds
50,322,160	Enterprise Funds
21,353,908	Internal Service Funds
19,935,275	Trust Funds
-	Miscellaneous General Funds

TOTAL NON-PROCEEDS OF ALL TAXES	127,060,345	127,060,345
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TOTAL ALL RESOURCES	\$ 197,987,476	\$ 197,987,476
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Maximum allowable appropriation subject to limitations 2021-2022 fiscal year	\$113,051,966
Less: Total appropriation subject to limitation for 2021-2022 fiscal year	(70,927,131)

BALANCE UNDER ARTICLE XIIIB LIMIT:	\$ 42,124,835
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Folsom City Council Staff Report



MEETING DATE:	6/22/2021
AGENDA SECTION:	Consent Calendar
SUBJECT:	Resolution No. 10652 - A Resolution Authorizing the City Manager to Execute a Service Agreement with Dropcountr, Inc. for Use of the Dropcountr Base Platform and the HOME+ Irrigation Module for One Year
FROM:	Environmental and Water Resources Department

RECOMMENDATION / CITY COUNCIL ACTION

The Environmental and Water Resources Department recommends the City Council pass and adopt Resolution No. 10652 - A Resolution Authorizing the City Manager to Execute a Service Agreement with Dropcountr, Inc. for Use of the Dropcountr Base Platform and the HOME+ Irrigation Module for One Year.

BACKGROUND / ISSUE

In April 2014, the City executed Agreement No. 173-21 14-075 to begin working with Dropcountr, Inc. to provide a digital platform to City of Folsom residents to support water management initiatives. The software allows users access to their water use data, provides notification of leaks, supports rebate programs and assists the City in its efforts in water conservation education. In June 2018, the City executed Agreement No. 173-21 18-030, extending the original service agreement for an additional three years through June 2021. In June 2020, the agreement was amended to include Dropcountr BUSINESS, a commercially friendly feature set, to support Folsom’s non-residential water customers.

The current service agreement is due to expire at the end of June 2021. More than 4,000 City of Folsom water customers are registered to use the Dropcountr platform and they have achieved an average 7% reduction in water use. The participation rate is expected to increase as the City continues to grow, and new State regulations for water use associated with drought mitigation and increased water use efficiency are introduced.

Digital systems that support water management are part of a growing market, and new smart water applications offering more flexibility and different features are being developed. The Environmental and Water Resources Department wishes to continue providing the valuable services of the Dropcountr platform to Folsom water customers, but also wants the flexibility to take advantage of new technology in the future. The Department therefore recommends renewing the service agreement with Dropcountr, Inc. for the minimum period of one year.

The Dropcountr platform now offers an optional HOME+ Irrigation module which helps monitor water use associated with irrigation. As 60% of residential water use is irrigation, Water Conservation staff recommends adding this new module to the service agreement to provide additional assistance in educating customers about outdoor water use.

POLICY / RULE

In accordance with Chapter 2.36 of the Folsom Municipal Code, supplies, equipment, services, and construction with a value of \$62,657 or greater shall be awarded by City Council.

ANALYSIS

Dropcountr HOME+ provides customers with convenient access to their specific water use data, either via an app or on the web. Dropcountr users are no longer limited to viewing monthly water usage on bills, but instead can view their daily and hourly use data, and then compare this information to similar households to better understand water consumption data. Access to this information enables customers to monitor consumption and take action to save water and reduce their monthly bills. In addition to rebate information and water saving tips, users can receive notifications of burst or continuous flow leaks, enabling much faster leak identification and resolution. This product supports the customer service role of the Water Conservation division in its endeavors to assist customers conserve water.

The current service agreement with Dropcountr, Inc. dated July 7, 2018, is set to expire on June 30, 2021. The proposed service agreement will support ongoing initiatives of the City of Folsom, Environmental and Water Resources Department during a period of increasing need for water management due to drought conditions and additional State regulation. A one-time payment of \$70,000 for the service agreement will ensure Folsom citizens have access to water use data, with enhanced features, for a full year.

FINANCIAL IMPACT

Renewal of the current service agreement for the base platform for one year costs \$55,000. The optional Dropcountr BUSINESS module will be continued at no additional cost, while the optional HOME+ Irrigation module costs \$15,000. The total cost for the recommended service is therefore a not-to-exceed amount of \$70,000 for which sufficient funds have been budgeted in the Water Operating Fund (Fund 520), for FY 2021-22.

ENVIRONMENTAL REVIEW

The customer information system is not considered a project and therefore, is exempt from environmental review under the California Environmental Quality Act as noted in Chapter 2.5 - Definitions, Section 21065 - Project.

ATTACHMENT

Resolution 10652 - A Resolution Authorizing the City Manager to Execute a One Year Service Agreement with Dropcountr, Inc. for Use of the Dropcountr Base Platform and the HOME+ Irrigation Module for One Year

Submitted,

Marcus Yasutake, Director
ENVIRONMENTAL AND WATER RESOURCES DEPARTMENT

RESOLUTION NO. 10652

A RESOLUTION AUTHORIZING THE CITY MANAGER TO EXECUTE A SERVICE AGREEMENT WITH DROPCOUNTR, INC. FOR USE OF THE DROPCOUNTR BASE PLATFORM AND THE HOME+ IRRIGATION MODULE FOR ONE YEAR

WHEREAS, the Environmental and Water Resources Department currently utilizes Dropcountr software to support water conservation initiatives; and

WHEREAS, the current service agreement is due to expire at the end of June 2021; and

WHEREAS, current drought conditions mean that new State regulations are being introduced associated with drought mitigation and increased water use efficiency; and

WHEREAS, the Environmental and Water Resources Department wishes to continue providing the Dropcountr platform to Folsom water customers; and

WHEREAS, Water Conservation staff would like to enhance the service by adding the HOME+ Irrigation module to the agreement; and

WHEREAS, sufficient funds are available in the Water Operating Fund (Fund 520) in FY 2021-22; and

WHEREAS, the agreement will be in a form acceptable to the City Attorney;

NOW, THEREFORE, BE IT RESOLVED that the City Council of the City of Folsom authorizes the City Manager to execute a Service Agreement with Dropcountr, Inc. for Use of the Dropcountr Base Platform and the HOME+ Irrigation Module for One Year.

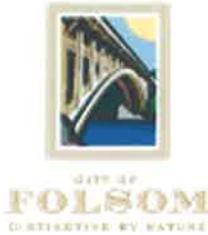
PASSED AND ADOPTED this 22nd day of June, 2021, by the following roll-call vote:

- AYES:** Councilmember(s):
- NOES:** Councilmember(s):
- ABSENT:** Councilmember(s):
- ABSTAIN:** Councilmember(s):

Michael D. Kozlowski, MAYOR

ATTEST:

Christa Freemantle, CITY CLERK



Folsom City Council Staff Report

MEETING DATE:	6/22/2021
AGENDA SECTION:	Consent Calendar
SUBJECT:	Resolution No. 10654 – A Resolution Rejecting all Bids for Short or Long Term Lease at 405 Natoma Station Drive
FROM:	Parks and Recreation Department

RECOMMENDATION / CITY COUNCIL ACTION

Move to approve Resolution No. 10654 - A Resolution Rejecting all Bids for Short or Long Term Lease at 405 Natoma Station Drive.

BACKGROUND / ISSUE

At the March 23, 2021 City Council meeting, staff made a presentation entitled, “Further Direction to Staff on Future Use Options for City-Owned Property at 405 Natoma Station Drive.” Staff received direction to prepare a Request for Proposal to solicit tenants for short-term or long-term lease options.

POLICY / RULE

Pursuant to Section 2.36.180 of the Folsom Municipal Code, the City Council has authority to reject any or all bids or proposals received in response to a Request for Proposals.

ANALYSIS

Staff prepared a Request for Proposal (RFP) for two lease options (short-term lease of 1-5 years and long-term lease of 6+years) and it was made available on April 23, 2021 to the public. (Attachment 2). It was posted on the City’s website (under the RFP section); included on the CIP list; individually mailed or emailed to 28 daycare centers in the City of Folsom, and made available upon request from interested parties. Responses were due back to the City Clerk’s office by 3 p.m. on Tuesday, June 1.

A tour of the facility was offered on May 12 from 9 a.m. to 10 a.m. and one interested party attended and another interested party requested a separate meeting on another day, which was accommodated.

The RFP requested twelve (12) items to be provided in connection with the proponent's Business Plan (pages 4 and 5) along with an indication of what type of lease they prefer (short or long) and what they propose to pay for monthly rent for the lease (page 7).

On June 1 by 3 p.m., one proposal was received from Action Day Learning Center (Attachment 3).

The proposal included information about their lease term preference, proposed monthly rental rate, tenant improvement expectations, options to renew, parking requests, tenant's right to sublease, building signage, and broker commission proposal. In reviewing the proposal, there were several required Business Plan items that were not included, such as, for example, Names of associates and key personnel (#3), proposed standards for enduring a quality operation (#6), proposer's work plan for proposed operation (#7), time schedule indicating start and completion dates for each step of the work plan (#8), business plan demonstrating financial feasibility (#9), references (#10), and current financial or bank statement to demonstrate financial capability (#12).

Since many important aspects of the required information was not included, the proposal is being recommended for rejection so that the RFP may be re-issued and re-advertised for wide dissemination. After the close of the proposal period, staff received a call from an interested party who stated they thought the proposal due date was June 9 and would have liked to submit a proposal.

FINANCIAL IMPACT

There is no financial impact of this resolution

ATTACHMENTS

1. Resolution No. 10654 – A Resolution Rejecting all Bids for Short or Long Term Lease at 405 Natoma Station Drive
2. Request for Proposal - Short or Long Term Lease at 405 Natoma Station Drive, Folsom, California
3. Response to City of Folsom Request for Proposal -Short or Long Term Lease at 405 Natoma Station Drive, Folsom California

Submitted,

Lorraine Poggione, Parks and Recreation Director

ATTACHMENT 1

Resolution No. 10654

RESOLUTION NO. 10654

**A RESOLUTION REJECTING ALL BIDS FOR SHORT OR LONG TERM LEASE AT
405 NATOMA STATION DRIVE**

WHEREAS, the City of Folsom currently owns the property at 405 Natoma Station Drive; and

WHEREAS, the building is currently vacant; and

WHEREAS, bids were solicited in accordance with Folsom Municipal Code Section 2.36.100 and advertised on April 23, 2021; and

WHEREAS, one proposal was received on June 1, 2021; and

WHEREAS, the one proposal received was non-responsive to the Request for Proposal; and

WHEREAS, in accordance with Folsom Municipal Code Section 2.36.180, the City Council may reject any or all bids or proposals when it is for good cause and in the best interest of the City; and

NOW, THEREFORE, BE IT RESOLVED that the City Council of the City of Folsom rejects the one proposal received for 405 Natoma Station Drive.

PASSED AND ADOPTED this 22nd day of June 2021, by the following roll-call vote:

- AYES:** Councilmember(s):
- NOES:** Councilmember(s):
- ABSENT:** Councilmember(s):
- ABSTAIN:** Councilmember(s):

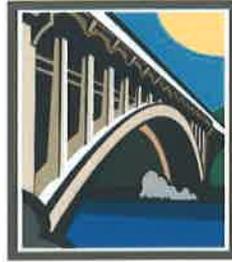
Michael D. Kozlowski, MAYOR

ATTEST:

Christa Freemantle, CITY CLERK

ATTACHMENT 2

Request for Proposal -Short or Long Term Lease at 405 Natoma Station Drive, Folsom,
California (April 23, 2021)



CITY OF
FOLSOM
DISTINCTIVE BY NATURE

City of Folsom
50 Natoma Street
Folsom, CA 95630
www.folsom.ca.us

REQUEST FOR PROPOSALS

Short or Long Term Lease at
405 Natoma Station Drive, Folsom, California

April 23, 2021

Tenant Improvements May Be Required

Deadline: June 1, 2021 at 3 p.m. (Pacific Time)

Submit to: Christa Freemantle, City Clerk, Folsom, CA 95630

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General Information

NOTICE IS HEREBY GIVEN that the City of Folsom is soliciting proposals from interested parties ("Tenant") to lease City facility located at **405 Natoma Station Drive, Folsom, CA 95630**. Permitted uses in R-1-M zone and uses compatible with adjacent residential neighborhoods such as education, school, and daycare facility will be considered.

Questions regarding this RFP may be addressed to:

Lorraine Poggione, Parks and Recreation Director
 City of Folsom
 50 Natoma Street
 Folsom, CA
 (916) 461-6635
 lpoggione@folsom.ca.us

Background

The City of Folsom

The City of Folsom (population 78,159) was founded in 1856 and incorporated in 1946. The City lies in Sacramento County approximately 22 miles northeast of downtown Sacramento along the Highway 50 corridor and covers approximately 25 square miles. The City is bordered by Folsom Lake, Lake Natoma, and Highway 50, and is bisected by the American River.

The City of Folsom is steeped in a rich and colorful history dating back to California's gold rush. Folsom was also home to the first passenger rail system west of the Rockies and the first long-distance transmission of electricity. The Folsom Powerhouse is now a national historical landmark.

The Site at Ernie Sheldon Youth Sports Complex

The property available for lease is located at 405 Natoma Station Drive. **Exhibit 1**. It was built in 1989 and is owned by the City of Folsom. The building and associated parking and outdoor area are located within the Ernie Sheldon Youth Sports Complex. This sports park offers tennis courts, basketball courts, soccer fields, baseball/softball diamond, and hockey rink, as well as a shaded picnic pavilion with picnic tables, a play structure and restroom building. The park is home to many practices, games and tournaments throughout the year for soccer and baseball/softball.

The building and outdoor area are located on a parcel that is within the larger parcel of the Ernie Sheldon Park. **Exhibit 2**. Tenant improvements may be required and would require submittal of tenant improvement package in accordance with City of Folsom Standard Specifications.

The site is zoned R-1-M (Chapter 17.13 of the Folsom Municipal Code) which allows for: a single-family dwelling, underground/above ground utility installations; public parks, schools, playgrounds, libraries, firehouses, and other public buildings and uses; real estate tract sales offices; group homes of six or fewer persons; small family day care homes and large family day care homes with administrative permit, and has a general plan designation of Park. Uses requiring Use Permits (FMC 17.13.030) are private and religious schools, nursery schools, and

day care centers; churches; golf and country clubs; tract construction offices and equipment yards.

The APN of the site is 072-0850-029. The occupancy group is A3. The occupancy load is 199. The single-story building has a height of 19'1" and comprises 10,314 square feet. **Exhibit 3.**

There are 84 parking stalls within the Ernie Sheldon Youth Sports Complex and 4 ADA stalls. **Exhibit 4.** The primary use of these parking spaces must remain for recreational activities at the Ernie Sheldon Youth Sports Complex; any proposed use of the parking spaces associated with the use of the leased facility will be evaluated as part of the proposal.

The building is approximately 10,000 SF and includes 7 rooms ranging in size from approximately 1,200 square feet to 2,000 square feet, office space, reception area, restrooms (adult and children's), storage, and a kitchen. There is approximately 17,675 square feet of outdoor space that is fenced in. **Exhibit 5.**

Concept

Operate a facility/use that is compatible with the adjacent residential neighborhood and existing park uses.

Proposals may be submitted for either short-term lease (1-5 years) or long-term lease (6+ years) of the City-owned building.

Proposal

Section 1: Format and Requirements

Proposals must be typed on “8½ x 11” white paper with sequentially numbered pages. Drawings should be landscape or z-folded as appropriate.

To facilitate evaluation, each proposal is required to include a table of contents and responses to each request for information listed in the order shown. If a proposal is not in the following format or does not include all of the listed items and requirements, it may be deemed non-responsive.

Section 2: Business Proposal

At a minimum, the business proposal section should include:

1. A one-page letter stating the name of the individual or company submitting the proposal. Provide contact information for the designated contact person, including address, phone, fax, mobile, and e-mail information. Describe how the company is organized (e.g., sole proprietor, for-profit or non-profit corporation, limited liability company or partnership). The proposal letter must be signed (in ink) by a responsible person or employee of the company that is authorized to make the proposal for the company.
2. Information describing the proposer and its primary business and market focus. Length of time in business and general business history.
3. Names of the principals, associates, and key personnel, if any, specifically highlighting personnel proposed to run and operate the leased facility, their responsibilities, and their professional qualifications and resumes.
4. Copies of current or proposed promotional material (if any).
5. The concept for the design and operation of the activities in the leased facility that conforms to the terms, conditions, and requirements stated in this RFP. The project narrative should include:
 - a. Business type/name;
 - b. Preferred Lease Term Option (Option 1: 1-5 years or Option 2: 6+ years);
 - c. Proposed staffing;
 - d. Proposed parking stalls needed for operation;
 - e. Planned days and hours of operation;
 - f. Proposed clients, guests, users of the facility;
 - g. Proposed programs and services;
 - h. Proposed use of kitchen-for commercial use (meal prep) or employee use only;
 - i. Proposed uses for inside and outside the facility (within the fenced area);
 - j. Proposed use of any adjacent park amenities (including play equipment, fields, turf areas);
 - k. Proposed improvements to the interior of the facility;
 - l. Proposed improvements to the exterior of the facility;
 - m. Proposed signage on the building

NOTE: Final interior and exterior design and improvement plans must be approved by City, and the proposer must receive written approval of the interior and exterior design plans from the City prior to constructing any improvements.

6. Proposed standards for ensuring a quality operation, including:
 - a. Management philosophy;
 - b. Employee recruiting, hiring and training policies;
 - c. Safety protocols;
 - d. Quality Control/Process Improvement Plans

7. The proposer's work plan for the proposed operation in the leased facility, including the proposed steps to accomplish each element.
8. A time schedule indicating start and completion dates for each step of the work plan.
9. A business plan demonstrating the financial feasibility of the proposed operation in the leased facility including all costs and expenses such as, without limitation, construction costs, tenant improvement costs, financing costs, startup costs (fixtures, furniture, equipment, etc.), fees and permits, taxes and assessments, projected operating costs, and cash flow projections.
10. References. Provide a list of references for the proposer.
11. Provide a list of similar operations or projects similar in scope completed in the last five years, including the proposer's role and specific responsibilities as either the principle or contractor, including successes and lessons learned from the previous operations. Include contact information for prior projects.
12. Provide current financial or bank statement to demonstrate financial capability to lease the facility and to operate business from the leased facility.

Section 3: Space Details

1. Size -- The building is approximately 10,000 square feet with 7 rooms ranging in size from approximately 1,200 to 2,000 square feet; office spaces; reception area; 4 clusters of restrooms, storage and a kitchen. The gated/fenced outside area is about 17,675 square feet.
2. Type – This building was constructed to accommodate a school for children ages K-6, and the rooms and improvements reflect that use.
3. Parking – The building is on a parcel that does not include the 88-space parking lot. As part of the proposal, the proposer will specify the number of parking spaces it needs in connection with its use of the leased facility, subject to City approval. No parking will be for the exclusive use of the tenant, and all parking spaces authorized by the City for use in connection with the leased facility will be limited to normal business hours.
4. Existing Amenities.
 - Fire Sprinklers and Alarm-there is an active fire alarm system for the building (monthly bill to be paid by tenant)
 - Intrusion Alarm System-there is an active intrusion alarm system for the building (monthly bill to be paid by tenant)
 - Ceiling lighting in all rooms
 - Partition Wall-there is a retractable wall between two of the main rooms that will remain.

5. Tenant Improvements -- At its own cost and expense, the selected tenant shall furnish and install the following improvements:
 - Equipment -- All equipment it needs to operate the business in the leased facility;
 - Fixtures -- All required fixtures necessary to complete the tenant-desired interior design and improvement plans, subject to City approval;
 - Kitchen -- Depending on intended use of kitchen. Tenant must comply with City codes and Sacramento County Health Department regulations, as well as all applicable federal, state, or local laws, statutes, ordinances, and regulations;
 - Outdoor Area -- Any outdoor furniture, trash containers, heating units, or lighting must be approved by the City;
 - Signage -- Signage will need to be approved by the City.

6. Utilities -- Tenant shall be solely responsible for payment of charges and fees for utilities and services provided to the leased premises. The following utilities and services are connected to the premises:
 - Water -- tenant to pay all water use in the leased facility;
 - Water -- for irrigation (to be proportionally shared based on use. Irrigation meter is shared with site landscaping and park);
 - Sewer;
 - Garbage;
 - Electricity -- Account is in City name and some electricity is used for park uses, so tenant will share proportionally and be responsible for electricity use in the leased premises and exterior lighting connected to the leased building.
 - Gas (for HVAC)
 - Telephone/Wifi (wired for Wifi);
 - Intrusion Alarm System (City has ATP and bill will be transferred to tenant);
 - Fire Alarm System (City has ATP and bill will be transferred to tenant)

7. Irrigation and Landscape Maintenance of the leased facility -- will be the responsibility of the tenant. There is a single irrigation controller that controls landscaping within the gated area, as well as some of the frontage and side areas of landscaping outside of the gated area. Maintenance of all landscaping controlled by irrigation controller will be the responsibility of the tenant.

8. Maintenance -- Tenant will provide routine maintenance and repair to the leased facility (both interior and exterior) and also be responsible for the routine maintenance and repair to all existing equipment in and on the leased premises such as, for example, HVAC and alarm units.

Lease Terms and Conditions

The City invites proposals for the lease terms outlined below.

1. Lease Term – Two Options.
 - a. Short-Term Lease: The City will entertain a lease term of 1-5 years with up to two 5-year extensions. The lease term shall commence upon execution of the lease agreement.
 - b. Long-Term Lease: The City will entertain a lease term of 6 or more years with up to two 5-year extensions.
2. Proposers are to submit the monthly amount of rent that it proposes to pay for each year of the initial lease term. The rent will not include, and will be in addition to, tenant's other costs and expenses such as, for example, applicable real property taxes (including all property taxes that will be imposed on the City), hazard insurance on structure, maintenance, water, sewer, trash, natural gas, and electricity. Tenant pays all typical and customary utility expenses such as, for example, water, sewer, refuse pickup, natural gas, electricity, janitorial service, etc. The City specifically calls to reader's attention that the proposed lease may create a possessory interest subject to property taxation, and the tenant may be subject to property taxes levied on such interest.
3. A limited number and size of signs on the building and on the grounds may be permitted. All signs must comply with the City's sign ordinance in Chapter 17.59 of the Folsom Municipal Code and be approved by the City.
4. At its sole cost and expense, tenant will be required to comply with the City's insurance requirements including, without limitation, at least \$2 million in general liability insurance with endorsements naming the City and its officers, agents and employees as additional insured, as well as providing evidence of workers compensation insurance coverage.
5. At its sole cost and expense, tenant will obtain insurance on the contents in the leased facility. The City will not be responsible for any theft, damage or loss of property.
6. At its sole cost and expense, tenant will be responsible for keeping the interior of the leased facility and exterior grounds within the fenced area neat, clean and in good repair.
7. The City will not pay any third-party brokerage fees.

Submission Instructions

Interested persons and entities must provide one (1) original and three (3) bound copies, and one (1) electronic or loose leaf copy of the proposal. Electronic version shall be in PDF format on ZIP drive to read on a Microsoft Windows™ compatible computer. Each proposal package must be submitted in a sealed box or envelope clearly labeled “405 Natoma Station Drive Lease Proposal.” with the closing date and time on the outside. Complete proposals must be submitted prior to the submission deadline to:

Christa Freemantle, City Clerk
City of Folsom
50 Natoma Street
Folsom, CA 95630

Proposals must be complete and in compliance with the terms, conditions, provisions, and specifications of the Request for Proposal. The information requested, format, and the manner of submission are essential for the prompt evaluation of all proposals. The City reserves the right to declare as non-responsive and reject any bid proposal in which material information requested is not furnished or where indirect or incomplete answers or information is provided. Proposals or any modifications or corrections to proposals received after the closing submission deadline will not be considered. No electronic mail, telephone, or facsimile of proposals will be accepted. The City reserves the right to waive any informality or irregularity and to reject any or all proposals.

Submission Deadline and Timeline

Proposals are due no later than 3 PM Pacific Time on June 1, 2021

Release date:	April 23, 2021
Tour of Site:	May 12, 2021 from 9 a.m. to 10 a.m.(RSVP required)
Responses due:	June 1, 2021 3 p.m.
Proposal selection and City Council award:	June 22, 2021

Contact Information

The City employee authorized to provide information or to answer questions regarding this RFP is:

Lorraine Poggione
 City of Folsom, Parks and Recreation Director
 50 Natoma Street
 Folsom, CA 95630
 (916) 461-6635
lpoggione@folsom.ca.us

All questions or requests for interpretations or clarifications must be in writing and addressed as indicated above. Any City response to a question or a request for an interpretation will be in writing and copies provided to all persons and entities who have submitted a proposal.

Evaluation Criteria

Evaluation of the proposals will be performed by a Selection and Evaluation Committee which will be composed of members of City staff. This Committee will review all information submitted and select the highest ranked proposers for further evaluation through interviews and/or site visits to the City-owned facility at 405 Natoma Station Drive. The City Council will select, in the Council's sole and absolute discretion, the proposal that best fulfills the objectives of this RFP. The selection process will consider, at minimum:

1. Completeness and clarity of the proposal.
2. The proposer's qualifications, professional reputation, financial stability, and industry experience.
3. Financial capability to lease the premises and to operate the business from the leased premises successfully.
4. The proposer's completion and successful operation of similar businesses as verified by references.

5. The proposer's work plan and types of programs and services offered such that they are not in direct competition to other City services and programs.
6. Highest potential lease revenue to the City.

General Conditions

Before the award of any lease, the proposer shall be required to show to the complete satisfaction of the City that it has the necessary licenses, facilities, ability, experience, and financial resources to operate in the leased facility specified in this RFP. The City may make reasonable investigations deemed necessary and proper to determine the ability of the proposer to operate and/or perform the work, and the proposer shall furnish the City all information requested for this purpose.

The City reserves the right to obtain clarification of any point in any proposal or to obtain additional information necessary to properly evaluate a particular proposal. Failure of a proposer to respond to such a request for clarification or additional information could result in rejection of that proposal.

The City reserves the right to revise or amend this RFP up to the proposal submission deadline. The City will provide amendments to all prospective respondents listed on the City's potential list or who have obtained this document subsequent to the advertisement. If amended, the City may postpone the date set for opening proposals by a number of days, as determined by the City in its sole discretion, to enable proposers to revise their proposals.

This RFP is only an invitation to submit proposals and does not commit the City in any way to negotiate with any party, to enter into a contract or lease with any party, or to pay any costs incurred by any proposer in connection with this RFP or the preparation of any response to the RFP or any amendments or supplements thereto. The City reserves the right to accept or reject any or all RFP responses received as a result of this request, or to cancel this RFP at any time, in its sole discretion. The City further reserves the right to reissue a request for proposals, procure responses by any other means, negotiate with any, all or none of the respondents to the RFP, or to modify the terms of the proposed lease. The proposer assumes the sole risk and responsibility for all expenses connected with the preparation of its proposal.

All submittals become property of the City and subject to disclosure under the California Public Records Act, including all trademark, service mark, or copyrighted materials included with the proposal. Please include copyrighted materials in your proposal only after permission has been obtained from the copyright holder.

The proposer certifies, by signing and submitting a proposal, that no officer, agent or employee of the City has a pecuniary interest in the proposal; that the proposal is made in good faith without fraud, collusion, or connection of any kind with any other proposer; that the proposal is not made in the interest of, or on behalf of, any undisclosed person, partnership, company, association, organization, or corporation; and that all statements contained in the proposal are true.

Exhibits

1. Exhibit 1-Project Site and Location
2. Exhibit 2-Project Site-Close View
3. Exhibit 3-Project Site Layout
4. Exhibit 4-Project Site and Parking
5. Exhibit 5-Interior Floor Plan
6. Exhibit 6-Interior Building Photos

EXHIBIT 2 - PROJECT SITE-CLOSE VIEW

Available for Lease:
405 Natoma Station Drive
Folsom, CA 95630



EXHIBIT 3 - PROJECT SITE LAYOUT

Available for Lease:
405 Natoma Station Drive
Folsom, CA 95630

Site Data

Zoning	R1-M
APN	072-0850-029-0000
type of Construction	V-NH, Fire Sprinklered
Occupancy Group	A3
Occupancy Load	199
Building Height	19'-1", 1 Story
Gross Floor Area	10,314 SF

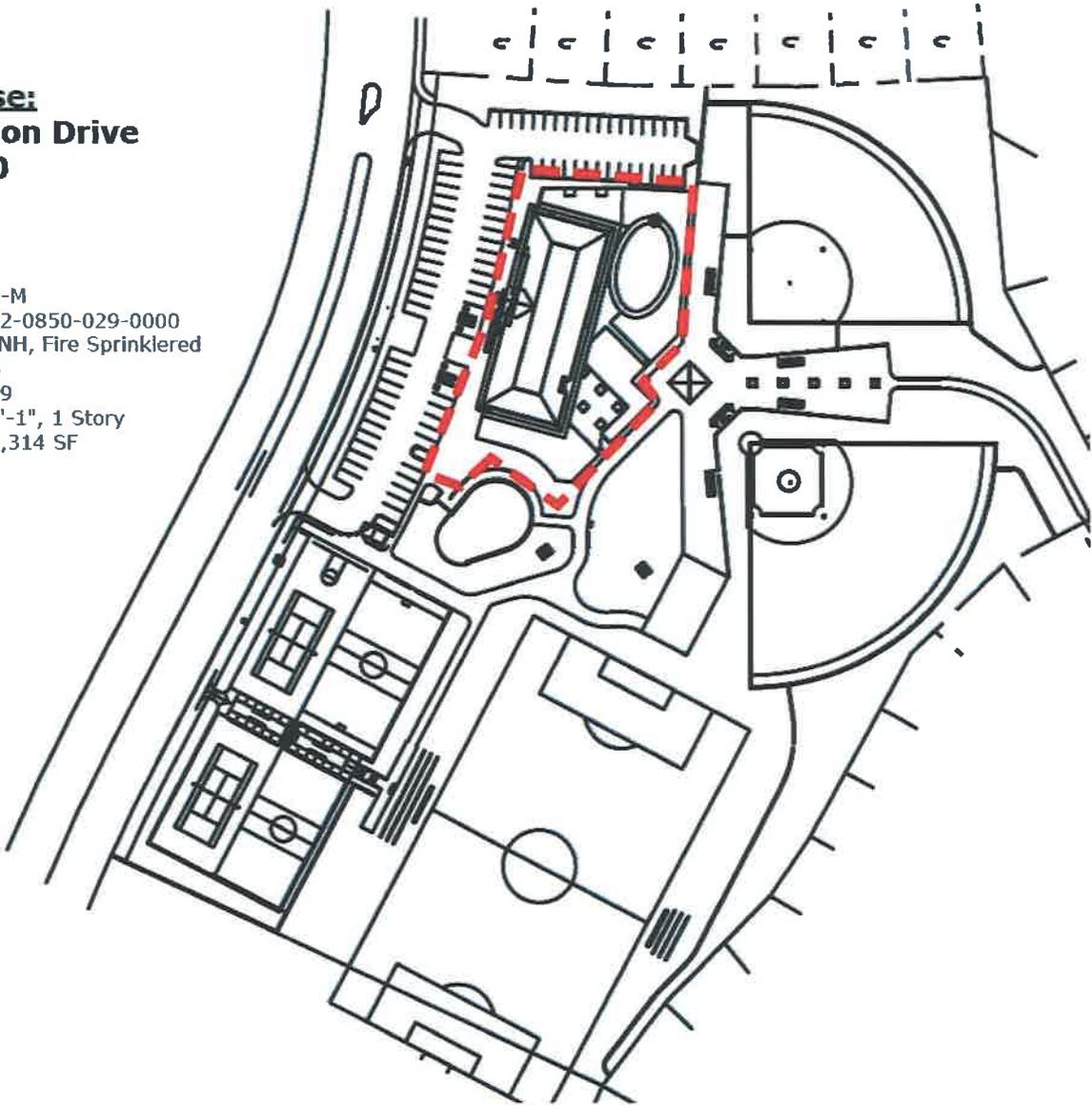


EXHIBIT 4 - PROJECT SITE AND PARKING

Available for Lease:
405 Natoma Station Drive
Folsom, CA 95630

Parking Data

Parking Stalls	84
ADA Stalls	4
Total Parking Stalls	88

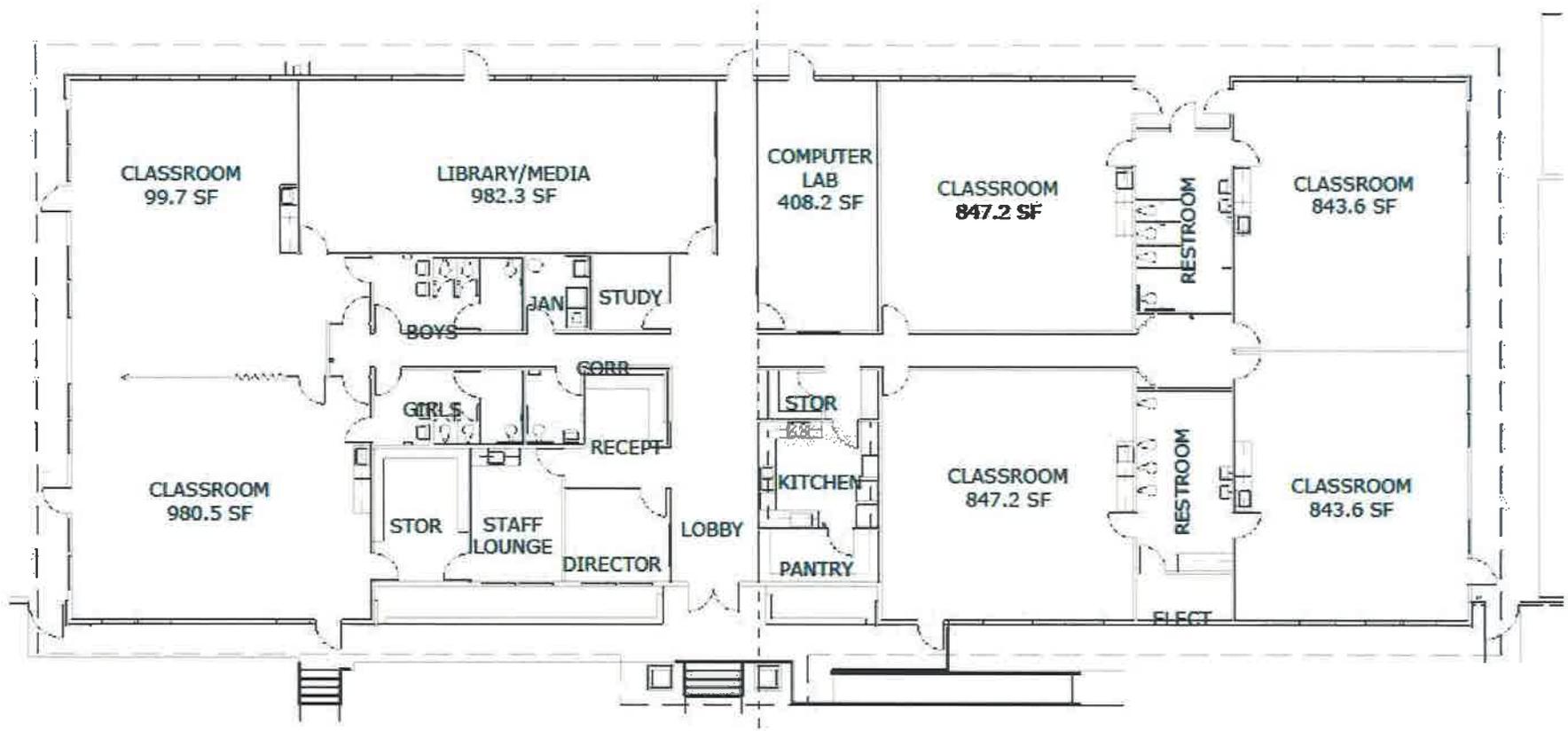
Lease Data

Building	10,314 SF
Fenced Outdoor Space	17,675 SF
Total Lease	27,989 SF



EX

Available for Lease:
405 Natoma Station Drive
Folsom, CA 95630

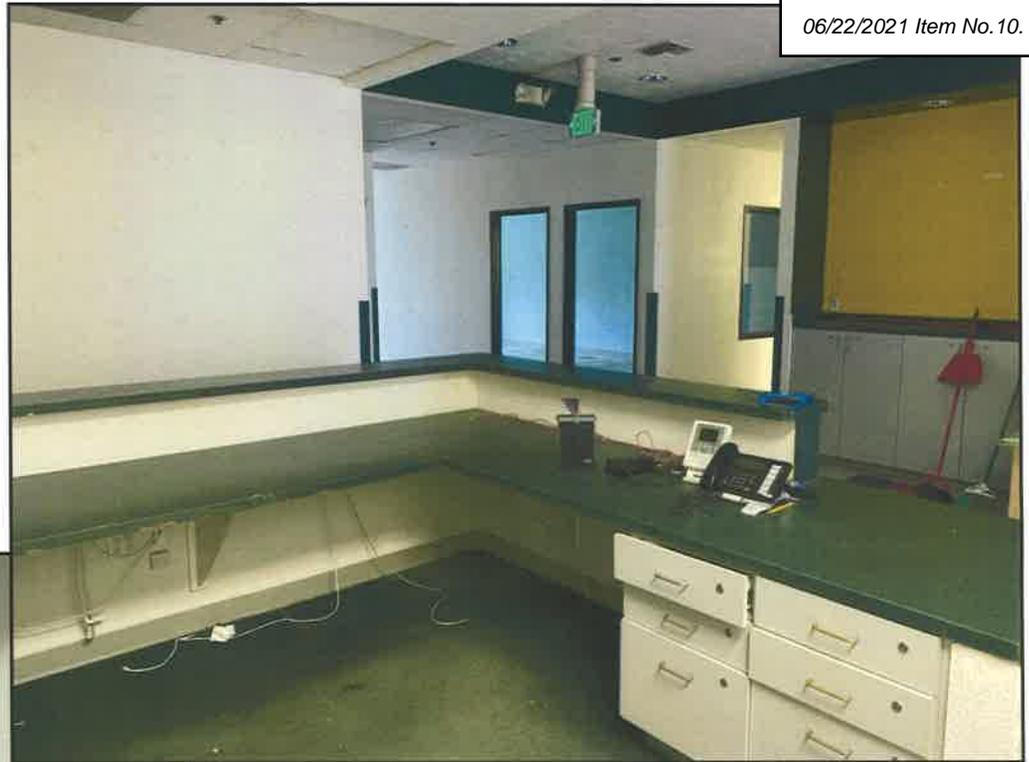


FLOOR PLAN

EXHIBIT 6 – EXTERIOR/INTERIOR PHOTOS



HALLWAY OFF LOBBY



FRONT DESK / RECEPTION AREA

HALLWAY CORRIDOR

06/22/2021 Item No. 10.



LOBBY

KITCHEN



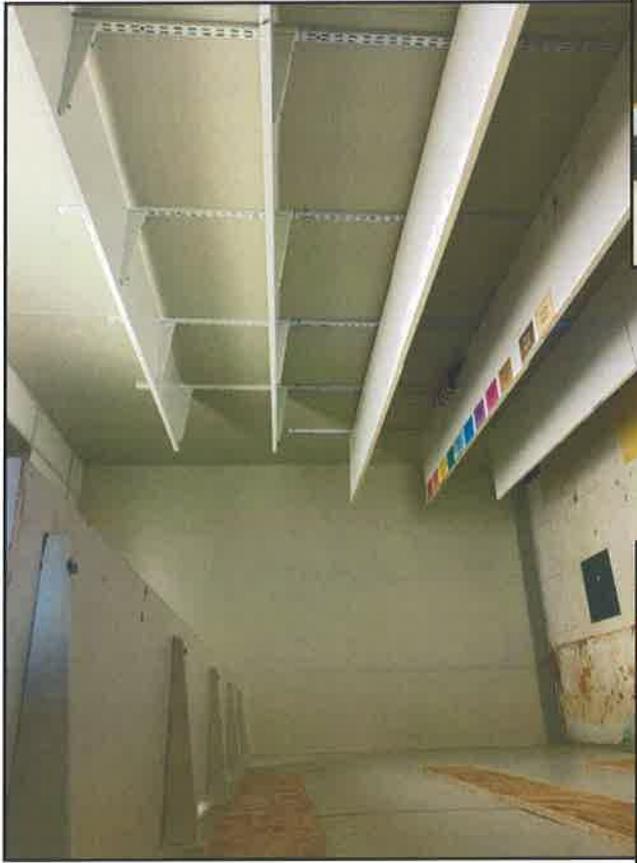
PREP AREA



STORAGE



STORAGE

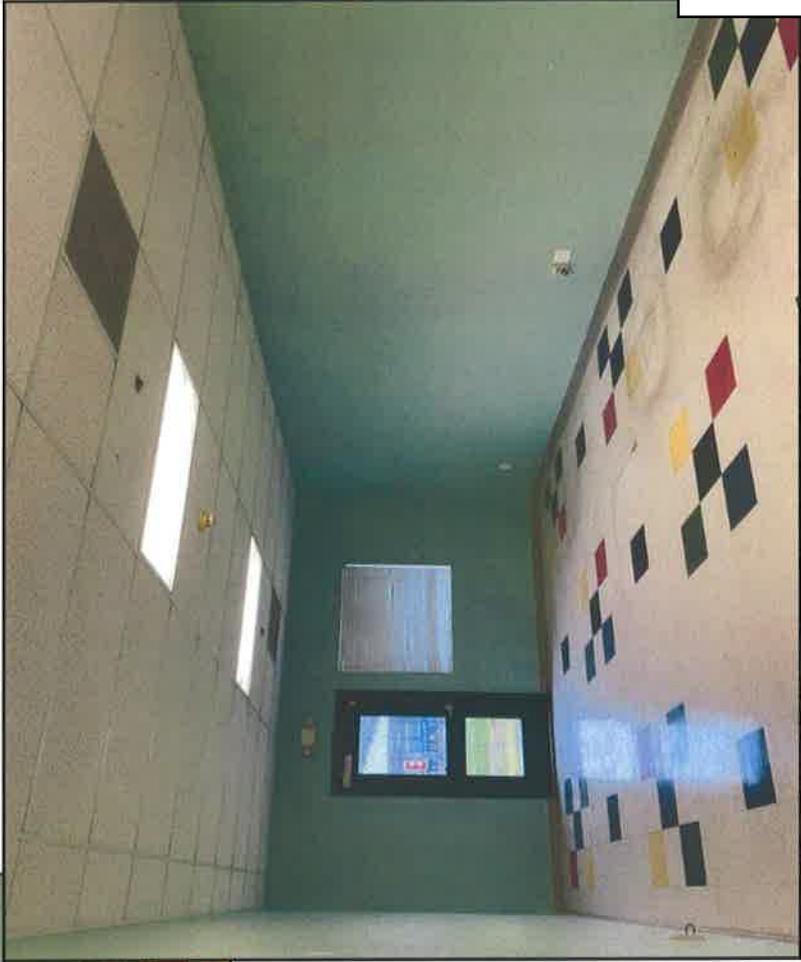


06/22/2021 Item No. 10.

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OFFICES





CLASSROOMS





CLASSROOMS



ATTACHMENT 3

Response to City of Folsom Request for Proposal -Short or Long Term Lease at 405 Natoma
Station Drive, Folsom California



Response to City of Folsom Request for Proposal

Short or Long Term Lease at 405 Natoma Station Drive, Folsom, California





Table of Contents

- 1.) Authorization of designated contact person.
- 2.) About Action Day Learning Center
- 3.) Letter Of Intent for property at 405 Natoma Station Drive

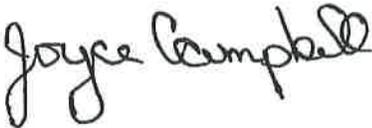
May 28, 2021

To Whom it May Concern,

This letter authorizes Mr. Chris Lemmon of Cornish & Carey Commercial, a California corporation doing business as Newmark Knight Frank ("Newmark"), to be the designated contact person and to negotiate on behalf of Action Day Learning Center. His contact information is as follows:

Chris Lemmon
Newmark
3005 Douglas Blvd, #130
Roseville, CA 95661
(916) 367-6349
cell: (916) 832-5640
Chris.Lemmon@nmrk.com

Sincerely,



Joyce Campbell
Action Day Learning Center

About Action Day Learning Center

Action Day Learning Center (ADLS) is a family owned and operated business founded in 1980 by Joyce Campbell and her mother, Jeanette Cole. At that time, Joyce was a working mother of a preschool child and was unable to find childcare. Joyce and Jeanette recognized this need and they wanted to provide a solution not just for their family, but other families in need. Together they went back to college and got their Early Childcare Certificate as well as continued with Early Childhood Education. As noted above, they started their first school in 1980. They opened their second school in 1983 and opened their Folsom school in 1986. The address of each school is noted below. Now 41 years later, they are proud to say that ADLS has served our communities families, their children's families, and even many of the grandchildren. ADLS was able to keep our children safe and families working during the Covid-19 pandemic, without one day of closure.

From Joyce Campbell- Founder Action Day Learning Center-

"We have lived in Folsom most of our lives and love this community. We find great joy and satisfaction in being able to serve our families and support our community. We believe now more than ever there is a great need for quality and affordable childcare for children, so parents can go to work with the peace of mind that their child are safe and in an enriching and creative environment. Our plan is to serve children ages 6 weeks to 12 years. We will be providing nutritional meals and snacks."



Philosophy	Mission	Parent/School Partnership
<p>We are committed to providing a fun-filled, rewarding program that balances each child's intellectual, physical, social, creative and emotional needs. Action Day Learning Center provides childcare of the highest quality, stressing a safe, secure environment; a nurturing, professional team of staff; and the finest educational experiences. Please join us for a learning adventure that will be invaluable to you and your child.</p>	<p>To provide child care in the most nurturing, creative and educationally innovative environment within a secure and immaculate facility and to empower our team of employees to experience professional and personal growth.</p>	<p>Choosing a preschool comes down to one thing and that is doing what is best for your child. You want more than just a preschool that meets minimum requirements. You want a partner in your child's growth and happiness, and to be involved every step of the way. That's why we encourage you to visit anytime and join us for fun field trips or special family events at the center. To keep you up to date with daily happenings and special events, there are monthly newsletters and an online secure area for parents with currently enrolled students.</p>

ADLS Operates 3 locations:

Folsom
400 Stafford St
Folsom, CA 95630

Central Orangevale
6822 Kenneth Ave
Orangevale, CA 95662

Rural Orangevale
9371 Elm Ave
Orangevale, CA 95662

May 28, 2021

Lorraine Poggione
Parks and Recreation Director
City of Folsom
50 Natoma Street
Folsom, CA 95630

**Re: Response to Request for Proposal – Action Day Learning Center
405 Natoma Station Drive, Folsom**

Dear Ms. Poggione,

On behalf of my client, Action Day Learning Center (hereinafter referred to as "Tenant"), I am pleased to present the following proposal:

1. Premises:

The premises consists of approximately 10,000 rentable square feet. Tenant reserves the right to determine exact square footage which shall be subject to verification per BOMA standards (ANSI/BOMA Z65.1-1996).

2. Lease Term:

Sixty-nine (69) months.

3. Occupancy / Lease Commencement Date:

Tenant shall occupy the space and the term shall commence January 1, 2022. Tenant shall require access to the premises four (4) weeks prior to occupancy for installation of systems furniture and data and phone equipment.

4. Rental Rate:

<u>Months</u>	<u>Rate/RSF/Month</u>
01-09	Free
10-21	\$1.00, NNN
22-33	\$1.025, NNN
34-45	\$1.05, NNN
46-57	\$1.075, NNN
58-69	\$1.10, NNN

5. Operating Expenses:

Tenant proposes a triple net (NNN) lease structure. Property taxes shall not be a part of NNN pass throughs to Tenant. Tenant shall pay all utility, janitorial, and general maintenance expenses for the property directly.

6. Tenant Improvements:

Tenant shall accept the premises in its as-is condition. Please note that the requested free rent, noted in section 4 above, is intended to offset Tenant's costs to update, fix, and make the property occupiable for their use. Tenant is not asking for a TI allowance or funds from the City.

7. Option to Renew:

Landlord shall grant Tenant an option to renew the then existing lease for one (1) additional five (5) year term. The lease rate for said option shall be at a \$.025 annual increase from the previous year and shall continue to increase in the same manner annually at the anniversary for the renewal term. Tenant shall provide Landlord with written notification of Tenant's intent to exercise said option no later than four (4) months prior to the expiration of the then current lease term.

8. Right of First Refusal

Tenant shall have the continuing Right of Refusal during the Initial Term, the Renewal Option period, and/or any other extensions thereafter, to purchase the building in the event that the City of Folsom decides to sell the property.

9. Parking:

Tenant requests the use of up to 35 parking spaces which shall be broken down as follows:

- Fifteen (15) stalls for drop off and pickup which happens throughout the day. That being said, the majority (roughly 80%) of the use occurs from 6am-9am and again from 4pm-6pm PST.
- Twenty (20) stalls for employees and company vans, which will be parked throughout the day. Up to five (5) vans may be parked overnight/ 24 hours a day. Said vans shall be fully insured by Tenant.

10. Tenant's Right to Sublease:

Tenant shall have the right at any time to sublease any portion of its space to another tenant without the need to obtain Landlord's consent. Tenant may retain 100% of any revenues derived from the sublease.

11. Building Signage:

Landlord shall grant Tenant building signage option rights. Tenant shall be responsible for any and all costs associated with the fabrication and installation of said signage. Additionally, said signage shall comply with any and all City regulations and CC&Rs if applicable.

12. First Month's Rent:

Tenant shall pay the first month's rent upon lease execution to be applied to rent when first due.

13. Security Deposit:

Tenant shall pay a security deposit equal to one (1) month's rent.

14. Disclosure by Broker:

The parties hereby expressly acknowledge that Broker has not made independent determination or investigation regarding the following: present or future use or zoning of the property; environmental matters affecting the Property; the condition of the Property, including, but not limited to, structure, mechanical and soils conditions, as well as issues surrounding hazardous

wastes or substances as set out above; violations of the Occupational Safety and Health Act or any other federal, state, county or municipal laws, ordinances, or statutes; measurements of land and/or building. Landlord and Tenant agree to make their own investigation and determination regarding such items.

15. Americans With Disabilities Act (ADA):

Owners or tenants of real property may be subject to the Americans With Disabilities Act (ADA), a federal law codified at 42 USC Section 12101 et seq. Among other requirements of the ADA that could apply to the property, Title III of the Act requires owners and tenants of "public accommodations" to remove barriers to access by disabled persons, and provide auxiliary aids and services for hearing, vision or speech impaired persons. The regulations under Title III of the ADA are codified at 28 CFR Part 36. Landlord will warrant that the space occupied by Tenant will comply with all ADA requirements.

16. Hazardous Materials:

Comprehensive federal and state laws and regulations have been enacted in the past several years in an effort to control the use, storage, handling, clean up removal and disposal of hazardous wastes or substances. Some of these laws and regulations (such as, for example, the comprehensive Environmental Response Compensation and Liability Act (CERCLA)) provide for broad liability on the part of owners, tenants, or other users of property for cleanup costs and damages, regardless of fault. Other laws and regulation set standards for the handling of asbestos, and establish requirements for the use, modifications, abandonment, and closure of underground storage tanks. Landlord will warrant that the Building, the Premises and the grounds will be free of hazardous wastes or substances.

Broker has conducted no investigation regarding the subject matter hereof, except as may be contained in a separate written document signed by Broker. Broker makes no representations concerning the existence, or nonexistence, of hazardous wastes or substances, or underground storage tanks, in, on, or about the Property. Subtenant should contact a professional, such as a civil engineer, industrial hygienist or other persons with experience in these matters, to advise on these matters.

17. Brokerage Commission:

Cornish & Carey Commercial DBA Newmark Knight Frank is recognized as Tenant's exclusive broker. Newmark is not asking for a commission to be paid by Landlord in association with this transaction.

18. Proposal Expiration:

This proposal shall remain valid until 5:00 p.m., Friday, June 11, 2021

Landlord and Tenant acknowledge that this proposal is not a Lease Agreement and that this is intended as the basis for the preparation of a Lease Agreement by Landlord. The Lease Agreement shall be subject to Landlord and Tenant's approval and only a fully executed Lease Agreement shall constitute a Lease Agreement for the premises or any form of a binding agreement between the parties. Broker makes no warranty or representation to Landlord or Tenant that acceptance of this proposal will guarantee the execution of a Lease Agreement for the premises.

Lorraine, I am pleased to provide this proposal and look forward to your timely response. Please call if you have any questions

Sincerely,



Chris Lemmon

Chris Lemmon
Executive Managing Director
Market Leader
3005 Douglas Blvd., Suite 130
Roseville, CA 95681
t 916-367-6349
nmrk.com

RE License #01506816

Poggione405NatomaStationDr(ADLC)GRFPS-27-21CLkf

NEWMARK

DISCLOSURE REGARDING REAL ESTATE AGENCY RELATIONSHIPS
(As required by the California Civil Code)

When you enter into a discussion with a real estate agent regarding a real estate transaction, you should from the outset understand what type of agency relationship or representation you wish to have with the agent in the transaction.

SELLER'S AGENT

A Seller's agent under a listing agreement with the Seller acts as the agent for the Seller only. A Seller's agent or a subagent of that agent has the following affirmative obligations:

To the Seller: A fiduciary duty of utmost care, integrity, honesty, and loyalty in dealings with the Seller.

To the Buyer and the Seller: (a) Diligent exercise of reasonable skill and care in performance of the agent's duties. (b) A duty of honest and fair dealing and good faith. (c) A duty to disclose all facts known to the agent materially affecting the value or desirability of the property that are not known to, or within the diligent attention and observation of, the parties.

An agent is not obligated to reveal to either party any confidential information obtained from the other party that does not involve the affirmative duties set forth above.

BUYER'S AGENT

A selling agent can, with a Buyer's consent, agree to act as agent for the Buyer only. In these situations, the agent is not the Seller's agent, even if by agreement the agent may receive compensation for services rendered, either in full or in part from the Seller. An agent acting only for a Buyer has the following affirmative obligations:

To the Buyer: A fiduciary duty of utmost care, integrity, honesty, and loyalty in dealings with the Buyer.

To the Buyer and the Seller: (a) Diligent exercise of reasonable skill and care in performance of the agent's duties. (b) A duty of honest and fair dealing and good faith. (c) A duty to disclose all facts known to the agent materially affecting the value or desirability of the property that are not known to, or within the diligent attention and observation of, the parties.

An agent is not obligated to reveal to either party any confidential information obtained from the other party that does not involve the affirmative duties set forth above.

AGENT REPRESENTING BOTH SELLER AND BUYER

A real estate agent, either acting directly or through one or more associate licensees, can legally be the agent of both the Seller and the Buyer in a transaction, but only with the knowledge and consent of both the Seller and the Buyer.

In a dual agency situation, the agent has the following affirmative obligations **to both the Seller and the Buyer:** (a) A fiduciary duty of utmost care, integrity, honesty and loyalty in the dealings with either the Seller or the Buyer. (b) Other duties to the Seller and the Buyer as stated above in their respective sections.

In representing both Seller and Buyer, the agent may not, without the express permission of the respective party, disclose to the other party that the Seller will accept a price less than the listing price or that the Buyer will pay a price greater than the price offered.

The above duties of the agent in a real estate transaction do not relieve a Seller or Buyer from the responsibility to protect his or her own interests. You should carefully read all agreements to assure that they adequately express your understanding of the transaction. A real estate agent is a person qualified to advise about real estate. If legal or tax advice is desired, consult a competent professional.

Throughout your real property transaction you may receive more than one disclosure form, depending upon the number of agents assisting in the transaction. The law requires each agent with whom you have more than a casual relationship to present you with this disclosure form. You should read its contents each time it is presented to you, considering the relationship between you and the real estate agent in your specific transaction.

This disclosure form includes the provisions of Sections 2079.13 to 2079.24, inclusive, of the California Civil Code contained on the following page. Read it carefully.

I ACKNOWLEDGE RECEIPT OF A COPY OF THIS DISCLOSURE AND THE PORTIONS OF THE CALIFORNIA CIVIL CODE ON THE FOLLOWING PAGE.

Action Day Learning Center

BUYER SELLER

By: _____

_____ Date

Its: _____
Agent: **Cornish & Carey Commercial, a California corporation dba Newmark Knight Frank**

BRE License Number 00832933

By: 
Chris Lemmon
Salesperson or Broker-Associate

BRE License Number 01506816

5/26/2021
Date

CALIFORNIA CIVIL CODE SECTIONS 2079.13 THROUGH 2079.24
(Section 2079.16 appears on pages 1 and 2)

2079.13. As used in Sections 2079.14 to 2079.24, inclusive, the following terms have the following meanings: (a) "Agent" means a person acting under provisions of Title 9 (commencing with Section 2295) in a real property transaction, and includes a person who is licensed as a real estate broker under Chapter 3 (commencing with Section 10130) of Part 1 of Division 4 of the Business and Professions Code, and under whose license a listing is executed or an offer to purchase is obtained. (b) "Associate licensee" means a person who is licensed as a real estate broker or salesperson under Chapter 3 (commencing with Section 10130) of Part 1 of Division 4 of the Business and Professions Code and who is either licensed under a broker or has entered into a written contract with a broker to act as the broker's agent in connection with acts requiring a real estate license and to function under the broker's supervision in the capacity of an associate licensee. The agent in the real property transaction bears responsibility for his or her associate licensees who perform as agents of the agent. When an associate licensee owes a duty to any principal, or to any buyer or seller who is not a principal, in a real property transaction, that duty is equivalent to the duty owed to that party by the broker for whom the associate licensee functions. (c) "Buyer" means a transferee in a real property transaction, and includes a person who executes an offer to purchase real property from a seller through an agent, or who seeks the services of an agent in more than a casual, transitory, or preliminary manner, with the object of entering into a real property transaction. "Buyer" includes vendee or lessee. (d) "Commercial real property" means all real property in the state, except single-family residential real property, dwelling units made subject to Chapter 2 (commencing with Section 1940) of Title 5, mobilehomes, as defined in Section 798.3, or recreational vehicles, as defined in Section 799.29. (e) "Dual agent" means an agent acting, either directly or through an associate licensee, as agent for both the seller and the buyer in a real property transaction. (f) "Listing agreement" means a contract between an owner of real property and an agent, by which the agent has been authorized to sell the real property or to find or obtain a buyer. (g) "Listing agent" means a person who has obtained a listing of real property to act as an agent for compensation. (h) "Listing price" is the amount expressed in dollars specified in the listing for which the seller is willing to sell the real property through the listing agent. (i) "Offering price" is the amount expressed in dollars specified in an offer to purchase for which the buyer is willing to buy the real property. (j) "Offer to purchase" means a written contract executed by a buyer acting through a selling agent which becomes the contract for the sale of the real property upon acceptance by the seller. (k) "Real property" means any estate specified by subdivision (1) or (2) of Section 761 in property which constitutes or is improved with one to four dwelling units, any Commercial Real Property, any leasehold in these types of property exceeding one year's duration, and mobilehomes, when offered for sale or sold through an agent pursuant to the authority contained in Section 10131.6 of the Business and Professions Code. (l) "Real property transaction" means a transaction for the sale of real property in which an agent is employed by one or more of the principals to act in that transaction, and includes a listing or an offer to purchase. (m) "Sell," "sale," or "sold" refers to a transaction for the transfer of real property from the seller to the buyer, and includes exchanges of real property between the seller and buyer, transactions for the creation of a real property sales contract within the meaning of Section 2985, and transactions for the creation of a leasehold exceeding one year's duration. (n) "Seller" means the transferor in a real property transaction, and includes an owner who lists real property with an agent, whether or not a transfer results, or who receives an offer to purchase real property of which he or she is the owner from an agent on behalf of another. "Seller" includes both a vendor and a lessor. (o) "Selling agent" means a listing agent who acts alone, or an agent who acts in cooperation with a listing agent, and who sells or finds and obtains a buyer for the real property, or an agent who locates property for a buyer or who finds a buyer for a property for which no listing exists and presents an offer to purchase to the seller. (p) "Subagent" means a person to whom an agent delegates agency powers as provided in Article 5 (commencing with Section 2349) of Chapter 1 of Title 9. However, "subagent" does not include an associate licensee who is acting under the supervision of an agent in a real property transaction.

2079.14. Listing agents and selling agents shall provide the seller and buyer in a real property transaction with a copy of the disclosure form specified in Section 2079.16, and, except as provided in subdivision (c), shall obtain a signed acknowledgment of receipt from that seller or buyer, except as provided in this section or Section 2079.15, as follows: (a) The listing agent, if any, shall provide the disclosure form to the seller prior to entering into the listing agreement. (b) The selling agent shall provide the disclosure form to the seller as soon as practicable prior to presenting the seller with an offer to purchase, unless the selling agent previously provided the seller with a copy of the disclosure form pursuant to subdivision (a). (c) Where the selling agent does not deal on a face-to-face basis with the seller, the disclosure form prepared by the selling agent may be furnished to the seller (and acknowledgment of receipt obtained for the selling agent from the seller) by the listing agent, or the selling agent may deliver the disclosure form by certified mail addressed to the seller at his or her last known address, in which case no signed acknowledgment of receipt is required. (d) The selling agent shall provide the disclosure form to the buyer as soon as practicable prior to execution of the buyer's offer to purchase, except that if the offer to purchase is not prepared by the selling agent, the selling agent shall present the disclosure form to the buyer not later than the next business day after the selling agent receives the offer to purchase from the buyer.

2079.15. In any circumstance in which the seller or buyer refuses to sign an acknowledgment of receipt pursuant to Section 2079.14, the agent, or an associate licensee acting for an agent, shall set forth, sign, and date a written declaration of the facts of the refusal.

2079.17(a) As soon as practicable, the selling agent shall disclose to the buyer and seller whether the selling agent is acting in the real property transaction exclusively as the buyer's agent, exclusively as the seller's agent, or as a dual agent representing both the buyer and the seller. This relationship shall be confirmed in the contract to purchase and sell real property or in a separate writing executed or acknowledged by the seller, the buyer, and the selling agent prior to or coincident with execution of that contract by the buyer and the seller, respectively. (b) As soon as practicable, the listing agent shall disclose to the seller whether the listing agent is acting in the real property transaction exclusively as the seller's agent, or as a dual agent representing both the buyer and seller. This relationship shall be confirmed in the contract to purchase and sell real property or in a separate writing executed or acknowledged by the seller and the listing agent prior to or coincident with the execution of that contract by the seller. (c) The confirmation required by subdivisions (a) and (b) shall be in the following form:

(Name of Listing Agent)

is the agent of (check one):
 the seller exclusively; or
 both the buyer and seller.

DO NOT SIGN OR COMPLETE THIS SECTION – EXAMPLE ONLY

Name of Selling Agent if not the same as the Listing Agent

is the agent of (check one):
 the buyer exclusively; or
 the seller exclusively; or
 both the buyer and seller.

(d) The disclosures and confirmation required by this section shall be in addition to the disclosure required by Section 2079.14.

2079.18. No selling agent in a real property transaction may act as an agent for the buyer only, when the selling agent is also acting as the listing agent in the transaction.

2079.19. The payment of compensation or the obligation to pay compensation to an agent by the seller or buyer is not necessarily determinative of a particular agency relationship between an agent and the seller or buyer. A listing agent and a selling agent may agree to share any compensation or commission paid, or any right to any compensation or commission for which an obligation arises as the result of a real estate transaction, and the terms of any such agreement shall not necessarily be determinative of a particular relationship.

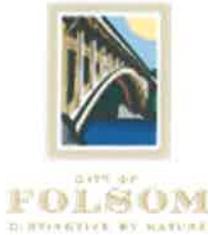
2079.20. Nothing in this article prevents an agent from selecting, as a condition of the agent's employment, a specific form of agency relationship not specifically prohibited by this article if the requirements of Section 2079.14 and Section 2079.17 are complied with.

2079.21. A dual agent shall not disclose to the buyer that the seller is willing to sell the property at a price less than the listing price, without the express written consent of the seller. A dual agent shall not disclose to the seller that the buyer is willing to pay a price greater than the offering price, without the express written consent of the buyer. This section does not alter in any way the duty or responsibility of a dual agent to any principal with respect to confidential information other than price.

2079.22. Nothing in this article precludes a listing agent from also being a selling agent, and the combination of these functions in one agent does not, of itself, make that agent a dual agent.

2079.23. A contract between the principal and agent may be modified or altered to change the agency relationship at any time before the performance of the act which is the object of the agency with the written consent of the parties to the agency relationship.

2079.24. Nothing in this article shall be construed to either diminish the duty of disclosure owed buyers and sellers by agents and their associate licensees, subagents, and employees or to relieve agents and their associate licensees, subagents, and employees from liability for their conduct in connection with acts governed by this article or for any breach of a fiduciary duty or a duty of disclosure.



Folsom City Council Staff Report

MEETING DATE:	6/22/2021
AGENDA SECTION:	Consent Calendar
SUBJECT:	Resolution No. 10657 - A Resolution Authorizing the Public Works Department to Install All-Way Stop Sign Control at the Intersection of Mangini Parkway and Westwood Drive
FROM:	Public Works Department

RECOMMENDATION / CITY COUNCIL ACTION

The Public Works Department recommends that the City Council pass and adopt Resolution No. 10657 - A Resolution Authorizing the Public Works Department to Install All-Way Stop Sign Control at the Intersection of Mangini Parkway and Westwood Drive.

BACKGROUND / ISSUE

The Public Works Department received a request to install all-way stop sign control at the intersection of Mangini Parkway and Westwood Drive. Mangini Parkway is classified as a residential collector in the Folsom Plan Area and serves as East-West connection between East Bidwell Street and the current Placerville Road alignment. Mangini Parkway also fronts the new Mangini Ranch Elementary School scheduled to open in August of 2021. In anticipation of the school opening, the Public Works Department worked with the Folsom Cordova Unified School District to determine which surrounding intersections would benefit from improved intersection control to provide both motorized and non-motorized users access to the school site and the future park site located adjacent to the elementary school. The proposed intersection improvements are shown in Attachment 3. Due to the proximity of the intersection being outside the “School Zone” distance of 700’ from the property line of the school, which is the distance set forth in the California Manual for Traffic Control Devices, the intersection of Mangini Parkway and Westwood Drive is outside the requirement and is considered an off-site improvement of the school. However, the other intersection improvements are adjacent to the school site to provide direct access into the school and can be incorporated into the construction of the school by the school district’s contractor.

As with most residential intersections, the stop signs are not warranted based on traffic volume, safety, or right-of-way, and the resident who requested the stop signs was advised that the stop signs may not be an effective speed deterrent, however this intersection will provide a more complete network of stop-controlled crosswalks for that area near and around Mangini Ranch Elementary School.

POLICY / RULE

Chapter 10.12 of the Folsom Municipal Code grants the City Council final authority with respect to the placement of new stop signs.

ANALYSIS

The item was considered by the Traffic Safety Committee at its May 27, 2021 meeting and the Committee voted unanimously to recommend all-way stop control; a draft copy of the Action Summary from that meeting is attached to this report.

FINANCIAL IMPACT

Installation of new signs and markings should not exceed \$1,000 and will be paid out of the Traffic Safety Project, Project No. 8023, which is funded through Measure A, Ongoing Traffic Control/Safety (Fund 276).

ENVIRONMENTAL REVIEW

This project has been deemed categorically exempt from environmental review.

ATTACHMENTS

1. Resolution No. 10657 - A Resolution Authorizing the Public Works Department to Install All-way Stop Sign Control at the Intersection of Mangini Parkway and Westwood Drive
2. Draft Action Summary – Traffic Safety Committee, May 27, 2021
3. Proposed Intersection Improvements for Mangini Ranch Elementary School
4. Map of Intersection

Submitted,

Dave Nugen, PUBLIC WORKS DIRECTOR

Attachment 1
Resolution No. 10657

RESOLUTION NO. 10657

**A RESOLUTION AUTHORIZING THE PUBLIC WORKS DEPARTMENT TO
INSTALL ALL-WAY STOP SIGN CONTROL AT THE INTERSECTION OF MANGINI
PARKWAY AND WESTWOOD DRIVE**

WHEREAS, the Public Works Department received a request to install all-way stop control at the intersection of Mangini Parkway and Westwood Drive; and

WHEREAS, the intersection is currently a two-way side street stop controlled; and

WHEREAS, the Public Works Department assessed the intersection and determined that all-way stop control is not warranted on a traffic volume, safety or right-of-way basis; and

WHEREAS, the Public Works Department worked in collaboration with the Folsom Cordova Unified School District to determine locations near the Mangini Ranch Elementary School where stop controlled intersections with crosswalks would facilitate safe passage to and from the school; and

WHEREAS, the Traffic Safety Committee reviewed the request and supported the staff recommendation in support of the request for all-way stop control; and

WHEREAS, sufficient funding is budgeted and available in the Traffic Safety Project, Project No. 8023; and

NOW, THEREFORE, BE IT RESOLVED that the City Council of the City of Folsom authorizes the Public Works Department to install all-way stop sign control at the intersection of Mangini Parkway and Westwood Drive.

PASSED AND ADOPTED this 22nd day of June, 2021, by the following roll-call vote:

- AYES:** Councilmember(s):
- NOES:** Councilmember(s):
- ABSENT:** Councilmember(s):
- ABSTAIN:** Councilmember(s):

Michael D. Kozlowski, MAYOR

ATTEST:

Christa Freemantle, CITY CLERK

Attachment 2

Draft Action Summary – Traffic Safety Committee, May 27, 2021

City of Folsom
TRAFFIC SAFETY COMMITTEE
DRAFT MEETING MINUTES
4:00 p.m., Thursday, May 27th, 2021

A Regular Teleconference Meeting of the Traffic Safety Committee will be held exclusively via teleconference in light of COVID-19 restrictions on public gatherings. The meeting will be conducted in accordance with the Ralph M. Brown Act, California Government Code 54950, et seq. and Executive Order N-29-20.

[Microsoft Teams Meeting Link](#)

Or call in (audio only)

<tel:+15595122217,,543426166#> United States, Fresno

Phone Conference ID: 543 426 166#

1. MEETING CALLED TO ORDER

Meeting called to order 4:02 pm

2. ROLL CALL:

Baade, Bailey, Bosch, Delp, McGee, Soulsby, Washburn

All committee members present.

3. APPROVE ACTION SUMMARY

Action Summary of the April 22nd, 2021 meeting will stand approved unless any Committee member requests a revision.

Delp moved to approve action summary.

4. BUSINESS FROM FLOOR/GOOD OF THE ORDER

Discuss any items not on the agenda that a member of the public wishes to bring to the Committee's attention. The Committee cannot take formal action on the item but can request that it be placed on a future agenda for further discussion if necessary.

Progress on the recently approved stop signs shared. City is in the process of receiving 3 bids. Local Road Safety Plan going to CC was mentioned.

5. ACTION/DISCUSSION ITEMS

None

Neighborhood Business

a. Intersection of Mangini Parkway and Westwood Drive

Bailey moved to approve stop sign, McGee 2nd, and the rest of the committee voted unanimously.

6. COMMITTEE ITEMS

a. Mangini Ranch 1C South (PN 21-086)

-Street labeled Street A where east bound lanes are exiting the development onto Savannah Parkway the committee recommends installing a single stop sign with extended curb lines

-Single stop sign where Mangini exits onto Savannah

-A stop sign with extended curb lines at the northern end of Street A where it exits east-bound onto Savannah Pkwy

- Install a 4 way stop at Mangini where it intersects Street G and Street H
 - A stop sign where Street F intersects Street A
 - At the class one trail that crosses Street F some sort of appropriate yield sign
- b. Mangini Place Apartments (PN 20-279)

Committee would like to make 3 recommendations:

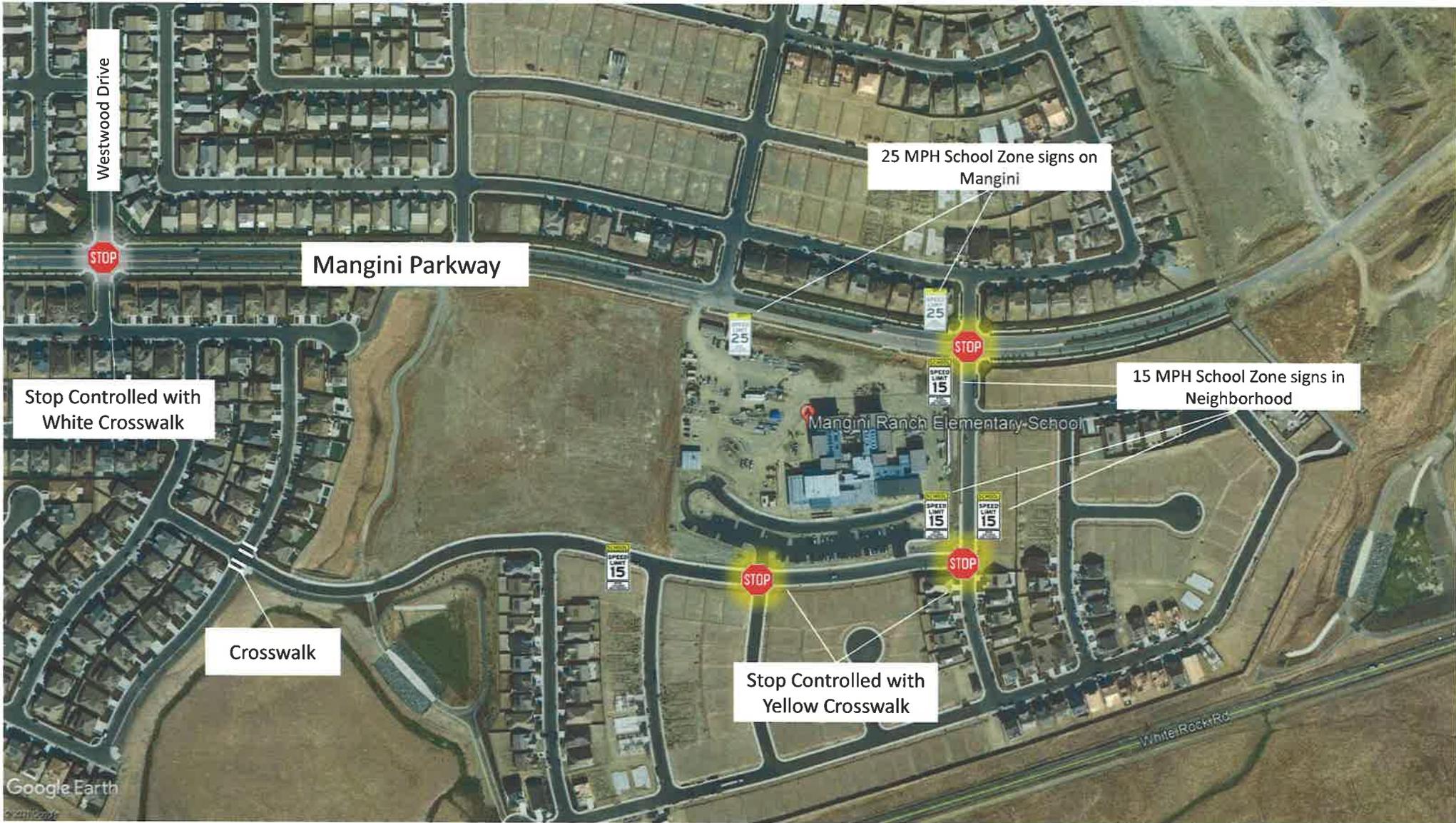
1. A second exit/entry for vehicles to be added (if that is not possible then an additional exit/entry that could be opened for emergency vehicles)
2. Where the entrance is currently located the committee would like a right turn in and right turn out only to be considered. This might not be convenient for residents and the committee would like moving the entrance to be considered.
3. Bike/pedestrian access be added in the NW and NE corners of the complex.

7. ADJOURNMENT

Meeting was adjourned at 5:18

Attachment 3

Proposed Intersection Improvements for Mangini Ranch Elementary School

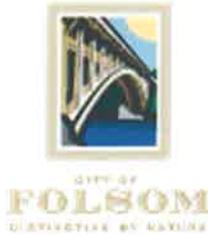


Attachment 4

Map of Intersection



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Folsom City Council Staff Report

MEETING DATE:	6/22/2021
AGENDA SECTION:	New Business
SUBJECT:	Resolution No. 10628 - A Resolution Adopting the Local Road Safety Plan
FROM:	Public Works Department

RECOMMENDATION / CITY COUNCIL ACTION

The Public Works Department recommends that the City Council pass and adopt Resolution No. 10628 - A Resolution Adopting the 2020 Local Road Safety Plan.

BACKGROUND / ISSUE

In 2019 the Public Works Department applied for and successfully obtained a \$72,000 Caltrans funding grant to prepare the City's first Local Road Safety Plan (LRSP). The LRSP identifies intersections and road segments that have the highest incidence of fatal or severe injury collisions, the factors associated with those collisions, and the corrective measures that should be applied to attempt to reduce those collision rates. The LRSP is used by local agencies to submit grant applications to the California Department of Transportation (Caltrans) for the Highway Safety Improvement Program (HSIP).

The City retained the consulting firm TJKM to prepare the draft LRSP, solicited input from the public, and received a recommendation to approve the LRSP from the Traffic Safety Committee. Staff is seeking approval from the City Council to approve the final plan.

POLICY / RULE

Caltrans requirements for a Local Road Safety Plan include a requirement that the local governing body must adopt the plan before it can be considered final.

ANALYSIS

The LRSP is a data-driven, analytics-based tool for identifying the location, associated factors, and potential corrective measures of fatal and severe injury collisions. The LRSP relies on data contained in the traffic collision reports prepared by local law enforcement, which is then submitted to California Highway Patrol for inclusion in the Statewide Traffic Incident Reporting System (SWITRS). Using SWITRS, the consultant analyzed five years (2015-2019) of collision reports to determine collision trends and high-risk locations.

Some of the key trends that were identified in the analysis were:

- Of the 2,911 total collisions reported between 2015 and 2019, 83 resulted in Fatal or Severe Injury (F+SI)
- 29% of total collisions involved fixed objects or parked cars
- 29% of the F+SI collisions involved bicyclists or pedestrians
- 50% of the F+SI collisions occurred at night
- 13% of all roadway collisions were Head-On due to unsafe speed
- 12% of all roadway collisions were Vehicle-Pedestrian due to Pedestrian right-of-way or violations
- 10% of all intersection collisions were BroadSides due to vehicle right-of-way violation
- 8% of all intersection collisions were Hit Object due to unsafe speed

Based on the outcome of this process staff was able to identify key emphasis areas that focus on four key strategies, known as the “Four E’s” of traffic safety: Education, Enforcement, Emergency Services, and Engineering. The emphasis areas were:

- Intersection Safety Improvements
- Reduce Night-Time Collisions
- Reduce Roadway Departure Collisions
- Pedestrian Safety Improvements
- Bicycle Safety Improvements
- Reduce Automobile Right-of-Way Violations and Broadside Collisions
- Reduce Speeding, Impaired Driving, and Hit Object Collisions
- Reduce Collisions by Young-Adult Drivers and Aggressive Driving
- Increase Driver Awareness
- Reduce Collisions near Schools

The report identified three categories of safety improvements and the locations that would gain the most benefit in terms of potentially reducing fatal or severe injury collisions; these categories are summarized below.

Category 1: Signalized Intersections. Improve traffic signal hardware, optimize signal timing, install raised pavement markers and striping at the following intersections:

1. Folsom Boulevard and Natoma Station Drive
2. Blue Ravine Road and Flower Drive
3. E. Bidwell Street and Blue Ravine Road
4. Folsom Auburn Road and Oak Avenue Parkway
5. E. Bidwell Street and Oak Avenue Parkway
6. E. Natoma Street and Prison Road
7. Iron Point Road and Willard Drive
8. E. Natoma Street and Green Valley Road
9. E. Bidwell Street and Broadstone Parkway
10. Blue Ravine Road and Natoma Station Drive
11. E. Bidwell Street and Glenn Drive
12. E. Bidwell Street and Creekside Drive
13. Folsom Auburn Road and Folsom Lake Crossing

Category 2: Roadway Segments (Visibility). For roadways with high incidence of run-off roadway, hit object, and night-time collisions. Install/modify regulatory and warning signs, delineators, reflectors and object markers, or edgeline rumble strips/stripes on the following road segments:

1. American River Canyon Drive, between Oak Canyon Way and Canyon Rim Drive
2. Folsom Boulevard, between US-50 and Iron Point Road
3. Glenn Dr., between 360 ft. west from Sibley St. and 1,050 ft. east from Folsom Blvd.
4. Blue Ravine Road, between 1,200 ft. south of Crossing Way and Riley Street
5. Folsom Auburn Road, between Berry Creek and 900 ft. north of Berry Creek Drive
6. Prairie City Road, between 2,000 ft. and 4,200 ft. north of White Rock Road
7. E. Bidwell St., between 700 ft. south and 1,800 ft. south of Alder Creek Pkwy
8. E. Bidwell St., between US-50 eastbound ramp and 700 ft. south of Alder Creek Pkwy

Category 3: Roadway Segments (Speed). For roadways with high incidence of right-of-way violations, driver awareness, and speeding. Construct median barriers, dynamic/variable speed warning signs, delineators/reflectors/object markers on the following road segments:

1. Folsom Lake Crossing, between Folsom Dam Road and Johnny Cash Trail entrance
2. E. Natoma Street, between Folsom Lake Crossing and Gionata Way
3. E. Natoma Street, between Cimmaron Circle and Fargo Way
4. Folsom Auburn Road, between Pinebrook Drive and Folsom Dam Road

In October 2020, the City Council authorized staff to submit these recommendations as three separate grant applications for Highway Safety Improvement Program (HSIP) Cycle 10 funding; in March 2021 the City was informed that all three HSIP grants were awarded.

The LRSP project website was created in late 2020 and solicited community input about traffic safety in Folsom. A total of 62 responses were received from 54 unique respondents. The three most commonly identified safety hazards cited were Speeding, Dangerous Walking/Cycling conditions, and Lack of Signage.

The Traffic Safety Committee discussed the draft LRSP at their April 22nd meeting and recommended that the LRSP be adopted with no additional revisions.

Staff also notes that the initial scope of work for the LRSP anticipated that the consultant would include a neighborhood-level, traffic calming section in the final LRSP document. As the project progressed though, it became apparent that it was not the best approach to developing a comprehensive neighborhood traffic management program for two reasons. First, the LRSP is data-driven whereas neighborhood traffic management is not based on collision histories. Second, the LRSP focuses on fatal and severe injury collisions whereas these are uncommon in neighborhoods, and not the primary driving factor in neighborhood-level traffic management decisions. The LRSP also ignores less severe collisions, which may still be a priority for the City, and school zone safety is also not addressed unless there are incidents that are of a fatal or severe injury level. Staff is therefore researching potential funding sources for and will seek qualified traffic consultants to prepare a more comprehensive Traffic Safety Policy Manual.

FINANCIAL IMPACT

There is no direct financial impact associated with adopting the LRSP.

ENVIRONMENTAL REVIEW

None required.

ATTACHMENT

1. Resolution No. 10628 - A Resolution Adopting the Local Road Safety Plan
2. Final Draft Local Road Safety Plan (April 2021)
3. Draft Action Summary – Traffic Safety Committee, April 22, 2021

Submitted,

Dave Nugen, Public Works Director

Attachment 1
Resolution No. 10628

RESOLUTION NO. 10628

A RESOLUTION ADOPTING THE LOCAL ROAD SAFETY PLAN

WHEREAS, the City of Folsom has prepared a Local Road Safety Plan (LRSP); and

WHEREAS, the LRSP analyzes traffic collision data to determine the causes and solutions for fatal and severe injury collisions; and

WHEREAS, the LRSP has identified the highest priority intersections and road segments and the corrective measures that could reduce collision frequency at those locations; and

WHEREAS, the LRSP is integral to successfully applying for funding from the Highway Safety Improvement Program (HSIP) that is administered by the California Department of Transportation (Caltrans); and

WHEREAS, Caltrans requires that each public agency’s LRSP be adopted by the agency’s governing body.

NOW, THEREFORE, BE IT RESOLVED that the City Council of the City of Folsom hereby adopts the Local Road Safety Plan.

PASSED AND ADOPTED this 22nd day of June 2021, by the following roll-call vote:

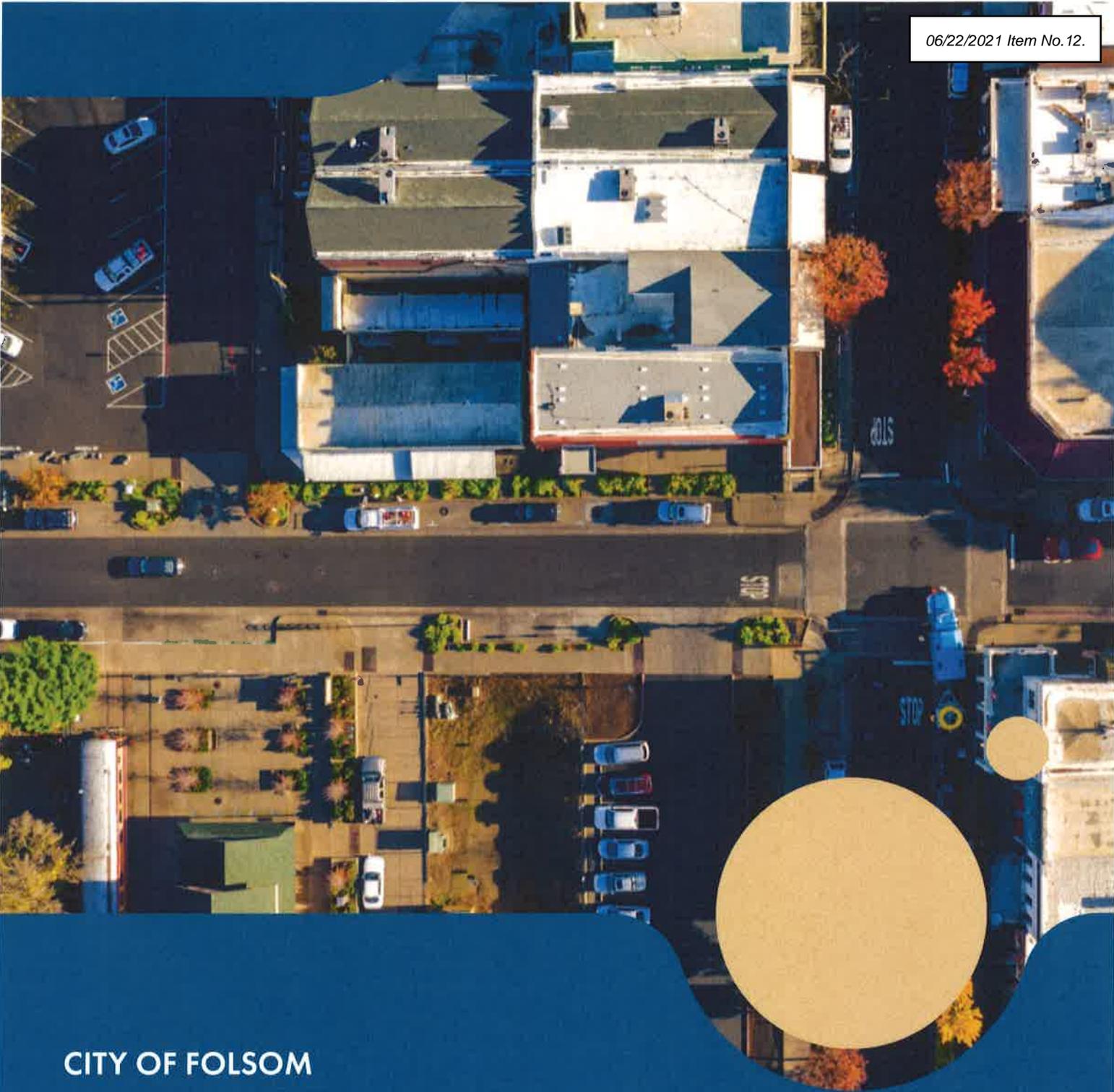
- AYES:** Councilmember(s):
- NOES:** Councilmember(s):
- ABSENT:** Councilmember(s):
- ABSTAIN:** Councilmember(s):

Michael D. Kozlowski, MAYOR

ATTEST:

Christa Freemantle, CITY CLERK

Attachment 2
Draft Local Road Safety Plan
(April 2021)



CITY OF FOLSOM

LOCAL ROADWAY SAFETY PLAN

APRIL 2021

FINAL DRAFT



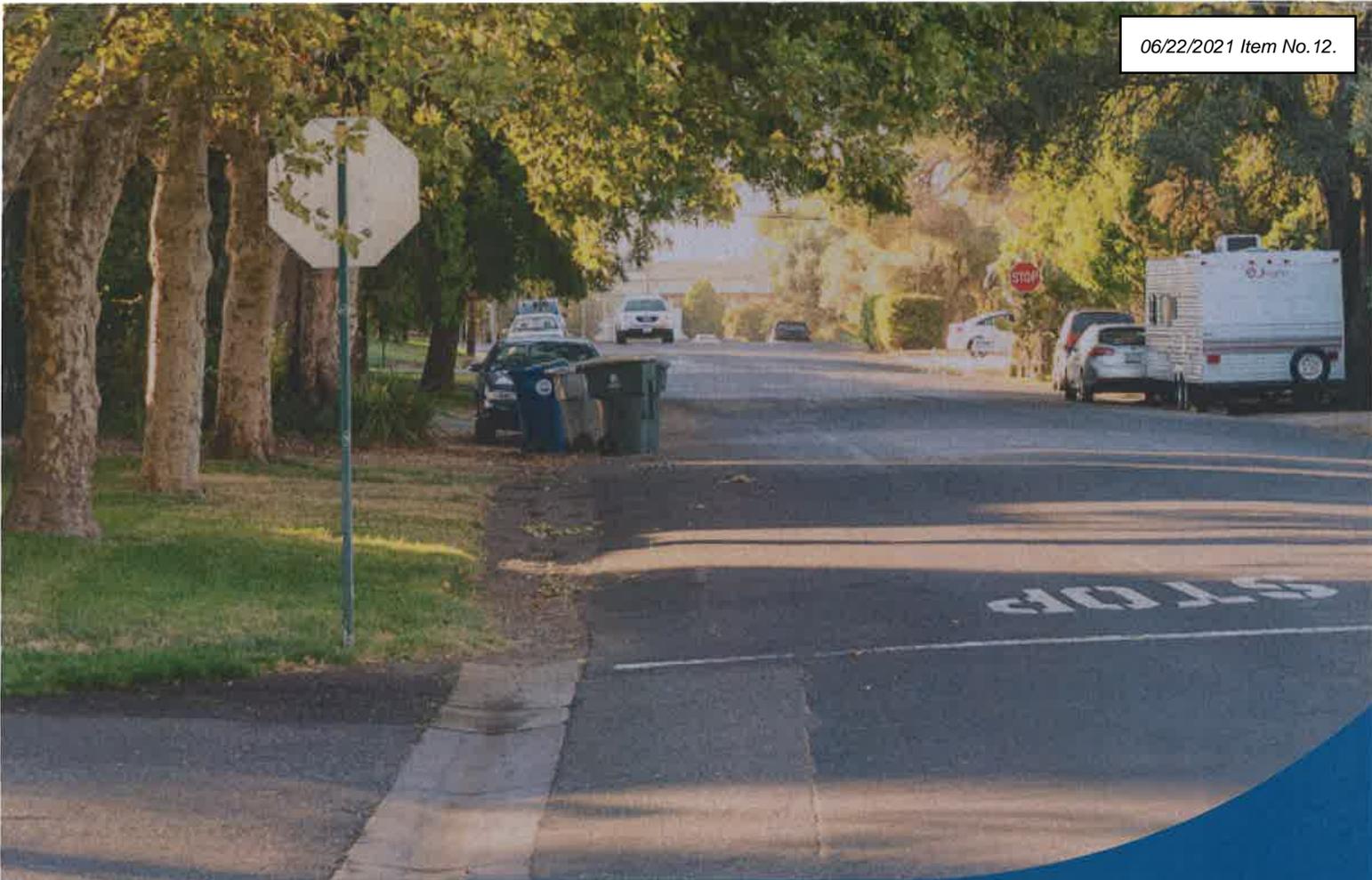
A CKNOWLEDGEMENT

CITY OF FOLSOM

Department of Public Works
Transportation Safety Committee
The Folsom City Council

CONSULTANT TEAM

TJKM Transportation Consultants



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GLOSSARY

4E – The 4E of traffic safety: education, enforcement, engineering, emergency medical services.

ACS – American Community Survey.

ADT – Average Daily Traffic.

ATP – Active Transportation Plan.

B/C Ratio – Benefit-Cost Ratio. It summarizes overall value for money of a project.

BTP – Bicycle Transportation Plan.

CRF – Crash Reduction Factor. It is the percentage crash reduction that might be expected after implementing a given countermeasure at a specific site.

Collision Rate – It is the number of crashes that occur at a given location during a specified time period (usually three to five years) divided by a measure of exposure for the same period.

Collision Severity – Defined as seriousness of collision, which include fatal (F), severe injury (SI), other visible injury and complaint of pain (Other), and property damage only (PDO).

EMS – Emergency Medical Services.

FHWA – Federal Highway Administration.

HSIP – Highway Safety Improvement Program.

LRSM – Local Roadway Safety Manual.

MITP – Metropolitan Transportation Improvement Program.

OTS – California Office of Traffic Safety.

RSTP – Federal Regional Surface Transportation Program.

Primary Violation Factor – Defined as factors that are strong in contribution to the collision.

SB1 – Sustainable Community Grants

SACOG – Sacramento Area Council of Governments.

SR2S – Safe Routes to School.

STIP – State Transportation Improvement Program.

SWITRS – Statewide Integrated Traffic Records System. It is a database that contains all collisions reported to California Highway Patrol from local and governmental agencies.

TIMS – Transportation Injury Mapping System. It is a platform to access California's crash data.

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EXECUTIVE SUMMARY

The City of Folsom's Local Roadway Safety Plan (LRSP) is a comprehensive plan that creates a framework to systematically identify and analyze traffic safety-related issues and recommend safety projects and countermeasures. The LRSP aims to reduce fatal and severe injury collisions through a prioritized list of improvements that can enhance safety on local roadways.

The LRSP is a proactive approach to addressing safety needs. It is viewed as a guidance document that can be continuously reviewed and revised to reflect evolving collision trends and community needs and priorities. With the LRSP as a guide, the City would be able to apply for necessary safety funds, such as the Highway Safety Improvement Program (HSIP).

LRSP OVERVIEW

GOALS OF THE LRSP

- Goal 1: Systematically identify and analyze roadway safety problems and recommend improvements.
- Goal 2: Improve the safety of pedestrians and bicyclists by using proven effective countermeasures.
- Goal 3: Ensure coordination of key stakeholders to implement roadway safety improvements & response within Folsom.
- Goal 4: Continually seek funding for safety improvements.
- Goal 5: Ensure that safety improvements are made in a fair and equitable manner for all Folsom residents.

SAFETY PARTNERS

Potential safety partners (City and County agencies and officials, State and Federal agencies) identified in this document will be able to provide advice in acquiring and analyzing data, selecting emphasis areas, developing safety strategies, and implementing the final plan.

PROCESS

The systemic approach in preparing the LRSP involves the following steps:

1. Develop plan goals and objectives
2. Analyze collision data
3. Determine focus areas and identify crash reduction strategies
4. Prioritize countermeasures/projects
5. Prepare the LRSP

COLLISION DATA

Collision data was collected for a five-year period between 2015 and 2019 from the City of Folsom's Crossroads Software's Traffic Collision Database.

COLLISION TREND

Key findings on patterns and trends:

- A total of 2,911 collisions occurred between 2015 and 2019.
- 29 collisions resulted in fatalities, 54 collisions resulted in severe injuries, 297 collisions resulted in other visible injuries, 791 collisions resulted in complaints of pain, and 1,740 collisions resulted in property damage only (PDO).
- The year 2015 had the highest number of collisions with 615 collisions, and 2018 had the lowest number of collisions with 539 collisions.
- Unsafe speed accounted for 28% of all collisions, followed by automobile right-of-way violation (9%), driving under the influence of drugs or alcohol (9%), and improper turning (9%).
- 30% of the collisions resulted in rear-ending, followed by broadside (21%), hit object (19%), and sideswipe (16%).
- Almost 60% of motor-vehicle collisions were involved with other motor-vehicles, 2% collisions involved pedestrians, and 3% collisions involved bicyclists.
- Approximately 77% of overall collisions occurred at an intersection, while 23% collisions occurred at roadway segments.
- Most collisions occurred between 4:00 PM and 6:00 PM (18%), followed by between 2:00 PM and 4:00 PM (15%), 12:00 PM and 2:00 PM (13%), and 10:00 AM and 12:00 PM (10%).

HIGH-RISK LOCATIONS

The collision rate analysis was performed on all City streets. The corridors were ranked to show the top 10 roadway segments and top 30 intersections.

Key findings of identifying high-risk roadway segments are as follows:

- There were a total of 32 F+SI collisions that occurred on the roadway segments.
- A total of 12 collisions led to fatalities and 20 collisions led to severe injury.
- Bayline Circle between Whistle Stop Way and Kennar Way, and Perraud Drive between Alezane Drive and Briarcliff Drive, were observed to have the highest collision rates, 1.503 and 1.403, respectively.

Key findings of identifying high-risk intersections are as follows:

- There were a total of 51 F+SI collisions that occurred at intersections.
- A total of 17 collisions led to fatalities and 34 collisions led to severe injuries.
- The intersection of Arbuckle Avenue and Steeplechase Drive had the highest collision rate of 0.686, followed by the intersection of Bowden Drive and Smith Way, and the intersection of

Leidesdorff Street and Reading Street, 0.376 and 0.295, respectively.

EMPHASIS AREAS

Emphasis areas are focus of roadway safety plan that are identified through the various collision types and factors resulting in fatal and severe injury collisions within the City of Folsom. The 10 emphasis area identified for the City of Folsom are:

1. Intersection Safety Improvements
2. Reduce Night-Time Collisions
3. Reduce Roadway Departure Collisions
4. Pedestrian Safety Improvements
5. Bicycle Safety Improvements
6. Reduce Broadside Collisions due to Automobile Right-of-Way Violation
7. Reduce Hit Object Collisions due to Speeding and Impaired Driving
8. Reduce Collisions by Young-Adult Drivers and Aggressive Driving
9. Reduce Distracted Driving and Increase Driver Awareness
10. Reduce Collisions near School

IDENTIFICATION OF NEEDS

A total of 97 responses were collected through the project website, virtual workshop, and social media platforms. The most common responses were related to the following:

- Speeding
- Dangerous for Walking or Cycling
- Lack of Signage

VIABLE SAFETY PROJECTS

A set of 10 safety projects were created for high-risk intersections and roadway segments.

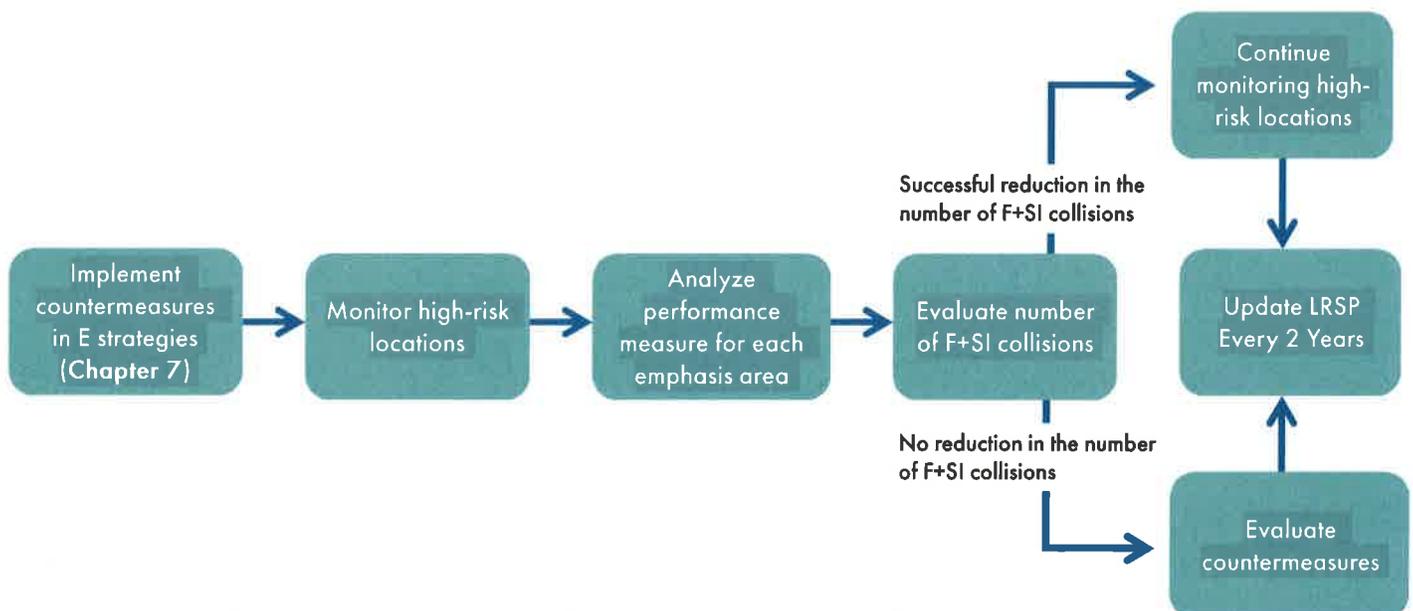
- Project 1. Upgrade Signal Hardware and Signal Timing
- Project 2. Non-Signalized Intersection - Install/Upgrade Raised Pavement Markers and Regulatory Signs
- Project 3. Signalized Intersection - Install/Upgrade Raised Pavement Markers
- Project 4. Improve Pedestrian and Bicyclist Safety at Intersections
- Project 5. Non-Signalized Intersection - Install Rumble Strips and Medians at Approaches
- Project 6. Signalized Intersection - Improve pavement friction (High Friction Surface Treatments)
- Project 8. Install Segment Lighting, and Delineators/Reflectors/Marked Objects
- Project 9. Install Rumble Strips, and Widen Shoulders along Segments

- Project 10. Install Segment Lighting, Median Barrier and Dynamic Speed Sign

IMPLEMENTATION AND EVALUATION

The LRSP is a guidance document that requires an update every two years. Each update will be led by the City of Folsom's Department of Public Works in coordination with the potential safety partners. The Traffic Safety Committee will oversee the LRSP process. It will be adopted after approval from the City Council. The LRSP document provides engineering, education, enforcement, and emergency medical service-related countermeasures that can be implemented throughout the City to reduce fatal and severe injury collisions. After implementing countermeasures, the performance measures for each emphasis area should be evaluated annually. The most important measure of success of the LRSP should be reducing fatal and severe injury collisions throughout the City. If the number of fatal and severe injury collisions does not decrease over time, then the countermeasures should be re-evaluated.

Figure ES-1. Implementation Process of the LRSP



1

INTRODUCTION

The California Department of Transportation's (Caltrans) Division of Local Assistance is responsible for administering the state's traffic safety funding to enhance local highway safety. One of the primary methods to acquire funding is through the Highway Safety Improvement Program (HSIP), a federally assisted and State-administered program centered on reducing fatalities and severe injuries on all local roads. For this purpose, a Local Roadway Safety Plan (LRSP) is required for an agency to be eligible to apply for the HSIP funds.

The LRSP is a localized data-driven traffic safety plan that provides opportunities to address unique highway safety needs and reduce fatal and severe injury collisions. The LRSP creates a framework to systematically identify and analyze traffic safety-related issues, identify causes and locations of collisions, establish emphasis areas and recommend safety projects and countermeasures. The LRSP facilitates the development of local agency partnerships and collaboration, resulting in developing a prioritized list of improvements that can enhance safety on local roadways.

The LRSP can be used throughout the City of Folsom. It can be refined and expanded as the City gains more experience and data on its effectiveness. This LRSP is a guidance document that the City will use to implement programs to reduce fatal and severe injury collisions in the City of Folsom. It will be reviewed every two years and updated to incorporate new data and address community needs and priorities. The City of Folsom may use this document as a blueprint to compete and apply for necessary safety funds (Federal and State) to enhance roadway safety.

1.1 BACKGROUND

The City of Folsom initiated LRSP in 2020, to enable the City to identify potential traffic safety projects educational programs, and enforcement measures to reduce fatal and severe injury collisions. The identified traffic safety projects are tailored to the City's needs and issues and consistent with Federal and State funding project requirements.

The objective of the LRSP is to develop a successful safety plan for the local roadways by utilizing some of the existing elements that the City already has, such as a collision database and traffic safety committee. It is also to create a decision-making process that relies on a partnership with stakeholders, including the public, and develop countermeasures using 4 Es of traffic safety: Engineering, Enforcement, Education, and Emergency Medical Services.

1.2 THE FOUR “Es” OF SAFETY

The LRSP establishes goals, objectives, and emphasis areas that integrate the 4 Es of traffic safety – education, enforcement, engineering, and emergency medical services. It is essential to identify emphasis areas as they are areas of opportunity to improve safety through the 4 Es. The 4 Es help address safety issues by incorporating non-engineering elements, along with engineering measures.

- **Education** – It is an essential tool in modifying the behavioral aspect of traffic safety and distributing knowledge about traffic safety. Educational campaigns for drinking and driving, texting and driving, distracted driving, wearing a helmet, etc., can be used to spread awareness that may inform the people about the rules of the road.
- **Enforcement** – Increased enforcement with penalties and patrolling often lead to awareness and instill safe driving behavior among motorists.
- **Engineering** – These are high-level solutions that require analysis and construction for roadway infrastructure development to reduce collisions. Engineering solutions differ by locations and collision attributes and may alter the roadway geometry.
- **Emergency Medical Services (EMS)** – Collaboration with the City’s EMS leaders to rapidly respond to collision sites, and improve quality of care for roadway collision victims. The solutions involve strategies to decrease response time.



1.3 REPORT ORGANIZATION

This document is organized into **10** chapters. They are as follows:

- **Chapter 1** – Introduction: This chapter introduces the purpose of the LRSP, describes how this report is organized and the study area for the LRSP.
- **Chapter 2** – Visions and Goals: This chapter defines the visions and goals for the LRSP.
- **Chapter 3** – Safety Partners: This chapter identifies partners who would provide advice on acquiring and analyzing data, selecting emphasis areas, developing safety strategies, and implementing the final plan.
- **Chapter 4** – Process: This chapter describes the outreach and analytical process used to develop the LRSP.
- **Chapter 5** – Existing Efforts: This chapter summarizes the efforts and activities in development or proposed, which would be beneficial in coordination with this plan.
- **Chapter 6** – Data Summary: This chapter summarizes the collision data analysis approach and presents key findings in the study area.
- **Chapter 7** – Emphasis Area and Safety Strategies: This chapter identifies the top 10 emphasis areas for the City and the consequent safety strategies.
- **Chapter 8** – Identification of Needs: This chapter summarizes the needs of the community.
- **Chapter 9** – Viable Safety Projects: This chapter summarizes the list of viable safety projects applicable to the high-risk roadway segments and intersections, cost, and benefit-cost ratio.
- **Chapter 10** – Implementation and Evaluation: This chapter summarizes the process of implementation, monitoring, evaluation, and future updates.

1.4 STUDY CONTEXT

The City of Folsom is located in Sacramento County, California, covering a total area of just under 28 square miles, situated along Lake Natoma and Folsom Lake. The City’s estimated population is 81,328 (ACS 2019 5-year estimate).

The City is bordered by Placer County in the north and El Dorado County in the east.

State Route (SR) 50 is the major highway that connects the City of Folsom to other nearby cities.



2 VISIONS AND GOALS

The Folsom LRSP aims to systemically identify roadway safety issues within Folsom and address them through a holistic approach using the 4 Es: Engineering, Enforcement, Education, and Emergency Medical Services. Roadway deaths and serious injuries are preventable incidents and can be addressed through the 4 Es. The safety of human life is the highest priority.

Goal 1: Systematically identify and analyze roadway safety problems and recommend improvements.

Objective 1: Use the LRSP's data-driven process to identify fatal and severe injury collisions in Folsom; where, when, and how they are occurring, and implement appropriate and proven countermeasures.

Objective 2: Improve roadway planning, design, operations, maintenance and connectivity to enhance safety and mobility for users of all ages and abilities.

Objective 3: Implement traffic calming strategies to discourage speeding and other unsafe driving behaviors on residential streets.

Objective 4: Ensure that all recommended improvements are consistent with the City of Folsom goals, as well as State and Federal plans and goals (such as, but not limited to, California Strategic Highway Safety Plan, and the FHWA Local and Rural Road Safety Program).

Goal 2: Improve the safety of pedestrians and bicyclists by using proven effective countermeasures.

Objective 1: Identify safety issues and locations/hot spots where bicycle and pedestrian collisions occur in Folsom, and treat with appropriate and effective engineering countermeasures.

Objective 2: Provide educational programs for bicyclists, pedestrians, and motorists to inform on how to be safe in the public right-of-way, either through after-school programs, Folsom Police Department programs, the Highway 50 Transportation Management Authority (50TMA), or other public/private sponsored programs.

Objective 3: Improve sidewalks, walkways, and crossings to be free of hazards and minimize conflicts with vehicular traffic.

Objective 4: Prioritize improvements that promote Safe Routes to School efforts or are located near schools.

Goal 3: Ensure coordination of key stakeholders to implement roadway safety improvements & response within Folsom.

Objective 1: Coordinate between Public Works, Police Department, Fire Department, and EMS agencies to ensure a coordinated response to traffic safety, including:

- Implementation of safety improvements
- Public education on safely traveling in the public right-of-way, regardless of mode
- Enforcement of traffic safety laws in the public right-of-way
- Minimizing impacts to emergency response times.

Objective 2: Coordinate with local, regional, and state partners (such as Sacramento Regional Transit or Caltrans), to identify and address traffic safety issues and ensure a coordinated response.

Goal 4: Continually seek funding for safety improvements.

Objective 1: Ensure the LRSP meets Highway Safety Improvement Program (HSIP) guidelines to apply for funding for identified countermeasures.

Objective 2: Provide a list of prioritized improvements that guide City investments and grant funding applications.

Objective 3: Continually seek funding sources to implement engineering, education, enforcement, and emergency response solutions to roadway safety issues in Folsom.

Goal 5: Ensure that safety improvements are made in a fair and equitable manner for all Folsom residents.

Objective 1: Where feasible, implement community outreach to inform the public about upcoming safety improvements and seek their input.

Objective 2: Provide a forum for residents to submit traffic safety-related complaints; and for City staff and officials to respond to such complaints.

Objective 3: Ensure that social justice and equity is a primary factor in selecting where to make traffic safety improvements.

3

SAFETY PARTNERS

Potential safety partners identified in this document will be able to provide advice in acquiring and analyzing data, selecting emphasis areas, developing safety strategies, and implementing the final plan. The following list of potential safety partners will be involved in the implementation of this plan:

- City of Folsom Council Members
- City of Folsom Traffic Safety Committee (TSC)
- City of Folsom Public Works Department
- City of Folsom Police Department
- City of Folsom Fire Department
- Folsom Cordova Unified School District
- County of Sacramento Board of Supervisors
- County of Sacramento Department of Transportation (SACDOT)
- Sacramento Regional Transit District (SacRT)
- County of Sacramento Sheriff's Office
- Sacramento Area Council of Governments (SACOG)
- Sacramento-Placerville Rail Corridor JPA
- County of Placer Sheriff's Office
- County of El Dorado Sheriff's Office
- California Department of Parks and Recreation
- California Department of Transportation (Caltrans)
- California Highway Patrol (CHP)
- Federal Highway Administration (FHWA)

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4 PROCESS

This chapter describes the steps involved in preparing this LRSP document, including a systemic approach that involves the analysis of collision data to identify and prioritize countermeasures, and community outreach.

4.1 SYSTEMIC APPROACH

The systemic approach in preparing the LRSP involves the following steps:

- 1. Develop plan goals and objectives** – Review the City’s existing planning documents to ensure the LRSP visions and goals align with prior planning effort and that the potential 4E-strategies are consistent with local and regional policies.
- 2. Analyze collision data** – Review the latest 5-year collision data and analyze the collision trend. Determine high-risk roadway segments and intersections, and identify significant risk factors.
- 3. Determine focus areas and identify crash reduction strategies** – Identify 10 emphasis areas and recommend feasible countermeasures at high-risk locations. Evaluate Crash Reduction Factor (CRF) and the effectiveness of each countermeasure.
- 4. Prioritize countermeasures/projects** – Conduct Benefit-Cost Ratio (BCR) analysis on all countermeasures/projects. Prioritize projects that are most beneficial to the City’s roadway and intersection safety using BCR.
- 5. Prepare the LRSP** – Prepare the LRSP that includes performance measures and implementation plan. Identify priority projects for state or federal programming, grant funding opportunities, and implementation.

4.2 PUBLIC OUTREACH

The purpose of public outreach is to solicit and summarize traffic and safety-related concerns, such as speeding, cut-through traffic on residential neighborhoods, pedestrian and bicycle safety on collector roads, and arterial streets. Public outreach is an essential tool to identify high-risk locations based on neighborhood concerns, along with collision analysis.

TARGET AUDIENCE AND STAKEHOLDERS

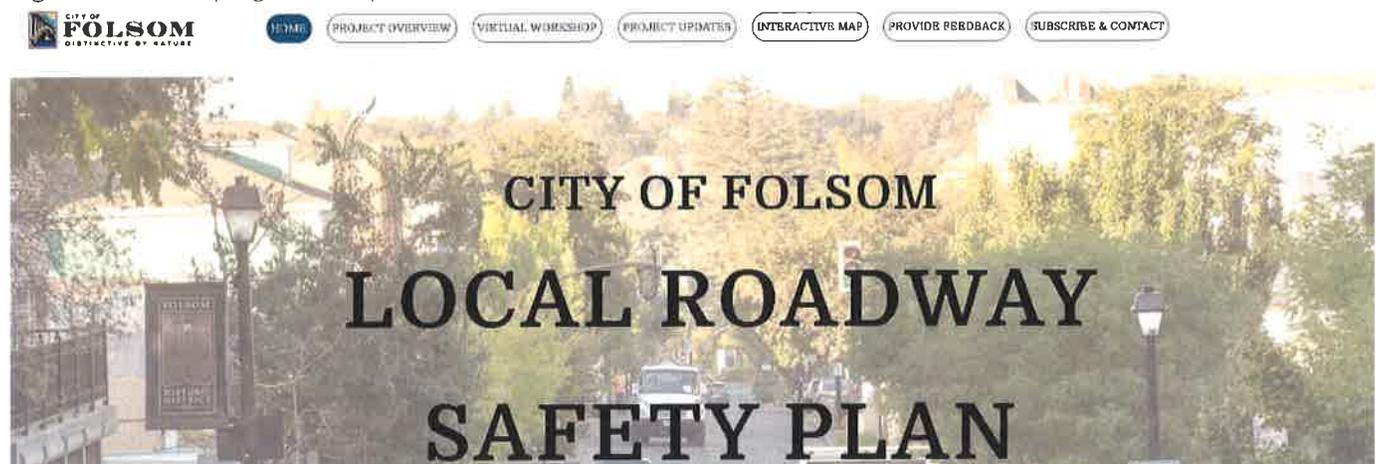
The target audience for the public outreach of the LRSP is the residents of the City of Folsom. The stakeholder group includes:

- City Council
- City Departments' staff: Police, Fire, Planning, and Public Works
- City's Traffic Safety Committee (TSC)
- City's public outreach representative
- School district representative
- Disadvantaged/minority groups
- SACOG Bicycle and Pedestrian Advisory Committee
- SACOG Transportation Committee

PROJECT WEBSITE

A project website (www.folsomcitysafestreets.com) was generated for this project. It provided a

Figure 1. Homepage of Project Website



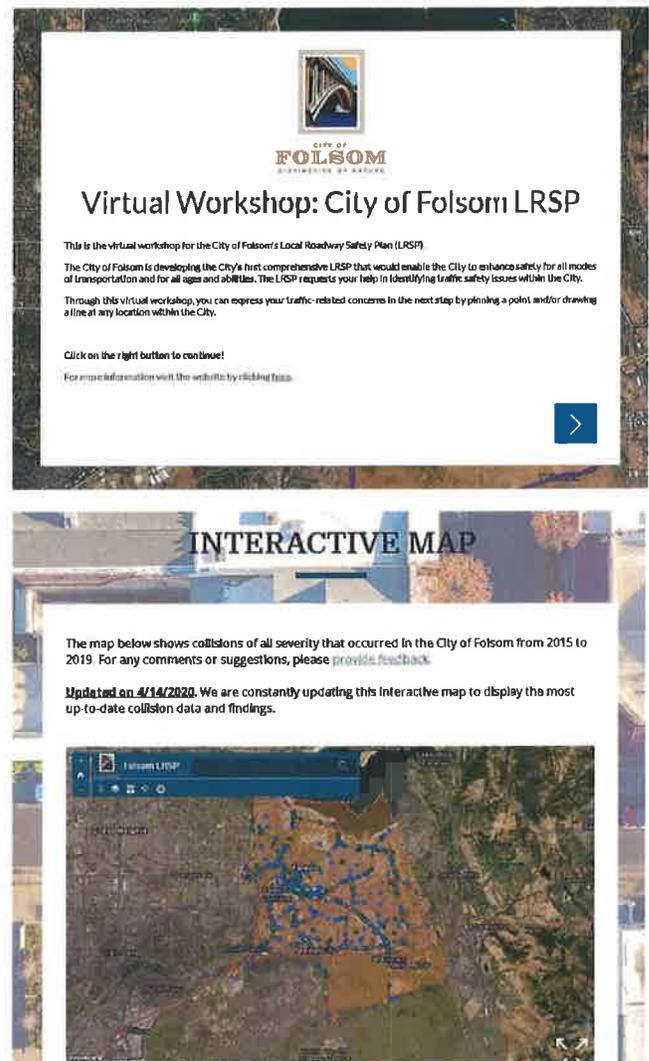
platform for project information dissemination and other project-related announcements. The website contained six sections: project overview, virtual workshop, project updates, interactive map, feedback, and subscribe and contact. The website was publicized with the help of the City staff. The website was shared on the City's official website and social media accounts for public attention.

The outreach tools introduced in the project website for achieving the goals of the LRSP include:

- Virtual Workshop – it was the primary method of gathering feedback from the general public. Participants could mark intersections or roadway segments on the City's map to indicate their concerned locations. They could also type a narrative of their traffic and safety-related concern.
- Interactive Map – this section displayed an interactive map where website users could see and interact with the attributes of collisions all over the City.

The results of the virtual workshop have been detailed in **Chapter 8**.

Figure 2. Virtual Workshop and Interactive Map Platforms



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Figure 3. Process of the LRSP



5 EXISTING EFFORTS

This chapter summarizes the findings from various planning documents, and relevant projects underway for the City of Folsom. The purpose of reviewing existing planning efforts is to ensure the LRSP goals and objectives along with recommended improvements are aligned with prior planning efforts, planned transportation projects and non-infrastructure programs.

The City of Folsom has identified several goals, policies, and projects from the following documents:

- **General Plan 2035 (2018)** - The goals and policies identified in the Mobility chapter of the General Plan guide the overall provision of multi-modal transportation system and services in Folsom. These goals and policies are aligned with the goals of the LRSP informed the countermeasure selection and proposed safety projects.
- **Bicycle Master Plan (2007)** - The plan proposes prioritization of 41 miles of new bikeways (Class I, II and III). The plan establishes goals and policies to improve bicycling in the City of Folsom that helped inform safety projects for the City of Folsom.
- **Pedestrian Master Plan (2014)** - The plan established six key goals and recommends projects to enhance walking environment and enhance crossing safety in the City of Folsom. These findings helped inform safety projects for the City of Folsom.
- **East Bidwell Street Corridor Plan (2005)** - The plan identifies needs and deficiencies across East Bidwell Street and recommends complete street improvements. The improvement recommendations listed in the plan helped to confirm countermeasures considered for the LRSP.
- **Metropolitan Transportation Plan/Sustainable Communities Strategy (2016)** - Prepared by SACOG, this plan recommends improving the conditions of existing roads and adding more sidewalks, bike lanes, and restoring, maintaining and expanding transit. The policies identified in the plan helped inform countermeasure selection.
- **Capital Improvement Projects (FY 2020-2021)** - The document consists of detailed project information, funded and unfunded, for the fiscal year 2020-2021. The projects listed under the sections of Streets and Transportation will help to confirm traffic safety solutions for the LRSP.

CITY OF FOLSOM | LOCAL ROADWAY SAFETY PLAN

The City has already completed and implemented several projects identified in the aforementioned documents that include:

- Addition and modification of traffic signals at various locations;
- Widening of streets;
- Replacement of distressed curb, gutter, and sidewalks at various locations through the Neighborhood Sidewalk Rehabilitation Project;
- Modification of existing sidewalks to meet ADA requirements;
- Installation of new crosswalks;
- Installation of video detection systems;
- Improvements at railway crossings.

Upcoming projects for the City include the following:

- Retrofitting streetlights, parking lot lights, and traffic signals with energy-efficient alternatives;
- Retrofitting and installation of new pedestrian facilities at various locations;
- Addition of lanes at various roadway segments;
- Installation of Intelligent Transportation System (ITS) that include vehicle detection, video monitoring, communications infrastructure, dynamic message boards, and pathfinder signs;
- Striping and lane configuration for pavement delineation, signage, and signal modification;
- Upgrade traffic signal systems;
- Right-of-way acquisition and construction along various roadway segments.

Detailed information on goals, policies, and projects derived from various planning documents can be found in **Appendix A**.

6 DATA SUMMARY

This chapter summarizes the results of a citywide collision analysis for the time period between January 2015 and December 2019 and includes the following information:

- Data collection source;
- Collision data analysis results and key highlights;
- Identification and ranking of high-risk locations on local roadways.

The City of Folsom may use this chapter to refer to collision trends during the analysis period and compare them to trends for future analyses.

6.1 CRASH DATA

COLLISION DATA

Collision data was collected for a five-year period between 2015 and 2019 from the City of Folsom's Crossroads Software's Traffic Collision Database.

Collision data was also collected from the Transportation Injury Mapping System (TIMS) and Statewide Integrated Traffic Records System (SWITRS) between 2014 and 2018. The collision data available for 2019 in TIMS is provisional. Note that TIMS' data does not include property damage only collisions that provide additional insight into collisions' characteristics that occur in the City of Folsom. Data from Crossroads, TIMS, and SWITRS were crosschecked to make sure that Crossroads included a comprehensive collision dataset. Thus, Crossroads collision data was used to conduct this study. The collision data collected for the citywide collision analysis can be found in **Appendix B**.

VOLUME DATA

Average Daily Traffic (ADT) counts were used for calculating collision rates as a part of high-risk location screening and ranking. The ADTs were retrieved from the Engineering & Traffic Survey conducted in 2019 (2018 counts). In addition, the City's transportation model (with base year 2015) was used. An average annual growth factor of 0.4% was applied to the volume data collected from the model to extrapolate the 2018 data. The ADT data for the citywide collision analysis can be found in **Appendix C**.

6.2 CRASH TRENDS

There were a total of 2,911 reported collisions on City roadways between January 2015 and December 2019. Detailed collision tables can be found in **Appendix D**. Collision data was evaluated to identify patterns and trends for the following collision attributes:

- Collisions by Severity
- Year Trend
- Primary Violation Factors
- Collision Types
- Modes Involved
- Roadway Segment vs Intersection Collisions
- Collisions by Time of Day

COLLISIONS BY SEVERITY

Severity is classified as fatal, severe injury collision, other visible injury, complaint of pain, and property damage only. Out of 2,911 total collisions, 29 collisions resulted in fatalities, 54 collisions resulted in severe injuries, 297 collisions resulted in other visible injuries, 791 collisions resulted in complaints of pain, and 1,740 collisions resulted in property damage only (PDO). **Figure 4** shows the percent distribution of collisions by severity and **Figure 5** shows their locations.

Figure 4. Distribution of Collisions by Severity

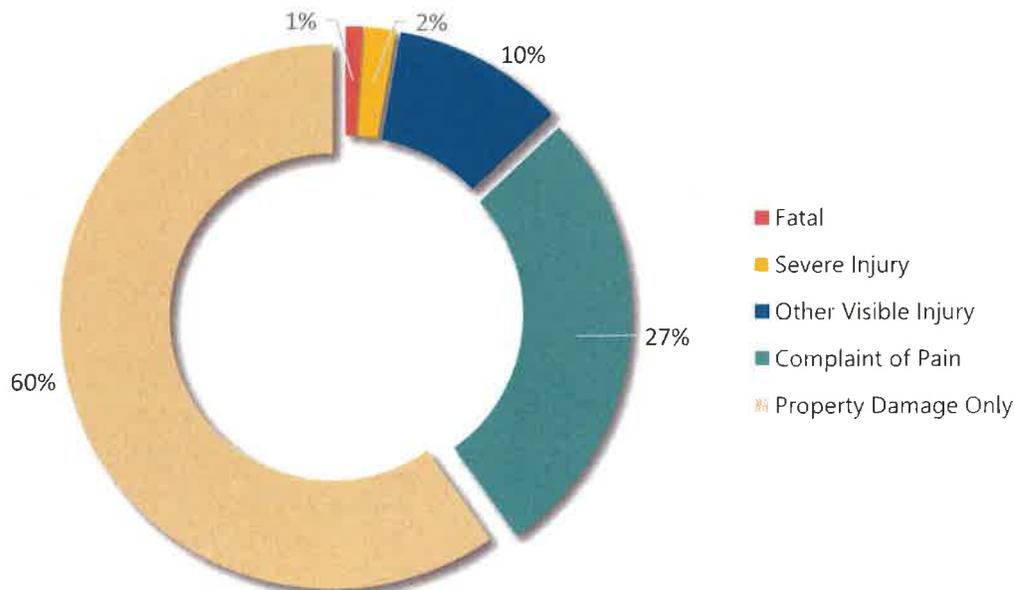
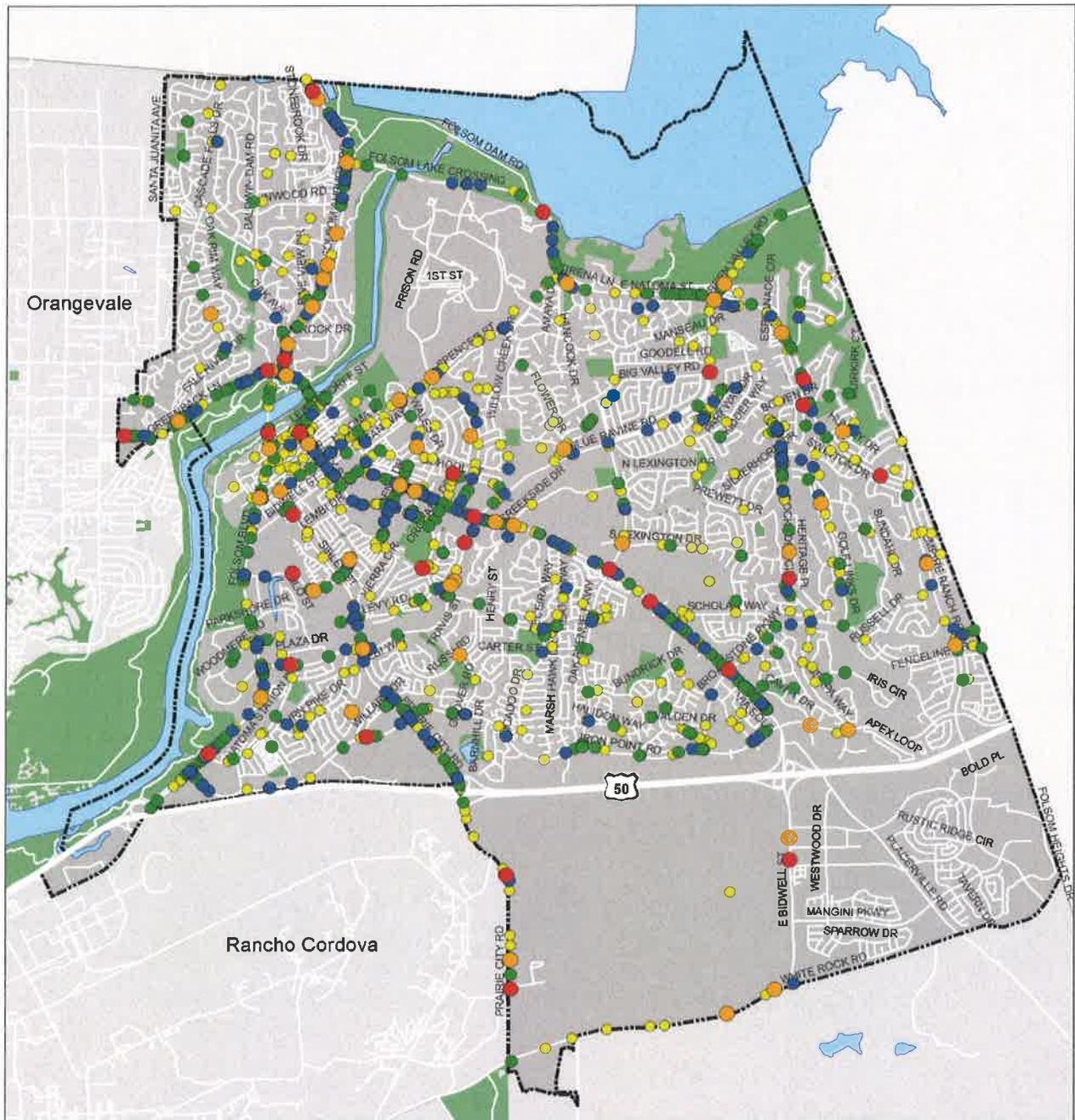


Figure 5. Collisions by Severity (2015 - 2019)



Collisions by Severity (2015 - 2019)

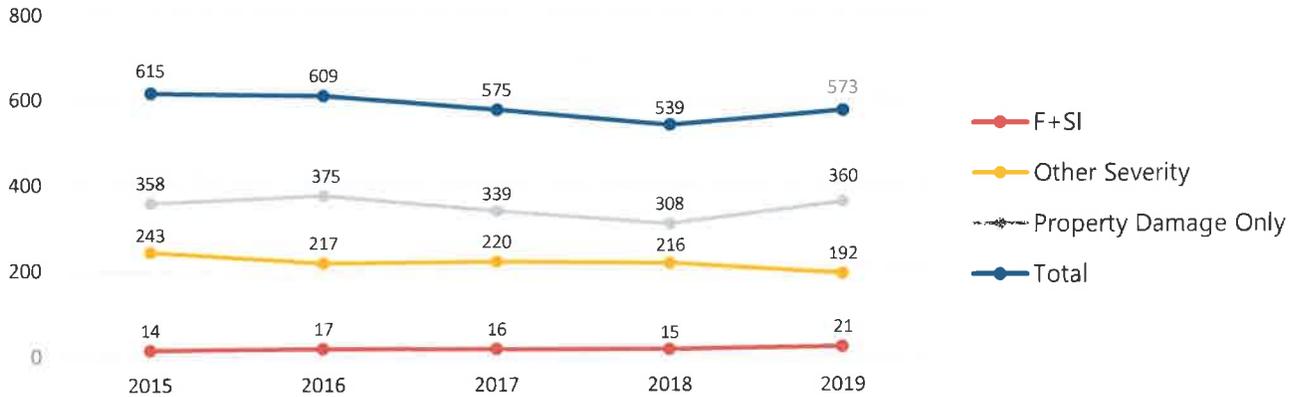
- Fatal
- Severe Injury
- Other Visible Injury
- Complaint of Pain
- Property Damage Only
- Parks and Open Space
- City of Folsom



YEAR TREND

Highest number of collisions occurred in 2015 with 615 collisions, followed closely by 2016 with 609 collisions. The lowest number of collisions took place in 2018, with 539 collisions reported. Highest number of F+SI collisions occurred in 2019 with 21 collisions, and lowest in 2015 with 14 collisions. The result of the five-year collision trend is shown in **Figure 6**.

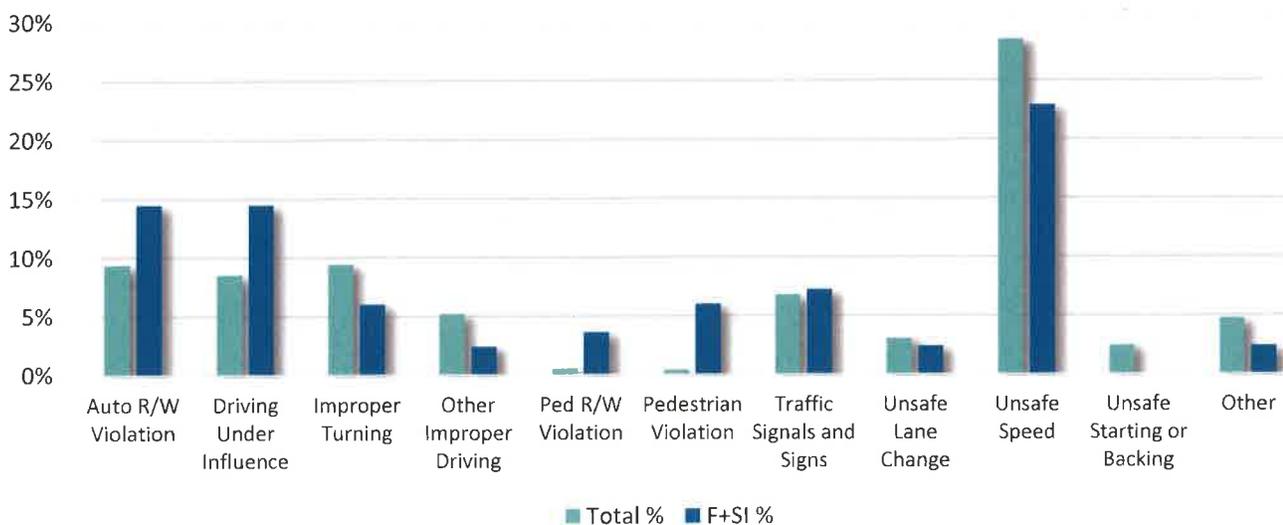
Figure 6. Five-Year Collision Trend (2015 - 2019)



PRIMARY VIOLATION FACTORS

Unsafe speed accounted for 28% of all collisions, followed by automobile right-of-way violation (9%), driving under the influence of drugs or alcohol (9%), and improper turning (9%). For F+SI collisions, unsafe speed also resulted in the most number of collisions (23%), followed by automobile right-of-way violations (14%), and driving under the influence of drugs and alcohol (14%). The Office of Traffic Safety ranked Folsom 59th out of 102 similar California cities with high levels of speed-related collisions and 67th for alcohol-related collisions (one being the highest, or worst). **Figure 7** shows the distribution of primary violation factors.

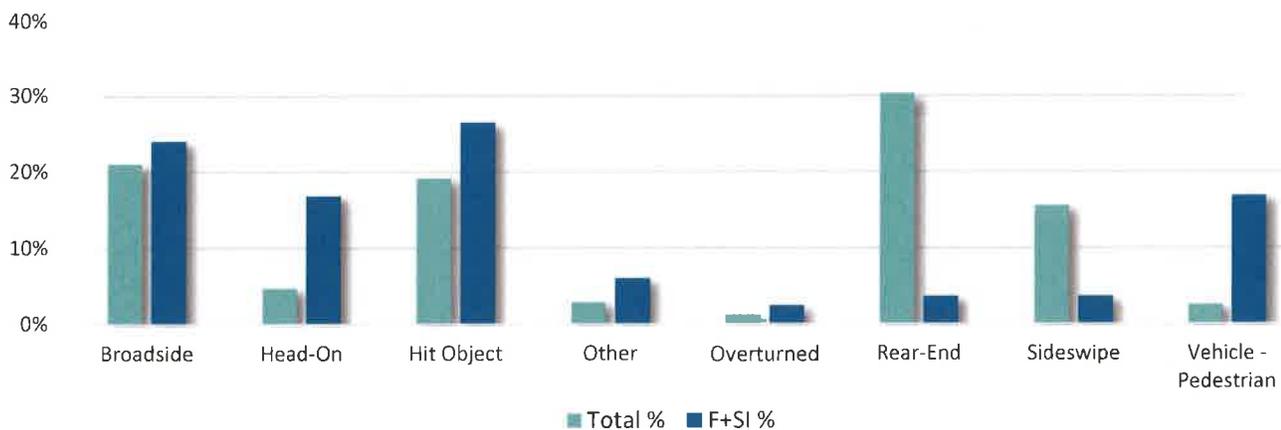
Figure 7. Primary Violation Factors for Total vs. F+SI Collisions (2015 - 2019)



COLLISION TYPES

Overall, almost 30% of the collisions resulted in rear-ending, followed by broadside (21%), hit object (19%), and sideswipe (16%). For F+SI collisions, hit object (27%) is the most commonly occurring type of collision, followed closely by broadside (24%). Other types of collisions under F+SI collisions include head-on (17%), and vehicle and pedestrian (17%). The distribution of collision types is shown in **Figure 8**.

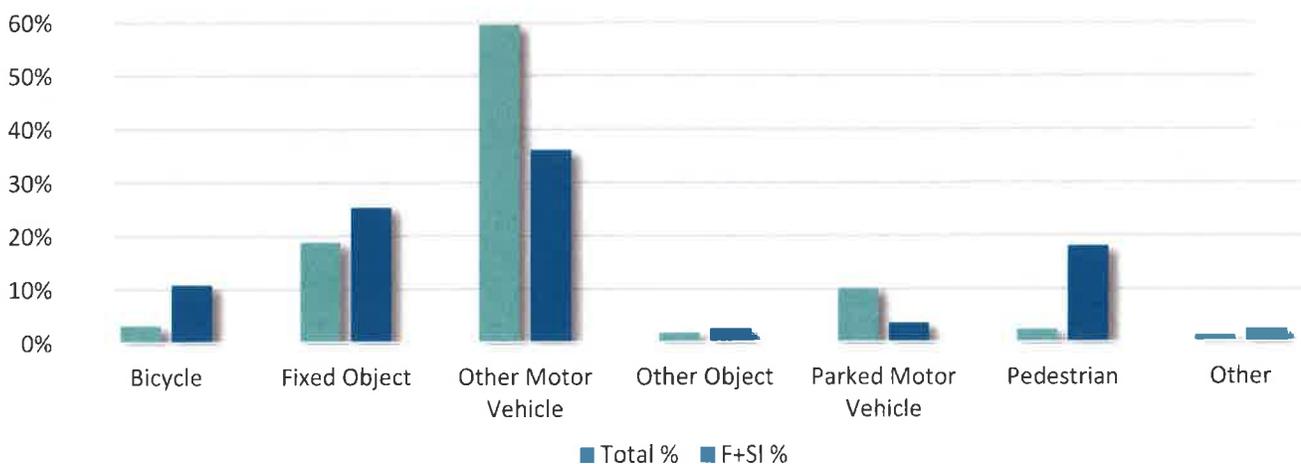
Figure 8. Collision Type for Total vs. F+SI Collisions (2015 - 2019)



MODES INVOLVED

Overall, 60% of motor-vehicle collisions were involved with other motor-vehicles. Other significant involvement occurred with a fixed object (19%), and parked motor-vehicles (10%). For F+SI collisions, it follows a similar trend with most collisions involving other motor vehicles (36%). Other involvements include fixed objects (25%), pedestrians (18%), and bicycles (11%). The Office of Traffic Safety ranked Folsom 51st out of 102 similar California cities with high levels of motorcycle-related collisions and 77th for bicycle-related collisions (one being the highest, or worst). The distribution of modes involved in shown in **Figure 9**.

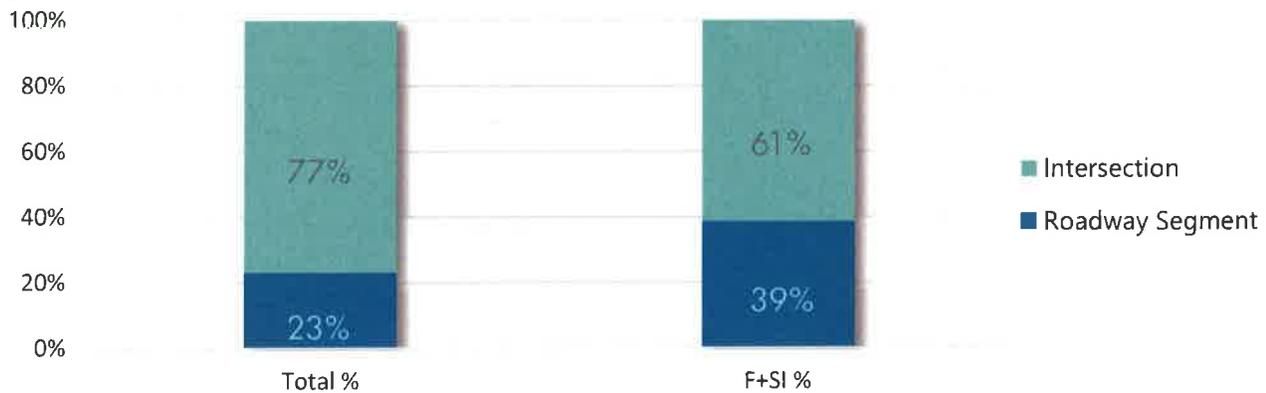
Figure 9. Modes Involved for Total vs. F+SI Collisions (2015 - 2019)



ROADWAY SEGMENT VS. INTERSECTION COLLISIONS

Approximately 77% of overall collisions occurred at an intersection, while 23% collisions occurred at roadway segments. For F+SI collisions, 61% occurred at intersections, and 39% occurred at roadway segments. **Figure 10** shows the comparison between intersection and roadway segment collisions.

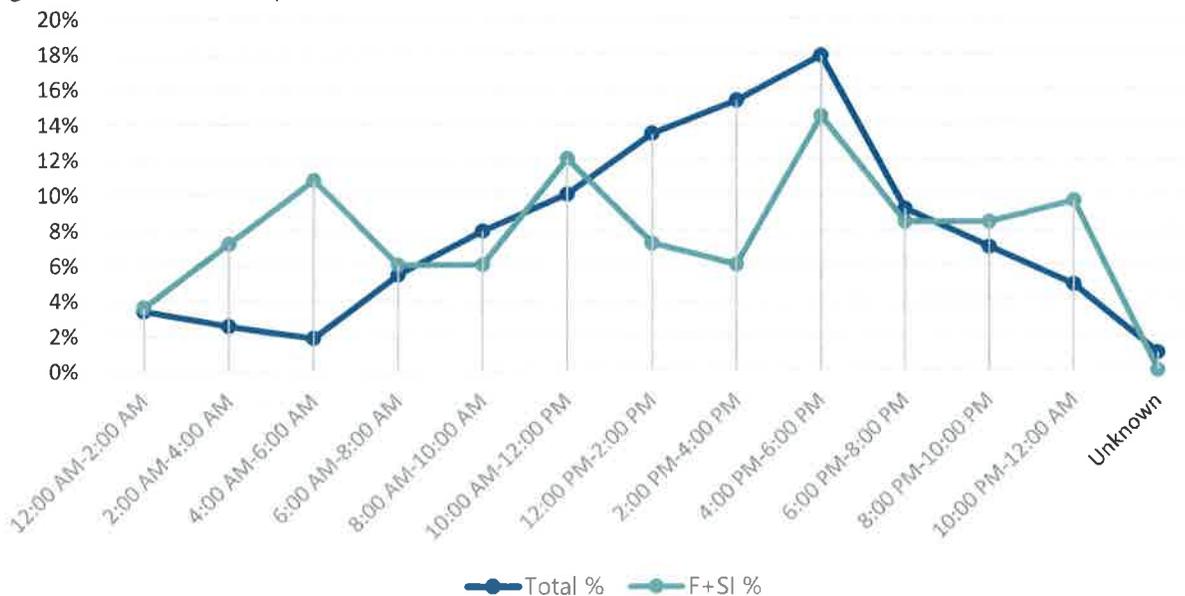
Figure 10. Intersection vs. Roadway Segment Collisions (2015 - 2019)



COLLISIONS BY TIME OF DAY

Almost 18% of total collisions occurred between 4:00 PM and 6:00 PM, 15% occurred between 2:00 PM and 13% between 4:00 PM, 12:00 PM and 2:00 PM, and 10% between 10:00 AM and 12:00 PM. For F+SI collisions, most collisions occurred between 4:00 PM and 6:00 PM (14%), between 10:00 AM and 12:00 PM (12%), between 4:00 AM and 6:00 AM (11%), and between 10:00 PM and 12:00 AM (10%). The Office of Traffic Safety ranked Folsom 77th out of 102 similar California cities with high levels of nighttime collisions (one being the highest, or worst). **Figure 11** shows the trend of collision as per time of day.

Figure 11. Collisions by Time for Total vs. F+SI Collisions (2015 - 2019)



6.3 ROADWAY SEGMENT COLLISION ANALYSIS

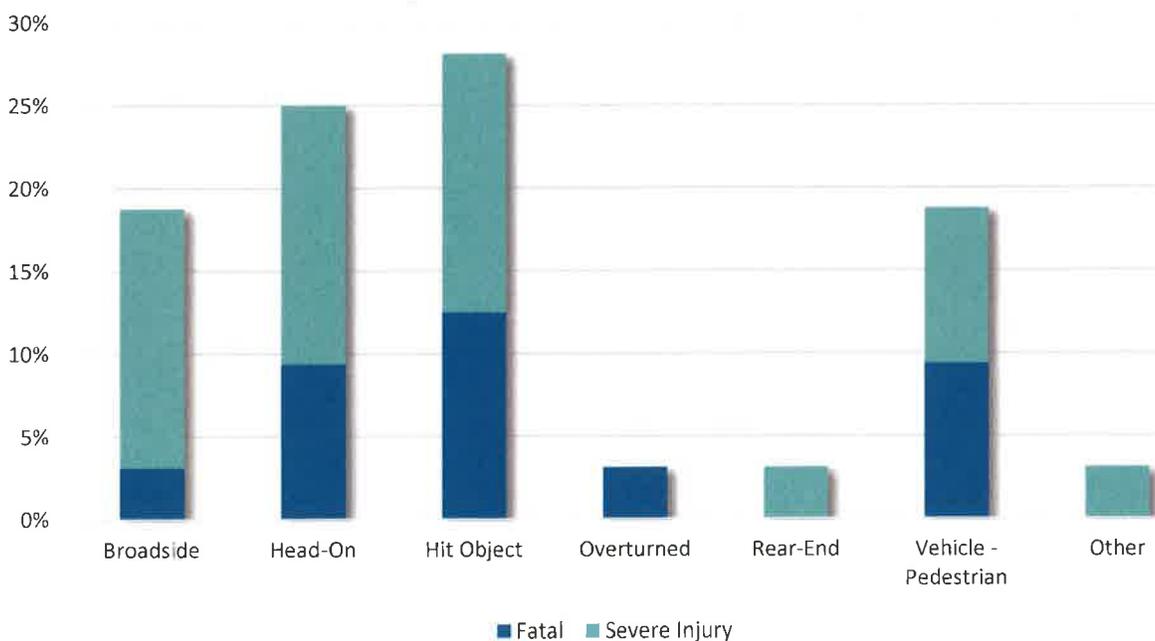
There were a total of 32 F+SI collisions that occurred on roadway segments (out of total of 83 F+SI collisions), between January 1, 2015 and December 31, 2019. The following interrelations to collision types have been analyzed for roadway segments:

- Collision Type and Severity
- Collision Type and Primary Violation Factor
- Collision Type and Lighting Condition
- Collision Type and Weather Condition
- Collision Type and Time of Day

COLLISION TYPE AND SEVERITY

Hit object (29%) and head-on (25%) are the most prominent collision type observed for F+SI collisions, as shown in **Figure 12**. Other significant collision types were broadside (19%), and vehicle-pedestrian (18%).

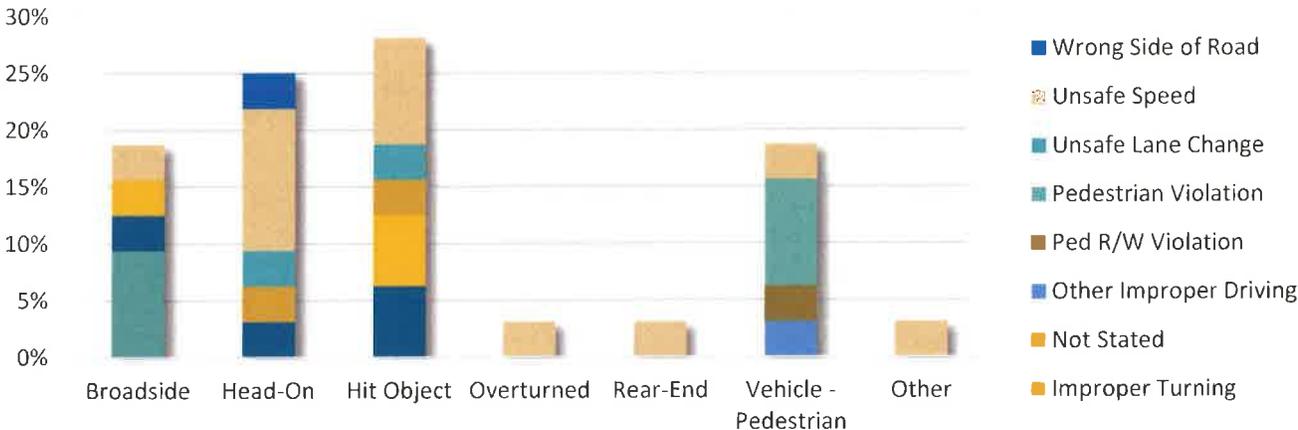
Figure 12. Collision Type for F+SI collisions on Roadway Segments (2015 - 2019)



COLLISION TYPE AND PRIMARY VIOLATION FACTORS

Unsafe speed (38%) was observed to be the most commonly occurring primary violation factor, followed by driving or bicycling under the influence of drugs or alcohol (13%), automobile right-of-way (9%), improper turning (9%), and pedestrian violation (9%). Unsafe speed led mostly to hit object and head-on collisions, while automobile right-of-way led mostly to broadside collisions, and pedestrian violation primarily led to vehicle-pedestrian collisions. The results of the violation category, compared with collision type, are shown in **Figure 13**.

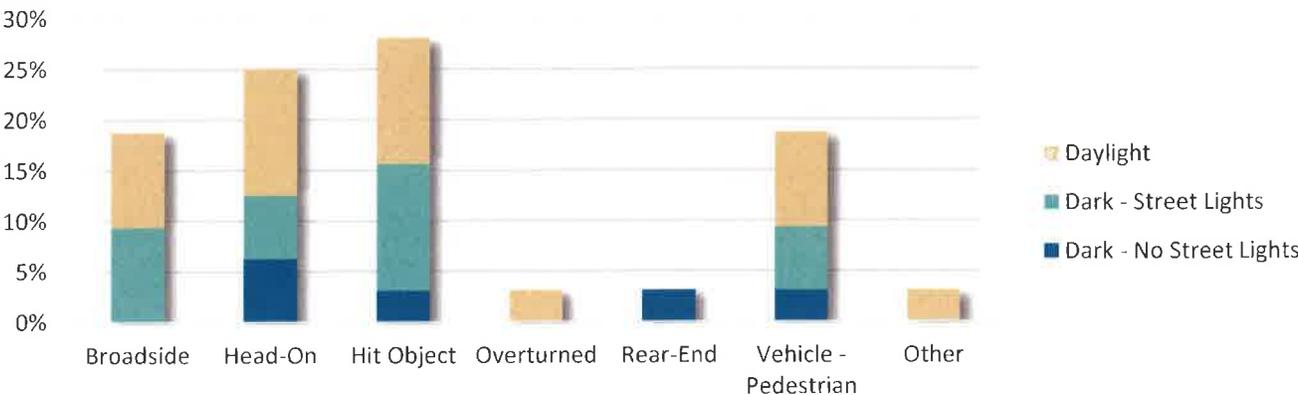
Figure 13. Violation Categories for F+SI Collisions on Roadway Segments (2015 - 2019)



COLLISION TYPE AND LIGHTING CONDITION

It was observed that 50% of F+SI collisions occurred during daylight on roadway segments. The remaining 50% of collisions occurred during darker hours, out of which 34% collisions occurred on roadway segments with street lights, and 16% occurred on roadway segments without street lights. Hit object, broadside, vehicle-pedestrian, and head-on collisions were common both in daylight conditions and in darker hours with street light. The results of lighting conditions, compared with collision type, are shown in **Figure 14**.

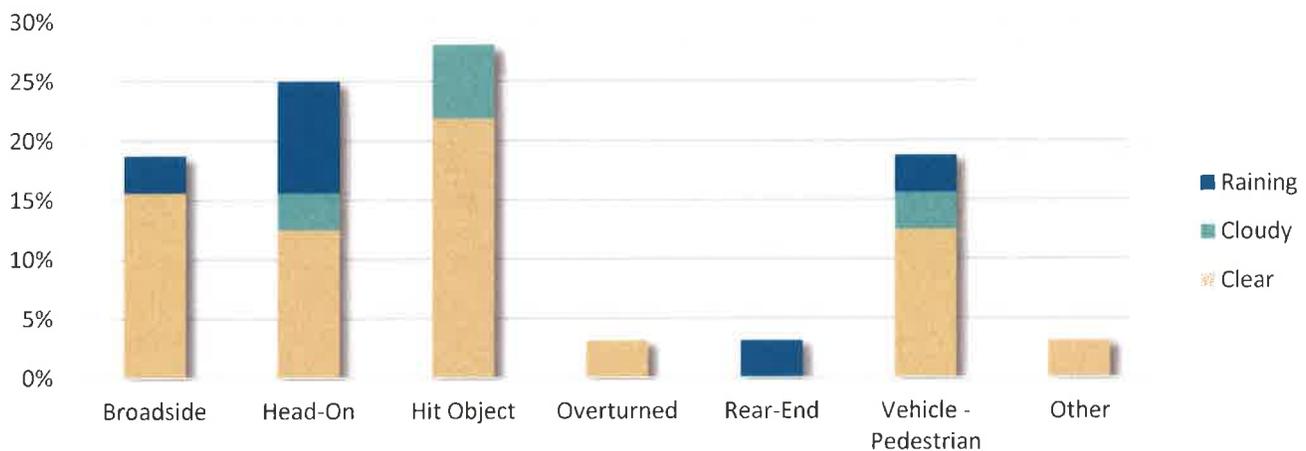
Figure 14. Lighting Conditions for F+SI Collisions on Roadway Segments (2015 - 2019)



COLLISION TYPE AND WEATHER CONDITION

A total of 69% of F+SI collisions occurred during clear weather on roadway. Approximately 19% occurred during rainy weather, and 13% occurred during cloudy weather. Hit object, broadside, head-on and vehicle-pedestrian collisions occurred during clear weather conditions. The results of weather conditions, compared with collision type, are shown in **Figure 15**.

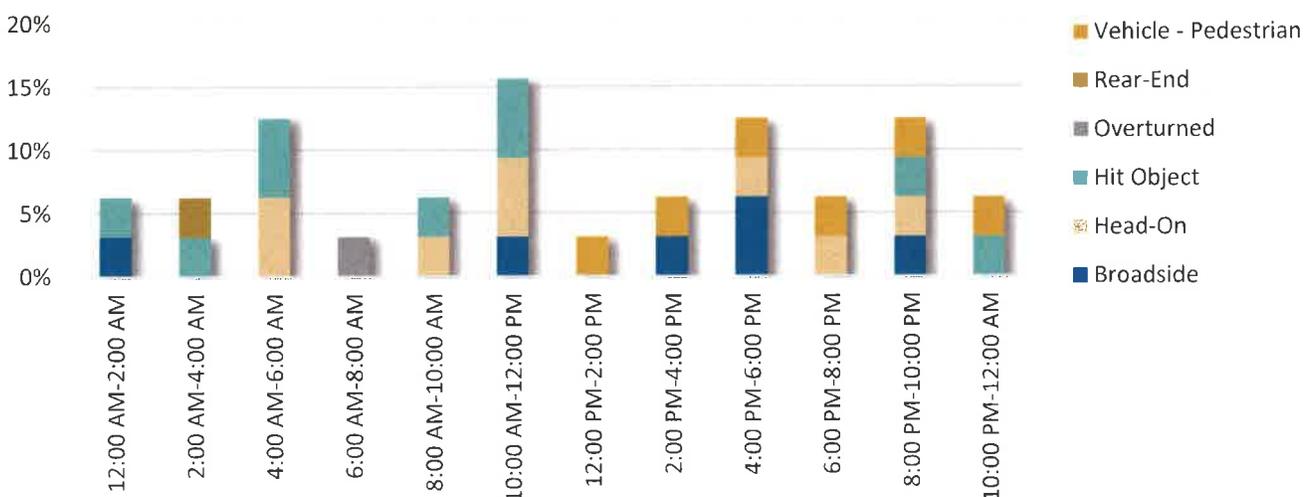
Figure 15. Weather Conditions for F+SI Collisions on Roadway Segments (2015 - 2019)



COLLISION TYPE AND TIME OF DAY

The most prominent time periods for F+SI collisions on roadway segments were observed to be between 10:00 AM and 12:00 PM (16%), and 4:00 PM and 6:00 PM (16%). Other significant time periods include between 4:00 AM and 6:00 AM (13%), and 8:00 PM and 10:00 PM (13%). Hit object is the most occurring collision type in a two-hour window (between 4:00 AM and 6:00 AM, and 10:00 AM and 12:00 PM), closely followed by head-on. The results for the time of collisions, compared with collision type, are shown in **Figure 16**.

Figure 16. F+SI Collisions on Roadway Segments as per Time of Day (2015 - 2019)



6.4 INTERSECTION COLLISION ANALYSIS

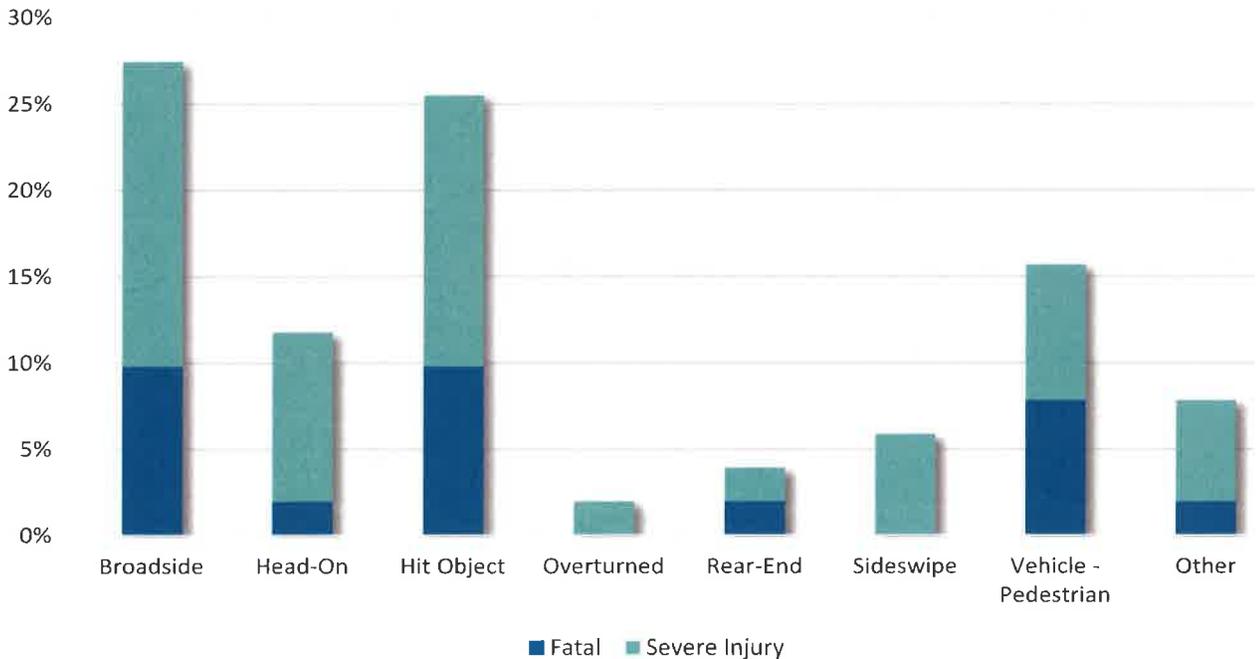
There were a total of 51 F+SI collisions that occurred at intersections, between January 1, 2015 and December 31, 2019. The following interrelations to collision types have been analyzed for intersections:

- Collision Type and Severity
- Collision Type and Primary Violation Factor
- Collision Type and Lighting Condition
- Collision Type and Weather Condition
- Collision Type and Time of Day

COLLISION TYPE AND SEVERITY

Broadside (27%), and hit object (25%) were the most prominent collision type responsible for F+SI collisions at intersections. Broadside, head-on, hit object, rear end, and vehicle-pedestrian collisions have led to fatalities, and are also common causes for severe injury collisions. The results of collision types by severity are shown in **Figure 17**.

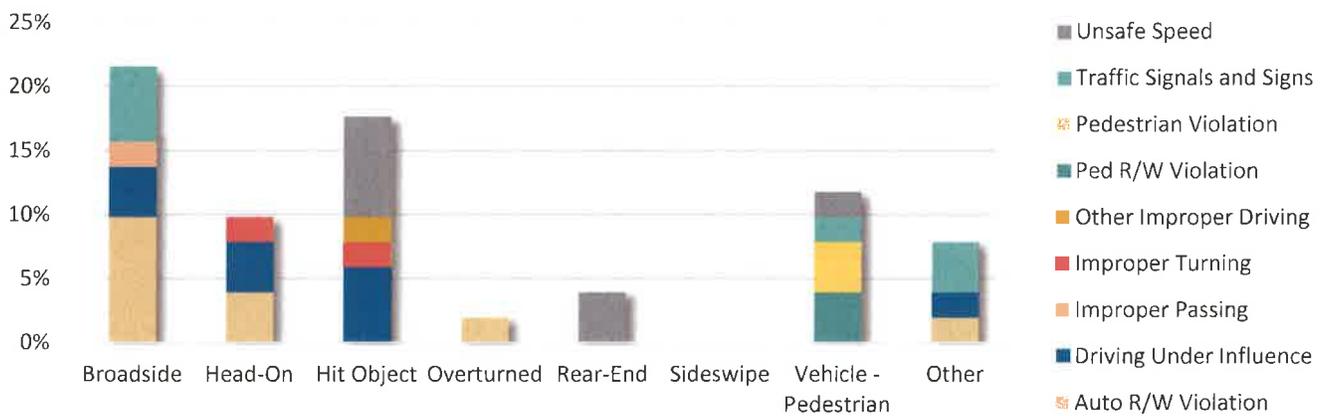
Figure 17. Collision Type by Severity for F+SI Collisions at Intersections (2015 - 2019)



COLLISION TYPE AND PRIMARY VIOLATION FACTOR

It was observed that automobile right-of-way violation (16%) resulted in the most F+SI collisions at intersections. Driving or bicycling under the influence of drugs or alcohol, and unsafe speed were the second most common violations (14% each). Hit object collisions were primarily due to unsafe speed, driving under the influence, improper turning, and other improper driving. Broadside collisions occurred due to automobile right-of-way violation, driving under the influence of drugs or alcohol, and traffic signs and signals violation. The results of violation categories, compared with collision type, are shown in **Figure 18**.

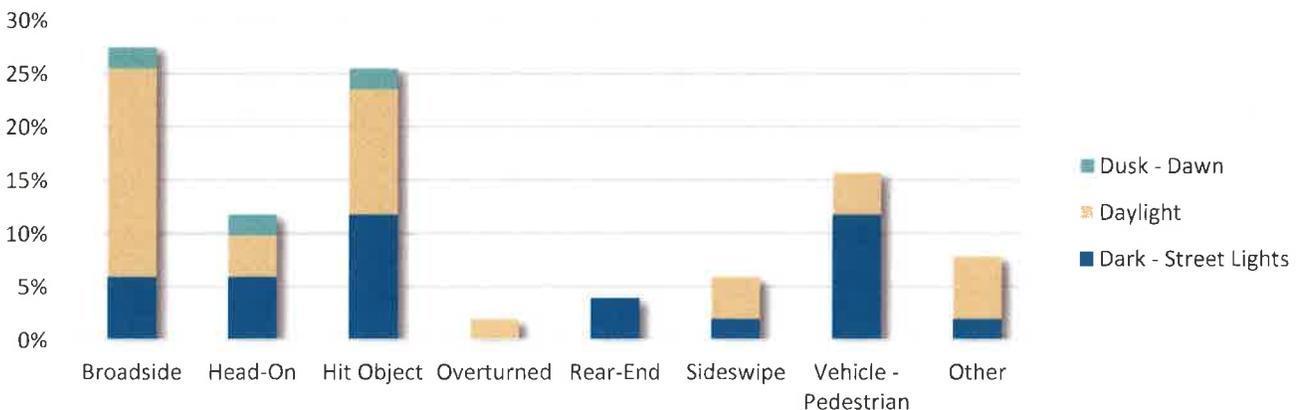
Figure 18. Violation Categories for F+SI Collisions at Intersections (2015 - 2019)



COLLISION TYPE AND LIGHTING CONDITION

Out of all the F+SI collisions, 51% occurred during daylight. Approximately 43% occurred in the darker hours with the presence of streetlights, and 6% occurred during dusk or dawn. Broadside and hit object collisions mostly occurred during daylight conditions. Broadside, head-on, hit object and vehicle-pedestrian collisions occurred during darker hours with the presence of street lights. The results of lighting conditions, compared with collision type, are shown in **Figure 19**.

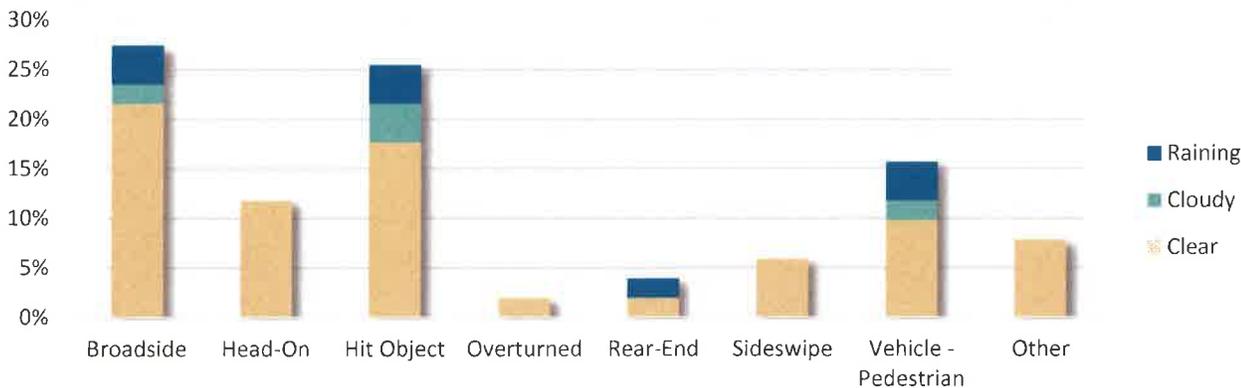
Figure 19. Lighting Conditions for F+SI Collisions at Intersections (2015 - 2019)



COLLISION TYPE AND WEATHER CONDITION

A total of 78% F+SI collisions at intersections occurred during clear weather, while 14% occurred in rainy weather, and 8% occurred in cloudy weather. Almost all type of collisions occurred during clear weather. Broadside, hit object, and vehicle-pedestrian collisions occurred during cloudy weather. Broadside, hit object, vehicle-pedestrian, and rear end collisions occurred during rainy weather. Broadside, hit object, vehicle-pedestrian, and rear end collisions occurred during rainy weather. The results of weather conditions, compared with collision type, are shown in **Figure 20**.

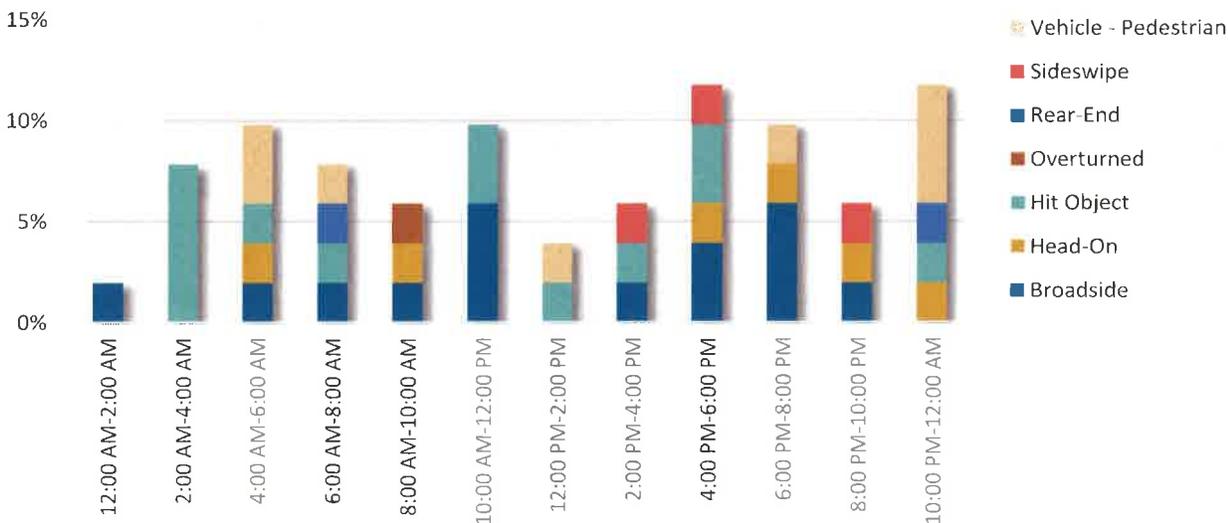
Figure 20. Weather Conditions for F+SI Collisions at Intersections (2015 - 2019)



COLLISION TYPE AND TIME OF DAY

The most prominent time for F+SI collisions at intersections were observed to be between 4:00 PM and 6:00 PM (14%), and 10:00 PM and 12:00 AM (12%). Other significant periods include between 4:00 AM and 6:00 AM, 10:00 AM and 12:00 PM, 12:00 PM and 2:00 PM (at 10% each). The results for collision times, compared with collision type, are shown in **Figure 21**.

Figure 21. F+SI Collisions at Intersections as per Time of Day (2015 - 2019)



6.5 IDENTIFICATION OF HIGH-RISK LOCATIONS

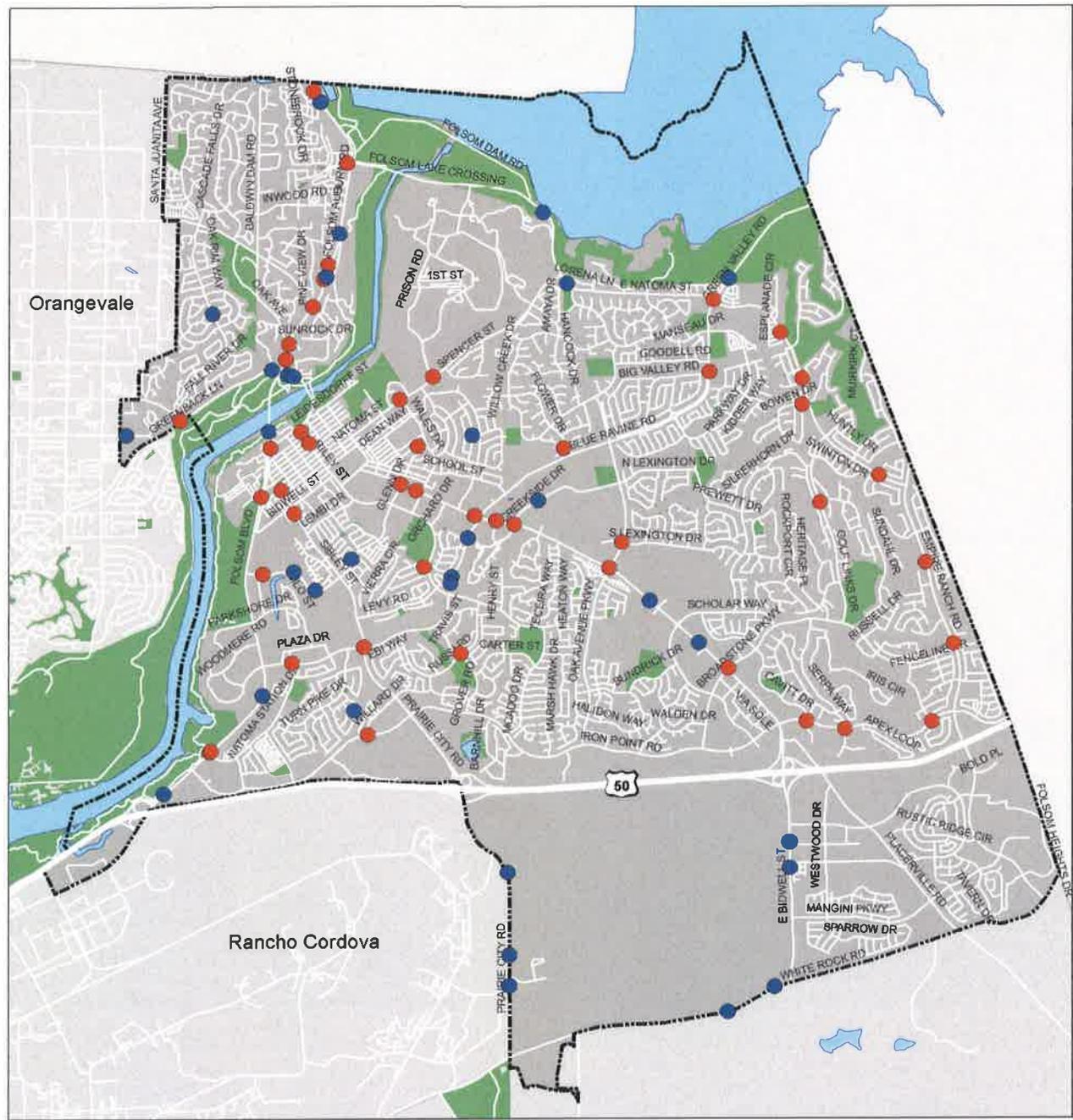
Following the detailed collision analysis in **Sections 6.3** and **6.4**, the next step was to identify the City's high-risk roadway segments and intersections. A collision rate analysis was conducted for the whole City. This section lists the top 10 high-risk roadway segments and top 30 high-risk intersections. Detailed methodology and process for identification of high-risk roadway segments and intersections can be found in **Appendix E**.

This section ranks the top 10 high-risk roadway segments, and top 30 high-risk intersections on the City of Folsom's local roadways. It also includes information on collision type, and primary violation factors. Note that only fatal and severe injury collisions were considered for this analysis. **Figure 22** illustrates the roadway segment and intersection related F+SI collisions in the City of Folsom.



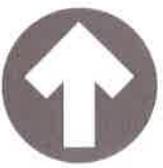
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Figure 22. Intersection and Roadway Segment F+SI Collisions (2015 - 2019)



Fatal and Severe Injury Collisions by Facility Type (2015 - 2019)

- Facility Type**
- Roadway Segment Collision
 - Intersection Collision
 - Parks and Open Space
 - City of Folsom



ROADWAY SEGMENTS

There were a total of 32 F+SI collisions that occurred on the roadway segments. Out of the 32 F+SI collisions, 12 led to fatalities, and 20 led to severe injury collisions. Perraud Drive between Alezane Drive and Briarcliff Drive and Bayline Circle between Whistle Stop Way and Kennar Way were observed to have the highest collision rates. The reason is attributed to having low ADT in the segments. Note that not all roadway segments with high collision rate have been prioritized for safety projects (**Chapter 9**). These locations help identify risk factors from the systemic point of view, roadway segments with similar characteristics, and emphasis areas (**Chapter 7**).

Table 1 lists the top ten identified high-risk roadway segments and their collision rates, collision type, and primary violation factor. Note that the high-rated collisions have occurred due to improper turning resulting in broadside collision, and unsafe speed resulting in vehicle and pedestrian collision. Vehicle and pedestrian collision was observed to be the predominant collision type. Unsafe speed was the most common violation factor.

Figure 23 illustrates all the collision locations, along with the calculated collision rate.

Table 1. City-Wide Collision Analysis Rate for Roadway Segments

Code	Roadway Segment	Collision Rate	# Collision	Severity	Collision Type	Primary Violation Factor
RS1	Bayline Circle, between Whistle Stop Way and Kennar Way	1.503	1	Severe Injury	Vehicle-Pedestrian	Unsafe Speed
RS2	Perraud Drive, between Alezane Drive and Briarcliff Drive	1.403	1	Severe Injury	Broadside	Improper Turning
RS3	Creekside Drive, between E Bidwell Street and 2,640 feet west from Oak Avenue Parkway	0.341	1	Fatal	Vehicle-Pedestrian	Pedestrian Right-of-Way Violation
RS4	American River Canyon Drive, between Oak Canyon Way and Canyon Rim Drive	0.339	1	Severe Injury	Hit Object	Unsafe Speed (2)
RS5	Glenn Drive, between 360 feet west from Sibley Street and 1,050 feet east from Folsom Boulevard	0.241	2	Severe Injury (2)	Head-On / Hit Object	Wrong Side of Road
RS6	White Rock Road, between 2,500 feet west from E Bidwell Street and 4,900 feet west from E Bidwell Street	0.179	1	Severe Injury	Head-On	Pedestrian Violation

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Table 1. City-Wide Collision Analysis Rate for Roadway Segments (Continued)

Code	Roadway Segment	Collision Rate	# Collision	Severity	Collision Type	Primary Violation Factor
RS7	White Rock Road, between 100 feet west from E Bidwell Street and 2,500 feet west from E Bidwell Street	0.179	1	Severe Injury	Vehicle-Pedestrian	Pedestrian Violation
RS8	Glenn Drive, between Whiting Way and 360 feet west from Sibley Street	0.178	1	Fatal	Hit Object	Unsafe Speed
RS9	Green Valley Road, between East Natoma Street and 1,000 feet north from East Natoma Street	0.099	1	Severe Injury	Head-On	Not Stated
RS10	Greenback Lane, between Madison Avenue and Folsom City Boundary	0.089	1	Fatal	Vehicle-Pedestrian	Pedestrian Violation

Figure 23. City-Wide Collision Rate Analysis for Roadway Segments

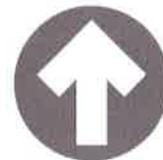


Collision Rate Analysis - Roadway Segment Collisions

Collision Rate

- 0.046799 - 0.098509
- 0.098510 - 0.340508
- 0.340509 - 1.503279

- F+SI Collisions on Roadway Segments
- Parks and Open Space
- City of Folsom



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INTERSECTIONS

There were a total of 51 F+SI collisions that occurred at intersections. Out of the 51 collisions, 17 led to fatalities and 34 led to severe injury collisions. The intersection of Arbuckle Avenue and Steeplechase Drive had the highest collision rate. This is attributed to low ADT on a residential street. Note that not all intersections with high collision rate have been prioritized for safety projects (**Chapter 9**). These locations help identify risk factors from the systemic point of view, intersections with similar characteristics, and emphasis areas (**Chapter 7**). Intersections with the same number of collisions and same ADT values resulted in identical collision rates.

Table 2 lists the top 30 identified high-risk intersections' collision rate along with their collision rate, collision type and primary violation factor. The analysis shows that the high-rated collisions have occurred due to unsafe speed, resulting in rear-end and vehicle-pedestrian collisions. Broadside and head-on collisions were observed to be the predominant collision types. Unsafe speed and automobile right-of-way were the most common violation factors.

Figure 24 illustrates the collision locations along with the calculated collision rate.

Table 2. City-Wide Collision Analysis Rate for Intersections

Code	Intersection	Collision Rate	# Collision	Severity	Collision Type	Primary Violation Factor
11	Arbuckle Avenue / Steeplechase Drive	0.686	1	Fatal	Rear-End	Unsafe Speed
12	Bowden Drive / Smith Way	0.376	1	Fatal	Vehicle-Pedestrian	Unsafe Speed
13	Leidesdorff Street / Reading Street	0.295	1	Severe Injury	Vehicle-Pedestrian	Pedestrian Right-of-Way Violation
14	Cavitt Drive / 1800 Cavitt Drive	0.277	1	Severe Injury	Sideswipe	Not Stated
15	Russi Road / Grover Road	0.229	1	Severe Injury	Hit Object	Driving Under Influence
16	E Natoma Street / Cameron Drive	0.106	1	Fatal	Broadside	Automobile Right-of-Way Violation

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Table 2. City-Wide Collision Analysis Rate for Intersections (Continued)

Code	Intersection	Collision Rate	# Collision	Severity	Collision Type	Primary Violation Factor
17	Sibley Street / Kelly Way	0.091	1	Fatal	Vehicle-Pedestrian	Not Stated
18	Empire Ranch Road / Woodhead Street	0.090	1	Severe Injury	Head-On	Improper Turning
19	E Bidwell Street / Oak Avenue Parkway	0.077	4	Fatal (2) / Severe Injury (2)	Rear-End / Sideswipe / Hit Object / Other	Unsafe Speed / Driving Under Influence (2) / Unknown
110	Glenn Drive / Coolidge Drive	0.072	1	Severe Injury	Hit Object	Unsafe Speed
111	Empire Ranch Road / Broadstone Parkway	0.064	1	Severe Injury	Hit Object	Unsafe Speed
112	Iron Point Road / Carpenter Hill Road	0.063	1	Severe Injury	Broadside	Driving Under Influence
113	Glenn Drive / Market Street	0.056	1	Severe Injury	Hit Object	Driving Under Influence
114	Golf Links Drive / Sturbridge Drive	0.054	1	Severe Injury	Broadside	Automobile Right-of-Way Violation
115*	E Natoma Street / Prison Road	0.46	1	Severe Injury	Head-On	Not Stated

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Table 2. City-Wide Collision Analysis Rate for Intersections (Continued)

Code	Intersection	Collision Rate	# Collision	Severity	Collision Type	Primary Violation Factor
115*	Iron Point Road / Willard Drive	0.46	1	Fatal	Broadside	Automobile Right-of-Way Violation
	E Natoma Street / Green Valley Road	0.44	1	Severe Injury	Head-On	Driving Under Influence
116*	Natoma Street / Wales Drive	0.44	1	Severe Injury	Head-On	Automobile Right-of-Way Violation
	Natoma Street / Sibley Street	0.44	1	Severe Injury	Head-On	Automobile Right-of-Way Violation
117	Iron Point Road / Serpa Way	0.039	1	Severe Injury	Other	Traffic Signals and Signs
	E Natoma Street / Picasso Way	0.036	1	Severe Injury	Hit Object	Unknown
118*	E Natoma Street / Harvest Loop	0.036	1	Fatal	Hit Object	Unsafe Speed
119	Folsom Boulevard / Natoma Station Drive	0.034	2	Fatal / Severe Injury	Hit Object / Other	Unknown / Traffic Signals and Signs
120	Oak Avenue Parkway / S Lexington Drive	0.031	1	Severe Injury	Broadside	Not Stated

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Table 2. City-Wide Collision Analysis Rate for Intersections (Continued)

Code	Intersection	Collision Rate	# Collision	Severity	Collision Type	Primary Violation Factor
121	E Bidwell Street / Wales Drive	0.030	1	Severe Injury	Vehicle-Pedestrian	Pedestrian Violation
122	E Bidwell Street / Broadstone Parkway	0.029	2	Fatal (2)	Broadside / Head-On	Traffic Signals and Signs / Driving Under Influence
123*	Riley Street / Leidesdorff Street	0.028	1	Fatal	Hit Object	Unsafe Speed
	Riley Street / Figueroa Street	0.028	1	Severe Injury	Broadside	Traffic Signals and Signs
124	Blue Ravine Road / Flower Drive	0.025	1	Severe Injury	Hit Object	Not Stated
125	Blue Ravine Road / Natoma Station Drive	0.024	1	Fatal	Vehicle-Pedestrian	Traffic Signals and Signs
126	Blue Ravine Road / Big Valley Road	0.022	1	Fatal	Vehicle-Pedestrian	Unknown
127*	Folsom Auburn Road / Berry Creek Drive	0.021	1	Severe Injury	Sideswipe	Unknown
	Folsom Auburn Road / Marietta Court;	0.021	1	Severe Injury	Broadside	Automobile Right-of-Way Violation

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Table 2. City-Wide Collision Analysis Rate for Intersections (Continued)

Code	Intersection	Collision Rate	# Collision	Severity	Collision Type	Primary Violation Factor
127*	Folsom Auburn Road / Oak Avenue	0.021	1	Severe Injury	Other	Automobile Right-of-Way Violation
	E Bidwell Street / Harrington Way	0.021	1	Severe Injury	Broadside	Improper Passing
	E Bidwell Street / Glenn Drive	0.021	1	Severe Injury	Broadside	Unknown
	E Bidwell Street / Blue Ravine Road	0.021	1	Fatal	Vehicle-Pedestrian	Pedestrian Right-of-Way Violation
	E Bidwell Street / Creekside Drive	0.021	1	Severe Injury	Hit Object	Other Improper Driving
128	Blue Ravine Road / Sibley Street	0.020	1	Severe Injury	Broadside	Traffic Signals and Signs
129*	Folsom Auburn Road / Oak Avenue Parkway	0.018	1	Severe Injury	Overtaken	Automobile Right-of-Way Violation
	Folsom Auburn Road / Hillwood Drive	0.018	1	Fatal	Broadside	Automobile Right-of-Way Violation
130	Folsom Boulevard / Natoma Street	0.017	1	Severe Injury	Vehicle-Pedestrian	Pedestrian Violation

* Locations have same collision rate

Figure 24. City-Wide Collision Rate Analysis for Intersections



Collision Rate Analysis - Intersection Collisions

Collision Rate

- 0.013943 - 0.055782
- 0.055783 - 0.229170
- 0.229171 - 0.685789

- City of Folsom
- Parks and Open Space



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7

EMPHASIS AREAS AND SAFETY STRATEGIES

Emphasis areas are focus of roadway safety plan that are identified through the various collision types and factors resulting in fatal and severe injury collisions within the City of Folsom. Emphasis areas help in identifying appropriate safety strategies and countermeasures with the greatest potential to reduce collisions occurring at roadway segments and intersections. Emphasis areas help meet the plan's overall goal by establishing strategies, actions and performance measures. These strategies are identified through a comprehensive approach, following the four Es of traffic safety: Education, Enforcement, Engineering, and Emergency Medical Services. Combining multiple strategies under the various Es increases the likelihood of success in improving traffic safety.

This chapter summarizes the 10 emphasis area identified for the City of Folsom, they are:

1. Intersection Safety Improvements
2. Reduce Night-Time Collisions
3. Reduce Roadway Departure Collisions
4. Pedestrian Safety Improvements
5. Bicycle Safety Improvements
6. Reduce Broadside Collisions due to Automobile-Right-of-Way Violation
7. Reduce Hit Object Collisions due to Speeding and Impaired Driving
8. Reduce Collisions by Young-Adult Drivers and Aggressive Driving
9. Reduce Distracted Driving and Increase Driver Awareness
10. Reduce Collisions near School

Tables 3 to 12 summarizes the 10 emphasis areas, and the E-strategies (Education, Enforcement, Engineering, and Emergency Medical Services). Detailed information on the collision summary for the emphasis area; and possible countermeasures can be found in **Appendix F**.

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Table 3. Emphasis Area 1 - Intersection Safety Improvements

Intersection Safety Improvements					
Objectives			Success Indicator		
Reduce the number of fatal and severe injury collisions at intersections.			A reduction in the number of fatal and severe injury collisions at high-risk intersections.		
	Action	Target Output	Performance Measure	Monitoring and Evaluation	Potential Funding Sources
Education	Conduct public information and education campaign for intersection safety laws regarding traffic lights, stop signs, and turning left or right.	Awareness of traffic safety laws to be followed at intersections.	Number of education campaigns.	Online or print survey of public response.	ATP BTP OTS
Enforcement*	Targeted enforcement at high-risk intersections to monitor traffic law violations, right-of-way violations, and DUI.	Reduction in intersection collisions due to traffic law violations, right-of-way violations, and DUI.	Number of tickets issued.	Number of intersection collisions related to traffic law, violations, compared to the previous year.	ATP OTS
Engineering**	<ul style="list-style-type: none"> S02, Improve signal hardware: lenses, back-plates with retro-reflective borders, mounting, size, and number S09, Install raised pavement markers and striping (Through Intersection) NS06, Install/upgrade larger or additional stop signs or other intersection warning/regulatory signs NS07, Upgrade intersection pavement markings (NS.I.) NS14, Install raised median on approaches (NS.I.) R01, Add Segment Lighting R22, Install/Upgrade signs with new fluorescent sheeting (regulatory or warning) R27, Install delineators, reflectors and/or object markers 	Reduction of traffic movement conflicts at intersections.	Number of intersections improved.	Number of intersection crashes related to traffic movement compared to the previous year.	HSIP ATP BTP SB1 RSTP MTIP STIP
EMS	Maintenance and upgradation of existing preemptive system	Decrease in response time.	EMS response time	EMS response time compared to the previous year.	OTS

*The purpose of increased enforcement is not to increase the number of citations but to encourage drivers to adhere to traffic laws.

** Countermeasures labeled S (Signalized), NS (Non-Signalized) and R (Roadway Segment) and their corresponding countermeasure number should be referred from the Local Roadway Safety Manual (LRSM, 2020)

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Table 4. Emphasis Area 2 - Reduce Night-Time Collisions

Reduce Night-Time Collisions					
Objectives			Success Indicator		
Reduce the number of fatal and severe injury collisions occurring at night (no natural light).			Reduction in the number of night-time fatal and severe injury collisions at high-risk locations.		
	Action	Target Output	Performance Measure	Monitoring and Evaluation	Potential Funding Sources
Education	Develop awareness program to inform residents of high-risk collision locations, the most common violations and collision types occurring at night.	Awareness regarding night-time collision types and traffic law violations.	Number of awareness program related events.	Online or print survey of public response.	ATP BTP OTS
Enforcement*	Increase patrolling at locations where night time collisions are higher.	Reduction in night-time collisions caused due to traffic violations.	Number of tickets for violators at night.	Number of night-time collisions compared to the previous year.	ATP OTS
Engineering**	<ul style="list-style-type: none"> S02, Improve signal hardware: lenses, back-plates with retro-reflective borders, mounting, size, and number S09, Install raised pavement markers and striping (Through Intersection) NS06, Install/upgrade larger or additional stop signs or other intersection warning/regulatory signs NS07, Upgrade intersection pavement markings (NS.I.) R01, Add Segment Lighting R22, Install/Upgrade signs with new fluorescent sheeting (regulatory or warning) R27, Install delineators, reflectors and/or object markers Reflective paint on roadside objects, guard walls and poles 	Reduction in fatal and severe injury collisions at night.	Number of locations improved to mitigate night-time collisions.	Number of fatal and severe injury collisions at night compared to the previous year.	HSIP ATP BTP SB1 RSTP MTIP STIP
EMS	Improve resource deployment at night for emergency responses at collision sites.	Decrease response time at night.	EMS vehicle response time at night.	Response time at night compared to the previous year.	OTS

*The purpose of increased enforcement is not to increase the number of citations but to encourage drivers to adhere to traffic laws.

**Countermeasures labeled S (Signalized), NS (Non-Signalized) and R (Roadway Segment) and their corresponding countermeasure number should be referred from the Local Roadway Safety Manual (LRSM, 2020)

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Table 5. Emphasis Area 3 - Reduce Roadway Departure Collisions

Reduce Roadway Departure Collisions					
Objectives			Success Indicator		
Minimize the frequency and severity of roadway departure collisions.			Reduction in the number of fatal and severe injury collisions due to roadway departures.		
	Action	Target Output	Performance Measure	Monitoring and Evaluation	Potential Funding Sources
Education	Education and outreach efforts to encourage safe-driving behaviors at roadway segments.	Awareness of safe-driving behavior on roadway segments.	Number of outreach events for safe-driving behaviors.	Number of attendees and responses at such outreach events.	ATP BTP OTS
Enforcement	<ul style="list-style-type: none"> Implement stricter law enforcement and increase fines for violations that result in roadway departure crashes. Deploy visible targeted enforcement at high-risk roadway departure locations. 	Change in driving behavior leading to roadway departure.	Number of warnings issued for driving behavior leading to roadway departures.	Number of warnings issued compared to the previous year.	ATP OTS
Engineering*	<ul style="list-style-type: none"> S09, Install raised pavement markers and striping (Through Intersection) S11, Improve pavement friction (High Friction Surface Treatments) NS07, Upgrade intersection pavement markings (NS.I.) NS12, Improve pavement friction (High Friction Surface Treatments) R05, Install impact attenuators R06, Flatten side slopes R15, Widen shoulder R27, Install delineators, reflectors and/or object markers R30, Install centerline rumble strips/stripes R31, Install edgeline rumble strips/stripes Reflective paint at intersection objects, guard walls and poles 	Reduction in the frequency of roadway departures.	Number of frequent roadway departure locations improved.	Frequency of roadway departures crashes compared to the previous year.	HSIP ATP BTP SB1 RSTP MTIP STIP
EMS	Improve resource deployment for emergency responses at collision sites.	Decrease response time.	EMS vehicle response time.	Response time compared to the previous year.	OTS

* Countermeasures labeled S (Signalized), NS (Non-Signalized) and R (Roadway Segment) and their corresponding countermeasure number should be referred from the Local Roadway Safety Manual (LRSM, 2020)

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Table 6. Emphasis Area 4 - Pedestrian Safety Improvements

Pedestrian Safety Improvements					
Objectives			Success Indicator		
Improve pedestrian network and develop safe walking environment for pedestrians.			Reduction in the number of pedestrian-related collisions within the City.		
Action	Target Output	Performance Measure	Monitoring and Evaluation	Potential Funding Sources	
Education	<ul style="list-style-type: none"> Pedestrian safety campaigns and outreach to raise their awareness of pedestrian safety needs through media outlets and public events. Post signage along roadways in areas of anticipated or known high pedestrian activity advising motorists of zero-tolerance motor vehicle law enforcement. Provide public outreach to advise of City efforts toward zero-tolerance motor vehicle law enforcement in high pedestrian activity. 	Increase awareness for pedestrian safety.	Number of outreach events for pedestrian safety campaigns.	Number of attendees and responses for pedestrian safety campaigns.	ATP BTP OTS
	<ul style="list-style-type: none"> Conduct frequent daytime and nighttime sobriety checkpoints throughout the City with a focus on areas of known or anticipated high pedestrian activity. Targeted and zero-tolerance enforcement of motor vehicle speed limit violations, signal/right-of-way violations, aggressive driving, distracted driving, DUI, and illegal vehicle modifications in areas with known or anticipated high pedestrian activity. 	Reduction in pedestrian right-of-way violation and vehicle-pedestrian conflict.	Number of citations issued for violating pedestrian right-of-way.	Number of citations issued for violating pedestrian right-of-way compared to the previous year.	ATP OTS
Engineering**	<ul style="list-style-type: none"> S03, Improve signal timing (coordination, phases, red, yellow, or operation) S09, Install raised pavement markers and striping (Through Intersection) S19PB, Pedestrian Scramble S21 PB, Modify signal phasing to implement a Leading Pedestrian Interval 	Safe walking environment for pedestrians by reducing the number of pedestrian-related collisions.	Number of pedestrian-related collisions.	Number of pedestrian-related collisions compared to the previous year.	HSIP ATP BTP SB1 RSTP MTIP STIP

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Table 6. Emphasis Area 4 - Pedestrian Safety Improvements (Continued)

Pedestrian Safety Improvements				
Engineering**	• NS07, Upgrade intersection pavement markings (NS.I.)			
	• NS19PB, Install raised medians (refuge islands)			
	• NS21PB, Install/upgrade pedestrian crossing at uncontrolled locations (with enhanced safety features)			
	• High-visibility ladder crosswalks			
	• Mid-block curb extension			
	• Pedestrian crossing flags and yield sign for pedestrian at crosswalk			
EMS	Develop programs that would enable residents to coordinate with EMS to understand strategies in dealing pedestrian casualties.	Residents equipped with in-hand EMS strategies till EMS arrival.	Number of pedestrian collision-related casualty dealt by EMS.	Number of pedestrian-related casualty dealt by EMS compared to the previous year. OTS

*The purpose of increased enforcement is not to increase the number of citations but to encourage drivers to adhere to traffic laws.

**Countermeasures labeled S (Signalized), NS (Non-Signalized) and R (Roadway Segment) and their corresponding countermeasure number should be referred from the Local Roadway Safety Manual (LRSM, 2020)

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Table 7. Emphasis Area 5 - Bicycle Safety Improvements

Bicycle Safety Improvements					
Objectives			Success Indicator		
Improve bicycle network and develop safe walking environment for bicyclists.			Reduction in the number of bicycle-related collisions within the City.		
	Action	Target Output	Performance Measure	Monitoring and Evaluation	Potential Funding Sources
Education	<ul style="list-style-type: none"> Conduct public education and outreach to raise their awareness of bicyclist safety needs, and promote helmet use. Post signage along roadways throughout the City advising motorists of zero-tolerance motor vehicle law enforcement. Provide public outreach to advise of City efforts toward zero-tolerance motor vehicle law enforcement. 	Increase awareness for bicycle safety and helmet use.	Number of outreach events for pedestrian safety campaigns.	Number of attendees and responses for pedestrian safety campaigns.	ATP BTP OTS
	<ul style="list-style-type: none"> Conduct frequent daytime sobriety checkpoints throughout the City. Targeted and zero-tolerance enforcement of motor vehicle speed limit violations, signal/right-of-way violations, aggressive driving, distracted driving, DUI, and illegal vehicle modifications throughout the City. 	Reduction in bicycle right-of-way violation and vehicle-bicycle conflict.	Number of citations issued for violating bicycle right-of-way, and helmet use.	Number of citations issues for violating bicycle right-of-way, and helmet use compared to the previous year.	ATP OTS
	<ul style="list-style-type: none"> S03, Improve signal timing (coordination, phases, red, yellow, or operation) S20PB, Install advance stop bar before crosswalk (Bicycle Box) NS06, Install/upgrade larger or additional stop signs or other intersection warning/regulatory signs Highlighted crossing for bicyclists Curb extensions at wide approaches Avoid road construction and maintenance projects that eliminate or reduce bicycle facilities. 	Safe bicycling environment by reducing the number of bicycle-vehicle collisions.	Number of bicycle-related collisions.	Number of bicycle-related collisions compared to the previous year.	HSIP ATP BTP SB1 RSTP MTIP STIP

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Table 7. Emphasis Area 5 - Bicycle Safety Improvements (Continued)

Bicycle Safety Improvements					
Engineering**	<ul style="list-style-type: none"> • Provide bicycle lanes or otherwise accommodate the safe movement of on-road bicyclists as a component of all new road construction. • Provide improved intersections of Class I bicycle trails with City streets to provide increased visibility, increased bicycle ingress/merging priority. 				
EMS	Develop programs that would enable residents to coordinate with EMS to understand strategies in dealing bicycle-vehicle collision casualties.	Residents equipped with in-hand EMS strategies till EMS arrival.	Number of bicycle collision-related casualty dealt by EMS.	Number of bicycle-related casualty dealt by EMS compared to the previous year.	OTS

*The purpose of increased enforcement is not to increase the number of citations but to encourage drivers to adhere to traffic laws.

**Countermeasures labeled S (Signalized), NS (Non-Signalized) and R (Roadway Segment) and their corresponding countermeasure number should be referred from the Local Roadway Safety Manual (LRSM, 2020)

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Table 8. Emphasis Area 6 - Reduce Broadside Collisions due to Automobile Right-of-Way Violation

Reduce Broadside Collisions due to Automobile Right-Of-Way Violation					
Objectives			Success Indicator		
Reduce the number of automobile right-of-way violations that lead to broadside collisions.			Reduction in the number of automobile right-of-way violations that lead to broadside collisions on arterials and collectors.		
	Action	Target Output	Performance Measure	Monitoring and Evaluation	Potential Funding Sources
Education	Distribute brochures/fliers with basic automobile right-of-way rules and illustrations at public events.	Educate drivers about automobile right-of-way rules and penalties associated.	Number of materials, with response survey, distributed.	Number of responses received, compared to the previous year.	ATP BTP OTS
Enforcement*	Targeted enforcement at locations with most automobile right-of-way violations, and implement strict penalties for such violations.	Reduction in the number of automobile right-of-way violations.	Number of citations issued for automobile right-of-way violations.	Number of citations issued for automobile right-of-way violations, compared to the previous year.	ATP OTS
Engineering**	<ul style="list-style-type: none"> S02, Improve signal hardware: lenses, back-plates with retro-reflective borders, mounting, size, and number S03, Improve signal timing (coordination, phases, red, yellow, or operation) S09, Install raised pavement markers and striping (Through Intersection) 				HSIP ATP
	<ul style="list-style-type: none"> NS02, Convert to all-way STOP control (from 2-way or Yield control) NS06, Install/upgrade larger or additional stop signs or other intersection warning/regulatory signs NS07, Upgrade intersection pavement markings (NS.I.) NS11, Improve sight distance to intersection (Clear Sight Triangles) R21, Improve pavement friction (High Friction Surface Treatments) R30, Install centerline rumble strips 	Reduction in the number of automobile right-of-way violations leading to broadside collisions.	Number of automobile right-of-way violations leading to broadside collisions.	Number of automobile right-of-way violations leading to broadside collisions, compared to the previous year.	BTP SB1 RSTP MTIP STIP
	<ul style="list-style-type: none"> EM5, Improve resource deployment for emergency responses at collision sites. 	Decrease response time.	EMS vehicle response time.	Response time compared to the previous year.	OTS

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 ** Countermeasures labeled S (Signalized), NS (Non-Signalized) and R (Roadway Segment) and their corresponding countermeasure number should be referred from the Local Roadway Safety Manual (LRSM, 2020)

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Table 9. Emphasis Area 7 - Reduce Hit Object Collisions due to Speeding and Impaired Driving

Reduce Hit Object Collisions due to Speeding and Impaired Driving					
Objectives			Success Indicator		
Reduce the number of collisions due to unsafe speeding and impaired driving that result in hit object collisions.			Reduction in the number of fatal and severe injury collisions due to unsafe speeding and impaired driving on all City roads.		
	Action	Target Output	Performance Measure	Monitoring and Evaluation	Potential Funding Sources
Education	Conduct public education and outreach activities that elevate the awareness of the dangers of speeding and impaired driving	Awareness about the dangers of speeding and impaired driving.	Number of public outreach events.	Number of attendees of public outreach events.	ATP
					BTP
Enforcement*	<ul style="list-style-type: none"> Increase the number of sobriety checkpoints and saturation patrol to increase visibility of enforcement. Increase penalties for repeat offenders. 	Reduce the number of DUI and unsafe speeding violations.	Number of citations issued for DUI and unsafe speeding.	Number of citations issued for DUI and unsafe speeding, compared to the previous year.	ATP
					OTS
Engineering**	<ul style="list-style-type: none"> S02, Improve signal hardware: lenses, back-plates with retro-reflective borders, mounting, size, and number 				
	<ul style="list-style-type: none"> S03, Improve signal timing (coordination, phases, red, yellow, or operation) 				
	<ul style="list-style-type: none"> S09, Install raised pavement markers and striping (Through Intersection) 				HSIP
	<ul style="list-style-type: none"> S11, Improve pavement friction (High Friction Surface Treatments) 				ATP
	<ul style="list-style-type: none"> S12, Install raised median on approaches (S.I.) 				BTP
	<ul style="list-style-type: none"> NS06, Install/upgrade larger or additional stop signs or other intersection warning/regulatory signs 				SB1
	<ul style="list-style-type: none"> NS07, Upgrade intersection pavement markings (NS.I.) 				RSTP
	<ul style="list-style-type: none"> NS10, Install transverse rumble strips on approaches 				MTIP
<ul style="list-style-type: none"> NS11, Improve sight distance to intersection (Clear Sight Triangles) 				STIP	

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Table 9. Emphasis Area 7 - Reduce Hit Object Collisions due to Speeding and Impaired Driving (Continued)

Reduce Hit Object Collisions due to Speeding and Impaired Driving						
Engineering**	<ul style="list-style-type: none"> NS12, Improve pavement friction (High Friction Surface Treatments) R05, Install impact attenuators R06, Flatten side slopes R15, Widen shoulder R22, Install/Upgrade signs with new fluorescent sheeting (regulatory or warning) R27, Install delineators, reflectors and/or object markers R30, Install centerline rumble strips/stripes R31, Install edgeline rumble strips/stripes Decrease width of travel lanes. Simplify turn configurations. Decrease curb radius of intersections. 	Reduce the number of fatal and severe injury collisions resulted from unsafe speeding and impaired driving.	Number of fatal and severe injury collisions resulted from unsafe speeding and impaired driving.	Number of fatal and severe injury collisions resulted from unsafe speeding and impaired driving, compared to the previous year		
	EMS	Improve resources to handle collisions resulted because of impaired driving.	Reduce fatalities in impaired driving collisions.	Number of fatalities in impaired driving collisions.	Number of fatalities in impaired driving collisions, compared to the previous year.	OTS

*The purpose of increased enforcement is not to increase the number of citations but to encourage drivers to adhere to traffic laws.

**Countermeasures labeled S (Signalized), NS (Non-Signalized) and R (Roadway Segment) and their corresponding countermeasure number should be referred from the Local Roadway Safety Manual (LRSM, 2020)

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Table 10. Emphasis Area 8 - Reduce Collisions by Young-Adult Drivers and Aggressive Driving

Reduce Collisions by Young-Adult Drivers and Aggressive Driving					
Objectives			Success Indicator		
Instill safe-driving behavior among young adults (between the ages of 18 to 24).			Reduction in the number of collisions where young-adults (between the ages of 18 to 24) were involved.		
	Action	Target Output	Performance Measure	Monitoring and Evaluation	Potential Funding Sources
Education	<ul style="list-style-type: none"> • Pre and post license safe-driving education for young drivers. Conduct formal courses for beginner drivers at schools, and community centers. • Ensure City public outreach regarding increased and strict traffic law enforcement uses media commonly used by young adults. 	Awareness about safe driving behavior among young drivers.	Number of formal courses for safe-driving education for young drivers.	Number of attendees of formal courses for safe-driving education for young drivers	ATP BTP OTS
	<p>Increase enforcement, penalties and prosecution of young drivers who violate traffic laws.</p>	Reduction in the number of young drivers involved in collisions.	Number of citations issued to young-adults between the ages of 18 to 24.	Number of citations issued to young-adults between the ages of 18 to 24, compared to the previous year.	ATP OTS
Engineering**	<ul style="list-style-type: none"> • S02, Improve signal hardware: lenses, back-plates with retro-reflective borders, mounting, size, and number • S03, Improve signal timing (coordination, phases, red, yellow, or operation) • S09, Install raised pavement markers and striping (Through Intersection) • S11, Improve pavement friction (High Friction Surface Treatments) • S12, Install raised median on approaches (S.I.) • NS06, Install/upgrade larger or additional stop signs or other intersection warning/regulatory signs • NS07, Upgrade intersection pavement markings (NS.I.) 	Reduction in the number of collisions caused due to improper driving, improper turning, right-of-way violations and speeding, among young adults.	Number of collisions caused by young-adults between the ages of 18 to 24.	Number of collisions caused by young-adults between the ages of 18 to 24, compared to previous year.	HSIP ATP BTP SB I RSTP MTIP STIP

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Table 10. Emphasis Area 8 - Reduce Collisions by Young-Adult Drivers and Aggressive Driving (Continued)

Reduce Collisions by Young-Adult Drivers and Aggressive Driving						
	Action	Target Output	Performance Measure	Monitoring and Evaluation	Potential Funding Sources	
Engineering**	<ul style="list-style-type: none"> NS10, Install transverse rumble strips on approaches NS12, Improve pavement friction (High Friction Surface Treatments) R03, Install Median Barrier R06, Flatten side slopes R15, Widen shoulder R22, Install/Upgrade signs with new fluorescent sheeting (regulatory or warning) R27, Install delineators, reflectors and/or object markers R30, Install centerline rumble strips/stripes R31, Install edgeline rumble strips/stripes Decrease width of travel lanes. Decrease curb radius of intersections. 					
	EMS	Improve resource deployment for emergency responses at collision sites.	Decrease response time.	EMS vehicle response time.	Response time compared to the previous year.	OTS

*The purpose of increased enforcement is not to increase the number of citations but to encourage drivers to adhere to traffic laws.

** Countermeasures labeled S (Signalized), NS (Non-Signalized) and R (Roadway Segment) and their corresponding countermeasure number should be referred from the Local Roadway Safety Manual (LRSM, 2020)

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Table 11. Emphasis Area 9 - Reduce Distracted Driving and Increase Driver Awareness

Reduce Distracted Driving and Increase Driver Awareness					
Objectives			Success Indicator		
Reduce distracted driving and increase driver awareness.			Reduction in the number of collisions resulted from distracted driving.		
	Action	Target Output	Performance Measure	Monitoring and Evaluation	Potential Funding Sources
Education	Public service announcements informing residents of the dangers of distracted driving and encourage residents to be aware of their surroundings.	Awareness regarding the dangers of distracted driving and increase driver awareness.	Number of public service announcement issued.	Number of responses received from residents.	ATP
					BTP
Enforcement*	Implement strict penalty for distracted driving.	Alert while driving.	Number of citations issued for distracted driving.	Number of citations issued for distracted driving, compared to the previous year.	OTS
					ATP
Engineering**	<ul style="list-style-type: none"> S02, Improve signal hardware: lenses, back-plates with retro-reflective borders, mounting, size, and number S03, Improve signal timing (coordination, phases, red, yellow, or operation) S09, Install raised pavement markers and striping (Through Intersection) S11, Improve pavement friction (High Friction Surface Treatments) NS02, Convert to all-way STOP control (from 2-way or Yield control) NS06, Install/upgrade larger or additional stop signs or other intersection warning/regulatory signs NS07, Upgrade intersection pavement markings (NS.I.) NS11, Improve sight distance to intersection (Clear Sight Triangles) NS10, Install transverse rumble strips on approaches 	Reduction in broadside, rear-end, and head-on collisions caused due to distracted driving.	Number of collisions resulted from distracted driving.	Number of collisions resulted from distracted driving, compared to the previous year.	HSIP
					ATP
					BTP
					SB1
					RSTP
					MTIP
					STIP

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Table 11. Emphasis Area 9 - Reduce Distracted Driving and Increase Driver Awareness (Continued)

Reduce Distracted Driving and Increase Driver Awareness					
	Action	Target Output	Performance Measure	Monitoring and Evaluation	Potential Funding Sources
Engineering*	<ul style="list-style-type: none"> • NS12, Improve pavement friction (High Friction Surface Treatments) • R03, Install Median Barrier • R22, Install/Upgrade signs with new fluorescent sheeting (regulatory or warning) • R27, Install delineators, reflectors and/or object markers • R30, Install centerline rumble strips/stripes • R31, Install edgeline rumble strips/stripes 				
EMS	Improve resource deployment for emergency responses at collision sites.	Decrease response time.	EMS vehicle response time.	Response time compared to the previous year.	OTS

*The purpose of increased enforcement is not to increase the number of citations but to encourage drivers to adhere to traffic laws.

** Countermeasures labeled S (Signalized), NS (Non-Signalized) and R (Roadway Segment) and their corresponding countermeasure number should be referred from the Local Roadway Safety Manual (LRSM, 2020)

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Table 12. Emphasis Area 10 - Reduce Collisions near School

Reduce Collisions Near School					
Objectives			Success Indicator		
Reduce the number of collisions within 500 feet of school properties.			Reduction in the number of collisions at intersections and roadway segments within 500 feet of school properties within the City.		
	Action	Target Output	Performance Measure	Monitoring and Evaluation	Potential Funding Sources
Education	Develop safe routes to school (SRTS) program to educate school-goers about safe walking practices and activities on road safety.	Awareness about safe walking practices and road safety.	Number of schools participating in SRTS the program.	Number of responses received through the SRTS program.	ATP
					BTP
Enforcement*	Targeted enforcement at intersections and roadway segments around schools during pick-up and drop-off hours.	Reduce vehicle violations against school-goers	Number of citations issued around school properties.	Number of citations issued around school properties, compared to the previous year.	OTS
					ATP
Engineering**	<ul style="list-style-type: none"> S09, Install raised pavement markers and striping (Through Intersection) S12, Install raised median on approaches (S.I.) S21PB, Modify signal phasing to implement a Leading Pedestrian Interval (LPI) NS06, Install/upgrade larger or additional stop signs or other intersection warning/regulatory signs NS07, Upgrade intersection pavement markings (NS.I.) NS08, Install Flashing Beacons at Stop-Controlled Intersections NS21 PB, Install/upgrade pedestrian crossing at uncontrolled locations (with enhanced safety features) NS22PB, Install Rectangular Rapid Flashing Beacon (RRFB) 	Reduce the number of collisions within 500 feet school properties.	Number of collisions near school properties.	Number of collisions near school properties, compared to the previous year.	HSIP
					ATP
					BTP
					SB1
					RSTP
					MTIP
					STIP

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Table 12. Emphasis Area 10 - Reduce Collisions near School (Continued)

Reduce Collisions Near School					
	Action	Target Output	Performance Measure	Monitoring and Evaluation	Potential Funding Sources
Engineering**	<ul style="list-style-type: none"> R14, Road Diet (Reduce travel lanes from 4 to 3 and add a two way left-turn and bike lanes) R22, Install/Upgrade signs with new fluorescent sheeting (regulatory or warning) R35PB, Install/upgrade pedestrian crossing (with enhanced safety features) R37PB, Install Rectangular Rapid Flashing Beacon (RRFB) 				
EMS	Improve resource deployment for emergency responses at collision sites within 500 feet of schools.	Decrease response time to collision sites near 500 feet of school.	EMS vehicle response time to collision sites near 500 feet of school.	Response time to collision sites near 500 feet of school, compared to the previous year.	OTS

*The purpose of increased enforcement is not to increase the number of citations but to encourage drivers to adhere to traffic laws.

**Countermeasures labeled S (Signalized), NS (Non-Signalized) and R (Roadway Segment) and their corresponding countermeasure number should be referred from the Local Roadway Safety Manual (LRSM, 2020)

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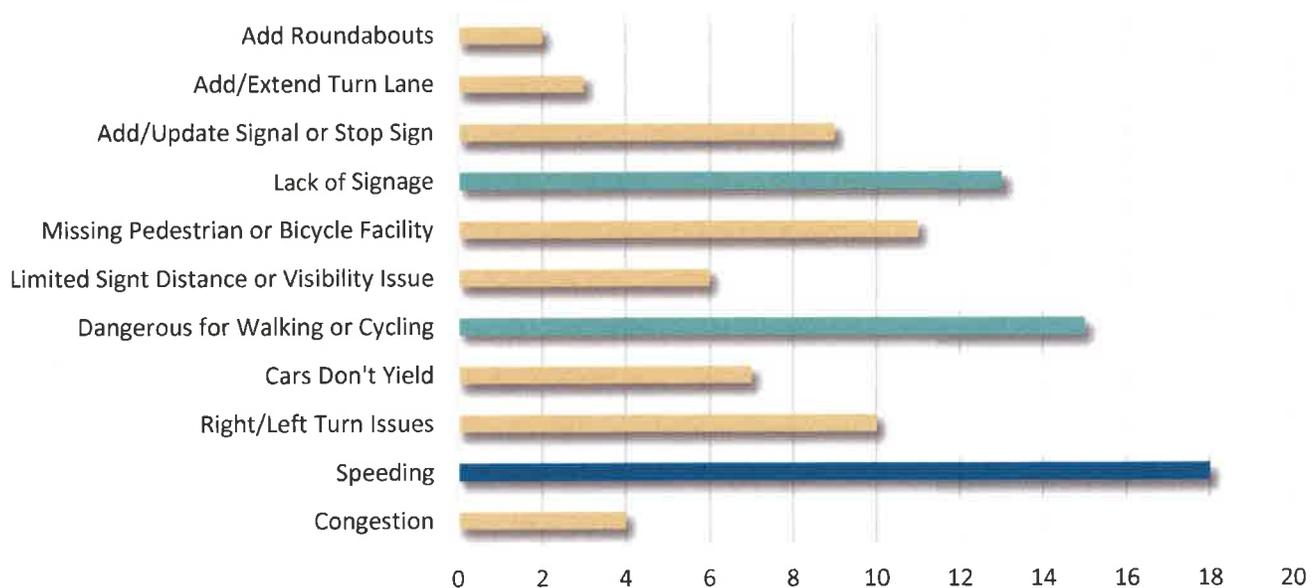
IDENTIFICATION OF NEEDS

This chapter summarizes the community's needs as collected through project website, virtual workshop, interactive map input, and social media comments. A total of 97 responses were collected through the project website, virtual workshop, and social media platforms. The results of the public outreach were pulled and summarized on August 6, 2020. Out of the 97 total responses, 62 responses (40 points and 22 lines drawn) were received through the virtual workshop. Detailed information on responses collected through various online platforms can be found in **Appendix G**. The most common responses were related to the following:

- Speeding
- Dangerous for Walking or Cycling
- Lack of Signage

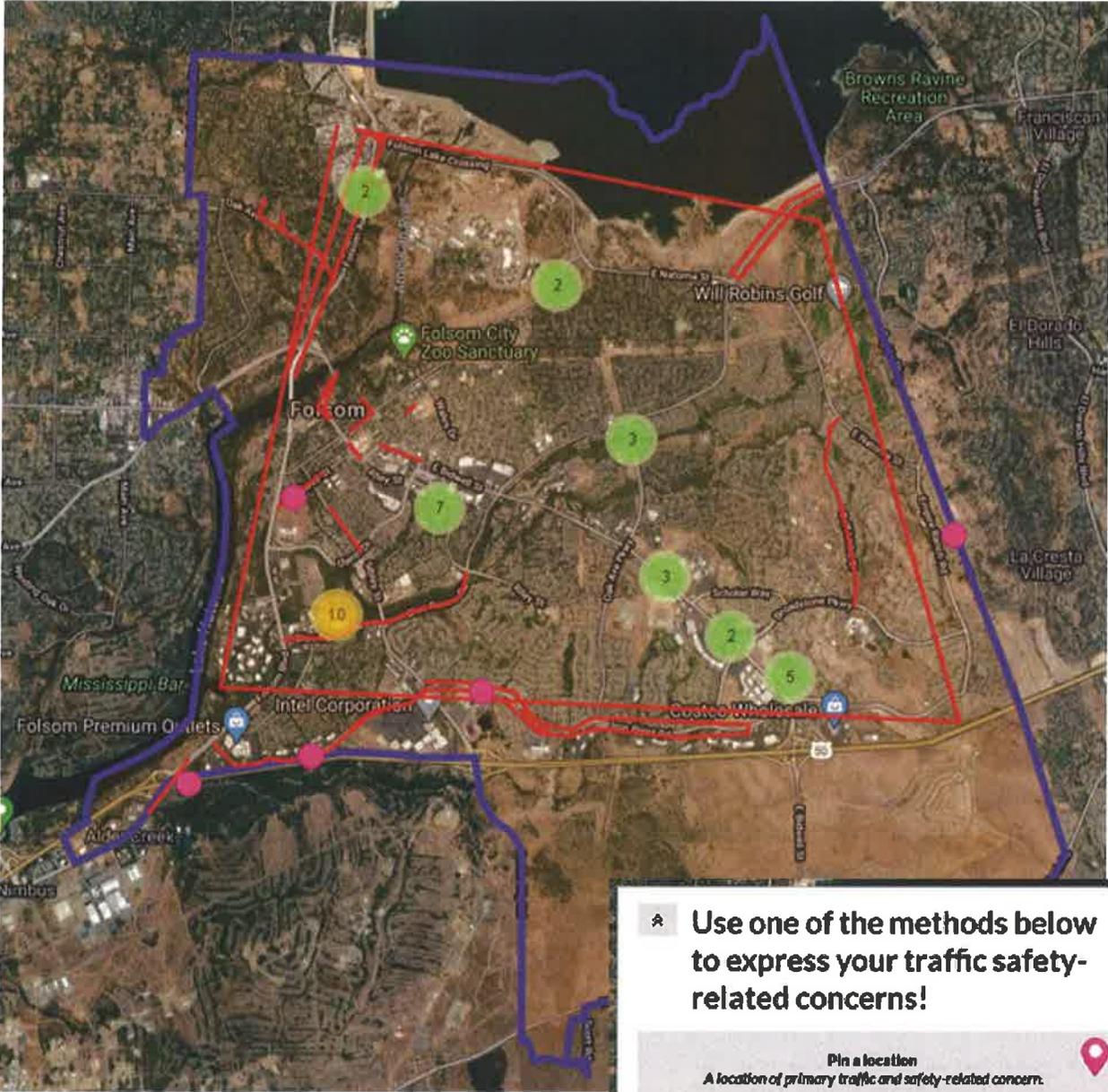
Figure 25 shows the responses noted at least twice in the virtual workshop, website, email correspondence, and social media comments. Virtual workshop results can be seen in **Figure 26**.

Figure 25. Responses Received from Residents



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Figure 26. Virtual Workshop Results



Use one of the methods below to express your traffic safety-related concerns!

Pin a location
A location of primary traffic and safety-related concern.

Draw a Line
A segment of primary traffic and safety-related concern.

< >

9

VIABLE SAFETY PROJECTS

This chapter summarizes the process of selecting safety projects as part of the analysis for the LRSP. The next step after the identification of high-risk locations, emphasis areas and applicable countermeasures is to identify location specific safety improvements for all high-risk roadway segments and intersections.

Specific countermeasures and improvements were selected from the Local Roadway Safety Manual (LRSM, 2020), where S refers to improvements at signalized locations, NS refers to improvements at non-signalized locations, and R refers to improvements at roadway segments. The corresponding numerical refers to countermeasure number in the LRSM (2020). The countermeasures were grouped into safety projects for high-risk intersections, and roadway segments. A total of 10 safety projects were developed. All countermeasures were identified based on extensive analysis, observations, and City staff input. The most applicable and appropriate countermeasures as identified have been grouped together to form projects that can help make high-risk locations safer.

Table 13 lists the safety projects for high-risk intersections and roadway segments, along total base planning level cost (2020 dollar amounts) and the resultant Benefit-Cost (B/C) Ratio. The "Total Benefit" estimates for the proposed improvements being evaluated in the proactive safety analysis is calculated. This is divided by the "Total Cost per Location" estimates for the proposed improvements, giving the resultant B/C Ratio. The B/C Ratio Calculation follows the methodology as mentioned in the LRSM (2020). **Appendix H** lists the detailed methodology to calculate B/C Ratio, the complete cost, benefit and B/C Ratio calculation spreadsheet.

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Table 13. List of Viable Safety Projects

Location	CM1 ¹	CM2 ²	CM3 ³	Cost per Location	B/C Ratio
Project 1. Upgrade Signal Hardware (S02) and Signal Timing (S03)					
Folsom Boulevard / Natoma Station Drive	S02	S03	-	\$ 126,210	
Blue Ravine Road / Flower Drive	S02	S03	-	\$ 126,210	
E Bidwell Street / Blue Ravine Road	S02	S03	-	\$ 126,210	
Folsom Auburn Road / Oak Avenue Parkway	S02	S03	-	\$ 126,210	
E Natoma Street / Golf Links Drive	S02	S03	-	\$ 126,210	
Folsom Boulevard / Iron Point Road	S02	S03	-	\$ 126,210	6.5
Riley Street / Scott Street	S02	S03	-	\$ 126,210	
Oak Avenue and Ped Crossing (between N. Lexington and S. Lexington)	S02	S03	-	\$ 126,210	
Riley Street / Russi Road	S02	S03	-	\$ 126,210	
Blue Ravine Road / Russi Road	S02	S03	-	\$ 126,210	
Golf Links Drive / Silberhorn Drive	S02	S03	-	\$ 126,210	
Total Cost of Project				\$ 1,388,310	
Project 2. Non-Signalized Intersection - Install/Upgrade Raised Pavement Markers (NS07) and Regulatory Signs (NS06)					
Leidesdorff Street / Reading Street	NS06	NS07	-	\$ 7,112	
Cavitt Drive / 1800 Cavitt Drive	NS06	NS07	-	\$ 7,112	
Russi Road / Grover Road	NS06	NS07	-	\$ 7,112	
E Natoma Street / Cameron Drive	NS06	NS07	-	\$ 7,112	
Empire Ranch Road / Woodhead Street	NS06	-	-	\$ 5,880	
Glenn Drive / Coolidge Drive	NS06	NS07	-	\$ 7,112	
Iron Point Road / Carpenter Hill Road	NS06	-	-	\$ 5,880	
Glenn Drive / Market Street	-	NS07	-	\$ 1,232	277.81
Golf Links Drive / Sturbridge Drive	NS06	NS07	-	\$ 7,112	
Natoma Street / Sibley Street	NS06	NS07	-	\$ 7,112	
E Natoma Street / Picasso Way	NS06	-	-	\$ 5,880	
Riley Street / Figueroa Street	NS06	-	-	\$ 5,880	
Folsom Auburn Road / Berry Creek Drive	NS06	NS07	-	\$ 7,112	
Folsom Auburn Road / Oak Avenue	NS06	-	-	\$ 5,880	
E Bidwell Street / Harrington Way	NS06	NS07	-	\$ 7,112	

LOCAL ROADWAY SAFETY PLAN | CITY OF FOLSOM

Table 13. List of Viable Safety Projects (Continued)

Location	CM1 ¹	CM2 ²	CM3 ³	Cost per Location	B/C Ratio
Folsom Auburn Road / Hillswood Drive	NS06	NS07	-	\$ 7,112	
Total Cost of Project				\$ 95,872	
Project 3. Signalized Intersection - Install/Upgrade Raised Pavement Markers (S09)					
E Bidwell Street / Oak Avenue Parkway	S09	-	-	\$ 3,024	
Empire Ranch Road / Broadstone Parkway	S09	-	-	\$ 3,024	
E Natoma Street / Prison Road	S09	-	-	\$ 3,024	
Iron Point Road / Willard Drive	S09	-	-	\$ 3,024	
E Natoma Street / Green Valley Road	S09	-	-	\$ 3,024	
Folsom Boulevard / Natoma Station Drive	S09	-	-	\$ 3,024	
E Bidwell Street / Broadstone Parkway	S09	-	-	\$ 3,024	213.60
Blue Ravine Road / Natoma Station Drive	S09	-	-	\$ 3,024	
E Bidwell Street / Glenn Drive	S09	-	-	\$ 3,024	
E Bidwell Street / Creekside Drive	S09	-	-	\$ 3,024	
Folsom Auburn Road / Oak Avenue Parkway	S09	-	-	\$ 3,024	
Folsom Auburn Road / Folsom Lake Crossing	S09	-	-	\$ 3,024	
Total Cost of Project				\$ 36,288	
Project 4. Improve Pedestrian and Bicyclist Safety at Intersections					
E Bidwell Street / Oak Avenue Parkway	S20PB	-	-	\$ 26,544	
Iron Point Road / Willard Drive	S20PB	-	-	\$ 26,544	
Iron Point Road / Serpa Way	S20PB	-	-	\$ 26,544	
Folsom Boulevard / Natoma Station Drive	S20PB	-	-	\$ 26,544	
Oak Avenue Parkway / S Lexington Drive	S20PB	-	-	\$ 26,544	
E Bidwell Street / Wales Drive	-	S21PB	S17PB	\$ 16,240	140.01
Blue Ravine Road / Natoma Station Drive	-	S21PB	S17PB	\$ 16,240	
Blue Ravine Road / Big Valley Road	-	S21PB	S17PB	\$ 16,240	
E Bidwell Street / Glenn Drive	S20PB	-	-	\$ 26,544	
E Bidwell Street / Blue Ravine Road	-	S21PB	S17PB	\$ 16,240	
Folsom Auburn Road / Oak Avenue Parkway	S20PB	-	-	\$ 26,544	

CITY OF FOLSOM | LOCAL ROADWAY SAFETY PLAN

Table 13. List of Viable Safety Projects (Continued)

Location	CM1 ¹	CM2 ²	CM3 ³	Cost per Location	B/C Ratio
Folsom Boulevard / Natoma Street	-	S21PB	S17PB	\$ 16,240	
Greenback Lane / American River Canyon Drive	-	S21PB	S17PB	\$ 16,240	
Total Cost of Project				\$ 283,248	
Project 5. Non-Signalized Intersection - Install Rumble Strips (NS10) and Medians at Approaches (NS14)					
Russi Road / Grover Road	NS10	NS14	-	\$ 294,973	
Natoma Street / Sibley Street	NS10	NS14	-	\$ 294,973	
Folsom Auburn Road / Berry Creek Drive	NS10	NS14	-	\$ 294,973	12.76
E Natoma Street / Picasso Way	NS10	-	-	\$ 14,280	
Glenn Drive / Market Street	-	NS14	-	\$ 280,693	
Total Cost of Project				\$ 1,179,892	
Project 6. Signalized Intersection - Improve pavement friction (High Friction Surface Treatments) (S11)					
Empire Ranch Road / Broadstone Parkway	S11	-	-	\$ 268,800	
E. Natoma Street / Harvest Loop	S11	-	-	\$ 268,800	7.55
Oak Avenue Parkway / S. Lexington Drive	S11	-	-	\$ 268,800	
Riley Street / Leidesdorff Street	S11	-	-	\$ 268,800	
Total Cost of Project				\$ 1,075,200	
Project 7. Upgrade Signs (R22) and Pedestrian Crossing (R35PB) at Roadway Segments					
American River Canyon Drive, between Oak Canyon Way and Canyon Rim Drive	R22	-	-	\$ 4,534	
Greenback Lane, between Madison Avenue and Folsom City Boundary	R22	R35PB	-	\$ 40,314	
E. Bidwell Street, between College Parkway and 900 feet north of College Parkway	R22	-	-	\$ 4,534	141.69
E. Bidwell Street, between Scholar Way and Powercenter Drive	R22	-	-	\$ 4,534	
Folsom Boulevard, between US-50 and Iron Point Road	R22	-	-	\$ 4,534	
Total Cost of Project				\$ 58,449	

Table 13. List of Viable Safety Projects (Continued)

Location	CM1 ¹	CM2 ²	CM3 ³	Cost per Location	B/C Ratio
Project 8. Install Segment Lighting (R01), and Delineators/Reflectors/Marked Objects (R27)					
Glenn Drive, between 360 feet west from Sibley Street and 1,050 feet east from Folsom Boulevard	-	R27	-	\$ 22,050	
Blue Ravine Road between 1,200 ft south of Crossing Way and 400 ft north of Riley Street	-	R27	-	\$ 22,050	
Blue Ravine Road between 750 ft south of E. Bidwell Street and 400 ft north of Crossing Way	-	R27	-	\$ 22,050	
Greenback Lane, between Jedidiah Smith Memorial Trail and Folsom Auburn Road	-	R27	-	\$ 22,050	
Greenback Lane, between Folsom Auburn Road and Folsom Ranch Road	-	R27	-	\$ 22,050	
Folsom Auburn Road, between Berry Creek Drive and 560ft north of Oak Avenue	-	R27	-	\$ 22,050	13.68
Folsom Auburn Road, between Berry Creek and 900 ft north of Berry Creek Drive	-	R27	-	\$ 22,050	
Folsom Boulevard between Figueroa Street and American Bike	-	R27	-	\$ 22,050	
Folsom Boulevard, between US-50 and Iron Point Road	-	R27	-	\$ 22,050	
Prairie City Road, between 2,000 ft north of White Rock Road and 4,200 ft north of White Rock Road	R01	-	-	\$ 680,680	
E. Bidwell Street, between Old Ranch Road and Mangini Parkway	R01	-	-	\$ 680,680	
Total Cost of Project				\$ 1,559,810	
Project 9. Install Rumble Strips (R30, R31), and Widen Shoulders (R15) along Segments					
Glenn Drive, between 360 feet west from Sibley Street and 1,050 feet east from Folsom Boulevard	R15	-	R31	\$ 114,387	57.85

CITY OF FOLSOM | LOCAL ROADWAY SAFETY PLAN

Table 13. List of Viable Safety Projects (Continued)

Location	CM1 ¹	CM2 ²	CM3 ³	Cost per Location	B/C Ratio
Blue Ravine Road between 1,200 ft south of Crossing Way and 400 ft north of Riley Street	R15	-	R31	\$ 114,387	
Folsom Auburn Road, between Berry Creek and 900 ft north of Berry Creek Drive	R15	-	R31	\$ 114,387	
Prairie City Road, between 2,000 ft north of White Rock Road and 4,200 ft north of White Rock Road	R15	-	R31	\$ 114,387	
Greenback Lane, between Jedidiah Smith Memorial Trail and Folsom Auburn Road	-	R30	-	\$ 11,550	57.85
American River Canyon Drive, between Oak Canyon Way and Canyon Rim Drive	-	R30	R31	\$ 34,650	
E. Bidwell Street, between US-50 and Old Ranch Road	-	R30	R31	\$ 34,650	
E. Bidwell Street, between Old Ranch Road and Mangini Parkway	-	R30	R31	\$ 34,650	
Folsom Boulevard, between US-50 and Iron Point Road	-	-	R31	\$ 23,100	
Total Cost of Project				\$ 596,148	
Project 10. Install Segment Lighting (R01), Median Barrier (R03) and Dynamic Speed Sign (R26)					
Folsom Lake Crossing, between Folsom Dam Road and Johnny Cash Trail entrance	R01	R03	R26	\$ 588,875	
E. Natoma Street between Folsom Lake Crossing and Gionata Way	R01	R03	R26	\$ 548,065	
E. Natoma Street between Cimmaron Circle and Fargo Way	R01	R03	R26	\$ 479,430	16.06
Folsom Auburn Road between Pinebrook Drive and Folsom Dam Road	R01	R03	R26	\$ 616,700	
Total Cost of Project				\$ 2,233,070	

¹ CM1 - 1st Countermeasure² CM2 - 2nd Countermeasure³ CM3 - 3rd Countermeasure

10

IMPLEMENTATION AND EVALUATION

The LRSP is a guidance document that requires an update every two years. Each update will be led by the City of Folsom's Department of Public Works in coordination with the potential safety partners. The Traffic Safety Committee will oversee the LRSP process. It will be adopted after approval from the City Council. This document was developed based on community needs, stakeholder input, and collision analysis conducted to identify priority emphasis areas throughout the City. The implementation of strategies under each emphasis area would aim to reduce fatal and severe injury collisions in the coming years.

This chapter describes how the LRSP should be implemented, monitored, evaluated, and updated. A step-by-step implementation process is illustrated in **Figure 27**.

10.1 IMPLEMENTATION

The LRSP document provides engineering, education, enforcement, and emergency medical service-related countermeasures that can be implemented throughout the City to reduce fatal and severe injury collisions. It is recommended that the City of Folsom implement the selected projects (as shown in **Chapter 9**) at high-risk locations in coordination with other projects proposed for the City's infrastructure development in their future Capital Improvement Plans.

The success of the LRSP can be achieved by fostering communication among the City and the stakeholders.

10.2 MONITORING AND EVALUATION

For the success of the LRSP, it is crucial to monitor and evaluate the various E-strategies continuously. Monitoring and evaluation help provide accountability, ensures the effectiveness of the countermeasures for each emphasis area, and help making decision on the need for new strategies. The process would help the City make informed decisions regarding the implementation plan's progress and accordingly, update the goals and objectives of the plan.

After implementing countermeasures, the strategies should be evaluated annually as per their performance measures (as shown in **Tables 3 to 12**). The evaluation should be recorded in a before-after study to validate the effectiveness of each countermeasure as per the following observations:

CITY OF FOLSOM | LOCAL ROADWAY SAFETY PLAN

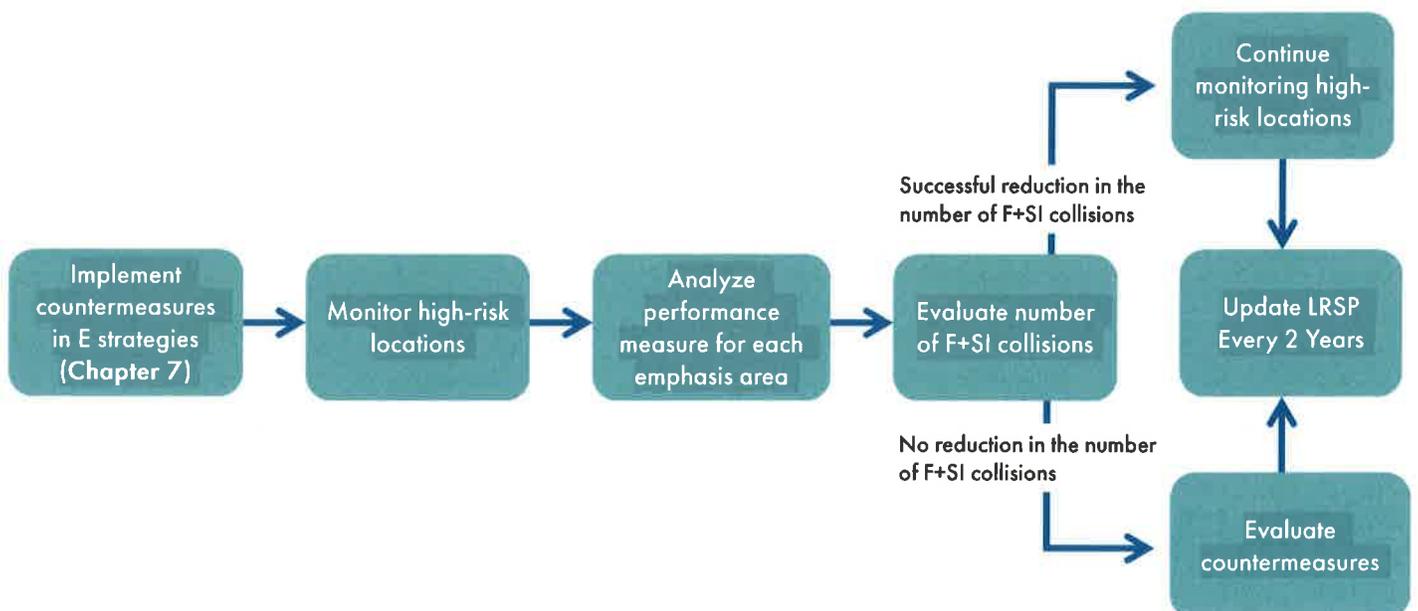
- Number of fatal and severe injury collisions
- Number of police citations and warnings
- Number of public comments and concerns

Evaluation should be conducted during similar time periods and durations every year. The most important measure of success of the LRSP should be the reduction in fatal and severe injury collisions throughout the City. If the number of fatal and severe injury collisions doesn't decrease initially, then the countermeasures should be evaluated as per the other observations, as mentioned above. The effectiveness of the countermeasures should be compared to the goals for each emphasis area.

10.3 LRSP UPDATE

The LRSP is a guidance document and is recommended to be updated every two years after monitoring performance measures focused on the status and progress of the E-strategies for each emphasis area. The City of Folsom's Public Works Department will be accountable for the progress of the plan goals. An annual stakeholder meeting with the safety partners is also recommended to be hosted to discuss the progress for each emphasis area and oversee the implementation plan. The document should then be updated as per the latest collision data, emerging trends, and the E-strategies' progress and implementation. The Traffic Safety Committee will oversee the LRSP process. It should be adopted after approval from the City Council.

Figure 27. Implementation Process of the LRSP



Attachment 3

Draft Action Summary – Traffic Safety Committee, April 22, 2021

City of Folsom
TRAFFIC SAFETY COMMITTEE
DRAFT MEETING MINUTES
 4:00 p.m., Thursday, April 22nd, 2021

A Regular Teleconference Meeting of the Traffic Safety Committee will be held exclusively via teleconference in light of COVID-19 restrictions on public gatherings. The meeting will be conducted in accordance with the Ralph M. Brown Act, California Government Code 54950, et seq. and Executive Order N-29-20.

[Microsoft Teams Meeting Link](#)

Or call in (audio only)

+1 559-512-2217,286719260# United States, Fresno

Phone Conference ID: 286 719 260#

1. MEETING CALLED TO ORDER

- Call to order 4:01 PM

2. ROLL CALL:

Baade, Bailey, Bosch, Delp, McGee, Soulsby, Washburn

- Wilson covering for McGee's absence, all other members present (Bailey was late due to meeting accessibility problems).

3. APPROVE ACTION SUMMARY

Action Summary of the March 25th, 2021 meeting will stand approved unless any Committee member requests a revision.

- Wilson moved to approve, Delp 2nd, all other unanimous except for Washburn who abstained.

4. BUSINESS FROM FLOOR/GOOD OF THE ORDER

Discuss any items not on the agenda that a member of the public wishes to bring to the Committee's attention. The Committee cannot take formal action on the item but can request that it be placed on a future agenda for further discussion if necessary.

- None

5. ACTION/DISCUSSION ITEMS

- None

Neighborhood Business

- a. Intersection of Glenn Drive & Oxborough Drive/Vierra Circle

Bosch moved to evaluate the options for a 4-way signal at Oxborough or the possibility of converting the fire signal into a full signal. He also included the City contacting the property owner that has overgrown vegetation there at the intersection and get it cut down to improve visibility. Delp 2nd and the rest of the committee agreed unanimously.

Old Business

- a. Local Road Safety Plan

Bosch moved to recommend approval of the final draft, Bailey 2nd and everyone else voted unanimously.

6. INFORMATIONAL ITEMS

- Update on Levy Road Stop Sign Request at Sands Way/Hunter Place
- Update on Willard Drive Stop Sign at Chan Court and Pedestrian Crossing
Bosch read the 2 associated staff repots and updated the committee.

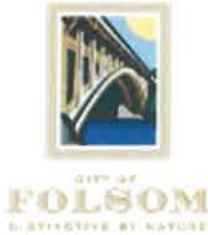
7. COMMITTEE ITEMS

- Project review for site plan of Broadstone Villas (1565 Cavitt Drive)
Committee was updated on the project and encouraged to submit any comments/suggestions via email.
- Future In-Person Committee Meetings
Committee members discussed in-person meetings that will be held again in the future.

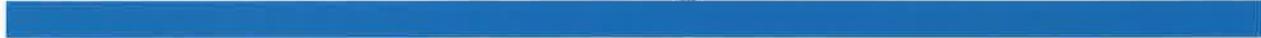
8. ADJOURNMENT

- Meeting adjourned at 5:13 PM

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Folsom City Council Staff Report



MEETING DATE:	6/22/2021
AGENDA SECTION:	Joint Meeting New Business
SUBJECT:	<p>Folsom Public Financing Authority Water Revenue Refunding Bonds, Series 2021</p> <p>Resolution No. 10656 - A Resolution of the City Council of the City of Folsom Relating to the Folsom Public Financing Authority Water Revenue Refunding Bonds, Series 2021 and Approving the Form of and Authorizing the Execution and Delivery of a 2021 Installment Purchase Contract in Connection therewith, and Authorizing Certain other Actions Related thereto</p> <p>Resolution No. 21-074-PFA - A Resolution of the Governing Board of the Folsom Public Financing Authority Authorizing the Issuance of Folsom Public Financing Authority Water Revenue Refunding Bonds, Series 2021, in a Principal Amount Not to Exceed \$9,200,000 and Approving the Forms of and Authorizing the Execution and Delivery of a 2021 Installment Purchase Contract, a 2021 Indenture, and an Escrow Agreement and Authorizing Certain Other Actions Related thereto</p>
FROM:	Finance Department

RECOMMENDATION / CITY COUNCIL ACTION

It is recommended that the City Council and the Public Financing Authority adopt the following resolutions:

Resolution No. 10656 - A Resolution of the City Council of the City of Folsom Relating to the Folsom Public Financing Authority Water Revenue Refunding Bonds, Series 2021 and Approving the Form of and Authorizing the Execution and Delivery of a 2021 Installment Purchase Contract in Connection therewith, and Authorizing Certain other Actions Related thereto;

Resolution No. 21-074-PFA - A Resolution of the Governing Board of the Folsom Public Financing Authority Authorizing the Issuance of Folsom Public Financing Authority Water Revenue Refunding Bonds, Series 2021, in a Principal Amount Not to Exceed \$9,200,000 and Approving the Forms of and Authorizing the Execution and Delivery of a 2021 Installment Purchase Contract, a 2021 Indenture, and an Escrow Agreement and Authorizing Certain Other Actions Related thereto.

BACKGROUND / ISSUE

In February 2005, the Folsom Public Financing Authority issued \$14,285,000 in Water Revenue Bonds, Series 2005A (the “Series 2005A Bonds”). The Series 2005A Bonds were issued to finance a portion of the improvements within the Drinking Water Improvement Program (DWIP). Those improvements consisted of a Disinfection Facilities Upgrade and Treatment Facilities Improvements (collectively, the “2005A Water Project”), both of which were improvements to the existing Water Treatment Plant, and were done to ensure that the City had treatment capacity to serve the population of the City through build-out. Another series was anticipated to be issued subsequent to the Series 2005A Bonds for additional expansion or rehabilitation projects, but those projects were ultimately funded with the use of cash reserves.

In July 2013, the Series 2005A Bonds were refunded with the \$12,779,582 Folsom Public Financing Authority Water Revenue Refunding Bonds, Series 2013 (the “Series 2013 Bonds”). As of June 22, 2021, \$8,852,059 of the Series 2013 Bonds remain outstanding. The interest rate of the outstanding bonds is 3.15% for all maturities, and the final maturity date is December 1, 2033. Based upon analysis from Fieldman, Rolapp & Associates, Inc., the City’s Municipal Advisor, the Finance Director has determined the Series 2013 Bonds meet the criteria for refunding and proposes to issue the Folsom Public Financing Authority Water Revenue Refunding Bonds, Series 2021 through a private placement.

The following resolutions are proposed to the City Council and the Governing Board of the Public Financing Authority:

Resolution No. 10656

By adopting the proposed City Council resolution, the City Council is taking the following actions in connection with the Bonds:

1. Approving the form of and authorizing the execution and delivery of an Installment Purchase Contract, in which the City will acquire all or a portion of the 2005A Water Project from the Public Financing Authority in exchange for installment payments from the City.
2. Authorizing the Mayor, Officers, and staff to execute other documents and perform other acts necessary to complete the issuance and sale of the Bonds.

Resolution No. 21-074-PFA

By adopting the proposed Public Financing Authority resolution, the Public Financing Authority is taking the following actions in connection with the Bonds:

1. Authorizing the issuance of bonds in an amount not to exceed \$9,200,000.
2. Approving the form of the Installment Purchase Contract and authorizing the Treasurer of the Authority to execute and deliver the document, subject to limitations.
3. Approving the form of the Indenture and authorizing the Treasurer to execute and deliver the Indenture.
4. Approving the form of the Escrow Agreement, and authorizing the Treasurer to execute and deliver the Escrow Agreement.
5. Authorizing the Mayor, Officers, and staff to execute other documents and perform other acts necessary to complete the issuance and sale of the Bonds.

POLICY / RULE

Resolution No. 7332 – A Resolution of the City Council of the City of Folsom Adopting the Debt Management Policies.

ANALYSIS

The Debt Management Policies list among the criteria for refunding bonds that the refunding generate at least three percent of the refunded bond principal amount net of all costs related to the refunding. In practice, the City has chosen to refund bonds when the net present value savings are at least five percent.

The City's Municipal Advisor, working in conjunction with Brandis Tallman as Placement Agent, sought bids from multiple banks, and received responsive bids from nine banks. The Finance Director, with input from the financing team, chose Key Bank with an interest rate of 1.757% as the most favorable bidder. The average annual savings with the proposed refunding are \$46,435.06 annually, and the net present value savings are \$537,697 or 6.07% of the refunded bonds.

The Policies also state that no refunding shall result in the extension of debt service payments beyond the term of the originally issued debt, and there will be no extension with this refunding.

Good Faith Estimates for the cost of issuing the Bonds, as provided by Fieldman, Rolapp & Associates, Inc. as municipal advisor to the Authority, and as required by Section 5852.1 of the California Government Code are included in Attachment 6.

The City has engaged the following consultants to assist in the issuance of these bonds:

Bond Counsel:	Orrick, Herrington & Sutcliffe LLP
Municipal Advisor:	Fieldman, Rolapp & Associates, Inc.
Placement Agent:	Brandis Tallman, a division of Oppenheimer & Co., Inc.
Trustee:	U.S. Bank National Association
Verification Agent:	Robert Thomas CPA, LLC

Other documents included as exhibits to this staff report include:

- Installment Purchase Contract
- Indenture
- Escrow Agreement
- Good Faith Estimates

FINANCIAL IMPACT

The proposed refunding bonds are secured solely by a pledge of certain water system revenues available after the payment of operations and maintenance expenses. Debt Service requirements for the refunded bonds are included in the FY 2020-21 and 2021-22 budgets, and subsequent years' debt service for the refunding bonds will be included in future budgets. The average savings from the proposed refunding are \$46,435.06 annually for the water fund.

ENVIRONMENTAL REVIEW

This action is exempt from environmental review pursuant to CEQA Guidelines §15061(b)(3).

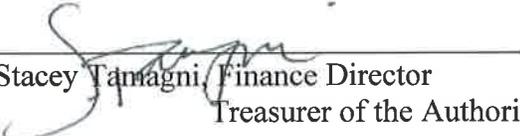
ATTACHMENTS

1. Resolution No. 10656 - A Resolution of the City Council of the City of Folsom Relating to the Folsom Public Financing Authority Water Revenue Refunding Bonds, Series 2021 and Approving the Form of and Authorizing the Execution and Delivery of a 2021 Installment Purchase Contract in Connection therewith, and Authorizing Certain other Actions Related thereto
2. Resolution No. 21-074-PFA - A Resolution of the Governing Board of the Folsom Public Financing Authority Authorizing the Issuance of Folsom Public Financing Authority Water Revenue Refunding Bonds, Series 2021, in a Principal Amount Not to Exceed \$9,200,000 and Approving the Forms of and Authorizing the Execution and Delivery of a 2021 Installment Purchase Contract, a 2021 Indenture, and an Escrow Agreement and Authorizing Certain Other Actions Related thereto
3. Installment Purchase Contract - This document sets forth the obligation of the City's water fund to make debt service payments on this bond issue. This document also obligates the City to maintain water rates sufficient to generate net water revenues after operating expenses equal to at least 120% of annual debt service. This covenant is the

same as the existing rate covenants for both the City's 2013 and 2019 water revenue bond issues.

4. Indenture - This document is a contract between the City and the trustee for the City's water revenue bonds, U.S. Bank National Association, setting forth instructions for US Bank to manage cash and related items for the debt obligations.
5. Escrow Agreement – This document is an agreement between the Folsom Public Financing Authority and U.S. Bank National Association to establish and maintain an escrow fund for the redemption of the refunded bonds.
6. Folsom Public Financing Authority, Series 2021 Good Faith Estimates

Submitted,



Stacey Tamagni, Finance Director
Treasurer of the Authority

ATTACHMENT 1

RESOLUTION NO. 10656

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF FOLSOM RELATING TO THE FOLSOM PUBLIC FINANCING AUTHORITY WATER REVENUE REFUNDING BONDS, SERIES 2021 AND APPROVING THE FORM OF AND AUTHORIZING THE EXECUTION AND DELIVERY OF A 2021 INSTALLMENT PURCHASE CONTRACT IN CONNECTION THEREWITH, AND AUTHORIZING CERTAIN OTHER ACTIONS RELATED THERETO

WHEREAS, the Folsom Public Financing Authority, a joint exercise of powers entity, duly organized and existing under and by virtue of the laws of the State of California (the "Authority") has previously issued the Folsom Public Financing Authority Water Revenue Refunding Bonds, Series 2013 (the "2013 Bonds") to refinance certain additions, betterments, extensions and improvements (the "2005A Water Project") to the municipal water system (the "Water System") of the City of Folsom, a municipal corporation duly organized and existing under and by virtue of the Constitution and laws of the State of California (the "City"), pursuant to that certain 2013 Indenture, dated as of July 1, 2013, by and between the Authority and U.S. Bank National Association, as successor to MUFG Union Bank, N.A. (formerly Union Bank, N.A.), as trustee; and

WHEREAS, the City has determined to refinance the 2005A Water Project through the refunding of the 2013 Bonds, as more particularly described in the 2021 Installment Purchase Contract (defined herein); and

WHEREAS, in order to finance the cost of the refinancing the 2005A Water Project, the City and the Authority propose to execute and enter into a 2021 Installment Purchase Contract (the "2021 Installment Purchase Contract"), pursuant to which the City will acquire the 2005A Water Project from the Authority and the Authority will sell the 2005A Water Project to the City, and pursuant to which the City will be obligated to make installment payments to the Authority for the payment of the cost of the acquisition of the 2005A Water Project from the Authority, and in order to implement the foregoing the Authority proposes to issue its Water Revenue Refunding Bonds, Series 2021 (the "Bonds") under and pursuant to a 2021 Indenture (the "2021 Indenture") to be executed and entered into with U.S. Bank National Association, as trustee; and

WHEREAS, the Authority has previously issued the Folsom Public Financing Authority Water Revenue Refunding Bonds, Series 2019 (the "2019 Bonds") to refinance certain additions, betterments, extensions and improvements to the Water System, pursuant to that certain 2019 Indenture, dated as of October 1, 2019, by and between the Authority and U.S. Bank National Association, as successor to MUFG Union Bank, N.A., as trustee; and

WHEREAS, the Bonds shall be payable on parity with the payment of the 2019 Bonds and any other Parity Obligations (as defined in the 2021 Installment Purchase Contract); and

WHEREAS, all acts, conditions and things required by the laws of the State of California to exist, to have happened and to have been performed precedent to and in connection with the implementation of the foregoing financing do exist, have happened and have been performed in regular and due time, form and manner as required by law, and the City is now duly authorized

and empowered, pursuant to each and every requirement of law, to implement such financing for the purpose, in the manner and upon the terms herein provided;

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Folsom, as follows:

Section 1. The City hereby specifically finds and declares that the actions authorized hereby constitute, and are with respect to, public affairs of the City, and that the statements, findings and determinations of the City set forth above and in the preambles of the documents approved herein are true and correct.

Section 2. The 2021 Installment Purchase Contract proposed to be executed and entered into by and between the City and the Authority in the form presented to this meeting and on file with the City Clerk of the City, is hereby approved, and the Finance Director of the City or her designee is hereby authorized and directed, for and in the name and on behalf of the City, to execute and deliver to the Authority the 2021 Installment Purchase Contract in substantially said form, with such changes therein as such officer may require or approve, such approval to be conclusively evidenced by the execution and delivery thereof; provided, that the schedule of the installment payments to be contained in the 2021 Installment Purchase Contract (to constitute Exhibit A thereto) shall be determined by the Finance Director of the City or her designee upon the sale of the Bonds, but the aggregate sum of the principal components of such installment payments shall not exceed nine million two hundred thousand dollars (\$9,200,000), the net present value of the savings on installment payments shall not be less than five percent (5.0%) and the latest due date of any such installment payment shall not be later than December 1, 2033.

Section 3. The officers of the City are hereby authorized and directed, jointly and severally, to do any and all things and to execute and deliver any and all documents which they may deem necessary or desirable in order to implement the financing authorized hereby and to implement the sale, execution and delivery of the Bonds by the Authority and otherwise to carry out, give effect to and comply with the terms and intent of this resolution, the 2021 Installment Purchase Contract and the Bonds; and all such actions heretofore taken by such officers are hereby ratified, confirmed and approved.

Section 4. This resolution shall take effect from and after its adoption.

PASSED AND ADOPTED this 22nd day of June 2021 by the following roll-call vote:

AYES: Councilmember(s):

NOES: Councilmember(s):

ABSENT: Councilmember(s):

ABSTAIN: Councilmember(s):

Michael D. Kozlowski, MAYOR

ATTEST:

Christa Freemantle, CITY CLERK

ATTACHMENT 2

RESOLUTION NO. 21-074-PFA

A RESOLUTION OF THE GOVERNING BOARD OF THE FOLSOM PUBLIC FINANCING AUTHORITY AUTHORIZING THE ISSUANCE OF FOLSOM PUBLIC FINANCING AUTHORITY WATER REVENUE REFUNDING BONDS, SERIES 2021, IN A PRINCIPAL AMOUNT NOT TO EXCEED \$9,200,000 AND APPROVING THE FORMS OF AND AUTHORIZING THE EXECUTION AND DELIVERY OF A 2021 INSTALLMENT PURCHASE CONTRACT, A 2021 INDENTURE AND AN ESCROW AGREEMENT AND AUTHORIZING CERTAIN OTHER ACTIONS RELATED THERETO

WHEREAS, pursuant to Article 4 of Chapter 5 of Division 7 of Part 1 of the Government Code of the State of California (the “Act”) and the Joint Exercise of Powers Agreement, dated as of September 19, 1988, by and between the City of Folsom (the “City”) and the Folsom Redevelopment Agency, creating the Folsom Public Financing Authority (the “Authority”), the Authority is authorized to issue revenue bonds for the purposes of, among other things, current refunding outstanding bonds and financing capital public capital improvements which provide significant public benefits (as defined in the Act); and

WHEREAS, the Authority has previously issued the Folsom Public Financing Authority Water Revenue Refunding Bonds, Series 2013 (the “2013 Bonds”) to refinance certain additions, betterments, extensions and improvements (the “2005A Water Project”) to the municipal water system (the “Water System”) of the City of Folsom, a municipal corporation duly organized and existing under and by virtue of the Constitution and laws of the State of California (the “City”), pursuant to that certain 2013 Indenture, dated as of July 1, 2013, by and between the Authority and U.S. Bank National Association, as successor to MUFJ Union Bank, N.A. (formerly Union Bank, N.A.), as trustee; and

WHEREAS, the City has determined to refinance the 2005A Water Project through the refunding of the 2013 Bonds, as more particularly described in the 2021 Installment Purchase Contract (defined herein); and

WHEREAS, in order to finance the cost of the refinancing the 2005A Water Project, the City and the Authority propose to execute and enter into a 2021 Installment Purchase Contract (the “2021 Installment Purchase Contract”), pursuant to which the City will acquire the 2005A Water Project from the Authority and the Authority will sell the 2005A Water Project to the City, and pursuant to which the City will be obligated to make installment payments to the Authority for the payment of the cost of the acquisition of the 2005A Water Project from the Authority, and in order to implement the foregoing the Authority proposes to issue its Water Revenue Refunding Bonds, Series 2021 (the “Bonds”) under and pursuant to a 2021 Indenture to be executed and entered into with U.S. Bank National Association, as trustee (the “Trustee”) (the “2021 Indenture”); and

WHEREAS, the Authority will sell the Bonds at a private sale to Key Government Finance, Inc., pursuant to California Government Code Section 53583 and as more particularly set forth in the 2021 Indenture; and

WHEREAS, the Authority has previously issued the Folsom Public Financing Authority Water Revenue Refunding Bonds, Series 2019 (the “2019 Bonds”) to refinance certain additions, betterments, extensions and improvements to the Water System, pursuant to that certain 2019 Indenture, dated as of October 1, 2019, by and between the Authority and U.S. Bank National Association, as successor to MUFG Union Bank, N.A., as trustee; and

WHEREAS, the Bonds shall be payable on parity with the payment of the 2019 Bonds and any other Parity Obligations (as defined in the 2021 Installment Purchase Contract); and

WHEREAS, Government Code Section 5852.1 requires that the Governing Board of the Authority obtain from an underwriter, financial advisor or private lender and disclose, prior to authorization of the issuance of bonds with a term of greater than 13 months, good faith estimates of the following information in a meeting open to the public: (a) the true interest cost of the bonds, (b) the sum of all fees and charges paid to third parties with respect to the bonds, (c) the amount of proceeds of the bonds expected to be received net of the fees and charges paid to third parties and any reserves or capitalized interest paid or funded with proceeds of the bonds, and (d) the sum total of all debt service payments on the bonds calculated to the final maturity of the bonds plus the fees and charges paid to third parties not paid with the proceeds of the bonds; and

WHEREAS, in compliance with Government Code Section 5852.1, the Governing Board of the Authority has obtained from the Fieldman, Rolapp & Associates, Inc., as municipal advisor (the “Municipal Advisor”), the required good faith estimates and such estimates have been disclosed at this meeting; and

WHEREAS, all acts, conditions and things required by the laws of the State of California to exist, to have happened and to have been performed precedent to and in connection with the implementation of the foregoing financing do exist, have happened and have been performed in regular and due time, form and manner as required by law, and the Authority is now duly authorized and empowered, pursuant to each and every requirement of law, to implement such refinancing for the purpose, in the manner and upon the terms herein provided;

NOW, THEREFORE, BE IT RESOLVED by the Folsom Public Financing Authority, as follows:

Section 1. The issuance of not to exceed nine million two hundred thousand dollars (\$9,200,000) of the Authority’s Water Revenue Refunding Bonds, Series 2021, is hereby approved. The Chairperson of the Authority (the “Chairperson”) is hereby authorized and directed to execute and deliver, and the Secretary is hereby authorized and directed to countersign, the Bonds, in either case by manual or facsimile signature.

Section 2. The Authority hereby specifically finds and declares that the actions authorized hereby constitute, and are with respect to, public affairs of the Authority, and that the statements, findings and determinations of the Authority set forth above and in the preambles of the documents approved herein are true and correct.

Section 3. The 2021 Installment Purchase Contract proposed to be executed and entered into by and between the City and the Authority, in the form presented to this meeting and on file with the Secretary of the Authority, is hereby approved, and the Treasurer of the Authority

or her designee is hereby authorized and directed, for and in the name and on behalf of the Authority, to execute and deliver to the City the 2021 Installment Purchase Contract in substantially said form, with such changes therein as such officer may require or approve, such approval to be conclusively evidenced by the execution and delivery thereof; provided, that the schedule of the installment payments to be contained in the 2021 Installment Purchase Contract (to constitute Exhibit A thereto) shall be determined by the Treasurer of the Authority or her designee upon the sale of the Bonds.

Section 4. The 2021 Indenture proposed to be executed and entered into by and between the Authority and the Trustee, in the form presented to this meeting and on file with the Secretary of the Authority, is hereby approved, and the Treasurer of the Authority or her designee is hereby authorized and directed, for and in the name and on behalf of the Authority, to execute and deliver to the Trustee the 2021 Indenture in substantially said form, with such changes therein as such officer may require or approve, such approval to be conclusively evidenced by the execution and delivery thereof.

Section 5. The Escrow Agreement (the "Escrow Agreement") relating to the refunding of the 2013 Bonds, in the form presented to this meeting and on file with the Secretary of the Authority, is hereby approved, and the Treasurer of the Authority or her designee is hereby authorized and directed, for and in the name and on behalf of the Authority, to execute and deliver the Escrow Agreement in substantially said form, with such changes therein as such officer may require or approve, such approval to be conclusively evidenced by the execution and delivery thereof.

Section 6. The officers of the Authority are hereby authorized and directed, jointly and severally, to do any and all things and to execute and deliver any and all documents which they may deem necessary or desirable in order to implement the financing authorized hereby and to implement the sale, execution and delivery of the Bonds by the Authority and otherwise to carry out, give effect to and comply with the terms and intent of this resolution, the 2021 Installment Purchase Contract, the 2021 Indenture, the Escrow Agreement and the Bonds; and all such actions heretofore taken by such officers are hereby ratified, confirmed and approved.

Section 7. This resolution shall take effect from and after its adoption.

PASSED AND ADOPTED this 22nd day of June 2021 by the following roll-call vote:

AYES: Boardmember(s):

NOES: Boardmember(s):

ABSENT: Boardmember(s):

ABSTAIN: Boardmember(s):

Michael D. Kozlowski, CHAIRPERSON

ATTEST:

Christa Freemantle, SECRETARY

ATTACHMENT 3

2021 INSTALLMENT PURCHASE CONTRACT

by and between the

CITY OF FOLSOM

and the

FOLSOM PUBLIC FINANCING AUTHORITY

RELATING TO THE
CITY OF FOLSOM
2005A WATER PROJECT

Dated as of June 1, 2021

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2021 INSTALLMENT PURCHASE CONTRACT

This 2021 Installment Purchase Contract (the “2021 Contract”), dated as of June 1, 2021, by and between the CITY OF FOLSOM, a municipal corporation duly organized and existing under and by virtue of the Constitution and laws of the State of California (the “City”), and the FOLSOM PUBLIC FINANCING AUTHORITY, a joint exercise of powers entity duly organized and existing under and by virtue of the laws of the State of California (the “Authority”);

WITNESSETH:

WHEREAS, the City is authorized by law to purchase improvements for the municipal water system of the City; and

WHEREAS, the City and the Authority previously entered into that certain 2013 Installment Purchase Contract, dated as of July 1, 2013 (the “2013 Contract”), whereby the Authority agreed to sell certain improvements to the City’s water system (the “2005A Water Project”) to the City and the City agreed to purchase such improvements from the Authority for the purpose of refinancing the 2005A Water Project; and

WHEREAS, in connection with the 2013 Contract, the Authority issued its Water Revenue Refunding Bonds, Series 2013 (the “2013 Bonds”) pursuant to a 2013 Indenture, dated as of July 1, 2013 (the “2013 Indenture”) between the Authority and U.S. Bank National Association, as successor to MUFG Union Bank, N.A. (formerly Union Bank, N.A.) (the “2013 Trustee”), for the purpose, among others, of refinancing the 2005A Water Project; and

WHEREAS, the City and the Authority previously entered into that certain 2019 Installment Purchase Contract, dated as of October 1, 2019 (the “2019 Contract”), whereby the Authority agreed to sell a portion of certain improvements to the City’s water system (the “1998 Water Project”) to the City and the City agreed to purchase such improvements from the Authority for the purpose of refinancing the 1998 Water Project; and

WHEREAS, in connection with the 2019 Contract, the Authority issued its Water Revenue Refunding Bonds, Series 2019 (the “2019 Bonds”) pursuant to a 2019 Indenture, dated as of October 1, 2019 (the “2019 Indenture”) between the Authority and U.S. Bank National Association, as successor to MUFG Union Bank, N.A. (the “2019 Trustee”), for the purpose, among others, of refinancing the 1998 Water Project; and

WHEREAS, the City has determined that the refinancing of the 2005A Water Project by refunding the obligations of the City under the 2013 Contract, as provided in this 2021 Contract, is necessary and proper for the City and is in the public interest, and the Authority has determined to assist the City in the foregoing by refunding the City’s remaining obligations under the 2013 Contract and thereby refunding the outstanding 2013 Bonds; and

WHEREAS, to refinance the 2005A Water Project, the City has agreed to make scheduled installment payments to the Authority, together with interest thereon, which installment payments are to be secured by a pledge of and lien on certain net revenues of the

City's municipal water system (the "Water System") (as further described herein, the "Net Revenues"), as provided herein, and

WHEREAS, the pledge of and lien on Net Revenues securing the installment payments provided hereunder is to be on parity with the security interest securing the outstanding 2019 Bonds; and

WHEREAS, the City and the Authority hereby certify that all acts, conditions and things required by law to exist, to have happened and to have been performed precedent to and in connection with the execution and entering into of the 2021 Contract do exist, have happened and have been performed in regular and due time, form and manner as required by law, and the parties hereto are now duly authorized to execute and enter into the 2021 Contract;

NOW, THEREFORE, IN CONSIDERATION OF THE PREMISES AND OF THE MUTUAL AGREEMENTS AND COVENANTS CONTAINED HEREIN AND FOR OTHER VALUABLE CONSIDERATION, THE PARTIES HERETO DO HEREBY AGREE AS FOLLOWS:

ARTICLE I

DEFINITIONS

SECTION 1.01. Definitions. Unless the context otherwise requires, the terms defined in this section shall for all purposes hereof and of any amendment hereof and of any report or other document mentioned herein or therein have the meanings defined herein, the following definitions to be equally applicable to both the singular and plural forms of any of the terms defined herein. Unless a contrary intent is expressed in this 2021 Contract, capitalized terms used but not defined in this 2021 Contract shall have the meanings given in the 2021 Indenture.

1998 Water Project

"1998 Water Project" means those certain additions, betterments, extensions and improvements to the Water System consisting of the expansion of the City's Water Treatment Plant from a capacity of 25 million gallons per day ("mgd") to a capacity of 40 mgd, and the replacement and rehabilitation of a portion of the existing Natoma Pipeline, together with the refinancing of the City's outstanding 1976 Water Revenue Bonds, Series A and Series B, necessary for the City to purchase the foregoing improvements.

2005A Water Project

"2005A Water Project" means those certain additions, betterments, extensions and improvements to the Water System refinanced with proceeds of the 2021 Bonds, consisting of a portion of the work required to expand the peak capacity of the City's water treatment plant from 40 million gallons per day ("mgd") to 50 mgd, including the construction and installation of two 20 mgd Actiflo flocculation sedimentation units for pretreatment, six dual media filters, a polymer building, modifications to chemical storage and feed facilities, modifications to the backwash recovery system and other related improvements to the water treatment plant, together

with such additions thereto or less such deletions therefrom as shall be specified by the City (in accordance with the 2013 Contract) stating that such additions constitute part of the 2005A Water Project or that such deletions do not constitute part of the 2005A Water Project, as the case may be.

2013 Bonds

“2013 Bonds” means all water revenue bonds of the Authority authorized, issued and delivered under the 2013 Indenture that are at any time outstanding pursuant thereto.

2013 Contract

“2013 Contract” means that certain 2013 Installment Purchase Contract, dated as of July 1, 2013, by and between the City and the Authority, as originally executed and as it may from time to time be amended in accordance therewith.

2013 Indenture

“2013 Indenture” means that certain 2013 Indenture, dated as of July 1, 2013, by and between the Authority and the 2013 Trustee, as originally executed and as it may from time to time be amended in accordance therewith.

2013 Installment Payments

“2013 Installment Payments” means the Parity Installment Payments scheduled to be paid by the City under the 2013 Contract.

2013 Trustee

“2013 Trustee” means U.S. Bank National Association, as successor to MUFG Union Bank, N.A. (formerly Union Bank, N.A.), a national banking association duly organized and existing under and by virtue of the laws of the United States of America, at its Designated Corporate Trust Office, as trustee under the 2013 Indenture, and any successors thereto.

2019 Bonds

“2019 Bonds” means all water revenue bonds of the Authority authorized, issued and delivered under the 2019 Indenture that are at any time outstanding pursuant thereto.

2019 Contract

“2019 Contract” means the 2019 Installment Purchase Contract, dated as of October 1, 2019, by and between the City and the Authority, as originally executed and as it may from time to time be amended in accordance herewith.

2019 Indenture

“2019 Indenture” means that certain 2019 Indenture, dated as of October 1, 2019, by and between the Authority and the 2019 Trustee, as originally executed and as it may from time to time be amended or supplemented in accordance with its terms.

2019 Installment Payments

“2019 Installment Payments” means the Parity Installment Payments scheduled to be paid by the City hereunder.

2019 Trustee

“2019 Trustee” means U.S. Bank National Association, as successor to MUFG Union Bank, N.A., a national banking association duly organized and existing under and by virtue of the laws of the United States of America, at its Designated Corporate Trust Office, as trustee under the 2019 Indenture, and any successors thereto.

2021 Bonds

“2021 Bonds” means all water revenue bonds of the Authority authorized, issued and delivered under the 2021 Indenture that are at any time outstanding pursuant thereto.

2021 Contract

“2021 Contract” means this 2021 Installment Purchase Contract, dated as of June 1, 2021, by and between the City and the Authority, as originally executed and as it may from time to time be amended in accordance herewith.

2021 Indenture

“2021 Indenture” means that certain 2021 Indenture dated as of June 1, 2021, by and between the Authority and the Trustee, as originally executed and as it may from time to time be amended or supplemented in accordance with its terms.

2021 Installment Payments

“2021 Installment Payments” means the Parity Installment Payments scheduled to be paid by the City hereunder.

Accountant’s Report

“Accountant’s Report” means an audited financial report prepared and signed by an Independent Certified Public Accountant.

Act

“Act” means the Joint Exercise of Powers Act (being Chapter 5 of Division 7 of Title 1 of the Government Code of the State, as amended) and all laws amendatory thereof or supplemental thereto.

Assumed Rate

“Assumed Rate” means an assumed interest rate on a Variable Interest Rate Obligation for any period with respect to which the actual Variable Interest Rates on such Variable Interest Rate Obligation cannot be determined (including prospective periods and prior periods during which there were no actual Variable Interest Rates), and is equal to the SIFMA Index, or if such index ceases to be published, any other index reasonably estimated to approximate the rates reflected in the SIFMA Index, as selected by the Authority.

Authority

“Authority” means the Folsom Public Financing Authority, a joint exercise of powers entity duly organized and existing under and by virtue of the Act.

City

“City” means the City of Folsom, a municipal corporation duly organized and existing under and by virtue of the Constitution and laws of the State.

City Revenue Fund

“City Revenue Fund” means the City of Folsom Water Revenue Fund continued pursuant to the 2019 Contract and further continued hereunder.

Code

“Code” means the Internal Revenue Code of 1986 and the regulations of the United States Department of the Treasury issued thereunder, and in this regard reference to any particular section of the Code shall include reference to all successor sections of the Code.

Coverage Requirement

“Coverage Requirement” means, for any Fiscal Year or any other period, an amount of Net Revenues equal to at least one hundred twenty percent (120%) of the sum of all Parity Debt Service for such Fiscal Year or such other period, as applicable.

Date of Operation

“Date of Operation” means, with respect to any uncompleted Water Project, the estimated date by which such Water Project will have been completed and, in the opinion of the City, will be ready for use and operation by the City.

Designated Corporate Trust Office

“Designated Corporate Trust Office” means the corporate trust office of the Trustee in San Francisco, California; provided, that for purposes of the registration, transfer, exchange, payment or surrender of the 2021 Bonds, the term “Designated Corporate Trust Office” means the corporate trust office of the Trustee in St. Paul, Minnesota, or such other office designated by the Trustee from time to time.

Event of Default

“Event of Default” means an event defined as such in Section 6.01(a), (b) or (c).

Federal Securities

“Federal Securities” means United States of America Treasury bills, notes, bonds or certificates of indebtedness, or obligations for which the full faith and credit of the United States of America are pledged for the payment of interest and principal, or securities evidencing direct ownership interests in such obligations or in specified portions of the interest on or principal of such obligations that are held by a custodian in safekeeping on behalf of the owners of such securities.

Fiscal Year

“Fiscal Year” means the twelve-month period terminating on June 30 of each year, or any other annual accounting period hereafter selected and designated by the City as its Fiscal Year in accordance with applicable law.

Fitch

“Fitch” means Fitch Ratings, a corporation duly organized and existing under and by virtue of the laws of the State of Delaware, and its successors or assigns, but only to the extent that such entity is then rating any Parity Bonds at the request of the Authority.

Generally Accepted Accounting Principles

“Generally Accepted Accounting Principles” means the uniform accounting and reporting procedures set forth in publications of the American Institute of Certified Public Accountants or its successor, or by any other generally accepted authority on such procedures, and includes, as applicable, the standards set forth by the Governmental Accounting Standards Board or its successor.

Independent Certified Public Accountant

“Independent Certified Public Accountant” means any firm of certified public accountants duly licensed and entitled to practice and practicing as such under the laws of the State, appointed and paid by the City, and who:

- (1) is in fact independent and not under the domination of the City;

(2) does not have a substantial financial interest, direct or indirect, in the operations of the City; and

(3) is not connected with the City as a councilmember, officer or employee of the City, but which firm may be regularly retained by the City to audit the accounting records of the City and make reports thereon to the City.

Independent Financial Consultant

“Independent Financial Consultant” means any financial consultant specializing in municipal finance, appointed and paid by the City, and who:

(1) is in fact independent and not under the domination of the City;

(2) does not have a substantial financial interest, direct or indirect, in the operations of the City; and

(3) is not connected with the City as a councilmember, officer or employee of the City, but may be regularly retained by the City to provide consulting services.

Initial Purchaser

“Initial Purchaser” means Key Government Finance, Inc., as initial purchaser of the 2021 Bonds.

Issuing Document

“Issuing Document” means any indenture, trust agreement or other document that provides for the issuance of Parity Bonds or Parity Obligations.

Maintenance and Operation Costs

“Maintenance and Operation Costs” means the reasonable and necessary costs paid or incurred by the City for maintaining and operating the Water System, determined in accordance with Generally Accepted Accounting Principles, including all costs of water purchased or otherwise acquired for the Water System and all costs of treating water for the Water System and all expenses necessary to maintain and preserve the Water System in good repair and working order and including all administrative and management costs of the City that are charged directly or apportioned to the operation of the Water System, such as salaries and wages of employees, overhead, taxes (if any) and insurance premiums, and including all other reasonable and necessary costs of the City or charges required to be paid by it to comply with the terms hereof or of any resolution authorizing the issuance of any Parity City Bonds or of such Parity City Bonds or of any resolution authorizing the execution of any Parity Contract or of such Parity Contract, such as compensation, reimbursement and indemnification of the trustee for any such Parity City Bonds or Parity Contract and fees and expenses of Independent Certified Public Accountants and independent engineers, but excluding in all cases depreciation, replacement and obsolescence charges or reserves therefor and amortization of intangibles.

Moody's

“Moody’s” means Moody’s Investors Service, a corporation duly organized and existing under and by virtue of the laws of the State of Delaware, and its successors or assigns, except that if such entity shall be dissolved or liquidated or shall no longer perform the services of a municipal securities rating agency, then “Moody’s” shall be deemed to refer to any other nationally recognized municipal securities rating agency selected by the Authority.

Net Revenues

“Net Revenues” means, for any Fiscal Year, the Revenues during such Fiscal Year less the Maintenance and Operation Costs during such Fiscal Year.

Parity Bonds

“Parity Bonds” means the 2019 Bonds, the 2021 Bonds and all other water revenue bonds of the Authority secured by Parity Installment Payments.

Parity City Bonds

“Parity City Bonds” means all water revenue bonds of the City authorized, executed, issued and delivered by the City under and pursuant to applicable law which are secured by a pledge of and lien on the Net Revenues on parity with the security for the Parity Installment Payments.

Parity Contracts

“Parity Contracts” means the 2019 Contract, the 2021 Contract and all other installment purchase contracts executed by the City under and pursuant to applicable law, the installment payments under which are secured by a pledge of and lien on the Net Revenues on parity with the security for the 2019 Installment Payments, the 2021 Installment Payments and the Parity City Bonds.

Parity Debt Service

“Parity Debt Service” means, with respect to any Parity Obligation for any period of calculation, those portions of the payments of interest on and principal and redemption premiums, if any, required to be made during such period under such Parity Obligation, less any such interest that is to be paid from proceeds of such Parity Obligation, less the earnings to be derived from the investment of moneys on deposit in debt service reserve funds and capitalized interest funds established for such Parity Obligation; provided, that for purposes of the calculation of Parity Debt Service, the following shall apply:

(A) Interest on Variable Interest Rate Obligations. Interest on any Variable Interest Rate Obligation shall be deemed to be at the following interest rate or rates:

(1) for periods with respect to which the actual Variable Interest Rates on such Variable Interest Rate Obligation can be determined, the interest rates on such

contract shall be such actual Variable Interest Rates for such periods; provided that if the Variable Interest Rate Obligations have been outstanding for at least 12 months, the interest rate shall be the average rate over the 12 months immediately preceding the date of calculations; and

(2) for periods with respect to which the actual Variable Interest Rates on such Variable Interest Rate Obligation cannot be determined (including prospective periods and prior periods during which there was no actual Variable Interest Rate), the Variable Interest Rate on such obligation shall be the Assumed Rate.

(B) Interest on Parity Obligations with respect to which a Payment Agreement is in force. For purposes of the definition of Parity Debt Service, interest deemed to be payable on any Parity Obligation with respect to which a Payment Agreement is in force shall be based on the net economic effect on the City expected to be produced by the terms of such Parity Obligation and such Payment Agreement, including but not limited to the effects that (i) such Parity Obligation would, but for such Payment Agreement, be treated as an obligation bearing interest at a Variable Interest Rate instead shall be treated as an obligation bearing interest at a fixed interest rate, and (ii) such Parity Obligation would, but for such Payment Agreement, be treated as an obligation bearing interest at a fixed interest rate instead shall be treated as an obligation bearing interest at a Variable Interest Rate; and accordingly, the amount of interest deemed to be payable on any Parity Obligation with respect to which a Payment Agreement is in force shall be an amount equal to the amount of interest that would be payable at the rate or rates stated in such Parity Obligation plus the applicable Payment Agreement Payments minus the applicable Payment Agreement Receipts, and for the purpose of calculating as nearly as practicable the Payment Agreement Receipts and the Payment Agreement Payments under such Parity Obligation, the following assumptions shall be made:

(1) City Obligated to Pay Net Variable Payments. If a Payment Agreement has been entered into by the City with respect to a Parity Obligation resulting in the payment of a net variable interest rate with respect to such Parity Obligation and Payment Agreement by the City, the interest rate on such Parity Obligation for future periods when the actual interest rate cannot yet be determined shall be assumed, during the period the Payment Agreement is in effect, to be equal to the sum of (i) the fixed rate or rates stated in such Parity Obligation, minus (ii) the fixed rate paid by the Qualified Counterparty to the City, plus (iii) the lesser of (A) the interest rate cap, if any, provided by a Qualified Counterparty with respect to such Payment Agreement (but only during the period that such interest rate cap is in effect) and (B) the Assumed Rate; and

(2) City Obligated to Pay Net Fixed Payments. If a Payment Agreement has been entered into by the City with respect to a Parity Obligation resulting in the payment of a net fixed interest rate with respect to such Parity Obligation and Payment Agreement by the City, the interest on such Parity Obligation shall be included in the calculation of the Parity Debt Service during the period the Payment Agreement is in effect by including for each calculation period an amount equal to the amount of interest payable at the fixed interest rate pursuant to such Payment Agreement;

(C) For purposes of any Parity Obligation or portions thereof the debt service requirements under which contain no current interest component but which are sold at a discount and which discount accretes with respect to such Parity Obligation or portions thereof, such accreted discount shall be treated as interest in the calculation of Parity Debt Service;

(D) For purposes of any Parity Obligations that constitute paired obligations, the interest rate on such Parity Obligations shall be the resulting linked rate or the effective fixed interest rate to be paid by the City with respect to such paired obligations; and

(E) The amount on deposit in a debt service reserve fund with respect to a Parity Obligation on any date of calculation of Parity Debt Service shall be deducted from the amount of principal due at the final maturity of such Parity Obligation to the extent the amount in such debt service reserve fund is in excess of such amount of principal, such excess shall be applied to the full amount of principal due, in each preceding year, in inverse order of due date, until such amount is exhausted.

Parity Installment Payment Fund

“Parity Installment Payment Fund” means the Folsom Public Financing Authority Parity Installment Payment Fund established pursuant to Section 3.02 of the 2021 Indenture.

Parity Installment Payments

“Parity Installment Payments” means the installment payments payable under this 2021 Contract and all other Parity Contracts.

Parity Obligations

“Parity Obligations” means all Parity Contracts, all Parity City Bonds and the scheduled payments under any Payment Agreement which have been designated by the City as a “Parity Obligation” in the Payment Agreement or in the Parity Contract or Issuing Document for the related Parity Obligations.

Payment Agreement

“Payment Agreement” means a written agreement for the purpose of managing or reducing the City’s exposure to fluctuations in interest rates or for any other interest rate, investment, asset or liability managing purposes, entered into either on a current or forward basis by the City and a Qualified Counterparty as authorized under any applicable laws of the State in connection with, or incidental to, the entering into of any Parity Obligation, that provides for an exchange of payments based on interest rates, ceilings or floors on such payments, options on such payments or any combination thereof, or any similar device.

Payment Agreement Payments

“Payment Agreement Payments” means the amounts periodically required to be paid by the City to all Qualified Counterparties under all Payment Agreements.

Payment Agreement Receipts

“Payment Agreement Receipts” means the amounts periodically required to be paid by all Qualified Counterparties to the City under all Payment Agreements.

Qualified Counterparty

“Qualified Counterparty” means a counterparty to a Payment Agreement (1) (a) which is rated at least equal to the ratings assigned by each of the Rating Agencies to the Parity Bonds (without regard to any gradations within a rating category and without regard to any credit enhancement thereof), (b) the senior debt obligations of which are rated at least equal to the ratings assigned by each of the Rating Agencies to the Parity Bonds (without regard to any gradations within a rating category and without regard to any credit enhancement thereof), or guaranteed by an entity so rated, (c) whose obligations under the Payment Agreement are guaranteed for the entire term of the Payment Agreement by a bond insurer or other institution which has been assigned a credit rating at least equal to the ratings assigned by each of the Rating Agencies to the Parity Bonds (without regard to any gradations within a rating category and without regard to any credit enhancement thereof), or (d) the obligations of which under the Payment Agreement are collateralized in such a manner as to obtain a rating at least equal to the ratings assigned by each of the Rating Agencies to the Parity Bonds (without regard to any gradations within a rating category and without regard to any credit enhancement thereof), and (2) which is otherwise qualified to act as the counterparty under a Payment Agreement with the City under the Charter and all applicable policies of the City, and under all applicable laws of the State.

Rating Agencies

“Rating Agencies” means collectively Fitch, Moody’s and S&P, together with any other nationally recognized municipal securities rating agency or agencies selected by the Authority that is then rating any Parity City Bonds or bonds secured by Parity Installment Payments at the request of the Authority.

Refunding Price

“Refunding Price” means the principal amount owed by the City to the Authority for the refunding of the 2005A Water Project under the terms hereof as provided in Section 3.01.

Revenues

“Revenues” means all gross income and revenue received by the City from the ownership or operation of the Water System, determined in accordance with Generally Accepted Accounting Principles, including all charges, fees and rates and all connection fees received by the City for water and the other services of the Water System and all proceeds of insurance covering business interruption loss relating to the Water System and all other income and revenue howsoever derived by the City from the ownership or operation of the Water System, but excluding all proceeds of taxes and all refundable deposits made to establish credit and advances or contributions or grants in aid of construction.

S&P

“S&P” means S&P Global Ratings, a business of Standard & Poor’s Financial Services LLC, and its successors or assigns, except that if such entity shall be dissolved or liquidated or shall no longer perform the services of a municipal securities rating agency, then “S&P” shall be deemed to refer to any other nationally recognized municipal securities rating agency selected by the Authority.

SIFMA Index

“SIFMA Index” means on any date, a rate determined on the basis of the seven-day high grade market index of tax-exempt variable rate demand obligations, as produced by Municipal Market Data and published or made available by The Bond Market Association (“SIFMA”) or any person acting in cooperation with or under the sponsorship of SIFMA and acceptable to the City and effective from such date.

State

“State” means the State of California.

Termination Payments

“Termination Payments” means any payments due and payable to a Qualified Counterparty in connection with the termination of a Payment Agreement.

Trustee

“Trustee” means U.S. Bank National Association, a national banking association duly organized and existing under and by virtue of the laws of the United States of America, at its Designated Corporate Trust Office, as trustee under the 2021 Indenture, and any successors thereto.

Variable Interest Rate

“Variable Interest Rate” means any variable interest rate or rates to be paid under any Parity Obligation, the method of computing which variable interest rate shall be as specified in such obligation, which obligation shall also specify either (i) the payment period or periods or time or manner of determining such period or periods or time for which each value of such variable interest rate shall remain in effect, and (ii) the time or times based upon which any change in such variable interest rate shall become effective, and which variable interest rate may, without limitation, be based on the interest rate on certain bonds or may be based on interest rate, currency, commodity or other indices.

Variable Interest Rate Obligations

“Variable Interest Rate Obligations” means, for any period of time, any Parity Obligations that bear a Variable Interest Rate during such period, except that no such obligation shall be treated as a Variable Interest Rate Obligation if the net economic effect of interest rates

on any particular payments and interest rates on any other payments of the same obligation, as set forth in such obligation, or the net economic effect of a Payment Agreement with respect to any particular Parity Obligation, in either case is to produce a substantially fixed interest rate obligation, and any Parity Obligation with respect to which a Payment Agreement is in force shall be treated as a Variable Interest Rate Obligation if the net economic effect of the Payment Agreement is to produce a substantially Variable Interest Rate Obligation.

Water Project

“Water Project” means any additions, betterments, extensions or improvements to the Water System designated by the City Council of the City as a designated Water Project for the City, the cost of the purchase of which is to be paid for by the proceeds of any Parity City Bonds or any Parity Contracts.

Water Service

“Water Service” means the commodity and the collection, conservation, production, storage, treatment, transmission, supply and distribution services furnished, made available or provided by the Water System.

Water System

“Water System” means all facilities for obtaining, storing, treating and delivering municipal water now owned or operated by the City, and all other properties, structures or works hereafter acquired and constructed by the City and determined to be a part of the Water System, together with all additions, betterments, extensions or improvements to such facilities, properties, structures or works or any part thereof hereafter acquired or constructed.

ARTICLE II

THE 2005A WATER PROJECT

SECTION 2.01. Refunding of the Installment Payments for the 2005A Water Project. The Authority agrees to refund the installment payments due by the City for the purchase of the 2005A Water Project. In order to implement this provision, the Authority agrees to cause to be delivered to the 2013 Trustee, as escrow agent, the sum of \$8,980,856.46 from the proceeds of the 2021 Bonds, and the City agrees to use such amounts to prepay the installment payments payable by the City for the 2005A Water Project.

In the event the Authority fails to observe or perform any agreement, condition, covenant or term contained herein required to be observed or performed by it, the City may institute such action or proceeding against the Authority as the City may deem necessary or convenient to compel the observance or performance of such agreement, condition, covenant or term, or to recover damages for the nonobservance or nonperformance thereof. The City may, at its own cost and expense and in its own name or in the name of the Authority, prosecute or defend any action or proceeding or take any other action involving third persons which the City deems reasonably necessary in order to protect or secure its rights hereunder, and in such event

the Authority agrees to cooperate fully with the City and to take all action necessary to effect the substitution of the City for the Authority in any action or proceeding if the City shall so request.

SECTION 2.02. Additions to or Deletions from the 2005A Water Project. The City may at any time make additions to or make deletions from the 2005A Water Project, but only if the City first files with the Trustee a certificate of the City identifying the work to be added to the 2005A Water Project or the work to be deleted from the 2005A Water Project, or both.

SECTION 2.03. Title to the 2005A Water Project. Upon the acquisition or construction of each portion of the 2005A Water Project by the City as agent for the Authority, all right, title and interest therein shall automatically vest in the City, which automatic vesting shall occur without further action by the Authority; provided, that the Authority shall, if requested by the City or if necessary to assure such automatic vesting of such right, title or interest, execute and deliver any and all documents required to assure such vesting.

SECTION 2.04. Location of the 2005A Water Project; Ingress and Egress by Authority. The 2005A Water Project consists of components which are not contiguous to one another and which are located at various locations within and without the City, and the Authority shall have the right of ingress and egress to and from all such locations for the purpose of fulfilling its obligations hereunder without the necessity of either party hereto executing any further documentation relevant or appertaining hereto.

ARTICLE III

2021 INSTALLMENT PAYMENTS

SECTION 3.01. Refunding Price.

(a) The Refunding Price to be paid by the City hereunder to the Authority for the refunding of the aggregate installment payments payable by the City under the 2013 Contract is nine million one hundred sixteen thousand dollars (\$9,116,000), payable in installments of principal together with interest on the unpaid principal balance thereof, all as provided in the next paragraph (subject in each case to any right of prepayment provided in Article VI).

(b) The interest on the unpaid balance of the principal amount of the City's obligations hereunder constituting the 2021 Installment Payments shall accrue from June 30, 2021, at the following annual rates of interest per annum, and shall be paid by the City as and constitute interest paid on the principal amount of the City's obligations hereunder constituting the 2021 Installment Payments, namely:

<u>Installment Payment Date (November 1)</u>	<u>Principal Installment</u>	<u>Interest Rate</u>
2021	\$643,000.00	1.757%
2022	643,000.00	1.757
2023	654,000.00	1.757
2024	664,000.00	1.757
2025	674,000.00	1.757
2026	688,000.00	1.757
2027	701,000.00	1.757
2028	709,000.00	1.757
2029	725,000.00	1.757
2030	734,000.00	1.757
2031	748,000.00	1.757
2032	759,000.00	1.757
2033	774,000.00	1.757

SECTION 3.02. Payment of the 2021 Installment Payments. The City shall, subject to any right of prepayment as provided in Article VI, pay the Authority the 2021 Installment Payments as herein provided, without offset or deduction of any kind, by paying the principal components of the 2021 Installment Payments annually in the amounts and on November 1 in each of the years in accordance with Exhibit A attached hereto and incorporated herein and made a part hereof, together with the interest components of the 2021 Installment Payments, which interest components shall be paid semiannually on May 1 and November 1, commencing November 1, 2021, in the amounts set forth in Exhibit A attached hereto and incorporated herein and made a part hereof; provided, that in the event the City fails to make any 2021 Installment Payment when due, the defaulted 2021 Installment Payment shall continue as an obligation of the City, and the City shall pay the same with interest thereon from the due date thereof at the Default Rate (as defined in the 2021 Indenture) and Exhibit A attached hereto shall be deemed to be amended to reflect such additional interest; provided further, that if an Event of Default occurs and is not cured within 90 days, the 2021 Installment Payments shall bear interest at the Default Rate until such Event of Default is cured and Exhibit A attached hereto shall be deemed to be amended to reflect such additional interest.

The obligation of the City to pay the 2021 Installment Payments from the Net Revenues as herein provided is absolute and unconditional, and until such time as the 2021 Installment Payments shall have been fully paid (or provision for the payment thereof shall have been made pursuant to Section 7.01), the City will not discontinue or suspend any 2021 Installment Payments required to be made by it under this section, whether or not the 2005A Water Project or any part thereof is operating or operable or has been completed, or its use is suspended, interfered with, reduced or curtailed or terminated in whole or in part, and such payments shall not be subject to abatement because of any damage to, destruction or condemnation of the 2005A Water Project, and such payments shall not be subject to reduction whether by offset or otherwise and shall not be conditioned upon the performance or nonperformance by any party of any agreement for any cause whatsoever.

SECTION 3.03. Prepayment of the 2021 Installment Payments. The City may prepay the principal components of 2021 Installment Payments at the same times, in the same amounts and upon the same terms and conditions as the 2021 Bonds may be redeemed pursuant to the 2021 Indenture.

Notwithstanding any such prepayment, the City shall not be relieved of its obligations hereunder until all 2021 Installment Payments shall have been fully paid (or provision for the payment thereof shall have been made pursuant to Section 7.01).

ARTICLE IV

REVENUES

SECTION 4.01. Pledge of Net Revenues; City Revenue Fund.

(a) All Net Revenues shall be irrevocably pledged to the payment of the Parity Obligations, and the Net Revenues shall not be used for any purpose while any 2021 Installment Payments remain unpaid; provided, that out of Revenues there may be apportioned such sums for such purposes as are expressly permitted by this article. Upon the effectiveness of such pledge, such pledge shall constitute a first and exclusive lien on Revenues for the payment of the 2021 Installment Payments and Parity Obligations in accordance with the terms hereof.

(b) All Revenues shall be deposited as and when received in the City Revenue Fund which fund is hereby continued in the treasury of the City and which fund shall be maintained by the City, and all money in the City Revenue Fund shall be set aside by the City and applied to the payment of Maintenance and Operation Costs, as and when required to be paid.

(c) All remaining Revenues after the payment of all Maintenance and Operation Costs then required to be paid shall be Net Revenues.

(d) The City hereby covenants to cause all Net Revenues to be allocated and applied as provided in Section 4.02; provided, that pending the use by the City of the Net Revenues for such purposes, such money may be invested by the City in Permitted Investments.

SECTION 4.02. Allocation of Net Revenues. All Net Revenues shall be set aside by the City at the following times and deposited in the following account or fund in the following order of priority:

(a) Parity Installment Payment Fund Deposits. On or before each May 1 and November 1, the City shall, from Net Revenues, transfer to the Trustee (on parity with the transfers of Net Revenues for the payment of all other Parity Debt Service becoming due on such May 1 or November 1, as the case may be) for deposit in the Parity Installment Payment Fund a sum equal to the amount of the interest component becoming due hereunder on such May 1 or November 1, as the case may be, and on or before November 1 of each year, the City shall, from Net Revenues, transfer to the Trustee (on parity with the transfers of Net Revenues for the payment of all other Parity Debt Service) for deposit in the Parity Installment Payment Fund a

sum equal to the amount of the principal component becoming due hereunder on such November 1;

(b) Surplus Net Revenues. Provided that the payments and deposits required under paragraph (a) above have been made, any remaining Net Revenues may be used for any lawful purpose, including, but not limited to the payment of any obligations secured by Net Revenues on a priority subordinate to the Parity Obligations or the payment of any Termination Payment;

provided, that no such transfers to and deposits in the Parity Installment Payment Fund need be made if the amount available and contained therein is at least equal to the interest component becoming due hereunder on the next succeeding May 1 or November 1, as the case may be, plus the principal component becoming due hereunder on the next succeeding November 1; and provided further, that nothing in this section shall be construed to limit the City's ability to make other transfers and deposits at any time from Net Revenues for the payment of debt service, credit enhancement reimbursement costs and Payment Agreement Payments to the extent required with respect to additional Parity Obligations incurred in accordance with Section 4.03.

SECTION 4.03. Additional Obligations. The City will not incur any obligations payable from Net Revenues superior to the payment of the 2021 Installment Payments; provided, that the City may at any time issue any Parity City Bonds or execute and deliver any Parity Contract, as the case may be, to finance or refinance any Water Project, if

(a) The Net Revenues for the most recent audited Fiscal Year preceding the execution and delivery of such Parity Obligation, as evidenced by a special report prepared by the City or an Independent Financial Consultant, shall have satisfied the Coverage Requirement for such Fiscal Year;

(b) The Net Revenues for the most recent audited Fiscal Year preceding the execution and delivery of such Parity Obligation, as evidenced by a special report prepared by the City or an Independent Financial Consultant, shall have satisfied the Coverage Requirement for such Fiscal Year; provided, that for purposes of this clause (b), such report shall assume that (i) any increases or decreases in rates and charges for the Water Service that have become effective at any time since the first day of such Fiscal Year had been in effect since the first day of such Fiscal Year, (ii) any Parity Obligations that have been incurred since the first day of such Fiscal Year had been incurred on the first day of such Fiscal Year, and (iii) any Parity Obligation proposed to be issued had been incurred on the first day of such Fiscal Year; and

(c) The estimated Net Revenues for the then current Fiscal Year and for each Fiscal Year thereafter to and including the first complete Fiscal Year after the latest Date of Operation of any uncompleted Water Project, including (after giving effect to the completion of all such uncompleted Water Projects) an allowance for estimated Net Revenues for each of such Fiscal Years arising from any increase in the income, rents, fees, rates and charges estimated to be fixed, prescribed or received for the Water Service and which in the opinion of the City are economically feasible and reasonably considered necessary based on projected operations for such period, shall satisfy the Coverage Requirement with respect to the estimated Parity Debt Service for each of such Fiscal Years, after giving effect to the execution of all Parity

Obligations estimated to be required to be executed or issued to pay the costs of completing all uncompleted Water Projects within such Fiscal Years, assuming that all such Parity Obligations have maturities, interest rates (or Assumed Rates, in the case of Variable Interest Rate Obligations) and proportionate principal repayment provisions similar to the Parity Obligation last executed or then being executed for the purpose of acquiring and constructing any of such uncompleted Water Projects;

provided, that any Parity City Bonds may be issued or any Parity Contract may be executed and delivered without regard to the foregoing conditions if the Parity Debt Service in each Fiscal Year after the issuance of such Parity City Bonds or the execution and delivery of such Parity Contract, as the case may be, is not increased by reason of the issuance of such Parity City Bonds or the execution and delivery of such Parity Contract; and provided further, that any Parity City Bonds may be issued or any Parity Contract may be executed and delivered without regard to the foregoing conditions in order to refund Parity City Bonds or Parity Contracts then outstanding if, as a result of such refunding, an Event of Default will be cured; and provided further, that nothing contained herein shall limit the ability of the City to execute and deliver obligations secured by Net Revenues on a basis subordinate to all Parity Obligations so long as Net Revenues for the most recent Fiscal Year preceding the execution and delivery of such subordinate obligations evidenced in the same manner as provided above is at least equal to 100% of all Outstanding Parity Bonds and subordinate obligations including the proposed subordinate obligations.

Notwithstanding the satisfaction of the other conditions set forth in this Section 4.03, no Parity Obligations may be issued if any Event of Default (or any event which, with the passage of time or the giving of notice, or both, shall become an Event of Default) shall have occurred and be continuing, unless such default shall be cured upon such issuance.

ARTICLE V

COVENANTS OF THE CITY AND THE AUTHORITY

SECTION 5.01. Compliance with, Amendment of and Assignment of 2021 Contract.

(a) The City will punctually pay the 2021 Installment Payments in strict conformity with the terms hereof, and will faithfully observe and perform all the agreements, conditions, covenants and terms contained herein required to be observed and performed by it, and will not terminate the 2021 Contract for any cause whatsoever, including, without limiting the generality of the foregoing, any acts or circumstances that may constitute failure of consideration, destruction of or damage to the 2005A Water Project, commercial frustration of purpose, any change in the tax or other laws of the United States of America or of the State of California or any political subdivision of either or any failure of the Authority to observe or perform any agreement, condition, covenant or term contained herein required to be observed and performed by it, whether express or implied. The City will, so long as any 2021 Installment Payments remain unpaid, apply Net Revenues as provided herein.

(b) The City and the Authority shall not supplement, amend, modify or terminate any of the terms of the 2021 Contract, or consent to any such supplement, amendment, modification or termination, without the prior written consent of the Trustee, which such consent shall be given only if (a) such supplement, amendment, modification or termination will not materially adversely affect the interests of the 2021 Bonds or result in any material impairment of the security hereby given for the payment of the 2021 Installment Payments, or (b) the Trustee first obtains the written consent of a majority in aggregate principal amount of the Holders of the 2021 Bonds then Outstanding to such supplement, amendment, modification or termination; provided, that any supplement that complies with Sections 4.03 of this 2021 Contract shall not be deemed to materially adversely affect the interests of the Holders of 2021 Bonds or result in any material impairment of the security hereby given for the payment of the 2021 Installment Payments; and provided further, that no such supplement, amendment, modification or termination shall reduce the amount of 2021 Installment Payments to be made to the Authority or the Trustee by the City pursuant to the 2021 Contract, or extend the time for making such 2021 Installment Payments, or permit the creation of any lien prior to the lien created by the 2021 Contract on Net Revenues without the written consent of all of the Holders of all 2021 Bonds then Outstanding, except as provided in Section 4.03.

(c) For so long as the Initial Purchaser is the Holder of all of the 2021 Bonds, City and the Authority shall not supplement, amend or modify any of the terms of the 2021 Contract relating to the Coverage Requirement or the requirements relating to the issuance of Parity Obligations, or consent to any such supplement, amendment or modification thereof, without the prior written consent of the Initial Purchaser.

SECTION 5.02. Against Encumbrances. The City will not make any use of or encumber the Net Revenues except as provided herein; provided, that so long as the City is not in default hereunder, the City may issue any obligations subordinate to the Parity City Bonds and the Parity Contracts that are payable from surplus Net Revenues as provided in Section 4.03.

SECTION 5.03. Against Sale or Other Disposition of Property. The City will not sell, lease or otherwise dispose of the Water System or any part thereof essential to the proper operation of the Water System or to the maintenance of Net Revenues. The City will not enter into any agreement which impairs the operation of the Water System or any part thereof necessary to secure adequate Net Revenues for the payment of the Parity City Bonds or the Parity Installment Payments or which would otherwise impair the rights of the City with respect to Net Revenues or the operation of the Water System.

SECTION 5.04. Against Competitive Facilities. The City will not, to the extent permitted by law, acquire, purchase, maintain or operate and will not, to the extent permitted by law and within the scope of its powers, permit any other public or private agency, corporation, district or political subdivision or any person whomsoever to acquire, purchase, maintain or operate within the City any water system competitive with the Water System.

SECTION 5.05. Tax Covenants. The City will at all times do and perform all acts and things permitted by law which are necessary or desirable in order to assure that the interest components of the 2021 Installment Payments will not be included in the gross income of the owners of the 2021 Bonds for federal income tax purposes under the Code and will be

exempt from State of California personal income taxes, and will take no action that would result in such interest being so included or not being so exempt. Without limiting the foregoing, the City and the Authority will at all times comply with the requirements of the Tax Certificate executed in connection with the delivery of the 2021 Bonds by the Trustee. This covenant shall survive any defeasance or discharge of the 2021 Installment Payments pursuant to Article VIII or any prepayment of principal components of the 2021 Installment Payments pursuant to Article VI.

SECTION 5.06. Maintenance and Operation of the Water System. The City will maintain and preserve the Water System in good repair and working order at all times and will operate the Water System in an efficient and economical manner and will pay all Maintenance and Operation Costs as they become due and payable.

SECTION 5.07. Payment of Claims. The City will pay and discharge any and all lawful claims for labor, materials or supplies which, if unpaid, might become a lien on Net Revenues or any part thereof or on any funds in the hands of the City or which might impair the security of the 2021 Installment Payments.

SECTION 5.08. Compliance with Contracts. The City will comply with, keep, observe and perform all agreements, conditions, covenants and terms, express or implied, required to be kept, observed and performed by it contained in all contracts for the use of the Water System and all other contracts affecting or involving the Water System to the extent that the City is a party thereto.

SECTION 5.09. Insurance. The City will procure and maintain such insurance relating to the Water System which it shall deem advisable or necessary to protect its interests and the interests of the Authority and the Trustee, which insurance shall afford protection in such amounts and against such risks as are usually covered in the State in connection with municipal water systems comparable to the Water System; provided, that any such insurance may be maintained under a self-insurance program so long as such self-insurance is maintained in the amounts and manner usually maintained in connection with municipal water systems in the State comparable to the Water System and is, in the opinion of an accredited actuary, actuarially sound. All policies of insurance required to be maintained herein shall provide that the Authority and the Trustee shall be given thirty (30) days' written notice of any intended cancellation thereof or reduction of coverage provided thereby.

SECTION 5.10. Accounting Records; Financial Statements and Other Reports.

(a) The City will keep appropriate accounting records in which complete and correct entries shall be made of all transactions relating to the Water System and the Net Revenues, the Maintenance and Operation Costs and the Net Revenues relating thereto, which records shall be available for inspection by the Authority and the Trustee at reasonable hours and under reasonable conditions.

(b) The City will prepare annually within two hundred seventy (270) days after the close of each Fiscal Year (commencing with the Fiscal Year ending June 30, 2021) financial statements of the City for the preceding Fiscal Year prepared in accordance with

Generally Accepted Accounting Principles, together with an Accountant's Report thereon, which records shall be available for inspection by the Authority and the Trustee at reasonable hours and under reasonable conditions. The City shall either (i) provide a copy of such financial statements to the Holder or Holders, (ii) post such financial statements to the Municipal Securities Rulemaking Board's Electronic Municipal Market Access (EMMA) system available on the Internet or (iii) post such financial statements publicly on the City's website.

(c) For so long as the 2021 Bonds are held by a single Holder, the City shall provide to such Holder other financial reports as such Holder may reasonably request.

SECTION 5.11. Protection of Security and Rights of Authority. The City will preserve and protect the security hereof and the rights of the Authority to the 2021 Installment Payments hereunder and will warrant and defend such rights against all claims and demands of all persons.

SECTION 5.12. Payment of Taxes and Compliance with Governmental Regulations. The City will pay and discharge all taxes, assessments and other governmental charges which may hereafter be lawfully imposed upon the Water System or any part thereof or upon Net Revenues when the same shall become due. The City will duly observe and comply with all valid regulations and requirements of any governmental authority relative to the operation of the Water System or any part thereof, but the City shall not be required to comply with any regulations or requirements so long as the validity or application thereof shall be contested in good faith.

SECTION 5.13. Amount of Charges, Fees and Rates. The City will fix, prescribe and collect rates, fees and charges for the Water Service during each Fiscal Year which are reasonably fair and nondiscriminatory and which are estimated to yield Net Revenues for such Fiscal Year equal to at least the Coverage Requirement for such Fiscal Year; provided, that for purposes of this section, the assumptions set forth herein in paragraphs (C) and (D) of the definition of "Parity Debt Service" shall be disregarded. The City may make adjustments from time to time in such fees and charges and may make such classification thereof as it deems necessary, but shall not reduce the rates, fees and charges then in effect unless the Net Revenues from such reduced rates, fees and charges are estimated to be sufficient to meet the requirements of this section.

SECTION 5.14. Collection of Charges, Fees and Rates. The City will have in effect at all times rules and regulations requiring each user of the Water System to pay the applicable rates, fees and charges applicable to the Water Service and providing for the billing thereof and for a due date and a delinquency date for each bill. The City will not permit any part of the Water System or any facility thereof to be used or taken advantage of free of charge by any corporation, firm or person, or by any public agency (including the United States of America, the State and any city, county, district, political subdivision, public corporation or agency of any thereof); provided, that the City may without charge use the Water System.

SECTION 5.15. Eminent Domain and Insurance Proceeds. If all or any part of the Water System shall be taken by eminent domain proceedings, or if the City receives any insurance proceeds resulting from a casualty loss to the Water System, the Net Proceeds thereof,

at the option of the City, shall be applied either to (a) the prepayment of Parity Obligations, or (b) to acquire and construct additions, betterments or improvements to the Water System to replace the condemned or destroyed portion of the Water System.

SECTION 5.16. Additional Covenants. The City may provide additional covenants pursuant to any supplement hereto, including covenants relating to any credit support or liquidity support obtained for the 2021 Bonds.

SECTION 5.17. Further Assurances. The City will adopt, deliver, execute and make any and all further assurances, instruments and resolutions as may be reasonably necessary or proper to carry out the intention or to facilitate the performance hereof and for the better assuring and confirming unto the Authority of the rights and benefits provided to it herein.

SECTION 5.18. Compensation and Indemnification of Trustee. The City shall punctually pay amounts required to be paid to the Trustee pursuant to Section 5.03 of the 2021 Indenture. The provisions of this Section shall survive the termination of this 2021 Contract.

ARTICLE VI

EVENTS OF DEFAULT AND REMEDIES OF THE AUTHORITY

SECTION 6.01. Events of Default. If one or more of the following Events of Default shall happen, that is to say:

(a) if default shall be made in the due and punctual payment of any Parity Installment Payment or of any installment of principal of or interest on any Parity City Bond when and as the same shall become due and payable;

(b) if default shall be made by the City in the performance of any of the other agreements or covenants contained herein or contained in any Issuing Document authorizing the issuance of any Parity City Bonds required to be performed by it or contained in any Parity Contracts required to be performed by it, and such default shall have continued for a period of thirty (30) days after the City shall have been given notice in writing of such default by the Authority or the Trustee; or

(c) if the City shall file a petition or answer seeking arrangement or reorganization under the federal bankruptcy laws or any other applicable law of the United States of America or any state therein, or if a court of competent jurisdiction shall approve a petition filed with or without the consent of the City seeking arrangement or reorganization under the federal bankruptcy laws or any other applicable law of the United States of America or any state therein, or if under the provisions of any other law for the relief or aid of debtors any court of competent jurisdiction shall assume custody or control of the City or of the whole or any substantial part of its property; then and in each and every such case during the continuance of such Event of Default the Authority may, by notice in writing to the City, declare the entire principal amount of the unpaid 2021 Installment Payments and the accrued interest thereon to be due and payable immediately, and upon any such declaration the same shall become immediately due and payable, anything contained herein to the contrary notwithstanding; provided, that if at any time after the entire principal amount of the unpaid 2021 Installment Payments and the

accrued interest thereon shall have been so declared due and payable and before any judgment or decree for the payment of the money thereby due shall have been obtained or entered the City shall deposit with the Authority a sum sufficient to pay the unpaid principal amount of the 2021 Installment Payments due prior to such declaration and the accrued interest thereon, and the reasonable expenses of the Authority, and any and all other defaults known to the Authority (other than in the payment of the entire principal amount of the unpaid 2021 Installment Payments and the accrued interest thereon due and payable solely by reason of such declaration) shall have been made good or cured to the satisfaction of the Authority or provision deemed by the Authority to be adequate shall have been made therefor then and in every case the Authority, by written notice to the City, may rescind and annul such declaration and its consequences, except that no such rescission and annulment shall extend to or shall affect any subsequent default or shall impair or exhaust any right or power consequent thereon.

SECTION 6.02. Distribution of Assets. Upon the date of the declaration of an Event of Default by the Authority as provided in Section 6.01, all Net Revenues shall be applied in the following order:

(1) First, to the payment of the costs and expenses of the Trustee (as assignee of the Authority), if any, in carrying out the provisions of this article, including reasonable compensation to its agents, accountants and counsel and including any expenses of the Authority in indemnifying the Trustee;

(2) Second, to the payment of the interest then due and payable on the principal amount of the Parity Obligations (except any Termination Payments), and, if the amount available shall not be sufficient to pay in full all such interest then due and payable, then to the payment thereof ratably, according to the amounts due thereon without any discrimination or preference;

(3) Third, to the payment of the unpaid principal amount of the Parity Obligations (except any Termination Payments) then due and payable with interest on the overdue principal and interest amounts of the unpaid Parity Obligations at the rate or rates of interest then applicable to such Parity Obligations if paid in accordance with their terms, and, if the amount available shall not be sufficient to pay in full all the amounts due with respect to the Parity Obligations on any date, together with such interest, then to the payment thereof ratably, according to the principal amount due on such date, without any discrimination or preference;

(4) Fourth, to the required replenishment of any debt service reserves with respect to the Parity Obligations;

(5) Fifth, to the payment of any other amounts becoming due and payable with respect to Parity Obligations (including any letter of credit and remarketing fees); and

(6) Sixth, to the payment of the costs and expenses of the Authority, if any, in carrying out the provisions of this article, including reasonable compensation to its agents, accountants and counsel, that were not paid pursuant to clause (1) above;

(7) Seventh, to the payment of all other amounts due and payable by the City from Net Revenues, including, but not limited to the payment of obligations secured by Net Revenues on a priority subordinate to the Parity Obligations, and to the payment of any Termination Payments on any Payment Agreements.

SECTION 6.03. Other Remedies of the Authority. The Authority shall have the right:

(a) by mandamus or other action or proceeding or suit at law or in equity to enforce its rights against the City or any councilmember, officer or employee thereof, and to compel the City or any such councilmember, officer or employee to perform and carry out its duties under agreements and covenants required to be performed by it or him or her contained herein;

(b) by suit in equity to enjoin any acts or things which are unlawful or violate the rights of the Authority; or

(c) by suit in equity upon the happening of an Event of Default to require the City and its councilmembers, officers and employees to account as the trustee of an express trust.

SECTION 6.04. Non-Waiver. Nothing in this article or in any other provision hereof shall affect or impair the obligation of the City, which is absolute and unconditional, to pay the 2021 Installment Payments to the Authority at their respective due dates or upon prepayment as provided herein from the Net Revenues, or shall affect or impair the right of the Authority, which is also absolute and unconditional, to institute suit to enforce such payment by virtue of the contract embodied herein.

A waiver of any default or breach of duty or contract by the Authority shall not affect any subsequent default or breach of duty or contract or impair any rights or remedies on any such subsequent default or breach of duty or contract, and no delay or omission by the Authority to exercise any right or remedy accruing upon any default or breach of duty or contract shall impair any such right or remedy or shall be construed to be a waiver of any such default or breach of duty or contract or an acquiescence therein, and every right or remedy conferred upon the Authority by applicable law or by this article may be enforced and exercised from time to time and as often as shall be deemed expedient by the Authority.

If any action, proceeding or suit to enforce any right or exercise any remedy is abandoned or determined adversely to the Authority, the City and the Authority shall be restored to their former positions, rights and remedies as if such action, proceeding or suit had not been brought or taken.

SECTION 6.05. Remedies Not Exclusive. No remedy herein conferred upon or reserved to the Authority is intended to be exclusive of any other remedy, and each such remedy shall be cumulative and shall be in addition to every other remedy given hereunder or now or hereafter existing in law or in equity or by statute or otherwise and may be exercised without exhausting and without regard to any other remedy conferred by applicable law.

ARTICLE VII

DISCHARGE OF OBLIGATIONS

SECTION 7.01. Discharge of Obligations.

(a) If the City shall pay or cause to be paid all the 2021 Installment Payments at the times and in the manner provided herein, and other amounts required hereunder, the right, title and interest of the Authority herein and the obligations of the City hereunder shall thereupon cease, terminate, become void and be completely discharged and satisfied, except as provided in Section 5.05 and Section 5.18.

(b) Any unpaid principal component of the 2021 Installment Payments shall on its scheduled payment date or date of prepayment be deemed to have been paid within the meaning of and with the effect expressed in subsection (a) of this section if the City makes payment of such 2021 Installment Payments and the interest and prepayment premium, if applicable, thereon in the manner provided herein, and money for the purpose of such payment or prepayment is then held by the Trustee.

(c) All or any portion of unpaid principal components of the 2021 Installment Payments shall, prior to their scheduled payment dates or dates of prepayment, be deemed to have been paid within the meaning of and with the effect expressed in subsection (a) of this section (except that the City shall remain liable for the payment of such 2021 Installment Payments, but only out of the money or securities deposited with the Trustee or an escrow agent as hereinafter described) if (i) notice is provided by the City to the Trustee, (ii) there shall have been deposited with the Trustee or such escrow agent either money in an amount which shall be sufficient, or Federal Securities which are not subject to redemption prior to maturity except by the holder thereof (including any such Federal Securities issued or held in book entry form) the interest on and principal of which when paid will provide money which, together with money, if any, deposited with the Trustee or such escrow agent at the same time, shall be sufficient, as stated in a report of an Independent Certified Public Accountant addressed to the City and the Trustee or such escrow agent, to pay when due the principal components of such 2021 Installment Payments or such portions thereof and the interest and prepayment premiums, if any, thereon on and prior to their payment dates or their dates of prepayment, as the case may be, and (iii) an opinion of nationally recognized bond counsel addressed to the City and the Trustee or such escrow agent is filed with the Trustee to the effect that the action taken pursuant to this subsection will not cause the interest components of the 2021 Installment Payments to be includable in gross income under the Code for federal income tax purposes.

ARTICLE VIII

MISCELLANEOUS

SECTION 8.01. Liability of City Limited to Net Revenues. Notwithstanding anything contained herein, the City shall not be required to advance any money derived from any source of income other than the Net Revenues and the other funds provided herein for the payment of the 2021 Installment Payments or for the performance of any agreements or

covenants required to be performed by it contained herein; provided, that the City may advance money for any such purpose so long as such money is derived from a source legally available for such purpose and may be legally used by the City for such purpose.

The obligation of the City to make the 2021 Installment Payments is a special obligation of the City and is payable solely from the Net Revenues and the other funds as provided herein, and does not constitute a debt of the City or the State of California or of any political subdivision thereof within the meaning of any constitutional or statutory debt limitation or restriction, and does not constitute an obligation for which the City is obligated to levy or pledge any form of taxation or for which the City has levied or pledged any form of taxation.

SECTION 8.02. Benefits of Contract Limited to Parties. Except as provided in Sections 8.03 and 8.04, nothing contained herein, expressed or implied, is intended to give any person other than the City, the Authority, and their assigns any right, remedy or claim under or pursuant hereto, and any agreement or covenant required herein to be performed by or on behalf of the City or the Authority shall be for the sole and exclusive benefit of the City, the Authority, and their assigns.

SECTION 8.03. Assignment. The 2021 Contract and any rights hereunder may be assigned by the Authority, as a whole or in part, without the necessity of obtaining the prior consent of the City. The assignment of the 2021 Contract or rights hereunder to the Trustee is solely in its capacity as Trustee and the duties, powers and liabilities of the Trustee in acting hereunder shall be subject to the provisions of the 2021 Indenture.

SECTION 8.04. Successor is Deemed Included in all References to Predecessor. Whenever either the City or the Authority is named or referred to herein, such reference shall be deemed to include the successor to the powers, duties and functions that are presently vested in the City or the Authority, and all agreements and covenants required hereby to be performed by or on behalf of the City or the Authority with respect to the Water System shall bind and inure to the benefit of the respective successors thereof whether so expressed or not.

SECTION 8.05. Waiver of Personal Liability. No councilmember, officer or employee of the City shall be individually or personally liable for the payment of the 2021 Installment Payments, but nothing contained herein shall relieve any councilmember, officer or employee of the City from the performance of any official duty provided by any applicable provisions of law or hereby.

SECTION 8.06. Article and Section Headings, Gender and References. The headings or titles of the several articles and sections hereof and the table of contents appended hereto shall be solely for convenience of reference and shall not affect the meaning, convenience or effect hereof, and words of any gender shall be deemed and construed to include all genders. All references herein to "Articles," "Sections" and other subdivisions or clauses are to the corresponding articles, sections, subdivisions or clauses hereof; and the words "hereby," "herein," "hereto," "herewith," "hereunder" and other words of similar import refer to the 2021 Contract as a whole and not to any particular article, section, subdivision or clause hereof.

SECTION 8.07. Partial Invalidity. If any one or more of the agreements or covenants or portions thereof required hereby to be performed by or on the part of the City or the Authority shall be contrary to law, then such agreement or agreements, such covenant or covenants or such portions thereof shall be null and void and shall be deemed separable from the remaining agreements and covenants or portions thereof and shall in no way affect the validity hereof, and the City and the Authority hereby declare that they would have executed the 2021 Contract and each and every other article, section, paragraph, subdivision, sentence, clause and phrase hereof irrespective of the fact that any one or more articles, sections, paragraphs, subdivisions, sentences, clauses or phrases hereof or the application thereof to any person or circumstance may be held to be unconstitutional, unenforceable or invalid.

SECTION 8.08. Net Contract. The 2021 Contract shall be deemed and construed to be a net contract, and the City shall pay absolutely net during the term hereof the 2021 Installment Payments and all other payments required hereunder, free of any deductions and without abatement, diminution or set-off whatsoever.

SECTION 8.09. California Law. The 2021 Contract shall be construed and governed in accordance with the laws of the State of California.

SECTION 8.10. Notices. All written notices to be given hereunder shall be given by mail to the party entitled thereto at its address set forth below, or at such other address as such party may provide to the other party in writing from time to time, namely:

If to the City:

City of Folsom
Folsom City Hall
50 Natoma Street
Folsom, California 95630
Attention: Finance Director

If to the Authority:

Folsom Public Financing Authority
Folsom City Hall
50 Natoma Street
Folsom, California 95630
Attention: Treasurer

SECTION 8.11. Effective Date. The 2021 Contract shall become effective upon its execution and delivery.

SECTION 8.12. Execution in Counterparts. The 2021 Contract may be executed in several counterparts, each of which shall be deemed an original, and all of which shall constitute but one and the same instrument.

[REMAINDER INTENTIONALLY LEFT BLANK]

IN WITNESS WHEREOF, the parties hereto have executed the 2021 Contract by their officers thereunto duly authorized as of the day and year first written above.

CITY OF FOLSOM

By _____
Finance Director

(SEAL)

Attest:

City Clerk

FOLSOM PUBLIC FINANCING
AUTHORITY

By _____
Treasurer

Attest:

Secretary

EXHIBIT A

2021 INSTALLMENT PAYMENT SCHEDULE

<u>2021 Installment Payment Date</u>	<u>Interest Component</u>	<u>Principal Component</u>	<u>Total 2021 Installment Payments</u>
November 1, 2021	\$67,181.63	\$643,000.00	\$710,181.63
May 1, 2022	74,435.31	--	74,435.31
November 1, 2022	74,435.31	643,000.00	717,435.31
May 1, 2023	68,786.55	--	68,786.55
November 1, 2023	68,786.55	654,000.00	722,786.55
May 1, 2024	63,041.16	--	63,041.16
November 1, 2024	63,041.16	664,000.00	727,041.16
May 1, 2025	57,207.92	--	57,207.92
November 1, 2025	57,207.92	674,000.00	731,207.92
May 1, 2026	51,286.83	--	51,286.83
November 1, 2026	51,286.83	688,000.00	739,286.83
May 1, 2027	45,242.75	--	45,242.75
November 1, 2027	45,242.75	701,000.00	746,242.75
May 1, 2028	39,084.47	--	39,084.47
November 1, 2028	39,084.47	709,000.00	748,084.47
May 1, 2029	32,855.90	--	32,855.90
November 1, 2029	32,855.90	725,000.00	757,855.90
May 1, 2030	26,486.78	--	26,486.78
November 1, 2030	26,486.78	734,000.00	760,486.78
May 1, 2031	20,038.59	--	20,038.59
November 1, 2031	20,038.59	748,000.00	768,038.59
May 1, 2032	13,467.41	--	13,467.41
November 1, 2032	13,467.41	759,000.00	772,467.41
May 1, 2033	6,799.59	--	6,799.59
November 1, 2033	6,799.59	774,000.00	780,799.59
TOTAL:	\$1,064,648.15	\$9,116,000.00	\$10,180,648.15

ATTACHMENT 4

2021 INDENTURE

by and between the

FOLSOM PUBLIC FINANCING AUTHORITY

and

U.S. BANK NATIONAL ASSOCIATION,

as Trustee

Relating to the

\$9,116,000

FOLSOM PUBLIC FINANCING AUTHORITY
WATER REVENUE REFUNDING BONDS, SERIES 2021

Dated as of June 1, 2021

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2021 INDENTURE

This 2021 Indenture (the “2021 Indenture”), dated as of June 1, 2021, by and between the FOLSOM PUBLIC FINANCING AUTHORITY, a joint exercise of powers entity duly organized and existing under and by virtue of the laws of the State of California (the “Authority”), and U.S. BANK NATIONAL ASSOCIATION, a national banking association duly organized and existing under and by virtue of the laws of the United States of America, as trustee (the “Trustee”);

W I T N E S S E T H:

WHEREAS, the Authority is a joint exercise of powers entity duly organized and existing under and pursuant to Chapter 5 of Division 7 of Title 1 of the Government Code of the State of California, as amended (the “Act”);

WHEREAS, the Authority is authorized by law to issue revenue bonds to assist the City of Folsom (the “City”) in financing public capital improvements and to issue refunding revenue bonds to refinance any obligations theretofore incurred by it or the City;

WHEREAS, the City and the Authority previously entered into that certain 2013 Installment Purchase Contract, dated as of July 1, 2013 (the “2013 Contract”), whereby the Authority agreed to sell certain improvements to the City’s water system (the “2005A Water Project”) to the City and the City agreed to purchase such improvements from the Authority for the purpose of refinancing the 2005A Water Project; and

WHEREAS, in connection with the 2013 Contract, the Authority issued its Water Revenue Refunding Bonds, Series 2013 (the “2013 Bonds”) pursuant to a 2013 Indenture, dated as of July 1, 2013 (the “2013 Indenture”) between the Authority and the Trustee, as successor to MUFG Union Bank, N.A. (formerly Union Bank, N.A.), for the purpose, among others, of refinancing the 2005A Water Project; and

WHEREAS, the City and the Authority previously entered into that certain 2019 Installment Purchase Contract, dated as of October 1, 2019 (the “2019 Contract”), whereby the Authority agreed to sell a portion of certain improvements to the City’s water system (the “1998 Water Project”) to the City and the City agreed to purchase such improvements from the Authority for the purpose of refinancing a portion of the 1998 Water Project; and

WHEREAS, in connection with the 2019 Contract, the Authority issued its Water Revenue Refunding Bonds, Series 2019 (the “2019 Bonds”) pursuant to a 2019 Indenture, dated as of October 1, 2019 (the “2019 Indenture”) between the Authority and the Trustee, as successor to MUFG Union Bank, N.A., for the purpose, among others, of refinancing the 1998 Water Project; and

WHEREAS, the City has determined that the refinancing of the 2005A Water Project by refunding the obligations of the City under the 2013 Contract, as provided in the 2021 Contract, is necessary and proper for the City and is in the public interest, and the Authority has determined to assist the City in the foregoing by refunding the City’s remaining obligations under the 2013 Contract and thereby refunding the outstanding 2013 Bonds; and

WHEREAS, the City will be obligated to make installment payments to the Authority for the refinancing of the 2005A Water Project pursuant to that certain 2021 Installment Purchase Contract, dated as of June 1, 2021 (the “2021 Contract”), between the Authority and the City; and

WHEREAS, the City’s obligation to make the installment payments under the 2021 Contract are secured by a pledge of certain net revenues of the water system of the City, which pledge is on parity with the security interest securing the outstanding 2019 Bonds;

WHEREAS, in order to achieve the foregoing, the Authority has authorized the issuance of its Water Revenue Refunding Bonds, Series 2021 (the “2021 Bonds”) in an aggregate principal amount of nine million one hundred sixteen thousand dollars (\$9,116,000);

WHEREAS, in order to provide for the authentication and delivery of the 2021 Bonds and to establish and declare the conditions and terms upon which the 2021 Bonds are to be issued and secured and to secure the payment of the interest on and principal of and redemption premiums, if any, on the 2021 Bonds, the Authority has authorized the execution and delivery of the 2021 Indenture;

WHEREAS, all acts, conditions and things required by law to exist, to have happened and to have been performed necessary to make the 2021 Bonds, when executed by the Authority and authenticated and delivered by the Trustee, valid and binding obligations of the Authority payable in accordance with their terms, and to constitute the 2021 Indenture a valid and binding agreement of the parties hereto for the uses and purposes herein set forth in accordance with its conditions and terms, do exist, have happened and have been performed in the time, form and manner required by law, and the execution and delivery of the 2021 Indenture by the parties hereto has been in all respects duly authorized;

NOW, THEREFORE, THIS 2021 INDENTURE WITNESSETH, that in order to secure the payment of the interest on and principal of and redemption premiums, if any, on the 2021 Bonds at any time issued and outstanding hereunder according to their tenor, and to secure the performance and observance of all the agreements, conditions, covenants and terms therein and herein set forth, and to declare the conditions and terms upon and subject to which the 2021 Bonds are to be issued and received, and in consideration of the premises and of the mutual covenants herein contained and of the purchase and acceptance of the 2021 Bonds by the registered owners thereof, and for other valuable considerations, the receipt whereof is hereby acknowledged, the Authority does hereby covenant and agree with the Trustee, for the benefit of the respective holders from time to time of the 2021 Bonds, as follows:

ARTICLE I

DEFINITIONS; EQUAL SECURITY

SECTION 1.01. Definitions. Unless the context otherwise requires, the terms defined in this section shall for all purposes hereof and of any Supplemental Indenture and of any certificate, opinion, request or other document herein or therein mentioned have the meanings herein specified:

2013 Bonds

“2013 Bonds” means the Folsom Public Financing Authority Water Revenue Refunding Bonds, Series 2013, which were issued pursuant to the 2013 Indenture.

2013 Indenture

“2013 Indenture” means the 2013 Indenture, dated as of July 1, 2013, by and between the Authority and the Trustee, as successor to MUFG Union Bank, N.A. (formerly Union Bank, N.A.).

2019 Bonds

“2019 Bonds” means the Folsom Public Financing Authority Water Revenue Refunding Bonds, Series 2019, which were issued pursuant to the 2019 Indenture.

2019 Indenture

“2019 Indenture” means the 2019 Indenture, dated as of October 1, 2019, by and between the Authority and the Trustee, as successor to MUFG Union Bank, N.A.

2021 Bonds

“2021 Bonds” means all bonds of the Authority authorized, issued and delivered hereunder in accordance with Article II that are at any time Outstanding pursuant hereto.

2021 Contract

“2021 Contract” means that certain 2021 Installment Purchase Contract dated as of June 1, 2021, by and between the City and the Authority, as originally executed and as it may from time to time be amended in accordance therewith.

2021 Indenture

“2021 Indenture” means this 2021 Indenture dated as of June 1, 2021, by and between the Authority and the Trustee, as originally executed and as it may from time to time be amended or supplemented by all Supplemental Indentures executed pursuant to the provisions hereof.

2021 Installment Payment Fund

“2021 Installment Payment Fund” means the Folsom Public Financing Authority 2021 Installment Payment Fund established pursuant to Section 3.02.

2021 Installment Payments

“2021 Installment Payments” shall have the meaning given in the 2021 Contract.

Act

“Act” means the Joint Exercise of Powers Act (being Chapter 5 of Division 7 of Title 1 of the Government Code of the State, as amended) and all laws amendatory thereof or supplemental thereto.

Authority

“Authority” means the Folsom Public Financing Authority, a joint exercise of powers entity duly organized and existing under and by virtue of the Act.

Business Day

“Business Day” means any day (other than a Saturday, a Sunday or a legal holiday) on which the Trustee is open for business at its Designated Corporate Trust Office.

Certificate of the Authority

“Certificate of the Authority” means an instrument in writing signed by the Treasurer, or by any other officer of the Authority duly authorized by the Authority for that purpose.

City

“City” means the City of Folsom, a municipal corporation duly organized and existing under and by virtue of the Constitution and laws of the State.

Code

“Code” means the Internal Revenue Code of 1986 and the regulations of the United States Department of the Treasury issued thereunder, and in this regard reference to any particular section of the Code shall include reference to all successor sections of the Code.

Costs of Issuance

“Costs of Issuance” means all items of expense directly or indirectly payable by or reimbursable to the Authority or the City related to the authorization, execution and delivery of the 2021 Contract, the 2021 Indenture and the sale of the 2021 Bonds, including, but not limited to, costs of preparation and reproduction of documents, costs of rating agencies and costs to provide information required by rating agencies, filing and recording fees, initial charges and fees of the Trustee, legal charges and fees, fees and disbursements of consultants and professionals, fees and expenses of the placement agent of the 2021 Bonds, and charges and fees for preparation, execution and safekeeping of the 2021 Bonds, and any other charge, cost or fee in connection with the original execution and delivery of the 2021 Bonds.

Costs of Issuance Fund

“Costs of Issuance Fund” means the Folsom Public Financing Authority Water Revenue Refunding Bonds, Series 2021 Costs of Issuance Fund established pursuant to Section 2.12(a)(ii).

Default Rate

“Default Rate” means 4.757% per annum.

Defeasance Obligations

“Defeasance Obligations” means each of the following or any combination thereof: (1) non-callable direct obligations of the United States of America (“Treasuries”), (2) evidences of ownership of proportionate interests in future interest and principal payments on Treasuries held by a bank or trust company as custodian, under which the owner of the investment is the real party in interest and has the right to proceed directly and individually against the obligor and the underlying Treasuries are not available to any person claiming through the custodian or to whom the custodian may be obligated, (3) pre-refunded municipal obligations rated “AAA” and “Aaa” by S&P and Moody’s, respectively, or (4) securities eligible for “AAA” defeasance under then existing criteria of S&P.

Designated Corporate Trust Office

“Designated Corporate Trust Office” means the corporate trust office of the Trustee in San Francisco, California; provided, that for purposes of the registration, transfer, exchange, payment or surrender of the 2021 Bonds, the term “Designated Corporate Trust Office” means the corporate trust office of the Trustee in St. Paul, Minnesota, or such other office designated by the Trustee from time to time.

Escrow Agent

“Escrow Agent” means an escrow agent appointed and acting in accordance with Section 8.01 hereof and which shall be a bank or trust company doing business and having a corporate trust office in Los Angeles or San Francisco, California, having a combined capital (exclusive of borrowed capital) and surplus of at least fifty million dollars (\$50,000,000), subject to supervision or examination by a federal or state banking authority, and having the corporate power and authority to accept the trusts created by a deposit made pursuant to Section 8.01(c). If such bank or trust company publishes a report of condition at least annually, pursuant to law or to the requirements of any supervising or examining authority referred to above, then for the purpose of this definition the combined capital and surplus of such bank or trust company shall be deemed to be its combined capital and surplus as set forth in its most recent report of condition so published.

Escheat Period

“Escheat Period” means, with respect to any money held by the Trustee in trust for the payment of the interest on or principal of or redemption premiums, if any, on 2021 Bonds, a

period beginning on the date such payment was due and ending on the date sixty (60) days prior to the date on which such money would escheat to the State by operation of applicable law.

Event of Default

“Event of Default” means an event defined as such in Section 7.01.

Fiscal Year

“Fiscal Year” means the twelve-month period terminating on June 30 of each year, or any other annual accounting period hereafter selected and designated by the Authority as its Fiscal Year in accordance with applicable law.

Holder

“Holder” means any person who shall be the registered owner of any Outstanding 2021 Bond.

Independent Certified Public Accountant

“Independent Certified Public Accountant” means any firm of certified public accountants duly licensed and entitled to practice and practicing as such under the laws of the State, appointed and paid by the Authority, and each of whom:

- (1) is in fact independent and not under the domination of the Authority;
- (2) does not have a substantial financial interest, direct or indirect, in the operations of the Authority; and
- (3) is not connected with the Authority as a member, officer or employee of the Authority, but which firm may be regularly retained by the Authority to audit the accounting records of the Authority and make reports thereon to the Authority.

Initial Purchaser

“Initial Purchaser” means Key Government Finance, Inc., as initial purchaser of the 2021 Bonds.

Interest Account

“Interest Account” means the account within the 2021 Installment Payment Fund by that name established pursuant to Section 3.03.

Interest Payment Date

“Interest Payment Date” means a date on which interest is due on the 2021 Bonds, being June 1 and December 1 of each year to which reference is made, commencing on December 1, 2021.

Moody's

“Moody’s” means Moody’s Investors Service Inc., a corporation duly organized and existing under and by virtue of the laws of the State of Delaware, and its successors or assigns, except that if such entity shall be dissolved or liquidated or shall no longer perform the services of a municipal securities rating agency, then “Moody’s” shall be deemed to refer to any other nationally recognized municipal securities rating agency selected by the Authority.

Opinion of Counsel

“Opinion of Counsel” means a written opinion of counsel of recognized national standing in the field of law relating to municipal bonds, retained by the Authority.

Outstanding

“Outstanding” means, when used with reference to 2021 Bonds and subject to the provisions of Section 6.02, all 2021 Bonds except:

- (1) 2021 Bonds theretofore cancelled by the Trustee or surrendered to the Trustee for cancellation;
- (2) 2021 Bonds paid or deemed to have been paid within the meaning of Section 8.01; and
- (3) 2021 Bonds in lieu of or in substitution for which other 2021 Bonds shall have been executed, issued and delivered by the Authority pursuant hereto.

Permitted Investments

“Permitted Investments” means any of the following obligations to the extent then authorized by law for the investment of money of the Authority:

- (1) Direct obligations (including obligations issued or held in book-entry form on the books of) the Department of the Treasury of the United States of America;
- (2) Direct obligations of any of the following federal agencies, which obligations represent the full faith and credit of the United States of America:
 - Export-Import Bank
 - Farm Credit System Financial Assistance Corporation
 - Rural Economic Community Development Administration (formerly the Farmers Home Administration)
 - General Services Administration
 - U.S. Maritime Administration

- Small Business Administration
- Government National Mortgage Association (GNMA)
- U.S. Department of Housing & Urban Development (PHA's)
- Federal Housing Administration
- Federal Financing Bank;

(3) Direct obligations of any of the following federal agencies, which obligations are not fully guaranteed by the full faith and credit of the United States of America:

- Senior debt obligations rated "Aaa" by Moody's and "AAA" by S&P issued by the Federal National Mortgage Association (FNMA) or Federal Home Loan Mortgage Corporation (FHLMC)
- Obligations of the Resolution Funding Corporation (REFCORP)
- Senior debt obligations of the Federal Home Loan Bank System
- Senior debt obligations of other Government Sponsored Agencies;

(4) U.S. dollar denominated deposit accounts, federal funds and bankers' acceptances with domestic commercial banks which have a rating on their short-term certificates of deposit on the date of purchase of "A-1" or "A-1+" by S&P and "P-1" by Moody's and maturing no more than three hundred sixty (360) days after the date of purchase. (Ratings on holding companies are not considered as the rating of the bank):

(5) Commercial paper which is rated at the time of purchase in the single highest classification, "A-1+" by S&P and "P-1" by Moody's and which matures not more than two hundred seventy (270) days after the date of purchase;

(6) Investments in a money market fund rated "AAAm" or "AAAm-G" or better by S&P, including funds for which the Trustee or an affiliate provides investment management or other services but excluding funds with a floating net asset value;

(7) Pre-refunded municipal obligations defined as follows: Any bonds or other obligations of any state of the United States of America or of any agency, instrumentality or local governmental unit of any such state which are not callable at the option of the obligor prior to maturity or as to which irrevocable instructions have been given by the obligor to call on the date specified in the notice; and

(A) which are rated, based on an irrevocable escrow account or fund (the "escrow"), in the highest rating category of S&P and Moody's or any successors thereto; or

(B) (i) which are fully secured as to principal and interest and redemption premium, if any, by an escrow consisting only of cash or obligations described in paragraph (1) above, which escrow may be applied only to the payment of such principal of and interest and redemption premium, if any, on such bonds or other obligations on the maturity date or dates thereof or the specified redemption date or dates pursuant to such irrevocable instructions, as appropriate, and (ii) which escrow is sufficient, as verified by a nationally recognized independent certified public accountant, to pay principal of and interest and redemption premium, if any, on the bonds or other obligations described in this paragraph on the maturity date or dates specified in such irrevocable instructions, as appropriate;

(8) General obligations of states with a rating of at least “A2/A” or higher by both Moody’s and S&P;

(9) Investment agreements (supported by appropriate opinions of counsel) with notice to S&P;

(10) Shares in the California Asset Management Program (established pursuant to Title 1, Division 7, Chapter 5 of the Government Code of the State) that invests exclusively in investments permitted by Section 53635 of the Government Code of the State, as now existing and as it may be amended from time to time;

(11) The Local Agency Investment Fund (established under Sections 53600-53609 of the California Government Code, as amended or supplemented from time to time); and

(12) Other forms of investment agreements (including repurchase agreements) with notice to S&P.

The value of the above investments shall be determined at fair market value.

Principal Subaccount

“Principal Subaccount” means the subaccount within the Redemption Account by that name established pursuant to Section 3.03.

Record Date

“Record Date” means, with respect to any Interest Payment Date, the day of the month that is the fifteenth (15th) day of the month prior to such Interest Payment Date.

Redemption Account

“Redemption Account” means the account within the 2021 Installment Payment Fund by that name established pursuant to Section 3.03

Revenues

“Revenues” means all 2021 Installment Payments paid by the City and received by the Authority, its successors and assigns under the 2021 Contract, together with all income from any investment pursuant to Section 9.06 of any money in any account or fund established pursuant hereto.

S&P

“S&P” means S&P Global Ratings, a business of Standard & Poor’s Financial Services LLC, and its successors or assigns, except that if such entity shall be dissolved or liquidated or shall no longer perform the services of a municipal securities rating agency, then “S&P” shall be deemed to refer to any other nationally recognized municipal securities rating agency selected by the Authority.

State

“State” means the State of California.

Supplemental Indenture

“Supplemental Indenture” means any indenture, duly executed and delivered by the Authority and the Trustee and in full force and effect, which is amendatory hereof or supplemental hereto; but only if and to the extent that such Supplemental Indenture is specifically authorized hereunder.

Tax Certificate

“Tax Certificate” means the Tax Certificate delivered by the Authority at the time of the issuance and delivery of the 2021 Bonds, as the same may be amended or supplemented in accordance with its terms.

Treasurer

“Treasurer” means the Treasurer of the Authority.

Trustee

“Trustee” means U.S. Bank National Association, a national banking association duly organized and existing under and by virtue of the laws of the United States of America, at its Designated Corporate Trust Office, or any successor Trustee which may at any time be substituted in place of the original or any successor Trustee hereunder as provided in Section 5.01.

Water System

“Water System” means all facilities for obtaining, storing, treating and delivering municipal water now owned or operated by the City, and all other properties, structures or works hereafter acquired and constructed by the City and determined to be a part of the Water System,

together with all additions, betterments, extensions or improvements to such facilities, properties, structures or works or any part thereof hereafter acquired or constructed.

Written Request of the Authority

“Written Request of the Authority” means an instrument in writing signed by the Treasurer, or by any other officer of the Authority duly authorized by the Authority for that purpose.

SECTION 1.02. Equal Security. In consideration of the acceptance of the 2021 Bonds by the Holders thereof, the 2021 Indenture shall be deemed to be and shall constitute a contract by and among the Authority, the Trustee and the Holders from time to time of all 2021 Bonds authorized, executed, authenticated and delivered hereunder and then Outstanding to secure the full and final payment of the interest on and principal of and redemption premiums, if any, on all 2021 Bonds which may from time to time be authorized, executed, authenticated and delivered hereunder, subject to the agreements, conditions, covenants and terms contained herein; and all agreements and covenants set forth herein to be performed by or on behalf of the Authority shall be for the equal and proportionate benefit, protection and security of all Holders of the 2021 Bonds without distinction, preference or priority as to security or otherwise of any 2021 Bonds over any other 2021 Bonds by reason of the number or date thereof or the time of authorization, sale, execution, authentication or delivery thereof or for any cause whatsoever, except as expressly provided herein or therein.

ARTICLE II

ISSUANCE OF 2021 BONDS

SECTION 2.01. Authorization and Purpose of 2021 Bonds. The Authority has reviewed all proceedings heretofore taken relative to the authorization of the 2021 Bonds and has found, as a result of such review, and hereby finds and determines that all acts, conditions and things required by law to exist, to have happened and to have been performed precedent to and in the issuance of the 2021 Bonds do exist, have happened and have been performed in due time, form and manner as required by law, that the Authority is now duly authorized, pursuant to each and every requirement of the Act, to issue the 2021 Bonds in the form and manner provided herein for the purpose of providing funds to (1) provide the moneys to refinance the 2013 Bonds, and (2) pay certain costs of issuance of the 2021 Bonds, and that the 2021 Bonds shall be entitled to the benefit, protection and security of the provisions hereof.

SECTION 2.02. Terms of 2021 Bonds. The 2021 Bonds shall be designated the “Folsom Public Financing Authority Water Revenue Refunding Bonds, Series 2021” and shall be in the aggregate principal amount of nine million one hundred sixteen thousand dollars (\$9,116,000). The 2021 Bonds shall be dated the date of their original delivery, shall initially be issued in fully registered form in the name of the Initial Purchaser in denominations of one hundred thousand dollars (\$100,000) and one dollar (\$1) multiples in excess thereof (not exceeding the principal amount of 2021 Bonds maturing at any one time), and shall mature on the dates and in the principal amounts and shall bear interest at the annual interest rates as set forth in the following schedule:

Maturity Date (December 1)	Principal Amount	Interest Rate
2033*	\$9,116,000	1.757%

* term bond

The 2021 Bonds shall bear interest payable in lawful money of the United States of America at the annual interest rates (based on a 360-day year of twelve, 30-day calendar months) set forth above, payable semiannually on June 1 and December 1 in each year, commencing on December 1, 2021; provided that in the event the Authority fails to make any payment of interest on, principal of or redemption price when due (a “Defaulted Payment”), the Defaulted Payment shall continue as an obligation of the Authority until such payment is made, and the Authority shall pay the same with interest thereon from the due date thereof at the Default Rate and the schedule above shall be deemed to be amended to reflect such additional interest; provided further that if an Event of Default occurs and is not cured within 90 days, the 2021 Bonds shall bear interest at the Default Rate until such Event of Default is cured and the schedule above shall be deemed to be amended to reflect such additional interest. Each 2021 Bond shall bear interest from the Interest Payment Date next preceding the date of authentication thereof, unless such date of authentication is an Interest Payment Date or is during the period from the day after the Record Date preceding an Interest Payment Date to such Interest Payment Date, both dates inclusive, in which event it shall bear interest from such Interest Payment Date, or unless such date of authentication is prior to the first Record Date, in which event it shall bear interest from its date; provided, that if at the time of authentication of any 2021 Bond interest is then in default on the Outstanding 2021 Bonds, such 2021 Bond shall bear interest from the Interest Payment Date to which interest has previously been paid or made available for payment on the Outstanding 2021 Bonds. Payment of interest on the 2021 Bonds due on any Interest Payment Date on or before the maturity or prior redemption thereof shall be made only to the person whose name appears in the bond registration books kept by the Trustee pursuant to Section 2.08 as the registered owner thereof as of the close of business on the Record Date for such Interest Payment Date, whether or not such Record Date is a Business Day, and shall be paid by check mailed on such Interest Payment Date by first class mail to such registered owner at the address as it appears in such books; provided, that upon the written request of any Holder of one million dollars (\$1,000,000) or more in aggregate principal amount of 2021 Bonds received by the Trustee prior to the applicable Record Date (which request shall remain in effect until rescinded in writing by such Holder), interest shall be paid on each Interest Payment Date by wire transfer of immediately available funds to an account maintained in any bank or trust company in the United States of America that is a member of the Federal Reserve System designated in writing by such Holder.

The principal of the 2021 Bonds shall be payable in lawful money of the United States of America upon the surrender thereof at maturity or on redemption prior to maturity at the Designated Corporate Trust Office of the Trustee; provided that for so long as there is only one Holder of the 2021 Bonds and the 2021 Bonds are not in book-entry form, in lieu of surrendering the same for a new 2021 Bond, the Holder shall endorse on such 2021 Bond a record of partial payment of the principal of such 2021 Bond in the form set forth below (which shall be typed or printed on such 2021 Bond):

PAYMENTS ON ACCOUNT OF PRINCIPAL

<u>Payment Date</u>	<u>Principal Amount Paid</u>	<u>Balance of Principal Amount Unpaid</u>	<u>Signature of Registered Holder</u>

The Trustee shall maintain a record of each such partial payment made in accordance with the foregoing agreement and such record of the Trustee shall be conclusive absent manifest error. Such partial payment shall be valid upon payment of the amount thereof to the Holder of such 2021 Bond, and the Authority and the Trustee shall be fully released and discharged from all liability to the extent of such payment regardless of whether such endorsement shall or shall not have been made upon such 2021 Bond by the Holder thereof and regardless of any error or omission in such endorsement.

SECTION 2.03. Redemption of 2021 Bonds.

(a) The 2021 Bonds are subject to optional redemption by the Authority prior to their respective stated maturity dates, upon notice as hereinafter provided, from any source of available funds, on any date and as a whole but not in part, at a redemption price equal to the sum of 100% of the principal amount thereof plus accrued interest thereon to the redemption date.

(b) The 2021 Bonds are also subject to mandatory redemption in part by lot on December 1 in each year commencing December 1, 2021, at the principal amount thereof plus accrued interest thereon to the date fixed for redemption, without premium, from mandatory sinking account payments in accordance with the following schedule:

Year (December 1)	Redemption Amount
2021	\$643,000.00
2022	643,000.00
2023	654,000.00
2024	664,000.00
2025	674,000.00
2026	688,000.00
2027	701,000.00
2028	709,000.00
2029	725,000.00
2030	734,000.00
2031	748,000.00
2032	759,000.00
2033*	774,000.00

* Maturity

The 2021 Bonds redeemed under mandatory provisions of this paragraph (b) shall not be subject to rescission.

(c) Notice of redemption shall be mailed by first class mail by the Trustee, not less than thirty (30) nor more than sixty (60) days prior to the redemption date, to the respective Holders of the 2021 Bonds designated for redemption at their addresses appearing on the registration books kept by the Trustee pursuant to Section 2.08 as the registered owners thereof. Each notice of redemption shall state the date of such notice, the 2021 Bonds to be redeemed, the date of the 2021 Bonds, the redemption date, the redemption price, the place of redemption (including the name and address of the Designated Corporate Trust Office of the Trustee), and the CUSIP number (if any) of the maturity or maturities. Each such notice shall also state that, subject to the rescission of such redemption as provided below, on such redemption date there will become due and payable on each of the 2021 Bonds to be redeemed the redemption price thereof, and that from and after such redemption date interest on such 2021 Bonds shall cease to accrue, and each such notice shall require that such 2021 Bonds be then surrendered at the Designated Corporate Trust Office of the Trustee specified in the redemption notice for payment of the redemption price thereof; provided, that neither failure to receive any such notice nor any defect contained therein shall invalidate any of the proceedings taken in connection with any such redemption.

Any notice of optional redemption may be rescinded by the Authority if the Authority shall provide written notice to the Trustee no later than five (5) Business Days prior to the date specified for redemption. The Trustee shall immediately thereafter give notice of such rescission in the same manner, and to the same persons, as notice of such redemption was given.

(d) In the event of redemption of 2021 Bonds (other than pursuant to the paragraph (b) of this section), the Trustee shall mail a notice of redemption upon receipt of a Written Request of the Authority, but only after the Authority shall have deposited with or otherwise made available to the Trustee for deposit in the Redemption Account the money required for payment of the redemption price of all 2021 Bonds (or the Authority shall have notified the Trustee that money will be deposited with or otherwise made available to it in sufficient time for such purpose and instructed the Trustee to expressly condition such redemption notice on the receipt thereof, in which event the notice of redemption shall state that the proposed redemption is conditioned on the deposit in the Redemption Account on the redemption date of sufficient money to pay the full redemption price of the 2021 Bonds), together with the estimated expense of giving such notice.

(e) If notice of redemption has been duly given as aforesaid and money for the payment of the redemption price of the 2021 Bonds is held by the Trustee, then, subject to the rescission of such election to redeem as provided herein, on the redemption date designated in such notice the 2021 Bonds shall become due and payable, and from and after the date so designated interest on such 2021 Bonds shall cease to accrue, and the Holders of such 2021 Bonds shall have no rights in respect thereof except to receive payment of the redemption price thereof.

(f) Notwithstanding anything to the contrary, if the notice of redemption expressly provides that the redemption is conditioned upon the receipt by the Trustee of sufficient money to pay the full redemption price of the 2021 Bonds and such money is not received by the date fixed for redemption, the Trustee shall cause to be mailed a notice declaring the rescission of

such redemption election to the parties and in the manner as was mailed the original notice of redemption.

SECTION 2.04. Form of 2021 Bonds. The 2021 Bonds (and the certificate of authentication and assignment to appear thereon) shall be substantially in the form set forth in Exhibit A hereto attached and by this reference incorporated herein.

SECTION 2.05. Execution of 2021 Bonds. The Chairman of the Authority is hereby authorized and directed to execute each of the 2021 Bonds on behalf of the Authority and the Secretary of the Authority is hereby authorized and directed to countersign each of the 2021 Bonds on behalf of the Authority, which signatures of such Chairman and Secretary may be manually subscribed or may be copied, printed, lithographed or engraved by facsimile reproduction; provided, that in case any officer whose signature appears on the 2021 Bonds shall cease to be such officer before the delivery of the 2021 Bonds to the purchaser thereof, such signature shall nevertheless be valid and sufficient for all purposes as if such officer had remained in office until such delivery of the 2021 Bonds.

Only those 2021 Bonds bearing thereon a certificate of authentication in the form hereinbefore referred to, executed manually and dated by the Trustee, shall be entitled to any benefit, protection or security hereunder or be valid or obligatory for any purpose, and such certificate of authentication of the Trustee shall be conclusive evidence that the 2021 Bonds so authenticated have been duly authorized, executed, issued and delivered hereunder and are entitled to the benefit, protection and security hereof.

SECTION 2.06. Transfer and Payment of 2021 Bonds. Any 2021 Bond may, in accordance with its terms and subject to Section 2.11, be transferred in the books required to be kept by the Trustee pursuant to the provisions of Section 2.08 by the person in whose name it is registered, in person or by his duly authorized attorney, upon surrender of such 2021 Bond for cancellation accompanied by delivery of a duly executed written instrument of transfer in a form acceptable to the Trustee. Whenever any 2021 Bond shall be surrendered for transfer, the Authority shall execute and the Trustee shall authenticate and deliver to the transferee a new 2021 Bond or 2021 Bonds of the same aggregate principal amount of the same maturity date and of the same or other authorized denominations. All costs of printing 2021 Bonds and any services rendered or expenses incurred by the Trustee in connection with any such exchange shall be paid by the Authority; provided, that the Trustee shall require the payment by the Holder requesting such transfer of any tax or other governmental charge required to be paid with respect to such transfer as a condition precedent to the exercise of such privilege.

The Authority and the Trustee may deem and treat the registered owner of any 2021 Bond as the absolute owner of such 2021 Bond for the purpose of receiving payment thereof and for all other purposes, whether such 2021 Bonds shall be overdue or not, and neither the Authority nor the Trustee shall be affected by any notice or knowledge to the contrary; and payment of the interest on and principal of and redemption premium, if any, on such 2021 Bond shall be made only to such registered owner thereof, which payments shall be valid and effectual to satisfy and discharge liability on such 2021 Bond to the extent of the sum or sums so paid.

The Trustee shall not be required to register the transfer of any 2021 Bond during the period established by the Trustee for the selection of 2021 Bonds for redemption or to register the transfer of any 2021 Bond which has been selected for redemption in whole or in part from and after the day of mailing a notice of redemption of such 2021 Bond selected for redemption in whole or in part as provided in Section 2.03.

SECTION 2.07. Exchange of 2021 Bonds. Any 2021 Bond may be exchanged at the Designated Corporate Trust Office of the Trustee for a new 2021 Bond or 2021 Bonds of the same aggregate principal amount of the same maturity date and of the same or other authorized denominations. All costs of printing 2021 Bonds and any services rendered or expenses incurred by the Trustee in connection with any such exchange shall be paid by the Authority; provided, that the Trustee shall require the payment by the Holder requesting such exchange of any tax or other governmental charge required to be paid with respect to such exchange as a condition precedent to the exercise of such privilege. The Trustee shall not be required to exchange any 2021 Bond during the period established by the Trustee for the selection of 2021 Bonds for redemption or to exchange any 2021 Bond which has been selected for redemption from and after the day of mailing of a notice of redemption of such 2021 Bond selected for redemption as provided in Section 2.03.

SECTION 2.08. Bond Registration Books. The Trustee will keep at its Designated Corporate Trust Office sufficient books for the registration and transfer of the 2021 Bonds which shall during normal business hours be open to inspection by the Authority, and upon presentation for such purpose the Trustee shall, under such reasonable regulations as it may prescribe, register or transfer the 2021 Bonds in such books as hereinabove provided.

SECTION 2.09. Mutilated, Destroyed, Stolen or Lost 2021 Bonds. If any 2021 Bond shall become mutilated the Trustee at the expense of the Holder shall thereupon authenticate and deliver a new 2021 Bond of like tenor and principal amount of authorized denominations in exchange and substitution for the 2021 Bond so mutilated, but only upon surrender to the Trustee at its Designated Corporate Trust Office of the 2021 Bond so mutilated, and every mutilated 2021 Bond so surrendered to the Trustee shall be cancelled by the Trustee.

If any 2021 Bond shall be lost, destroyed or stolen, evidence of such loss, destruction or theft may be submitted to the Trustee at its Designated Corporate Trust Office and, if such evidence be satisfactory to the Trustee and indemnity satisfactory to the Trustee shall be given, the Trustee, at the expense of the Holder, shall thereupon authenticate and deliver a new 2021 Bond of like tenor and principal amount of authorized denominations in lieu of and in substitution for the 2021 Bond so lost, destroyed or stolen.

The Trustee may require payment of the expenses which shall be incurred by the Authority and the Trustee in connection with the issuance of each new 2021 Bond under this section. Any 2021 Bond issued under the provisions of this section in lieu of any 2021 Bond alleged to be lost, destroyed or stolen shall be equally and proportionately entitled to the benefits hereof with all other 2021 Bonds secured hereby, and neither the Authority nor the Trustee shall be required to treat both the original 2021 Bond and any replacement 2021 Bond as being Outstanding for the purpose of determining the principal amount of 2021 Bonds which may be issued hereunder or for the purpose of determining any percentage of 2021 Bonds Outstanding hereunder, but both the original and replacement 2021 Bond shall be treated as one and the same.

SECTION 2.10. Temporary 2021 Bonds. The 2021 Bonds issued hereunder may be initially issued in temporary form exchangeable for definitive 2021 Bonds when ready for delivery, which temporary 2021 Bonds may be printed, lithographed or typewritten, shall be of such denominations as may be determined by the Authority, shall be in fully registered form and may contain such reference to any of the provisions hereof as may be appropriate, and every temporary 2021 Bond shall be executed and authenticated as authorized by the Authority in accordance with the terms hereof. If the Authority issues temporary 2021 Bonds it will execute and furnish definitive 2021 Bonds without delay and thereupon the temporary 2021 Bonds may be surrendered, for cancellation, in exchange therefor at the Designated Corporate Trust Office of the Trustee, and the Trustee shall deliver in exchange for such temporary 2021 Bonds at its Designated Corporate Trust Office an equal aggregate principal amount of definitive 2021 Bonds of authorized denominations, and until so exchanged, the temporary 2021 Bonds shall be entitled to the same benefits under the 2021 Indenture as definitive 2021 Bonds delivered hereunder.

SECTION 2.11. Restrictions on Registration and Transfer of 2021 Bonds. Notwithstanding any other provision hereof, the 2021 Bonds may be registered only in the name of, or transferred to, either a “qualified institutional buyer” as defined in Rule 144A(a)(1) promulgated under the Securities Act of 1933, as amended, or an “accredited investor” by virtue of being a “bank,” as defined in Section 3(a) (2) of the Securities Act of 1933, as amended (the “Securities Act”), and only in denominations of \$100,000 and \$1 multiples in excess thereof. Written consent shall not be required by the Authority; however, the Form of Assignment attached to the 2021 Bond shall be completed and filed with the Trustee prior to such transfer and a Purchaser Representations in form attached to the 2021 Bond shall be executed and filed with the Trustee prior to such transfer.

SECTION 2.12. Procedure for the Issuance of 2021 Bonds. At any time after the sale of the 2021 Bonds in accordance with the Act, the Authority shall execute the 2021 Bonds for issuance hereunder and shall deliver them to the Trustee, and thereupon the 2021 Bonds shall be authenticated and delivered by the Trustee to the Initial Purchaser thereof upon receipt of a Written Request of the Authority, upon receipt of a letter of the Initial Purchaser containing the representations set forth in Exhibit B, and upon receipt of payment therefor from the Initial Purchaser. Upon receipt of payment of the purchase price of the 2021 Bonds from the Initial Purchaser and deposit of the same into the 2021 Bond Proceeds Fund described below, the Trustee shall set aside and deposit in or transfer such purchase price of the 2021 Bonds received from such sale to the following respective accounts or funds, in the following order of priority:

(a) There is hereby created a “2021 Bond Proceeds Fund” to be held by the Trustee. Upon receipt of payment to the 2021 Bond Proceeds Fund, the Trustee shall disburse the funds as follows:

(i) The Trustee shall transfer \$8,980,856.46 to U.S. Bank National Association, as escrow agent for the 2013 Bonds (the “Escrow Agent”), for deposit in accordance with that certain escrow agreement, dated as of June 1, 2021, between the Escrow Agent and the Authority, for the redemption of the 2013 Bonds.

(ii) The Trustee shall deposit in the “Folsom Public Financing Authority Water Revenue Refunding Bonds, Series 2021 Costs of Issuance Fund” (which fund is hereby

created and which fund the Trustee hereby agrees to maintain until six months after the date of delivery of the 2021 Bonds), the balance of the net purchase price of the 2021 Bonds, being \$135,143.54. All money in the Costs of Issuance Fund shall be used and withdrawn by the Trustee to pay the Costs of Issuance of the 2021 Bonds upon receipt of a Written Request of the Authority filed with the Trustee, each of which shall be sequentially numbered and shall state the person to whom payment is to be made, the amount to be paid, the purpose for which the obligation was incurred and that such payment is a proper charge against said fund. On the date that is six months after the date of delivery of the 2021 Bonds, any remaining balance in the Costs of Issuance Fund shall be transferred to the 2021 Installment Payment Fund.

(b) Upon the Trustee's disbursement and deposit of such amounts, the Trustee shall close the 2021 Bond Proceeds Fund.

SECTION 2.13. Validity of 2021 Bonds. The validity of the issuance of the 2021 Bonds shall not be dependent on or affected in any way by the proceedings taken by the Authority for the refinancing of the 2005A Water Project or by any contracts made by the Authority or its agents in connection therewith, and shall not be dependent upon the performance by any person, firm or corporation of his or its obligation with respect thereto. The recital contained in the 2021 Bonds that the same are issued pursuant hereto shall be conclusive evidence of their validity and of the regularity of their issuance, and all 2021 Bonds shall be incontestable from and after their issuance. The 2021 Bonds shall be deemed to be issued, within the meaning hereof, whenever the definitive 2021 Bonds (or any temporary 2021 Bonds exchangeable therefor) shall have been delivered to the purchaser thereof and the proceeds of sale thereof received.

ARTICLE III

REVENUES

SECTION 3.01. Pledge of Revenues. The Trustee hereby accepts the assignment set forth in Section 3.04. All Revenues received by the Authority are hereby assigned by the Authority to the Trustee for the benefit of the Holders of the 2021 Bonds, and are hereby irrevocably pledged to the payment of the interest on and principal of and redemption premiums, if any, on the 2021 Bonds as provided herein, and the Revenues shall not be used for any other purpose while any of the 2021 Bonds remain Outstanding; provided, that out of the Revenues there may be applied such sums for such purposes as are permitted hereunder. This pledge shall constitute a first pledge of and charge and lien upon the Revenues and all money on deposit in the accounts and funds established hereunder for the payment of the interest on and principal of and redemption premiums, if any, on the 2021 Bonds in accordance with the terms hereof and thereof. The Authority (to the extent of its rights, if any, in the 2021 Installment Payment Fund and all money on deposit in the accounts and funds established hereunder, although it is the intent of the parties hereto that the Authority not have any right, title or interest in or to the 2021 Installment Payment Fund or such money) hereby pledges and grants a lien on and a security interest in the 2021 Installment Payment Fund and such money to the Trustee for the benefit of the Holders. The Authority and the Trustee agree to take such action (including, if required under applicable law, the filing of UCC financing statements and continuation statements) as may be necessary from time to time to perfect or otherwise preserve the priority of the pledge set forth above.

SECTION 3.02. Receipt and Deposit of Revenues in the 2021 Installment Payment Fund. In order to carry out and effectuate the pledge, charge and lien contained herein, the Authority agrees and covenants that all Revenues when and as received by the Authority will be forthwith transferred by the Authority to the Trustee for deposit in the “Folsom Public Financing Authority 2021 Installment Payment Fund,” which fund is hereby created and which fund the Authority hereby agrees and covenants to maintain with the Trustee so long as any 2021 Bonds are Outstanding hereunder. All money in the 2021 Installment Payment Fund shall be accounted for through and held in trust in the 2021 Installment Payment Fund by the Trustee, and the Authority shall have no beneficial right or interest in any money in the 2021 Installment Payment Fund except only as herein provided. All Revenues, whether received by the Authority or deposited with the Trustee as herein provided, shall nevertheless be allocated, applied and disbursed solely to the purposes and uses hereinafter in this article set forth, and shall be accounted for separately and apart from all other accounts, funds, money or other resources of the Authority.

SECTION 3.03. Establishment and Maintenance of Accounts for Use of Money in the 2021 Installment Payment Fund. All money in the 2021 Installment Payment Fund shall be set aside by the Trustee in the following respective special accounts within the 2021 Installment Payment Fund (each of which is hereby created and each of which the Trustee hereby covenants and agrees to cause to be maintained) in the following order of priority:

Interest Account, and
Redemption Account.

All money in each of such accounts shall be held in trust by the Trustee and shall be applied, used and withdrawn only for the purposes hereinafter authorized in this section.

(a) Interest Account. On June 1 and December 1 of each year, beginning on December 1, 2021, the Trustee shall set aside from the 2021 Installment Payment Fund and deposit in the Interest Account an amount of money which is equal to the amount of interest becoming due and payable on all Outstanding 2021 Bonds on such June 1 or December 1, as the case may be; provided, that no such deposit need be made in the Interest Account if the amount contained therein is at least equal to the aggregate amount of interest becoming due and payable on all Outstanding 2021 Bonds on such Interest Payment Date. All money in the Interest Account shall be used and withdrawn by the Trustee solely for the purpose of paying the interest on the 2021 Bonds as it shall become due and payable (including accrued interest on any 2021 Bonds purchased or redeemed prior to maturity).

(b) Redemption Account. On December 1 of each year, beginning on December 1, 2021, the Trustee shall set aside from the 2021 Installment Payment Fund and deposit in the Principal Subaccount of the Redemption Account an amount of money equal to the principal amount of all Outstanding 2021 Bonds maturing on such December 1; provided, that no such deposit need be made in the Principal Subaccount on December 1 of any year if the amount contained in the Principal Subaccount therein is at least equal to the aggregate amount of the principal of all Outstanding 2021 Bonds maturing by their terms on such December 1. All money in the Principal Subaccount in the Redemption Account shall be used and withdrawn by the Trustee

solely for the purpose of paying the principal of the 2021 Bonds as they shall become due and payable, whether at maturity or on prior redemption.

SECTION 3.04. Assignment of 2021 Contract. (a) The Authority hereby transfers, assigns and sets over to the Trustee all of the 2021 Installment Payments and other Revenues and any and all rights and privileges it has under the 2021 Contract including, without limitation, the right to collect and receive directly all of the 2021 Installment Payments and the right to hold and enforce any security interest, and any 2021 Installment Payments collected or received by the Authority shall be deemed to be held, and to have been collected or received, by the Authority as the agent of the Trustee, and shall forthwith be paid by the Authority to the Trustee. The Trustee also shall take all steps, actions and proceedings required to be taken as provided in any Opinion of Counsel delivered to it, reasonably necessary to maintain in force for the benefit of the Holders the Trustee's rights in and priority to the following security granted to it for the payment of the 2021 Bonds: the Trustee's rights as assignee of the 2021 Installment Payments and other Revenues and all other rights and privileges under the 2021 Contract and as beneficiary of any other rights to security for the 2021 Bonds which the Trustee may receive in the future.

(b) The Trustee may, in performing the obligations set out in Section 3.04(a) above, rely and shall be protected in acting or refraining from acting upon an Opinion of Counsel. The Trustee's performance of any obligations set out in Section 3.04(a) above shall in all events be subject to the terms and conditions of Article V hereof.

ARTICLE IV

COVENANTS OF THE AUTHORITY

SECTION 4.01. Punctual Payment and Performance. The Authority will punctually pay the interest on and principal of and redemption premium, if any, to become due on every 2021 Bond issued hereunder from the Revenues in strict conformity with the terms hereof and of the 2021 Bonds, and will faithfully observe and perform all the agreements, conditions, covenants and terms to be observed or performed by it contained herein and in the 2021 Bonds.

SECTION 4.02. Against Encumbrances. The Authority will not make any pledge of or place any charge or lien upon the Revenues except as provided herein, and will not issue any bonds, notes or obligations payable from the Revenues or secured by a pledge of or charge or lien upon the Revenues except the 2021 Bonds.

SECTION 4.03. Tax Covenants. The Authority will not use or permit the use of any proceeds of 2021 Bonds or any funds of the Authority, directly or indirectly, to acquire any securities or obligations and will not take or permit to be taken any other action or actions which would cause any 2021 Bonds to be "arbitrage bonds" within the meaning of Section 148 of the Code, "private activity bonds" within the meaning of Section 141(a) of the Code or "federally guaranteed" within the meaning of Section 149(b) of the Code and any applicable requirements thereunder and under Section 103(c) of the Code. The Authority will observe and will not violate the requirements of Section 148 of the Code and any applicable regulations thereunder, and the Authority will comply with all requirements of Sections 148 and 149(b) of the Code and any

applicable regulations thereunder to the extent applicable to the 2021 Bonds. In the event that at any time the Authority is of the opinion that for purposes of this section it is necessary to restrict or to limit the yield on the investment of any money held by the Trustee hereunder, the Authority shall so instruct the Trustee in writing, and the Trustee shall take such action as may be necessary in accordance with such instructions.

The Authority will comply with the provisions and procedures of the Tax Certificate, and the Trustee shall only be obligated to follow the directions of the Authority agreed to be followed by it hereunder.

The Authority will not use or permit the use of any proceeds of the 2021 Bonds or any funds of the Authority, directly or indirectly, in any manner, and will not take or omit to take any action that would cause any of the 2021 Bonds to be treated as an obligation not described in Section 93(a) of the Code and any applicable regulations thereunder or which would affect the exemption of interest on the 2021 Bonds from State personal income taxes.

Notwithstanding any provisions of this section, if the Authority provides the Trustee with an Opinion of Counsel that any specified action required under this section is no longer required or that some further or different action is required to maintain the exclusion from federal income tax of interest with respect to the 2021 Bonds, the Trustee may conclusively rely on such opinion in complying with the requirements of this section, and, notwithstanding Article VI, the tax covenants hereunder shall be deemed to be modified to that extent.

SECTION 4.04. Accounting Records and Reports. The Authority will keep or cause to be kept proper books of record and accounts in which complete and correct entries shall be made of all transactions relating to the receipts, disbursements, allocation and application of the Revenues, and such books shall be available for inspection by the Trustee at reasonable hours and under reasonable conditions. The Authority will also keep or cause to be kept such other information as required under the Tax Certificate, and the Trustee shall have no duty to review or examine such statements.

SECTION 4.05. Prosecution and Defense of Suits. The Authority will defend against every suit, action or proceeding at any time brought against the Trustee upon any claim to the extent arising out of the receipt, application or disbursement of any of the Revenues or to the extent involving the failure of the Authority to fulfill its obligations hereunder; provided, that the Trustee or any affected Holder at its election may appear in and defend any such suit, action or proceeding. The Authority will indemnify and hold harmless the Trustee against any and all liability claimed or asserted by any person to the extent arising out of any such failure by the Authority, and will indemnify and hold harmless the Trustee against any attorney's fees or other expenses which it may incur in connection with any litigation to which it may become a party by reason of its actions hereunder, except for any loss, cost, damage or expense resulting from the negligence or willful misconduct of the Trustee.

SECTION 4.06. Amendments to 2021 Contract. The Authority will not supplement, amend, modify or terminate any of the terms of the 2021 Contract, or consent to any such supplement, amendment, modification or termination, without the prior written consent of the Trustee, which consent shall be given only if (a) such supplement, amendment, modification

or termination will not materially adversely affect the interests of the Holders or result in any material impairment of the security hereby given for the payment of the 2021 Bonds, or (b) the Trustee first obtains the written consent of the Holders of a majority in aggregate principal amount of the 2021 Bonds then Outstanding to such supplement, amendment, modification or termination; provided, that no such supplement, amendment, modification or termination shall reduce the amount of 2021 Installment Payments to be made to the Authority by the City pursuant to the 2021 Contract, or extend the time for making such 2021 Installment Payments, or permit the creation of any lien prior to the lien created by the 2021 Contract on the revenues of the Water System without the written consent of the Holders of all the 2021 Bonds then Outstanding. The Authority shall provide each rating agency then rating the 2021 Bonds notice of any amendment to the 2021 Contract, together with a copy of the proposed amendment, at least fifteen (15) days in advance of the effective date thereof.

SECTION 4.07. Further Assurances. Whenever and so often as reasonably requested to do so by the Trustee or any Holder, the Authority will promptly execute and deliver or cause to be executed and delivered all such other and further assurances, documents or instruments, and promptly do or cause to be done all such other and further things as may be necessary or reasonably required in order to further and more fully vest in the Holders all rights, interests, powers, benefits, privileges and advantages conferred or intended to be conferred upon them hereby.

ARTICLE V

THE TRUSTEE

SECTION 5.01. The Trustee. U.S. Bank National Association at its Designated Corporate Trust Office, is hereby appointed Trustee for the purpose of receiving all money which the Authority is required to transfer to it hereunder and for applying and using such money as provided herein for the purpose of paying the interest on and principal of and redemption premiums, if any, on the 2021 Bonds. The Authority agrees that it will at all times maintain a Trustee having a corporate trust office in Los Angeles or San Francisco, California.

The Authority may remove the Trustee initially appointed and any successor thereto and may appoint a successor or successors thereto by an instrument in writing; provided, that any such successor shall be a bank or trust company doing business and having a corporate trust office in Los Angeles or San Francisco, California, having a combined capital (exclusive of borrowed capital) and surplus of at least fifty million dollars (\$50,000,000) and subject to supervision or examination by a federal or state banking authority. If such bank or trust company publishes a report of condition at least annually, pursuant to law or to the requirements of any supervising or examining authority referred to above, then for the purpose of this section the combined capital and surplus of such bank or trust company shall be deemed to be its combined capital and surplus as set forth in its most recent report of condition so published. The Trustee may at any time resign by giving written notice of such resignation to the Authority and to the Holders, and upon receiving such notice of resignation, the Authority shall promptly appoint a successor Trustee by an instrument in writing having the qualifications required hereby. Any resignation or removal of a Trustee and appointment of a successor Trustee shall become effective only upon the acceptance of appointment by the successor Trustee. If within thirty (30) days after notice of the removal or

resignation of the Trustee no successor Trustee shall have been appointed by the Authority and shall have accepted such appointment, the removed or resigning Trustee may petition any court of competent jurisdiction for the appointment of a successor Trustee, which court may thereupon, after such notice, if any, as it may deem proper and prescribe and as may be required by law, appoint a successor Trustee having the qualifications required hereby.

The Trustee is hereby authorized to pay interest on the 2021 Bonds due on or before the maturity or prior redemption thereof to the Holders as their names appear at the close of business as of the Record Date next preceding each Interest Payment Date on the registration books required to be kept by it pursuant to Section 2.08 as the registered owners thereof, such interest to be paid by check mailed by first class mail to the Holders at their addresses appearing on such books (except that upon the written request of any Holder of one million dollars (\$1,000,000) or more in aggregate principal amount of 2021 Bonds received by the Trustee prior to the applicable Record Date (which such request shall remain in effect until rescinded in writing by such Holder), interest shall be paid on each Interest Payment Date by wire transfer of immediately available funds to an account maintained in any bank or trust company in the United States of America that is a member of the Federal Reserve System designated in writing by such Holder) and to pay to the Holders the principal of and redemption premiums, if any, on the 2021 Bonds upon presentation and surrender of the 2021 Bonds to the Trustee at maturity or on redemption prior to maturity; provided that for so long as there is only one Holder of the 2021 Bonds and the 2021 Bonds are not in book-entry form, in lieu of surrendering the same for a new 2021 Bond, the Holder shall endorse on such 2021 Bond a record of partial payment of the principal of such 2021 Bond as provided in Section 2.02, hereof. The Trustee shall cancel and destroy all 2021 Bonds paid by it at maturity or on redemption prior to maturity and all 2021 Bonds surrendered to it by the Authority, and shall deliver to the Authority a certificate of such destruction, and the Trustee shall keep accurate records of all 2021 Bonds cancelled and destroyed by it hereunder. All money held by or on behalf of the Trustee for the payment of the interest on or principal of or redemption premiums, if any, on the 2021 Bonds, whether at maturity or upon prior redemption, shall be held in trust for the account of the Holders thereof, and the Trustee shall not be required to pay Holders or the Authority any interest on, or be liable to the Authority, the Holders or any other person for any interest earned on, any money so held.

Any company into which the Trustee shall be merged or converted or with which it may be consolidated or any company resulting from any merger, conversation or consolidation to which it shall be a party or any company to which the Trustee may sell or transfer all or substantially all of its corporate trust business, so long as such company shall meet the requirements set forth in this section, shall be the successor to the Trustee and shall be vested with all of the trusts, powers, immunities, privileges and all other matters as was its predecessor, without the execution or filing of any paper or further act, anything herein to the contrary notwithstanding.

SECTION 5.02. Liability of Trustee. The recitals of facts, agreements and covenants contained herein and in the 2021 Bonds shall be taken as statements, agreements and covenants of the Authority, and the Trustee shall not assume any responsibility for the correctness of the same and does not make any representation as to the sufficiency or validity hereof or of the 2021 Bonds or of the 2021 Contract, or as to the financial or technical feasibility of the refinancing of the 2005A Water Project, and shall not incur any responsibility in respect thereof other than in connection with the rights and obligations expressly assigned to or imposed upon it herein or in

the 2021 Bonds, and shall not be liable in connection with the performance of its duties hereunder except for its own negligence or willful misconduct. The Trustee shall not be liable for any error of judgment made in good faith, unless it shall be proved that the Trustee was negligent in ascertaining the pertinent facts, and no provision hereof shall require the Trustee to expend or risk its own funds or otherwise incur any liability for the performance of its duties hereunder, or in the exercise of any of its rights or powers hereunder, if repayment of such funds, or adequate indemnity satisfactory to it against such risks or liability, is not assured to it.

The Trustee shall not be liable for any error of judgment made in good faith by a responsible officer unless it shall be proved that the Trustee was negligent in ascertaining the pertinent facts, and the Trustee shall be entitled to advice of counsel of its selection concerning all matters of trust and its duties hereunder; provided, that the Trustee shall not be answerable for the negligence or misconduct of any attorney or certified public accountant selected by it with due care.

The Trustee shall, prior to an Event of Default, and after the curing or waiver of all Events of Default that may have occurred, perform such duties and only such duties as are specifically set forth herein, and no implied duties or obligations shall be read herein against the Trustee. The Trustee shall, during the existence of any Event of Default (that has not been cured or waived), exercise such of the rights and powers vested in it hereby, and use the same degree of care and skill in their exercise, as a prudent man would exercise or use under the circumstances in the conduct of his own affairs.

The Trustee shall not be bound to recognize any person as the Holder of a 2021 Bond unless and until such 2021 Bond is submitted for inspection, if required, and such Holder's title thereto satisfactorily established, if disputed.

The Trustee shall not be liable with respect to any action taken or omitted to be taken by it in good faith in accordance with the direction of the Holders of not less than a majority in aggregate principal amount of the 2021 Bonds at the time Outstanding relating to the time, method and place of conducting any proceedings for any remedy available to the Trustee, or exercising any trust or power conferred upon the Trustee hereunder.

The Trustee shall be under no obligation to exercise any of the rights or powers vested in it hereby at the request, order or direction of any of the Holders pursuant to the provisions hereof unless such Holders shall have offered to the Trustee reasonable security or indemnity against the costs, expenses, claims and liabilities that may be incurred therein or thereby. The Trustee has no obligation or liability to the Holders for the payment of the interest on, principal of or redemption premiums, if any, with respect to the 2021 Bonds from its own funds, but rather the Trustee's obligations shall be limited to the performance of its duties and obligations hereunder.

The Trustee shall not be deemed to have knowledge of any Event of Default hereunder unless and until a responsible officer at the Trustee's Designated Corporate Trust Office responsible for the administration of the Trustee's duties and obligations hereunder shall have actual knowledge thereof or the Trustee shall have received written notice thereof at its Designated Corporate Trust Office. The Trustee shall not be bound to ascertain or to inquire as to the performance or observance of any of the agreements, conditions, covenants or terms herein or of

any of the documents executed in connection with the 2021 Bonds, or as to the existence of an Event of Default hereunder.

The Trustee makes no representation or warranty, express or implied, as to the title, value, design, compliance with specifications or legal requirements, quality, durability, operation, condition, merchantability or fitness for any particular purpose for the use contemplated by the Authority of the refinancing of the 2005A Water Project, and in no event shall the Trustee be liable for incidental, indirect, special, punitive or consequential damages in connection with or arising from the 2021 Contract or herefrom for the refinancing of the 2005A Water Project.

No provision hereof shall require the Trustee to expend or risk its own funds or otherwise incur any financial liability in the performance or exercise of any of its duties hereunder, or in the exercise of its rights or powers.

The Trustee shall have no responsibility, opinion or liability with respect to any information, statement or recital in any offering memorandum or other disclosure material prepared or distributed with respect to the issuance of the 2021 Bonds.

All immunities, indemnifications and releases from liability granted herein to the Trustee shall extend to the directors, employees, officers and agents thereof.

SECTION 5.03. Compensation and Indemnification of Trustee. The Authority agrees to pay to the Trustee from time to time, and the Trustee shall be entitled to, such compensation as shall be agreed to in writing between the Authority and the Trustee for all services rendered by it in the exercise and performance of any of the duties and obligations of the Trustee hereunder, and the Authority will pay or reimburse the Trustee upon its request for all expenses, disbursements and advances incurred or made by the Trustee and its affiliates, directors, employees or agents in accordance with any of the provisions hereof (including the reasonable compensation and the expenses and disbursements of its counsel and of all persons not regularly in its employ) except any such expense, disbursement or advance as may arise from its negligence or willful misconduct. The Authority, to the extent permitted by law, agrees to indemnify, defend and hold harmless the Trustee against any cost, loss, damages, liability, claim or expense incurred without negligence or willful misconduct on the part of the Trustee arising out of or in connection with (i) the exercise or performance of any of its duties or obligations hereunder, or (ii) any untrue statement or alleged untrue statement of any material fact or omission or alleged omission to state a material fact necessary to make the statements made, in the light of the circumstances under which they were made, not misleading in any official statement or other offering circular utilized in connection with the sale of any of the 2021 Bonds, including costs and expenses (including attorneys' fees and expenses) of defending itself against any claim or liability in connection with the exercise or performance of any of its duties and obligations hereunder. The rights of the Trustee and the obligations of the Authority under this section shall survive the discharge of the 2021 Bonds and of this 2021 Indenture and the resignation or removal of the Trustee.

SECTION 5.04. Notice to the Trustee. The Trustee shall be protected in acting upon any 2021 Bond, certificate, consent, notice, opinion, report, request, resolution or other document or paper believed by it to be genuine and to have been signed or presented by the proper party or parties. The Trustee may consult with counsel of its selection, including, without

limitation, counsel to the Authority, with regard to legal questions, and the opinion of such counsel shall be full and complete authorization and protection with respect to any action taken or suffered hereunder in good faith and in accordance therewith.

Whenever in the administration of its rights and obligations hereunder the Trustee shall deem it necessary or desirable that a matter be established or proved prior to taking or suffering any action hereunder, such matter (unless other evidence in respect thereof be herein specifically prescribed) may, in the absence of negligence or willful misconduct on the part of the Trustee, be deemed to be conclusively established or proved by a Certificate of the Authority, which shall be full warrant to the Trustee for any action taken or suffered under the provisions hereof upon the faith thereof, and on which the Trustee may conclusively rely, but the Trustee may, in lieu thereof, accept other evidence of such matter or may require such additional evidence as it may deem reasonable.

ARTICLE VI

AMENDMENT OF THE 2021 INDENTURE

SECTION 6.01. Amendment of the 2021 Indenture.

(a) The 2021 Indenture and the rights and obligations of the Authority and of the Holders may be amended at any time by a Supplemental Indenture which shall become binding when the written consents of the Holders of a majority in aggregate principal amount of the 2021 Bonds then Outstanding, exclusive of 2021 Bonds disqualified as provided in Section 6.02, are filed with the Trustee; provided, that before executing any such Supplemental Indenture the Trustee shall first be provided at the Authority's expense with an Opinion of Counsel that such Supplemental Indenture is permitted by the 2021 Indenture, on which opinion the Trustee may conclusively rely. No such amendment shall (1) extend the maturity of or reduce the interest rate on or amount of interest on or principal of or redemption premium, if any, on any 2021 Bond without the express written consent of the Holder of such 2021 Bond, or (2) permit the creation by the Authority of any pledge of or charge or lien upon the Revenues as provided herein superior to or on a parity with the pledge, charge and lien created hereby for the benefit of the 2021 Bonds, or (3) reduce the percentage of 2021 Bonds required for the written consent to any such amendment, or (4) modify any duties or obligations of the Authority or the Trustee without their prior written assent thereto, respectively.

(b) The 2021 Indenture and the rights and obligations of the Authority and of the Holders may also be amended at any time by a Supplemental Indenture which shall become binding upon adoption without the consent of any Holders, but only to the extent permitted by law, for any purpose that will not materially adversely affect the interests of the Holders, including (without limitation) for any one or more of the following purposes:

(i) to add to the agreements and covenants required herein to be performed by the Authority other agreements and covenants thereafter to be performed by the Authority, or to surrender any right or power reserved herein to or conferred herein on the Authority;

(ii) to make such provisions for the purpose of curing any ambiguity or of correcting, curing or supplementing any defective provision contained herein or in regard to questions arising hereunder which the Authority may deem desirable or necessary and not inconsistent herewith;

(iii) to add to the agreements and covenants required herein, such agreements and covenants as may be necessary to qualify the 2021 Indenture under the Trust Indenture Act of 1939;

(iv) to make any amendments or supplements necessary or appropriate to preserve or protect the exclusion of interest on the 2021 Bonds from gross income for federal income tax purposes under the Code or the exemption of such interest from State personal income taxes;

(v) to make such amendments or supplements as may be necessary or appropriate to maintain any then current rating on the 2021 Bonds;

(vi) to add to the rights of the Trustee;

(vii) provided, that before executing any such Supplemental Indenture the Trustee shall first be provided at the Authority's expense with an Opinion of Counsel that such Supplemental Indenture is permitted by the 2021 Indenture, on which opinion the Trustee may conclusively rely.

(c) In connection with the proceedings for the execution of any Supplemental Indenture, the Authority shall provide each rating agency then rating the 2021 Bonds notice of such amendment together with a copy of the proposed Supplemental Indenture at least fifteen (15) days in advance of the effective date thereof.

SECTION 6.02. Disqualified 2021 Bonds. 2021 Bonds owned or held by or for the account of the Authority shall not be deemed Outstanding for the purpose of any consent or other action or any calculation of Outstanding 2021 Bonds provided in this article, and shall not be entitled to consent to or take any other action provided in this article.

SECTION 6.03. Endorsement or Replacement of 2021 Bonds After Amendment. After the effective date of any action taken as hereinabove provided, the Authority may determine that the 2021 Bonds may bear a notation by endorsement in form approved by the Authority as to such action, and in that case upon demand of the Holder of any Outstanding 2021 Bonds and presentation of his 2021 Bond for such purpose at the Designated Corporate Trust Office of the Trustee, a suitable notation as to such action shall be made on such 2021 Bond. If the Authority shall so determine, new 2021 Bonds so modified as, in the opinion of the Authority, shall be necessary to conform to such action shall be prepared and executed, and in that case upon demand of the Holder of any Outstanding 2021 Bond a new 2021 Bond or 2021 Bonds shall be exchanged at the Designated Corporate Trust Office of the Trustee without cost to each Holder for its 2021 Bond or 2021 Bonds then Outstanding upon surrender of such Outstanding 2021 Bonds.

SECTION 6.04. Amendment by Mutual Consent. The provisions of this article shall not prevent any Holder from accepting any amendment as to the particular 2021 Bonds held by him; provided, that due notation thereof is made on such 2021 Bonds.

ARTICLE VII

EVENTS OF DEFAULT AND REMEDIES OF HOLDERS

SECTION 7.01. Events of Default and Acceleration of Maturities. If one or more of the following events (herein defined to constitute "Events of Default") shall happen, that is to say:

(a) if default shall be made by the Authority in the due and punctual payment of the interest on any 2021 Bond when and as the same shall become due and payable;

(b) if default shall be made by the Authority in the due and punctual payment of the principal of or redemption premium, if any, on any 2021 Bond when and as the same shall become due and payable, whether at maturity or by proceedings for redemption;

(c) if default shall be made by the Authority in the performance of any of the other agreements or covenants contained herein required to be performed by the Authority, and such default shall have continued for a period of thirty (30) days after the Authority shall have been given notice in writing of such default by the Trustee;

(d) if the Authority shall file a petition or answer seeking arrangement or reorganization under the federal bankruptcy laws or any other applicable law of the United States of America or any state therein, or if a court of competent jurisdiction shall approve a petition filed with or without the consent of the Authority seeking arrangement or reorganization under the federal bankruptcy laws or any other applicable law of the United States of America or any state therein, or if under the provisions of any other law for the relief or aid of debtors any court of competent jurisdiction shall assume custody or control of the Authority or of the whole or any substantial part of its property; or

(e) If an Event of Default (as that term is defined in the 2021 Contract) has occurred under the 2021 Contract;

then and in each and every such case during the continuance of such Event of Default, the Trustee may, and upon the written request of the Holders of not less than a majority in aggregate principal amount of the 2021 Bonds then Outstanding, shall, by notice in writing to the Authority, declare the principal of all 2021 Bonds then Outstanding and the interest accrued thereon to be due and payable immediately, and upon any such declaration the same shall become due and payable, anything contained herein or in the 2021 Bonds to the contrary notwithstanding; provided, that this provision is subject to the condition that if at any time after the principal of the 2021 Bonds then Outstanding shall have been so declared due and payable and before any judgment or decree for the payment of the money due shall have been obtained or entered the Authority shall deposit with the Trustee a sum sufficient to pay all matured interest on all the 2021 Bonds and all principal of the 2021 Bonds matured prior to such declaration, with interest at the rate borne by such 2021 Bonds on such overdue interest and principal, and the reasonable fees and expenses of the Trustee,

and any and all other defaults known to the Trustee (other than in the payment of interest on and principal of the 2021 Bonds due and payable solely by reason of such declaration) shall have been made good or cured to the satisfaction of the Trustee or provision deemed by the Trustee to be adequate shall have been made therefor, then and in every such case the Holders of not less than a majority in aggregate principal amount of 2021 Bonds then Outstanding, by written notice to the Authority and to the Trustee, may, on behalf of the Holders of all the 2021 Bonds then Outstanding, rescind and annul such declaration and its consequences; and provided further, that no such rescission and annulment shall extend to or shall affect any subsequent default or shall impair or exhaust any right or power consequent thereon.

SECTION 7.02. Application of Funds Upon Acceleration. All money in the accounts and funds provided in Sections 2.12, 3.02 and 3.03 upon the date of the declaration of acceleration by the Trustee as provided in Section 7.01 and all Revenues thereafter received by the Authority hereunder shall be transmitted to the Trustee and shall be applied by the Trustee in the following order:

First, to the payment of the costs and expenses of the Trustee, if any, in carrying out the provisions of this article, including any outstanding fees and expenses of the Trustee and including reasonable compensation to its accountants and counsel, and thereafter to the payment of the costs and expenses of the Holders in providing for the declaration of such Event of Default, including reasonable compensation to their accountants and counsel; and

Second, upon presentation of the several 2021 Bonds, and the stamping thereon of the amount of the payment if only partially paid or upon the surrender thereof if fully paid, to the payment of the whole amount then owing and unpaid upon the 2021 Bonds for interest and principal and redemption premium, if any, with (to the extent permitted by law) interest on the overdue interest and principal at the rate borne by such 2021 Bonds, and in case such money shall be insufficient to pay in full the whole amount so owing and unpaid upon the 2021 Bonds, then to the payment of such interest, principal, redemption premium, if any, and (to the extent permitted by law) interest on overdue interest, principal and redemption premium, if any, without preference or priority among such interest, principal, redemption premium, if any, and interest on overdue interest, principal and redemption premium, if any, ratably to the aggregate of such interest, principal, redemption premium, if any, and interest on overdue interest and principal.

SECTION 7.03. Institution of Legal Proceedings by Trustee. If one or more of the Events of Default shall happen and be continuing, the Trustee may, and upon the written request of the Holders of a majority in principal amount of the 2021 Bonds then Outstanding (so long as the Trustee is indemnified to its satisfaction therefor) shall, proceed to protect or enforce its rights or the rights of the Holders of 2021 Bonds hereunder by a suit in equity or action at law, either for the specific performance of any agreement or covenant contained herein, or in aid of the execution of any power herein granted, or by mandamus or other appropriate proceeding for the enforcement of any other legal or equitable remedy as the Trustee shall deem most effectual in support of any of its rights and duties hereunder.

SECTION 7.04. Non-Waiver. Nothing in this article or in any other provision hereof or in the 2021 Bonds shall affect or impair the obligation of the Authority, which is absolute and unconditional, to pay the interest on and principal of and redemption premiums, if any, on the

2021 Bonds to the respective Holders of the 2021 Bonds at the respective dates of maturity or upon prior redemption as provided herein from the Revenues and the funds held in the accounts and funds as provided herein pledged for such payment, or (except as provided in Section 7.07) shall affect or impair the right of such Holders, which is also absolute and unconditional, to institute suit to enforce such payment by virtue of the contract embodied herein and in the 2021 Bonds.

A waiver of any default or breach of duty or contract by the Trustee or any Holder shall not affect any subsequent default or breach of duty or contract or impair any rights or remedies on any such subsequent default or breach of duty or contract. No delay or omission by the Trustee or any Holder to exercise any right or remedy accruing upon any default or breach of duty or contract shall impair any such right or remedy or shall be construed to be a waiver of any such default or breach of duty or contract or an acquiescence therein, and every right or remedy conferred upon the Holders by the Act or by this article may be enforced and exercised from time to time and as often as shall be deemed expedient by the Trustee or the Holders. For the avoidance of doubt, no consent or waiver, express or implied, to or of any breach or default in the performance of any obligation under the 2021 Indenture shall constitute a consent or waiver to or of any breach or default in the performance of the same or any other obligation.

If any action, proceeding or suit to enforce any right or exercise any remedy is abandoned, the Authority, the Trustee and any Holder shall be restored to their former positions, rights and remedies as if such action, proceeding or suit had not been brought or taken.

SECTION 7.05. Actions by Trustee as Attorney-in-Fact. Any action, proceeding or suit which any Holder shall have the right to bring to enforce any right or remedy hereunder may be brought by the Trustee for the equal benefit and protection of all Holders, whether or not the Trustee is a Holder, and the Trustee is hereby appointed (and the successive Holders, by taking and holding the 2021 Bonds issued hereunder, shall be conclusively deemed to have so appointed it) the true and lawful attorney-in-fact of the Holders for the purpose of bringing any such action, proceeding or suit and for the purpose of doing and performing any and all acts and things for and on behalf of the Holders as a class or classes as may be advisable or necessary in the opinion of the Trustee as such attorney-in-fact.

SECTION 7.06. Remedies Not Exclusive. No remedy herein conferred upon or reserved to the Holders is intended to be exclusive of any other remedy, and each such remedy shall be cumulative and shall be in addition to every other remedy given hereunder or now or hereafter existing at law or in equity or by statute or otherwise and may be exercised without exhausting and without regard to any other remedy conferred by the Act or any other law.

SECTION 7.07. Limitation on 2021 Bondholders' Right to Sue. No Holder of any 2021 Bond issued hereunder shall have the right to institute any suit, action or proceeding, at law or equity, for any remedy hereunder unless (a) such Holder shall have previously given to the Trustee written notice of the occurrence of an Event of Default; (b) the Holders of at least a majority in aggregate principal amount of all the 2021 Bonds then Outstanding shall have made written request upon the Trustee to exercise the powers hereinbefore granted or to institute such suit, action or proceeding in its own name; (c) such Holders shall have tendered to the Trustee reasonable security or indemnity against the costs, expenses, claims and liabilities to be incurred in compliance with such request; and (d) the Trustee shall have refused or omitted to comply with

such request for a period of sixty (60) days after such request shall have been received by, and such tender of indemnity shall have been made to, the Trustee.

Each such notification, request, tender of indemnity and refusal or omission are hereby declared, in every case, to be conditions precedent to the exercise by any Holder of 2021 Bonds of any remedy hereunder; it being understood and intended that no one or more Holders shall have any right in any manner whatever by his or their action to enforce any right hereunder except in the manner herein provided, and that all proceedings at law or in equity to enforce any provision hereof shall be instituted and maintained in the manner herein provided and for the equal benefit of all Holders of Outstanding 2021 Bonds.

ARTICLE VIII

DEFEASANCE

SECTION 8.01. Discharge of 2021 Bonds.

(a) If the Authority shall pay or cause to be paid or there shall otherwise be paid to the Holders of all Outstanding 2021 Bonds the interest thereon and the principal thereof and the redemption premiums, if any, thereon at the times and in the manner stipulated herein and therein, then the Holders of such 2021 Bonds shall cease to be entitled to the pledge of and charge and lien upon the Revenues as provided herein, and all agreements, covenants and other obligations of the Authority to the Holders of such 2021 Bonds hereunder shall thereupon cease, terminate and become void and be discharged and satisfied. In such event, the Trustee shall execute and deliver to the Authority all such instruments as may be necessary or desirable to evidence such discharge and satisfaction, and the Trustee shall pay over or deliver to the Authority all money or securities held by it pursuant hereto which are not required for the payment of the interest on and principal of and redemption premiums, if any, on such 2021 Bonds and for the payment of any fees and expenses of the Trustee.

(b) Any Outstanding 2021 Bonds shall prior to the maturity dates or redemption dates thereof be deemed to have been paid within the meaning of and with the effect expressed in subsection (a) of this section if there shall be on deposit with the Trustee money which is sufficient to pay the interest on and principal of and redemption premiums, if any, on such 2021 Bonds on and prior to the maturity dates or redemption dates thereof.

(c) Any Outstanding 2021 Bonds shall prior to the maturity dates or redemption dates thereof be deemed to have been paid within the meaning of and with the effect expressed in subsection (a) of this section (except that the Authority shall remain liable for the payment of such 2021 Bonds, but only out of the money or securities deposited with the Trustee or an Escrow Agent) if (1) in case any of such 2021 Bonds are to be redeemed on any date prior to their maturity date, the Authority shall have given to the Trustee in form satisfactory to it irrevocable instructions to provide notice of such redemption in accordance with Section 2.03, (2) there shall have been deposited with the Trustee or with an Escrow Agent in trust for the benefit of the Holders thereof either

(A) money in an amount which shall be sufficient or

(B) Defeasance Obligations, the interest on and principal of which when paid will provide money which, together with the money, if any, deposited with the Trustee or such Escrow Agent at the same time, will be sufficient, in the opinion of an Independent Certified Public Accountant addressed to the Trustee, to pay when due the interest to become due on such 2021 Bonds on and prior to the maturity dates or redemption dates thereof, as the case may be, and the principal of and redemption premiums, if any, to become due on such 2021 Bonds on such maturity dates or redemption dates, (3) in the event such 2021 Bonds are not by their terms subject to redemption within the next succeeding sixty (60) days, the Authority shall have given the Trustee in form satisfactory to it irrevocable instructions to mail as soon as practicable a notice to the Holders of such 2021 Bonds that the deposit required by clause (2) above has been made with the Trustee or such Escrow Agent and that such 2021 Bonds are deemed to have been paid in accordance with this section and stating the maturity date or redemption date upon which money is to be available for the payment of the principal of and redemption premiums, if any, on such 2021 Bonds, and (4) the Authority and the Trustee shall have entered into an escrow trust agreement providing for the deposit described in clause (2) above.

(d) After the payment of the interest on and principal of and redemption premiums, if any, on the 2021 Bonds as provided in this section, the Trustee shall, after the payment of all amounts due the Trustee hereunder, execute and deliver to the Authority all such instruments as may be necessary or desirable to evidence the discharge and satisfaction of the 2021 Indenture, and the Trustee shall pay over or deliver to the Authority all money or deposits or investments held by it pursuant hereto which are not required for the payment of the interest and principal and redemption premiums, if any, on the 2021 Bonds.

SECTION 8.02. Unclaimed Money. Anything contained herein to the contrary notwithstanding, if any money is held by the Trustee in trust for the payment and discharge of the interest on or principal of or redemption premiums, if any, on any of the 2021 Bonds after the date when the interest on or principal of or redemption premiums, if any, on such 2021 Bonds has become due and payable, either at their stated maturity dates or by call for redemption prior to maturity, and remains unclaimed for the Escheat Period, such money shall be repaid by the Trustee to the Authority as its absolute property free from trust, and the Trustee shall thereupon be released and discharged with respect thereto and the Holders shall not look to the Trustee for the payment of the interest on or principal of or redemption premiums, if any, on such 2021 Bonds; provided, that before being required to make any such payment to the Authority, the Trustee shall, at the expense of the Authority, cause to be mailed to all Holders a notice that such money remains unclaimed and that, after a date named in such notice, which date shall not be less than thirty (30) days after the date of the mailing of each such notice, the balance of such money then unclaimed will be returned to the Authority.

ARTICLE IX

MISCELLANEOUS

SECTION 9.01. Liability of Authority Limited to Revenues and Certain Other Funds. Notwithstanding anything contained herein, the Authority shall not be required to advance any money derived from any source other than the Revenues and the funds held in the accounts and funds as provided herein for the payment of the interest on or principal of or redemption

premiums, if any, on the 2021 Bonds or for the performance of any agreements or covenants herein contained; provided, that the Authority may, however, advance funds for any such purpose so long as such funds are derived from a source legally available for such purpose without incurring an indebtedness.

The 2021 Bonds are limited obligations of the Authority and are payable, as to interest thereon, principal thereof and any redemption premiums thereon, solely from the Revenues and the funds held in the accounts and funds provided herein, and the Authority is not obligated to pay such interest, principal or redemption premiums, if any, on the 2021 Bonds except from the Revenues and such funds. All the 2021 Bonds are equally and ratably secured by a pledge of and charge and lien upon the Revenues and such funds, and the Revenues and such funds constitute a trust fund for the security and payment of the interest on and principal of and redemption premiums, if any, on the 2021 Bonds as provided herein. The full faith and credit of the Authority is not pledged for the payment of the interest on or principal of or redemption premiums, if any, on the 2021 Bonds, and no tax shall ever be levied or collected to pay the interest on or principal of or redemption premiums, if any, on the 2021 Bonds. The 2021 Bonds are not secured by a legal or equitable pledge of or charge or lien upon any property of the Authority or any of its income or receipts except the Revenues and such funds, and neither the payment of the interest on or principal of or redemption premiums, if any, on the 2021 Bonds is a debt, liability or general obligation of the Authority.

SECTION 9.02. Benefits of the 2021 Indenture Limited to Parties and Beneficiaries. Nothing contained herein, expressed or implied, is intended or shall be construed to confer upon, or to give or grant to, any person or entity other than the Authority, the Trustee, and the Holders any right, remedy or claim under or by reason hereof or any covenant, condition or stipulation hereof; and all covenants, stipulations, promises and agreements herein contained by and on behalf of the Authority shall be for the sole and exclusive benefit of the Authority, Trustee, and the Holders.

SECTION 9.03. Successor Is Deemed Included In All References To Predecessor. Whenever herein either the Authority or any officer thereof is named or referred to, such reference shall be deemed to include the successor to the powers, duties and functions that are presently vested in the Authority or such officer, and all agreements and covenants required hereby to be performed by or on behalf of the Authority or any officer thereof shall bind and inure to the benefit of the respective successors thereof whether so expressed or not.

SECTION 9.04. Execution of Documents by Holders. Any declaration, request or other instrument which is permitted or required herein to be executed by Holders may be in one or more instruments of similar tenor and may be executed by Holders in person or by their attorneys appointed in writing. The fact and date of the execution by any Holder or his attorney of any declaration, request or other instrument or of any writing appointing such attorney may be proved by the certificate of any notary public or other officer authorized to make acknowledgments of deeds to be recorded in the state or territory in which he purports to act that the person signing such declaration, request or other instrument or writing acknowledged to him the execution thereof, or by an affidavit of a witness of such execution duly sworn to before such notary public or other officer. The ownership of any 2021 Bonds and the amount, maturity, number and date of

holding the same may be proved by the registration books kept by the Trustee pursuant to Section 2.08.

Any declaration, request, consent or other instrument or writing of the Holder of any 2021 Bond shall bind all future Holders of such 2021 Bond with respect to anything done or suffered to be done by the Trustee or the Authority in good faith and in accordance therewith.

SECTION 9.05. Waiver of Personal Liability. No member, officer or employee of the Authority shall be individually or personally liable for the payment of the interest on or principal of or redemption premiums, if any, on the 2021 Bonds by reason of their issuance, but nothing herein contained shall relieve any such member, officer or employee from the performance of any official duty provided by the Act or any other applicable provisions of law or hereby.

SECTION 9.06. Deposit or Investment of Money in Accounts and Funds. Subject to Section 4.03, all money held by the Trustee in any of the accounts or funds established pursuant hereto shall be invested in those Permitted Investments described in a Written Request of the Authority filed with the Trustee at least two (2) Business Days prior to the making of any such investment, which such Permitted Investments shall, as nearly as practicable, mature on or before the dates on which such money is anticipated to be needed for disbursement hereunder, except that the Trustee shall have no liability or responsibility for any loss, fee, tax or other charge resulting from any investment, reinvestment or liquidation of an investment made in accordance herewith; provided, that if no such Written Request is received by the Trustee, such money shall be held uninvested. The earnings on any investment in any fund or account created hereunder shall be deposited in such fund or account. The Trustee will furnish the Authority periodic cash transaction statements which include detail for all investment transactions effected by the Trustee or brokers selected by the Authority. Upon the Authority's election, such statements will be delivered via the Trustee's online service and upon electing such service, paper statements will be provided only upon request. The Authority waives the right to receive brokerage confirmations of security transactions effected by the Trustee as they occur, to the extent permitted by law. The Authority further understands that trade confirmations for securities transactions effected by the Trustee will be available upon request and at no additional cost and other trade confirmations may be obtained from the applicable broker.

SECTION 9.07. Acquisition of 2021 Bonds by Authority. All 2021 Bonds acquired by the Authority, whether by purchase or gift or otherwise, shall be surrendered to the Trustee for cancellation.

SECTION 9.08. Destruction of Cancelled 2021 Bonds. Whenever provision is made for the return to the Authority of any 2021 Bonds which have been cancelled pursuant to the provisions hereof, the Trustee shall destroy such 2021 Bonds and furnish to the Authority a certificate of such destruction, and the Authority agrees to reimburse the Trustee for costs incurred in connection with the microfilming or the making of other permanent records of any such destroyed 2021 Bonds.

SECTION 9.09. Content of Certificates. Every Certificate of the Authority with respect to compliance with any agreement, condition, covenant or provision provided herein shall include (a) a statement that the person or persons making or giving such certificate have read such

agreement, condition, covenant or provision and the definitions herein relating thereto; (b) a brief statement as to the nature and scope of the examination or investigation upon which the statements contained in such certificate are based; (c) a statement that, in the opinion of the signers, they have made or caused to be made such examination or investigation as is necessary to enable them to express an informed opinion as to whether or not such agreement, condition, covenant or provision has been complied with; and (d) a statement as to whether, in the opinion of the signers, such agreement, condition, covenant or provision has been complied with.

Any Certificate of the Authority may be based, insofar as it relates to legal matters, upon an Opinion of Counsel unless the person making or giving such certificate knows that the Opinion of Counsel with respect to the matters upon which his certificate may be based, as aforesaid, is erroneous, or in the exercise of reasonable care should have known that the same was erroneous. Any Opinion of Counsel may be based, insofar as it relates to factual matters information with respect to which is in the possession of the Authority, upon a representation by an officer or officers of the Authority unless the counsel executing such Opinion of Counsel knows that the representation with respect to the matters upon which his opinion may be based, as aforesaid, is erroneous, or in the exercise of reasonable care should have known that the same was erroneous.

SECTION 9.10. Accounts and Funds; Business Days. Any account or fund required herein to be established and maintained by the Trustee may be established and maintained in the accounting records of the Trustee either as an account or a fund, and may, for the purposes of such accounting records, any audits thereof and any reports or statements with respect thereto, be treated either as an account or a fund; but all such records with respect to all such accounts and funds shall at all times be maintained in accordance with sound industry practice and with due regard for the protection of the security of the 2021 Bonds and the rights of the Holders. Any action required to occur hereunder on a day which is not a Business Day shall be required to occur on the next succeeding Business Day.

SECTION 9.11. Notices. All written notices to be given hereunder shall be given by mail or facsimile to the party entitled thereto at its address set forth below, or at such other address as such party may provide to the other party in writing from time to time, namely:

If to the Authority:

Folsom Public Financing Authority
 Folsom City Hall
 50 Natoma Street
 Folsom, California 95630
 Attention: Treasurer
 Facsimile: 916-985-0870
 E-mail: financetreasury@folsom.ca.us

If to the Trustee:

U.S. Bank National Association
 Attention: Global Corporate Trust
 One California Street, Suite 1000
 San Francisco, CA 94111
 Facsimile: 415-677-3769
 E-mail: karen.lei@usbank.com

If to the Initial Purchaser:

Key Government Finance, Inc.
 Attention: Account Manager
 1000 S. McCaslin Blvd.
 Superior, CO 80027
 Facsimile: 866-840-3016
 E-mail: janice.a.thoman@key.com

The Trustee shall not be liable for any losses, costs, or expenses arising directly or indirectly from the Trustee's reliance upon and compliance with such notices notwithstanding instructions that conflict or are inconsistent with a subsequent written instruction. The party providing electronic notices agrees to assume all risks arising out of the use of such electronic methods to submit notices, instructions and directions to the Trustee, including, without limitation, the risk of the Trustee acting on unauthorized instructions, and the risk of interception and misuse by third parties.

SECTION 9.01. CUSIP Numbers. Neither the Authority nor the Trustee shall be liable for any defect or inaccuracy in the CUSIP number, if any, that appears on any 2021 Bond or in any redemption notice relating thereto, and the Trustee may include in any redemption notice relating to any of the 2021 Bonds a statement to the effect that the CUSIP numbers, if any, on the 2021 Bonds have been assigned by an independent service and are included in such notice solely for the convenience of the Holders and that neither the Authority nor the Trustee shall be liable for any defects or inaccuracies in such numbers. At the request of the Initial Purchaser, CUSIP numbers have not been obtained for the 2021 Bonds.

SECTION 9.02. Article and Section Headings and References. The headings or titles of the several articles and sections hereof and the table of contents appended hereto shall be solely for convenience of reference and shall not affect the meaning, construction or effect hereof. All references herein to "Articles," "Sections" and other subdivisions or clauses are to the corresponding articles, sections, subdivisions or clauses hereof; and the words "hereby," "herein," "hereof," "hereto," "herewith," "hereunder" and other words of similar import refer to the 2021 Indenture as a whole and not to any particular article, section, subdivision or clause hereof.

SECTION 9.03. Partial Invalidity. If any one or more of the agreements or covenants or portions thereof required hereby to be performed by or on the part of the Authority or the Trustee shall be contrary to law, then such agreement or agreements, such covenant or covenants or such portions thereof shall be null and void and shall be deemed separable from the

remaining agreements and covenants or portions thereof and shall in no way affect the validity hereof or of the 2021 Bonds, and the Holders shall retain all the benefit, protection and security afforded to them under the Act or any other applicable provisions of law. The Authority and the Trustee hereby declare that they would have executed and delivered the 2021 Indenture and each and every other article, section, paragraph, subdivision, sentence, clause and phrase hereof and would have authorized the issuance of the 2021 Bonds pursuant hereto irrespective of the fact that any one or more articles, sections, paragraphs, subdivisions, sentences, clauses or phrases hereof or the application thereof to any person or circumstance may be held to be unconstitutional, unenforceable or invalid.

SECTION 9.04. Governing Law. The 2021 Indenture shall be construed and governed in accordance with the laws of the State.

SECTION 9.05. Execution in Several Counterparts. The 2021 Indenture may be executed in any number of counterparts and each of such counterparts shall for all purposes be deemed to be an original; and all such counterparts, or as many of them as the Authority and the Trustee shall preserve undestroyed, shall together constitute but one and the same instrument.

SECTION 9.06. Force Majeure. In no event shall the Trustee be responsible or liable for any failure or delay in the performance of its obligations hereunder arising out of or caused by, directly or indirectly, forces beyond its control, including, without limitation, strikes, work stoppages, accidents, acts of war or terrorism, civil or military disturbances, nuclear or natural catastrophes or acts of God, and interruptions, loss or malfunctions of utilities, communications or computer (software and hardware) services; it being understood that the Trustee shall use reasonable efforts which are consistent with accepted practices in the banking industry to resume performance as soon as practicable under the circumstances.

SECTION 9.07. U.S.A. Patriot Act. The parties hereto acknowledge that in accordance with Section 326 of the U.S.A. Patriot Act, the Trustee, like all financial institutions and in order to help fight the funding of terrorism and money laundering, is required to obtain, verify, and record information that identifies each person or legal entity that establishes a relationship or opens an account with the Trustee. The parties to this 2021 Indenture agree that they will provide the Trustee with such information as it may request in order for the Trustee to satisfy the requirements of the U.S.A. Patriot Act.

IN WITNESS WHEREOF, the Folsom Public Financing Authority has caused the 2021 Indenture to be signed in its name by its Treasurer and U.S. Bank National Association, in token of its acceptance of the trusts created hereunder, has caused the 2021 Indenture to be signed by one of its duly authorized signatories, all as of the day and year first above written.

FOLSOM PUBLIC FINANCING AUTHORITY

By _____
Treasurer

U.S. BANK NATIONAL ASSOCIATION,
as Trustee

By _____
Authorized Signatory

EXHIBIT A

Form of 2021 Bond

THE HOLDER HEREOF, BY THE ACCEPTANCE OF THIS BOND, ACKNOWLEDGES THAT THIS BOND MAY ONLY BE TRANSFERRED IN ACCORDANCE WITH THE TERMS OF THE 2021 INDENTURE

UNITED STATES OF AMERICA
STATE OF CALIFORNIA
COUNTY OF SACRAMENTO

**FOLSOM PUBLIC FINANCING AUTHORITY
WATER REVENUE REFUNDING BOND, SERIES 2021**

No. R-___ \$_____

Interest Rate

Maturity Date

Bond Date

___%

December 1, 20__

June [30], 2021

REGISTERED OWNER:

PRINCIPAL SUM:

DOLLARS

The Folsom Public Financing Authority, a joint exercise of powers entity duly organized and existing under and pursuant to the laws of the State of California (the "Authority"), for value received, hereby promises to pay (but only out of the Revenues and certain other funds hereinafter referred to) to the registered owner identified above or registered assigns, on the maturity date specified above (subject to any right of prior redemption hereinafter provided for) the principal sum specified above, together with interest thereon computed on the basis of a 360-day year of twelve (12), 30-day calendar months from the interest payment date next preceding the date of authentication of this Bond (unless this Bond is authenticated on an interest payment date or on a day during the period from the sixteenth (16th) day of the month next preceding an interest payment date to such interest payment date, both dates inclusive, in which event it shall bear interest from such interest payment date, or unless it is authenticated on a day on or before the Record Date (as that term is hereinafter defined) for the first interest payment date, in which event it shall bear interest from its date) until the principal hereof shall have been paid, at the interest rate per annum specified above, payable semiannually thereafter on June 1 and December 1 in each year, commencing on December 1, 2021; provided that in the event the Authority fails to make any payment of interest on, principal of or redemption price when due (a "Defaulted Payment"), the Defaulted Payment shall continue as an obligation of the Authority, and the Authority shall pay the same with interest thereon from the due date thereof at the Default Rate

the rights of the registered owners of the Bonds, the security for payment of the Bonds, the remedies upon default and limitations thereon, and the amendment of the 2021 Indenture (with or without consent of the registered owners of the Bonds); and all the terms of the 2021 Indenture are hereby incorporated herein and constitute a contract between the Authority and the registered owner of this Bond, to all the provisions of which the registered owner of this Bond, by acceptance hereof, agrees and consents.

The Bonds are subject to optional redemption by the Authority prior to their respective stated maturity dates, upon notice as hereinafter provided, from any source of available funds, on any date and as a whole but not in part, at a redemption price equal to the sum of 100% of the principal amount thereof plus accrued interest thereon to the redemption date.

The Bonds are also subject to mandatory redemption in part by lot on December 1 in each year commencing December 1, 2021, at the principal amount thereof plus accrued interest thereon to the date fixed for redemption, without premium, from mandatory sinking account payments in accordance with the following schedule:

Year (December 1)	Redemption Amount
2021	\$643,000.00
2022	643,000.00
2023	654,000.00
2024	664,000.00
2025	674,000.00
2026	688,000.00
2027	701,000.00
2028	709,000.00
2029	725,000.00
2030	734,000.00
2031	748,000.00
2032	759,000.00
2033*	774,000.00

* Maturity

The Bonds redeemed under mandatory provisions described above shall not be subject to rescission.

If less than all outstanding Bonds maturing by their terms on any one date are to be redeemed at any one time, the Trustee shall select the Bonds to be redeemed on such date in any manner deemed fair by it, and the Trustee shall promptly notify the Authority in writing of the numbers of the Bonds so selected by it for redemption, and for purposes of such selection Bonds shall be deemed to be composed of one hundred thousand dollars (\$100,000) and one dollar (\$1) multiples in excess thereof and any such multiple may be separately redeemed.

Notice of redemption of any Bond selected for redemption shall be mailed by first class mail by the Trustee, not less than thirty (30) days nor more than sixty (60) days prior to the redemption date, to the registered owner hereof, subject to and in accordance with provisions of

the 2021 Indenture with respect thereto; provided, that neither failure to receive any such notice nor any immaterial defect contained therein shall invalidate any of the proceedings taken in connection with any such redemption. If notice of redemption has been duly given as aforesaid and money for the payment of the above-described redemption price is held by the Trustee, then, subject to the rescission of such redemption as provided in the 2021 Indenture, this Bond shall on the redemption date designated in such notice become due and payable at the above-described redemption price; and from and after the date so designated interest on this Bond shall cease to accrue and the registered owner of this Bond shall have no rights with respect hereto except to receive payment of the redemption price hereof. If the notice of redemption expressly provides that the redemption is conditioned on the receipt by the Trustee of sufficient money to pay the full redemption price of the Bonds to be redeemed, and such money is not received prior to the fifth business day preceding the date fixed for redemption, the Trustee shall cause to be mailed, not later than the fifth business day preceding such redemption date, a notice declaring the rescission of such redemption election to the parties and in the manner as was mailed the original notice of redemption.

If an Event of Default (as that term is defined in the 2021 Indenture) shall occur, the principal of all Bonds may be declared due and payable upon the conditions, in the manner and with the effect provided in the 2021 Indenture; except that the 2021 Indenture provides that in certain events such declaration and its consequences may be rescinded under the circumstances as provided therein.

This Bond is transferable only on a register to be kept for that purpose at the above-mentioned office of the Trustee by the registered owner hereof in person or by his duly authorized attorney upon payment of the charges provided in the 2021 Indenture and upon surrender of this Bond together with a written instrument of transfer satisfactory to the Trustee duly executed by the registered owner or his duly authorized attorney, and thereupon a new fully registered Bond or Bonds in the same aggregate principal amount of authorized denominations will be issued to the transferee in exchange therefor. A Purchaser Representations in form attached to this Bond shall be executed and filed with the Trustee prior to such transfer. The Authority and the Trustee may deem and treat the registered owner hereof as the absolute owner hereof for the purpose of receiving payment of the interest hereon and principal hereof and redemption premium, if any, hereon and for all other purposes, whether or not this Bond shall be overdue, and neither the Authority nor the Trustee shall be affected by any notice or knowledge to the contrary; and payment of the interest on and principal of and redemption premium, if any, on this Bond shall be made only to such registered owner, which payments shall be valid and effectual to satisfy and discharge liability on this Bond to the extent of the sum or sums so paid. This Bond may be registered only in the name of, or transferred to, either a "qualified institutional buyer" as defined in Rule 144A(a)(1) promulgated under the Securities Act of 1933, as amended, or an "accredited investor" by virtue of being a "bank," as defined in Section 3(a)(2) of the Securities Act of 1933, as amended, and only in denominations of \$100,000 and \$1 multiples in excess thereof.

This Bond shall not be entitled to any benefit, protection or security under the 2021 Indenture or become valid or obligatory for any purpose until the certificate of authentication hereon endorsed shall have been executed and dated by the Trustee.

It is hereby certified that all acts, conditions and things required by law to exist, to have happened and to have been performed precedent to and in the issuance of this Bond do exist, have happened and have been performed in due time, form and manner as required by law and that the amount of this Bond, together with all other indebtedness of the Authority, does not exceed any limit prescribed by the Constitution or laws of the State of California and is not in excess of the amount of Bonds permitted to be issued under the 2021 Indenture.

IN WITNESS WHEREOF, the Folsom Public Financing Authority has caused this Bond to be executed in its name and on its behalf by the manual or facsimile signature of its Chairman and countersigned by the manual or facsimile signature of its Secretary and has caused this Bond to be dated as of June [30], 2021.

FOLSOM PUBLIC FINANCING
AUTHORITY

By _____
Chairman

Countersigned:

Secretary

TRUSTEE'S CERTIFICATE OF AUTHENTICATION AND REGISTRATION

This is one of the 2021 Bonds described in the within-mentioned 2021 Indenture which has been authenticated on June [30], 2021.

U.S. BANK NATIONAL ASSOCIATION,
as Trustee

By _____
Authorized Signatory

FORM OF ASSIGNMENT

For value received the undersigned hereby sells, assigns and transfers unto _____ (Taxpayer Identification Number: _____) the within 2021 Bond and all rights thereunder, and hereby irrevocably constitutes and appoints _____ attorney to transfer the within 2021 Bond on the books kept for registration thereof, with full power of substitution in the premises.

Dated: _____

Signature Guaranteed: _____

Note: The signature to this Assignment must correspond with the name as written on the face of the 2021 Bond in every particular, without alteration or enlargement or any change whatever, and the signature must be guaranteed by an eligible guarantor institution.

EXHIBIT B

Form of Purchaser Representations

Folsom Public Financing Authority
Folsom, California

Re: \$9,116,000
Folsom Public Financing Authority Water Revenue Refunding Bonds
Series 2021

Ladies and Gentlemen:

This letter is to provide you with certain representations and agreements with respect to our purchase of all of the above-referenced bonds (the "*Bonds*"), dated their date of issuance. The Bonds were issued under and secured in the manner set forth pursuant to a 2021 Indenture dated as of June 1, 2021 (the "*Indenture*"), between the Folsom Public Financing Authority (the "*Issuer*") and U.S. Bank National Association, as trustee (the "*Trustee*"). Key Government Finance, Inc. (the "*Purchaser*," the "*undersigned*," "*us*" or "*we*," as applicable) is purchasing the Bonds. We hereby represent and warrant to you and agree with you as follows:

1. We understand that the Bonds have not been registered pursuant to the Securities Act of 1933, as amended (the "1933 Act") or the securities laws of any state nor has the Indenture been qualified pursuant to the Trust Indenture Act of 1939, as amended, in reliance upon certain exemptions set forth therein. We acknowledge that the Bonds (i) are not being registered or otherwise qualified for sale under the "blue sky" laws and regulations of any state, (ii) will not be listed on any securities exchange, and (iii) will not carry a rating from any rating service.

2. We have not offered, offered to sell, offered for sale or sold any of the Bonds by means of any form of general solicitation or general advertising, and we are not an underwriter of the Bonds within the meaning of Section 2(11) of the 1933 Act.

3. We have sufficient knowledge and experience in financial and business matters, including purchase and ownership of municipal and other tax-exempt obligations [and the lending to political subdivisions], to be able to evaluate the risks and merits of the investment represented by the purchase of the Bonds.

4. We have authority to purchase the Bonds and to execute this letter and any other instruments and documents required to be executed by the Purchaser in connection with the purchase of the Bonds.

5. The undersigned is a duly appointed, qualified and acting representative of the Purchaser and is authorized to cause the Purchaser to make the certifications, representations and warranties contained herein by execution of this letter on behalf of the Purchaser.

6. The Purchaser is either a "qualified institutional buyer" as defined in Rule 144A promulgated under the 1933 Act or an "accredited investor" by virtue of being a "bank," as defined in Section 3(a)(2) of the Securities Act of 1933, as amended, and is able to bear the

economic risk of such [investment][loan]. The Bonds may be registered only in the name of, or transferred to, either a “qualified institutional buyer” or an “accredited investor”, and only in denominations of \$100,000 and \$1 multiples in excess thereof. The Form of Assignment attached to the Bonds shall be completed and filed with the Trustee prior to such transfer, and a Purchaser Representations in the form hereof shall be executed and filed with the Trustee prior to such transfer.

7. The undersigned understands that no official statement, prospectus, offering circular, or other comprehensive offering statement is being provided with respect to the Bonds. The undersigned has made its own inquiry and analysis with respect to the Issuer, the Bonds and the security therefor, and other material factors affecting the security for and payment of the Bonds.

8. The undersigned acknowledges that it has either been supplied with or been given access to information, including financial statements and other financial information, regarding the Issuer and the City of Folsom (the “City”), to which a reasonable [investor][lender] would attach significance in making [investment][lending] decisions, and has had the opportunity to ask questions and receive answers from knowledgeable individuals concerning the Issuer, the City, the Bonds and the security therefor, so that as a reasonable [investor][lender], it has been able to make its decision to purchase the Bonds.

9. The Bonds are being acquired by the Purchaser for investment for its own account and not with a present view toward resale or distribution; provided, however, that the Purchaser reserves the right to sell, transfer or redistribute the Bonds, but agrees that any such sale, transfer or distribution by the Purchaser shall be to a Person satisfying the conditions set forth in Section 2.11 of the Indenture.

ATTACHMENT 5

ESCROW AGREEMENT

by and between the

FOLSOM PUBLIC FINANCING AUTHORITY

and

U.S. BANK NATIONAL ASSOCIATION,
as Escrow Agent

Dated as of June 1, 2021

RELATING TO THE

FOLSOM PUBLIC FINANCING AUTHORITY
WATER REVENUE REFUNDING BONDS, SERIES 2013

ESCROW AGREEMENT

This Escrow Agreement (the “Escrow Agreement”), dated as of June 1, 2021, is made and entered into by and between the FOLSOM PUBLIC FINANCING AUTHORITY, a joint exercise of powers entity duly organized and existing under and by virtue of the laws of the State of California (the “Authority”), and U.S. BANK NATIONAL ASSOCIATION, a national banking association duly organized and existing under and by virtue of the laws of the United States of America and having a corporate trust office in San Francisco, California, and being qualified to accept and administer the trust hereby created, as escrow agent and as 2013 Trustee under the Indenture, as hereinafter defined (the “Escrow Agent”);

WITNESSETH:

WHEREAS, the Authority previously issued \$12,779,582 aggregate principal amount of its Folsom Public Financing Authority Water Revenue Refunding Bonds, Series 2013 (the “Series 2013 Bonds”) under the terms of a 2013 Indenture (the “Indenture”) dated as of July 1, 2013, by and between the Authority and U.S. Bank National Association, as successor to MUFG Union Bank, N.A. (formerly Union Bank, N.A.) as trustee thereunder (the “2013 Trustee”), the unmatured principal amount of which Series 2013 Bonds (being \$8,852,059) is currently outstanding; and

WHEREAS, the Authority has determined to refund the outstanding principal amount of the Series 2013 Bonds (the “Refunded Bonds”) by and through the issuance of the Authority’s Water Revenue Refunding Bonds, Series 2021 (the “Refunding Bonds”); and

WHEREAS, the Authority has taken action to cause to be delivered to the Escrow Agent on the date hereof from the proceeds of the sale of the Refunding Bonds the sum of \$8,980,856.46, which sum has been deposited by the Escrow Agent in the Escrow Fund hereinafter referred to and which will be held by the Escrow Agent in the Escrow Fund as uninvested money and will be sufficient in accordance with the Indenture, as certified by Robert Thomas CPA, LLC, to redeem the Refunded Bonds on July 23, 2021 (the “Redemption Date”), at a redemption price equal to 101% of the principal amount thereof plus accrued interest to the Redemption Date (the “Redemption Price”); and

WHEREAS, the provisions of the Indenture are incorporated herein by reference as if set forth herein in full;

NOW, THEREFORE, the Authority and the Escrow Agent hereby agree as follows:

SECTION 1. Establishment and Maintenance of Escrow Fund. The Escrow Agent agrees to establish and maintain the Escrow Fund (the “Escrow Fund”) until the Refunded Bonds have been paid and redeemed as provided in Section 2 hereof. The Escrow Agent shall hold the entire deposit to the Escrow Fund as uninvested money and shall hold such uninvested money in the Escrow Fund at all times as a separate escrow account wholly segregated from all other securities, investments, or money held by it; and the Escrow Agent shall not invest any money at any time on deposit in the Escrow Fund. All money in the Escrow Fund is hereby irrevocably pledged to secure the payment and redemption of the Refunded Bonds as provided in

Section 2 hereof, except that the Escrow Agent shall pay to the Authority, free from the escrow created by this Escrow Agreement, any money held in the Escrow Fund that is not used for the payment and redemption of the Refunded Bonds as provided in Section 2 hereof

SECTION 2. Payment from the Escrow Fund. The Escrow Agent is hereby irrevocably instructed to, and the Escrow Agent hereby agrees to, use the money in the Escrow Fund to redeem the Refunded Bonds on the Redemption Date at the Redemption Price. The Escrow Agent (as 2013 Trustee under the Indenture) hereby confirms that notice of the redemption of the Refunded Bonds on the Redemption Date was mailed on [June 23], 2021, in accordance with the Indenture.

SECTION 3. Compensation and Indemnification of the Escrow Agent.

(a) The Authority shall pay the Escrow Agent fees for its services hereunder and shall reimburse the Escrow Agent for its out-of-pocket expenses (including but not limited to the fees and expenses, if any, of its counsel or accountants) incurred by the Escrow Agent in connection with these services, all as previously agreed upon by the Authority and the Escrow Agent; provided, that these fees and expenses shall in no event be deducted from the Escrow Fund. The provisions of this Section 3(a) shall survive the termination of this Escrow Agreement or the resignation or removal of the Escrow Agent.

(b) The Authority agrees to indemnify the Escrow Agent, its agents and its officers or employees for, and hold the Escrow Agent, its agents and its officers or employees harmless from, all liabilities, obligations, losses, damages, penalties, actions, judgments, suits, claims, costs, charges, taxes, expenses and disbursements of any kind (including, without limitation, reasonable fees and disbursements of counsel or accountants for the Escrow Agent) which may be imposed on, incurred by, or asserted against the Escrow Agent or such other party at any time by reason of its performance of Escrow Agent's services, in any transaction arising out of the Escrow Agreement or any of the transactions contemplated herein, unless due to the negligence or willful misconduct of the particular indemnified party.

SECTION 4. Functions of the Escrow Agent.

(a) The Escrow Agent undertakes to perform only such duties as are expressly and specifically set forth in the Escrow Agreement and no implied duties or obligations shall be read into the Escrow Agreement against the Escrow Agent.

(b) The Escrow Agent may conclusively rely, as to the truth of the statements and the correctness of the opinions expressed therein, and shall be protected and indemnified as stated in the Escrow Agreement, in acting, or refraining from acting, upon any written notice, instruction, request, certificate, document, report or opinion furnished to the Escrow Agent and reasonably believed by the Escrow Agent to have been signed or presented by the proper party, and the Escrow Agent need not investigate any fact or matter stated in such notice, instruction, request, certificate, document, report or opinion.

(c) The Escrow Agent shall not have any liability hereunder except to the extent of its own negligence or willful misconduct. In no event shall the Escrow Agent be liable for any special, incidental, punitive, indirect or consequential damages, even if parties know of the

possibility of such damages. The Escrow Agent shall have no duty or responsibility under the Escrow Agreement in the case of any default in the performance of covenants or agreements contained in the Indenture or in the case of the receipt of any written demand with respect to such default. The Escrow Agent is not required to resolve conflicting demands to money or property in its possession under the Escrow Agreement.

(d) The Escrow Agent may consult with counsel of its own choice (which may be counsel to the Authority) and the opinion of such counsel shall be full and complete authorization to take or suffer in good faith any action in accordance with such opinion of counsel. The Escrow Agent shall be fully protected in relying on any such opinion of counsel and need not independently review or evaluate any such opinion of counsel in any respect.

(e) The Escrow Agent shall not be responsible for any of the recitals or representations contained herein or in the Indenture.

(f) The Escrow Agent may engage or be interested in any financial or other transaction with the Authority.

(g) The Escrow Agent shall not be liable for the accuracy of the calculations as to the sufficiency of the money in the Escrow Fund to make the payments as provided in Section 2 hereof.

(h) The Escrow Agent shall not be liable for any action or omission of the Authority under the Escrow Agreement, the Indenture or otherwise relating to the Refunded Bonds.

(i) Whenever in the administration of the trust of the Escrow Agreement the Escrow Agent shall deem it necessary or desirable that a matter be proved or established prior to taking or suffering any action hereunder, such matter (unless other evidence in respect thereof be herein specifically prescribed) may, in the absence of negligence or willful misconduct on the part of the Escrow Agent, be deemed to be conclusively proved and established by a certificate of an authorized representative of the Authority, and such certificate shall, in the absence of negligence or willful misconduct on the part of the Escrow Agent, be full warrant to the Escrow Agent for any action taken or suffered by it under the provisions of the Escrow Agreement upon the faith thereof.

(j) The Escrow Agent may at any time resign by giving written notice to the Authority of such resignation, whereupon the Authority shall promptly appoint a successor Escrow Agent by the resignation date. Resignation of the Escrow Agent will be effective sixty (60) days after notice of the resignation is given as stated above or upon appointment of a successor Escrow Agent, whichever first occurs. If the Authority does not appoint a successor Escrow Agent by the resignation effective date, the resigning Escrow Agent may petition any court of competent jurisdiction for the appointment of a successor Escrow Agent (or may deposit with the court the money or investments or other property held by it in trust hereunder), which court may thereupon, after such notice, if any, as it may deem proper and as may be required by law, appoint a successor Escrow Agent. After receiving a notice of resignation of an Escrow Agent, the Authority may appoint a temporary Escrow Agent to replace the resigning Escrow Agent until the Authority appoints a successor Escrow Agent. Any such temporary Escrow Agent so appointed by the

Authority shall immediately and without further act be superseded by the successor Escrow Agent so appointed.

(k) The Escrow Agent (and its affiliates) may act as principal, agent, sponsor, depository or advisor with respect to the holding and making of any investments provided herein.

(l) The Escrow Agent's rights to indemnification and compensation under this Escrow Agreement will survive the Escrow Agent's resignation or removal and the termination of this Escrow Agreement.

(m) No provision of this Escrow Agreement requires the Escrow Agent to expend or risk its own funds or otherwise incur any financial liability in the performance or exercise of any of its duties or in the exercise of its rights or powers.

(n) The Escrow Agent has no liability or responsibility for the sufficiency of funds in the Escrow Fund to make payments required by this Escrow Agreement.

SECTION 5. Merger or Consolidation of the Escrow Agent. Any company into which the Escrow Agent may be merged or converted or with which it may be consolidated or any company resulting from any merger, conversion or consolidation to which it shall be a party or any company to which the Escrow Agent may sell or transfer all or substantially all of its corporate trust business shall be the successor to the Escrow Agent and vested with all of the title to the Escrow Fund and all of the trusts, powers, discretions, immunities, privileges and all other matters as was its predecessor, without the execution or filing of any paper or any further act, anything herein to the contrary notwithstanding.

SECTION 6. Amendment of the Escrow Agreement. The Escrow Agreement may not be revoked or amended by the parties hereto unless there shall first have been filed with the Authority and the Escrow Agent (i) an unqualified opinion of a nationally recognized bond counsel that such amendment will not adversely affect the exclusion from gross income for federal income tax purposes of interest evidenced by the Refunded Bonds, and (ii) unless such amendment is not materially adverse to the interests of the registered owners of the Refunded Bonds, the written consent of the registered owners of all Refunded Bonds.

SECTION 7. Notices. All written notices to be given hereunder shall be given by mail or facsimile to the party entitled thereto at its address set forth below, or at such other address as such party may provide to the other party in writing from time to time, namely:

If to the Authority:

Folsom Public Financing Authority
 Folsom City Hall
 50 Natoma Street
 Folsom, California 95630
 Attention: Treasurer
 Phone: (916) 461-6080
 Facsimile: (916) 985-0870
 Email: financetresury@folsom.ca.us

If to the Escrow Agent:

U.S. Bank National Association
Attention: Global Corporate Trust
One California Street, Suite 1000
San Francisco, CA 94111
Fax: (415) 677-3769
Email: karen.lei@usbank.com

The Escrow Agent shall not be liable for any losses, costs or expenses arising directly or indirectly from the Escrow Agent's reliance upon and compliance with such notices notwithstanding instructions that conflict or are inconsistent with a subsequent written instruction. The party providing electronic notices agrees to assume all risks arising out of the use of such electronic methods to submit notices, instructions and directions to the Escrow Agent, including, without limitation, the risk of the Escrow Agent acting on unauthorized instructions, and the risk of interception and misuse by third parties.

SECTION 8. Severability. If any section, paragraph, sentence, clause or provision of the Escrow Agreement shall for any reason be held to be invalid or unenforceable, the invalidity or unenforceability of such section, paragraph, sentence, clause or provision shall not affect any of the remaining provisions of the Escrow Agreement.

SECTION 9. Execution. The Escrow Agreement may be executed in any number of counterparts, each of which shall be deemed to be an original, but all together shall constitute but one and the same agreement. The exchange of copies of this Escrow Agreement and of signature pages by facsimile or PDF transmission shall constitute effective execution and delivery of this Escrow Agreement as to the parties hereto and may be used in lieu of the original Escrow Agreement and signature pages for all purposes.

IN WITNESS WHEREOF, the Authority and the Escrow Agent have caused the Escrow Agreement to be executed each on its behalf as of the day and year first above written.

FOLSOM PUBLIC FINANCING AUTHORITY

By _____
Treasurer

U.S. BANK NATIONAL ASSOCIATION,
as Escrow Agent and 2013 Trustee

By _____
Authorized Officer

ATTACHMENT 6

City of Folsom
2021 Refunding Installment Sale Agreement
(Private Placement)

SB 450 Summary / Government Code 5852.1

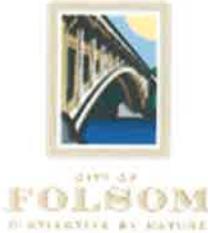
A. True Interest Cost (TIC) of the Bonds	1.76% ¹
B. Sum of all fees and charges paid to 3rd parties	\$135,000
Issuer	7,500 ²
Bond Counsel	55,000 ²
Municipal Advisor	32,500 ²
Placement Agent	25,000 ²
Trustee & Escrow Agent	6,100 ²
Trustee's Counsel	3,000 ²
Verification Agent	1,500 ²
CDIAC	2,279 ²
Contingency	2,121 ²
C. Bond Proceeds Net of Reserves, Capitalized Interest and 3rd Party Fees and Charges	\$8,981,000
Net proceeds	9,116,000 ¹
Less Reserve Fund	0 ¹
Less Sum of all fees and charges paid to 3rd parties	(135,000) ¹
Less Capitalized Interest	0 ¹
D. Total Payment Amount	\$10,233,948
Total Principal and Interest to Maturity	10,180,648 ¹
Trustee Fee	53,300 ³

Sources:

¹ Preliminary Cash Flows as of 5/19/21 prepared by Brandis Tallman

² Costs of Issuance

³ US Bank - 13 years at \$4,100 per year



Folsom City Council Staff Report



MEETING DATE:	6/22/2021
AGENDA SECTION:	Public Hearing
SUBJECT:	<p>Mangini Ranch Phase 3 – East of East Bidwell Street, South of Savannah Parkway and North of Mangini Parkway in the Folsom Plan Area Specific Plan. (PN 20-254)</p> <p>i. Resolution No. 10653 - A Resolution to Approve a Large-Lot Vesting Tentative Subdivision Map, Small-Lot Vesting Tentative Subdivision Map, and Minor Administrative Modifications for Transfer of Development Rights (25 Unit Transfer) and Land Use Boundary Refinements for the Mangini Ranch Phase 3 Project</p>
FROM:	Community Development Department

RECOMMENDATION / CITY COUNCIL ACTION

Move to adopt Resolution No. 10653 - A Resolution to Approve a Large-Lot Vesting Tentative Subdivision Map, Small-Lot Vesting Tentative Subdivision Map, and Minor Administrative Modifications for Transfer of Development Rights (25 Unit Transfer) and Land Use Boundary Refinements for the Mangini Ranch Phase 3 Project.

BACKGROUND / ISSUE

The proposed Project site is part of the approved Folsom Plan Area Specific Plan (FPASP), a comprehensively planned community that proposes new development based “Smart Growth” and Transit Oriented Development principles.

The FPASP, approved in 2011, is a development plan for over 3,500 acres of previously undeveloped land located south of Highway 50, north of White Rock Road, east of Prairie City

Road, and adjacent to the Sacramento County/El Dorado County line in the southeastern portion of the City.

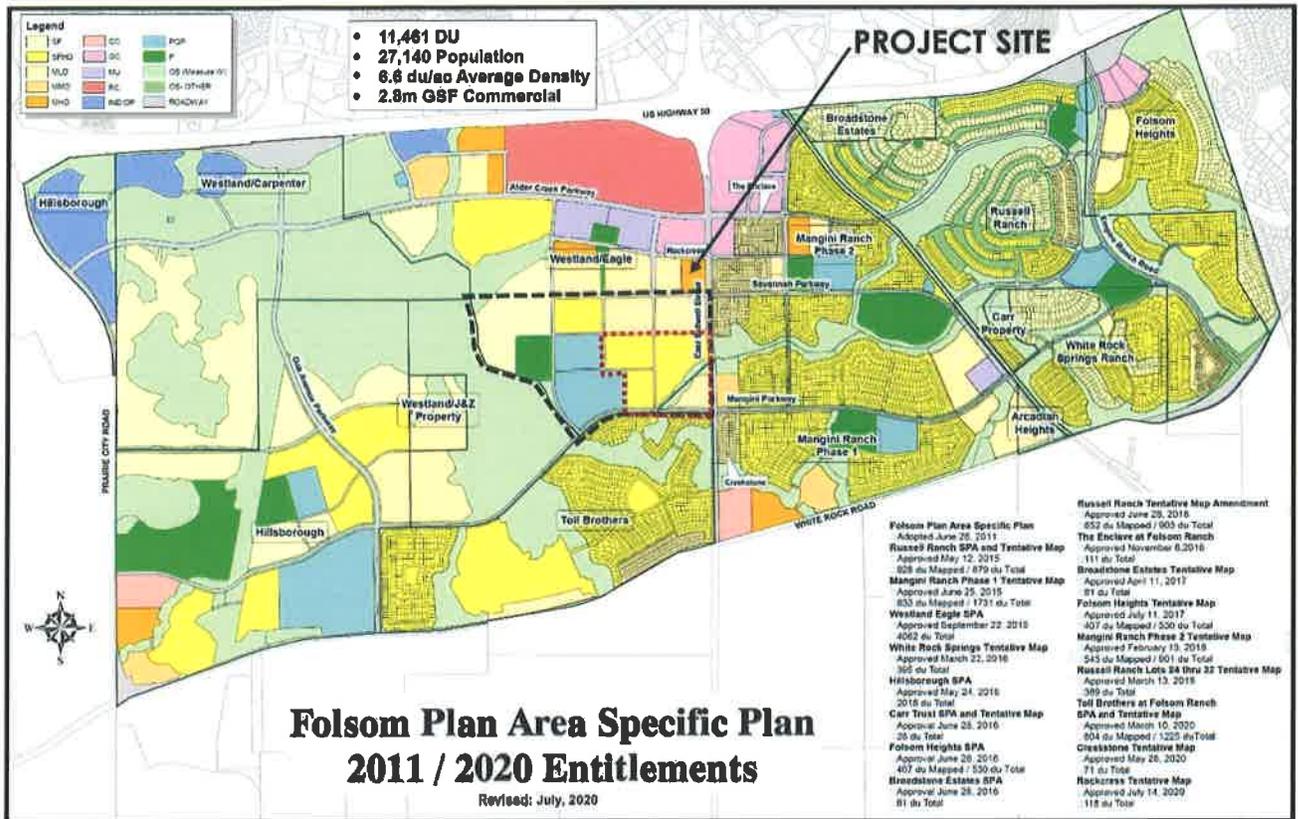
The FPASP includes a mix of residential, commercial, employment and public uses, complemented by recreational amenities including a significant system of parks and open space, all within proximity to one another and interconnected by a network of “complete streets”, trails and bikeways. The Specific Plan is consistent with the SACOG Blueprint Principles and the requirements of SB 375 (Sustainable Communities and Climate Protection Act).

The Mangini Ranch Phase 3 Project site is in the central portion of the Folsom Plan Area Specific Plan (FPASP) and is west of East Bidwell Street, south of Savannah Parkway, and north of Mangini Parkway. The Project site is designated in the FPASP with seven land use categories (FPASP Land Use Plan, Figure 1), including SP-P (Park), SP-PQP (schools) SP-SF (Single Family Residential), SP-MLD (Multi Family Low Density Residential), SP-SFHD (Single Family High Density) and SP-OS (Open Space).

The Applicant requests approval of related actions for a subdivision for 260 detached single-family residential lots on a 52-acre portion of a 173-acre Project site for the following entitlements:

- A. Large Lot Vesting Tentative Subdivision Map (Creation of 14 Large Lots)
- B. Small Lot Vesting Tentative Subdivision Map (Creation of 260 Residential Lots)
- C. Minor Administrative Modification – Transfer of Development Rights
- D. Minor Administrative Modification – Land Use Boundary Refinement

FIGURE 1 PROJECT SITE



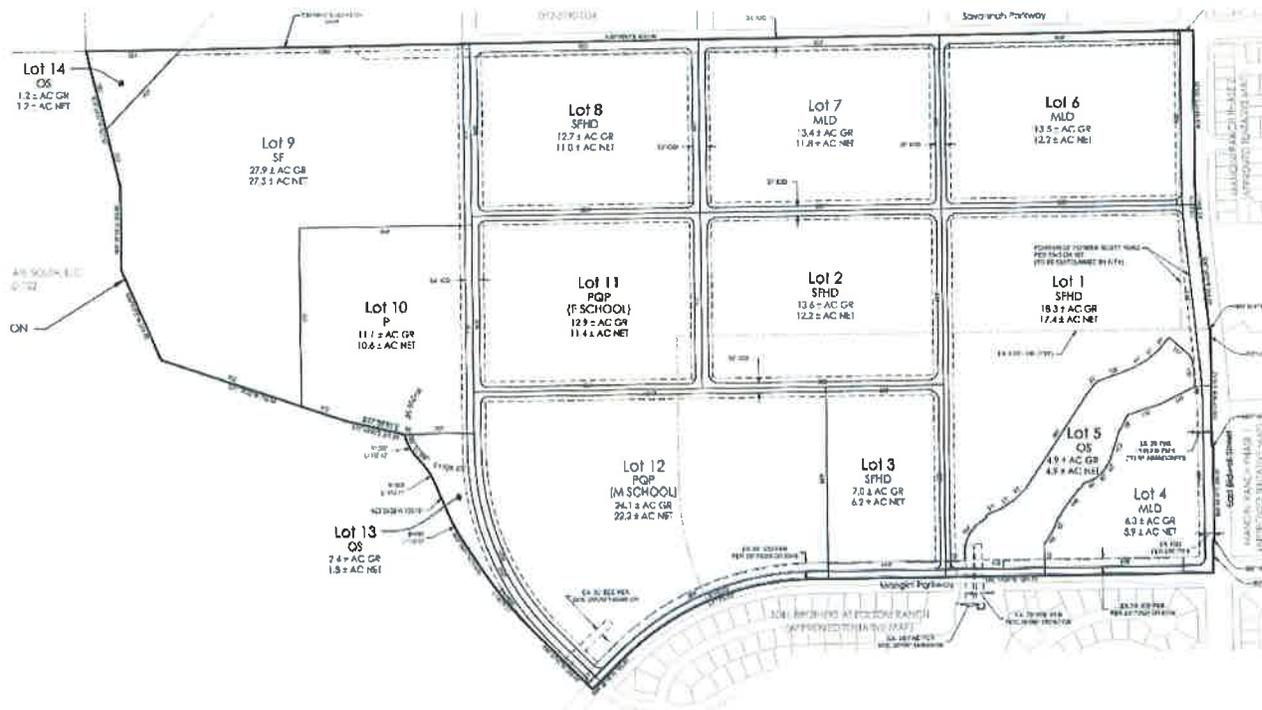
Physical Setting

The 173-acre Project site is located west of East Bidwell Street, south of Savannah Parkway and north of Mangini Parkway in the FPASP (Figure 2, Aerial Photo). The site features gently rolling terrain with native grasses and trees.

The Project is adjacent to the Creekstone at Folsom Ranch, Mangini Ranch Phases I and II, and Toll Brothers at Folsom Ranch projects, currently under construction.

FIGURE 2: AERIAL PHOTO (2021)

The first component of the Applicant's proposal is a Large Lot Vesting Tentative Subdivision Map (LLVTSM) to subdivide 173 acres west of East Bidwell Street between Savannah Parkway and Mangini Parkway. The LLVTSM will subdivide the 173-acre area into fourteen (14) large lots for future sale, lease, and financing. The proposed LLVTSM is shown in Figure 3 and in Attachment 5.

FIGURE 3: LARGE LOT TENTATIVE SUBDIVISION MAP

The proposed large lot parcels correspond to land uses and parcels (villages) on the FPASP Land Use Plan (Figure 1) designated MLD, SFHD, SF, PQP (elementary and middle schools), P (neighborhood park), and open space. The parcels in the 173-acre LLVTSM are summarized in Table 1.

A Small Lot Vesting Tentative Subdivision Map (SLVTSM) is proposed for the southeast portion of the 173-acre LLVTSM. The SLVTSM would further subdivide a 52.3-acre area into 260 single-family residential lots, three (3) open space parcels, eight (8) landscape lots, and one (1) paseo lot. The 260 single family lots would consist of 218 lots in the SFHD and 42 in the MLD zone.

The remaining 120.7-acre portion of the LLVTSM area would not be subdivided in the proposed SLVTSM. The parcels outside of the SLVTSM are those on the north and west side of the Project site and include LLVTSM Parcels 6 through 12 (middle school, elementary school, park, MLD, and SFHD parcels).

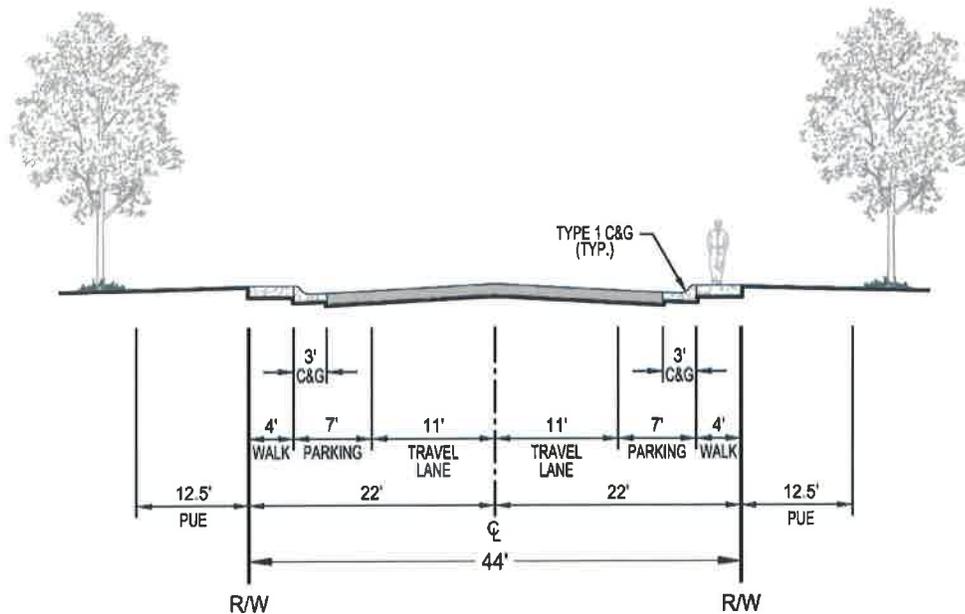
Table 1: Large Lot Vesting Tentative Subdivision Map Land Use Summary

Parcel	Specific Plan/ Zoning	Land Use	Gross Acres	Net Acres
1	SP-SFHD-PD	Single Family High Density Residential	18.3	17.4
2	SP-SFHD-PD	Single Family High Density Residential	13.6	12.2
3	SP-SFHD-PD	Single Family High Density Residential	7.0	6.2
4	SP-MLD-PD	Multi Family Low Density Residential	6.3	5.9
5	SP-OS	Open Space (Measure W)	4.9	4.9
6	SP-MLD-PD	Multi Family Low Density Residential	13.5	12.2
7	SP-MLD-PD	Multi Family Low Density Residential	13.4	11.8
8	SP-SFHD-PD	Single Family High Density Residential	12.7	11.0
9	SP-SF-PD	Single Family Residential	27.9	27.5
10	SP-P	Neighborhood Park	11.1	10.6
11	SP-PQP	Elementary School	12.9	11.4
12	SP-PQP	Middle School	24.1	22.2
13	SP-OS	Open Space (Measure W)	2.4	1.8
14	SP-OS	Open Space (Measure W)	1.2	1.2
OS-LC		Open Space/Landscape Corridor (Measure W)	0.0	1.4
ROW		Major Roadway	3.7	15.3
Total			173.0	173.0

Table 2: Small Lot Vesting Tentative Subdivision Map Land Use Summary

Village/Lot	Specific Plan/Zoning	Land Use	Gross Acres	Net Acres	Dwelling Units	Density
1	SP-SFHD-PD	Single Family High Density Residential	17.4	16.2	102	6.3
2	SP-SFHD-PD	Single Family High Density Residential	12.2	11.8	80	6.8
3	SP-SFHD-PD	Single Family High Density Residential	6.2	6.2	36	5.8
4	SP-MLD-PD	Multi Family Low Density Residential	5.9	5.6	42	7.5
A	SP-OS	Open Space (Measure W)	4.9	4.9	0	
B	SP-OS	Open Space (Measure W)	0.3	0.3	0	
C	SP-OS	Open Space (Measure W)	0.4	0.4	0	
Landscape	SP-SFHD-PD	Landscape	0.0	1.6	0	
Landscape	SP-MLD-PD	Landscape	0.0	0.3	0	
Right-of-Way		Major Roadways	5.0	5.0	0	
Total			52.3	52.3	260	

FIGURE 5: INTERNAL ROADWAY CROSS SECTION



Project entrances and pedestrian-only access points located along the Class I multi-purpose trail along the open space corridor are shown in Figure 6, Pedestrian Circulation Plan. Figures 7 and 8 show the planned cross sections for East Bidwell Street and Mangini Parkway.

An open space/drainage corridor (Lot A) includes a Class I multi-purpose trail and traverses the Project site from East Bidwell Street to Mangini Parkway in the southeast corner of the Project area. An undercrossing for the trail is proposed under Mangini Parkway. The Class I trail is identified on the FPASP Trails exhibit. Trail connections are provided at Mangini Parkway and East Bidwell Street. A landscaped pedestrian paseo will connect J Drive to the Class I multi-purpose trail north of the open space corridor which offers connectivity to the larger trail network.

FIGURE 6: PEDESTRIAN CIRCULATION PLAN



Sites for future planned elementary and middle schools are within the LLVTSM area and immediately adjacent to the west boundary of the SLVTSM. The proposed SLVTSM subdivision is designed with multiple opportunities for pedestrian access to the schools on the grid street pattern along the Northern Connector Road (Road A) and internal to the subdivision.

FIGURE 7: EAST BIDWELL STREET CROSS SECTION

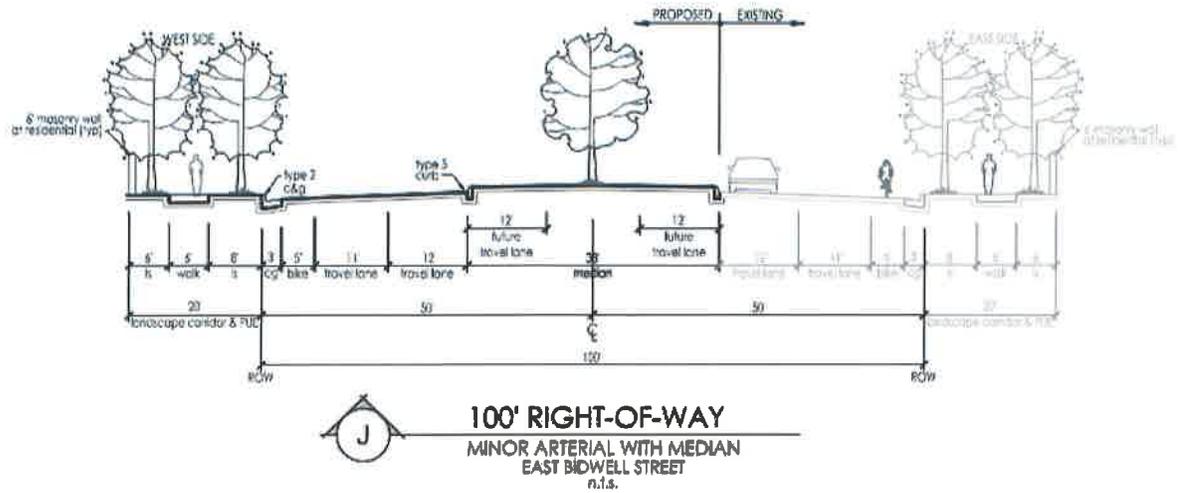
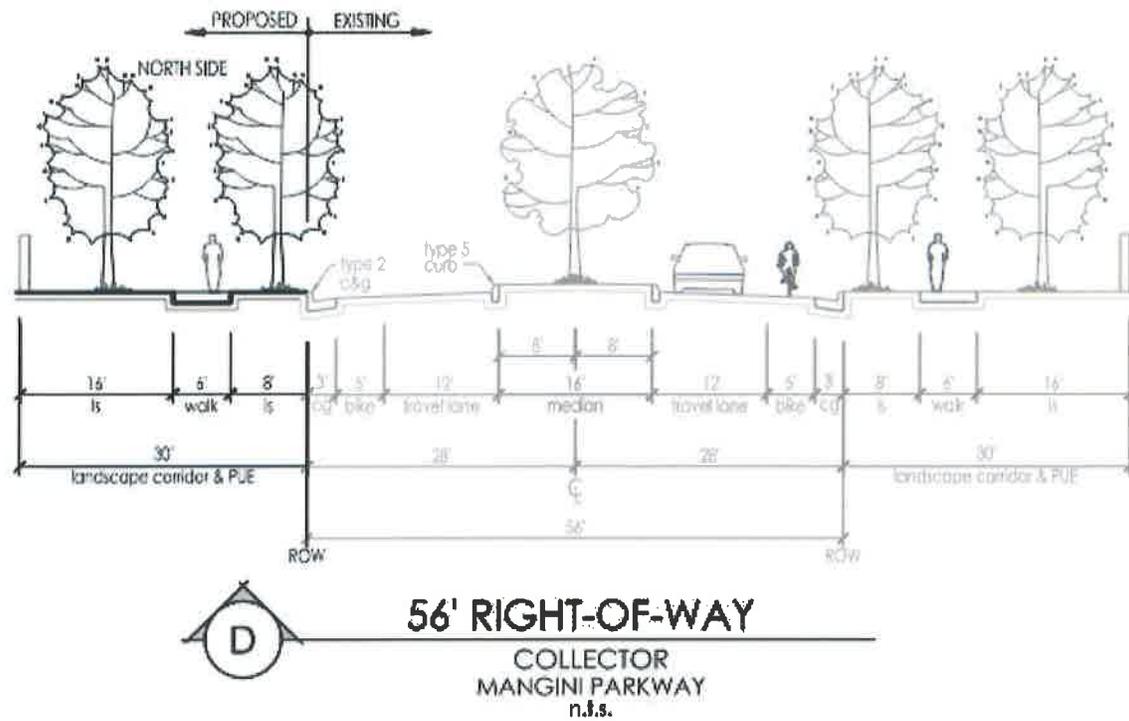


FIGURE 8: MANGINI PARKWAY CROSS SECTION



Minor Administrative Modifications (MAMs)

The Project includes two Minor Administrative Modifications (MAMs). The first request is for approval of a MAM to transfer development rights to move 25 dwelling units among five parcels (parcels 155, 159, 165-A2, 165-B, and 166) within the Project boundary and FPASP, as shown on Figure 9 and Table 3. Four of the five parcels are within the Project boundary. Parcel 155 is immediately to the north of the Project boundary. The unit transfer supports the 260 units in the SLVTSM.

FIGURE 9: UNIT TRANSFER FOR 25 DWELLING UNITS

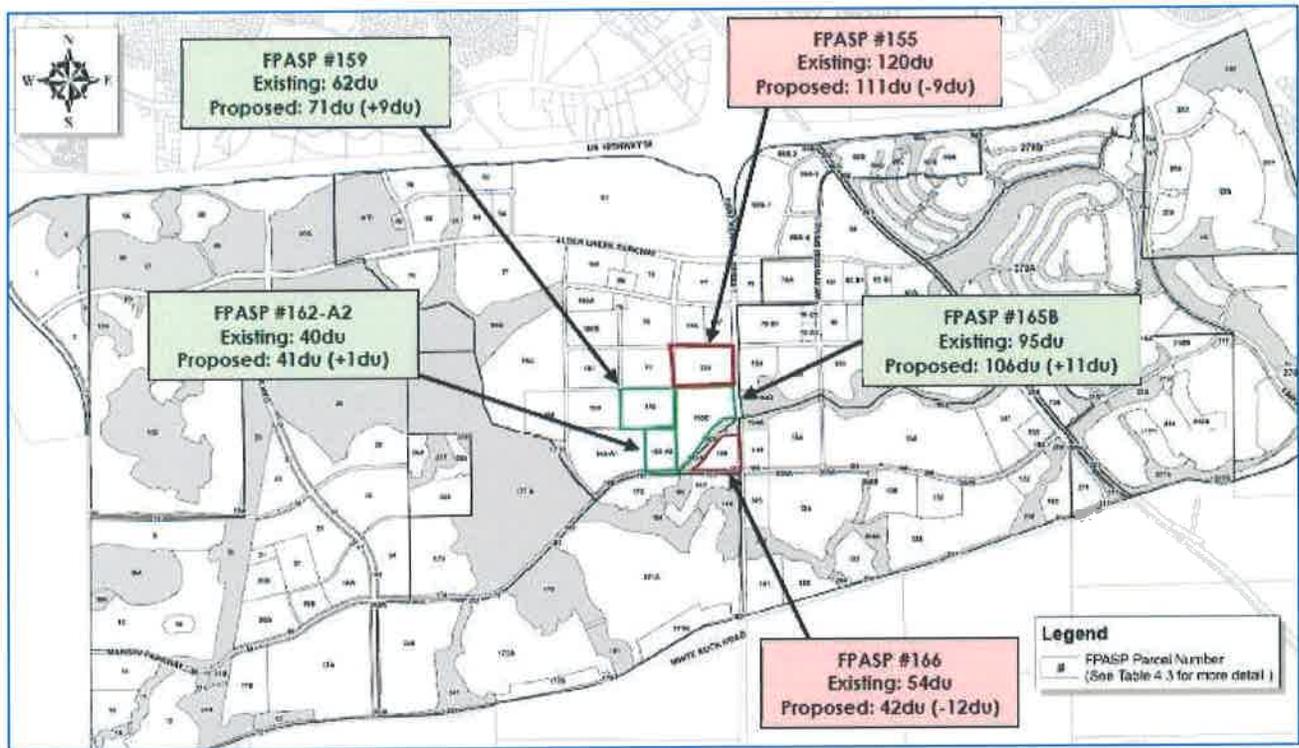


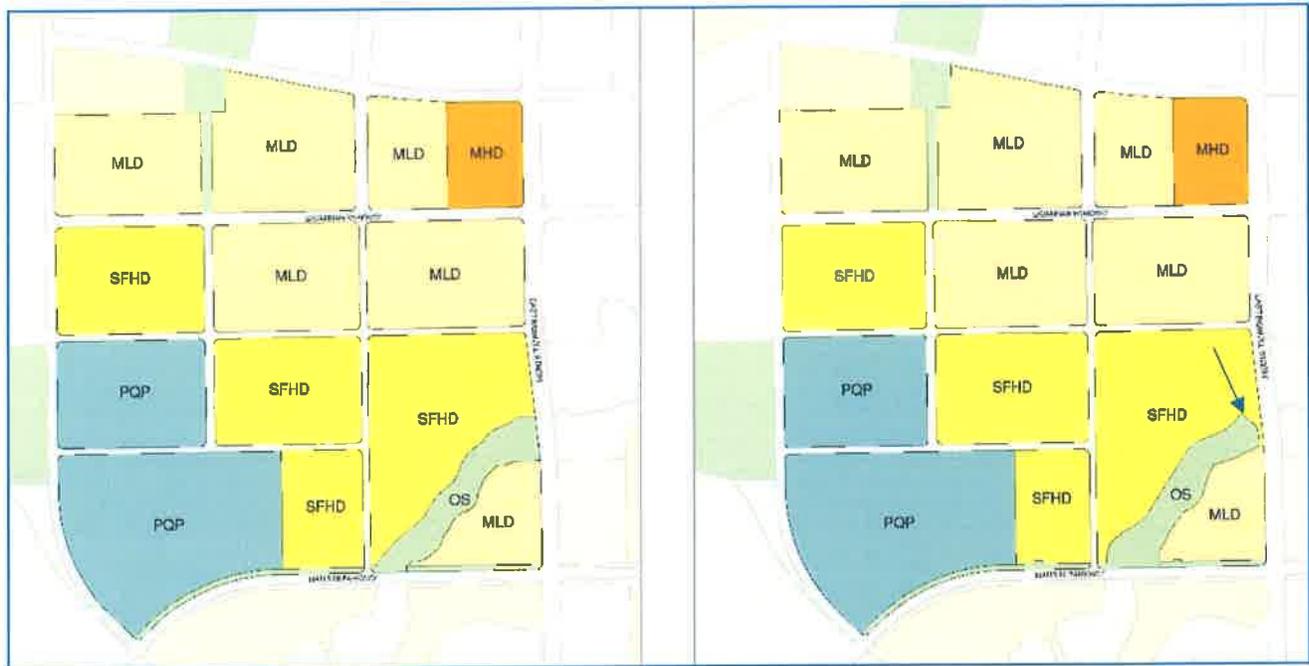
Table 3: Unit Transfer Summary

FPASP Parcel	Existing Unit Allocation	Unit Allocation After Transfer	Change
155	120	111	-9
159	62	80	+18
165-A2	40	36	-4
165-B	95	102	+7
166	54	42	-12
Total	371	371	0

The second MAM is for minor adjustments to the land use boundaries of six FPASP parcels. The adjustments to land use boundaries are requested to maximize development efficiencies, preserve natural resources, and accommodate a Class I trail. The largest change is to the north side of the open space adjacent to East Bidwell. Changes to the boundaries are shown on Figure 10 and summarized on Table 4.

Table 4: Land Use Boundary Refinement

Land Use	Existing Acres	Proposed Acres	Change
SFHD	47.4	46.7	-0.7
MLD	60.2	60.7	+0.5
MHD	5.8	5.8	0.0
PQP	33.6	33.6	0.0
OS	6.2	6.3	0.1
Right of Way	0.0	0.1	0.1
Total	153.2	153.2	0.0

FIGURE 10: LAND USE BOUNDARY REFINEMENT

The proposed project was considered by the Planning Commission at its May 19, 2021 meeting. The Commission engaged in a thorough review of the proposed project including discussions regarding the site design of the subdivision. A detailed discussion of each of the topics is included within the analysis section of this staff report. Updated revisions to several of the conditions were provided to the Commission and have been incorporated into the conditions of approval. No members of the public spoke regarding the proposed project. The Planning Commission adopted a motion (6-0-0-0) to recommend approval of the proposed Project to the City Council, subject to the conditions of approval included with this report.

POLICY / RULE

The Folsom Municipal Code (FMC) requires that applications for Tentative Subdivision Maps of five or more lots be forwarded to the City Council for final action. City Council actions regarding Tentative Subdivision Maps are covered under Section 16.16.080 of the Folsom Municipal Code.

ANALYSIS

The following sections provide an analysis of the Applicant's proposal. Staff's analysis addresses the following:

A. Large Lot Vesting Tentative Subdivision Map

- B. Small Lot Vesting Tentative Subdivision Map
- C. Minor Administrative Modifications
- D. Traffic/Access/Circulation
- E. Noise Impacts
- F. Conformance with Relevant Folsom General Plan Folsom Plan Area Specific Plan Objectives and Policies

A. Large Lot Vesting Tentative Subdivision Map

The proposed Large Lot Vesting Tentative Subdivision Map (LLVTSM) would subdivide a 173-acre area west of East Bidwell Street between Savannah Parkway and Mangini Parkway into 14 large lots for future sale, lease, and financing. The proposed LLVTSM is shown in Figure 3 and Attachment 5.

The large lot parcels correspond to land uses and parcels (villages) on the FPASP Land Use Plan (Figure 1) designated MLD, SFHD, SF, PQP (elementary and middle schools), P (neighborhood park), and open space.

All created parcels would be served by public roadways and utilities can be extended to each of the parcels. Staff has determined that the proposed LLVTSM complies with all City and State Subdivision Map Act requirements.

B. Small Lot Vesting Tentative Subdivision Map

A Small Lot Vesting Tentative Subdivision Map (SLVTSM) would further subdivide a 52.3-acre portion of the 173-acre LLVTSM into 260 single-family residential lots (218 SFHD and 42 MLD) three open space parcels, eight landscape lots, and one paseo lot. The proposed SLVTSM layout is shown in Figure 4 and Attachment 6. Figure 11 depicts the relationship between the 173-acre LLVTSM area (dashed black line) and the 53.2-acre SLVTSM area (dashed red line).

FIGURE 11: LARGE LOT AND SMALL LOT MAPS



The proposed SLVTSM consists of four villages on the southeast portion of the LLVTSM. Villages 1, 2 and 3 are designated Single Family High Density (SP-SFHD), and Village 4 is Multi Family Low Density (SP-MLD). In Villages 1-3 (SFHD), the typical lot sizes would be 45'x100' and 50'x100', consistent with the FPASP Development Standards. Typical Village 4 (MLD) lot sizes would be 45'x 67', consistent with the FPASP Development Standards. Together, the four villages would accommodate 260 detached single family residential units.

The proposed subdivision conforms to the development standards established by the FPASP for both the SP-SFHD and SP-MLD land use categories including minimum lot size, maximum lot coverage, and setbacks, as shown in Tables 5 and 6. Villages 1, 2, 3 conform to the SP-SFHD standards and Village 4 to the SP-MLD standards. No deviations from the standards are proposed.

Table 5: SP-SFHD Single-Family High-Density Development Standards

Development Standard	Requirement	Proposed Project
Minimum Lot Size	4,000	4,000
Front Porch Setback	12.5 Feet	12.5 Feet
Front Primary Structure Setback	15 Feet	15 Feet
Front Garage Setback	20 Feet	20 Feet
Side Yard Setbacks	5 Feet/5 Feet	5 Feet/5 Feet
Rear Yard Setback	10 Feet	10 Feet
Maximum Lot Coverage	50%	50%

Table 6: SP-MLD Multi-Family Low Density Development Standards

Development Standard	Requirement	Proposed Project
Minimum Lot Size	3,000	3,000
Front Porch Setback	12.5 Feet	12.5 Feet
Front Primary Structure Setback	15 Feet	15 Feet
Front Garage Setback	20 Feet	20 Feet
Side Yard Setbacks	5 Feet/5 Feet	5 Feet/5 Feet
Rear Yard Setback	10 Feet	10 Feet
Maximum Lot Coverage	50%	50%

The Project will be required to dedicate public right-of-way for the internal public streets (Condition 8). Conditions 8, 26, 28 and 30 require the Applicant to coordinate with and dedicate public utility easements for underground facilities (i.e., SMUD, Pacific Gas and Electric, cable television, telephone) on properties adjacent to the public streets.

Staff has determined that the proposed SLVTSM complies with all City and State Subdivision Map Act requirements.

C. Minor Administrative Modifications

The Project includes two Minor Administrative Modifications (MAMs). The first request is for approval of a MAM is to transfer development rights to move 25 dwelling units among five parcels (parcels 155, 159, 165-A2, 165-B, and 166) within the Project boundary and FPASP, as shown on Figure 9 and Table 3.

The unit transfer supports the 260 units in the SLVTSM. The transferring and receiving parcels are located within the FPASP and, after the transfer, they would remain within the General Plan and specific plan density ranges. The transferring and receiving parcels are owned and controlled by the Applicant.

The second MAM is for minor adjustments to the land use the boundary line between the MU site and the adjoining MLD parcel to the north is shown slightly modified to maximize development efficiencies and ease site grading for both parcels. Acreages of the various land uses remain the same 16.4 acres with or without the boundary change, although the edges would be modified.

The FPASP provides for Minor Administrative Modifications,

“... that are consistent with and do not substantially change its overall intent, such as minor adjustments to the land use locations and parcel boundaries shown in Figure 4.1 – Land Use and Figure 4.4 – Plan Area Parcels and the land use acreages shown in Table 4.1 – Land Use Summary.” [FPASP Section 13.3].

Minor administrative modifications can be approved at a staff level, provided the following criteria are met:

- The proposed modification is within the Plan Area.
- The modification does not reduce the size of the proposed town center.
- The modification retains compliance with City Charter Article 7.08, previously known as Measure W.
- The General Plan land use pattern remains consistent with the intent and spirit of the FPASP.
- The proposed changes do not substantially alter the backbone infrastructure network.
- The proposed modification offers equal or superior improvements to development capacity or standards.
- The proposed modification does not increase environmental impacts beyond those identified in the EIR/EIS.

Based on staff’s review, both requests for MAMs meet the requirements. As a result, staff can approve the proposed Minor Administrative Modifications for the unit transfers as well as the boundary adjustments.

D. Traffic/Access/Circulation

Primary access to the SLVTSM portion of the Project would be from Mangini Parkway. Public street access would be provided at proposed Street G and Street H, which are centrally located on the site and connect to Mangini Parkway. Adjacent to the project is the Mangini Ranch Phase 1 subdivision at Folsom Ranch, which is under construction. Residential streets in a grid pattern would serve residential neighborhoods.

Subdivision streets consist of two-lane public streets with attached and detached sidewalks and parking on both sides of the street. If separated sidewalks are proposed, Condition 35 requires a Homeowners Association (HOA) maintain the landscape strips between the separated sidewalk and curb, to maintain consistent landscape maintenance. If a HOA is not provided with the future development, Condition 35 requires that the SLVTSM be revised to use a street section with attached sidewalks.

Sidewalks will provide pedestrian circulation on residential streets. A multi-purpose Class I trail in the open space/drainage corridor (Lot A) will extend from Mangini Parkway to East Bidwell Street and connected to the FPASP trail system. A landscaped pedestrian paseo will connect J Drive to the Class I trail north of the open space corridor, which provides connectivity to the trail network.

The FPASP established a series of plans and policies for the circulation system within the entire Plan Area. The FPASP circulation system was designed with a sustainable community focus on the movement of people and provides mobility alternatives such as walking, cycling, carpooling, and viable forms of public transportation in addition to vehicular circulation. The circulation plan evaluated regional travel, both in terms of connectivity and capacity and local internal connections and access. The circulation plan also addressed the concerns of regional traffic, including parallel capacity to U.S. Highway 50, and connectivity with surrounding jurisdictions while considering community-wide connectivity, alternative modes of travel, and the provision of complete streets.

The 2011 Folsom Plan Area Specific Plan Environmental Impact Report/Environmental Impact Statement included not only a detailed analysis of traffic-related impacts within the Plan Area, but also an evaluation of traffic-related impacts on the surrounding communities. There are 55 traffic-related mitigation measures associated with development of the FPASP which are included as conditions of approval for the Mangini Ranch Phase 3 Subdivision Project. Many of these mitigation measures are expected to reduce traffic impacts to East Bidwell Street. Included among the mitigation measures are requirements to; fund and construct roadway improvements within the Plan Area, pay a fair-share contribution for construction of improvements north of U.S. Highway 50, participate in the City's Transportation System Management Fee Program, and Participate in the U.S. Highway 50 Corridor Transportation Management Association. The Mangini Ranch Phase 3 Subdivision Project is subject to all traffic-related mitigation measures required by the 2011 FPASP EIR/EIS (Condition No. 53-25 to 53-79).

Kimley Horn prepared an Access Evaluation (May 4, 2021, Attachment 9 to evaluate access and circulation-related impacts associated with the proposed Project.

The Access Evaluation assumed the following traffic controls and movements for the Project roadways:

- Traffic signal at Mangini Parkway and East Bidwell Street
- Side street stop-controlled intersections
 - Northern Connector Road at D Drive
 - Northern Connector Road at B Drive
 - Northern Connector Road at East Bidwell Street
 - Mangini Parkway at B Drive
 - East Bidwell Street at E Drive
- Emergency vehicle access at Mangini Parkway and E Drive
- Right in/right out turn movements from East Bidwell Street to E Drive

The Access Evaluation reviewed a future potential at-grade pedestrian crossing on East Bidwell Street along the project's frontage. This crossing would serve the proposed Class I trail and would be located between the Northern Access Road and the Village 4 E Drive intersections. Because it would be at-grade, the crossing would require pedestrian actuation, striping, and signage and extensive traffic signal appurtenances to ensure safe and orderly operations when pedestrians cross. This is not included as a condition of approval at this time because staff is concerned about the safety of this feature. A future traffic operations analysis would be required to simulate the East Bidwell Street corridor traffic operations under the condition with this at-grade crossing. The City considers this a future improvement that will be evaluated more comprehensively in the future.

The Access Evaluation concluded that the Project would result in adequate circulation with the following conditions (Condition 52) of the SLVTSM:

1. The Project shall construct two-way vehicle circulation along the surrounding roadways, namely the Northern Connector Road (A Drive), D Drive, and C Drive (see Exhibit 1 of Traffic and Circulation Analysis dated May 4, 2021). The Project shall provide these two-way roadway facilities to allow for adequate circulation directly related to the Project.
2. The access on the north end of E Drive at East Bidwell Street shall be an emergency vehicle access (EVA). Turn movements at E Drive at East Bidwell Street shall be restricted to right-turns in and out of Village 4 at East Bidwell Street.
3. A full access, side street stop-controlled intersection shall be constructed at E Drive and Mangini Parkway.

4. The northbound East Bidwell Street left-turn to the Northern Connector Road shall be constructed with at least 315-foot (255-foot deceleration plus 60-foot bay taper).
5. A southbound deceleration taper/flare or lane (subject to City specification) shall be constructed at the East Bidwell Street intersection with the Northern Connector Road.
6. The B Drive intersection with the Northern Connector Road is anticipated to operate adequately with side street stop controlled and without dedicated turn pockets. Adequate sight distance shall be provided and maintained.
7. The E and B Drive intersections with Mangini Parkway shall be full access and provide left turn pockets to the satisfaction of the Community Development Department where applicable.

E. Noise Impacts

Based on the proximity of the Project site to Mangini Parkway and East Bidwell Street, an environmental noise analysis was prepared by Bollard Acoustical Consultants dated April 23, 2021 (Attachment 10). The noise analysis evaluated noise impacts to the Project associated with traffic on adjacent roadways. Noise levels were compared to applicable City of Folsom noise standards for acceptable noise exposure on the Project site. Noise generated by the Project, including construction activities, operational noise, and on-site circulation was evaluated.

Two aspects of noise impacts were evaluated relative to the proposed subdivision, noise directed at the proposed project, and noise caused by the proposed project. As noted previously, the predominant existing noise sources in the project vicinity that cause an impact to the project site are from vehicles traveling on Mangini Parkway, East Bidwell Street, and the Connector Roadway (A Street) as well as background noises from existing and future adjacent nearby uses. Potential noise impacts that might result from the Mangini Ranch Phase 3 Subdivision Project are construction-related activities and operational activities. Construction-related noise would have a short-term effect, while operational noise would continue throughout the lifetime of the Project.

The Noise Element of the City of Folsom General Plan regulates noise emissions from public roadway traffic on new development of residential or other noise sensitive land uses. The Noise Element states that noise from traffic on public roadways shall not exceed 60 dB DNL exterior noise CNEL for outdoor use areas and 45 CNEL for interior areas. Future traffic noise levels at the outdoor activity areas of the single-family residential lots proposed near East Bidwell Street, Mangini Parkway, and the Northern Connector (A Drive) are predicted to exceed the General Plan exterior noise level standard.

To achieve compliance with the General Plan exterior noise standards, the Noise Analysis recommends the placement of several barriers (sound walls) on East Bidwell Street, Mangini Parkway and the Connector Roadway (Road A). The Noise Analysis recommendations are included as Condition No. 36 of the SLVTSM.

F. Water Supply

The Mangini Ranch Phase 3 Project is consistent with Folsom Plan Area Specific Plan and Folsom Plan Area EIR/EIS. Accordingly, the proposed project's water demand can be accommodated by the City's existing water supply allocated to serve the Folsom Plan Area.

G. Conformance with relevant General Plan and Folsom Plan Area Specific Plan Objectives and Policies

The Applicant prepared a detailed analysis of the Project's consistency with all the policies in the FPASP. Staff concurs with the Applicant's analysis that the Project is consistent with the policies of the FPASP.

The following is a summary analysis of the Project's consistency with the Folsom General Plan and key policies of the FPASP.

GP and SP OBJECTIVE H-1 (Housing)

To provide an adequate supply of suitable sites for the development of a range of housing types to meet the housing needs of all segments of the population.

GP and SP POLICY H-1.1

The City shall ensure that sufficient land is designated and zoned in a range of residential densities to accommodate the City's regional share of housing.

Analysis: The City provides residential lands at a variety of residential densities as specified in the General Plan and in the Folsom Municipal Code. The FPASP includes specialized zoning (Specific Plan Designations) that are customized to the Plan Area as adopted in 2011 and as amended over time. The FPASP provides residential lands in a range of densities.

The Mangini Ranch Phase 3 Subdivision Project SLVTSM is consistent with the density range for the MLD (7 to 12 units per acre) and SFHD (4 to 7 dwelling units per acre) designations.

SP POLICY 4.1

Create pedestrian-oriented neighborhoods using a grid system of streets where feasible, sidewalks, bike paths and trails. Residential neighborhoods shall be linked, where appropriate, to encourage pedestrian and bicycle travel.

Analysis: The Mangini Ranch Phase 3 Subdivision Project proposes traditional single-family neighborhoods with a grid system of local streets provided with sidewalks on both sides of the street. Biking and walking will be accommodated within the Project on sidewalks, Class I trails, and within the pedestrian paseo. A Class I trail will be provided within the open space corridor traversing the southeast portion of the Project. On-street Class II and Class III bicycle lanes will also connect nearby neighborhoods, parks, schools, with Class I bicycle trails.

SP POLICY 4.4

Provide a variety of housing opportunities for residents to participate in the home-ownership market.

Analysis: The FPASP provides home ownership opportunities within the SF (Single-Family), SFHD (Single-Family High Density), and MLD (Multi-Family Low Density) land use designated areas. Residential development in the MLD (Multi-Family Low Density), MMD (Multi-Family Medium Density), MHD (Multi-Family High Density) and MU (Mixed-Use) land use categories may provide ‘for rent’ opportunities; however, home ownership may also be accommodated in ‘for sale’ condos, townhomes, etc. at the time of development.

The Mangini Ranch Phase 3 Subdivision Project is consistent with this policy in that it will provide detached single family home ownership opportunities within the MLD and SFHD designations. The Project provides additional housing supply in the City of Folsom, proximate to schools, park, trails, commercial services and other amenities that serve residents.

SP POLICY 4.6

As established by the FPASP, the total number of dwelling units for the Plan Area shall not exceed 11,461. The number of units within individual land use parcels may vary, so long as the number of units falls within the allowable density range for a particular land use designation.

Analysis: There have been several Specific Plan Amendments approved by the City Council which have increased residentially zoned land and a decreased commercially zoned land in the FPASP. As a result, the number of residential units within the Plan Area increased from 10,210 to 11,461. The various Specific Plan Amendment EIRs and Addenda analyzed impacts from the conversion of the commercial lands to residential lands; impacts and associated mitigations measures can be found in the individual project-specific environmental documents. The increase in population was analyzed and can be accommodated in the excess capacity of the school sites provided in the Plan Area.

The proposed Project does not result in any change in total dwelling units in the FPASP. The Project proposes a MAM to transfer residential units among parcels within the Project boundary, but the overall unit allocation will remain the same. The reallocation of units to these parcels will not exceed the allowable density for the parcels.

SP OBJECTIVE 7.1 (Circulation)

Consistent with the California Complete Streets Act of 2008 and the Sustainable Communities and Climate Protection Act (SB 375), create a safe and efficient circulation system for all modes of travel.

SP POLICY 7.1

The roadway network in the Plan Area shall be organized in a grid-like pattern of streets and blocks, except where topography and natural features make it infeasible, for the majority of the Plan Area in order to create neighborhoods that encourage walking, biking, public transit, and other alternative modes of transportation.

Analysis: Consistent with the requirements of the California Complete Streets Act, the FPASP identified and planned for hierarchy of connect “complete streets” to ensure that pedestrian, bike, bus, and automobile modes of travel are designed to have direct and continuous connections throughout the Plan Area. Every option, from regional connector roadways to arterial and local streets, has been carefully planned and designed. Recent California legislation to reduce greenhouse gas emissions (AB 32 and SB 375) has resulted in an increased market demand for public transit and housing located closer to service needs and employment centers. In response to these changes, the FPASP includes a regional transit corridor that will provide public transportation links between the major commercial, public, and multi-family residential land uses in the Plan Area.

The Mangini Ranch Phase 3 Subdivision Project has been designed with multiple modes of transportation options (vehicles, bicycle, walking, access to transit and a Class I trail) and an internal street in a grid pattern consistent with the approved FPASP circulation plan.

SP POLICY 4.9 (PARKS)

Subdivisions of 200 dwellings units or more not immediately adjacent to a neighborhood or community park are encouraged to develop one or more local parks as needed to provide convenient resident access to children’s play areas, picnic areas and unprogrammed open turf area. If provided, these local parks shall be maintained by a landscape and lighting district or homeowner’s association and shall not receive or provide substitute park land dedication credit for parks required by the FPASP.

Analysis: The Project is generally consistent with this policy. The LLVTSM provides a 10.6-acre Neighborhood Park (Lot 10, Parcel 164). Condition 8 requires the Applicant to dedicate the park site to the City. The Project further subdivides the parcels into 260 residential lots with the SLVTSM. While Villages 1 through 4 in the SLVTSM are not immediately adjacent to a neighborhood or community park, the Project provides pedestrian connections to the park via the trail system.

H. Design Review

The Project includes a LLVTSM and SLVTSM to subdivide the property and no specific development is proposed at this time. Future development proposals will require Design Review to evaluate consistency with development standards and architectural guidelines. Because the area is within the Mangini Ranch portion of the FPASP, the development in the Project is subject to the Folsom Ranch Central District Design Guidelines (Attachment 11). The Central District Design Guidelines are complementary to the Folsom Plan Area Specific Plan Community Design Guidelines.

The purpose of the Central District Design Guidelines is to ensure development:

- Creates a community that encourages interaction and evokes a “pride of place” where people want to live.
- Encourage linkages and connectivity through land use adjacencies, trails, and open space.
- Create a variety of walkable neighborhoods.
- Encourage physical, social, and economic diversity.
- Integrate environmentally responsible practices.

The proposed subdivision maps and Minor Administrative Modifications are consistent with these goals.

I. Inclusionary Housing

The Applicant proposes to comply with Folsom Municipal Code Chapter 17.104 (Inclusionary Housing) by paying in-lieu fees per Municipal Code Section 17.104.060(G). (See the Applicant’s Inclusionary Housing letter, included as Attachment 12 to this staff report). Homes within the subdivision will be sold at market prices. Fees paid by the applicant will help provide affordable housing elsewhere in the city. The applicant is required to enter into an Inclusionary Housing Agreement with the City. The Final Inclusionary Housing Plan is subject to approval by the City Council. In addition, the Inclusionary Housing Agreement, which will be approved by the City Attorney, must be executed prior to recordation of the Final Map for the Mangini Ranch Phase 3 Subdivision project. Condition No. 42 is included to reflect these requirements.

FINANCIAL IMPACT

No financial impact is anticipated with approval of the Mangini Ranch Phase 3 Project as the Project will not result in any change in the total number of residential units within the Folsom Plan Area.

ENVIRONMENTAL REVIEW

The City, as lead agency, determined that the proposed land use, as well as other changes proposed by the Applicant, do not differ from the development scenario described in the Final EIR/EIS for the adopted FPASP.

The California Environmental Quality Act (CEQA) provides that residential Projects which are consistent with an approved Specific Plan for which an EIR was prepared are exempt from a requirement to prepare additional environmental analysis. CEQA Guidelines section 15182 (c) provides specific criteria to determine whether this exemption applies. The City has reviewed the analysis and concurs that the Project is exempt from additional environmental review as provided in CEQA Guidelines 15182 (c).

ATTACHMENTS

1. Resolution No. 10653 - A Resolution to Approve a Large-Lot Vesting Tentative Subdivision Map, Small-Lot Vesting Tentative Subdivision Map, and Minor Administrative Modifications for Transfer of Development Rights (Unit Transfer) and Land Use Boundary Refinements for the Mangini Ranch Phase 3 Project
2. Planning Commission Staff Report dated May 19, 2021
3. Vicinity Map
4. Large Lot Vesting Subdivision Map dated May 10, 2021
5. Small Lot Vesting Tentative Subdivision Map dated May 10, 2021
6. Preliminary Grading and Drainage Plan dated May 10, 2021
7. CEQA Exemption and Streamlining Analysis, dated May 2021
8. Access and Circulation Evaluation dated May 4, 2021
9. Environmental Noise Analysis dated May 10, 2021
10. Folsom Ranch Central District Design Guidelines
11. Mangini Ranch Phase 3 Inclusionary Housing Letter

Submitted,



PAM JOHNS
Community Development Director

Attachment 1

Resolution No. 10653 – A Resolution to Approve a Large-Lot Vesting Tentative Subdivision Map, Small-Lot Vesting Tentative Subdivision Map, and Minor Administrative Modifications for Transfer of Development Rights (25 Unit Transfer) and Land Use Boundary Refinements for the Mangini Ranch Phase 3 Project

RESOLUTION NO. 10653

A RESOLUTION TO APPROVE A LARGE-LOT VESTING TENTATIVE SUBDIVISION MAP, SMALL-LOT VESTING TENTATIVE SUBDIVISION MAP, AND MINOR ADMINISTRATIVE MODIFICATIONS FOR TRANSFER OF DEVELOPMENT RIGHTS (25 UNIT TRANSFER) AND LAND USE BOUNDARY REFINEMENTS FOR THE MANGINI RANCH PHASE 3 PROJECT

WHEREAS, the Planning Commission on May 19, 2021, held a public hearing on the proposed Large-Lot Vesting Tentative Subdivision Map, considered public comment and based on the proposed configuration of the 14-Large Lots, determined the proposed subdivision complies with all City requirements, as well as with the requirements of the State Subdivision Map Act; and

WHEREAS, the Planning Commission on May 19, 2021, held a public hearing on the proposed Small-Lot Vesting Tentative Subdivision Map, considered public comment and based on the proposed configuration of the 260 single-family residential lots, three open space lots, eight lettered landscape lots, and one paseo lot, determined the proposed subdivision complies with all City requirements, as well as with the requirements of the State Subdivision Map Act; and

WHEREAS, the Planning Commission on May 19, 2021, held a public hearing on the proposed Minor Administrative Modifications to transfer 25 residential units and refine a land use boundary, considered public comment and based on the proposed configuration of the 260- single-family residential lots, determined that the Project is consistent with the goals, policies, and objectives of the City of Folsom General Plan and will not result in a net loss of residential capacity within the Folsom Plan Area; and

WHEREAS notice has been given at the time and in the manner required by State Law and City Code; and

WHEREAS the City has determined that the impacts of the Mangini Ranch Phase 3 subdivision Project are adequately addressed by the Final Environmental Impact Report for the Folsom Plan Area Specific Plan and associated Mitigation Measures and that the Mangini Ranch Phase 3 Project is Exempt from the requirements of the California Environmental Quality Act (CEQA), pursuant to Government Code Section 65457 and CEQA Guidelines 15182 (c).

NOW, THEREFORE, BE IT RESOLVED that the City Council of the City of Folsom hereby Approve the Mangini Ranch Phase 3 Large-Lot Vesting Tentative Subdivision Map creating 14 large lots, as set forth in the Large Lot Conditions of Approval attached as Exhibit "A"; and Approve the Mangini Ranch Phase 3 Small Lot Vesting Tentative Subdivision Map creating 260 single-family residential lots, three open space parcels, eight lettered landscape lots, and one paseo lot and the Minor Administrative Modification for the transfer of 25 residential units and minor land use refinement and as set forth in the Conditions of Approval attached as Exhibit "B" and the following findings:

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 AS AMENDED.

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 HAS DETERMINED THAT THE MANGINI RANCH PHASE 3 SUBDIVISION PROJECT IS UNDERTAKEN TO IMPLEMENT AND IS CONSISTENT WITH THE FOLSOM PLAN AREA SPECIFIC PLAN.
- E. THE CITY HAS DETERMINED THAT THE IMPACTS OF THE MANGINI RANCH PHASE 3 SUBDIVISION PROJECT ARE ADEQUATELY ADDRESSED BY THE FINAL ENVIRONMENTAL IMPACT REPORT FOR THE FOLSOM PLAN AREA SPECIFIC PLAN AND ASSOCIATED MITIGATION MEASURES AND THAT THE MANGINI RANCH PHASE 3 SUBDIVISION PROJECT IS EXEMPT FROM THE REQUIREMENTS OF CEQA PURSUANT TO GOVERNMENT CODE SECTION 65457 AND CEQA GUIDELINES 15182(c).
- F. NONE OF THE EVENTS SPECIFIED IN SECTION 21166 OF THE PUBLIC RESOURCES CODE OR SECTION 15162 OF THE CEQA GUIDELINES HAVE OCCURRED.

LARGE LOT VESTING TENTATIVE SUBDIVISION MAP FINDINGS

- G. THE PROPOSED LARGE 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 SUBDIVISION, TOGETHER WITH THE PROVISIONS FOR ITS DESIGN AND IMPROVEMENT, IS CONSISTENT WITH THE GENERAL PLAN (AS AMENDED), THE FOLSOM PLAN AREA SPECIFIC PLAN (AS AMENDED), AND ALL APPLICABLE PROVISIONS OF THE FOLSOM MUNICIPAL CODE.
- I. THE SITE IS PHYSICALLY SUITABLE FOR THE TYPE OF DEVELOPMENT PROPOSED.

- J. THE SITE IS PHYSICALLY SUITABLE FOR THE PROPOSED DENSITY OF THE DEVELOPMENT.
- K. AS CONDITIONED, THE DESIGN OF THE LARGE LOT VESTING TENTATIVE SUBDIVISION MAP AND THE PROPOSED IMPROVEMENTS ARE NOT LIKELY TO CAUSE SUBSTANTIAL ENVIRONMENTAL DAMAGE OR SUBSTANTIALLY AND AVOIDABLY INJURY FISH OR WILDLIFE OR THEIR HABITAT.
- L. AS CONDITIONED, THE DESIGN OF THE LARGE 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 LARGE 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. THE PROJECT IS CONSISTENT WITH THE FOLSOM PLAN AREA SPECIFIC PLAN AND FOLSOM PLAN AREA EIR/EIS. ACCORDINGLY, THE PROPOSED PROJECT'S WATER DEMAND CAN BE ACCOMODATED BY THE CITY'S EXISTING WATER SUPPLY ALLOCATED TO SERVE THE FOLSOM PLAN AREA.

SMALL LOT VESTING TENTATIVE SUBDIVISION MAP FINDINGS

- P. 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.
- Q. THE PROPOSED SUBDIVISION, TOGETHER WITH THE PROVISIONS FOR ITS DESIGN AND IMPROVEMENT, IS CONSISTENT WITH THE GENERAL PLAN (AS AMENDED), THE FOLSOM PLAN AREA SPECIFIC PLAN (AS AMENDED), AND ALL APPLICABLE PROVISIONS OF THE FOLSOM MUNICIPAL CODE.
- R. THE SITE IS PHYSICALLY SUITABLE FOR THE TYPE OF DEVELOPMENT PROPOSED.
- S. THE SITE IS PHYSICALLY SUITABLE FOR THE PROPOSED DENSITY OF THE DEVELOPMENT.

- T. AS CONDITIONED, THE DESIGN OF THE SMALL LOT VESTING TENTATIVE SUBDIVISION MAP AND THE PROPOSED IMPROVEMENTS ARE NOT LIKELY TO CAUSE SUBSTANTIAL ENVIRONMENTAL DAMAGE OR SUBSTANTIALLY AND AVOIDABLY INJURY FISH OR WILDLIFE OR THEIR HABITAT.
- U. AS CONDITIONED, 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.
- V. 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.
- W. 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).
- X. THE PROJECT IS CONSISTENT WITH THE FOLSOM PLAN AREA SPECIFIC PLAN AND FOLSOM PLAN AREA EIR/EIS. ACCORDINGLY, THE PROPOSED PROJECT'S WATER DEMAND CAN BE ACCOMODATED BY THE CITY'S EXISTING WATER SUPPLY ALLOCATED TO SERVE THE FOLSOM PLAN AREA.

PASSED AND ADOPTED this 22nd day of June, 2021, by the following roll-call vote:

AYES: Councilmember(s):
NOES: Councilmember(s):
ABSENT: Councilmember(s):
ABSTAIN: Councilmember(s):

Michael D. Kozlowski, MAYOR

ATTEST:

Christa Freemantle, CITY CLERK

Exhibit A

Large Lot Vesting Tentative Subdivision Map



Exhibit B

Small Lot Vesting Tentative Subdivision Map

Exhibit C

Large Lot Vesting Tentative Subdivision Map

Conditions of Approval

PN 20-254 Mangini Ranch Phase 3 LLVTSM Conditions				
	Mitigation Measure	Condition/Mitigation Measure	When Required	Responsible Department
1.		<p>90 Day Protest Period The conditions of project approval set forth herein include certain fees, dedication requirements, reservation requirements, and other exactions. Pursuant to Government Code Section 66020(d), these conditions constitute written notice of the amount of such fees, and a description of the dedications, reservations, and other exactions.</p> <p>The Applicant is hereby notified that the 90-day protest period, commencing from the date of approval of the project, has begun. If the Applicant fails to file a protest regarding any of the fees, dedication requirements, reservation requirements or other exaction contained in this notice, complying with all the requirements of Government Code Section 66020, the Applicant will be legally barred from later challenging such exactions.</p>	M	CD (E) (P)

2.		<p>Final Map The Applicant shall submit final maps to the Community Development Department that shall substantially conform to the exhibits referenced below:</p> <ul style="list-style-type: none"> • Phased Large Lot Vesting Tentative Subdivision Map, dated, May 10, 2021. 	M	CD (E) (P)
3.		<p>Development Rights The approval of this vesting large lot tentative subdivision map and the recording of any vesting large lot final map does not convey any right to develop. Processing and approval of a small lot tentative subdivision map or maps and/or planned development permit applications shall be required prior to grading (with the exception of Lots 11 and 12 (School Sites) which may be graded, construction or development of any of the parcels created by this vesting large lot tentative subdivision map. As a condition of the small lot tentative subdivision map or maps and/or design review approval, the City shall identify improvements necessary to develop the subject parcel. These improvements may include on and off-site roadways, water, sewer, storm drainage, landscaping, sound-walls, and other similar improvements.</p>	M	CD (E) (P)
	Mitigation Measure	Condition/Mitigation Measure	When Required	Responsible Department
4		<p>Street Names The Applicant shall select street names from the City's approved list or subsequently approved by the Planning Commission and shall be used for the large lot final map.</p>	M	CD (E) (P)
5.		Public Right of Way Dedication	M	CD (E) (P)

	As provided for in the Amended and Restated Development Agreement and the First Amendment thereto, the Owner/Applicant shall dedicate all public rights-of-way (Savannah Parkway, East Bidwell Street, and Mangini Parkway, etc.) and corresponding public utility easements such that public access is provided to each and every lot as shown on the latest version of the Large Lot Vesting Tentative Subdivision Map.		
6.	FMC Compliance The final map shall comply with the Folsom Municipal Code.	M	CD (E)
7.	Single Phase The final map shall be recorded in one phase.	M	CD(E)
8	Parks and Recreation The following measure shall be implemented to the satisfaction of the Parks and Recreation Department: <ol style="list-style-type: none"> 1. The Owner/Applicant will dedicate the proposed neighborhood park site NP-4 (Lot 10) consistent with the provisions of the Amended Restated Development Agreement for the Folsom Plan Area; however, the Owner/Applicant will receive no parkland dedication credit for land with development constraints (per FMC Chapter 16.32.040 Paragraph G). Any deficiency in the proposed parkland dedication per the FMC shall require modification to Tentative and Final Subdivision Maps to provide an 11.4-acre (net) park site to the satisfaction of the Parks and Recreation Director. 2. Preparation of an NP-4 conceptual site diagram utilizing programmed elements from the Parks and Rec Master Plan to the satisfaction of the Parks and Recreation Director. 3. Rough grading of the NP-4 Park parcel consistent with the conceptual site diagram. 4. Applicant shall provide to the City an "As Built" topographic survey in an electronic file compatible with AutoCAD upon 	I	P&R

		<p>completion of the rough grading-</p> <p>5. All subdivision utilities shall be brought into the park site by the Applicant at a location coordinated with Parks and Recreation staff and approved by the Parks and Recreation Director.</p> <p><u>The Owner/Applicant shall ensure the proposed neighborhood park site NP-4 (Lot 10) is dedicated to the City to the satisfaction of the Community Development Department and the Parks & Recreation Department.</u></p> <p><i>Modified by the Planning Commission on 5-19-21</i></p>		
9.		<p>Schools</p> <p>The Owner/Applicant will ensure the proposed 12.9-acre Elementary School site (Lot 11) is provided to the satisfaction of the School District, consistent with the provisions of the Amended Restated Development Agreement for the Folsom Plan area.</p>	M	CD (E)
10.		<p>Schools</p> <p>The Owner/Applicant will ensure the proposed 24.1-acre Middle School site (Lot 12) is provided to the satisfaction of the School District, consistent with the provisions of the Amended Restated Development Agreement for the Folsom Plan area.</p>	M	CD (E)
11.		<p>Validity</p> <p>Pursuant to Government Code Section 66452.6, this approval shall be valid for a minimum term equal to the remaining term of the Development Agreement for the project, or for a period of thirty-six months, whichever is longer, but in no event for a shorter period than the maximum period of time permitted by the Subdivision Map Act.</p>	M	CD(E)

Exhibit D

Small Lot Vesting Tentative Subdivision Map Conditions of Approval

CONDITIONS OF APPROVAL FOR THE MANGINI RANCH PHASE 3 SUBDIVISION (PN 20-254) NORTHEAST CORNER OF THE INTERSECTION OF EAST BIDWELL STREET AND SAVANNAH PARKWAY SMALL LOT VESTING TENTATIVE SUBDIVISION MAP AND MINOR ADMINISTRATIVE MODIFICATIONS				
Condition No.	Mitigation Measure	Condition of Approval	When Required	Responsible Department
1.		Large Lot Vesting Tentative Subdivision Map Approval of the Small Lot Vesting Tentative Subdivision Map is subject to the approval of the Proposed Large Lot Vesting Tentative Subdivision Map, dated May 10, 2021.	I	CD (P)(E)
2.		Design Review At the time specific development is proposed the Applicant shall apply for Design Review.	OG	CD (P)(E)
3.		Final Development Plans The Owner/Applicant shall submit final site development plans to the Community Development Department that shall substantially conform to the exhibits referenced below: <ol style="list-style-type: none"> 1. Small Lot Vesting Tentative Subdivision Map, dated May 10, 2021. 2. Preliminary Grading and Drainage Plan, dated May 10, 2021. 3. Preliminary Utility Plan, dated May 10, 2021. 4. Access and Circulation Analysis, dated April 28, 2021. 5. Environmental Noise Analysis, dated May 10, 2021. The Small Lot Vesting Tentative Subdivision Maps are approved for the development of a 260-unit single-family residential subdivision (Mangini Ranch Phase 3 Subdivision). Implementation of the Project shall be consistent with the above referenced items and these conditions of approval.	G, I, M, B	CD (P) E
4.		Plan Submittal 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.	G, I	CD (E)

5.		<p>Validity This approval of the Small Lot Vesting Tentative Subdivision Map shall be valid for a period of twenty-four (24) months pursuant to Section 16.16.110A of the Folsom Municipal Code and the Subdivision Map Act. The term of the approved Inclusionary Housing Agreement shall track the term of the Small Lot Vesting Tentative Subdivision Map, as may be extended from time to time pursuant to Section 16.16.110.A and 16.16.120 of the Folsom Municipal Code and the Subdivision Map Act.</p>	M	CD (P)
6.		<p>FMC Compliance The Small Lot Final Map shall comply with the Folsom Municipal Code and the Subdivision Map Act.</p>	I	CD (E)
7.		<p>Development Rights The approval of this Small Lot Vesting Tentative Subdivision Map conveys the right to develop. As noted in these conditions of approval for the Small Lot Vesting Tentative Subdivision Map, the City has identified improvements necessary to develop the subject parcels. These improvements include on and off-site roadways, water, sewer, storm drainage, landscaping, sound walls, and other improvements.</p>	OG	CD (P)(E)(B) PW, PR, FD, PD
8.		<p>Public Right of Way Dedication As provided for in the First Amended and Restated Development Agreement (ARDA) and the Amendments No. 1 and 2 thereto, and any approved amendments thereafter, the Owner/Applicant shall dedicate all public rights-of-way and corresponding public utility easements such that public access is provided to each and every lot within the Mangini Ranch Phase 3 Subdivision Project as shown on the Small Lot Vesting Tentative Subdivision Map (Lots 1-118).</p>	M	CD (E)(P)
9.		<p>Street Names The Applicant shall select street names from the City's approved list or subsequently approved by the Planning Commission and shall be used for the small lot final map.</p>	M	CD (E)(P)

<p>10.</p>	<p>Indemnity for City 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>	<p>OG</p>	<p>CD (P)(E)(B) PW, PR, FD, PD</p>
<p>11.</p>	<p>Small Lot Vesting Tentative Subdivision Map The Small Lot Vesting Tentative Subdivision map is expressly conditioned upon compliance with all environmental mitigation measures identified in the Folsom Plan Area Specific Plan EIR/EIS as amended by the Revised Proposed Water Supply Facility Alternative (November 2012), the Folsom South of U.S. Highway 50 Backbone Infrastructure Mitigated Negative Declaration (December 2014), and the Westland Eagle Specific Plan Amendment (September 2015).</p>	<p>OG</p>	<p>CD</p>

12.		<p>ARDA and Amendments The Owner/Applicant shall comply with all provisions of Amendments No. 1 and 2 to the First Amended and Restated Tier 1 Development Agreement and any approved amendments thereafter by and between the City and the Owner/Applicant of the Project.</p>	M	CD (E)
13.	✓	<p>Mitigation Monitoring The Owner/Applicant shall 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).</p>	OG	CD (P)
14.		<p>The Owner/Applicant acknowledges that the State adopted amendments to Section 65850 of the California Government Code (specifically Section 65850(9)), effective January 1, 2018, to allow for the implementation of inclusionary housing requirements in residential rental units, upon adoption of an ordinance by the City. The Landowner is not currently contemplating any residential rental Projects within the Subject Property; however, in the event the City amends its Inclusionary Housing Ordinance with respect to rental housing pursuant to Section 65850(9), Landowner (or successor in interest) agrees that the Subject Property shall be subject to said City Ordinance, as amended, should any residential rental Project be proposed within the Subject Property.</p>	OG	CD (P)

POLICE/SECURITY REQUIREMENT				
15.		<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				
16.		<p>Taxes and Fees 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 Amendments No. 1 and No. 2 to the Amended and Restated Tier 1 Development Agreement.</p>	M	CD (P)(E)
17.		<p>Assessments If applicable, the Owner/Applicant shall pay off any existing assessments against the property, or file necessary segregation request and pay applicable fees.</p>	M	CD (E)

<p>18.</p>		<p>FPASP Development Impact Fees 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 (July 1, 2020), or otherwise shall be governed by the terms of Amendments No. 1 and 2 to ARDA. The fees shall be calculated at the fee rate set forth in the PFFP and the ARDA.</p>	<p>B</p>	<p>CD (P), PW, PK</p>
<p>19.</p>		<p>Legal Counsel 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>	<p>OG</p>	<p>CD (P)(E)</p>

20.		<p>Consultant Services 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)
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GRADING PERMIT REQUIREMENTS				
21.		<p>Mine Shaft Remediation 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)

22.		<p>Prepare Traffic Control Plan. Prior to construction, a Traffic Control Plan for roadways and intersections affected by construction shall be prepared by the Owner/Applicant. The Traffic Control Plan prepared by the Owner/Applicant 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 City 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)
23.		<p>State and Federal Permits 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)
24.		<p>Landslide /Slope Failure The Owner/Applicant shall retain an appropriately licensed engineer during 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

IMPROVEMENT PLAN REQUIREMENTS

25.		<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)
26.		<p>Standard Construction Specifications and Details 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>Standard Construction Specifications and Details</u> and the <u>Design and Procedures Manual and Improvement Standards</u>.</p>	I	CD (P)(E)
27.		<p>Water and Sewer Infrastructure 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 shall 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. 	I	CD (E)

28.		<p><i>SMUD Requirements</i></p> <ol style="list-style-type: none">1. Structural setbacks less than 14 feet shall require the Applicant to conduct a pre-engineering meeting with all utilities to ensure property clearances are maintained.2. Any necessary future SMUD facilities located on the Applicant's property shall require a dedicated SMUD easement. This will be determined prior to SMUD performing work on the Applicant's property.3. In the event the Applicant requires the relocation or removal of existing SMUD facilities on or adjacent to the subject property, the Applicant shall coordinate with SMUD. The Applicant shall be responsible for the cost of relocation or removal.4. SMUD reserves the right to use any portion of its easements on or adjacent to the subject property that it reasonably needs and shall not be responsible for any damages to the developed property within said easement that unreasonably interferes with those needs.5. The Applicant shall not place any building foundations within 5 feet of any SMUD trench to maintain adequate trench integrity. The Applicant shall verify specific clearance requirements for other utilities (e.g., Gas, Telephone, etc.).6. In the event the City requires an Irrevocable Offer of Dedication (IOD) for future roadway improvements, the Applicant shall dedicate a 12.5-foot public utility easement (PUE) for overhead and/or underground facilities and appurtenances adjacent to the City's IOD.7. The Applicant shall comply with SMUD siting requirements (e.g., panel size/location, clearances from SMUD equipment, transformer location, service conductors). <p><i>Modified by the Planning Commission on 5-19-21</i></p>		
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29.		<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 Ranch Central District 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, earth toned 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)
30.		<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 the final map.</p>	M	CD (P)(E)
31.		<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)

32.		<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>	M	CD (E)
33.		<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
34.		<p>Class II Bike Lanes All Class II bike lanes (East Bidwell Street and Mangini Parkway) shall be striped, and the legends painted to the satisfaction of the Community Development Department. No parking shall be permitted within the Class II bike lanes.</p>	I	CD (E)(P)
35.		<p>Separated Sidewalks A Homeowner's Association shall maintain the landscape between the separated sidewalk and curb on residential streets. In the event a Homeowners Association is not provided, the residential street section shall be modified to a section that includes attached sidewalks.</p>	I	CD (E)(P)

36.		<p>Noise Barriers and Window Assemblies Based on the Environmental Noise Assessment (the "Traffic Noise Assessment, Mangini Ranch Phase 3") prepared by Bollard Acoustical Consultants on April 23, 2021, and included in the staff report as Attachment no. 13, the following measures shall be implemented to the satisfaction of the Community Development Department:</p> <ul style="list-style-type: none">○ To comply with the General Plan 60 and 65 dB DNL exterior noise level standards for single- and multi-family residential uses (respectively), traffic noise barriers ranging from 6 to 8 feet in height relative to backyard elevation would be required. The heights and locations of the noise barriers are illustrated on Figure 2. Barrier insertion loss calculation worksheets are provided as Appendix C. The traffic noise barriers could take the form of masonry wall, earthen berm, or a combination of the two. Other materials may be acceptable but should be reviewed by an acoustical consultant prior to use.○ To ensure compliance with the General Plan 45 dB DNL interior noise level standard with a factor of safety, it is recommended that all upper-floor bedroom window assemblies of residences constructed on the lots identified on Figure 2 from which the adjacent roadways would be visible be upgraded to a minimum STC rating of 32.○ Air conditioning shall be provided for all residences that back up to East Bidwell Street, Road A and Mangini Parkway (Village 1 lots 21-30, Village 3 lots 12 ad 33-36, and Village 4 lots 1 and 24 -42)_of the development so that windows can be kept closed at the occupant's discretion to control interior noise. These conclusions are based on the traffic assumptions cited in Appendix B, the project site plans and grading plans (dated May 10, 2021), and on noise reduction data for standard construction.	I, O	CD (E)(P)
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37.		<p>Master Plan Updates 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	CD(E), EWR, PW
38.		<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>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>	G, I	CD (E)
39.		<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 official start of the rainy season (October 15).</p>	OG	CD (E)

FIRE DEPT REQUIREMENTS				
40.		<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 Department. 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 Department. (All-weather access is defined as six inches of compacted aggregate base from May 1 to September 30 and two inches asphalt concrete over six inches aggregate base from October 1 to April 30). The buildings 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 Department.</p> <ul style="list-style-type: none"> • Residential Fire-Flow with Automatic Fire Sprinkler System: The required fire-flow for the proposed subdivision is determined to be 500 gpm per minute for 30 minutes. • All public streets shall meet City of Folsom Street Standards. • 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). • 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 may be required to 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

LANDSCAPE/TREE PRESERVATION REQUIREMENTS

41.		<p>Landscaping Plans</p> <ol style="list-style-type: none"> 1. At the time specific development is proposed, detailed landscape improvements along the Class 1 Trail (Lot A) shall be provided and rough graded subject to the satisfaction of the City including the placement of the trail, fencing, benches or other amenities. 2. A pedestrian connection linking Road "F" to Mangini Parkway shall be provided in Lot B, at the time specific development is proposed. 3. <u>Open view fencing shall be provided in Villages 3 and 4 for any homes that back up to Lot A (Open Space).</u> 4. <u>Lot L shall be landscaped, and a pedestrian connection provided from "J" Drive to the Class 1 Trail in Lot A to the satisfaction of the Community Development Department.</u> <p><i>Modified by the Planning Commission on 5-19-21</i></p>	B	CD (P) (E)
MAP REQUIREMENTS				
42.		<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)
43.		<p><i>Inclusionary Housing Plan</i> Inclusionary Housing Plan shall be approved by the City Council. The Inclusionary Housing Agreement, which will be approved by the City Attorney, shall be executed prior to recordation of the Final Map for the Mangini Ranch Phase 3 Subdivision Project.</p>	M	CD (P)(E)

44.		<p>Department of Real Estate Public Report The Owner/Applicant shall disclose to the homebuyers in the Department of Real Estate Public Report and/or the CC&R's the following items:</p> <ol style="list-style-type: none">1) Future public schools are located in 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) Future Fire and Police stations are located adjacent to the Project site and may include facilities and equipment that generate noise and light impacts during various times, including but not limited to evening and nighttime hours.3) The soil in the subdivision may contain naturally occurring asbestos and naturally occurring arsenic.4) 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.5) The Project site is located close to the Mather Airport flight path and overflight noise may be present at various times.6) 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	M	CD (P, PK)
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		<p>Sacramento concerning any such property within the County zoned for agricultural uses within one mile of the subject property being transferred.</p> <p><i>Modified by the Planning Commission on 5-19-21</i></p>		
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45.		<p>Public Utility Easements The Owner/Applicant shall dedicate public utility easements for underground facilities on properties adjacent to the public and private 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 public and private 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)
46.		<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 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 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)
47.		<p>New Permanent Benchmarks 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 Project/subdivision 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)

48.		<p>Centralized Mail Delivery Units 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)
49.		<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. The exception to this requirement is model homes. Building permits for model homes only may be issued prior to recording of the Final Map, subject to approval by the Community Development Department.</p>	B	CD (E)
50.		<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
51.		<p>Credit Reimbursement Agreement Prior to the recordation of the first Small-Lot 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)
TRAFFIC/ACCESS/CIRCULATION/PARKING REQUIREMENTS				
52.		<p>The following conditions of approval are related to roadway and traffic related improvements for the Mangini Phase 3 Subdivision Project:</p>	B	CD E, PW, FD

		<ul style="list-style-type: none">• The Project shall construct two-way vehicle circulation along the surrounding roadways, namely the Northern Connector Road (A Drive), D Drive, and C Drive (see Exhibit 1 of Traffic and Circulation Analysis dated April 28, 2021). The Project shall provide these two-way roadway facilities to allow for adequate circulation directly related to the Project.• The access on the north end of E Drive at East Bidwell Street shall be an emergency vehicle access (EVA). Turn movements at E Drive at East Bidwell Street shall be restricted to right-turns in and out of Village 4 at East Bidwell Street.• A full access, side street stop-controlled intersection shall be constructed at E Drive and Mangini Parkway.• The northbound East Bidwell Street left-turn to the Northern Connector Road shall be constructed with at least 315-feet (255-foot deceleration plus 60-foot bay taper).• A southbound deceleration taper/flare or lane (subject to City specification) shall be constructed at the East Bidwell Street intersection with the Northern Connector Road.• The B Drive intersection with the Northern Connector Road is anticipated to operate adequately with side street stop controlled and without dedicated turn pockets. Adequate sight distance shall be provided and maintained.• <u>The E and B Drive intersections with Mangini Parkway shall</u>	B	CD, E, PW, FD
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		<p><u>be full access and provide left turn pockets to the satisfaction of the Community Development Department where applicable.</u></p> <p><i>Modified by the Planning Commission on 5-19-21</i></p>		
ARCHITECTURE/SITE DESIGN REQUIREMENTS				
53.		<p><i>Trash/Recycling Containers and Air Conditioner Screening</i> Trash, recycling, and yard waste containers shall be placed behind the side yard fence so that they are not visible from the public right-of-way to the satisfaction of the Community Development Department. In addition, air conditioning units shall also be placed behind the side yard fence or located in the rear yard so that they are not visible from the public right-of-way to the satisfaction of the Community Development Department.</p>	OG	CD (P) (E)

MITIGATION MEASURES				
54.	✓	Mangini Phase 3 Subdivision Mitigation Monitoring Reporting Program (MMRP). The conditions of approval below (numbered 55-1 to 55-89) implement the applicable mitigation measures from the FPASP (May 2011) MMRP, as amended by the Revised Proposed Water Supply Facility Alternative (November 2012), the Folsom South of U.S. Highway 50 Backbone Infrastructure Mitigated Negative Declaration (December 2014), and the Westland Eagle Specific Plan Amendment (September 2015).		
Condition No.	Mitigation Number (Source)	Mitigation Measures	Timing	Responsible Agency
AESTHETICS				
55-1	3A.1-4 (FPASP EIR/EIS)	<p>Screen Construction Staging Areas.</p> <p>The Project Applicant(s) for any discretionary development application 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 approved by the appropriate agency (identified below) before the approval of grading plans for all Project phases and 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 such visual barriers such as berms or fences. The screen design shall be approved by the appropriate agency to further reduce visual effects to the extent possible.</p> <p>Mitigation for the off-site elements outside of the City of Folsom's jurisdictional boundaries shall be developed by the Project Applicant(s) of each applicable Project phase in consultation with the affected oversight agency(ies) (i.e., El Dorado and/or Sacramento Counties, and Caltrans) to reduce to the extent feasible the visual effects of construction activities on adjacent Project land uses that have already been developed.</p>	Before approval of grading plans and during construction for all Project phases.	City of Folsom Community Development Department.

55-2	3A.1-5 (FPASP EIR/EIS)	<p><i>Establish and Require Conformance to Lighting Standards and Prepare and Implement a Lighting Plan.</i></p> <p>To reduce impacts associated with light and glare, the City shall:</p> <ul style="list-style-type: none">▶ Establish standards for on-site outdoor lighting to reduce high-intensity nighttime lighting and glare as part of the Folsom Specific Plan design guidelines/standards. Consideration shall be given to design features, namely directional shielding for street lighting, parking lot lighting, and other substantial light sources, that would reduce effects of nighttime lighting. In addition, consideration shall be given to the use of automatic shutoffs or motion sensors for lighting features to further reduce excess nighttime light. ▶ Use shielded or screened public lighting fixtures to prevent the light from shining off of the surface intended to be illuminated. <p>To reduce impacts associated with light and glare, the Project Applicant(s) of all Project phases shall:</p> <ul style="list-style-type: none">▶ Shield or screen lighting fixtures to direct the light downward and prevent light spill on adjacent properties.▶ Flood and area lighting needed for construction activities, nighttime sporting activities, and/or security shall be screened or aimed no higher than 45 degrees above straight down (half-way between straight down and straight to the side) when the source is visible from any off-site residential property or public roadway.▶ For public lighting in residential neighborhoods, prohibit the use of light fixtures that are of unusually high intensity or brightness (e.g., harsh mercury vapor, low-pressure sodium, or fluorescent bulbs) or that blink or flash.▶ Use appropriate building materials (such as low-glare glass, low-glare building glaze or finish, neutral, earth-toned 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.	Before approval of building permits.	City of Folsom Community Development Department
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		<ul style="list-style-type: none"> ▶ Design exterior on-site lighting as an integral part of the building and landscape design in the Folsom Specific Plan area. Lighting fixtures shall be architecturally consistent with the overall site design. ▶ Lighting of off-site facilities within the City of Folsom shall be consistent with the City’s General Plan standards. ▶ Lighting of the off-site detention basin shall be consistent with Sacramento County General Plan standards. <p>A lighting plan for all on- and off-site elements within each agency’s jurisdictional boundaries (specified below) shall be submitted to the relevant jurisdictional agency for review and approval, which shall include the above elements. The lighting plan may be submitted concurrently with other improvement plans and shall be submitted before the installation of any lighting or the approval of building permits for each phase. The Project Applicant(s) for any discretionary development application shall implement the approved lighting plan.</p> <p>Mitigation for the off-site elements outside of the City of Folsom’s jurisdictional boundaries must be coordinated by the Project Applicant(s) of each applicable Project phase with the affected oversight agency(ies) (i.e., El Dorado and/or Sacramento Counties).</p>		
AIR QUALITY				
55-3	3A.2-1a (FPASP EIR/EIS)	<p><i>Implement Measures to Control Air Pollutant Emissions Generated by Construction of On-Site Elements.</i></p> <p>To reduce short-term construction emissions, the Project Applicant(s) for any discretionary development application shall require their contractors to implement SMAQMD’s list of Basic Construction Emission Control Practices, Enhanced Fugitive PM Dust Control Practices, and Enhanced Exhaust Control Practices (list below) in effect at the time individual portions of the site undergo construction. In addition to SMAQMD-recommended</p>	Before the approval of all grading plans by the City and throughout Project construction, where applicable, for all Project phases.	City of Folsom Community Development Department

		<p>measures, construction operations shall comply with all applicable SMAQMD rules and regulations.</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.▶ 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 should be covered.▶ 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 pads should 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 must be checked by a certified mechanic and determine to be running in proper condition before it is operated.		
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	<p><i>Enhanced Fugitive PM Dust Control Practices – Soil Disturbance Areas</i></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.▶ Plant vegetative ground cover (fast-germinating native grass seed) in disturbed areas as soon as possible. Water appropriately until vegetation is established. <p><i>Enhanced Fugitive PM Dust Control Practices – Unpaved Roads</i></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 SMAQMD and the City contact person shall also be posted to ensure compliance. <p><i>Enhanced Exhaust Control Practices</i></p> <ul style="list-style-type: none">▶ The Project shall provide a plan, for approval by the City of Folsom Community Development Department and SMAQMD, demonstrating that the heavy-duty (50 horsepower [hp] or more) 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 and 45% particulate reduction compared to the most current California Air Resources Board (ARB) fleet average that exists at the time of construction.		
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	<p>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. The Project Applicant(s) of each Project phase or its representative shall submit to the City of Folsom Community Development Department and SMAQMD 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 SMAQMD with the anticipated construction timeline including start date, and name and phone number of the Project manager and on-site foreman. SMAQMD's Construction Mitigation Calculator can be used to identify an equipment fleet that achieves this reduction (SMAQMD 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 SMAQMD shall be notified within 48 hours of identification of noncompliant 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. SMAQMD staff and/or other officials may conduct periodic site inspections to determine compliance. Nothing in this mitigation</p>		
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		<p>measure shall supersede other SMAQMD or state rules or regulations.</p> <ul style="list-style-type: none"> ▶ If at the time of construction, SMAQMD 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 SMAQMD so permits. 		
55-4	3A.2-1b (FPASP EIR/EIS)	<p><i>Pay Off-site Mitigation Fee to SMAQMD to Off-Set NOX Emissions Generated by Construction of On-Site Elements.</i></p> <p>Implementation of the Project or the other four other action alternatives would 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). Additionally, Mitigation Measure 3A.4-1 (Implement Additional Measures to Control Construction-Generated GHG Emissions, pages 3A.4-14 to 15) has the potential to both reduce and increase NOX emissions, depending on the types of alternative fuels and engine types employed. Therefore, the Project Applicant(s) shall pay SMAQMD an off-site mitigation fee for implementation of any of the five action alternatives for the purpose of reducing NOX emissions to a less-than-significant level (i.e., less than 85 lb/day). All NOX emission reductions and increases associated with GHG mitigation shall be added to or subtracted from the amount above the construction threshold to determine off-site mitigation fees, when possible. The specific fee amounts shall be calculated when the daily construction emissions can be more accurately determined: that is, if the City/USACE select and certify the EIR/EIS and approves the Proposed Project or one of the other four other action alternatives, the City and the Applicants must establish the phasing by which development would occur, and the Applicants must develop a detailed construction schedule. Calculation of fees associated with each Project development phase shall be conducted by the Project Applicant(s) in consultation with SMAQMD staff before the approval of grading plans by the City. The Project Applicant(s) for any particular</p>	Before the approval of all grading plans by the City and throughout Project construction for all Project phases.	The City of Folsom Community Development Department shall not grant any grading permits to the respective Project Applicant(s) until the respective Project Applicant(s) have paid the appropriate off-site mitigation fee to SMAQMD.

		discretionary development application shall pay into SMAQMD's off-site construction mitigation fund to further mitigate construction generated emissions of NOX that exceed SMAQMD's daily emission threshold of 85 lb/day. 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. At the time of writing this EIR/EIS the cost rate is \$16,000 to reduce 1 ton of NOX plus a 5% administrative fee (SMAQMD 2008c). The determination of the final mitigation fee shall be conducted in coordination with SMAQMD before any ground disturbance occurs for any Project phase.		
55-5	3A.2-1c (FPASP EIR/EIS)	Analyze and Disclose Projected PM10 Emission Concentrations at Nearby Sensitive Receptors Resulting from Construction of On-Site Elements. Prior to construction of each discretionary development entitlement of on-site land uses, the Project Applicant shall perform a Project-level CEQA analysis (e.g., supporting documentation for an exemption, negative declaration, or Project-specific EIR) that includes detailed dispersion modeling of construction-generated PM10 to disclose what PM10 concentrations would be at nearby sensitive receptors. The dispersion modeling shall be performed in accordance with applicable SMAQMD guidance that is in place at the time the analysis is performed. At the time of writing this EIR/EIS, SMAQMD's most current and most detailed guidance for addressing construction generated PM10 emissions is found in its Guide to Air Quality Assessment in Sacramento County (SMAQMD 2009a). The 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.	Before the approval of all grading plans by the City.	City of Folsom Community Development Department
55-6	3A.2-2 (FPASP EIR/EIS)	<i>Implement All Measures Prescribed by the Air Quality Mitigation Plan to Reduce Operational Air Pollutant Emissions.</i>	Before issuance of subdivision maps or	City of Folsom Community Development Department

		<p>To reduce operational emissions, the Project Applicant(s) for any particular discretionary development application shall implement all measures prescribed in the SMAQMD-approved Folsom Plan Area Specific Plan Air Quality Mitigation Plan (AQMP) (Torrence Planning 2008), a copy of which is included in Appendix C2. The AQMP is intended to improve mobility, reduce vehicle miles traveled, and improve air quality as required by AB 32 and SB 375. The AQMP includes, among others, measures designed to provide bicycle parking at commercial land uses, an integrated pedestrian/bicycle path network, transit stops with shelters, a prohibition against the use the wood-burning fireplaces, energy star roofing materials, electric lawnmowers provided to Homeowners at no charge, and on-site transportation alternatives to passenger vehicles (including light rail) that provide connectivity with other local and regional alternative transportation networks.</p>	<p>improvement plans.</p>	
<p>55-7</p>	<p>3A.2-4a (FPASP EIR/EIS)</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 Project Applicant(s) for any particular discretionary development application shall develop a plan to reduce the exposure of sensitive receptors to TACs generated by Project construction activity associated with buildout of the selected alternative. Each plan shall be developed by the Project 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. Applicable measures shall be included in all Project plans and specifications for all Project phases.</p> <p>The implementation and enforcement of all measures identified in each plan shall be funded by the Project Applicant(s) for the respective phase of development.</p>	<p>Before the approval of all grading plans by the City and throughout Project construction, where applicable, for all Project phases.</p>	<p>City of Folsom Community Development Department</p>

55-8	3A.2-6 (FPASP EIR/EIS)	<p>Implement Measures to Control Exposure of Sensitive Receptors to Operational Odorous Emissions.</p> <p>The Project Applicant(s) for any discretionary development application shall implement the following measure:</p> <ul style="list-style-type: none"> ▶ The deeds to all properties located within the plan area that are within one mile of an on- or off-site area zoned or used for agricultural use (including livestock grazing) shall be accompanied by a 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. 	Before the approval of building permits by the City and throughout Project construction, where applicable, for all Project phases.	City of Folsom Community Development Department
BIOLOGICAL RESOURCES				
55-9	3A.3-1a (FPASP EIR/EIS)	<p>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.</p> <p>To minimize indirect effects on water quality and wetland hydrology, the Project Applicant(s) for any discretionary development application shall include stormwater drainage plans and erosion and sediment control plans in their improvement plans and shall submit these plans to the City Public Works Department for review and approval. For off-site elements within Sacramento County or El Dorado County jurisdiction (e.g., off-site detention basin and off-site roadway connections to El Dorado Hills), plans shall be submitted to the appropriate county planning department. Before approval of these improvement plans, the Project Applicant(s) for any particular discretionary development application shall obtain a NPDES MS4 Municipal Stormwater Permit and Grading Permit, comply with the City's Grading Ordinance and County 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</p>	Before approval of improvement and drainage plans, and on an ongoing basis throughout and after Project construction, as required for all Project phases.	City of Folsom Public Works Department

	<p>erosion and runoff into Alder Creek and all wetlands and other waters that would remain on-site. Detailed information about stormwater runoff standards and relevant City and County regulation is provided in Chapter 3A.9, "Hydrology and Water Quality."</p> <p>The Project Applicant(s) for any discretionary development entitlement 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>In addition to compliance with City ordinances, the Project Applicant(s) for any particular discretionary development application 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>		
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		<p>Each 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 Project Applicant(s) 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 SPA. 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. 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> <p>See FEIR/FEIS Appendix S showing that the detention basin in the northeast corner of the SPA has been moved off stream.</p> <p>Mitigation for the off-site elements outside of the City of Folsom's jurisdictional boundaries must be coordinated by the Project Applicant(s) of each applicable Project phase in consultation with the affected oversight agency(ies) (i.e., El Dorado County for the roadway connections, Sacramento County for the detention basin west of Prairie City Road, and Caltrans for the U.S. 50 interchange improvements) such that the performance standards described in Chapter 3A.9, "Hydrology and Water Quality," are met.</p>		
55-10	3A.3-2a (FPASP EIR/EIS)	<p>Avoid Direct Loss of Swainson's Hawk and Other Raptor Nests.</p> <p>To mitigate impacts on Swainson's hawk and other raptors (including burrowing owl), the Project Applicant(s) of all Project phases shall retain a qualified biologist to conduct preconstruction</p>	Before the approval of grading and improvement plans, before any	California Department of Fish and Game and City of Folsom Community Development Department.

	<p>surveys and to identify active nests on and within 0.5 mile of the Project and active burrows on the Project site. 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 construction for all Project phases. To the extent feasible, guidelines provided in Recommended Timing and Methodology for Swainson's Hawk Nesting Surveys in the Central Valley (Swainson's Hawk Technical Advisory Committee 2000) 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 and other 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 consultation with DFG that reducing the buffer would not result in nest abandonment. DFG 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 DFG, 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> <p>If active burrows are found, a mitigation plan shall be submitted to the City for review and approval before any ground-disturbing activities.</p> <p>The City shall consult with DFG. 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, burrow 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>	<p>ground disturbing activities, and during Project construction as applicable for all Project phases.</p>	
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		Mitigation for the off-site elements outside of the City of Folsom's jurisdictional boundaries must be developed by the Project Applicant(s) of each applicable Project phase in consultation with the affected oversight agency(ies) (i.e., El Dorado and/or Sacramento Counties, or Caltrans), such that the performance criteria set forth in DFG's guidelines are determined to be met.		
GEOLOGY AND SOILS				
55-11	3A.7-1a (FPASP EIR/EIS)	<p>Prepare Site-Specific Geotechnical Report per CBC Requirements and Implement Appropriate Recommendations. Before building permits are issued and construction activities begin any Project development phase, the Project Applicant(s) of each Project phase shall hire a licensed geotechnical engineer to prepare a final geotechnical subsurface investigation report for the on- and off-site facilities, which shall be submitted for review and approval to the appropriate City or county department (identified below). The final geotechnical 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</p>	Before issuance of building permits and ground-disturbing activities.	City of Folsom Community Development Department

		<p>version of the CBC 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 Project Applicant(s) of each Project phase. Special recommendations contained in the geotechnical engineering report shall be noted on the grading plans and implemented as appropriate before construction begins. Design and construction of all new Project development shall be in accordance with the CBC. The Project Applicant(s) shall provide for engineering inspection and certification that earthwork has been performed in conformity with recommendations contained in the geotechnical report.</p>		
55-12	3A.7-1b (FPASP EIR/EIS)	<p>Monitor Earthwork during Earthmoving Activities.</p> <p>All earthworks shall be monitored by a qualified geotechnical or soils engineer retained by the Project Applicant(s) of each Project phase. The geotechnical or soils engineer shall provide oversight during all excavation, placement of fill, and disposal of materials removed from and deposited on both on- and off-site construction areas.</p> <p>Mitigation for the off-site elements outside of the City of Folsom’s jurisdictional boundaries must be coordinated by the Project Applicant(s) of each applicable Project phase with the affected oversight agency(ies) (i.e., El Dorado and/or Sacramento Counties, or Caltrans).</p>	Before issuance of building permits and ground-disturbing activities.	City of Folsom Community Development Department
55-13	3A.7-3 (FPASP EIR/EIS)	<p>Prepare and Implement the Appropriate Grading and Erosion Control Plan.</p> <p>Before grading permits are issued, the Project Applicant(s) of each Project phase that would be located within the City of Folsom shall retain a California Registered Civil Engineer to prepare a grading and erosion control plan. The grading and erosion control plan shall be submitted to the City Public Works Department before issuance of grading permits for all new development. The plan shall be consistent with the City’s Grading Ordinance, the City’s Hillside Development Guidelines, and the state’s NPDES permit,</p>	Before the start of construction activities.	City of Folsom Community Development Department

		<p>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 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. The Project Applicant(s) shall ensure that the construction contractor is responsible for securing a source of transportation and deposition of excavated materials.</p> <p>Mitigation for the off-site elements outside of the City of Folsom’s jurisdictional boundaries must be coordinated by the Project Applicant(s) of each applicable Project phase with the affected oversight agency(ies) (i.e., El Dorado and/or Sacramento Counties).</p> <p>Implementation of Mitigation Measure 3A.9-1 (discussed in Section 3A.9, “Hydrology and Water Quality – Land”) would also help reduce erosion-related impacts.</p>		
55-14	3A.7-5 (FPASP EIR/EIS)	<p><i>Divert Seasonal Water Flows Away from Building Foundations.</i></p> <p>The Project Applicant(s) of all Project phases 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>	Before and during earthmoving activities.	City of Folsom Community Development Department

55-15	3A.7-10 (FPASP EIR/EIS)	<p><i>Conduct Construction Personnel Education, 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>To minimize potential adverse impacts on previously unknown potentially unique, scientifically important paleontological resources, the Project Applicant(s) of all Project phases where construction would occur in the Lone and Mehrten Formations shall do the following:</p> <ul style="list-style-type: none">▶ Before the start of any earthmoving activities for any Project phase in the Lone or Mehrten Formations, the Project Applicant(s) shall retain a qualified paleontologist or archaeologist 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.▶ If paleontological resources are discovered during earthmoving activities, the construction crew shall immediately cease work in the vicinity of the find and notify the appropriate lead agency (identified below). The Project Applicant(s) 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>Mitigation for the off-site elements outside of the City of Folsom’s jurisdictional boundaries must be coordinated by the Project Applicant(s) of each applicable Project phase with the affected oversight agency(ies) (i.e., Sacramento County).</p>	During earthmoving activities in the Lone and Mehrten Formations.	City of Folsom Community Development Department
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GREENHOUSE GAS EMISSIONS AND CLIMATE CHANGE

<p>55-16</p>	<p>3A.4-1 (FPASP EIR/EIS)</p>	<p><i>Implement Additional Measures to Control Construction-Generated GHG Emissions.</i></p> <p>To further reduce construction generated GHG emissions, the Project Applicant(s) any particular discretionary development application shall implement all feasible measures for reducing GHG emissions associated with construction that are recommended by SMAQMD at the time individual portions of the site undergo construction. Such measures may reduce GHG exhaust emissions from the use of on-site equipment, worker commute trips, and truck trips carrying materials and equipment to and from the SPA, as well as GHG emissions embodied in the materials selected for construction (e.g., concrete). Other measures may pertain to the materials used in construction. Prior to releasing each request for bid to contractors for the construction of each discretionary development entitlement, the Project Applicant(s) shall obtain the most current list of GHG reduction measures that are recommended by SMAQMD and stipulate that these measures be implemented in the respective request for bid as well as the subsequent construction contract with the selected primary contractor. The Project Applicant(s) for any particular discretionary development application 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 GHG reduction measures, shall be approved by the City, in consultation with SMAQMD prior to the release of a request for bid by the Project Applicant(s) for seeking a primary contractor to manage the construction of each development Project. By requiring that the list of feasible measures be established prior to the selection of a primary contractor, this measure requires that the ability of a contractor to effectively implement the selected GHG reduction measures be inherent to the selection process.</p> <p>SMAQMD's recommended measures for reducing construction-related GHG emissions at the time of writing this EIR/EIS are listed</p>	<p>Before approval of small-lot final maps and building permits for all discretionary development Project, including all on- and off-site elements and implementation throughout Project construction.</p>	<p>City of Folsom Community Development Department</p>
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	<p>below and the Project Applicant(s) shall, at a minimum, be required to implement the following:</p> <ul style="list-style-type: none">▶ Improve fuel efficiency from construction equipment:<ul style="list-style-type: none">▪ reduce unnecessary idling (modify work practices, install auxiliary power for driver comfort);▪ perform equipment maintenance (inspections, detect failures early, corrections);▪ train equipment operators in proper use of equipment;▪ use the proper size of equipment for the job; and▪ use equipment with new technologies (repowered engines, electric drive trains).▶ Use alternative fuels for electricity generators and welders at construction sites such as propane or solar or use electrical power.▶ Use an ARB-approved low-carbon fuel, such as biodiesel or renewable diesel for construction equipment. (Emissions of oxides of nitrogen [NOX] emissions from the use of low carbon fuel must be reviewed and increases mitigated.) Additional information about low carbon fuels is available from ARB's Low Carbon Fuel Standard Program (ARB 2009b).▶ Encourage and provide carpools, shuttle vans, transit passes and/or secure bicycle parking for construction worker commutes.▶ Reduce electricity use in the construction office by using compact fluorescent bulbs, powering off computers every day, and replacing heating and cooling units with more efficient ones.▶ Recycle or salvage non-hazardous construction and demolition debris (goal of at least 75% by weight).▶ Use locally sourced or recycled materials for construction materials (goal of at least 20% based on costs for building materials, and based on volume for roadway, parking lot, sidewalk and curb materials).▶ Minimize the amount of concrete used for paved surfaces or use a low carbon concrete option.		
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		<ul style="list-style-type: none"> ▶ Produce concrete on-site if determined to be less emissive than transporting ready mix. ▶ Use EPA-certified SmartWay trucks for deliveries and equipment transport. Additional information about the SmartWay Transport Partnership Program is available from ARB's Heavy-Duty Vehicle Greenhouse Gas Measure (ARB 2009c) and EPA (EPA 2009). ▶ Develop a plan in consultation with SMAQMD to efficiently use water for adequate dust control. This may consist of the use of non-potable water from a local source. <p>In addition to SMAQMD-recommended measures, construction activity shall comply with all applicable rules and regulations established by SMAQMD and ARB.</p>		
55-17	3A.8-2 (FPASP EIR/EIS)	<p><i>Complete Investigations Related to the Extent to Which Soil and/or Groundwater May Have Been Contaminated in Areas Not Covered by the Phase I and II Environmental Site Assessments and Implement Required Measures.</i></p> <p>The Project Applicant(s) for any discretionary development application shall conduct Phase I Environmental Site Assessments (where an Phase I has not been conducted), and if necessary, Phase II Environmental Site Assessments, and/or other appropriate testing for all areas of the SPA and include, as necessary, analysis of soil and/or groundwater samples for the potential contamination sites that have not yet been covered by previous investigations (as shown in Exhibit 3A.8-1) before construction activities begin in those areas. Recommendations in the Phase I and II Environmental Site Assessments to address any contamination that is found shall be implemented before initiating ground-disturbing activities in these areas.</p> <p>The Project Applicant(s) shall implement the following measures before ground-disturbing activities to reduce health hazards associated with potential exposure to hazardous substances:</p> <ul style="list-style-type: none"> ▶ Prepare a plan that identifies any necessary remediation activities appropriate for proposed on- and off-site uses, including excavation and removal of on-site contaminated soils, 	Before and during earth moving activities	City of Folsom Community Development Department

		<p>redistribution of clean fill material in the SPA, and closure of any abandoned mine shafts. The plan shall include measures that ensure the safe transport, use, and disposal of contaminated soil and building debris removed from the site. In the event that contaminated groundwater is encountered during site excavation activities, the contractor shall report the contamination to the appropriate regulatory agencies, dewater the excavated area, and treat the contaminated groundwater to remove contaminants before discharge into the sanitary sewer system. The Project Applicant(s) shall be required to comply with the plan and applicable Federal, state, and local laws. The plan shall outline measures for specific handling and reporting procedures for hazardous materials and disposal of hazardous materials removed from the site at an appropriate off-site disposal facility.</p> <ul style="list-style-type: none">▶ Notify the appropriate Federal, state, and local agencies if evidence of previously undiscovered soil or groundwater contamination (e.g., stained soil, odorous groundwater) is encountered during construction activities. Any contaminated areas shall be remediated in accordance with recommendations made by the Sacramento County Environmental Management Department, Central Valley RWQCB, DTSC, and/or other appropriate Federal, state, or local regulatory agencies.▶ Obtain an assessment conducted by PG&E and SMUD pertaining to the contents of any existing pole-mounted transformers located in the SPA. The assessment shall determine whether existing on-site electrical transformers contain PCBs and whether there are any records of spills from such equipment. If equipment containing PCB is identified, the maintenance and/or disposal of the transformer shall be subject to the regulations of the Toxic Substances Control Act under the authority of the Sacramento County Environmental Health Department.▶ Mitigation for the off-site elements outside of the City of Folsom’s jurisdictional boundaries must be coordinated by the		
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		Project Applicant(s) of each applicable Project phase with the affected oversight agency(ies) (i.e., Sacramento County).		
HYDROLOGY AND WATER QUALITY				
55-18	3A.9-1 (FPASP EIR/EIS)	<p><i>Acquire Appropriate Regulatory Permits and Prepare and Implement SWPPP and BMPs.</i></p> <p>Prior to the issuance of grading permits, the Project 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 SWRCB’s NPDES stormwater permit for general construction activity (Order 2009-0009-DWQ), including preparation and submittal of a Project-specific SWPPP at the time the NOI is filed. The Project Applicant(s) shall also prepare and submit any other necessary erosion and sediment control and engineering plans and specifications for pollution prevention and control to Sacramento County, City of Folsom, El Dorado County (for the off-site roadways into El Dorado Hills under the Proposed Project Alternative). The SWPPP 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 non-stormwater discharges, including fuels, lubricants, and other types of materials used for equipment operation; 	Submittal of the State Construction General Permit NOI and SWPPP (where applicable) and development and submittal of any other locally required plans and specifications before the issuance of grading permits for all on-site Project phases and off-site elements and implementation throughout Project construction.	City of Folsom Community Development Department

	<ul style="list-style-type: none">▶ 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;▶ 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 SWPPP; and▶ The appropriate personnel responsible for supervisory duties related to implementation of the SWPPP.▶ Where applicable, BMPs identified in the SWPPP shall be in place throughout all site work and construction/demolition activities and shall be used in all subsequent site development activities. BMPs may include, but are not limited to, such measures as those listed below.<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 SWPPP shall be maintained and available at all times on the construction site.</p> <p>For those areas that would be disturbed as part of the U.S. 50 interchange improvements, Caltrans shall coordinate with the</p>		
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		<p>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 must be coordinated by the Project Applicant(s) of each applicable Project phase with the affected oversight agency(ies) (i.e., El Dorado and/or Sacramento Counties, or Caltrans).</p>		
<p>55-19</p>	<p>3A.9-2 (FPASP EIR/EIS)</p>	<p><i>Prepare and Submit Final Drainage Plans and Implement Requirements Contained in Those Plans.</i></p> <p>Before the approval of grading plans and building permits, the Project Applicant(s) of all Project phases shall submit final drainage plans to the City, and to El Dorado County for the off-site roadway connections into El Dorado Hills, demonstrating that off-site upstream runoff would be appropriately conveyed through the SPA, and that Project-related on-site runoff would be appropriately contained in detention basins or managed with through other improvements (e.g., source controls, biotechnical stream stabilization) to reduce flooding and hydromodification impacts.</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; 	<p>Before approval of grading plans and building permits of all Project phases.</p>	<p>City of Folsom Public Works Department</p>

	<ul style="list-style-type: none">▶ City and El Dorado County 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 BMPs will be designed and constructed in accordance with the forthcoming SSQP Hydromodification Management Plan (to be adopted by the RWQCB) and may include, but are not limited to, the following:<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 and El Dorado County Department of Transportation that 100-year (0.01 AEP) flood flows would be appropriately</p>		
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		<p>channeled and contained, such that the risk to people or damage to structures within or down gradient of the SPA 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 Public Works Department).</p> <p>Mitigation for the off-site elements outside of the City of Folsom’s jurisdictional boundaries must be coordinated by the Project Applicant(s) of each applicable Project phase with El Dorado County.</p>		
55-20	3A.9-3 (FPASP EIR/EIS)	<p><i>Develop and Implement a BMP and Water Quality Maintenance Plan.</i> Before approval of the grading permits for any development Project requiring a subdivision map, a detailed BMP and water quality maintenance plan shall be prepared by a qualified engineer retained by the Project Applicant(s) the development Project. Drafts of the plan shall be submitted to the City of Folsom and El Dorado County for the off-site roadway connections into El Dorado Hills, for review and approval concurrently with development of tentative subdivision maps for all Project phases. 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 “Stormwater Quality Design Manual for Sacramento and South Placer Regions” ([SSQP 2007b] per NPDES Permit No. CAS082597 WDR Order 	Prepare plans before the issuance of grading permits for all Project phases and off-site elements and implementation throughout Project construction.	City of Folsom Community Development Department and Public Works Department

	<p>No. R5-2008-0142, page 46) and El Dorado County's NPDES SWMP (County of El Dorado 2004).</p> <ul style="list-style-type: none">▶ Source control programs to control water quality pollutants on the SPA, which may include but are 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. <p>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> <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</p>		
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		<p>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 must be coordinated by the Project Applicant(s) of each applicable Project phase with El Dorado County and Caltrans.</p>		
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NOISE AND VIBRATION

55-21	3A.11-1 (FPASP EIR/EIS)	<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>To reduce impacts associated with noise generated during Project related construction activities, the Project Applicant(s) and their primary contractors for engineering design and construction of all Project phases shall ensure that the following requirements are implemented at each work site in any year of Project construction to avoid and minimize construction noise effects on sensitive receptors. The Project Applicant(s) and primary construction contractor(s) shall employ noise-reducing construction practices. Measures that shall be used to limit noise shall include the measures listed below:</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 6 p.m. on Saturdays and Sundays. ▶ All construction equipment and equipment staging areas 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. 	Before and during construction activities on the SPA and within El Dorado Hills.	City of Folsom Community Development Department
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	<ul style="list-style-type: none">▶ Individual operations and techniques shall be replaced with quieter procedures (e.g., using welding instead of riveting, mixing concrete offsite instead of on-site).▶ 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.▶ The primary contractor shall prepare and implement a construction noise management plan. This plan shall identify specific measures to ensure compliance with the noise control measures specified above. The noise control plan shall be		
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		submitted to the City of Folsom before any noise-generating construction activity begins. Construction shall not commence until the construction noise management plan is approved by the City of Folsom. Mitigation for the two off-site roadway connections into El Dorado County must be coordinated by the Project Applicant(s) of the applicable Project phase with El Dorado County, since the roadway extensions are outside of the City of Folsom's jurisdictional boundaries.		
PUBLIC SERVICES				
55-22	3A.14-1 (FPASP EIR/EIS)	<p>Prepare and Implement a Construction Traffic Control Plan.</p> <p>The Project Applicant(s) of all Project phases shall prepare and implement traffic control plans for construction activities that may affect road rights-of-way. The traffic control plans must follow any applicable standards of the agency responsible for the affected roadway and must be approved and signed by a professional engineer. 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. Traffic control plans shall be submitted to the appropriate City or County department or the California Department of Transportation (Caltrans) for review and approval before the approval of all Project plans or permits, for all Project phases where implementation may cause impacts on traffic.</p> <p>Mitigation for the off-site elements outside of the City of Folsom's jurisdictional boundaries must be coordinated by the Project Applicant(s) of each applicable Project phase with the affected oversight agency(ies) (i.e., El Dorado and/or Sacramento Counties and Caltrans).</p>	Before the approval of all relevant plans and/or permits and during construction of all Project phases.	City of Folsom Public Works Department
55-23	3A.14-2 (FPASP EIR/EIS)	<p>Incorporate California Fire Code; City of Folsom Fire Code Requirements; and EDHFD Requirements, if Necessary, into</p>	Before issuance of building permits and	City of Folsom Fire Department, City of Folsom

	<p><i>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 Project Applicant(s) of all Project phases shall do the following, as described below.</p> <ol style="list-style-type: none">1. 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. <p>Improvement plans showing the incorporation 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> <ol style="list-style-type: none">2. Submit a Fire Systems New Buildings, Additions, and Alterations Document Submittal List to the City of Folsom Community Development Department Building Division for review and approval before the issuance of building permits. <p>In addition to the above measures, the Project Applicant(s) of all Project phases shall incorporate the provisions described below for the portion of the SPA within the EDHFD service area, if it is determined through City/EI Dorado County negotiations that EDHFD would serve the 178-acre portion of the SPA.</p> <ol style="list-style-type: none">3. Incorporate into Project designs applicable requirements based on the EDHFD fire prevention standards. For commercial development, improvement plans showing roadways, land splits,	issuance of occupancy permits or final inspections for all Project phases.	Community Development Department
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		<p>buildings, fire sprinkler systems, fire alarm systems, and other commercial building improvements shall be submitted to the EDHFD for review and approval. For residential development, improvement plans showing property lines and adjacent streets or roads; total acreage or square footage of the parcel; the footprint of all structures; driveway plan views describing width, length, turnouts, turnarounds, radiuses, and surfaces; and driveway profile views showing the percent grade from the access road to the structure and vertical clearance shall be submitted to the EDHFD for review and approval.</p> <p>4. Submit a Fire Prevention Plan Checklist to the EDHFD for review and approval before the issuance of building permits. In addition, residential development requiring automation fire sprinklers shall submit sprinkler design sheet(s) and hydraulic calculations from a California State Licensed C-16 Contractor.</p> <p>The City shall not authorize the occupancy of any structures until the Project Applicant(s) 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 and/or the EDHFD for the 178-acre area of the SPA within the EDHFD service area.</p>		
55-24	3A.14-3 (FPASP EIR/EIS)	<p><i>Incorporate Fire Flow Requirements into Project Designs.</i></p> <p>The Project Applicant(s) of all Project phases shall incorporate into their Project designs fire flow requirements based on the California Fire Code, Folsom Fire Code, and/or EDHFD for those areas of the SPA within the EDHFD service area and shall verify to 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>	Before issuance of building permits and issuance of occupancy permits or final inspections for all Project phases.	City of Folsom Fire Department, City of Folsom Community Development Department
TRAFFIC AND TRANSPORTATION				
55-25	3A.15-1a (FPASP EIR/EIS)	<p><i>The Applicant Shall Pay a Fair Share to Fund the Construction of Improvements to the Folsom Boulevard/Blue Ravine Road Intersection (Intersection 1).</i></p>	A phasing analysis shall be performed prior to	City of Folsom Public Works Department

		To ensure that the Folsom Boulevard/Blue Ravine Road intersection operates at an acceptable LOS, the eastbound approach must be reconfigured to consist of two left-turn lanes, one through lane, and one right-turn lane. 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 the Folsom Boulevard/Blue Ravine Road intersection (Intersection 1).	approval of the first subdivision map to determine when the improvement should be implemented and when fair share funding should be paid.	
55-26	3A.15-1b (FPASP EIR/EIS)	<i>The Applicant Shall Pay a Fair Share to Fund the Construction of Improvements at the Sibley Street/Blue Ravine Road Intersection (Intersection 2).</i> To ensure that the Sibley Street/Blue Ravine Road intersection operates at an acceptable LOS, the northbound approach must be reconfigured to consist of two left-turn lanes, two through lanes, and one right-turn lane. 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 the Sibley Street/Blue Ravine Road intersection (Intersection 2).	A phasing analysis shall be performed prior to approval of the first subdivision map to determine when the improvement should be implemented and when fair share funding should be paid.	City of Folsom Public Works Department
55-27	3A.15-1c (FPASP EIR/EIS)	<i>The Applicant Shall Fund and Construct Improvements to the Scott Road (West)/White Rock Road Intersection (Intersection 28).</i> To ensure that the Scott Road (West)/White Rock Road intersection operates at an acceptable LOS, a traffic signal must be installed.	A phasing analysis shall be performed prior to approval of the first subdivision map to determine when the improvement should be implemented.	City of Folsom Public Works Department
55-28	3A.15-1e (FPASP EIR/EIS)	<i>Fund and Construct Improvements to the Hillside Drive/Easton Valley Parkway Intersection (Intersection 41).</i>	A phasing analysis shall be performed prior to	City of Folsom Public Works Department

		To ensure that the Hillside Drive/Easton Valley Parkway intersection operates at an acceptable LOS, the eastbound approach must be reconfigured to consist of one dedicated left turn lane and two through lanes, and the westbound approach must be reconfigured to consist of two through lanes and one dedicated right-turn lane. The Applicant shall fund and construct these improvements.	approval of the first subdivision map to determine when the improvement should be implemented.	
55-29	3A.15-1f (FPASP EIR/EIS)	<i>Fund and Construct Improvements to the Oak Avenue Parkway/Middle Road Intersection (Intersection 44).</i> To ensure that the Oak Avenue Parkway/Middle Road intersection operates at an acceptable LOS, control all movements with a stop sign. The Applicant shall fund and construct these improvements.	A phasing analysis shall be performed prior to approval of the first subdivision map to determine when the improvement should be implemented.	City of Folsom Public Works Department
55-30	3A.15-1h (FPASP EIR/EIS)	<i>Participate in Fair Share Funding of Improvements to Reduce Impacts to the Hazel Avenue/Folsom Boulevard Intersection (Sacramento County Intersection 2).</i> To ensure that the Hazel Avenue/Folsom Boulevard intersection operates at an acceptable LOS, this intersection must be grade separated including “jug handle” ramps. No at grade improvement is feasible. Grade separating and extended (south) Hazel Avenue with improvements to the U.S. 50/Hazel Avenue interchange is a mitigation measure for the approved Easton-Glenbrough Specific Plan development Project. 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/Folsom Boulevard intersection (Sacramento County Intersection 2).	A phasing analysis shall be performed prior to approval of the first subdivision map to determine when the improvement should be implemented.	Sacramento County Public Works Department and Caltrans
55-31	3A.15-1i (FPASP EIR/EIS)	<i>Participate in Fair Share Funding of Improvements to Reduce Impacts on the Grant Line Road/White Rock Road Intersection and to White Rock Road widening between the Rancho Cordova City limit to Prairie City Road (Sacramento County Intersection 3).</i>	Before Project build out. Design of the White Rock Road widening to four lanes, from	Sacramento County Public Works Department

		<p>Improvements must 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 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 (Sacramento County Intersection 3).</p>	<p>Grant Line Road to Prairie City Road, with Intersection improvements has begun, and because this widening Project is environmentally cleared and fully funded, it's construction is expected to be complete before the first phase of the Proposed Project or alternative is built.</p>	
<p>55-32</p>	<p>3A.15-1j (FPASP EIR/EIS)</p>	<p><i>Participate in Fair Share Funding of Improvements to Reduce Impacts on Hazel Avenue between Madison Avenue and Curragh Downs Drive (Roadway Segment 10).</i></p> <p>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>	<p>Before Project build out. Construction of phase two of the Hazel Avenue widening, from Madison Avenue to Curragh Downs Drive, is expected to be completed by year 2013, before the first phase of the Proposed Project or alternative is</p>	<p>Sacramento County Public Works Department</p>

			<p>complete. 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 Hazel Avenue between Madison Avenue and Curragh Downs Drive (Sacramento County Roadway Segment 10).</p>	
<p>55-33</p>	<p>3A.15-11 (FPASP EIR/EIS)</p>	<p><i>Participate in Fair Share Funding of Improvements to Reduce Impacts on the White Rock Road/Windfield Way Intersection (El Dorado County Intersection 3).</i></p> <p>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 (El Dorado County Intersection 3).</p>	<p>Before Project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which Project phase the improvement should be built.</p>	<p>El Dorado County Department of Transportation</p>

<p>55-34</p>	<p>3A.15-1o (FPASP EIR/EIS)</p>	<p><i>Participate in Fair Share Funding of Improvements to Reduce Impacts on Eastbound U.S. 50 as an alternative to improvements at the Folsom Boulevard/U.S. 50</i></p> <p>Eastbound Ramps Intersection (Caltrans Intersection 4). Congestion on eastbound U.S. 50 is causing vehicles to use Folsom Boulevard as an alternate parallel route until they reach U.S. 50, where they must get back on the freeway due to the lack of a parallel route. It is preferred to alleviate the congestion on U.S. 50 than to upgrade the intersection at the end of this reliever route. 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 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>	<p>Before Project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which Project phase the improvement should be built.</p>	<p>City of Folsom Public Works Department and Sacramento County Department of Transportation</p>
<p>55-35</p>	<p>3A.15-1p (FPASP EIR/EIS)</p>	<p><i>Participate in Fair Share Funding of Improvements to Reduce Impacts on the Grant Line Road/ State Route 16 Intersection (Caltrans Intersection 12).</i></p> <p>To ensure that the Grant Line Road/State Route 16 intersection operates at an acceptable LOS, the northbound and southbound approaches must be reconfigured to consist of one left-turn lane and one shared through/right-turn lane. Protected left-turn signal phasing must 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.</p> <p>Improvements to this intersection must be implemented by Caltrans, 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</p>	<p>Before Project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which Project phase the improvement should be built.</p>	<p>Sacramento County Department of Transportation and the City of Rancho Cordova Department of Public Works</p>

		the Grant Line Road/State Route 16 intersection (Caltrans Intersection 12).		
55-36	3A.15-1q (FPASP EIR/EIS)	<p><i>Participate in Fair Share Funding of Improvements to Reduce Impacts on Eastbound U.S. 50 between Zinfandel Drive and Sunrise Boulevard (Freeway Segment 1).</i></p> <p>To ensure that Eastbound U.S. 50 operates at an acceptable LOS between Zinfandel Drive and Sunrise Boulevard, a bus-carpool (HOV) lane must be constructed. This improvement is currently planned as part of the Sacramento 50 Bus-Carpool Lane and Community Enhancements Project. 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 (Freeway Segment 1).</p>	<p>Before Project build out. Construction of the Sacramento 50 Bus-Carpool Lane and Community Enhancements Project is expected to be completed by year 2013, before the first phase of the Proposed Project or alternative is complete. Construction of the Sacramento 50 Bus-Carpool Lane and Community Enhancements Project has started since the writing of the Draft EIS/EIR.</p>	Caltrans
55-37	3A.15-1r (FPASP EIR/EIS)	<p><i>Participate in Fair Share Funding of Improvements to Reduce Impacts on Eastbound U.S. 50 between Hazel Avenue and Folsom Boulevard (Freeway Segment 3).</i></p> <p>To ensure that Eastbound U.S. 50 operates at an acceptable LOS between Hazel Avenue and Folsom Boulevard, an auxiliary lane must be constructed. This improvement was recommended in the Traffic Operations Analysis Report for the U.S. 50 Auxiliary Lane</p>	<p>Before Project build out. A phasing analysis should be performed to determine during which Project</p>	City of Folsom Public Works Department and Sacramento County Department of Transportation

		<p>Project. This improvement is included in the proposed 50 Corridor Mobility Fee Program.</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 Eastbound U.S. 50 between Hazel Avenue and Folsom Boulevard (Freeway Segment 3).</p>	<p>phase the improvement should be built.</p>	
55-38	3A.15-1s (FPASP EIR/EIS)	<p><i>Participate in Fair Share Funding of Improvements to Reduce Impacts on Eastbound U.S. 50 between Folsom Boulevard and Prairie City Road (Freeway Segment 4).</i></p> <p>To ensure that Eastbound U.S. 50 operates at an acceptable LOS between Folsom Boulevard and Prairie City Road, an auxiliary lane must 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 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 (Freeway Segment 4).</p>	<p>Before Project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which Project phase the improvement should be built.</p>	<p>City of Folsom Public Works Department and Sacramento County Department of Transportation</p>
55-39	3A.15-1u (FPASP EIR/EIS)	<p><i>Participate in Fair Share Funding of Improvements to Reduce Impacts on Westbound U.S. 50 between Prairie City Road and Folsom Boulevard (Freeway Segment 16).</i></p> <p>To ensure that Westbound U.S. 50 operates at an acceptable LOS between Prairie City Road and Folsom Boulevard, an auxiliary lane must 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 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 Westbound U.S. 50 between Prairie City Road and Folsom Boulevard (Freeway Segment 16).</p>	<p>Before Project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which Project phase the improvement should be built.</p>	<p>City of Folsom Public Works Department and Sacramento County Department of Transportation</p>

55-40	3A.15-1v (FPASP EIR/EIS)	<p>Participate in Fair Share Funding of Improvements to Reduce Impacts on Westbound U.S. 50 between Hazel Avenue and Sunrise Boulevard (Freeway Segment 18).</p> <p>To ensure that Westbound U.S. 50 operates at an acceptable LOS between Hazel Avenue and Sunrise Boulevard, an auxiliary lane must 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.</p> <p>Improvements to this freeway segment must be implemented by Caltrans. 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 Westbound U.S. 50 between Hazel Avenue and Sunrise Boulevard (Freeway Segment 18).</p>	Before Project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which Project phase the improvement should be built.	City of Rancho Cordova Department of Public Works and Sacramento County Department of Transportation
55-41	3A.15-1w (FPASP EIR/EIS)	<p>Participate in Fair Share Funding of Improvements to Reduce Impacts on U.S. 50 Eastbound/Folsom Boulevard Ramp Merge (Freeway Merge 4).</p> <p>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 must 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 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 (Freeway Merge 4).</p>	Before Project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which Project phase the improvement should be built.	City of Folsom Public Works Department and Sacramento County Department of Transportation
55-42	3A.15-1x (FPASP EIR/EIS)	<p>Participate in Fair Share Funding of Improvements to Reduce Impacts on U.S. 50 Eastbound/Prairie City Road Diverge (Freeway Diverge 5). 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 must be constructed. This improvement was recommended in the Traffic Operations Analysis Report for the U.S. 50 Auxiliary Lane Project.</p>	Before Project build out. A phasing analysis should be performed prior to approval of the first subdivision	City of Folsom Public Works Department and Sacramento County Department of Transportation

		This auxiliary lane improvement is included in the proposed 50 Corridor Mobility Fee Program. 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 the U.S. 50 Eastbound/Prairie City Road diverge (Freeway Diverge 5).	map to determine during which Project phase the improvement should be built.	
55-43	3A.15-1y (FPASP EIR/EIS)	<p><i>Participate in Fair Share Funding of Improvements to Reduce Impacts on U.S. 50 Eastbound/Prairie City Road Direct Merge (Freeway Merge 6).</i></p> <p>To ensure that Eastbound U.S. 50 operates at an acceptable LOS at the Prairie City Road onramp direct merge, an auxiliary lane to the East Bidwell Street – Scott Road diverge must be constructed. This auxiliary lane improvement is included in the proposed 50 Corridor Mobility Fee Program. 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 the U.S. 50 Eastbound/Prairie City Road direct merge (Freeway Merge 6).</p>	Before Project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which Project phase the improvement should be built.	City of Folsom Public Works Department
55-44	3A.15-1z (FPASP EIR/EIS)	<p><i>Participate in Fair Share Funding of Improvements to Reduce Impacts on U.S. 50 Eastbound/Prairie City Road Flyover On-Ramp to Oak Avenue Parkway Off-Ramp Weave (Freeway Weave 8).</i></p> <p>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 should be implemented to eliminate the unacceptable weaving conditions. Such an improvement may involve a “braided ramp”.</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 the U.S. 50 Eastbound / Prairie City Road flyover on-ramp to Oak Avenue Parkway off-ramp weave (Freeway Weave 8).</p>	Before Project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which Project phase the improvement should be built.	City of Folsom Public Works Department

55-45	3A.15-1aa (FPASP EIR/EIS)	<p><i>Participate in Fair Share Funding of Improvements to Reduce Impacts on U.S. 50 Eastbound/Oak Avenue Parkway Loop Merge (Freeway Merge 9).</i></p> <p>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 must be constructed. This auxiliary lane improvement is included in the proposed 50 Corridor Mobility Fee Program. 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 the U.S. 50 Eastbound/ Oak Avenue Parkway loop merge (Freeway Merge 9).</p>	Before Project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which Project phase the improvement should be built.	City of Folsom Public Works Department
55-46	3A.15-1dd (FPASP EIR/EIS)	<p><i>Participate in Fair Share Funding of Improvements to Reduce Impacts on U.S. 50 Westbound/Empire Ranch Road Loop Ramp Merge (Freeway Merge 23).</i></p> <p>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 must be implemented by Caltrans. 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 the U.S. 50 Westbound/Empire Ranch Road loop ramp merge (Freeway Merge 23).</p>	Before Project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which Project phase the improvement should be built.	City of Folsom Public Works Department
55-47	3A.15-1ee (FPASP EIR/EIS)	<p><i>Participate in Fair Share Funding of Improvements to Reduce Impacts on U.S. 50 Westbound/Oak Avenue Parkway Loop Ramp Merge (Freeway Merge 29).</i></p> <p>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 must be implemented by</p>	Before Project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which	City of Folsom Public Works Department

		Caltrans. 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 the U.S. 50 Westbound/Oak Avenue Parkway loop ramp merge (Freeway Merge 29).	Project phase the improvement should be built.	
55-48	3A.15-1ff (FPASP EIR/EIS)	<i>Participate in Fair Share Funding of Improvements to Reduce Impacts on U.S. 50 Westbound/Prairie City Road Loop Ramp Merge (Freeway Merge 32).</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 must be constructed. This auxiliary lane improvement is included in the proposed 50 Corridor Mobility Fee Program. 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 the U.S. 50 Westbound/Prairie City Road Loop Ramp Merge (Freeway Merge 32).	Before Project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which Project phase the improvement should be built.	City of Folsom Public Works Department and Sacramento County Department of Transportation
55-49	3A.15-1gg (FPASP EIR/EIS)	<i>Participate in Fair Share Funding of Improvements to Reduce Impacts on U.S. 50 Westbound/Prairie City Road Direct Ramp Merge (Freeway Merge 33).</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 must be constructed. This auxiliary lane improvement is included in the proposed 50 Corridor Mobility Fee Program. 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 the U.S. 50 Westbound/Prairie City Road direct ramp merge (Freeway Merge 33).	Before Project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which Project phase the improvement should be built.	City of Folsom Public Works Department and Sacramento County Department of Transportation
55-50	3A.15-1hh (FPASP EIR/EIS)	<i>Participate in Fair Share Funding of Improvements to Reduce Impacts on U.S. 50 Eastbound/Folsom Boulevard Diverge (Freeway Diverge 34).</i> To ensure that Westbound U.S. 50 operates at an acceptable LOS at the Folsom Boulevard Diverge, an auxiliary lane from the Prairie	Before Project build out. A phasing analysis should be performed prior to	City of Folsom Public Works Department and Sacramento County Department of Transportation

		<p>City Road loop ramp merge must be constructed. Improvements to this freeway segment must be implemented by Caltrans. This auxiliary lane improvement is included in the proposed 50 Corridor Mobility Fee Program. 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 the U.S. 50 Eastbound / Folsom Boulevard diverge (Freeway Diverge 34).</p>	<p>approval of the first subdivision map to determine during which Project phase the improvement should be built.</p>	
55-51	3A.15-1ii (FPASP EIR/EIS)	<p><i>Participate in Fair Share Funding of Improvements to Reduce Impacts on U.S. 50 Westbound/Hazel Avenue Direct Ramp Merge (Freeway Merge 38).</i></p> <p>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 must be constructed. This auxiliary lane improvement is included in the proposed 50 Corridor Mobility Fee Program. 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 U.S. 50 Westbound/Hazel Avenue direct ramp merge (Freeway Merge 38).</p>	<p>Before Project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which Project phase the improvement should be built.</p>	<p>Sacramento County Department of Transportation and City of Rancho Cordova Department of Public Works</p>
55-52	3A.15-2a (FPASP EIR/EIS)	<p><i>Develop Commercial Support Services and Mixed-use Development Concurrent with Housing Development and Develop and Provide Options for Alternative Transportation Modes.</i></p> <p>The Project Applicant(s) for any particular discretionary development application including commercial or mixed-use development along with residential uses shall develop commercial and mixed-use development concurrent with housing development, to the extent feasible in light of market realities and other considerations, to internalize vehicle trips. Pedestrian and bicycle facilities shall be implemented to the satisfaction of the City Public Works Department. To further minimize impacts from the increased demand on area roadways and intersections, the Project Applicant(s) for any particular discretionary development application involving schools or commercial centers shall develop and implement safe and secure bicycle parking to promote</p>	<p>Before approval of improvement plans for all Project phases any particular discretionary development application that includes residential and commercial or mixed-use development. As a condition of Project approval and/or as a</p>	<p>City of Folsom Public Works Department</p>

		alternative transportation uses and reduce the volume of single-occupancy vehicles using area roadways and intersections. The Project Applicant(s) 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.	condition of the development agreement for all Project phases.	
55-53	3A.15-2b (FPASP EIR/EIS)	<i>Participate in the City's Transportation System Management Fee Program.</i> The Project Applicant(s) 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.	Concurrent with construction for all Project phases.	City of Folsom Public Works Department
55-54	3A.15-2c (FPASP EIR/EIS)	<i>Participate with the 50 Corridor Transportation Management Association.</i> The Project Applicant(s) for any particular discretionary development application shall join and participate with the 50 Corridor Transportation Management Association to reduce the number of single-occupant automobile travel on area roadways and intersections.	Concurrent with construction for all Project phases.	City of Folsom Public Works Department
55-55	3A.15-3 (FPASP EIR/EIS)	<i>Pay Full Cost of Identified Improvements that Are Not Funded by the City's Fee Program.</i> In accordance with Measure W, the Project Applicant(s) 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.	As a condition of Project approval and/or as a condition of the development agreement for all Project phases.	City of Folsom Public Works Department
55-56	3A.15-4a (FPASP EIR/EIS)	<i>The Applicant Shall Pay a Fair Share to Fund the Construction of Improvements to the Sibley Street/Blue Ravine Road Intersection (Folsom Intersection 2).</i>	Before Project build out. A phasing analysis should be	City of Folsom Public Works Department

		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 must be reconfigured to consist of two left-turn lane, two through lanes, and one dedicated right-turn lane. 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 the Sibley Street/Blue Ravine Road intersection (Folsom Intersection 2).	performed prior to approval of the first subdivision map to determine during which Project phase the improvement should be built.	
55-57	3A.15-4b (FPASP EIR/EIS)	<i>The Applicant Shall Pay a Fair Share to Fund the Construction of Improvements to the Oak Avenue Parkway/East Bidwell Street Intersection (Folsom Intersection 6).</i> To ensure that the Oak Avenue Parkway/East Bidwell Street intersection operates at an acceptable LOS, the eastbound (East Bidwell Street) approach must be reconfigured to consist of two left-turn lanes, four through lanes and a right-turn lane, and the westbound (East Bidwell Street) approach must be reconfigured to consist of two left turn lanes, four through lanes, and a right-turn lane. It is against the City of Folsom policy to have eight lane roads because of the impacts to non-motorized traffic and adjacent development; therefore, this improvement is infeasible.	Before Project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which Project phase the improvement should be built.	City of Folsom Public Works Department
55-58	3A.15-4c (FPASP EIR/EIS)	<i>The Applicant Shall Pay a Fair Share to Fund the Construction of Improvements to the East Bidwell Street/College Street Intersection (Folsom Intersection 7).</i> To ensure that the East Bidwell Street/College Street intersection operates at acceptable LOS C or better, the westbound approach must be reconfigured to consist of one left-turn lane, one left-through lane, and two dedicated right-turn lanes. 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 the East Bidwell Street/Nesmith Court intersection (Folsom Intersection 7).	Before Project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which Project phase the improvement should be built.	City of Folsom Public Works Department

55-59	3A.15-4d (FPASP EIR/EIS)	<p><i>The Applicant Shall Pay a Fair Share to Fund the Construction of Improvements to the East Bidwell Street/Iron Point Road Intersection (Folsom Intersection 21).</i></p> <p>To ensure that the East Bidwell Street /Iron Point Road intersection operates at an acceptable LOS, the northbound approach must be reconfigured to consist of two left-turn lanes, four through lanes and a right-turn lane, and the southbound approach must be reconfigured to consist of two left-turn lanes, four through lanes and a right-turn lane. It is against the City of Folsom policy to have eight lane roads because of the impacts to non-motorized traffic and adjacent development; therefore, this improvement is infeasible.</p>	Before Project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which Project phase the improvement should be built.	City of Folsom Public Works Department
55-60	3A.15-4e (FPASP EIR/EIS)	<p><i>The Applicant Shall Pay a Fair Share to Fund the Construction of Improvements to the Serpa Way/ Iron Point Road Intersection (Folsom Intersection 23).</i></p> <p>To improve LOS at the Serpa Way/ Iron Point Road intersection, the northbound approaches must be restriped to consist of one left-turn lane, one shared left-through lanes, and one right-turn lane. 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 the Serpa Way/Iron Point Road Intersection (Folsom Intersection 23).</p>	Before Project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which Project phase the improvement should be built.	City of Folsom Public Works Department
55-61	3A.15-4f (FPASP EIR/EIS)	<p><i>The Applicant Shall Pay a Fair Share to Fund the Construction of Improvements to the Empire Ranch Road/Iron Point Road Intersection (Folsom Intersection 24).</i></p> <p>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: The eastbound approach must be reconfigured to consist of one left-turn lane, two through lanes, and a right-turn lane. The westbound approach must be reconfigured to consist of two left-turn lanes, one through lane, and a through-right lane. The northbound approach must be reconfigured to consist of two left-turn lanes, three through lanes,</p>	Before Project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which Project phase the	City of Folsom Public Works Department

		and a right-turn lane. The southbound approach must be reconfigured to consist of two left-turn lanes, three through lanes, and a right-turn lane. 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 the Empire Ranch Road / Iron Point Road Intersection Before Project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which Project phase the improvement should be built. (Folsom Intersection 24).	improvement should be built.	
55-62	3A.15-4g (FPASP EIR/EIS)	<i>The Applicant Shall Fund and Construct Improvements to the Oak Avenue Parkway/Easton Valley Parkway Intersection (Folsom Intersection 33).</i> To ensure that the Oak Avenue Parkway/Easton Valley Parkway intersection operates at an acceptable LOS the southbound approach must be reconfigured to consist of two left-turn lanes, two through lanes, and two right-turn lanes. The Applicant shall fund and construct these improvements.	Before Project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which Project phase the improvement should be built.	City of Folsom Public Works Department
55-63	3A.15-4i (FPASP EIR/EIS)	<i>Participate in Fair Share Funding of Improvements to Reduce Impacts on the Grant Line Road/White Rock Road Intersection (Sacramento County Intersection 3).</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	Before Project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which Project phase the improvement should be built.	Sacramento County Department of Transportation.

		the Grant Line Road/White Rock Road Intersection (Sacramento County Intersection 3).		
55-64	3A.15-4j (FPASP EIR/EIS)	<p><i>Participate in Fair Share Funding of Improvements to Reduce Impacts on Grant Line Road between White Rock Road and Kiefer Boulevard (Sacramento County Roadway Segments 5-7).</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. 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 (Sacramento County Roadway Segments 5-7). 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>	Before Project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which Project phase the improvement should be built.	Sacramento County Department of Transportation.
55-65	3A.15-4k (FPASP EIR/EIS)	<p><i>Participate in Fair Share Funding of Improvements to Reduce Impacts on Grant Line Road between Kiefer Boulevard and Jackson Highway (Sacramento County Roadway Segment 8).</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. 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 (Sacramento County Roadway Segment 8). The identified improvement would more</p>	Before Project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which Project phase the improvement should be built.	Sacramento County Department of Transportation.

		than offset the impacts specifically related to the Folsom South of U.S. 50 Project on this roadway segment.		
55-66	3A.15-4l (FPASP EIR/EIS)	<p><i>Participate in Fair Share Funding of Improvements to Reduce Impacts on Hazel Avenue between Curragh Downs Drive and U.S. 50 Westbound Ramps (Sacramento County Roadway Segments 12-13).</i></p> <p>To improve operation on Hazel Avenue between Curragh Downs Drive and the U.S. 50 westbound ramps, this roadway segment could be widened to eight lanes. This improvement is inconsistent with Sacramento County’s general plan because the county’s policy requires a maximum roadway cross section of six lanes. Analysis shown later indicates that improvements at the impacted intersection in this segment can be mitigated (see Mitigation Measure 3A.15-4q). Improvements to impacted intersections on this segment will improve operations on this roadway segment and, therefore, mitigate this segment 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 Hazel Avenue between Curragh Downs Drive and U.S. 50 Westbound Ramps (Sacramento County Roadway Segments 12-13).</p>	Before Project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which Project phase the improvement should be built.	Sacramento County Department of Transportation.
55-67	3A.15-4m (FPASP EIR/EIS)	<p><i>Participate in Fair Share Funding of Improvements to Reduce Impacts on White Rock Road between Grant Line Road and Prairie City Road (Sacramento County Roadway Segment 22).</i></p> <p>To improve operation on White Rock Road between Grant Line Road and Prairie City Road, this roadway segment must 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. 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 South of U.S. 50 impacts. The</p>	Before Project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which Project phase the improvement should be built.	Sacramento County Department of Transportation.

		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 (Sacramento County Roadway Segment 22).		
55-68	3A.15-4n (FPASP EIR/EIS)	<i>Participate in Fair Share Funding of Improvements to Reduce Impacts on White Rock Road between Empire Ranch Road and Carson Crossing Road (Sacramento County Roadway Segment 28).</i> To improve operation on White Rock Road between Empire Ranch Road and Carson Crossing Road, this roadway segment must be widened to six lanes. Improvements to this roadway segment 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 White Rock Road between Empire Ranch Road and Carson Crossing Road (Sacramento County Roadway Segment 28).	Before Project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which Project phase the improvement should be built.	Sacramento County Department of Transportation.
55-69	3A.15-4o (FPASP EIR/EIS)	<i>Participate in Fair Share Funding of Improvements to Reduce Impacts on the White Rock Road/Carson Crossing Road Intersection (El Dorado County 1).</i> To ensure that the White Rock Road/Carson Crossing Road intersection operates at an acceptable LOS, the eastbound right turn lane must 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 (El Dorado County 1).	Before Project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which Project phase the improvement should be built.	Sacramento County Department of Transportation.
55-70	3A.15-4p (FPASP EIR/EIS)	<i>Participate in Fair Share Funding of Improvements to Reduce Impacts on the Hazel Avenue/U.S. 50 Westbound Ramps Intersection (Caltrans Intersection 1).</i>	Before Project build out. A phasing analysis should be performed prior to	Sacramento County Department of Transportation.

		To ensure that the Hazel Avenue/U.S. 50 westbound ramps intersection operates at an acceptable LOS, the westbound approach must 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 must 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 (Caltrans Intersection 1).	approval of the first subdivision map to determine during which Project phase the improvement should be built.	
55-71	3A.15-4q (FPASP EIR/EIS)	<i>Participate in Fair Share Funding of Improvements to Reduce Impacts on Eastbound US 50 between Zinfandel Drive and Sunrise Boulevard (Freeway Segment 1).</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. 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 (Freeway Segment 1).	Before Project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which Project phase the improvement should be built.	Sacramento County Department of Transportation.
55-72	3A.15-4r (FPASP EIR/EIS)	<i>Participate in Fair Share Funding of Improvements to Reduce Impacts on Eastbound US 50 between Rancho Cordova Parkway and Hazel Avenue (Freeway Segment 3).</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. Construction of the Capitol	Before Project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which	Sacramento County Department of Transportation.

		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 (Freeway Segment 3).	Project phase the improvement should be built.	
55-73	3A.15-4s (FPASP EIR/EIS)	<p><i>Participate in Fair Share Funding of Improvements to Reduce Impacts on Eastbound US 50 between Folsom Boulevard and Prairie City Road (Freeway Segment 5).</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. 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, 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 (Freeway Segment 5).</p>	Before Project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which Project phase the improvement should be built.	Sacramento County Department of Transportation.
55-74	3A.15-4t (FPASP EIR/EIS)	<p><i>Participate in Fair Share Funding of Improvements to Reduce Impacts on Eastbound US 50 between Prairie City Road and Oak Avenue Parkway (Freeway Segment 6).</i></p> <p>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 (see Mitigation Measures 3A.15-4u, v</p>	Before Project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine	Sacramento County Department of Transportation.

		and w), 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 must be implemented by Caltrans. 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 Prairie City Road and Oak Avenue Parkway (Freeway Segment 6).	during which Project phase the improvement should be built.	
55-75	3A.15-4u (FPASP EIR/EIS)	<p><i>Participate in Fair Share Funding of Improvements to Reduce Impacts on the U.S. 50 Eastbound / Prairie City Road Slip Ramp Merge (Freeway Merge 6).</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, 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 must be implemented by Caltrans. 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 the U.S. 50 Eastbound / Prairie City Road slip ramp merge (Freeway Merge 6).</p>	Before Project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which Project phase the improvement should be built.	Sacramento County Department of Transportation.
55-76	3A.15-4v (FPASP EIR/EIS)	<p><i>Participate in Fair Share Funding of Improvements to Reduce Impacts on the U.S. 50 Eastbound / Prairie City Road Flyover On Ramp to Oak Avenue Parkway Off Ramp Weave (Freeway Weave 7).</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</p>	Before Project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which	Sacramento County Department of Transportation.

		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 must be implemented by Caltrans. 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 the U.S. 50 Eastbound / Prairie City Road Flyover On Ramp to Oak Avenue Parkway Off Ramp Weave (Freeway Weave 7).	Project phase the improvement should be built.	
55-77	3A.15-4w (FPASP EIR/EIS)	<i>Participate in Fair Share Funding of Improvements to Reduce Impacts on U.S. 50 Eastbound / Oak Avenue Parkway Loop Ramp Merge (Freeway Merge 8).</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 must be implemented by Caltrans. 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 U.S. 50 Eastbound / Oak Avenue Parkway Loop Ramp Merge (Freeway Merge 8).	Before Project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which Project phase the improvement should be built.	Sacramento County Department of Transportation.
55-78	3A.15-4x (FPASP EIR/EIS)	<i>Participate in Fair Share Funding of Improvements to Reduce Impacts on U.S. 50 Westbound / Empire Ranch Road Loop Ramp Merge (Freeway Merge 27).</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 must be implemented by Caltrans. 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,	Before Project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which Project phase the improvement should be built.	Sacramento County Department of Transportation.

		to reduce the impacts to the U.S. 50 Westbound / Empire Ranch Road loop ramp merge (Freeway Merge 27).		
55-79	3A.15-4y (FPASP EIR/EIS)	<p><i>Participate in Fair Share Funding of Improvements to Reduce Impacts on U.S. 50 Westbound / Prairie City Road Loop Ramp Merge (Freeway Merge 35).</i></p> <p>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 must be implemented by Caltrans. 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 the U.S. 50 Westbound / Prairie City Road Loop Ramp Merge (Freeway Merge 35).</p>	Before Project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which Project phase the improvement should be built.	Sacramento County Department of Transportation.
UTILITIES AND SERVICE SYSTEMS				
55-80	3A.16-1 (FPASP EIR/EIS)	<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>Before the approval of the final map and issuance of building permits for all Project phases, the Project Applicant(s) of all Project phases 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 for all Project phases, or their financing shall be ensured to the satisfaction of the City.</p>	Before approval of final maps and issuance of building permits for any Project phases.	City of Folsom Community Development Department and City of Folsom Public Works Department

55-81	3A.16-3 (FPASP EIR/EIS)	<p>Demonstrate Adequate SRWTP Wastewater Treatment Capacity.</p> <p>The Project Applicant(s) of all Project phases shall demonstrate adequate capacity at the SRWTP 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 SRCSD. Approval of the final map and issuance of building permits for all Project phases shall not be granted until the City verifies adequate SRWTP capacity is available for the amount of development identified in the tentative map.</p>	Before approval of final maps and issuance of building permits for any Project phases.	City of Folsom Community Development Department and City of Folsom Public Works Department
55-82	3A.18-1 (FPASP EIR/EIS)	<p>Submit Proof of Surface Water Supply Availability.</p> <p>a. Prior to approval of any small-lot tentative subdivision map subject to Government Code Section 66473.7 (SB 221), the City shall comply with that statute. Prior to approval of any small-lot tentative subdivision map for a proposed residential Project not subject to that statute, the City need not comply with Section 66473.7, or formally consult with any public water system that would provide water to the affected area; nevertheless, the City shall make a factual showing or impose conditions similar to those required by Section 66473.7 to ensure an adequate water supply for development authorized by the map.</p> <p>b. Prior to recordation of each final subdivision map, or prior to City approval of any similar Project-specific discretionary approval or entitlement required for nonresidential uses, the Project Applicant(s) of that Project phase or activity shall demonstrate 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 or Project-specific discretionary nonresidential approval or entitlement. 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.</p>	Before approval of final maps and issuance of building permits for any Project phases.	City of Folsom Community Development Department and City of Folsom Public Works Department
55-83	3A.18-2a (FPASP EIR/EIS)	<p>Submit Proof of Adequate Off-Site Water Conveyance Facilities and Implement Off-Site Infrastructure Service System or Ensure That Adequate Financing Is Secured.</p>	Before approval of final maps and issuance of building permits	City of Folsom Community Development Department and City of Folsom Public Works Department

		<p>Before the approval of the final subdivision map and issuance of building permits for all Project phases, the Project Applicant(s) of any particular discretionary development application shall submit proof to the City of Folsom that an adequate off-site water conveyance system either has been constructed or is ensured or other sureties 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 the 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 certificate of occupancy shall not be issued for any building within the SPA until the water conveyance infrastructure sufficient to serve such building has been constructed and is in place.</p>	<p>for any Project phases.</p>	
55-84	3A.18-2b (FPASP EIR/EIS)	<p><i>Demonstrate Adequate Off-Site Water Treatment Capacity (if the Off-Site Water Treatment Plant Option is Selected).</i></p> <p>If an off-site water treatment plant (WTP) alternative is selected (as opposed to the on-site WTP alternative), the Project Applicant(s) for any discretionary development application shall demonstrate adequate capacity at the off-site WTP. This shall involve preparing a tentative map-level study and paying connection and capacity fees as determined by the City. Approval of the final Project map shall not be granted until the City verifies adequate water treatment capacity either is available or is certain to be available when needed for development identified in the tentative map before approval of the final map and issuance of building permits for all Project phases. A certificate of occupancy shall not be issued for any building within the SPA until the water treatment capacity sufficient to serve such building has been constructed and is in place.</p>	<p>Before approval of final maps and issuance of building permits for any Project phases.</p>	<p>City of Folsom Community Development Department and City of Folsom Public Works Department</p>
55-85	4.4-1 (Westland/ Eagle SPA)	<p><i>Conduct Environmental Awareness Training for Construction Employees.</i></p> <p>Prior to beginning construction activities, the Project Applicant shall employ a qualified biologist to develop and conduct environmental awareness training for construction employees. The training shall</p>	<p>Before approval of grading or improvement plans or any ground disturbing</p>	<p>City of Folsom Community Development Department</p>

		<p>describe the importance of onsite biological resources, including special-status wildlife habitats; potential nests of special-status birds; and roosting habitat for special-status bats. The biologist shall also explain the importance of other responsibilities related to the protection of wildlife during construction such as inspecting open trenches and looking under vehicles and machinery prior to moving them to ensure there are no lizards, snakes, small mammals, or other wildlife that could become trapped, injured, or killed in construction areas or under equipment.</p> <p>The environmental awareness program shall be provided to all construction personnel to brief them on the life history of special-status species in or adjacent to the Project area, the need to avoid impacts on sensitive biological resources, any terms and conditions required by State and federal agencies, and the penalties for not complying with biological mitigation requirements. If new construction personnel are added to the Project, the contractor's superintendent shall ensure that the personnel receive the mandatory training before starting work. An environmental awareness handout that describes and illustrates sensitive resources to be avoided during Project construction and identifies all relevant permit conditions shall be provided to each person.</p>	<p>activities, including grubbing or clearing, for any Project phase.</p>	
<p>55-86</p>	<p>4.4-7 (Westland/ Eagle SPA)</p>	<p>Preconstruction Nesting Bird Survey.</p> <p>The Project Applicant shall conduct a preconstruction nesting bird survey of all areas associated with construction activities on the Project site within 14 days prior to commencement of construction during the nesting season (1 February through 31 August).</p> <p>If active nests are found, a no-disturbance buffer around the nest shall be established. The buffer distance shall be established by a qualified biologist in consultation with CDFW. The buffer shall be maintained until the fledglings are capable of flight and become independent of the nest, to be determined by a qualified biologist. Once the young are independent of the nest, no further measures are necessary. Pre-construction nesting surveys are not required for construction activity outside of the nesting season.</p>	<p>Before approval of grading or improvement plans or any ground disturbing activities, including grubbing or clearing, for any Project phase.</p>	<p>California Department of Fish and Game, and City of Folsom Community Development Department</p>

55-87	3A.5-1a (Westland/ Eagle SPA)	<p>Comply with the Programmatic Agreement.</p> <p>The PA for the Project is incorporated by reference. The PA provides a management framework for identifying historic properties, determining adverse effects, and resolving those adverse effects as required under Section 106 of the National Historic Preservation Act. This document is incorporated by reference. The PA is available for public inspection and review at the California Office of Historic Preservation 1725 23rd Street Sacramento, CA 95816.</p>	During all construction phases	City of Folsom Community Development Department; U.S. Army Corp of Engineers;
55-88	3A.5-2 (Westland/ Eagle SPA)	<p>Conduct Construction Personnel Education, 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.</p> <p>To reduce potential impacts to previously undiscovered cultural resources, the Project Applicant(s) of all Project phases shall do the following:</p> <ul style="list-style-type: none"> ▶ Before the start of ground-disturbing activities, the Project Applicant(s) of all Project phases shall retain a qualified archaeologist to conduct training for construction workers as necessary based upon the sensitivity of the Project APE, to educate them about the possibility of encountering buried cultural resources and inform them of the proper procedures should cultural resources be encountered. ▶ As a result of the work conducted for Mitigation Measures 3A.5-1a and 3A.5-1b, if the archaeologist determines that any portion of the SPA or the off-site elements should be monitored for potential discovery of as-yet-unknown cultural resources, the Project Applicant(s) of all Project phases shall implement such monitoring in the locations specified by the archaeologist. USACE should review and approve any recommendations by archaeologists with respect to monitoring. ▶ Should any cultural resources, such as structural features, unusual amounts of bone or shell, artifacts, or architectural remains be encountered during any construction activities, work shall be suspended in the vicinity of the find and the appropriate oversight agency(ies) (identified below) shall be notified immediately. The appropriate oversight agency(ies) shall retain a qualified archaeologist 	Before approval of grading or improvement plans or any ground disturbing activities, including grubbing or clearing, for any Project phase.	City of Folsom Community Development Department; U.S. Army Corp of Engineers

		<p>who shall conduct a field investigation of the specific site and shall assess the significance of the find by evaluating the resource for eligibility for listing on the CRHR and the NRHP. If the resource is eligible for listing on the CRHR or NRHP and it would be subject to disturbance or destruction, the actions required in Mitigation Measures 3A.5-1a and 3A.5-1b shall be implemented. The oversight agency shall be responsible for approval of recommended mitigation if it is determined to be feasible in light of the approved land uses and shall implement the approved mitigation before resuming construction activities at the archaeological site.</p> <p>Mitigation for the off-site elements outside of the City of Folsom's jurisdictional boundaries must be coordinated by the Project Applicant(s) of each applicable Project phase with the affected oversight agency(ies) (i.e., El Dorado and/or Sacramento Counties, or Caltrans).</p> <p>The Project Applicant, in coordination with USACE, shall ensure that an archaeological sensitivity training program is developed and implemented during a pre-construction meeting for construction supervisors. The sensitivity training program shall provide information about notification procedures when potential archaeological material is discovered, procedures for coordination between construction personnel and monitoring personnel, and information about other treatment or issues that may arise if cultural resources (including human remains) are discovered during Project construction. This protocol shall be communicated to all new construction personnel during orientation and on a poster that is placed in a visible location inside the construction job trailer. The phone number of the USACE cultural resources staff member shall also be included.</p> <p>The on-site sensitivity training shall be carried out each time a new contractor will begin work in the APE and at the beginning of each construction season by each contractor.</p> <p>If unanticipated discoveries of additional historic properties, defined in 36 CFR 800.16 (l), are made during the construction of the Project, the USACE shall ensure that they will be protected by implementing the following measures:</p> <ul style="list-style-type: none">▶ The Construction Manager, or archaeological monitor, if given the authority to halt construction activities, shall ensure that work in that		
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		<p>area is immediately halted within a 100-foot radius of the unanticipated discovery until the find is examined by a person meeting the professional qualifications standards specified in Section 2.2 of Attachment G of the HPMP. The Construction Manager, or archaeological monitor, if present, shall notify the USACE within 24 hours of the discovery.</p> <ul style="list-style-type: none"> ▶ The USACE shall notify the State Historic Preservation Officer (SHPO) within one working day of an unanticipated discovery and may initiate interim treatment measures in accordance with this HPTP. Once the USACE makes a formal determination of eligibility for the resource, the USACE will notify the SHPO within 48 hours of the determination and afford the SHPO an opportunity to comment on appropriate treatment. The SHPO shall respond within 72 hours of the request to consult. Failure of the SHPO to respond within 72 hours shall not prohibit the USACE from implementing the treatment measures. <p>The Project Applicants shall be required to submit to the City proof of compliance in the form of a completed training roster and copy of training materials.</p>		
55-89	3A.5-3 (Westland/ Eagle SPA)	<p><i>Suspend Ground-Disturbing Activities if Human Remains are Encountered and Comply with California Health and Safety Code Procedures.</i></p> <p>In accordance with the California Health and Safety Code, if human remains are uncovered during ground-disturbing activities, including those associated with off-site elements, the Project Applicant(s) of all Project phases shall immediately halt all ground-disturbing activities in the area of the find and notify the Sacramento County Coroner and a professional archaeologist skilled in osteological analysis to determine the nature of the remains. The coroner is required to examine all discoveries of human remains within 48 hours of receiving notice of a discovery on private or public lands (California Health and Safety Code Section 7050.5[b]). If the coroner determines that the remains are those of a Native American, he or she must contact the NAHC by phone within 24 hours of making that determination (California Health and Safety Code Section 7050[c]).</p>	During all ground disturbing activities, for any Project phase.	Sacramento County Coroner; Native American Heritage Commission; City of Folsom Community Development Department

		<p>After the coroner's findings are complete, the Project Applicant(s), an archaeologist, and the NAHC-designated Most Likely Descendant shall determine the ultimate treatment and disposition of the remains and take appropriate steps to ensure that additional human interments are not disturbed. The responsibilities for acting on notification of a discovery of Native American human remains are identified in Section 5097.9 of the California Public Resources Code.</p> <p>Upon the discovery of Native American remains, the procedures above regarding involvement of the applicable county coroner, notification of the NAHC, and identification of a Most Likely Descendant shall be followed. The Project Applicant(s) of all Project phases shall ensure that the immediate vicinity (according to generally accepted cultural or archaeological standards and practices) is not damaged or disturbed by further development activity until consultation with the Most Likely Descendant has taken place. The Most Likely Descendant shall have 48 hours after being granted access to the site to inspect the site and make recommendations. A range of possible treatments for the remains may be discussed: nondestructive removal and analysis, preservation in place, relinquishment of the remains and associated items to the descendants, or other culturally appropriate treatment. As suggested by AB 2641 (Chapter 863, Statutes of 2006), the concerned parties may extend discussions beyond the initial 48 hours to allow for the discovery of additional remains. AB 2641(e) includes a list of site protection measures and states that the Project Applicant(s) shall comply with one or more of the following requirements:</p> <ul style="list-style-type: none">▶ record the site with the NAHC or the appropriate Information Center,▶ use an open-space or conservation zoning designation or easement, or▶ record a reinternment document with the county. <p>The Project Applicant(s) or its authorized representative of all Project phases shall rebury the Native American human remains and associated grave goods with appropriate dignity on the property in a location not subject to further subsurface disturbance if the NAHC is unable to identify a Most Likely Descendant or if the Most Likely Descendant fails to make a recommendation within 48 hours after being granted access to the site. The Project Applicant(s) or its authorized representative may also reinter</p>		
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		<p>the remains in a location not subject to further disturbance if it rejects the recommendation of the Most Likely Descendant and mediation by the NAHC fails to provide measures acceptable to the Landowner. Ground disturbance in the zone of suspended activity shall not recommence without authorization from the archaeologist.</p> <p>Mitigation for the off-site elements outside of the City of Folsom's jurisdictional boundaries must be coordinated by the Project Applicant(s) of each applicable Project phase with the affected oversight agency(ies) (i.e., El Dorado and/or Sacramento Counties, or Caltrans).</p> <p>The Project Applicants shall be required to submit to the City proof of compliance in the form of a completed training roster and copy of training materials.</p>		
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Attachment 2

Planning Commission Staff Report dated May 19, 2021



CITY OF
FOLSOM
DISTINCTIVE BY NATURE

AGENDA ITEM NO. 2

Type: Public Hearing

Date: May 19, 2021

Planning Commission Staff Report

50 Natoma Street, Council Chambers

Folsom, CA 95630

Project: Mangini Ranch Phase 3 Subdivision

File #: PN-20-254

Requests: Large Lot Vesting Tentative Subdivision Map
Small Lot Vesting Tentative Subdivision Map
Minor Administrative Modifications

Location: The proposed Mangini Ranch Phase 3 Subdivision Project is located in the Mangini West area of the Folsom Plan Area Specific Plan, east of East Bidwell Street south of Savannah Parkway and north of Mangini Parkway

Staff Contact: Kathy Pease, AICP, Contract Planner, 916-812-0749
kpease@masfirm.com

Property Owner
Folsom Real Estate South and
West Scott Blvd., LLC
4370 Town Center Blvd, Suite 100
El Dorado Hills, CA 95762

Applicant
TCS Improvement Company, LLC
4370 Town Center Blvd, Suite 100
El Dorado Hills, CA 95762

Recommendation: Conduct a public hearing and upon conclusion recommend approval of the following entitlements, subject to the findings (Findings A-W) and conditions of approval (Conditions 1-55) attached to this report:

- Large Lot Vesting Tentative Subdivision Map
- Small Lot Vesting Tentative Subdivision Map
- Minor Administrative Modification for Transfer of Development Rights (Unit Transfer)
- Minor Administrative Modification for Land Use Boundary Refinements

Project Summary: The proposed Project includes the following entitlements:

- A **Large Lot Vesting Tentative Subdivision Map** to subdivide the 173-acre Project site into fourteen large lots.



CITY OF
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AGENDA ITEM NO. 2

Type: Public Hearing

Date: May 19, 2021

- A **Small Lot Vesting Tentative Subdivision Map** to subdivide a 52.3-acre portion of the Project site into 260 residential lots for single family detached units.
- A **Minor Administrative Modification** to transfer 25 allocated dwelling units among parcels within the Project to accommodate the residential unit count and densities of the Project.
- A **Minor Administrative Modification** to refine land uses edges for the purpose of maximizing development efficiencies, avoiding natural resources, and accommodating a Class I trail.

These proposed actions are described in detail and analyzed in this report.

Table of Contents:

Attachment 1	Background and Setting
Attachment 2	Project Description <ul style="list-style-type: none"> • Large Lot Vesting Tentative Subdivision Map • Small Lot Vesting Tentative Subdivision Map • Minor Administrative Modifications <ul style="list-style-type: none"> ▪ Transfer of Development Rights (Unit Transfer) • Land Use Boundary Refinement
Attachment 3	Analysis <ul style="list-style-type: none"> • Large Lot Vesting Tentative Subdivision Map • Small Lot Vesting Tentative Subdivision Map • Minor Administrative Modifications <ul style="list-style-type: none"> ▪ Transfer of Development Rights (Unit Transfer) ▪ Land Use Boundary Refinement
Attachment 4	Large Lot Vesting Tentative Subdivision Map Conditions of Approval
Attachment 5	Small Lot Vesting Tentative Subdivision Map Conditions of Approval
Attachment 6	Vicinity Map
Attachment 7	Large Lot Vesting Subdivision Map, dated May 10, 2021.
Attachment 8	Small Lot Vesting Tentative Subdivision Map, dated May 10, 2021.
Attachment 9	Preliminary Grading and Drainage Plan, dated May 10, 2021
Attachment 10	Preliminary Utility Plan, dated May 10, 2021



CITY OF
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DISTINCTIVE BY NATURE

AGENDA ITEM NO. 2
Type: Public Hearing
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- Attachment 11 CEQA Exemption and Streamlining Analysis, dated May, 2021
- Attachment 12 Access and Circulation Evaluation, dated May 4, 2021
- Attachment 13 Environmental Noise Analysis, dated May 10, 2021
- Attachment 14 Folsom Ranch Central District Design Guidelines
- Attachment 15 Mangini Ranch Phase 3 Subdivision Project Booklet (Bound Separately)
- Attachment 16 Mangini Ranch Phase 3 Inclusionary Housing Letter

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 1 BACKGROUND AND SETTING

A. Background: Folsom Plan Area Specific Plan

The proposed Project site is part of the approved Folsom Plan Area Specific Plan (FPASP), a comprehensively planned community that proposes new development based “Smart Growth” and Transit Oriented Development principles.

The FPASP, approved in 2011, is a development plan for over 3,500 acres of previously undeveloped land located south of Highway 50, north of White Rock Road, east of Prairie City Road, and adjacent to the Sacramento County/El Dorado County line in the southeastern portion of the City.

The FPASP includes a mix of residential, commercial, employment and public uses, complemented by recreational amenities including a significant system of parks and open space, all within proximity to one another and interconnected by a network of “complete streets”, trails and bikeways. The Specific Plan is consistent with the SACOG Blueprint Principles and the requirements of SB 375 (Sustainable Communities and Climate Protection Act).

The Mangini Ranch Phase 3 Project site is in the central portion of the FPASP and is west of East Bidwell Street, south of Savannah Parkway, and north of Mangini Parkway. The Project site is designated in the FPASP with seven land use categories (FPASP Land Use Plan, Figure 1), including SP-P (Park), SP-PQP (schools) SP-SF (Single Family Residential), SP-MLD (Multi Family Low Density Residential), SP-SFHD (Single Family High Density) and SP-OS (Open Space).

Planning Commission
Mangini Ranch Phase 3 Subdivision (PN 20-254)
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B. Physical Setting

The 173-acre Project site is located west of East Bidwell Street, south of Savannah Parkway and north of Mangini Parkway in the FPASP (Figure 2, Aerial Photo). The site features gently rolling terrain with native grasses and trees.

The Project is adjacent to the Creekstone at Folsom Ranch, Mangini Ranch Phases I and II, and Toll Brothers at Folsom Ranch projects, currently under construction.

FIGURE 2: AERIAL PHOTO (2021)



ATTACHMENT 2 PROJECT DESCRIPTION

APPLICANT'S PROPOSAL

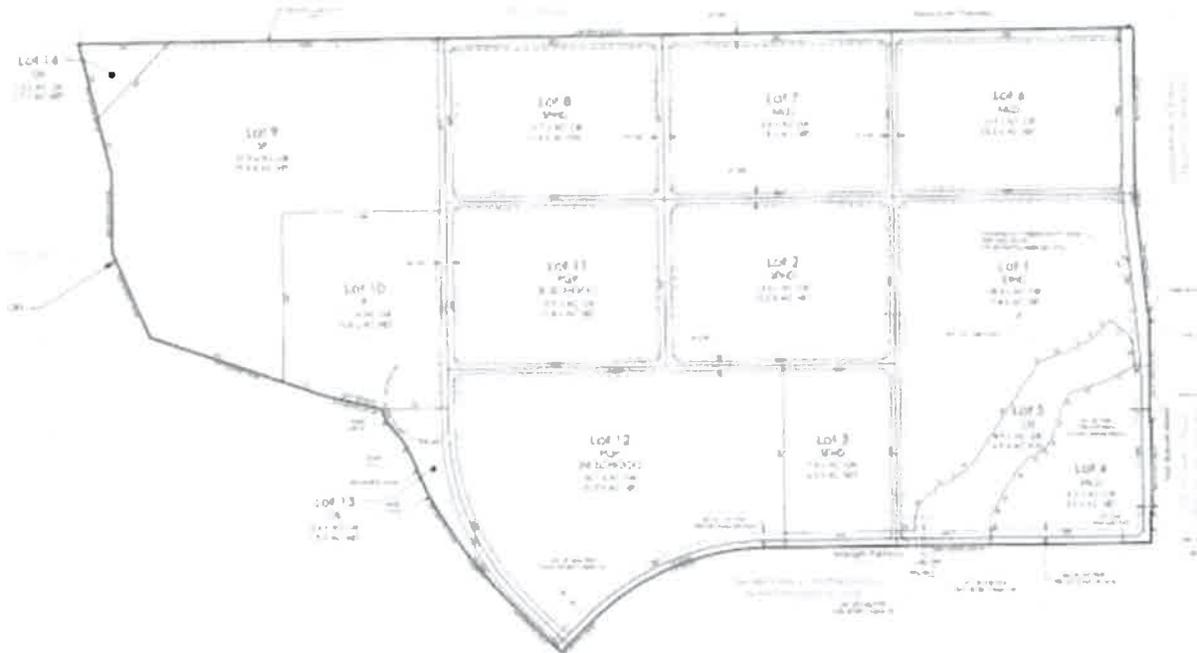
The Applicant requests approval of related actions for a subdivision for 260 detached single-family residential lots on a 52-acre portion of a 173-acre Project site. The Project site is west of East Bidwell Street, south of Savannah Parkway, and north of Mangini Parkway. The Applicant requests the following entitlements:

- A. Large Lot Vesting Tentative Subdivision Map (Creation of 14 Large Lots)
- B. Small Lot Vesting Tentative Subdivision Map (Creation of 260 Residential Lots)
- C. Minor Administrative Modification – Transfer of Development Rights
- D. Minor Administrative Modification – Land Use Boundary Refinement

A. Large Lot Vesting Tentative Subdivision Map (LLVTSM)

The first component of the Applicant's proposal is a Large Lot Vesting Tentative Subdivision Map (LLVTSM) to subdivide 173 acres west of East Bidwell Street between Savannah Parkway and Mangini Parkway. The LLVTSM will subdivide the 173-acre area into fourteen (14) large lots for future sale, lease, and financing. The proposed LLVTSM is shown in Figure 3 and in Attachment 7.

FIGURE 3: LARGE LOT TENTATIVE SUBDIVISION MAP



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The proposed large lot parcels correspond to land uses and parcels (villages) on the FPASP Land Use Plan (Figure 1) designated MLD, SFHD, SF, PQP (elementary and middle schools), P (neighborhood park), and open space. The parcels in the 173-acre LLVTSM are summarized in Table 1.

Table 1: Large Lot Vesting Tentative Subdivision Map Land Use Summary

Parcel	Specific Plan/ Zoning	Land Use	Gross Acres	Net Acres
1	SP-SFHD-PD	Single Family High Density Residential	18.3	17.4
2	SP-SFHD-PD	Single Family High Density Residential	13.6	12.2
3	SP-SFHD-PD	Single Family High Density Residential	7.0	6.2
4	SP-MLD-PD	Multi Family Low Density Residential	6.3	5.9
5	SP-OS	Open Space (Measure W)	4.9	4.9
6	SP-MLD-PD	Multi Family Low Density Residential	13.5	12.2
7	SP-MLD-PD	Multi Family Low Density Residential	13.4	11.8
8	SP-SFHD-PD	Single Family High Density Residential	12.7	11.0
9	SP-SF-PD	Single Family Residential	27.9	27.5
10	SP-P	Neighborhood Park	11.1	10.6
11	SP-PQP	Elementary School	12.9	11.4
12	SP-PQP	Middle School	24.1	22.2
13	SP-OS	Open Space (Measure W)	2.4	1.8
14	SP-OS	Open Space (Measure W)	1.2	1.2
OS-LC		Open Space/Landscape Corridor (Measure W)	0.0	1.4
ROW		Major Roadway	3.7	15.3
Total			173.0	173.0

B. Small Lot Vesting Tentative Subdivision Map (SLVTSM)

A Small Lot Vesting Tentative Subdivision Map (SLVTSM) is proposed for the southeast portion of the 173-acre LLVTSM. The SLVTSM would further subdivide a 52.3-acre area into 260 single-family residential lots, three (3) open space parcels, eight (8) landscape lots, and one (1) paseo lot. The 260 single family lots would consist of 218 lots in the SFHD and 42 in the MLD zone. The proposed SLVTSM layout is shown in Figure 4 and Attachment 8.

The remaining 120.7-acre portion of the LLVTSM area would not be subdivided in the proposed SLVTSM. The parcels outside of the SLVTSM are those on the north and west side of the Project site and include LLVTSM Parcels 6 through 12 (middle school, elementary school, park, MLD, and SFHD parcels).

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The proposed SLVTSM consists of four "villages" on the southeast portion of the LLVTSM. Villages 1, 2 and 3 are designated in the FPASP and zoned Single Family High Density (SP-SFHD), and Village 4 is Multi Family Low Density (SP-MLD). In Villages 1-3 (SFHD), the typical lot sizes would be 45'x100' and 50'x100' and the lot size in Village 4 (MLD) would be 45'x67' (typical). Together, the four villages would accommodate 260 detached single family residential units.

FIGURE 4: SMALL LOT TENTATIVE SUBDIVISION MAP



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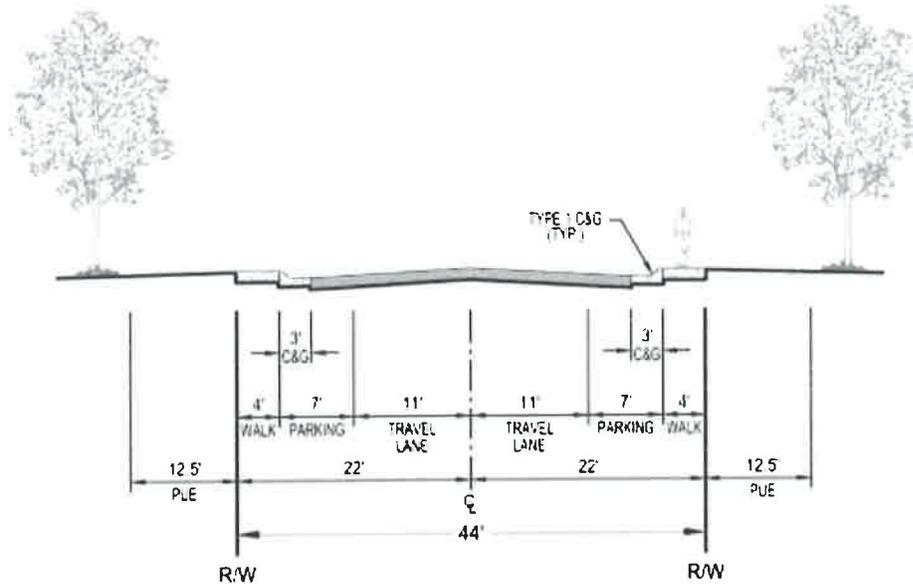
Table 2: Small Lot Vesting Tentative Subdivision Map Land Use Summary

Village/ Lot	Specific Plan/ Zoning	Land Use	Gross Acres	Net Acres	Dwelling Units	Density
1	SP-SFHD-PD	Single Family High Density Residential	17.4	16.2	102	6.3
2	SP-SFHD-PD	Single Family High Density Residential	12.2	11.8	80	6.8
3	SP-SFHD-PD	Single Family High Density Residential	6.2	6.2	36	5.8
4	SP-MLD-PD	Multi Family Low Density Residential	5.9	5.6	42	7.5
A	SP-OS	Open Space (Measure W)	4.9	4.9	0	
B	SP-OS	Open Space (Measure W)	0.3	0.3	0	
C	SP-OS	Open Space (Measure W)	0.4	0.4	0	
Landscape	SP-SFHD-PD	Landscape	0.0	1.6	0	
Landscape	SP-MLD-PD	Landscape	0.0	0.3	0	
Right-of- Way		Major Roadways	5.0	5.0	0	
Total			52.3	52.3	260	

Access to the SLVTSM would be from East Bidwell Street on the east, Mangini Parkway on the south, and the east-west Northern Connector Road (A Drive) on the north. Pedestrian access in and out of the subdivision will be provided at seven locations, including B Drive and D Drive, which would provide north-south access into the subdivision. The residential street pattern is a grid with one cul-de-sac. Subdivision streets would consist of local roadways with attached and detached sidewalks. Most of the local roadways consists of a two-lane street with attached sidewalks and parking on both sides of the street (44-foot right of way), as shown in Figure 5.

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FIGURE 5: INTERNAL ROADWAY CROSS SECTION



Project entrances and pedestrian-only access points located along the Class 1 multi-purpose trail along the open space corridor are shown in Figure 6, Pedestrian Circulation Plan. Figures 7 and 8 show the planned cross sections for East Bidwell Street and Mangini Parkway.

An open space/drainage corridor (Lot A) includes a Class I multi-purpose trail and traverses the Project site from East Bidwell Street to Mangini Parkway in the southeast corner of the Project area. The Class I trail is identified on the FPASP Trails exhibit. Trail connections are provided at Mangini Parkway and East Bidwell Street. A landscaped pedestrian paseo will connect J Drive to the Class I multi-purpose trail north of the open space corridor which offers connectivity to the larger trail network.

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FIGURE 6: PEDESTRIAN CIRCULATION PLAN



Sites for future planned elementary and middle schools are within the LLVTSM area and immediately adjacent to the west boundary of the SLVTSM. The proposed SLVTSM subdivision is designed with multiple opportunities for pedestrian access to the schools on the grid street pattern along the Northern Connector Road (Road A) and internal to the subdivision.

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FIGURE 7: EAST BIDWELL STREET CROSS SECTION

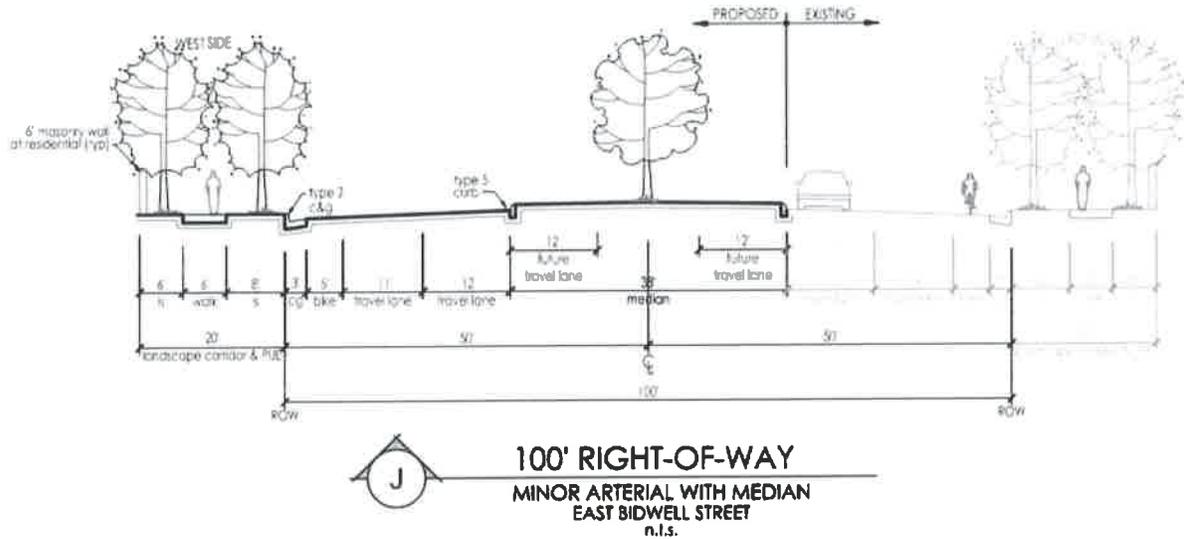
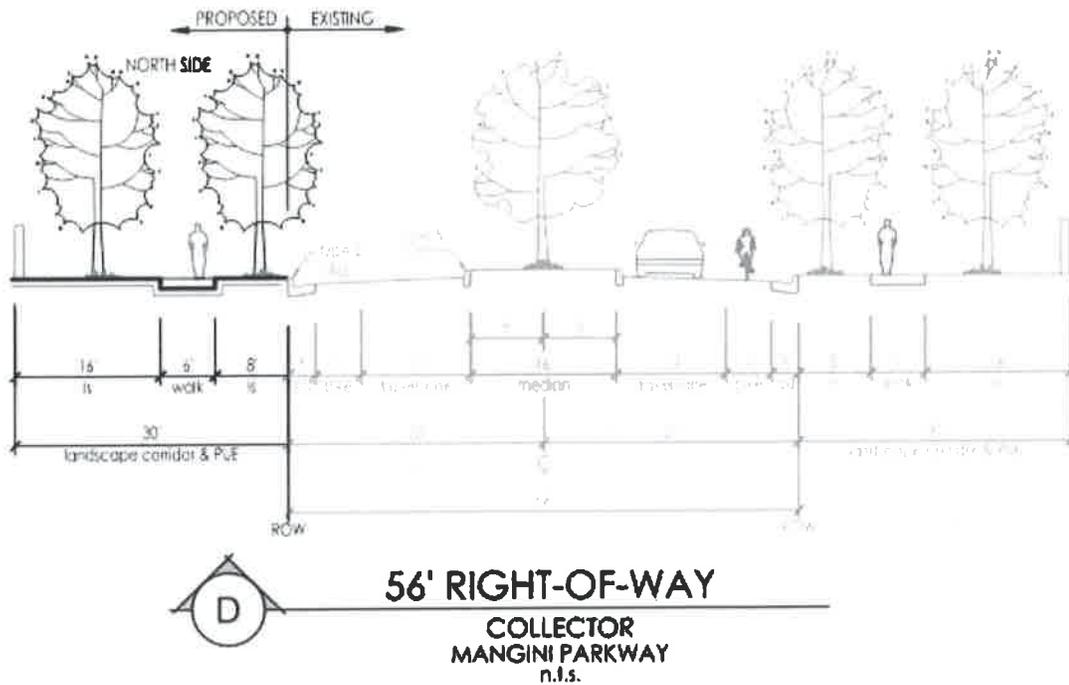


FIGURE 8: MANGINI PARKWAY CROSS SECTION



C. Minor Administrative Modifications (MAMs)

The Project includes two Minor Administrative Modifications (MAMs). The first request is for approval of a MAM to transfer development rights to move 25 dwelling units among five parcels (parcels 155, 159, 165-A2, 165-B, and 166) within the Project boundary and FPASP, as shown on Figure 9 and Table 3. Four of the five parcels are within the Project boundary. Parcel 155 is immediately to the north of the Project boundary. The unit transfer supports the 260 units in the SLVTSM.

FIGURE 9: UNIT TRANSFER FOR 25 DWELLING UNITS

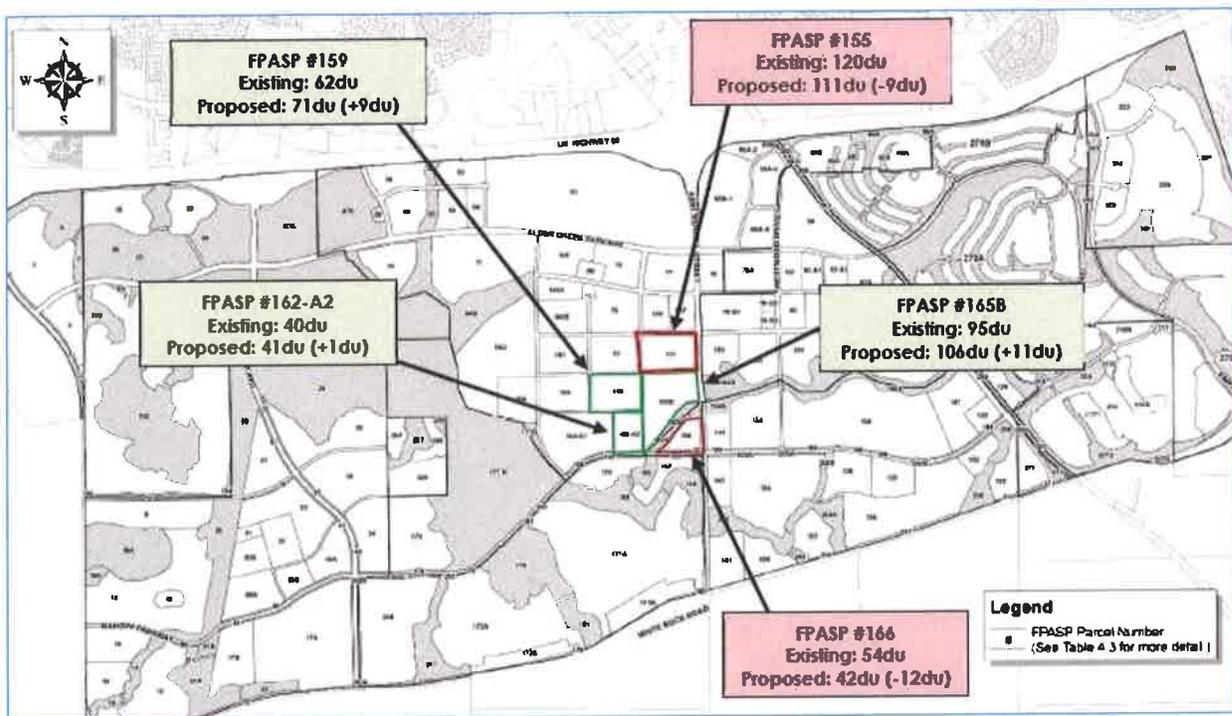


Table 3: Unit Transfer Summary

FPASP Parcel	Existing Unit Allocation	Unit Allocation After Transfer	Change
155	120	111	-9
159	62	80	+18
165-A2	40	36	-4
165-B	95	102	+7
166	54	42	-12
Total	371	371	0

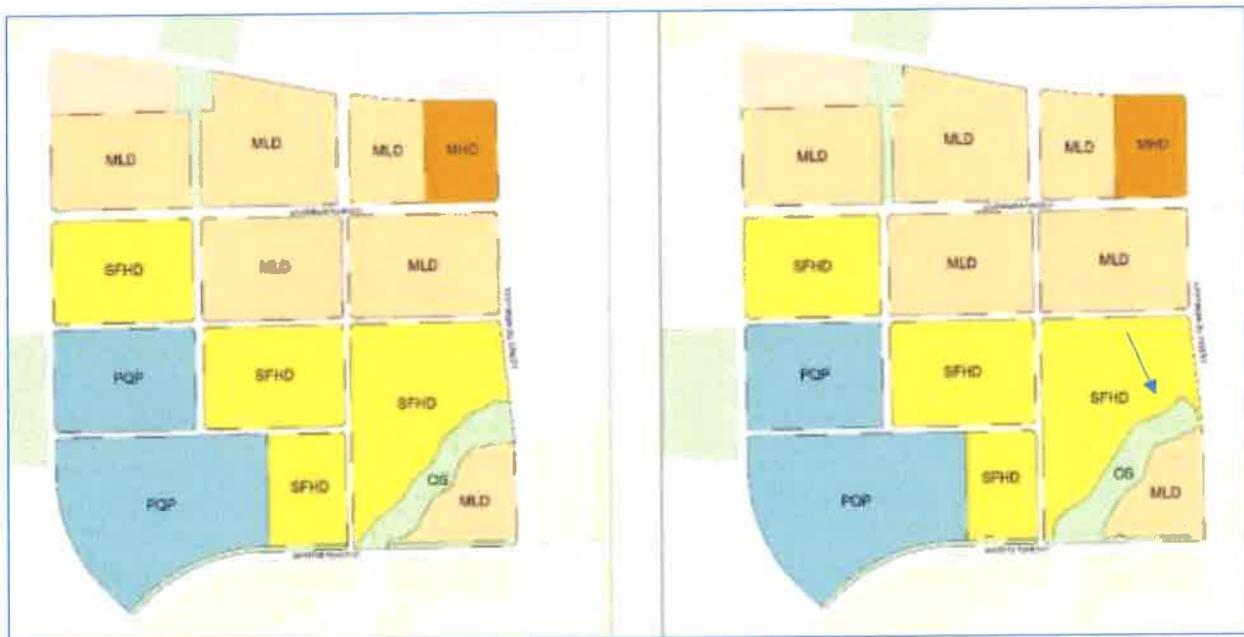
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The second MAM is for minor adjustments to the land use boundaries of six FPASP parcels. The adjustments to land use boundaries are requested to maximize development efficiencies, preserve natural resources, and accommodate a Class I trail. The largest change is to the north side of the open space adjacent to East Bidwell. Changes to the boundaries are shown on Figure 10 and summarized on Table 4.

Table 4: Land Use Boundary Refinement

Land Use	Existing Acres	Proposed Acres	Change
SFHD	47.4	46.7	-0.7
MLD	60.2	60.7	+0.5
MHD	5.8	5.8	0.0
PQP	33.6	33.6	0.0
OS	6.2	6.3	0.1
Right of Way	0.0	0.1	0.1
Total	153.2	153.2	0.0

FIGURE 10: LAND USE BOUNDARY REFINEMENT



ATTACHMENT 3 ANALYSIS

The following sections provide an analysis of the Applicant's proposal. Staff's analysis addresses the following:

- A. Large Lot Vesting Tentative Subdivision Map
- B. Small Lot Vesting Tentative Subdivision Map
- C. Minor Administrative Modifications
- D. Traffic/Access/Circulation
- E. Noise Impacts
- F. Conformance with Relevant Folsom General Plan Folsom Plan Area Specific Plan Objectives and Policies

A. Large Lot Vesting Tentative Subdivision Map

The proposed Large Lot Vesting Tentative Subdivision Map (LLVTSM) would subdivide a 173-acre area west of East Bidwell Street between Savannah Parkway and Mangini Parkway into fourteen (14) large lots for future sale, lease, and financing. The proposed LLVTSM is shown in Figure 3 and Attachment 6.

The large lot parcels correspond to land uses and parcels (villages) on the FPASP Land Use Plan (Figure 1) designated MLD, SFHD, SF, PQP (elementary and middle schools), P (neighborhood park), and open space.

All created parcels would be served by public roadways and utilities can be extended to each of the parcels. Staff has determined that the proposed LLVTSM complies with all City and State Subdivision Map Act requirements.

B. Small Lot Vesting Tentative Subdivision Map

A Small Lot Vesting Tentative Subdivision Map (SLVTSM) would further subdivide a 52.3-acre portion of the 173-acre LLVTSM into 260 single-family residential lots (218 SFHD and 42 MLD) three (3) open space parcels, eight (8) landscape lots, and one (1) paseo lot. The proposed SLVTSM layout is shown in Figure 4 and Attachment 7.

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Figure 11 depicts the relationship between the 173-acre LLVTSM area (dashed black line) and the 53.2-acre SLVTSM area (dashed red line).

FIGURE 11: LARGE LOT AND SMALL LOT MAPS



The proposed SLVTSM consists of four villages on the southeast portion of the LLVTSM. Villages 1, 2 and 3 are designated in the FPASP and zoned Single Family High Density (SP-SFHD), and Village 4 is Multi Family Low Density (SP-MLD). In Villages 1-3 (SFHD), the typical lot sizes would be 45'x100' and 50'x100', consistent with the FPASP Development Standards. Typical Village 4 (MLD) lot sizes would be 45'x67', consistent with the FPASP Development Standards. Together, the four villages would accommodate 260 detached single family residential units.

The proposed subdivision conforms to the development standards established by the FPASP for both the SP-SFHD and SP-MLD land use categories including minimum lot size, maximum lot coverage, and setbacks, as shown in Tables 4 and 5. Villages 1, 2, 3 conform to the SP-SFHD standards and Village 4 to the SP-MLD standards. No deviations from the standards are proposed.

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Table 4: SP-SFHD Single-Family High-Density Development Standards

Development Standard	Requirement	Proposed Project
Minimum Lot Size	4,000	4,000
Front Porch Setback	12.5 Feet	12.5 Feet
Front Primary Structure Setback	15 Feet	15 Feet
Front Garage Setback	20 Feet	20 Feet
Side Yard Setbacks	5 Feet/5 Feet	5 Feet/5 Feet
Rear Yard Setback	10 Feet	10 Feet
Maximum Lot Coverage	50%	50%

Table 5: SP-MLD Multi-Family Low Density Development Standards

Development Standard	Requirement	Proposed Project
Minimum Lot Size	3,000	3,000
Front Porch Setback	12.5 Feet	12.5 Feet
Front Primary Structure Setback	15 Feet	15 Feet
Front Garage Setback	20 Feet	20 Feet
Side Yard Setbacks	5 Feet/5 Feet	5 Feet/5 Feet
Rear Yard Setback	10 Feet	10 Feet
Maximum Lot Coverage	50%	50%

The Project will be required to dedicate public right-of-way for the internal public streets (Condition 8). Conditions 8, 26, 28 and 30 require the Applicant to coordinate with and dedicate public utility easements for underground facilities (i.e., SMUD, Pacific Gas and Electric, cable television, telephone) on properties adjacent to the public streets.

Staff has determined that the proposed SLVTM complies with all City and State Subdivision Map Act requirements.

C. Minor Administrative Modifications

The Project includes two Minor Administrative Modifications (MAMs). The first request is for approval of a MAM to transfer development rights to move 25 dwelling units among five parcels (parcels 155, 159, 165-A2, 165-B, and 166) within the Project boundary and FPASP, as shown on Figure 9 and Table 3.

The unit transfer supports the 260 units in the SLVTSM. The transferring and receiving parcels are located within the FPASP and, after the transfer, they would remain within the General Plan and specific plan density ranges. The transferring and receiving parcels are owned and controlled by the Applicant.

The second MAM is for minor adjustments to the land use boundaries of six FPASP

parcels. The adjustments to the land use boundaries are requested to maximize development efficiencies, preserve natural resources, and accommodate a Class I trail.

As shown in Figure 10, a minor boundary change is proposed along the north edge of the open space corridor adjacent to East Bidwell Street. This boundary change is minor and open space acreage would remain the same.

The FPASP provides for Minor Administrative Modifications,

“... that are consistent with and do not substantially change its overall intent, such as minor adjustments to the land use locations and parcel boundaries shown in Figure 4.1 – Land Use and Figure 4.4 – Plan Area Parcels and the land use acreages shown in Table 4.1 – Land Use Summary.” [FPASP Section 13.3].

Minor administrative modifications can be approved at a staff level, provided the following criteria are met:

- The proposed modification is within the Plan Area.
- The modification does not reduce the size of the proposed town center.
- The modification retains compliance with City Charter Article 7.08, previously known as Measure W.
- The General Plan land use pattern remains consistent with the intent and spirit of the FPASP.
- The proposed changes do not substantially alter the backbone infrastructure network.
- The proposed modification offers equal or superior improvements to development capacity or standards.
- The proposed modification does not increase environmental impacts beyond those identified in the EIR/EIS.

Based on staff's review, both request for MAMs meet the requirements. As a result, staff is able to approve the proposed Minor Administrative Modifications for the unit transfers as well as the boundary adjustments.

D. Traffic/Access/Circulation

Primary access to the SLVSTM portion of the Project would be from East Bidwell Street on the east, Mangini Parkway on the south, and the east-west Northern Connector Road (A Drive) on the north. The Northern Connector Road would be a new street that will connect to East Bidwell Street to the east. B and D Drives will provide north-south

access from the North Connector Road south into the subdivision. Residential streets in a grid pattern would serve residential neighborhoods.

Subdivision streets consist of two-lane public streets with attached and detached sidewalks and parking on both sides of the street. If separated sidewalks are proposed, Condition 35 requires a Homeowners Association (HOA) maintain the landscape strips between the separated sidewalk and curb, to maintain consistent landscape maintenance. If a HOA is not provided with the future development, Condition 35 requires that the SLVTSM be revised to use a street section with attached sidewalks.

Sidewalks will provide pedestrian circulation on residential streets. A multi-purpose Class I trail in the open space/drainage corridor (Lot A) will extend from Mangini Parkway to East Bidwell Street and connected to the FPASP trail system. A landscaped pedestrian paseo will connect J Drive to the Class I trail north of the open space corridor, which provides connectivity to the trail network.

The FPASP established a series of plans and policies for the circulation system within the entire Plan Area. The FPASP circulation system was designed with a sustainable community focus on the movement of people and provides mobility alternatives such as walking, cycling, carpooling, and viable forms of public transportation in addition to vehicular circulation. The circulation plan evaluated regional travel, both in terms of connectivity and capacity and local internal connections and access. The circulation plan also addressed the concerns of regional traffic, including parallel capacity to U.S. Highway 50, and connectivity with surrounding jurisdictions while considering community-wide connectivity, alternative modes of travel, and the provision of complete streets.

The 2011 Folsom Plan Area Specific Plan Environmental Impact Report/Environmental Impact Statement included not only a detailed analysis of traffic-related impacts within the Plan Area, but also an evaluation of traffic-related impacts on the surrounding communities. There are fifty-five (55) traffic-related mitigation measures associated with development of the FPASP which are included as conditions of approval for the Mangini Ranch Phase 3 Subdivision Project. Many of these mitigation measures are expected to reduce traffic impacts to East Bidwell Street. Included among the mitigation measures are requirements to; fund and construct roadway improvements within the Plan Area, pay a fair-share contribution for construction of improvements north of U.S. Highway 50, participate in the City's Transportation System Management Fee Program, and Participate in the U.S. Highway 50 Corridor Transportation Management Association. The Mangini Ranch Phase 3 Subdivision Project is subject to all traffic-related mitigation measures required by the 2011 FPASP EIR/EIS (Condition No. 53-25 to 53-79).

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Kimley Horn prepared an Access Evaluation (May 4, 2021, Attachment 12) to evaluate access and circulation-related impacts associated with the proposed Project. The evaluation was based, in part, on the Toll Brothers Regency at Folsom Ranch Transportation Impact Study (November 20, 2019) that studied the East Bidwell Street corridor.

The Access Evaluation assumed the following traffic controls and movements for the Project roadways:

- Traffic signal at Mangini Parkway and East Bidwell Street
- Side street stop-controlled intersections
 - Northern Connector Road at D Drive
 - Northern Connector Road at B Drive
 - Northern Connector Road at East Bidwell Street
 - Mangini Parkway at B Drive
 - East Bidwell Street at E Drive
- Emergency vehicle access at Mangini Parkway and E Drive
- Right in/right out turn movements from East Bidwell Street to E Drive
- Future at grade pedestrian crossing on East Bidwell Street at Class I trail adjacent to open space (between Northern Connector Road and Mangini Parkway)

The Access Evaluation reviewed a future potential at-grade pedestrian crossing on East Bidwell Street along the project's frontage. This crossing would serve the proposed Class I trail and would be located between the Northern Access Road and the Village 4 E Drive intersections. Because it would be at-grade, the crossing would require pedestrian actuation, striping, and signage and extensive traffic signal appurtenances to ensure safe and orderly operations when pedestrians cross. A future traffic operations analysis would be required to simulate the East Bidwell Street corridor traffic operations under the condition with this at-grade crossing. The City considers this a future improvement that will be evaluated more comprehensively in the future.

The Access Evaluation concluded that the Project would result in adequate circulation with the following conditions (Condition 52) of the SLVTM:

1. The Project shall construct two-way vehicle circulation along the surrounding roadways, namely the Northern Connector Road (A Drive), D Drive, and C Drive (see Exhibit 1 of Traffic and Circulation Analysis dated May 4, 2021). The Project shall provide these two-way roadway facilities to allow for adequate circulation directly related to the Project.

2. The access on the north end of E Drive at East Bidwell Street shall be an emergency vehicle access (EVA). Turn movements at E Drive at East Bidwell Street shall be restricted to right-turns in and out of Village 4 at East Bidwell Street.
3. A full access, side street stop-controlled intersection shall be constructed at E Drive and Mangini Parkway.
4. The northbound East Bidwell Street left-turn to the Northern Connector Road shall be constructed with at least 315-feet (255-foot deceleration plus 60-foot bay taper).
5. A southbound deceleration taper/flare or lane (subject to City specification) shall be constructed at the East Bidwell Street intersection with the Northern Connector Road.
6. The B Drive intersection with the Northern Connector Road is anticipated to operate adequately with side street stop controlled and without dedicated turn pockets. Adequate sight distance shall be provided and maintained.

E. Noise Impacts

Based on the proximity of the Project site to Mangini Parkway and East Bidwell Street, an environmental noise analysis was prepared by Bollard Acoustical Consultants dated April 23, 2021 (Attachment 10). The noise analysis evaluated noise impacts to the Project associated with traffic on adjacent roadways. Noise levels were compared to applicable City of Folsom noise standards for acceptable noise exposure on the Project site. Noise generated by the Project, including construction activities, operational noise, and on-site circulation was evaluated.

Two aspects of noise impacts were evaluated relative to the proposed subdivision, noise directed at the proposed project, and noise caused by the proposed project. As noted previously, the predominant existing noise sources in the project vicinity that cause an impact to the project site are from vehicles traveling on Mangini Parkway, East Bidwell Street, and the Connector Roadway (A Street) as well as background noises from existing and future adjacent nearby uses. Potential noise impacts that might result from the Mangini Ranch Phase 3 Subdivision Project are construction-related activities and operational activities. Construction-related noise would have a short-term effect, while operational noise would continue throughout the lifetime of the Project.

The Noise Element of the City of Folsom General Plan regulates noise emissions from public roadway traffic on new development of residential or other noise sensitive land uses. The Noise Element states that noise from traffic on public roadways shall not

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exceed 60 dB DNL exterior noise CNEL for outdoor use areas and 45 CNEL for interior areas. Future traffic noise levels at the outdoor activity areas of the single-family residential lots proposed near East Bidwell Street, Mangini Parkway, and the Northern Connector (A Drive) are predicted to exceed the General Plan exterior noise level standard.

To achieve compliance with the General Plan exterior noise standards, the Noise Analysis recommends the placement of several barriers (sound walls) on East Bidwell Street, Mangini Parkway and the Connector Roadway (Road A), as shown in red, purple and green on Figure 11. Red and purple denotes a 6-foot soundwall, and green an 8-foot tall soundwall. The yellow highlighting on Figure 11 indicates locations where residential units should include window upgrades and air conditioning on the second floors so that windows can remain closed at the owner's discretion. The Noise Analysis recommendations are included as Condition No 36 of the SLVTM.

FIGURE 12: RECOMMENDED SOUNDWALL LOCATIONS



Construction of the Mangini Ranch Phase 3 Subdivision would temporarily increase noise levels in the project vicinity during the construction period. Construction activities,

including site clearing, excavation, grading, building construction, and paving, would be considered an intermittent noise impact throughout the construction period of the project. The City's Noise Ordinance excludes construction activities from meeting the General Plan Noise Element standards, provided that all phases of construction are limited to the hours between 7:00 a.m. and 6:00 p.m. on weekdays, and between 8:00 a.m. and 5:00 p.m. on Saturdays. To ensure compliance with the City's Noise Control Ordinance and General Plan Noise Element, staff recommends that hours of construction operation 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 with no construction permitted on Sundays or holidays. In addition, staff recommends that construction equipment be muffled and shrouded to minimize noise levels. Condition No. 55-21 is included to reflect these requirements.

F. Water Supply

The Mangini Ranch Phase 3 Project is consistent with Folsom Plan Area Specific Plan and Folsom Plan Area EIR/EIS. Accordingly, the proposed project's water demand can be accommodated by the City's existing water supply allocated to serve the Folsom Plan Area.

G. Conformance with Relevant General Plan and Folsom Plan Area Specific Plan Objectives and Policies

The Applicant prepared a detailed analysis of the Project's consistency with all the policies in the FPASP (Attachment 8). Staff concurs with the Applicant's analysis that the Project is consistent with the policies of the FPASP.

The following is a summary analysis of the Project's consistency with the Folsom General Plan and key policies of the FPASP.

GP and SP OBJECTIVE H-1 (Housing)

To provide an adequate supply of suitable sites for the development of a range of housing types to meet the housing needs of all segments of the population.

GP and SP POLICY H-1.1

The City shall ensure that sufficient land is designated and zoned in a range of residential densities to accommodate the City's regional share of housing.

Analysis: The City provides residential lands at a variety of residential densities as specified in the General Plan and in the Folsom Municipal Code. The FPASP includes specialized zoning (Specific Plan Designations) that are customized to the Plan Area as adopted in 2011 and as amended over time. The FPASP provides residential lands in a range of densities.

The Mangini Ranch Phase 3 Subdivision Project SLVTSM is consistent with the density range for the MLD (7 to 12 units per acre) and SFHD (4 to 7 dwelling units

per acre) designations.

SP POLICY 4.1

Create pedestrian-oriented neighborhoods using a grid system of streets where feasible, sidewalks, bike paths and trails. Residential neighborhoods shall be linked, where appropriate, to encourage pedestrian and bicycle travel.

Analysis: The Mangini Ranch Phase 3 Subdivision Project proposes traditional single-family neighborhoods with a grid system of local streets provided with sidewalks on both sides of the street. Biking and walking will be accommodated within the Project on sidewalks, Class I trails, and within the pedestrian paseo. A Class I trail will be provided within the open space corridor traversing the southeast portion of the Project. On-street Class II and Class III bicycle lanes will also connect nearby neighborhoods, parks, schools, with Class I bicycle trails.

SP POLICY 4.4

Provide a variety of housing opportunities for residents to participate in the home-ownership market.

Analysis: The FPASP provides home ownership opportunities within the SF (Single-Family), SFHD (Single-Family High Density), and MLD (Multi-Family Low Density) land use designated areas. Residential development in the MLD (Multi-Family Low Density), MMD (Multi-Family Medium Density), MHD (Multi-Family High Density) and MU (Mixed-Use) land use categories may provide 'for rent' opportunities; however, home ownership may also be accommodated in 'for sale' condos, townhomes, etc. at the time of development.

The Mangini Ranch Phase 3 Subdivision Project is consistent with this policy in that it will provide detached single family home ownership opportunities within the MLD and SFHD designations. The Project provides additional housing supply in the City of Folsom, proximate to schools, park, trails, commercial services and other amenities that serve residents.

SP POLICY 4.6

As established by the FPASP, the total number of dwelling units for the Plan Area shall not exceed 11,461. The number of units within individual land use parcels may vary, so long as the number of units falls within the allowable density range for a particular land use designation.

Analysis: There have been several Specific Plan Amendments approved by the City Council which have increased residentially zoned land and a decreased commercially zoned land in the FPASP. As a result, the number of residential units within the Plan Area increased from 10,210 to 11,461. The various Specific Plan Amendment EIRs and Addenda analyzed impacts from the conversion of the commercial lands to residential lands; impacts and associated mitigations

measures can be found in the individual project-specific environmental documents. The increase in population was analyzed and can be accommodated in the excess capacity of the school sites provided in the Plan Area.

The proposed Project does not result in any change in total dwelling units in the FPASP. The Project proposes a MAM to transfer residential units among parcels within the Project boundary, but the overall unit allocation will remain the same. The reallocation of units to these parcels will not exceed the allowable density for the parcels.

SP OBJECTIVE 7.1 (Circulation)

Consistent with the California Complete Streets Act of 2008 and the Sustainable Communities and Climate Protection Act (SB 375), create a safe and efficient circulation system for all modes of travel.

SP POLICY 7.1

The roadway network in the Plan Area shall be organized in a grid-like pattern of streets and blocks, except where topography and natural features make it infeasible, for the majority of the Plan Area in order to create neighborhoods that encourage walking, biking, public transit, and other alternative modes of transportation.

Analysis: Consistent with the requirements of the California Complete Streets Act, the FPASP identified and planned for hierarchy of connect “complete streets” to ensure that pedestrian, bike, bus, and automobile modes are travel are designed to have direct and continuous connections throughout the Plan Area. Every option, from regional connector roadways to arterial and local streets, has been carefully planned and designed. Recent California legislation to reduce greenhouse gas emissions (AB 32 and SB 375) has resulted in an increased market demand for public transit and housing located closer to service needs and employment centers. In response to these changes, the FPASP includes a regional transit corridor that will provide public transportation links between the major commercial, public, and multi-family residential land uses in the Plan Area.

The Mangini Ranch Phase 3 Subdivision Project has been designed with multiple modes of transportation options (vehicles, bicycle, walking, access to transit and a Class I trail) and an internal street in a grid pattern consistent with the approved FPASP circulation plan.

SP POLICY 4.9 (PARKS)

Subdivisions of 200 dwellings units or more not immediately adjacent to a neighborhood or community park are encouraged to develop one or more local parks as needed to provide convenient resident access to children’s play areas, picnic areas and unprogrammed open turf area. If provided, these local parks shall be maintained by a

landscape and lighting district or homeowner's association and shall not receive or provide substitute park land dedication credit for parks required by the FPASP.

Analysis: The Project is generally consistent with this policy. The LLVTSM provides a 10.6-acre Neighborhood Park (Lot 10, Parcel 164). Condition 8 requires the Applicant to dedicate the park site to the City. The Project further subdivides the parcels into 260 residential lots with the SLVTSM. While Villages 1 through 4 in the SLVTSM are not immediately adjacent to a neighborhood or community park, the Project provides pedestrian connections to the park via the trail system.

H. Design Review

The project proposes includes a LLVTSM and SLVTSM to subdivide the property and no specific development is proposed at this time. Future development proposals will require Design Review to evaluate consistency with development standards and architectural guidelines. Because the area is within the Mangini Ranch portion of the FPASP, the development in the Project is subject to the Folsom Ranch Central District Design Guidelines (Attachment 11). The Central District Design Guidelines are complementary to the Folsom Plan Area Specific Plan Community Design Guidelines.

The purpose of the Central District Design Guidelines is to ensure development:

- Creates a community that encourages interaction and evokes a "pride of place" where people want to live.
- Encourage linkages and connectivity through land use adjacencies, trails, and open space.
- Create a variety of walkable neighborhoods.
- Encourage physical, social, and economic diversity.
- Integrate environmentally responsible practices.

The proposed subdivision maps and Minor Administrative Modifications are consistent with these goals.

I. Inclusionary Housing

The Applicant proposes to comply with Folsom Municipal Code Chapter 17.104 (Inclusionary Housing) by paying in-lieu fees per Municipal Code Section 17.104.060(G). (See the Applicant's Inclusionary Housing letter, included as Attachment 16 to this staff report). Homes within the subdivision will be sold at market prices. Fees paid by the applicant will help provide affordable housing elsewhere in the city. The applicant is required to enter into an Inclusionary Housing Agreement with the City. The Final Inclusionary Housing Plan is subject to approval by the City Council. In addition, the Inclusionary Housing Agreement, which will be approved by the City Attorney, must be

executed prior to recordation of the Final Map for the Mangini Ranch Phase 3 Subdivision project. Condition No. 43 is included to reflect these requirements.

ENVIRONMENTAL REVIEW

The California Environmental Quality Act (CEQA) provides that residential Projects which are consistent with an approved Specific Plan for which an EIR was prepared are exempt from a requirement to prepare additional environmental analysis. CEQA Guidelines section 15182(c) provides specific criteria to determine whether this exemption applies:

(c) Residential Projects Implementing Specific Plans.

(1) Eligibility. Where a public agency has prepared an EIR on a specific plan after January 1, 1980, a residential Project undertaken pursuant to and in conformity to that specific plan is exempt from CEQA if the Project meets the requirements of this section. Residential Projects covered by this section include but are not limited to land subdivisions, zoning changes, and residential planned unit developments. [CEQA Guidelines section 15182]

The Applicant has prepared an analysis (Attachment 11) which determined that the Mangini Ranch Phase 3 Subdivision Project qualifies for the exemption provided in CEQA Guidelines 15182(c), since it is consistent with the Folsom Plan Area Specific Plan.

The analysis also includes a review of the impacts and mitigation measures addressed in the EIR for the FPASP, which concluded that the Project will not result in any impacts not already identified, and that mitigation measures in the EIR will be sufficient to address Project impacts. None of the events described in CEQA Guidelines 15162 which would require preparation of a subsequent EIR (substantial changes to the Project, substantial changes in the circumstances under which the Project is undertaken, or new information of substantial performance) have occurred, as detailed in the CEQA Exemption Analysis (Attachment 11).

The City has reviewed the analysis and concurs that the Project is exempt from additional environmental review as provided in CEQA Guidelines 15182(c).

RECOMMENDATION/PLANNING COMMISSION ACTION

Move to recommend that the City Council:

- Approve the CEQA Exemption for the proposed Project pursuant to CEQA Guidelines section 15182(c).

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- Approve the Mangini Ranch Phase 3 Large Lot Vesting Tentative Subdivision Map creating fourteen (14) large lot parcels.
- Approve the Mangini Ranch Phase 3 Small Lot Vesting Tentative Subdivision Map creating 260 single-family residential lots, three (3) open space parcels, eight (8) lettered landscape lots, and one (1) paseo lot.
- Approve a Minor Administrative Modification to transfer 25 allocated dwelling units among parcels within the Project.
- Approve a Minor Administrative Modification to refine land use boundaries for the purpose of maximizing development efficiencies, avoiding natural resources, and accommodating a Class I trail.

These approvals are subject to the proposed findings below (Findings A-W) and the recommended conditions of approval for the Large Lot Vesting Tentative Subdivision Map (Conditions 1-11) and the conditions for the Small Lot Vesting Tentative Subdivision Map (Conditions 1-55) 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 GENERALLY CONSISTENT WITH THE GENERAL PLAN, AND THE FOLSOM PLAN AREA SPECIFIC PLAN AS AMENDED.

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 HAS DETERMINED THAT THE MANGINI RANCH PHASE 3 SUBDIVISION PROJECT IS UNDERTAKEN TO IMPLEMENT AND IS CONSISTENT WITH THE FOLSOM PLAN AREA SPECIFIC PLAN.
- E. THE CITY HAS DETERMINED THAT THE IMPACTS OF THE MANGINI RANCH PHASE 3 SUBDIVISION PROJECT ARE ADEQUATELY ADDRESSED BY THE FINAL ENVIRONMENTAL IMPACT REPORT FOR THE FOLSOM PLAN AREA SPECIFIC PLAN AND ASSOCIATED MITIGATION MEASURES AND THAT THE MANGINI RANCH PHASE 3 SUBDIVISION PROJECT IS EXEMPT FROM THE REQUIREMENTS OF CEQA PURSUANT TO GOVERNMENT CODE SECTION

65457 AND CEQA GUIDELINES 15182(c).

- F. NONE OF THE EVENTS SPECIFIED IN SECTION 21166 OF THE PUBLIC RESOURCES CODE OR SECTION 15162 OF THE CEQA GUIDELINES HAVE OCCURRED.
- G. THIS PROJECT IS EXEMPT FROM CEQA IN ACCORDANCE WITH GOVERNMENT CODE SECTION 65457 AND SECTION 15182 OF THE CEQA GUIDELINES.

LARGE LOT VESTING TENTATIVE SUBDIVISION MAP FINDINGS

- H. THE PROPOSED LARGE 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.
- I. THE PROPOSED SUBDIVISION, TOGETHER WITH THE PROVISIONS FOR ITS DESIGN AND IMPROVEMENT, IS CONSISTENT WITH THE GENERAL PLAN (AS AMENDED), THE FOLSOM PLAN AREA SPECIFIC PLAN (AS AMENDED), AND ALL APPLICABLE PROVISIONS OF THE FOLSOM MUNICIPAL CODE.
- J. THE SITE IS PHYSICALLY SUITABLE FOR THE TYPE OF DEVELOPMENT PROPOSED.
- K. THE SITE IS PHYSICALLY SUITABLE FOR THE PROPOSED DENSITY OF THE DEVELOPMENT.
- L. AS CONDITIONED, THE DESIGN OF THE LARGE LOT VESTING TENTATIVE SUBDIVISION MAP AND THE PROPOSED IMPROVEMENTS ARE NOT LIKELY TO CAUSE SUBSTANTIAL ENVIRONMENTAL DAMAGE OR SUBSTANTIALLY AND AVOIDABLY INJURY FISH OR WILDLIFE OR THEIR HABITAT.
- M. AS CONDITIONED, THE DESIGN OF THE LARGE LOT VESTING TENTATIVE SUBDIVISION MAP AND THE PROPOSED IMPROVEMENTS ARE NOT LIKELY TO CAUSE SERIOUS PUBLIC HEALTH OR SAFETY PROBLEMS.
- N. THE DESIGN OF THE LARGE 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.
- O. 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).

- P. THE PROJECT IS CONSISTENT WITH THE FOLSOM PLAN AREA SPECIFIC PLAN AND FOLSOM PLAN AREA EIR/EIS. ACCORDING TO THE PROPOSED PROJECT'S WATER DEMAND CAN BE ACCOMMODATED BY THE CITY'S EXISTING WATER SUPPLY ALLOCATED TO SERVE THE FOLSOM PLAN AREA.

SMALL LOT VESTING TENTATIVE SUBDIVISION MAP FINDINGS

- Q. 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.
- R. THE PROPOSED SUBDIVISION, TOGETHER WITH THE PROVISIONS FOR ITS DESIGN AND IMPROVEMENT, IS CONSISTENT WITH THE GENERAL PLAN (AS AMENDED), THE FOLSOM PLAN AREA SPECIFIC PLAN (AS AMENDED), AND ALL APPLICABLE PROVISIONS OF THE FOLSOM MUNICIPAL CODE.
- S. THE SITE IS PHYSICALLY SUITABLE FOR THE TYPE OF DEVELOPMENT PROPOSED.
- T. THE SITE IS PHYSICALLY SUITABLE FOR THE PROPOSED DENSITY OF THE DEVELOPMENT.
- U. AS CONDITIONED, THE DESIGN OF THE SMALL LOT VESTING TENTATIVE SUBDIVISION MAP AND THE PROPOSED IMPROVEMENTS ARE NOT LIKELY TO CAUSE SUBSTANTIAL ENVIRONMENTAL DAMAGE OR SUBSTANTIALLY AND AVOIDABLY INJURY FISH OR WILDLIFE OR THEIR HABITAT.
- V. AS CONDITIONED, 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.
- W. 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.

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- X. 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).

- Y. THE PROJECT IS CONSISTENT WITH THE FOLSOM PLAN AREA SPECIFIC PLAN AND FOLSOM PLAN AREA EIR/EIS. ACCORDING THE PROPOSED PROJECT'S WATER DEMAND CAN BE ACCOMODATED BY THE CITY'S EXISTING WATER SUPPLY ALLOCATED TO SERVE THE FOLSOM PLAN AREA.

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Attachment 4

Conditions of Approval

Large Lot Vesting Tentative Subdivision Map

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PN 20-254 Mangini Ranch Phase 3 LLVTSM Conditions				
	Mitigation Measure	Condition/Mitigation Measure	When Required	Responsible Department
1.		<p>90 Day Protest Period The conditions of project approval set forth herein include certain fees, dedication requirements, reservation requirements, and other exactions. Pursuant to Government Code Section 66020(d), these conditions constitute written notice of the amount of such fees, and a description of the dedications, reservations, and other exactions.</p> <p>The Applicant is hereby notified that the 90-day protest period, commencing from the date of approval of the project, has begun. If the Applicant fails to file a protest regarding any of the fees, dedication requirements, reservation requirements or other exaction contained in this notice, complying with all the requirements of Government Code Section 66020, the Applicant will be legally barred from later challenging such exactions.</p>	M	CD (E) (P)
2		<p>Final Map The Applicant shall submit final maps to the Community Development Department that shall substantially conform to the exhibits referenced below:</p> <ul style="list-style-type: none"> • Phased Large Lot Vesting Tentative Subdivision Map, dated, May 10, 2021. 	M	CD (E) (P)
3.		<p>Development Rights The approval of this vesting large lot tentative subdivision map and the recording of any vesting large lot final map does not convey any right to develop. Processing and approval of a small lot tentative subdivision map or maps and/or planned development</p>	M	CD (E) (P)

		permit applications shall be required prior to grading (with the exception of the School site on Lots 11 and 12 which may be graded), construction or development of any of the parcels created by this vesting large lot tentative subdivision map. As a condition of the small lot tentative subdivision map or maps and/or design review approval, the City shall identify improvements necessary to develop the subject parcel. These improvements may include on and off-site roadways, water, sewer, storm drainage, landscaping, sound-walls, and other similar improvements.		
	Mitigation Measure	Condition/Mitigation Measure	When Required	Responsible Department
4		Street Names The Applicant shall select street names from the City's approved list or subsequently approved by the Planning Commission and shall be used for the large lot final map.	M	CD (E) (P)
5.		Public Right of Way Dedication As provided for in the Amended and Restated Development Agreement and the First Amendment thereto, the Owner/Applicant shall dedicate all public rights-of-way (Savannah Parkway, East Bidwell Street, and Mangini Parkway, etc.) and corresponding public utility easements such that public access is provided to each and every lot as shown on the latest version of the Large Lot Vesting Tentative Subdivision Map.	M	CD (E) (P)
6.		FMC Compliance The final map shall comply with the Folsom Municipal Code.	M	CD (E)
7.		Single Phase The final map shall be recorded in one phase.	M	CD(E)
8		Parks and Recreation The following measure shall be implemented to the satisfaction of the Parks and Recreation Department:	I	P&R

		<ol style="list-style-type: none"> 1. The Owner/Applicant will dedicate the proposed neighborhood park site NP-4 (Lot 10) consistent with the provisions of the Amended Restated Development Agreement for the Folsom Plan Area; however, the Owner/Applicant will receive no parkland dedication credit for land with development constraints (per FMC Chapter 16.32.040 Paragraph G). Any deficiency in the proposed parkland dedication per the FMC shall require modification to Tentative and Final Subdivision Maps to provide an 11.4-acre (net) park site to the satisfaction of the Parks and Recreation Director. 2. Preparation of an NP-4 conceptual site diagram utilizing programmed elements from the Parks and Rec Master Plan to the satisfaction of the Parks and Recreation Director. 3. Rough grading of the NP-4 Park parcel consistent with the conceptual site diagram. 4. Applicant shall provide to the City an "As Built" topographic survey in an electronic file compatible with AutoCAD upon completion of the rough grading. 5. All subdivision utilities shall be brought into the park site by the Applicant at a location coordinated with Parks and Recreation staff and approved by the Parks and Recreation Director. 		
9.		<p>Schools The Owner/Applicant will ensure the proposed 12.9-acre Elementary School site (Lot 11) is dedicated to the satisfaction of the School District, consistent with the provisions of the Amended Restated Development Agreement for the Folsom Plan area.</p>	M	CD (E)
10.		<p>Schools The Owner/Applicant will ensure the proposed 24.1-acre Middle School site (Lot 12) is dedicated to the satisfaction of the School District, consistent with the provisions of the Amended Restated</p>	M	CD (E)

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		Development Agreement for the Folsom Plan area.		
11.		Validity Pursuant to Government Code Section 66452.6, this approval shall be valid for a minimum term equal to the remaining term of the Development Agreement for the project, or for a period of thirty-six months, whichever is longer, but in no event for a shorter period than the maximum period of time permitted by the Subdivision Map Act.	M	CD(E)

Attachment 5

Conditions of Approval
Small Lot Vesting Tentative Subdivision Map

CONDITIONS OF APPROVAL FOR THE MANGINI RANCH PHASE 3 SUBDIVISION (PN 20-254) NORTHEAST CORNER OF THE INTERSECTION OF EAST BIDWELL STREET AND SAVANNAH PARKWAY SMALL LOT VESTING TENTATIVE SUBDIVISION MAP AND MINOR ADMINISTRATIVE MODIFICATIONS				
Condition No.	Mitigation Measure	Condition of Approval	When Required	Responsible Department
1.		<i>Large Lot Vesting Tentative Subdivision Map</i> Approval of the Small Lot Vesting Tentative Subdivision Map is subject to the approval of the Proposed Large Lot Vesting Tentative Subdivision Map, dated May 10, 2021.	I	CD (P)(E)
2.		<i>Design Review</i> At the time specific development is proposed the Applicant shall apply for Design Review.	OG	CD (P)(E)
3.		<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: <ol style="list-style-type: none"> 1. Small Lot Vesting Tentative Subdivision Map, dated May 10, 2021 2. Preliminary Grading and Drainage Plan, dated May 10, 2021 3. Preliminary Utility Plan, dated May 10, 2021 4. Access and Circulation Analysis, dated May 4, 2021 5. Environmental Noise Analysis, dated May, 2021 The Small Lot Vesting Tentative Subdivision Maps are approved for the development of a 260-unit single-family residential subdivision (Mangini Ranch Phase 3 Subdivision). Implementation of the Project shall be consistent with the above referenced items and these conditions of approval.	G, I, M, B	CD (P) E
4.		<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.	G, I	CD (E)

5.		<p>Validity This approval of the Small Lot Vesting Tentative Subdivision Map shall be valid for a period of twenty-four (24) months pursuant to Section 16.16.110A of the Folsom Municipal Code and the Subdivision Map Act. The term of the approved Inclusionary Housing Agreement shall track the term of the Small Lot Vesting Tentative Subdivision Map, as may be extended from time to time pursuant to Section 16.16.110.A and 16.16.120 of the Folsom Municipal Code and the Subdivision Map Act.</p>	M	CD (P)
6.		<p>FMC Compliance The Small Lot Final Map shall comply with the Folsom Municipal Code and the Subdivision Map Act.</p>	I	CD (E)
7.		<p>Development Rights The approval of this Small Lot Vesting Tentative Subdivision Map conveys the right to develop. As noted in these conditions of approval for the Small Lot Vesting Tentative Subdivision Map, the City has identified improvements necessary to develop the subject parcels. These improvements include on and off-site roadways, water, sewer, storm drainage, landscaping, sound walls, and other improvements.</p>	OG	CD (P)(E)(B) PW, PR, FD, PD
8.		<p>Public Right of Way Dedication As provided for in the First Amended and Restated Development Agreement (ARDA) and the Amendments No. 1 and 2 thereto, and any approved amendments thereafter, the Owner/Applicant shall dedicate all public rights-of-way and corresponding public utility easements such that public access is provided to each and every lot within the Mangini Ranch Phase 3 Subdivision Project as shown on the Small Lot Vesting Tentative Subdivision Map (Lots 1-118).</p>	M	CD (E)(P)
9.		<p>Street Names The Applicant shall select street names from the City's approved list or subsequently approved by the Planning Commission and shall be used for the small lot final map.</p>	M	CD (E)(P)

<p>10.</p>		<p>Indemnity for City 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>	<p>OG</p>	<p>CD (P)(E)(B) PW, PR, FD, PD</p>
<p>11.</p>		<p>Small Lot Vesting Tentative Subdivision Map The Small Lot Vesting Tentative Subdivision map is expressly conditioned upon compliance with all environmental mitigation measures identified in the Folsom Plan Area Specific Plan EIR/EIS as amended by the Revised Proposed Water Supply Facility Alternative (November 2012), the Folsom South of U.S. Highway 50 Backbone Infrastructure Mitigated Negative Declaration (December 2014), and the Westland Eagle Specific Plan Amendment (September 2015).</p>	<p>OG</p>	<p>CD</p>

12.		<p>ARDA and Amendments The Owner/Applicant shall comply with all provisions of Amendments No. 1 and 2 to the First Amended and Restated Tier 1 Development Agreement and any approved amendments thereafter by and between the City and the Owner/Applicant of the Project.</p>	M	CD (E)
13.	✓	<p>Mitigation Monitoring The Owner/Applicant shall 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).</p>	OG	CD (P)
14.		<p>The Owner/Applicant acknowledges that the State adopted amendments to Section 65850 of the California Government Code (specifically Section 65850(9)), effective January 1, 2018, to allow for the implementation of inclusionary housing requirements in residential rental units, upon adoption of an ordinance by the City. The Landowner is not currently contemplating any residential rental Projects within the Subject Property; however, in the event the City amends its Inclusionary Housing Ordinance with respect to rental housing pursuant to Section 65850(9), Landowner (or successor in interest) agrees that the Subject Property shall be subject to said City Ordinance, as amended, should any residential rental Project be proposed within the Subject Property.</p>	OG	CD (P)

POLICE/SECURITY REQUIREMENT				
15.		<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				
16.		<p>Taxes and Fees 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 Amendments No. 1 and No. 2 to the Amended and Restated Tier 1 Development Agreement.</p>	M	CD (P)(E)
17.		<p>Assessments If applicable, the Owner/Applicant shall pay off any existing assessments against the property, or file necessary segregation request and pay applicable fees.</p>	M	CD (E)

<p>18.</p>		<p>FPASP Development Impact Fees 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 (July 1, 2020), or otherwise shall be governed by the terms of Amendments No. 1 and 2 to ARDA. The fees shall be calculated at the fee rate set forth in the PFFP and the ARDA.</p>	<p>B</p>	<p>CD (P), PW, PK</p>
<p>19.</p>		<p>Legal Counsel 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>	<p>OG</p>	<p>CD (P)(E)</p>

20.	<p>Consultant Services 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)
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GRADING PERMIT REQUIREMENTS			
21.	<p>Mine Shaft Remediation 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)

22.		<p>Prepare Traffic Control Plan. Prior to construction, a Traffic Control Plan for roadways and intersections affected by construction shall be prepared by the Owner/Applicant. The Traffic Control Plan prepared by the Owner/Applicant 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 City 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)
23.		<p>State and Federal Permits 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)
24.		<p>Landslide /Slope Failure The Owner/Applicant shall retain an appropriately licensed engineer during 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

IMPROVEMENT PLAN REQUIREMENTS				
25.		<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)
26.		<p>Standard Construction Specifications and Details 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>Standard Construction Specifications and Details</u> and the <u>Design and Procedures Manual and Improvement Standards</u>.</p>	I	CD (P)(E)
27.		<p>Water and Sewer Infrastructure 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 shall 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. 	I	CD (E)

28.		<p>SMUD Requirements</p> <ol style="list-style-type: none">1. Structural setbacks less than 14-feet shall require the Applicant to conduct a pre-engineering meeting with all utilities to ensure property clearances are maintained.2. Any necessary future SMUD facilities located on the Applicant's property shall require a dedicated SMUD easement. This will be determined prior to SMUD performing work on the Applicant's property.3. In the event the Applicant requires the relocation or removal of existing SMUD facilities on or adjacent to the subject property, the Applicant shall coordinate with SMUD. The Applicant shall be responsible for the cost of relocation or removal.4. SMUD reserves the right to use any portion of its easements on or adjacent to the subject property that it reasonably needs and shall not be responsible for any damages to the developed property within said easement that unreasonably interferes with those needs.5. The Applicant shall not place any building foundations within 5-feet of any SMUD trench to maintain adequate trench integrity. The Applicant shall verify specific clearance requirements for other utilities (e.g., Gas, Telephone, etc.).6. In the event the City requires an Irrevocable Offer of Dedication (IOD) for future roadway improvements, the Applicant shall dedicate a 12.5-foot public utility easement (PUE) for overhead and/or underground facilities and appurtenances adjacent to the City's IOD.7. The Applicant shall comply with SMUD siting requirements (e.g., panel size/location, clearances from SMUD equipment, transformer location, service conductors).		
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29.		<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 Ranch Central District 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, earth toned 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)
30.		<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 the final map.</p>	M	CD (P)(E)
31.		<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)

32.		<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>	M	CD (E)
33.		<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
34.		<p>Class I Multi-purpose trail Dedicate land for the Class I multi-purpose trail subject to the satisfaction of the City within Lot A.</p> <p>Class II Bike Lanes All Class II bike lanes (East Bidwell Street and Mangini Parkway) shall be striped, and the legends painted to the satisfaction of the Community Development Department. No parking shall be permitted within the Class II bike lanes.</p>	I	CD (E)(P)
35.		<p>Separated Sidewalks A Homeowner's Association shall maintain the landscape between the separated sidewalk and curb on residential streets. In the event a Homeowners Association is not provided, the residential street section shall be modified to a section that includes attached sidewalks.</p>	I	CD (E)(P)

36.		<p>Noise Barriers and Window Assemblies Based on the Environmental Noise Assessment (the "Traffic Noise Assessment, Mangini Ranch Phase 3") prepared by Bollard Acoustical Consultants on May 10, 2021 and included in the staff report as Attachment no. 13, the following measures shall be implemented to the satisfaction of the Community Development Department:</p> <ol style="list-style-type: none">1. To comply with the General Plan 60 and 65 dB DNL exterior noise level standards for single- and multi-family residential uses (respectively), traffic noise barriers ranging from 6 to 8 feet in height relative to backyard elevation would be required. The heights and locations of the noise barriers are illustrated on Figure 2. Barrier insertion loss calculation worksheets are provided as Appendix C. The traffic noise barriers could take the form of masonry wall, earthen berm, or a combination of the two. Other materials may be acceptable but should be reviewed by an acoustical consultant prior to use.2. To ensure compliance with the General Plan 45 dB DNL interior noise level standard with a factor of safety, it is recommended that all upper-floor bedroom window assemblies of residences constructed on the lots identified on Figure 2 from which the adjacent roadways would be visible be upgraded to a minimum STC rating of 32.3. Air conditioning shall be provided for all residences that back up to East Bidwell Street, Road A and Mangini Parkway (Village 1 lots 21-30, Village 3 lots 12 and 33-36, and Village 4 lots 1 and 24 -42) of the development so that windows can be kept closed at the occupant's discretion to control interior noise. These conclusions are based on the traffic assumptions cited in Appendix B, the project site plans and grading plans (dated May 10, 2021), and on noise reduction data for standard construction.	I, O	CD (E)(P)
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37.	<p>Master Plan Updates 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	CD(E), EWR, PW
38.	<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>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>	G, I	CD (E)
39.	<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 official start of the rainy season (October 15).</p>	OG	CD (E)

FIRE DEPT REQUIREMENTS				
40.		<p>All-Weather Access and Fire Hydrants 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 Department. 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 Department. (All-weather access is defined as six inches of compacted aggregate base from May 1 to September 30 and two inches asphalt concrete over six inches aggregate base from October 1 to April 30). The buildings 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 Department.</p> <ul style="list-style-type: none"> • Residential Fire-Flow with Automatic Fire Sprinkler System: The required fire-flow for the proposed subdivision is determined to be 500 gpm per minute for 30 minutes. • All public streets shall meet City of Folsom Street Standards. • 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). • 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 may be required to 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

Planning Commission
Mangini Ranch Phase 3 Subdivision (PN 20-254)
May 19, 2021

LANDSCAPE/TREE PRESERVATION REQUIREMENTS

41.		<p>Landscaping Plans</p> <p>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. Said plans shall include all on-site landscape specifications and details including a tree planting exhibit demonstrating sufficient diversity and appropriate species selection to the satisfaction of the Community Development Department. The tree exhibit shall include all street trees, accent trees, parking lot shading trees, and mitigation trees proposed within the development. Said plans 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. The Owner/Applicant shall comply with city-wide landscape rules or regulations on water usage. 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 on all landscaping in the Mangini Ranch Phase 3 Subdivision Project.</p> <p>In addition, the project shall comply with the following requirements:</p> <ol style="list-style-type: none"> 1. At the time specific development is proposed, detailed landscape improvements along the Class 1 Trail (Lot A) shall be provided 	I, B	CD (P)(E)
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		<p>subject to the satisfaction of the City including the placement of the trail, fencing, benches or other amenities.</p> <p>2. A pedestrian connection linking Road "F" to Mangini Parkway shall be provided in Lot B, at the time specific development is proposed.</p>		
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MAP REQUIREMENTS				
42.		<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)
43.		<p><i>Inclusionary Housing Plan</i> Inclusionary Housing Plan shall be approved by the City Council. The Inclusionary Housing Agreement, which will be approved by the City Attorney, shall be executed prior to recordation of the Final Map for the Mangini Ranch Phase 3 Subdivision Project.</p>	M	CD (P)(E)

<p>44.</p>		<p>Department of Real Estate Public Report The Owner/Applicant shall disclose to the homebuyers in the Department of Real Estate Public Report and/or the CC&R's the following items:</p> <ol style="list-style-type: none"> 1) Future public schools are located in 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) Future Fire and Police stations are located adjacent to the Project site and may include facilities and equipment that generate noise and light impacts during various times, including but not limited to evening and nighttime hours. 3) The soil in the subdivision may contain naturally occurring asbestos and naturally occurring arsenic. 4) 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. 5) The Project site is located close to the Mather Airport flight path and overflight noise may be present at various times. 6) 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 	<p>M</p>	<p>CD (P, PK)</p>
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		<p>Sacramento concerning any such property within the County zoned for agricultural uses within one mile of the subject property being transferred.</p>		
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45.		<p>Public Utility Easements The Owner/Applicant shall dedicate public utility easements for underground facilities on properties adjacent to the public and private 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 public and private 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)
46.		<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 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 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)
47.		<p>New Permanent Benchmarks 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 Project/subdivision 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)

48.		<p>Centralized Mail Delivery Units 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)
49.		<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. The exception to this requirement is model homes. Building permits for model homes only may be issued prior to recording of the Final Map, subject to approval by the Community Development Department.</p>	B	CD (E)
50.		<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
51.		<p>Credit Reimbursement Agreement Prior to the recordation of the first Small-Lot 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)
TRAFFIC/ACCESS/CIRCULATION/PARKING REQUIREMENTS				
52.		<p>The following conditions of approval are related to roadway and traffic related improvements for the Mangini Phase 3 Subdivision Project:</p>	B	CD E, PW, FD

		<ul style="list-style-type: none"> • The Project shall construct two-way vehicle circulation along the surrounding roadways, namely the Northern Connector Road (A Drive), D Drive, and C Drive (see Exhibit 1 of Traffic and Circulation Analysis dated May 4, 2021). The Project shall provide these two-way roadway facilities to allow for adequate circulation directly related to the Project. • The access on the north end of E Drive at East Bidwell Street shall be an emergency vehicle access (EVA). • A full access, side street stop-controlled intersection shall be constructed at E Drive and Mangini Parkway. • The northbound East Bidwell Street left-turn to the Northern Connector Road shall be constructed with at least 315-feet (255-foot deceleration plus 60-foot bay taper). • A southbound deceleration taper/flare or lane (subject to City specification) shall be constructed at the East Bidwell Street intersection with the Northern Connector Road. • The B Drive intersection with the Northern Connector Road is anticipated to operate adequately with side street stop controlled and without dedicated turn pockets. Adequate sight distance shall be provided and maintained. 	<p>I,B</p>	<p>CD, E, PW, FD</p>
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ARCHITECTURE/SITE DESIGN REQUIREMENTS				
53.		<i>Trash/Recycling Containers and Air Conditioner Screening</i> Trash, recycling, and yard waste containers shall be placed behind the side yard fence so that they are not visible from the public right-of-way to the satisfaction of the Community Development Department. In addition, air conditioning units shall also be placed behind the side yard fence or located in the rear yard so that they are not visible from the public right-of-way to the satisfaction of the Community Development Department.	OG	CD (P) (E)

MITIGATION MEASURES

54.	✓	Mangini Phase 3 Subdivision Mitigation Monitoring Reporting Program (MMRP). The conditions of approval below (numbered 55-1 to 55-89) implement the applicable mitigation measures from the FPASP (May 2011) MMRP, as amended by the Revised Proposed Water Supply Facility Alternative (November 2012), the Folsom South of U.S. Highway 50 Backbone Infrastructure Mitigated Negative Declaration (December 2014), and the Westland Eagle Specific Plan Amendment (September 2015).		
Condition No.	Mitigation Number (Source)	Mitigation Measures	Timing	Responsible Agency

AESTHETICS

55-1	3A.1-4 (FPASP EIR/EIS)	<p>Screen Construction Staging Areas.</p> <p>The Project Applicant(s) for any particular discretionary development application 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 approved by the appropriate agency (identified below) before the approval of grading plans for all Project phases and 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 such visual barriers such as berms or fences. The screen design shall be approved by the appropriate agency to further reduce visual effects to the extent possible.</p> <p>Mitigation for the off-site elements outside of the City of Folsom’s jurisdictional boundaries shall be developed by the Project Applicant(s) of each applicable Project phase in consultation with the affected oversight agency(ies) (i.e., El Dorado and/or Sacramento Counties, and Caltrans) to reduce to the extent feasible the visual effects of construction activities on adjacent Project land uses that have already been developed.</p>	Before approval of grading plans and during construction for all Project phases.	City of Folsom Community Development Department.
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<p>55-2</p>	<p>3A.1-5 (FPASP EIR/EIS)</p>	<p><i>Establish and Require Conformance to Lighting Standards and Prepare and Implement a Lighting Plan.</i></p> <p>To reduce impacts associated with light and glare, the City shall:</p> <ul style="list-style-type: none"> ▶ Establish standards for on-site outdoor lighting to reduce high-intensity nighttime lighting and glare as part of the Folsom Specific Plan design guidelines/standards. Consideration shall be given to design features, namely directional shielding for street lighting, parking lot lighting, and other substantial light sources, that would reduce effects of nighttime lighting. In addition, consideration shall be given to the use of automatic shutoffs or motion sensors for lighting features to further reduce excess nighttime light. ▶ Use shielded or screened public lighting fixtures to prevent the light from shining off of the surface intended to be illuminated. <p>To reduce impacts associated with light and glare, the Project Applicant(s) of all Project phases shall:</p> <ul style="list-style-type: none"> ▶ Shield or screen lighting fixtures to direct the light downward and prevent light spill on adjacent properties. ▶ Flood and area lighting needed for construction activities, nighttime sporting activities, and/or security shall be screened or aimed no higher than 45 degrees above straight down (half-way between straight down and straight to the side) when the source is visible from any off-site residential property or public roadway. ▶ For public lighting in residential neighborhoods, prohibit the use of light fixtures that are of unusually high intensity or brightness (e.g., harsh mercury vapor, low-pressure sodium, or fluorescent bulbs) or that blink or flash. ▶ Use appropriate building materials (such as low-glare glass, low-glare building glaze or finish, neutral, earth-toned 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. 	<p>Before approval of building permits.</p>	<p>City of Folsom Community Development Department</p>
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		<ul style="list-style-type: none"> ▶ Design exterior on-site lighting as an integral part of the building and landscape design in the Folsom Specific Plan area. Lighting fixtures shall be architecturally consistent with the overall site design. ▶ Lighting of off-site facilities within the City of Folsom shall be consistent with the City’s General Plan standards. ▶ Lighting of the off-site detention basin shall be consistent with Sacramento County General Plan standards. <p>A lighting plan for all on- and off-site elements within each agency’s jurisdictional boundaries (specified below) shall be submitted to the relevant jurisdictional agency for review and approval, which shall include the above elements. The lighting plan may be submitted concurrently with other improvement plans and shall be submitted before the installation of any lighting or the approval of building permits for each phase. The Project Applicant(s) for any discretionary development application shall implement the approved lighting plan.</p> <p>Mitigation for the off-site elements outside of the City of Folsom’s jurisdictional boundaries must be coordinated by the Project Applicant(s) of each applicable Project phase with the affected oversight agency(ies) (i.e., El Dorado and/or Sacramento Counties).</p>		
AIR QUALITY				
55-3	3A.2-1a (FPASP EIR/EIS)	<p><i>Implement Measures to Control Air Pollutant Emissions Generated by Construction of On-Site Elements.</i></p> <p>To reduce short-term construction emissions, the Project Applicant(s) for any discretionary development application shall require their contractors to implement SMAQMD’s list of Basic Construction Emission Control Practices, Enhanced Fugitive PM Dust Control Practices, and Enhanced Exhaust Control Practices (list below) in effect at the time individual portions of the site undergo construction. In addition to SMAQMD-recommended</p>	Before the approval of all grading plans by the City and throughout Project construction, where applicable, for all Project phases.	City of Folsom Community Development Department

		<p>measures, construction operations shall comply with all applicable SMAQMD rules and regulations.</p> <p><i>Basic Construction Emission Control Practices</i></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.▶ 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 should be covered.▶ 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 pads should 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 must be checked by a certified mechanic and determine to be running in proper condition before it is operated.		
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		<p><i>Enhanced Fugitive PM Dust Control Practices – Soil Disturbance Areas</i></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.▶ Plant vegetative ground cover (fast-germinating native grass seed) in disturbed areas as soon as possible. Water appropriately until vegetation is established. <p><i>Enhanced Fugitive PM Dust Control Practices – Unpaved Roads</i></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 SMAQMD and the City contact person shall also be posted to ensure compliance. <p><i>Enhanced Exhaust Control Practices</i></p> <ul style="list-style-type: none">▶ The Project shall provide a plan, for approval by the City of Folsom Community Development Department and SMAQMD, demonstrating that the heavy-duty (50 horsepower [hp] or more) 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 and 45% particulate reduction compared to the most current California Air Resources		
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		<p>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. The Project Applicant(s) of each Project phase or its representative shall submit to the City of Folsom Community Development Department and SMAQMD 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 SMAQMD with the anticipated construction timeline including start date, and name and phone number of the Project manager and on-site foreman. SMAQMD's Construction Mitigation Calculator can be used to identify an equipment fleet that achieves this reduction (SMAQMD 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 SMAQMD shall be notified within 48 hours of identification of noncompliant 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. SMAQMD staff and/or other officials may conduct periodic site</p>		
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		<p>inspections to determine compliance. Nothing in this mitigation measure shall supersede other SMAQMD or state rules or regulations.</p> <p>▶ If at the time of construction, SMAQMD 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 SMAQMD so permits.</p>		
<p>55-4</p>	<p>3A.2-1b (FPASP EIR/EIS)</p>	<p><i>Pay Off-site Mitigation Fee to SMAQMD to Off-Set NOX Emissions Generated by Construction of On-Site Elements.</i></p> <p>Implementation of the Project or the other four other action alternatives would 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). Additionally, Mitigation Measure 3A.4-1 (Implement Additional Measures to Control Construction-Generated GHG Emissions, pages 3A.4-14 to 15) has the potential to both reduce and increase NOX emissions, depending on the types of alternative fuels and engine types employed. Therefore, the Project Applicant(s) shall pay SMAQMD an off-site mitigation fee for implementation of any of the five action alternatives for the purpose of reducing NOX emissions to a less-than-significant level (i.e., less than 85 lb/day). All NOX emission reductions and increases associated with GHG mitigation shall be added to or subtracted from the amount above the construction threshold to determine off-site mitigation fees, when possible. The specific fee amounts shall be calculated when the daily construction emissions can be more accurately determined: that is, if the City/USACE select and certify the EIR/EIS and approves the Proposed Project or one of the other four other action alternatives, the City and the Applicants must establish the phasing by which development would occur, and the Applicants must develop a detailed construction schedule. Calculation of fees associated with each Project development phase shall be conducted by the Project Applicant(s) in</p>	<p>Before the approval of all grading plans by the City and throughout Project construction for all Project phases.</p>	<p>The City of Folsom Community Development Department shall not grant any grading permits to the respective Project Applicant(s) until the respective Project Applicant(s) have paid the appropriate off-site mitigation fee to SMAQMD.</p>

		<p>consultation with SMAQMD staff before the approval of grading plans by the City. The Project Applicant(s) for any particular discretionary development application shall pay into SMAQMD's off-site construction mitigation fund to further mitigate construction generated emissions of NOX that exceed SMAQMD's daily emission threshold of 85 lb/day. 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. At the time of writing this EIR/EIS the cost rate is \$16,000 to reduce 1 ton of NOX plus a 5% administrative fee (SMAQMD 2008c). The determination of the final mitigation fee shall be conducted in coordination with SMAQMD before any ground disturbance occurs for any Project phase.</p>		
<p>55-5</p>	<p>3A.2-1c (FPASP EIR/EIS)</p>	<p>Analyze and Disclose Projected PM10 Emission Concentrations at Nearby Sensitive Receptors Resulting from Construction of On-Site Elements. Prior to construction of each discretionary development entitlement of on-site land uses, the Project Applicant shall perform a Project-level CEQA analysis (e.g., supporting documentation for an exemption, negative declaration, or Project-specific EIR) that includes detailed dispersion modeling of construction-generated PM10 to disclose what PM10 concentrations would be at nearby sensitive receptors. The dispersion modeling shall be performed in accordance with applicable SMAQMD guidance that is in place at the time the analysis is performed. At the time of writing this EIR/EIS, SMAQMD's most current and most detailed guidance for addressing construction generated PM10 emissions is found in its Guide to Air Quality Assessment in Sacramento County (SMAQMD 2009a). The 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.</p>	<p>Before the approval of all grading plans by the City.</p>	<p>City of Folsom Community Development Department</p>

55-6	3A.2-2 (FPASP EIR/EIS)	<p><i>Implement All Measures Prescribed by the Air Quality Mitigation Plan to Reduce Operational Air Pollutant Emissions.</i></p> <p>To reduce operational emissions, the Project Applicant(s) for any particular discretionary development application shall implement all measures prescribed in the SMAQMD-approved Folsom Plan Area Specific Plan Air Quality Mitigation Plan (AQMP) (Torrence Planning 2008), a copy of which is included in Appendix C2. The AQMP is intended to improve mobility, reduce vehicle miles traveled, and improve air quality as required by AB 32 and SB 375. The AQMP includes, among others, measures designed to provide bicycle parking at commercial land uses, an integrated pedestrian/bicycle path network, transit stops with shelters, a prohibition against the use the wood-burning fireplaces, energy star roofing materials, electric lawnmowers provided to Homeowners at no charge, and on-site transportation alternatives to passenger vehicles (including light rail) that provide connectivity with other local and regional alternative transportation networks.</p>	Before issuance of subdivision maps or improvement plans.	City of Folsom Community Development Department
55-7	3A.2-4a (FPASP EIR/EIS)	<p><i>Develop and Implement a Plan to Reduce Exposure of Sensitive Receptors to Construction-Generated Toxic Air Contaminant Emissions.</i></p> <p>The Project Applicant(s) for any particular discretionary development application shall develop a plan to reduce the exposure of sensitive receptors to TACs generated by Project construction activity associated with buildout of the selected alternative. Each plan shall be developed by the Project 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. Applicable measures shall be included in all Project plans and specifications for all Project phases.</p>	Before the approval of all grading plans by the City and throughout Project construction, where applicable, for all Project phases.	City of Folsom Community Development Department

		The implementation and enforcement of all measures identified in each plan shall be funded by the Project Applicant(s) for the respective phase of development.		
55-8	3A.2-6 (FPASP EIR/EIS)	<p>Implement Measures to Control Exposure of Sensitive Receptors to Operational Odorous Emissions.</p> <p>The Project Applicant(s) for any discretionary development application shall implement the following measure:</p> <ul style="list-style-type: none"> ▶ The deeds to all properties located within the plan area that are within one mile of an on- or off-site area zoned or used for agricultural use (including livestock grazing) shall be accompanied by a 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. 	Before the approval of building permits by the City and throughout Project construction, where applicable, for all Project phases.	City of Folsom Community Development Department
BIOLOGICAL RESOURCES				
55-9	3A.3-1a (FPASP EIR/EIS)	<p>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.</p> <p>To minimize indirect effects on water quality and wetland hydrology, the Project Applicant(s) for any discretionary development application shall include stormwater drainage plans and erosion and sediment control plans in their improvement plans and shall submit these plans to the City Public Works Department for review and approval. For off-site elements within Sacramento County or El Dorado County jurisdiction (e.g., off-site detention basin and off-site roadway connections to El Dorado Hills), plans shall be submitted to the appropriate county planning department. Before approval of these improvement plans, the Project Applicant(s) for any particular discretionary development application shall obtain a NPDES MS4 Municipal Stormwater</p>	Before approval of improvement and drainage plans, and on an ongoing basis throughout and after Project construction, as required for all Project phases.	City of Folsom Public Works Department

		<p>Permit and Grading Permit, comply with the City's Grading Ordinance and County 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. Detailed information about stormwater runoff standards and relevant City and County regulation is provided in Chapter 3A.9, "Hydrology and Water Quality."</p> <p>The Project Applicant(s) for any discretionary development entitlement 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>In addition to compliance with City ordinances, the Project Applicant(s) for any particular discretionary development application shall prepare a Stormwater Pollution Prevention Plan (SWPPP) and implement Best Management Practices (BMPs) that</p>		
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		<p>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 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 Project Applicant(s) 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 SPA. 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. 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> <p>See FEIR/FEIS Appendix S showing that the detention basin in the northeast corner of the SPA has been moved off stream.</p> <p>Mitigation for the off-site elements outside of the City of Folsom's jurisdictional boundaries must be coordinated by the Project Applicant(s) of each applicable Project phase in consultation with the affected oversight agency(ies) (i.e., El Dorado County for the roadway connections, Sacramento County for the detention basin west of Prairie City Road, and Caltrans for the U.S. 50 interchange improvements) such that the performance standards described in Chapter 3A.9, "Hydrology and Water Quality," are met.</p>		
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<p>55-10</p>	<p>3A.3-2a (FPASP EIR/EIS)</p>	<p>Avoid Direct Loss of Swainson's Hawk and Other Raptor Nests.</p> <p>To mitigate impacts on Swainson's hawk and other raptors (including burrowing owl), the Project Applicant(s) of all Project phases shall retain a qualified biologist to conduct preconstruction surveys and to identify active nests on and within 0.5 mile of the Project and active burrows on the Project site. 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 construction for all Project phases. To the extent feasible, guidelines provided in Recommended Timing and Methodology for Swainson's Hawk Nesting Surveys in the Central Valley (Swainson's Hawk Technical Advisory Committee 2000) 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 and other 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 consultation with DFG that reducing the buffer would not result in nest abandonment. DFG 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 DFG, 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> <p>If active burrows are found, a mitigation plan shall be submitted to the City for review and approval before any ground-disturbing activities.</p> <p>The City shall consult with DFG. 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, burrow owl exclusions may</p>	<p>Before the approval of grading and improvement plans, before any ground disturbing activities, and during Project construction as applicable for all Project phases.</p>	<p>California Department of Fish and Game and City of Folsom Community Development Department.</p>
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		<p>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> <p>Mitigation for the off-site elements outside of the City of Folsom's jurisdictional boundaries must be developed by the Project Applicant(s) of each applicable Project phase in consultation with the affected oversight agency(ies) (i.e., El Dorado and/or Sacramento Counties, or Caltrans), such that the performance criteria set forth in DFG's guidelines are determined to be met.</p>		
GEOLOGY AND SOILS				
55-11	3A.7-1a (FPASP EIR/EIS)	<p>Prepare Site-Specific Geotechnical Report per CBC Requirements and Implement Appropriate Recommendations. Before building permits are issued and construction activities begin any Project development phase, the Project Applicant(s) of each Project phase shall hire a licensed geotechnical engineer to prepare a final geotechnical subsurface investigation report for the on- and off-site facilities, which shall be submitted for review and approval to the appropriate City or county department (identified below). The final geotechnical 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; 	Before issuance of building permits and ground-disturbing activities.	City of Folsom Community Development Department

		<ul style="list-style-type: none"> ▶ 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 CBC 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 Project Applicant(s) of each Project phase. Special recommendations contained in the geotechnical engineering report shall be noted on the grading plans and implemented as appropriate before construction begins. Design and construction of all new Project development shall be in accordance with the CBC. The Project Applicant(s) shall provide for engineering inspection and certification that earthwork has been performed in conformity with recommendations contained in the geotechnical report.</p>		
55-12	3A.7-1b (FPASP EIR/EIS)	<p>Monitor Earthwork during Earthmoving Activities.</p> <p>All earthworks shall be monitored by a qualified geotechnical or soils engineer retained by the Project Applicant(s) of each Project phase. The geotechnical or soils engineer shall provide oversight during all excavation, placement of fill, and disposal of materials removed from and deposited on both on- and off-site construction areas.</p> <p>Mitigation for the off-site elements outside of the City of Folsom’s jurisdictional boundaries must be coordinated by the Project Applicant(s) of each applicable Project phase with the affected oversight agency(ies) (i.e., El Dorado and/or Sacramento Counties, or Caltrans).</p>	Before issuance of building permits and ground-disturbing activities.	City of Folsom Community Development Department
55-13	3A.7-3 (FPASP EIR/EIS)	<p>Prepare and Implement the Appropriate Grading and Erosion Control Plan.</p> <p>Before grading permits are issued, the Project Applicant(s) of each Project phase that would be located within the City of Folsom shall</p>	Before the start of construction activities.	City of Folsom Community Development Department

		<p>retain a California Registered Civil Engineer to prepare a grading and erosion control plan. The grading and erosion control plan shall be submitted to the City Public Works Department before issuance of grading permits for all new development. The plan shall be consistent with the City's Grading Ordinance, the City's Hillside Development Guidelines, and the state's NPDES permit, 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 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. The Project Applicant(s) shall ensure that the construction contractor is responsible for securing a source of transportation and deposition of excavated materials.</p> <p>Mitigation for the off-site elements outside of the City of Folsom's jurisdictional boundaries must be coordinated by the Project Applicant(s) of each applicable Project phase with the affected oversight agency(ies) (i.e., El Dorado and/or Sacramento Counties).</p> <p>Implementation of Mitigation Measure 3A.9-1 (discussed in Section 3A.9, "Hydrology and Water Quality – Land") would also help reduce erosion-related impacts.</p>		
55-14	3A.7-5 (FPASP EIR/EIS)	<i>Divert Seasonal Water Flows Away from Building Foundations.</i>	Before and during earthmoving activities.	City of Folsom Community Development Department

		<p>The Project Applicant(s) of all Project phases 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>		
<p>55-15</p>	<p>3A.7-10 (FPASP EIR/EIS)</p>	<p><i>Conduct Construction Personnel Education, 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>To minimize potential adverse impacts on previously unknown potentially unique, scientifically important paleontological resources, the Project Applicant(s) of all Project phases where construction would occur in the lone and Mehrten Formations shall do the following:</p> <ul style="list-style-type: none"> ▶ Before the start of any earthmoving activities for any Project phase in the lone or Mehrten Formations, the Project Applicant(s) shall retain a qualified paleontologist or archaeologist 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. ▶ If paleontological resources are discovered during earthmoving activities, the construction crew shall immediately cease work in the vicinity of the find and notify the appropriate lead agency (identified below). The Project Applicant(s) 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 	<p>During earthmoving activities in the lone and Mehrten Formations.</p>	<p>City of Folsom Community Development Department</p>

		<p>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> <p>Mitigation for the off-site elements outside of the City of Folsom's jurisdictional boundaries must be coordinated by the Project Applicant(s) of each applicable Project phase with the affected oversight agency(ies) (i.e., Sacramento County).</p>		
GREENHOUSE GAS EMISSIONS AND CLIMATE CHANGE				
55-16	3A.4-1 (FPASP EIR/EIS)	<p><i>Implement Additional Measures to Control Construction-Generated GHG Emissions.</i></p> <p>To further reduce construction generated GHG emissions, the Project Applicant(s) any particular discretionary development application shall implement all feasible measures for reducing GHG emissions associated with construction that are recommended by SMAQMD at the time individual portions of the site undergo construction. Such measures may reduce GHG exhaust emissions from the use of on-site equipment, worker commute trips, and truck trips carrying materials and equipment to and from the SPA, as well as GHG emissions embodied in the materials selected for construction (e.g., concrete). Other measures may pertain to the materials used in construction. Prior to releasing each request for bid to contractors for the construction of each discretionary development entitlement, the Project Applicant(s) shall obtain the most current list of GHG reduction measures that are recommended by SMAQMD and stipulate that these measures be implemented in the respective request for bid as well as the subsequent construction contract with the selected primary contractor. The Project Applicant(s) for any particular discretionary development application 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 GHG reduction measures, shall be approved by the City, in consultation</p>	<p>Before approval of small-lot final maps and building permits for all discretionary development Project, including all on- and off-site elements and implementation throughout Project construction.</p>	<p>City of Folsom Community Development Department</p>

		<p>with SMAQMD prior to the release of a request for bid by the Project Applicant(s) for seeking a primary contractor to manage the construction of each development Project. By requiring that the list of feasible measures be established prior to the selection of a primary contractor, this measure requires that the ability of a contractor to effectively implement the selected GHG reduction measures be inherent to the selection process.</p> <p>SMAQMD's recommended measures for reducing construction-related GHG emissions at the time of writing this EIR/EIS are listed below and the Project Applicant(s) shall, at a minimum, be required to implement the following:</p> <ul style="list-style-type: none">▶ Improve fuel efficiency from construction equipment:<ul style="list-style-type: none">▪ reduce unnecessary idling (modify work practices, install auxiliary power for driver comfort);▪ perform equipment maintenance (inspections, detect failures early, corrections);▪ train equipment operators in proper use of equipment;▪ use the proper size of equipment for the job; and▪ use equipment with new technologies (repowered engines, electric drive trains).▶ Use alternative fuels for electricity generators and welders at construction sites such as propane or solar or use electrical power.▶ Use an ARB-approved low-carbon fuel, such as biodiesel or renewable diesel for construction equipment. (Emissions of oxides of nitrogen [NOX] emissions from the use of low carbon fuel must be reviewed and increases mitigated.) Additional information about low carbon fuels is available from ARB's Low Carbon Fuel Standard Program (ARB 2009b).▶ Encourage and provide carpools, shuttle vans, transit passes and/or secure bicycle parking for construction worker commutes.		
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		<ul style="list-style-type: none"> ▶ Reduce electricity use in the construction office by using compact fluorescent bulbs, powering off computers every day, and replacing heating and cooling units with more efficient ones. ▶ Recycle or salvage non-hazardous construction and demolition debris (goal of at least 75% by weight). ▶ Use locally sourced or recycled materials for construction materials (goal of at least 20% based on costs for building materials, and based on volume for roadway, parking lot, sidewalk and curb materials). ▶ Minimize the amount of concrete used for paved surfaces or use a low carbon concrete option. ▶ Produce concrete on-site if determined to be less emissive than transporting ready mix. ▶ Use EPA-certified SmartWay trucks for deliveries and equipment transport. Additional information about the SmartWay Transport Partnership Program is available from ARB's Heavy-Duty Vehicle Greenhouse Gas Measure (ARB 2009c) and EPA (EPA 2009). ▶ Develop a plan in consultation with SMAQMD to efficiently use water for adequate dust control. This may consist of the use of non-potable water from a local source. <p>In addition to SMAQMD-recommended measures, construction activity shall comply with all applicable rules and regulations established by SMAQMD and ARB.</p>		
55-17	3A.8-2 (FPASP EIR/EIS)	<p><i>Complete Investigations Related to the Extent to Which Soil and/or Groundwater May Have Been Contaminated in Areas Not Covered by the Phase I and II Environmental Site Assessments and Implement Required Measures.</i></p> <p>The Project Applicant(s) for any discretionary development application shall conduct Phase I Environmental Site Assessments (where an Phase I has not been conducted), and if necessary, Phase II Environmental Site Assessments, and/or other appropriate testing for all areas of the SPA and include, as</p>	Before and during earth moving activities	City of Folsom Community Development Department

		<p>necessary, analysis of soil and/or groundwater samples for the potential contamination sites that have not yet been covered by previous investigations (as shown in Exhibit 3A.8-1) before construction activities begin in those areas. Recommendations in the Phase I and II Environmental Site Assessments to address any contamination that is found shall be implemented before initiating ground-disturbing activities in these areas.</p> <p>The Project Applicant(s) shall implement the following measures before ground-disturbing activities to reduce health hazards associated with potential exposure to hazardous substances:</p> <ul style="list-style-type: none">▶ Prepare a plan that identifies any necessary remediation activities appropriate for proposed on- and off-site uses, including excavation and removal of on-site contaminated soils, redistribution of clean fill material in the SPA, and closure of any abandoned mine shafts. The plan shall include measures that ensure the safe transport, use, and disposal of contaminated soil and building debris removed from the site. In the event that contaminated groundwater is encountered during site excavation activities, the contractor shall report the contamination to the appropriate regulatory agencies, dewater the excavated area, and treat the contaminated groundwater to remove contaminants before discharge into the sanitary sewer system. The Project Applicant(s) shall be required to comply with the plan and applicable Federal, state, and local laws. The plan shall outline measures for specific handling and reporting procedures for hazardous materials and disposal of hazardous materials removed from the site at an appropriate off-site disposal facility.▶ Notify the appropriate Federal, state, and local agencies if evidence of previously undiscovered soil or groundwater contamination (e.g., stained soil, odorous groundwater) is encountered during construction activities. Any contaminated areas shall be remediated in accordance with recommendations made by the Sacramento County Environmental Management		
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		<p>Department, Central Valley RWQCB, DTSC, and/or other appropriate Federal, state, or local regulatory agencies.</p> <ul style="list-style-type: none"> ▶ Obtain an assessment conducted by PG&E and SMUD pertaining to the contents of any existing pole-mounted transformers located in the SPA. The assessment shall determine whether existing on-site electrical transformers contain PCBs and whether there are any records of spills from such equipment. If equipment containing PCB is identified, the maintenance and/or disposal of the transformer shall be subject to the regulations of the Toxic Substances Control Act under the authority of the Sacramento County Environmental Health Department. ▶ Mitigation for the off-site elements outside of the City of Folsom's jurisdictional boundaries must be coordinated by the Project Applicant(s) of each applicable Project phase with the affected oversight agency(ies) (i.e., Sacramento County). 		
HYDROLOGY AND WATER QUALITY				
55-18	3A.9-1 (FPASP EIR/EIS)	<p><i>Acquire Appropriate Regulatory Permits and Prepare and Implement SWPPP and BMPs.</i></p> <p>Prior to the issuance of grading permits, the Project 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 SWRCB's NPDES stormwater permit for general construction activity (Order 2009-0009-DWQ), including preparation and submittal of a Project-specific SWPPP at the time the NOI is filed. The Project Applicant(s) shall also prepare and submit any other necessary erosion and sediment control and engineering plans and specifications for pollution prevention and control to Sacramento County, City of Folsom, El Dorado County (for the off-site roadways into El Dorado Hills under the Proposed Project Alternative). The SWPPP 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 	Submittal of the State Construction General Permit NOI and SWPPP (where applicable) and development and submittal of any other locally required plans and specifications before the issuance of grading permits for all on-site Project phases and off-site elements and	City of Folsom Community Development Department

		<p>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</p> <ul style="list-style-type: none">▶ 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 non-stormwater 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;▶ 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 SWPPP; and▶ The appropriate personnel responsible for supervisory duties related to implementation of the SWPPP.▶ Where applicable, BMPs identified in the SWPPP shall be in place throughout all site work and construction/demolition activities and shall be used in all subsequent site development activities. BMPs may include, but are not limited to, such measures as those listed below.▶ 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,	implementation throughout Project construction.	
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		<p>sediment/silt basins and traps, geofabric, sandbag dikes, and temporary vegetation.</p> <ul style="list-style-type: none"> ▶ 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 SWPPP shall be maintained and available at all times on the construction site.</p> <p>For those areas that would be disturbed as part of the U.S. 50 interchange improvements, Caltrans shall 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 must be coordinated by the Project Applicant(s) of each applicable Project phase with the affected oversight agency(ies) (i.e., El Dorado and/or Sacramento Counties, or Caltrans).</p>		
55-19	3A.9-2 (FPASP EIR/EIS)	<p><i>Prepare and Submit Final Drainage Plans and Implement Requirements Contained in Those Plans.</i></p> <p>Before the approval of grading plans and building permits, the Project Applicant(s) of all Project phases shall submit final drainage plans to the City, and to El Dorado County for the off-site roadway connections into El Dorado Hills, demonstrating that off-site upstream runoff would be appropriately conveyed through the SPA, and that Project-related on-site runoff would be appropriately contained in detention basins or managed with through other</p>	Before approval of grading plans and building permits of all Project phases.	City of Folsom Public Works Department

		<p>improvements (e.g., source controls, biotechnical stream stabilization) to reduce flooding and hydromodification impacts. 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 and El Dorado County 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 BMPs will be designed and constructed in accordance with the forthcoming SSQP Hydromodification Management Plan (to be adopted by the RWQCB) and may include, but are not limited to, the following:<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);		
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		<ul style="list-style-type: none"> • 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 and El Dorado County Department of Transportation 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 SPA 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 Public Works Department).</p> <p>Mitigation for the off-site elements outside of the City of Folsom’s jurisdictional boundaries must be coordinated by the Project Applicant(s) of each applicable Project phase with El Dorado County.</p>		
55-20	3A.9-3 (FPASP EIR/EIS)	<p><i>Develop and Implement a BMP and Water Quality Maintenance Plan.</i> Before approval of the grading permits for any development Project requiring a subdivision map, a detailed BMP</p>	Prepare plans before the issuance of	City of Folsom Community Development Department and Public Works Department

		<p>and water quality maintenance plan shall be prepared by a qualified engineer retained by the Project Applicant(s) the development Project. Drafts of the plan shall be submitted to the City of Folsom and El Dorado County for the off-site roadway connections into El Dorado Hills, for review and approval concurrently with development of tentative subdivision maps for all Project phases. 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 "Stormwater Quality Design Manual for Sacramento and South Placer Regions" ([SSQP 2007b] per NPDES Permit No. CAS082597 WDR Order No. R5-2008-0142, 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 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.	<p>grading permits for all Project phases and off-site elements and implementation throughout Project construction.</p>	
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		<p>► LID control measures shall be integrated into the BMP and water quality maintenance plan. These may include, but are not limited to:</p> <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. <p>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> <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 must be coordinated by the Project Applicant(s) of each applicable Project phase with El Dorado County and Caltrans.</p>		
NOISE AND VIBRATION				
55-21	3A.11-1 (FPASP EIR/EIS)	<i>Implement Noise-Reducing Construction Practices, Prepare and Implement a Noise Control Plan, and Monitor and Record Construction Noise near Sensitive Receptors.</i>	Before and during construction activities on the	City of Folsom Community Development Department

		<p>To reduce impacts associated with noise generated during Project related construction activities, the Project Applicant(s) and their primary contractors for engineering design and construction of all Project phases shall ensure that the following requirements are implemented at each work site in any year of Project construction to avoid and minimize construction noise effects on sensitive receptors. The Project Applicant(s) and primary construction contractor(s) shall employ noise-reducing construction practices. Measures that shall be used to limit noise shall include the measures listed below:</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 6 p.m. on Saturdays and Sundays.▶ All construction equipment and equipment staging areas 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 offsite instead of on-site).▶ 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	SPA and within El Dorado Hills.	
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		<p>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.</p> <ul style="list-style-type: none">▶ 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.▶ The primary contractor shall prepare and implement a construction noise management plan. This plan shall identify specific measures to ensure compliance with the noise control measures specified above. The noise control plan shall be submitted to the City of Folsom before any noise-generating construction activity begins. Construction shall not commence until the construction noise management plan is approved by the City of Folsom. Mitigation for the two off-site roadway connections into El Dorado County must be coordinated by the Project Applicant(s) of the applicable Project phase with El Dorado County, since the roadway extensions are outside of the City of Folsom's jurisdictional boundaries.		
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PUBLIC SERVICES

55-22	3A.14-1 (FPASP EIR/EIS)	<p>Prepare and Implement a Construction Traffic Control Plan.</p> <p>The Project Applicant(s) of all Project phases shall prepare and implement traffic control plans for construction activities that may affect road rights-of-way. The traffic control plans must follow any applicable standards of the agency responsible for the affected roadway and must be approved and signed by a professional engineer. 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. Traffic control plans shall be submitted to the appropriate City or County department or the California Department of Transportation (Caltrans) for review and approval before the approval of all Project plans or permits, for all Project phases where implementation may cause impacts on traffic.</p> <p>Mitigation for the off-site elements outside of the City of Folsom's jurisdictional boundaries must be coordinated by the Project Applicant(s) of each applicable Project phase with the affected oversight agency(ies) (i.e., El Dorado and/or Sacramento Counties and Caltrans).</p>	Before the approval of all relevant plans and/or permits and during construction of all Project phases.	City of Folsom Public Works Department
55-23	3A.14-2 (FPASP EIR/EIS)	<p>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.</p> <p>To reduce impacts related to the provision of new fire services, the Project Applicant(s) of all Project phases shall do the following, as described below.</p> <p>1. 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.</p>	Before issuance of building permits and issuance of occupancy permits or final inspections for all Project phases.	City of Folsom Fire Department, City of Folsom Community Development Department

	<p>Improvement plans showing the incorporation 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> <p>2. Submit a Fire Systems New Buildings, Additions, and Alterations Document Submittal List to the City of Folsom Community Development Department Building Division for review and approval before the issuance of building permits.</p> <p>In addition to the above measures, the Project Applicant(s) of all Project phases shall incorporate the provisions described below for the portion of the SPA within the EDHFD service area, if it is determined through City/EI Dorado County negotiations that EDHFD would serve the 178-acre portion of the SPA.</p> <p>3. Incorporate into Project designs applicable requirements based on the EDHFD fire prevention standards. For commercial development, improvement plans showing roadways, land splits, buildings, fire sprinkler systems, fire alarm systems, and other commercial building improvements shall be submitted to the EDHFD for review and approval. For residential development, improvement plans showing property lines and adjacent streets or roads; total acreage or square footage of the parcel; the footprint of all structures; driveway plan views describing width, length, turnouts, turnarounds, radiuses, and surfaces; and driveway profile views showing the percent grade from the access road to the</p>		
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		<p>structure and vertical clearance shall be submitted to the EDHFD for review and approval.</p> <p>4. Submit a Fire Prevention Plan Checklist to the EDHFD for review and approval before the issuance of building permits. In addition, residential development requiring automation fire sprinklers shall submit sprinkler design sheet(s) and hydraulic calculations from a California State Licensed C-16 Contractor.</p> <p>The City shall not authorize the occupancy of any structures until the Project Applicant(s) 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 and/or the EDHFD for the 178-acre area of the SPA within the EDHFD service area.</p>		
55-24	3A.14-3 (FPASP EIR/EIS)	<p><i>Incorporate Fire Flow Requirements into Project Designs.</i></p> <p>The Project Applicant(s) of all Project phases shall incorporate into their Project designs fire flow requirements based on the California Fire Code, Folsom Fire Code, and/or EDHFD for those areas of the SPA within the EDHFD service area and shall verify to 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>	Before issuance of building permits and issuance of occupancy permits or final inspections for all Project phases.	City of Folsom Fire Department, City of Folsom Community Development Department
TRAFFIC AND TRANSPORTATION				
55-25	3A.15-1a (FPASP EIR/EIS)	<p><i>The Applicant Shall Pay a Fair Share to Fund the Construction of Improvements to the Folsom Boulevard/Blue Ravine Road Intersection (Intersection 1).</i></p> <p>To ensure that the Folsom Boulevard/Blue Ravine Road intersection operates at an acceptable LOS, the eastbound approach must be reconfigured to consist of two left-turn lanes, one through lane, and one right-turn lane. The Applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable</p>	A phasing analysis shall be performed prior to approval of the first subdivision map to determine when the improvement should be implemented and when fair share	City of Folsom Public Works Department

		mechanism paid for by Applicant, to reduce the impacts to the Folsom Boulevard/Blue Ravine Road intersection (Intersection 1).	funding should be paid.	
55-26	3A.15-1b (FPASP EIR/EIS)	<i>The Applicant Shall Pay a Fair Share to Fund the Construction of Improvements at the Sibley Street/Blue Ravine Road Intersection (Intersection 2).</i> To ensure that the Sibley Street/Blue Ravine Road intersection operates at an acceptable LOS, the northbound approach must be reconfigured to consist of two left-turn lanes, two through lanes, and one right-turn lane. 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 the Sibley Street/Blue Ravine Road intersection (Intersection 2).	A phasing analysis shall be performed prior to approval of the first subdivision map to determine when the improvement should be implemented and when fair share funding should be paid.	City of Folsom Public Works Department
55-27	3A.15-1c (FPASP EIR/EIS)	<i>The Applicant Shall Fund and Construct Improvements to the Scott Road (West)/White Rock Road Intersection (Intersection 28).</i> To ensure that the Scott Road (West)/White Rock Road intersection operates at an acceptable LOS, a traffic signal must be installed.	A phasing analysis shall be performed prior to approval of the first subdivision map to determine when the improvement should be implemented.	City of Folsom Public Works Department
55-28	3A.15-1e (FPASP EIR/EIS)	<i>Fund and Construct Improvements to the Hillside Drive/Easton Valley Parkway Intersection (Intersection 41).</i> To ensure that the Hillside Drive/Easton Valley Parkway intersection operates at an acceptable LOS, the eastbound approach must be reconfigured to consist of one dedicated left turn lane and two through lanes, and the westbound approach must be reconfigured to consist of two through lanes and one dedicated right-turn lane. The Applicant shall fund and construct these improvements.	A phasing analysis shall be performed prior to approval of the first subdivision map to determine when the improvement should be implemented.	City of Folsom Public Works Department

55-29	3A.15-1f (FPASP EIR/EIS)	<p><i>Fund and Construct Improvements to the Oak Avenue Parkway/Middle Road Intersection (Intersection 44).</i></p> <p>To ensure that the Oak Avenue Parkway/Middle Road intersection operates at an acceptable LOS, control all movements with a stop sign. The Applicant shall fund and construct these improvements.</p>	A phasing analysis shall be performed prior to approval of the first subdivision map to determine when the improvement should be implemented.	City of Folsom Public Works Department
55-30	3A.15-1h (FPASP EIR/EIS)	<p><i>Participate in Fair Share Funding of Improvements to Reduce Impacts to the Hazel Avenue/Folsom Boulevard Intersection (Sacramento County Intersection 2).</i></p> <p>To ensure that the Hazel Avenue/Folsom Boulevard intersection operates at an acceptable LOS, this intersection must be grade separated including “jug handle” ramps. No at grade improvement is feasible. Grade separating and extended (south) Hazel Avenue with improvements to the U.S. 50/Hazel Avenue interchange is a mitigation measure for the approved Easton-Glenbrough Specific Plan development Project. 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/Folsom Boulevard intersection (Sacramento County Intersection 2).</p>	A phasing analysis shall be performed prior to approval of the first subdivision map to determine when the improvement should be implemented.	Sacramento County Public Works Department and Caltrans
55-31	3A.15-1i (FPASP EIR/EIS)	<p><i>Participate in Fair Share Funding of Improvements to Reduce Impacts on the Grant Line Road/White Rock Road Intersection and to White Rock Road widening between the Rancho Cordova City limit to Prairie City Road (Sacramento County Intersection 3).</i></p> <p>Improvements must 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</p>	Before Project build out. Design of the White Rock Road widening to four lanes, from Grant Line Road to Prairie City Road, with Intersection improvements has begun, and because this	Sacramento County Public Works Department

		<p>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 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 (Sacramento County Intersection 3).</p>	<p>widening Project is environmentally cleared and fully funded, it's construction is expected to be complete before the first phase of the Proposed Project or alternative is built.</p>	
<p>55-32</p>	<p>3A.15-1j (FPASP EIR/EIS)</p>	<p><i>Participate in Fair Share Funding of Improvements to Reduce Impacts on Hazel Avenue between Madison Avenue and Curragh Downs Drive (Roadway Segment 10).</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>	<p>Before Project build out. Construction of phase two of the Hazel Avenue widening, from Madison Avenue to Curragh Downs Drive, is expected to be completed by year 2013, before the first phase of the Proposed Project or alternative is complete. The Applicant shall pay its proportionate share of funding</p>	<p>Sacramento County Public Works Department</p>

			of improvements to the agency responsible for improvements, based on a program established by that agency to reduce the impacts to Hazel Avenue between Madison Avenue and Curragh Downs Drive (Sacramento County Roadway Segment 10).	
55-33	3A.15-1l (FPASP EIR/EIS)	<p><i>Participate in Fair Share Funding of Improvements to Reduce Impacts on the White Rock Road/Windfield Way Intersection (El Dorado County Intersection 3).</i></p> <p>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 (El Dorado County Intersection 3).</p>	Before Project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which Project phase the improvement should be built.	El Dorado County Department of Transportation
55-34	3A.15-1o (FPASP EIR/EIS)	<p><i>Participate in Fair Share Funding of Improvements to Reduce Impacts on Eastbound U.S. 50 as an alternative to improvements at the Folsom Boulevard/U.S. 50 Eastbound Ramps Intersection (Caltrans Intersection 4).</i></p> <p>Congestion on eastbound U.S. 50 is causing vehicles to use Folsom Boulevard as an alternate parallel route until they reach U.S. 50, where they must get back on the freeway due to the lack</p>	Before Project build out. A phasing analysis should be performed prior to approval of the first subdivision	City of Folsom Public Works Department and Sacramento County Department of Transportation

		of a parallel route. It is preferred to alleviate the congestion on U.S. 50 than to upgrade the intersection at the end of this reliever route. 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 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.	map to determine during which Project phase the improvement should be built.	
55-35	3A.15-1p (FPASP EIR/EIS)	<i>Participate in Fair Share Funding of Improvements to Reduce Impacts on the Grant Line Road/ State Route 16 Intersection (Caltrans Intersection 12).</i> To ensure that the Grant Line Road/State Route 16 intersection operates at an acceptable LOS, the northbound and southbound approaches must be reconfigured to consist of one left-turn lane and one shared through/right-turn lane. Protected left-turn signal phasing must 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 must be implemented by Caltrans, Sacramento County, and the City of Rancho Cordova. 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/State Route 16 intersection (Caltrans Intersection 12).	Before Project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which Project phase the improvement should be built.	Sacramento County Department of Transportation and the City of Rancho Cordova Department of Public Works
55-36	3A.15-1q (FPASP EIR/EIS)	<i>Participate in Fair Share Funding of Improvements to Reduce Impacts on Eastbound U.S. 50 between Zinfandel Drive and Sunrise Boulevard (Freeway Segment 1).</i> To ensure that Eastbound U.S. 50 operates at an acceptable LOS between Zinfandel Drive and Sunrise Boulevard, a bus-carpool	Before Project build out. Construction of the Sacramento 50 Bus-Carpool	Caltrans

		<p>(HOV) lane must be constructed. This improvement is currently planned as part of the Sacramento 50 Bus-Carpool Lane and Community Enhancements Project. 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 (Freeway Segment 1).</p>	<p>Lane and Community Enhancements Project is expected to be completed by year 2013, before the first phase of the Proposed Project or alternative is complete. Construction of the Sacramento 50 Bus-Carpool Lane and Community Enhancements Project has started since the writing of the Draft EIS/EIR.</p>	
<p>55-37</p>	<p>3A.15-1r (FPASP EIR/EIS)</p>	<p><i>Participate in Fair Share Funding of Improvements to Reduce Impacts on Eastbound U.S. 50 between Hazel Avenue and Folsom Boulevard (Freeway Segment 3).</i></p> <p>To ensure that Eastbound U.S. 50 operates at an acceptable LOS between Hazel Avenue and Folsom Boulevard, an auxiliary lane must 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.</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</p>	<p>Before Project build out. A phasing analysis should be performed to determine during which Project phase the improvement should be built.</p>	<p>City of Folsom Public Works Department and Sacramento County Department of Transportation</p>

		Eastbound U.S. 50 between Hazel Avenue and Folsom Boulevard (Freeway Segment 3).		
55-38	3A.15-1s (FPASP EIR/EIS)	<p><i>Participate in Fair Share Funding of Improvements to Reduce Impacts on Eastbound U.S. 50 between Folsom Boulevard and Prairie City Road (Freeway Segment 4).</i></p> <p>To ensure that Eastbound U.S. 50 operates at an acceptable LOS between Folsom Boulevard and Prairie City Road, an auxiliary lane must 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 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 (Freeway Segment 4).</p>	Before Project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which Project phase the improvement should be built.	City of Folsom Public Works Department and Sacramento County Department of Transportation
55-39	3A.15-1u (FPASP EIR/EIS)	<p><i>Participate in Fair Share Funding of Improvements to Reduce Impacts on Westbound U.S. 50 between Prairie City Road and Folsom Boulevard (Freeway Segment 16).</i></p> <p>To ensure that Westbound U.S. 50 operates at an acceptable LOS between Prairie City Road and Folsom Boulevard, an auxiliary lane must 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 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 Westbound U.S. 50 between Prairie City Road and Folsom Boulevard (Freeway Segment 16).</p>	Before Project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which Project phase the improvement should be built.	City of Folsom Public Works Department and Sacramento County Department of Transportation
55-40	3A.15-1v (FPASP EIR/EIS)	<p><i>Participate in Fair Share Funding of Improvements to Reduce Impacts on Westbound U.S. 50 between Hazel Avenue and Sunrise Boulevard (Freeway Segment 18).</i></p> <p>To ensure that Westbound U.S. 50 operates at an acceptable LOS between Hazel Avenue and Sunrise Boulevard, an auxiliary lane</p>	Before Project build out. A phasing analysis should be performed prior to	City of Rancho Cordova Department of Public Works and Sacramento County Department of Transportation

		<p>must 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.</p> <p>Improvements to this freeway segment must be implemented by Caltrans. 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 Westbound U.S. 50 between Hazel Avenue and Sunrise Boulevard (Freeway Segment 18).</p>	<p>approval of the first subdivision map to determine during which Project phase the improvement should be built.</p>	
55-41	3A.15-1w (FPASP EIR/EIS)	<p>Participate in Fair Share Funding of Improvements to Reduce Impacts on U.S. 50 Eastbound/Folsom Boulevard Ramp Merge (Freeway Merge 4).</p> <p>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 must 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 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 (Freeway Merge 4).</p>	<p>Before Project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which Project phase the improvement should be built.</p>	<p>City of Folsom Public Works Department and Sacramento County Department of Transportation</p>
55-42	3A.15-1x (FPASP EIR/EIS)	<p>Participate in Fair Share Funding of Improvements to Reduce Impacts on U.S. 50 Eastbound/Prairie City Road Diverge (Freeway Diverge 5). 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 must 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 Applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable</p>	<p>Before Project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which Project phase the</p>	<p>City of Folsom Public Works Department and Sacramento County Department of Transportation</p>

		mechanism paid for by Applicant, to reduce the impacts to the U.S. 50 Eastbound/Prairie City Road diverge (Freeway Diverge 5).	improvement should be built.	
55-43	3A.15-1y (FPASP EIR/EIS)	<i>Participate in Fair Share Funding of Improvements to Reduce Impacts on U.S. 50 Eastbound/Prairie City Road Direct Merge (Freeway Merge 6).</i> To ensure that Eastbound U.S. 50 operates at an acceptable LOS at the Prairie City Road onramp direct merge, an auxiliary lane to the East Bidwell Street – Scott Road diverge must be constructed. This auxiliary lane improvement is included in the proposed 50 Corridor Mobility Fee Program. 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 the U.S. 50 Eastbound/Prairie City Road direct merge (Freeway Merge 6).	Before Project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which Project phase the improvement should be built.	City of Folsom Public Works Department
55-44	3A.15-1z (FPASP EIR/EIS)	<i>Participate in Fair Share Funding of Improvements to Reduce Impacts on U.S. 50 Eastbound/Prairie City Road Flyover On-Ramp to Oak Avenue Parkway Off-Ramp Weave (Freeway Weave 8).</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 should be implemented to eliminate the unacceptable weaving conditions. Such an improvement may involve a “braided ramp”. 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 the U.S. 50 Eastbound / Prairie City Road flyover on-ramp to Oak Avenue Parkway off-ramp weave (Freeway Weave 8).	Before Project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which Project phase the improvement should be built.	City of Folsom Public Works Department
55-45	3A.15-1aa (FPASP EIR/EIS)	<i>Participate in Fair Share Funding of Improvements to Reduce Impacts on U.S. 50 Eastbound/Oak Avenue Parkway Loop Merge (Freeway Merge 9).</i>	Before Project build out. A phasing analysis should be performed prior to	City of Folsom Public Works Department

		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 must be constructed. This auxiliary lane improvement is included in the proposed 50 Corridor Mobility Fee Program. 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 the U.S. 50 Eastbound/ Oak Avenue Parkway loop merge (Freeway Merge 9).	approval of the first subdivision map to determine during which Project phase the improvement should be built.	
55-46	3A.15-1dd (FPASP EIR/EIS)	<i>Participate in Fair Share Funding of Improvements to Reduce Impacts on U.S. 50 Westbound/Empire Ranch Road Loop Ramp Merge (Freeway Merge 23).</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 must be implemented by Caltrans. 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 the U.S. 50 Westbound/Empire Ranch Road loop ramp merge (Freeway Merge 23).	Before Project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which Project phase the improvement should be built.	City of Folsom Public Works Department
55-47	3A.15-1ee (FPASP EIR/EIS)	<i>Participate in Fair Share Funding of Improvements to Reduce Impacts on U.S. 50 Westbound/Oak Avenue Parkway Loop Ramp Merge (Freeway Merge 29).</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 must be implemented by Caltrans. The Applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other	Before Project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which Project phase the	City of Folsom Public Works Department

		appropriate and reliable mechanism paid for by Applicant, to reduce the impacts to the U.S. 50 Westbound/Oak Avenue Parkway loop ramp merge (Freeway Merge 29).	improvement should be built.	
55-48	3A.15-1ff (FPASP EIR/EIS)	<i>Participate in Fair Share Funding of Improvements to Reduce Impacts on U.S. 50 Westbound/Prairie City Road Loop Ramp Merge (Freeway Merge 32).</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 must be constructed. This auxiliary lane improvement is included in the proposed 50 Corridor Mobility Fee Program. 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 the U.S. 50 Westbound/Prairie City Road Loop Ramp Merge (Freeway Merge 32).	Before Project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which Project phase the improvement should be built.	City of Folsom Public Works Department and Sacramento County Department of Transportation
55-49	3A.15-1gg (FPASP EIR/EIS)	<i>Participate in Fair Share Funding of Improvements to Reduce Impacts on U.S. 50 Westbound/Prairie City Road Direct Ramp Merge (Freeway Merge 33).</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 must be constructed. This auxiliary lane improvement is included in the proposed 50 Corridor Mobility Fee Program. 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 the U.S. 50 Westbound/Prairie City Road direct ramp merge (Freeway Merge 33).	Before Project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which Project phase the improvement should be built.	City of Folsom Public Works Department and Sacramento County Department of Transportation
55-50	3A.15-1hh (FPASP EIR/EIS)	<i>Participate in Fair Share Funding of Improvements to Reduce Impacts on U.S. 50 Eastbound/Folsom Boulevard Diverge (Freeway Diverge 34).</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 must be constructed. Improvements to	Before Project build out. A phasing analysis should be performed prior to approval of the	City of Folsom Public Works Department and Sacramento County Department of Transportation

		<p>this freeway segment must be implemented by Caltrans. This auxiliary lane improvement is included in the proposed 50 Corridor Mobility Fee Program. 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 the U.S. 50 Eastbound / Folsom Boulevard diverge (Freeway Diverge 34).</p>	<p>first subdivision map to determine during which Project phase the improvement should be built.</p>	
55-51	3A.15-1ii (FPASP EIR/EIS)	<p><i>Participate in Fair Share Funding of Improvements to Reduce Impacts on U.S. 50 Westbound/Hazel Avenue Direct Ramp Merge (Freeway Merge 38).</i></p> <p>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 must be constructed. This auxiliary lane improvement is included in the proposed 50 Corridor Mobility Fee Program. 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 U.S. 50 Westbound/Hazel Avenue direct ramp merge (Freeway Merge 38).</p>	<p>Before Project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which Project phase the improvement should be built.</p>	<p>Sacramento County Department of Transportation and City of Rancho Cordova Department of Public Works</p>
55-52	3A.15-2a (FPASP EIR/EIS)	<p><i>Develop Commercial Support Services and Mixed-use Development Concurrent with Housing Development and Develop and Provide Options for Alternative Transportation Modes.</i></p> <p>The Project Applicant(s) for any particular discretionary development application including commercial or mixed-use development along with residential uses shall develop commercial and mixed-use development concurrent with housing development, to the extent feasible in light of market realities and other considerations, to internalize vehicle trips. Pedestrian and bicycle facilities shall be implemented to the satisfaction of the City Public Works Department. To further minimize impacts from the increased demand on area roadways and intersections, the Project Applicant(s) for any particular discretionary development application involving schools or commercial centers shall develop and implement safe and secure bicycle parking to promote</p>	<p>Before approval of improvement plans for all Project phases any particular discretionary development application that includes residential and commercial or mixed-use development. As a condition of Project approval and/or as a condition of the</p>	<p>City of Folsom Public Works Department</p>

		alternative transportation uses and reduce the volume of single-occupancy vehicles using area roadways and intersections. The Project Applicant(s) 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.	development agreement for all Project phases.	
55-53	3A.15-2b (FPASP EIR/EIS)	Participate in the City's Transportation System Management Fee Program. The Project Applicant(s) 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.	Concurrent with construction for all Project phases.	City of Folsom Public Works Department
55-54	3A.15-2c (FPASP EIR/EIS)	Participate with the 50 Corridor Transportation Management Association. The Project Applicant(s) for any particular discretionary development application shall join and participate with the 50 Corridor Transportation Management Association to reduce the number of single-occupant automobile travel on area roadways and intersections.	Concurrent with construction for all Project phases.	City of Folsom Public Works Department
55-55	3A.15-3 (FPASP EIR/EIS)	Pay Full Cost of Identified Improvements that Are Not Funded by the City's Fee Program. In accordance with Measure W, the Project Applicant(s) 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.	As a condition of Project approval and/or as a condition of the development agreement for all Project phases.	City of Folsom Public Works Department
55-56	3A.15-4a (FPASP EIR/EIS)	The Applicant Shall Pay a Fair Share to Fund the Construction of Improvements to the Sibley Street/Blue Ravine Road Intersection (Folsom Intersection 2).	Before Project build out. A phasing analysis should be	City of Folsom Public Works Department

		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 must be reconfigured to consist of two left-turn lane, two through lanes, and one dedicated right-turn lane. 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 the Sibley Street/Blue Ravine Road intersection (Folsom Intersection 2).	performed prior to approval of the first subdivision map to determine during which Project phase the improvement should be built.	
55-57	3A.15-4b (FPASP EIR/EIS)	<i>The Applicant Shall Pay a Fair Share to Fund the Construction of Improvements to the Oak Avenue Parkway/East Bidwell Street Intersection (Folsom Intersection 6).</i> To ensure that the Oak Avenue Parkway/East Bidwell Street intersection operates at an acceptable LOS, the eastbound (East Bidwell Street) approach must be reconfigured to consist of two left-turn lanes, four through lanes and a right-turn lane, and the westbound (East Bidwell Street) approach must be reconfigured to consist of two left turn lanes, four through lanes, and a right-turn lane. It is against the City of Folsom policy to have eight lane roads because of the impacts to non-motorized traffic and adjacent development; therefore, this improvement is infeasible.	Before Project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which Project phase the improvement should be built.	City of Folsom Public Works Department
55-58	3A.15-4c (FPASP EIR/EIS)	<i>The Applicant Shall Pay a Fair Share to Fund the Construction of Improvements to the East Bidwell Street/College Street Intersection (Folsom Intersection 7).</i> To ensure that the East Bidwell Street/College Street intersection operates at acceptable LOS C or better, the westbound approach must be reconfigured to consist of one left-turn lane, one left-through lane, and two dedicated right-turn lanes. 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 the East Bidwell Street/Nesmith Court intersection (Folsom Intersection 7).	Before Project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which Project phase the improvement should be built.	City of Folsom Public Works Department

55-59	3A.15-4d (FPASP EIR/EIS)	<p><i>The Applicant Shall Pay a Fair Share to Fund the Construction of Improvements to the East Bidwell Street/Iron Point Road Intersection (Folsom Intersection 21).</i></p> <p>To ensure that the East Bidwell Street /Iron Point Road intersection operates at an acceptable LOS, the northbound approach must be reconfigured to consist of two left-turn lanes, four through lanes and a right-turn lane, and the southbound approach must be reconfigured to consist of two left-turn lanes, four through lanes and a right-turn lane. It is against the City of Folsom policy to have eight lane roads because of the impacts to non-motorized traffic and adjacent development; therefore, this improvement is infeasible.</p>	Before Project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which Project phase the improvement should be built.	City of Folsom Public Works Department
55-60	3A.15-4e (FPASP EIR/EIS)	<p><i>The Applicant Shall Pay a Fair Share to Fund the Construction of Improvements to the Serpa Way/ Iron Point Road Intersection (Folsom Intersection 23).</i></p> <p>To improve LOS at the Serpa Way/ Iron Point Road intersection, the northbound approaches must be restriped to consist of one left-turn lane, one shared left-through lanes, and one right-turn lane. 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 the Serpa Way/Iron Point Road Intersection (Folsom Intersection 23).</p>	Before Project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which Project phase the improvement should be built.	City of Folsom Public Works Department
55-61	3A.15-4f (FPASP EIR/EIS)	<p><i>The Applicant Shall Pay a Fair Share to Fund the Construction of Improvements to the Empire Ranch Road/Iron Point Road Intersection (Folsom Intersection 24).</i></p> <p>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: The eastbound approach must be reconfigured to consist of one left-turn lane, two through lanes, and a right-turn lane. The westbound approach must be reconfigured to consist of two left-turn lanes, one through lane, and a through-right lane. The northbound approach must be</p>	Before Project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which Project phase the	City of Folsom Public Works Department

		reconfigured to consist of two left-turn lanes, three through lanes, and a right-turn lane. The southbound approach must be reconfigured to consist of two left-turn lanes, three through lanes, and a right-turn lane. 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 the Empire Ranch Road / Iron Point Road Intersection Before Project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which Project phase the improvement should be built. (Folsom Intersection 24).	improvement should be built.	
55-62	3A.15-4g (FPASP EIR/EIS)	<i>The Applicant Shall Fund and Construct Improvements to the Oak Avenue Parkway/Easton Valley Parkway Intersection (Folsom Intersection 33).</i> To ensure that the Oak Avenue Parkway/Easton Valley Parkway intersection operates at an acceptable LOS the southbound approach must be reconfigured to consist of two left-turn lanes, two through lanes, and two right-turn lanes. The Applicant shall fund and construct these improvements.	Before Project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which Project phase the improvement should be built.	City of Folsom Public Works Department
55-63	3A.15-4i (FPASP EIR/EIS)	<i>Participate in Fair Share Funding of Improvements to Reduce Impacts on the Grant Line Road/White Rock Road Intersection (Sacramento County Intersection 3).</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	Before Project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which Project phase the improvement should be built.	Sacramento County Department of Transportation.

		on a program established by that agency to reduce the impacts to the Grant Line Road/White Rock Road Intersection (Sacramento County Intersection 3).		
55-64	3A.15-4j (FPASP EIR/EIS)	<p><i>Participate in Fair Share Funding of Improvements to Reduce Impacts on Grant Line Road between White Rock Road and Kiefer Boulevard (Sacramento County Roadway Segments 5-7).</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. 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 (Sacramento County Roadway Segments 5-7). 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>	Before Project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which Project phase the improvement should be built.	Sacramento County Department of Transportation.
55-65	3A.15-4k (FPASP EIR/EIS)	<p><i>Participate in Fair Share Funding of Improvements to Reduce Impacts on Grant Line Road between Kiefer Boulevard and Jackson Highway (Sacramento County Roadway Segment 8).</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. 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 (Sacramento County</p>	Before Project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which Project phase the improvement should be built.	Sacramento County Department of Transportation.

		Roadway Segment 8). The identified improvement would more than offset the impacts specifically related to the Folsom South of U.S. 50 Project on this roadway segment.		
55-66	3A.15-4l (FPASP EIR/EIS)	<p><i>Participate in Fair Share Funding of Improvements to Reduce Impacts on Hazel Avenue between Curragh Downs Drive and U.S. 50 Westbound Ramps (Sacramento County Roadway Segments 12-13).</i></p> <p>To improve operation on Hazel Avenue between Curragh Downs Drive and the U.S. 50 westbound ramps, this roadway segment could be widened to eight lanes. This improvement is inconsistent with Sacramento County’s general plan because the county’s policy requires a maximum roadway cross section of six lanes. Analysis shown later indicates that improvements at the impacted intersection in this segment can be mitigated (see Mitigation Measure 3A.15-4q). Improvements to impacted intersections on this segment will improve operations on this roadway segment and, therefore; mitigate this segment 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 Hazel Avenue between Curragh Downs Drive and U.S. 50 Westbound Ramps (Sacramento County Roadway Segments 12-13).</p>	Before Project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which Project phase the improvement should be built.	Sacramento County Department of Transportation.
55-67	3A.15-4m (FPASP EIR/EIS)	<p><i>Participate in Fair Share Funding of Improvements to Reduce Impacts on White Rock Road between Grant Line Road and Prairie City Road (Sacramento County Roadway Segment 22).</i></p> <p>To improve operation on White Rock Road between Grant Line Road and Prairie City Road, this roadway segment must 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. 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</p>	Before Project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which Project phase the improvement should be built.	Sacramento County Department of Transportation.

		unacceptable LOS F even with the capacity improvements identified to mitigate Folsom South of U.S. 50 impacts. 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 (Sacramento County Roadway Segment 22).		
55-68	3A.15-4n (FPASP EIR/EIS)	<p><i>Participate in Fair Share Funding of Improvements to Reduce Impacts on White Rock Road between Empire Ranch Road and Carson Crossing Road (Sacramento County Roadway Segment 28).</i></p> <p>To improve operation on White Rock Road between Empire Ranch Road and Carson Crossing Road, this roadway segment must be widened to six lanes. Improvements to this roadway segment 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 White Rock Road between Empire Ranch Road and Carson Crossing Road (Sacramento County Roadway Segment 28).</p>	Before Project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which Project phase the improvement should be built.	Sacramento County Department of Transportation.
55-69	3A.15-4o (FPASP EIR/EIS)	<p><i>Participate in Fair Share Funding of Improvements to Reduce Impacts on the White Rock Road/Carson Crossing Road Intersection (El Dorado County 1).</i></p> <p>To ensure that the White Rock Road/Carson Crossing Road intersection operates at an acceptable LOS, the eastbound right turn lane must 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 (El Dorado County 1).</p>	Before Project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which Project phase the improvement should be built.	Sacramento County Department of Transportation.

55-70	3A.15-4p (FPASP EIR/EIS)	<p><i>Participate in Fair Share Funding of Improvements to Reduce Impacts on the Hazel Avenue/U.S. 50 Westbound Ramps Intersection (Caltrans Intersection 1).</i></p> <p>To ensure that the Hazel Avenue/U.S. 50 westbound ramps intersection operates at an acceptable LOS, the westbound approach must 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 must 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 (Caltrans Intersection 1).</p>	Before Project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which Project phase the improvement should be built.	Sacramento County Department of Transportation.
55-71	3A.15-4q (FPASP EIR/EIS)	<p><i>Participate in Fair Share Funding of Improvements to Reduce Impacts on Eastbound US 50 between Zinfandel Drive and Sunrise Boulevard (Freeway Segment 1).</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. 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 (Freeway Segment 1).</p>	Before Project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which Project phase the improvement should be built.	Sacramento County Department of Transportation.
55-72	3A.15-4r (FPASP EIR/EIS)	<p><i>Participate in Fair Share Funding of Improvements to Reduce Impacts on Eastbound US 50 between Rancho Cordova Parkway and Hazel Avenue (Freeway Segment 3).</i></p> <p>To ensure that Eastbound US 50 operates at an acceptable LOS between Rancho Cordova Parkway and Hazel Avenue, an</p>	Before Project build out. A phasing analysis should be performed prior to	Sacramento County Department of Transportation.

		<p>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. 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 (Freeway Segment 3).</p>	<p>approval of the first subdivision map to determine during which Project phase the improvement should be built.</p>	
55-73	3A.15-4s (FPASP EIR/EIS)	<p><i>Participate in Fair Share Funding of Improvements to Reduce Impacts on Eastbound US 50 between Folsom Boulevard and Prairie City Road (Freeway Segment 5).</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. 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, 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 (Freeway Segment 5).</p>	<p>Before Project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which Project phase the improvement should be built.</p>	<p>Sacramento County Department of Transportation.</p>
55-74	3A.15-4t (FPASP EIR/EIS)	<p><i>Participate in Fair Share Funding of Improvements to Reduce Impacts on Eastbound US 50 between Prairie City Road and Oak Avenue Parkway (Freeway Segment 6).</i></p>	<p>Before Project build out. A phasing analysis should be</p>	<p>Sacramento County Department of Transportation.</p>

		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 (see Mitigation Measures 3A.15-4u, v and w), 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 must be implemented by Caltrans. 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 Prairie City Road and Oak Avenue Parkway (Freeway Segment 6).	performed prior to approval of the first subdivision map to determine during which Project phase the improvement should be built.	
55-75	3A.15-4u (FPASP EIR/EIS)	<i>Participate in Fair Share Funding of Improvements to Reduce Impacts on the U.S. 50 Eastbound / Prairie City Road Slip Ramp Merge (Freeway Merge 6).</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 must be implemented by Caltrans. 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 the U.S. 50 Eastbound / Prairie City Road slip ramp merge (Freeway Merge 6).	Before Project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which Project phase the improvement should be built.	Sacramento County Department of Transportation.
55-76	3A.15-4v (FPASP EIR/EIS)	<i>Participate in Fair Share Funding of Improvements to Reduce Impacts on the U.S. 50 Eastbound / Prairie City Road Flyover</i>	Before Project build out. A phasing analysis should be	Sacramento County Department of Transportation.

		<p><i>On Ramp to Oak Avenue Parkway Off Ramp Weave (Freeway Weave 7).</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 must be implemented by Caltrans. 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 the U.S. 50 Eastbound / Prairie City Road Flyover On Ramp to Oak Avenue Parkway Off Ramp Weave (Freeway Weave 7).</p>	<p>performed prior to approval of the first subdivision map to determine during which Project phase the improvement should be built.</p>	
55-77	3A.15-4w (FPASP EIR/EIS)	<p><i>Participate in Fair Share Funding of Improvements to Reduce Impacts on U.S. 50 Eastbound / Oak Avenue Parkway Loop Ramp Merge (Freeway Merge 8).</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 must be implemented by Caltrans. 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 U.S. 50 Eastbound / Oak Avenue Parkway Loop Ramp Merge (Freeway Merge 8).</p>	<p>Before Project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which Project phase the improvement should be built.</p>	<p>Sacramento County Department of Transportation.</p>
55-78	3A.15-4x (FPASP EIR/EIS)	<p><i>Participate in Fair Share Funding of Improvements to Reduce Impacts on U.S. 50 Westbound / Empire Ranch Road Loop Ramp Merge (Freeway Merge 27).</i></p>	<p>Before Project build out. A phasing analysis should be</p>	<p>Sacramento County Department of Transportation.</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 must be implemented by Caltrans. 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 the U.S. 50 Westbound / Empire Ranch Road loop ramp merge (Freeway Merge 27).	performed prior to approval of the first subdivision map to determine during which Project phase the improvement should be built.	
55-79	3A.15-4y (FPASP EIR/EIS)	<i>Participate in Fair Share Funding of Improvements to Reduce Impacts on U.S. 50 Westbound / Prairie City Road Loop Ramp Merge (Freeway Merge 35).</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 must be implemented by Caltrans. 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 the U.S. 50 Westbound / Prairie City Road Loop Ramp Merge (Freeway Merge 35).	Before Project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which Project phase the improvement should be built.	Sacramento County Department of Transportation.
UTILITIES AND SERVICE SYSTEMS				
55-80	3A.16-1 (FPASP EIR/EIS)	<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> Before the approval of the final map and issuance of building permits for all Project phases, the Project Applicant(s) of all Project phases 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	Before approval of final maps and issuance of building permits for any Project phases.	City of Folsom Community Development Department and City of Folsom Public Works Department

		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 for all Project phases, or their financing shall be ensured to the satisfaction of the City.		
55-81	3A.16-3 (FPASP EIR/EIS)	Demonstrate Adequate SRWTP Wastewater Treatment Capacity. The Project Applicant(s) of all Project phases shall demonstrate adequate capacity at the SRWTP 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 SRCSD. Approval of the final map and issuance of building permits for all Project phases shall not be granted until the City verifies adequate SRWTP capacity is available for the amount of development identified in the tentative map.	Before approval of final maps and issuance of building permits for any Project phases.	City of Folsom Community Development Department and City of Folsom Public Works Department
55-82	3A.18-1 (FPASP EIR/EIS)	Submit Proof of Surface Water Supply Availability. a. Prior to approval of any small-lot tentative subdivision map subject to Government Code Section 66473.7 (SB 221), the City shall comply with that statute. Prior to approval of any small-lot tentative subdivision map for a proposed residential Project not subject to that statute, the City need not comply with Section 66473.7, or formally consult with any public water system that would provide water to the affected area; nevertheless, the City shall make a factual showing or impose conditions similar to those required by Section 66473.7 to ensure an adequate water supply for development authorized by the map. b. Prior to recordation of each final subdivision map, or prior to City approval of any similar Project-specific discretionary approval or entitlement required for nonresidential uses, the Project Applicant(s) of that Project phase or activity shall demonstrate the availability of a reliable and sufficient water supply from a public	Before approval of final maps and issuance of building permits for any Project phases.	City of Folsom Community Development Department and City of Folsom Public Works Department

		water system for the amount of development that would be authorized by the final subdivision map or Project-specific discretionary nonresidential approval or entitlement. 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.		
55-83	3A.18-2a (FPASP EIR/EIS)	<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></p> <p>Before the approval of the final subdivision map and issuance of building permits for all Project phases, the Project Applicant(s) of any particular discretionary development application shall submit proof to the City of Folsom that an adequate off-site water conveyance system either has been constructed or is ensured or other sureties 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 the 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 certificate of occupancy shall not be issued for any building within the SPA until the water conveyance infrastructure sufficient to serve such building has been constructed and is in place.</p>	Before approval of final maps and issuance of building permits for any Project phases.	City of Folsom Community Development Department and City of Folsom Public Works Department
55-84	3A.18-2b (FPASP EIR/EIS)	<p><i>Demonstrate Adequate Off-Site Water Treatment Capacity (if the Off-Site Water Treatment Plant Option is Selected).</i></p> <p>If an off-site water treatment plant (WTP) alternative is selected (as opposed to the on-site WTP alternative), the Project Applicant(s) for any discretionary development application shall demonstrate adequate capacity at the off-site WTP. This shall involve preparing a tentative map-level study and paying connection and capacity fees as determined by the City. Approval of the final Project map shall not be granted until the City verifies adequate water treatment capacity either is available or is certain to be available when needed for development identified in the</p>	Before approval of final maps and issuance of building permits for any Project phases.	City of Folsom Community Development Department and City of Folsom Public Works Department

		tentative map before approval of the final map and issuance of building permits for all Project phases. A certificate of occupancy shall not be issued for any building within the SPA until the water treatment capacity sufficient to serve such building has been constructed and is in place.		
55-85	4.4-1 (Westland/ Eagle SPA)	<p>Conduct Environmental Awareness Training for Construction Employees.</p> <p>Prior to beginning construction activities, the Project Applicant shall employ a qualified biologist to develop and conduct environmental awareness training for construction employees. The training shall describe the importance of onsite biological resources, including special-status wildlife habitats; potential nests of special-status birds; and roosting habitat for special-status bats. The biologist shall also explain the importance of other responsibilities related to the protection of wildlife during construction such as inspecting open trenches and looking under vehicles and machinery prior to moving them to ensure there are no lizards, snakes, small mammals, or other wildlife that could become trapped, injured, or killed in construction areas or under equipment.</p> <p>The environmental awareness program shall be provided to all construction personnel to brief them on the life history of special-status species in or adjacent to the Project area, the need to avoid impacts on sensitive biological resources, any terms and conditions required by State and federal agencies, and the penalties for not complying with biological mitigation requirements. If new construction personnel are added to the Project, the contractor's superintendent shall ensure that the personnel receive the mandatory training before starting work. An environmental awareness handout that describes and illustrates sensitive resources to be avoided during Project construction and identifies all relevant permit conditions shall be provided to each person.</p>	Before approval of grading or improvement plans or any ground disturbing activities, including grubbing or clearing, for any Project phase.	City of Folsom Community Development Department
55-86	4.4-7 (Westland/ Eagle SPA)	<p>Preconstruction Nesting Bird Survey.</p> <p>The Project Applicant shall conduct a preconstruction nesting bird survey of all areas associated with construction activities on the Project site within</p>	Before approval of grading or improvement plans or any	California Department of Fish and Game, and City of Folsom Community Development Department

		<p>14 days prior to commencement of construction during the nesting season (1 February through 31 August).</p> <p>If active nests are found, a no-disturbance buffer around the nest shall be established. The buffer distance shall be established by a qualified biologist in consultation with CDFW. The buffer shall be maintained until the fledglings are capable of flight and become independent of the nest, to be determined by a qualified biologist. Once the young are independent of the nest, no further measures are necessary. Pre-construction nesting surveys are not required for construction activity outside of the nesting season.</p>	<p>ground disturbing activities, including grubbing or clearing, for any Project phase.</p>	
55-87	<p>3A.5-1a (Westland/ Eagle SPA)</p>	<p>Comply with the Programmatic Agreement.</p> <p>The PA for the Project is incorporated by reference. The PA provides a management framework for identifying historic properties, determining adverse effects, and resolving those adverse effects as required under Section 106 of the National Historic Preservation Act. This document is incorporated by reference. The PA is available for public inspection and review at the California Office of Historic Preservation 1725 23rd Street Sacramento, CA 95816.</p>	<p>During all construction phases</p>	<p>City of Folsom Community Development Department; U.S. Army Corp of Engineers;</p>
55-88	<p>3A.5-2 (Westland/ Eagle SPA)</p>	<p>Conduct Construction Personnel Education, 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.</p> <p>To reduce potential impacts to previously undiscovered cultural resources, the Project Applicant(s) of all Project phases shall do the following:</p> <ul style="list-style-type: none"> ▶ Before the start of ground-disturbing activities, the Project Applicant(s) of all Project phases shall retain a qualified archaeologist to conduct training for construction workers as necessary based upon the sensitivity of the Project APE, to educate them about the possibility of encountering buried cultural resources and inform them of the proper procedures should cultural resources be encountered. ▶ As a result of the work conducted for Mitigation Measures 3A.5-1a and 3A.5-1b, if the archaeologist determines that any portion of the SPA or the off-site elements should be monitored for potential 	<p>Before approval of grading or improvement plans or any ground disturbing activities, including grubbing or clearing, for any Project phase.</p>	<p>City of Folsom Community Development Department; U.S. Army Corp of Engineers</p>

		<p>discovery of as-yet-unknown cultural resources, the Project Applicant(s) of all Project phases shall implement such monitoring in the locations specified by the archaeologist. USACE should review and approve any recommendations by archaeologists with respect to monitoring.</p> <ul style="list-style-type: none">▶ Should any cultural resources, such as structural features, unusual amounts of bone or shell, artifacts, or architectural remains be encountered during any construction activities, work shall be suspended in the vicinity of the find and the appropriate oversight agency(ies) (identified below) shall be notified immediately. The appropriate oversight agency(ies) shall retain a qualified archaeologist who shall conduct a field investigation of the specific site and shall assess the significance of the find by evaluating the resource for eligibility for listing on the CRHR and the NRHP. If the resource is eligible for listing on the CRHR or NRHP and it would be subject to disturbance or destruction, the actions required in Mitigation Measures 3A.5-1a and 3A.5-1b shall be implemented. The oversight agency shall be responsible for approval of recommended mitigation if it is determined to be feasible in light of the approved land uses and shall implement the approved mitigation before resuming construction activities at the archaeological site. <p>Mitigation for the off-site elements outside of the City of Folsom's jurisdictional boundaries must be coordinated by the Project Applicant(s) of each applicable Project phase with the affected oversight agency(ies) (i.e., El Dorado and/or Sacramento Counties, or Caltrans).</p> <p>The Project Applicant, in coordination with USACE, shall ensure that an archaeological sensitivity training program is developed and implemented during a pre-construction meeting for construction supervisors. The sensitivity training program shall provide information about notification procedures when potential archaeological material is discovered, procedures for coordination between construction personnel and monitoring personnel, and information about other treatment or issues that may arise if cultural resources (including human remains) are discovered during Project construction. This protocol shall be communicated to all new construction personnel during orientation and on a poster that is placed in a visible</p>		
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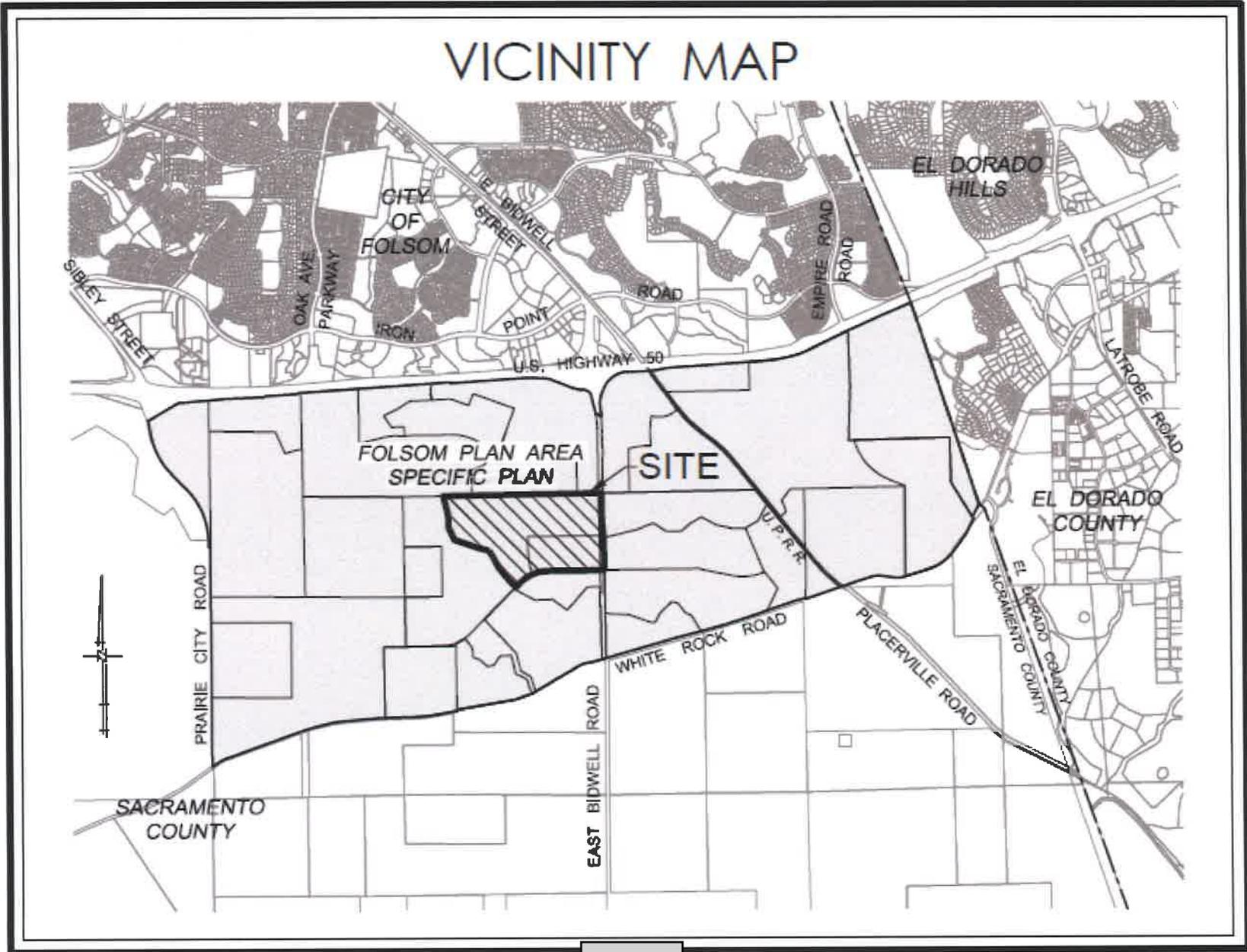
		<p>location inside the construction job trailer. The phone number of the USACE cultural resources staff member shall also be included.</p> <p>The on-site sensitivity training shall be carried out each time a new contractor will begin work in the APE and at the beginning of each construction season by each contractor.</p> <p>If unanticipated discoveries of additional historic properties, defined in 36 CFR 800.16 (l), are made during the construction of the Project, the USACE shall ensure that they will be protected by implementing the following measures:</p> <ul style="list-style-type: none"> ▶ The Construction Manager, or archaeological monitor, if given the authority to halt construction activities, shall ensure that work in that area is immediately halted within a 100-foot radius of the unanticipated discovery until the find is examined by a person meeting the professional qualifications standards specified in Section 2.2 of Attachment G of the HPMP. The Construction Manager, or archaeological monitor, if present, shall notify the USACE within 24 hours of the discovery. ▶ The USACE shall notify the State Historic Preservation Officer (SHPO) within one working day of an unanticipated discovery and may initiate interim treatment measures in accordance with this HPTP. Once the USACE makes a formal determination of eligibility for the resource, the USACE will notify the SHPO within 48 hours of the determination and afford the SHPO an opportunity to comment on appropriate treatment. The SHPO shall respond within 72 hours of the request to consult. Failure of the SHPO to respond within 72 hours shall not prohibit the USACE from implementing the treatment measures. <p>The Project Applicants shall be required to submit to the City proof of compliance in the form of a completed training roster and copy of training materials.</p>		
55-89	3A.5-3 (Westland/ Eagle SPA)	<i>Suspend Ground-Disturbing Activities if Human Remains are Encountered and Comply with California Health and Safety Code Procedures.</i>	During all ground disturbing activities, for any Project phase.	Sacramento County Coroner; Native American Heritage Commission; City of Folsom

	<p>In accordance with the California Health and Safety Code, if human remains are uncovered during ground-disturbing activities, including those associated with off-site elements, the Project Applicant(s) of all Project phases shall immediately halt all ground-disturbing activities in the area of the find and notify the Sacramento County Coroner and a professional archaeologist skilled in osteological analysis to determine the nature of the remains. The coroner is required to examine all discoveries of human remains within 48 hours of receiving notice of a discovery on private or public lands (California Health and Safety Code Section 7050.5[b]). If the coroner determines that the remains are those of a Native American, he or she must contact the NAHC by phone within 24 hours of making that determination (California Health and Safety Code Section 7050[c]).</p> <p>After the coroner's findings are complete, the Project Applicant(s), an archaeologist, and the NAHC-designated Most Likely Descendant shall determine the ultimate treatment and disposition of the remains and take appropriate steps to ensure that additional human interments are not disturbed. The responsibilities for acting on notification of a discovery of Native American human remains are identified in Section 5097.9 of the California Public Resources Code.</p> <p>Upon the discovery of Native American remains, the procedures above regarding involvement of the applicable county coroner, notification of the NAHC, and identification of a Most Likely Descendant shall be followed. The Project Applicant(s) of all Project phases shall ensure that the immediate vicinity (according to generally accepted cultural or archaeological standards and practices) is not damaged or disturbed by further development activity until consultation with the Most Likely Descendant has taken place. The Most Likely Descendant shall have 48 hours after being granted access to the site to inspect the site and make recommendations. A range of possible treatments for the remains may be discussed: nondestructive removal and analysis, preservation in place, relinquishment of the remains and associated items to the descendants, or other culturally appropriate treatment. As suggested by AB 2641 (Chapter 863, Statutes of 2006), the concerned parties may extend discussions beyond the initial 48 hours to allow for the discovery of additional remains. AB 2641(e) includes a list of site protection measures</p>		<p>Community Development Department</p>
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		<p>and states that the Project Applicant(s) shall comply with one or more of the following requirements:</p> <ul style="list-style-type: none">▶ record the site with the NAHC or the appropriate Information Center,▶ use an open-space or conservation zoning designation or easement, or▶ record a reinternment document with the county. <p>The Project Applicant(s) or its authorized representative of all Project phases shall rebury the Native American human remains and associated grave goods with appropriate dignity on the property in a location not subject to further subsurface disturbance if the NAHC is unable to identify a Most Likely Descendant or if the Most Likely Descendant fails to make a recommendation within 48 hours after being granted access to the site. The Project Applicant(s) or its authorized representative may also reinter the remains in a location not subject to further disturbance if it rejects the recommendation of the Most Likely Descendant and mediation by the NAHC fails to provide measures acceptable to the Landowner. Ground disturbance in the zone of suspended activity shall not recommence without authorization from the archaeologist.</p> <p>Mitigation for the off-site elements outside of the City of Folsom's jurisdictional boundaries must be coordinated by the Project Applicant(s) of each applicable Project phase with the affected oversight agency(ies) (i.e., El Dorado and/or Sacramento Counties, or Caltrans).</p> <p>The Project Applicants shall be required to submit to the City proof of compliance in the form of a completed training roster and copy of training materials.</p>		
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Attachment 3

Vicinity Map



Attachment 4

Large Lot Vesting Subdivision Map dated May 10, 2021

TENTATIVE MAP INFORMATION

OWNER / APPLICANT: TCS Improvement Company, LLC
Westcott Road LLC
4370 Town Center Blvd, Suite 100
B Dorado Hills, CA 95762

ENGINEER: Mackay & Somp Civil Engineers, Inc.
1025 Creekside Ridge Drive, Suite 130
Roseville, CA 95678
916-772-1189

ASSESSOR'S PARCEL NUMBERS: 073-0060-100 & 073-0060-077

SEE AREA: 173.0 ± AC

EXISTING ZONING: A portion of the Folsom Plan Area Specific Plan

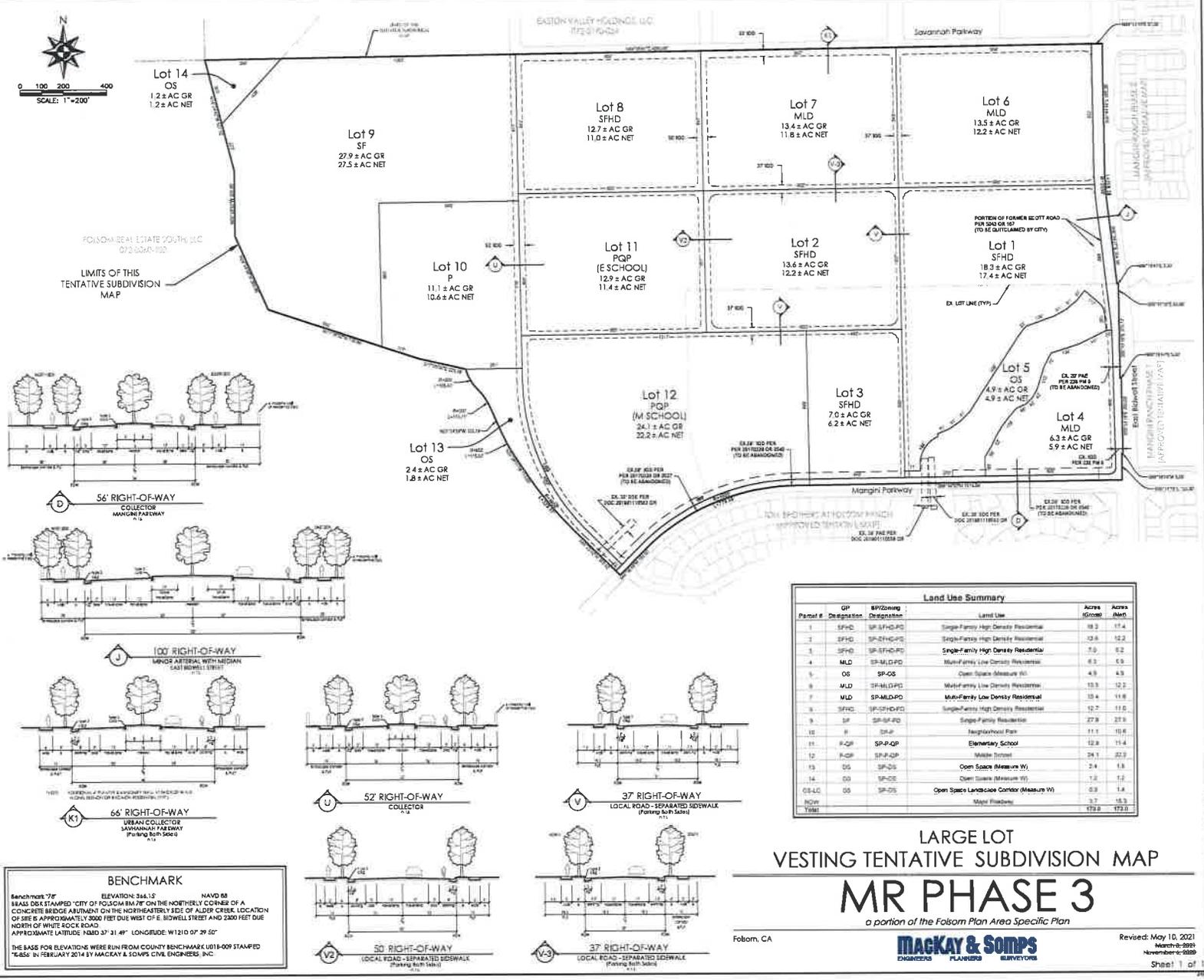
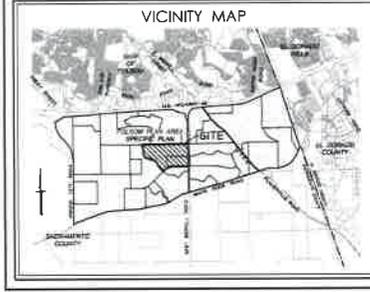
NUMBER OF LOTS/PARCELS: 14 TOTAL LOTS
1 SF Large Lots
4 SFHD Large Lots
3 MLD Large Lots
2 School Lots
1 Park Lot
3 Open Space Lots

SERVICES PROVIDED:
Parks & Recreation: City of Folsom
Police & Fire Protection: City of Folsom
Sanitary Sewer: City of Folsom
Domestic Water: City of Folsom
Storm Drainage: City of Folsom
SMAUD: City of Folsom
Electricity: AT&T
Gas: PG&E
Cable: Comcast
Schools: Folsom Cordova Unified School District

TENTATIVE MAP NOTES

PROPERTY DESCRIPTION: Parcel 11 of PM 236 PM-10 and a portion of Parcel 2 of 218 PM 17, Sacramento County Records.

- Lot dimensions and easements are approximate and subject to change.
- Lot lines and lot areas may be adjusted at the time of the Final Map(s) provided no additional lots are created, subject to the approval of the City of Folsom. Flexibility in lot configuration as shown herein is allowed provided the new configuration is in substantial compliance with the approved Specific Plan, subject to the approval of the City of Folsom.
- The final mapping and subsequent development of all lots may be phased. Phasing is to be consistent with the Development Agreement.
- Phasing and lot numbering is for identification purposes only and does not indicate phasing order of development. Ultimate development phasing shall be orderly and will be determined by Final Map and/or Improvement Plan stage.
- Pursuant to Government Code Section 66423.1, the subdivisor may file multiple Final Maps based upon this Tentative Map. The filing of a Final Map on a portion of this Tentative Map shall not invalidate any part of this Tentative Map.
- Pursuant to California Government Code Section 66499.20, the land shown herein may be merged and subdivided without reversion to acreage and may constitute abandonment of portions of the existing public streets, subject to the approval of the City of Folsom, including the following:
 - A. A 20' PAE per 236 RM 9
 - B. A 38' 100' per 201 F0220 or 542
 - C. A 38' 100' per 201 F0220 or 542
- Street names shown herein are for identification purposes only. A street name list will be approved with Tentative Map. Final street names & locations will be determined at the time of Final Map and Improvement Plan preparation.
- Additional easements to accommodate new public utility improvements, access required for lot development or other similar mapping requirements needed to accomplish the final design may be added prior to each Final Map based on the Tentative Map.
- A 12.5' public utility easement will be located adjacent to all right-of-way except as shown herein and approved by the City Engineer.
- The entire property contained within this Tentative Subdivision Map is covered by an Avigation Easement to the benefit of the City of Folsom and County of Sacramento recorded August 26, 2014 in Book 20140828 of page 55/A, Official Records of Sacramento County.



Attachment 5

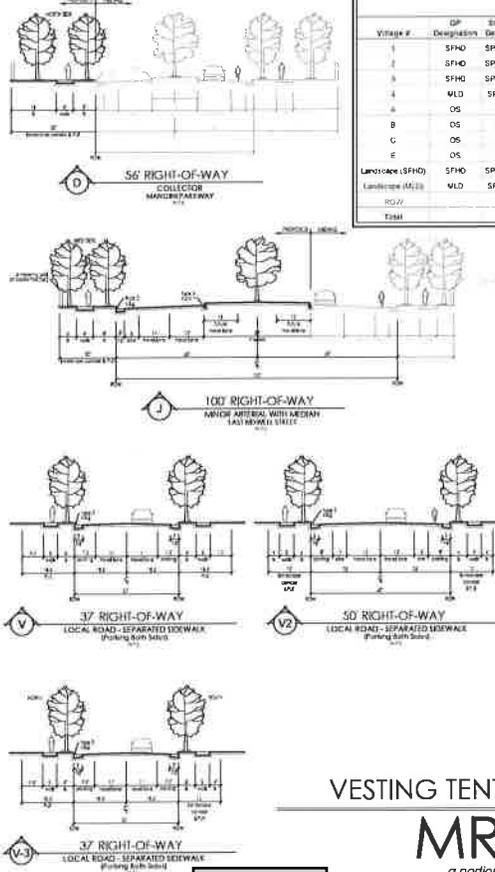
Small Lot Vesting Tentative Subdivision Map dated May 10, 2021



TENTATIVE MAP NOTES

PROPERTY DESCRIPTION: Parcel 1 of P.M. 236 PM 10 and a portion of Parcel 2 of 216 PM 17, Sacramento County Records.

1. Lot dimensions and encroachments are approximate and subject to change.
2. Typical lot sizes are measured from back of sidewalk. On irregular shaped lots, lot size is measured at widest point.
3. Lot lines and lot areas may be adjusted at the time of the Final Map(s) provided no additional lots are created, subject to the approval of the City of Folsom. Flexibility in lot configuration as shown hereon is allowed provided the new configuration is in substantial compliance with the approved Specific Plan, subject to the approval of the City of Folsom.
4. The Final Mapping and subsequent development of lots may be phased. Phasing is to be consistent with the Development Agreement.
5. Lot numbering is for identification purposes only and does not indicate phasing order of development. Ultimate development phasing shall be orderly and will be determined at Final Map and/or improvement plan stage.
6. Pursuant to Government Code Section 66426.1, the subdivision may file multiple Final Maps based upon the Tentative Map. The filing of a Final Map on a portion of the Tentative Map shall not invalidate any part of the Tentative Map.
7. Pursuant to California Government Code Section 66499.2(b), the land shown hereon may be leased and established without revision to acreage and may constitute a substantial alteration of portions of the existing public streets and public easements, subject to the approval of the City of Folsom.
8. Street names shown hereon are for identification purposes only. A street name list will be approved with the Tentative Map. Final street names & locations will be determined at the time of Final Map and Improvement Plan preparation.
9. Additional assessments to accommodate new public utility improvements, access required for development, or other similar mapping requirements needed to accomplish the final design may be added prior to each Final Map based on the Tentative Map.
10. A 12.5' public utility easement will be located adjacent to all rights-of-way except as shown hereon and approved by the City Engineer.
11. The entire property contained within the Tentative Subdivision Maps is covered by an Easement to the benefit of the City of Folsom and County of Sacramento recorded August 28, 2014 in Book 20140828 at page 0078. Official Records of Sacramento County.
12. This map is consistent with the Folsom Plan Area Specific Plan development standards.



Land Use Summary

Village #	GP Designation	SP/OS Designation	Land Use / Lot Size	Acreage	Area	Overlaid	Net Density
1	SFHD	SP SFHD-PD	Single Family High Density Residential / 45' x 100'	13.8	16.2	100	0.3
2	SFHD	SP SFHD-PD	Single Family High Density Residential / 50' x 100'	12.2	11.6	88	0.8
3	SFHD	SP SFHD-PD	Single Family High Density Residential / 50' x 100'	9.2	9.7	88	0.8
4	MLO	SP-MLO-PD	Multi-Family Low Density Residential / 45' x 67'	3.8	9.6	46	5.0
A	OS	SP OS	Open Space (Measure W)	8.8	4.9	-	-
B	OS	SP OS	Open Space Landscape Corridor (Measure W)	18.1	3.3	-	-
C	OS	SP OS	Open Space Landscape Corridor (Measure W)	18.1	3.1	-	-
E	OS	SP OS	Open Space Landscape Corridor (Measure W)	18.1	3.1	-	-
Landscaping (SFHD)	SFHD	SP SFHD-PD	Landscaping	8.0	0.8	-	-
Landscaping (MLO)	MLO	SP-MLO-PD	Landscaping	3.8	0.2	-	-
Trail			Trail	5.0	5.1	-	-
TOTAL				82.3	87.3	268	

TENTATIVE MAP INFORMATION

OWNER / APPLICANT: ICS Improvement Company, LLC
West Scott Road, LLC
4370 Town Center Blvd, Suite 100
El Cerrito Hills, CA 94512

ENGINEER: Mackay & Somp's Civil Engineers, Inc.
1025 Creekside Ridge Drive, Suite 150
Roseville, CA 95678
916-775-1189

ASSESSOR'S PARCEL NUMBER(S): 073-0040-100, & Parc 073-0040-077

NET AREA: 82.3 ± AC.

EXISTING ZONING: A portion of the Folsom Plan Area Specific Plan

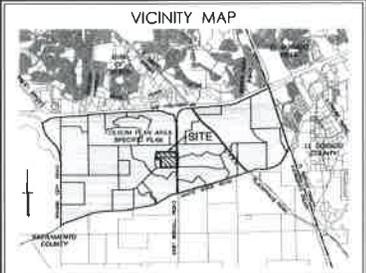
NUMBER OF LOTS/PARCELS:
272 TOTAL LOTS
218 SFHD Lots
42 MLO Lots
1 Open Space Lot
3 Open Space Landscape Lots
2 Landscaping Lots
1 Power Lot

SERVICE PROVIDERS:
Parks & Recreation: City of Folsom
Police & Fire Protection: City of Folsom
Sanitary Sewer: City of Folsom
Domestic Water: City of Folsom
Storm Drainage: City of Folsom
Electricity: S&D
Telephone: AT&T
Gas: PG&E
Cable: Comcast
Schools: Folsom-Cordova Unified School District

BENCHMARK

Benchmark 78' ELEVATION 566.15' HAND 88
BRASS DISK STAMPED 'CITY OF FOLSOM BM 78' ON THE NORTHERLY CORNER OF A CONCRETE BRIDGE ABUTMENT ON THE NORTHEASTERN SIDE OF ALDER CREEK LOCATION OF THIS APPROXIMATELY 300 FEET WEST OF CREEK, BEYOND STREET AND 200 FEET WEST OF WHITE ROCK ROAD, APPROXIMATE LATITUDE N08D 37' 31.4" LONGITUDE W121D 07' 29.30"

THE BASIS FOR ELEVATIONS WERE RUN FROM COUNTY BENCHMARK 0018-009 STAMPED 'N&C' IN FEBRUARY 2014 BY MACKAY & SOMPS CIVIL ENGINEERS, INC.



SMALL LOT VESTING TENTATIVE SUBDIVISION MAP

MR PHASE 3

a portion of the Folsom Plan Area Specific Plan

Attachment 6

Preliminary Grading and Drainage Plan dated May 10, 2021



OFFSITE GRADING PLAN
MR PHASE 3
 a portion of the Folsom Plan Area Specific Plan

Folsom, CA

MACKEY & SOMPS
 ENGINEERS PLANNERS ARCHITECTS

Revised: May 10, 2021
 March 20, 2014
 November 20, 2009

Sheet 4 of 4

Attachment 7

CEQA Exemption and Streamlining Analysis

CITY OF FOLSOM
CEQA Exemption and Streamlining Analysis
for Mangini Ranch Phase 3

1. Application No: 20-254
2. Project Title: Mangini Ranch Phase 3
3. Lead Agency Name and Address:
City of Folsom
50 Natoma Street
Folsom, CA 95630
4. Contact Person and Phone Number:
Scott Johnson, AICP, Planning Manager
Community Development Department
(916) 355-7222
5. Project Location:
173.0 acres located north of Mangini Parkway, south of Savannah Parkway,
and west of East Bidwell Street. APN: 072-0060-100 & 072-0060-077 (173.0
acres, Folsom Real Estate South, LLC, and West Scott Boulevard, LLC.)
6. Project Applicant's/Sponsor's Name and Address:

TCS Improvement Company, LLC
4370 Town Center Blvd., #100
El Dorado Hills, CA 95762
7. General Plan Designation: SFHD, MLD, SF, OS, P, PQP
8. Zoning: SP-SFHD-PD, SP-MLD-MD, SP-SF-PD, SP-OS, SP-P, SP-PQP
9. Other public agencies whose approval may be required or agencies that may rely on this document for
implementing project:

California Department of Fish and Wildlife (for Section 1602 agreement)
Capital Southeast Connector Joint Powers Authority
Central Valley Regional Water Quality Control Board
Folsom-Cordova Unified School District
Sacramento Metropolitan Air Quality Management District

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I. INTRODUCTION

The Mangini Ranch Phase 3 development proposal (project or Project) is located in the Folsom Plan Area Specific Plan (FPASP) area. As discussed later in this document, the project is consistent with the FPASP.

As a project that is consistent with an existing Specific Plan, the Mangini Ranch Phase 3 development is eligible for the exemption from review under the California Environmental Quality Act¹ (“CEQA”) provided in Government Code section 65457 and CEQA Guidelines² section 15182, subdivision (c), as well as the streamlining provisions in Public Resources Code section 21083.3 and CEQA Guidelines section 15183.

Because the Project is exempt from CEQA, the City is not required to provide the following CEQA analysis. Nonetheless, the City provides the following checklist exploring considerations raised by sections 15182 and 15183 to disclose the City’s evidence and reasoning for determining the project’s consistency with the Folsom Plan Area Specific Plan (“FPASP”) and eligibility for the claimed CEQA exemption.

II. PROJECT DESCRIPTION

A. PROJECT OVERVIEW

The Mangini Ranch Phase 3 project proposes to further subdivide the 173-acre property (FPASP Parcels 73, 155, 159, 161, 163, 165A-1, 165A-2, 165B, and 166) into fourteen large lots through a large lot vesting tentative subdivision map (LLVTSM) for future sale, lease, and financing, consistent with the land use designations in the FPASP. Additionally, the Project includes a small lot vesting tentative subdivision map (SLVTSM) to further subdivide a 52.3-acre portion of the site into 260 residential lots for future development consistent with the land use designations in the FPASP. Lot sizes included are MLD-45’x67’, SFHD-45’x100’, and SFHD-50’x100’. The SLVTM also includes three open space parcels, eight landscape lots, and one paseo lot.

The SLVTSM area also includes an open space corridor, extending from Mangini Parkway to East Bidwell Street, with a Class I multi-purpose trail located on the north side of the drainage corridor, consistent with the trail identified on the FPASP Trails Exhibit. Trail connections are provided at Mangini Parkway and East Bidwell Road, as well as internally from the project site via a pedestrian paseo. The pedestrian paseo is located to promote pedestrian accessibility where dictated by trail grading constraints. Offsite grading is proposed in the grading plan for the SLVTSM for large lot 11 and portions of large lot 12.

¹ California Environmental Quality Act, Pub. Resources Code, § 21000 et seq. (hereafter "CEQA").

² The Guidelines for the Implementation of the California Environmental Quality Act, Cal. Code Regs., tit. 14, § 15000 et seq. (hereafter "CEQA Guidelines" or "Guidelines").

The requested land use entitlements for the Mangini Ranch Phase 3 project are:

- (1) a Large Lot Vesting Tentative Subdivision Map;
- (2) a Small Lot Vesting Tentative Subdivision Map;
- (3) a Minor Administrative Modification – Minor Land Use Boundary Refinements; and
- (4) a Minor Administrative Modification – Transfer of Development Rights – Dwelling Units Transferred Between Parcels.

A Minor Administrative Modification (MAM) is requested to refine the boundaries of the open space (OS) and residential (MHD and SFHD) (project site) parcels to meet City standards for roadway design, maximize development efficiencies, preserve natural resources, and accommodate public trails. There is no change in overall total Measure W open space with the proposed minor modification.

A Minor Administrative Amendment – Transfer of Development Rights is requested to move 25 dwelling units among five parcels (parcels 155, 159, 165-A2, 165-B, and 166) within the project boundary and the FPAS. No change to the overall FPASP unit allocation, total population, will occur. The proposed project does not affect the overall amount of non-residential development in the FPASP.

Infrastructure to serve the Project is proximate and available to the site.

The Mangini Ranch Phase 3 project is located within the Folsom Ranch Central District and is designed to comply with the Folsom Ranch Central District Design Guidelines (approved 2015, amended 2018). No deviations from the FPASP Appendix A: Development Standards are sought with this application.

B. PROJECT LOCATION

The Project site consists of 173.0 acres and nine existing parcels in the FPASP plan area within the proposed Mangini Ranch Phase 3 development area, south of U.S. Highway 50 and west of East Bidwell Street. The project site is known as Mangini Ranch Phase 3. The site is located south of Savannah Parkway and north of Mangini Parkway.

East Bidwell Street, Mangini Parkway, and the Northern Connector ('A' Drive) provide direct access to the site. Public street access would be provided at proposed 'B' Drive, 'E' Drive, and 'F' Drive. 'B' **Mangini Ranch Phase 3**

CEQA Exemption and Streamlining Analysis

May 2021

Drive is centrally located on the site and connects to 'A' Drive and Mangini Parkway. 'E' Drive is in the southeastern corner of the site and connects to East Bidwell Street and Mangini Parkway. 'F' drive is in the southwestern corner of the site and connects to Mangini Parkway. Adjacent to the project are the Mangini Ranch Phase 1, Creekstone and Toll Brothers subdivisions at Folsom Ranch, which are under construction.

The FPASP is a 3,513.4-acre comprehensively planned community that creates new development patterns based on the principles of smart growth and transit-oriented development. The Specific Plan zoning for the SLVTSM site is Single-Family High Density (SP-SFHD) and Multi-Family Low Density (SP-MLD).

See the Mangini Ranch Phase 3 Project Narrative for exhibits of the proposed project and surrounding land uses.

C. EXISTING SITE CONDITIONS

Currently, the 173.0-acre project site is undeveloped. There are native tree species located within the bounds of the LLVTSM, however no trees are located within the bounds of the SLVTSM therefore no trees are proposed for removal with this application.

D. CONSISTENCY WITH THE FPASP

The Project is consistent with and aims to fulfill the specific policies and objectives in the Folsom Plan Area Specific Plan. An analysis of the proposed project's consistency with the FPASP is provided in Exhibit 3, the Applicant's FPASP Policy Consistency Analysis.

1. Land Use Designation and Unit Types

The application intends to develop Mangini Ranch Phase 3 (as shown and described in the Project Narrative) as a Single-Family High Density and Multi-Family Low Density (SFHD and MLD) Residential site, consistent with the FPASP.

Lots 11 and 12 (PQP) are shown on the preliminary grading/infrastructure exhibits due to the planned mass grading of lot 11 and portions of lot 12. There are existing oak trees on a portion of lot 12, but the existing oak trees will be unimpacted by the grading, as shown on the offsite grading plan. Lot 5 (OS) will include a Class I trail along the northern boundary of the OS parcel. The boundary between the OS parcel and the development parcels is proposing a Minor Administrative Modification (MAM) (described above) to refine the boundaries between the development parcels and the open space parcel.

The Mangini Ranch Phase 3 project proposes to create 260 residential lots. The FPASP defines the SFHD residential designation to allow a variety of “attached and detached housing options” including single-family and two-family dwellings, as well as “second dwelling units.” (FPASP, pp. 4-13 through 4-14.) Further, the SFHD density range in the FPASP is 4 to 7 dwelling units per gross acre. (FPASP, p. 4-14.) The FPASP defines the MLD residential designation as “one of the most flexible residential land use designations in the Plan Area[,]” which includes “single family dwellings (small lot detached, zero-lot-line and patio homes), two family dwellings and multi-family dwellings.” (FPASP, p. 4-14.) The density range for MLD is 7 to 12 dwelling units per gross acre. (FPASP, p. 4-14.) Therefore, land which is designated SP-SFHD and SP-MLD can be developed as residential lots in conformance with the FPASP. Moreover, the proposed density in Mangini Ranch Phase 3 (5.9 to 6.3 dwelling units per acre on the SP-SFHD parcels and 7.5 dwelling units per acre on the SP-MLD parcel) is consistent with the applicable density ranges in the FPASP.

The residential lots proposed by the Mangini Ranch Phase 3 project are permitted uses as shown on Table 4.3 of the FPASP. (See also FPASP DEIR, Table 3A.10-4.)

In summary, the proposed land use and the density of residential use proposed for Mangini Ranch Phase 3 are consistent with the FPASP.

2. Circulation

Primary access to the SLVSTM portion of the Project would be from East Bidwell Street on the east, Mangini Parkway on the south, and the east-west Northern Connector Road (A Drive) on the north. The Northern Connector Road would be a new street that will connect to East Bidwell Street to the east. B and D Drives will provide north-south access from the North Connector Road south into the subdivision. Multiple access points to the Project are provided at East Bidwell Road (east side) and Mangini Parkway (south side). Improvements to East Bidwell Street and Mangini Parkway have been/are being constructed by other FPASP approved projects. City standard residential streets are proposed for this subdivision, with detached and attached pedestrian sidewalks and on-street parking. Class III bike routes are provided on all residential streets.

Access to the FPASP trails system is provided in three locations. Public trail heads located at the intersection of the open space at East Bidwell Road and Mangini Parkway. A pedestrian-activated traffic signal may be installed in the future, at the trail head located at East Bidwell Road, as shown on the Bikeways Plan in the FPASP. A Class I trail undercrossing is planned at the trail head at Mangini Parkway. Trail access is also provided in Village 1 on the Lot L Paseo near the intersection of ‘J’ Drive and ‘L’ Drive.

The proposed project is consistent with roadway and transit master plans for the FPASP.

3. Water, Sewer, and Storm Drainage Infrastructure

Water infrastructure

The Mangini Ranch Phase 3 project is being served by Zone 3 water from East Bidwell Street and Mangini Parkway. The project is located within the Zone 3 pressure zone. Water mains are provided within the perimeter streets, including East Bidwell Street and Street A, and along the project frontage to serve the site.

Sewer infrastructure

The Mangini Ranch Phase 3 project will be served by the sewer infrastructure within East Bidwell Street and Mangini Parkway through the internal street network.

Storm drainage infrastructure

The Mangini Ranch Phase 3 project site stormwater system will connect to existing infrastructure in East Bidwell Street and Mangini Parkway, and, at ultimate buildout, surface water runoff from the Project generally flows to the southwest area into a planned detention basin located adjacent Mangini Parkway.

The proposed project is consistent with planned infrastructure for the FPASP.

III. EXEMPTION AND STREAMLINING ANALYSIS

A. Folsom Plan Area Specific Plan

The City adopted the Folsom Plan Area Specific Plan on June 28, 2011 (Resolution No. 8863).

The City of Folsom and the U.S. Army Corps of Engineers prepared a joint environmental impact report/environmental impact statement ("EIR/EIS" or "EIR") for the Folsom South of U.S. Highway 50 Specific Plan Project ("FPASP"). (See FPASP EIR/EIS, SCH #2008092051). The Draft EIR/EIS (DEIR) was released on June 28, 2010. The City certified the Final EIR/EIS (FEIR) on June 14, 2011 (Resolution No. 8860). For each impact category requiring environmental analysis, the EIR provided two separate analyses: one for the "Land" component of the FPASP project, and a second for the "Water" component. (FPASP DEIR, p. 1-1 to 1-2.) The analysis in this document is largely focused on and cites to the "Land" sections of the FPASP EIR.

On December 7, 2012, the City certified an Addendum to the EIR for the FPASP for purposes of analyzing an alternative water supply for the project. The revisions to the "Water" component of the FPASP project included: (1) Leak Fixes, (2) Implementation of Metered Rates, (3) Exchange of Water Supplies, (4) New Water Conveyance Facilities. (Water Addendum, pp. 3-1 to 3-4.) The City concluded that, with implementation of certain mitigation measures from the FPASP EIR's "Water" sections, the water supply and infrastructure changes would not result in any new significant impacts,

Mangini Ranch Phase 3

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substantially increase the severity of previously disclosed impacts or involve any of the other conditions related to changed circumstances or new information that can require a subsequent or supplemental EIR. (See Pub. Resources Code, § 21166; Guidelines, § 15162.) The analysis in portions of the FPASP EIR's "Water" sections that have not been superseded by the Water Addendum are still applicable.

The FPASP includes the Westland Eagle development, which is located in the central portion of the FPASP flanking Scott Road and Easton Valley Parkway. Since approval of the FPASP, the Westland Eagle development was transferred to new owners: Westland Capital Partners, Eagle Commercial Partners (applicant), and Eagle Office Properties. The new owners subsequently evaluated the approved land use plan and determined that many of the assumptions underlying the type and distribution of retail commercial and residential land uses in this area needed to be reevaluated to respond to current and future market conditions for retail commercial and residential development. Accordingly, the applicants proposed an amendment to the FPASP that would significantly reduce the area of commercial retail land use in the Westland Eagle plan area and increase the number of allowed residential dwelling units. The City adopted an amendment to the FPASP for the Westland Eagle Properties in June 2015 (Westland/Eagle SPA) that reduced the amount of commercial, industrial/office park and mixed-use acreage from 451.8 acres to 302.3 acres and the potential building area from approximately 4.5 million square feet to approximately 3.4 million square feet. The Westland/Eagle SPA also increased the number of proposed residential dwelling units from 9,895 to 10,817.

B. Documents Incorporated by Reference

The analysis in this document incorporates by reference the following environmental documents that have been certified by the Folsom City Council:

- i. Folsom South of U.S. Highway 50 Specific Plan Project EIR/EIS and Findings of Fact and Statement of Overriding Considerations, certified by the Folsom City Council on June 14, 2011, a copy of which is available for viewing at the City of Folsom Planning Public Counter located on the 2nd floor of the City Hall Building at 50 Natoma Street in Folsom, CA (from 8:00 a.m. to 1:00 p.m. Monday through Friday).
- ii. CEQA Addendum for the Folsom South of U.S. 50 Specific Plan Project- Revised Proposed Off-site Water Facility Alternative prepared November, 2012, ("Water Addendum"), certified by the Folsom City Council on December 11, 2012, a copy of which is available for viewing at the City of Folsom Planning Public Counter located on the 2nd floor of the City Hall Building at 50 Natoma Street in Folsom, CA (from 8:00 a.m. to 1:00 p.m. Monday through Friday);
- iii. South of Highway 50 Backbone Infrastructure Project Initial Study/Mitigated Negative Declaration (Backbone Infrastructure MND), dated December 9, 2014, adopted by the City

Council on February 24, 2015, a copy of which is available for viewing at the City of Folsom Planning Public Counter located on the 2nd floor of the City Hall Building at 50 Natoma Street in Folsom, CA (from 8:00 a.m. to 1:00 p.m. Monday through Friday).

- iv. CEQA Addendum and Environmental Checklist for the Westland Eagle Specific Plan Amendment, dated June 2015, (“Westland Eagle Addendum”), a copy of which is available for viewing at the City of Folsom Planning Public Counter located on the 2nd floor of the City Hall Building at 50 Natoma Street in Folsom, CA (from 8:00 a.m. to 1:00 p.m. Monday through Friday).

Each of the environmental documents listed above includes mitigation measures imposed on the FPASP and activities authorized therein and in subsequent projects to mitigate plan-level environmental impacts, which are, therefore, applicable to the proposed project. The mitigation measures are referenced specifically throughout this document and are incorporated by reference in the environmental analysis. The Applicant will be required to agree, as part of the conditions of approval for the proposed project, to comply with each of those mitigation measures.

Pursuant to Public Resources Code section 21083.3, subdivision (c), the City will make a finding at a public hearing that the feasible mitigation measures specified in the FPASP EIR will be undertaken.

Moreover, for those mitigation measures with a financial component that apply plan-wide, the approved Public Facilities Financing Plan and Amended and Restated Development Agreement bind the Applicant to a fair share contribution for funding those mitigation measures.

The May 22, 2014, Record of Decision (ROD) for the Folsom South of U.S. Highway 50 Specific Plan Project—City of Folsom Backbone Infrastructure (Exhibit 2) by the U.S. Army Corps of Engineers is also incorporated by reference.

All impacts from both on-site and off-site features of the Mangini Ranch Phase 3 project have been analyzed and addressed in the CEQA analysis and other regulatory permits required for the Mangini Ranch Phase 3 project and/or the Backbone Infrastructure project.

C. Introduction to CEQA Exemption and Streamlining Provisions

The City finds that the Mangini Ranch Phase 3 development proposal is consistent with the FPASP and therefore exempt from CEQA under Government Code section 65457 and CEQA Guidelines section 15182, subdivision (c), as a residential project undertaken pursuant to and in conformity with a specific plan.

The City also finds that the Mangini Ranch Phase 3 project is eligible for streamlined CEQA review provided in Public Resources Code section 21083.3, and CEQA Guidelines section 15183 for projects consistent with a community plan, general plan, or zoning. Because the Project is exempt from

CEQA, the City is not required to provide the following streamlined CEQA analysis. Nonetheless, the City provides the following checklist exploring considerations raised by sections 15182 and 15183 because the checklist provides a convenient vehicle for disclosing the City's substantial evidence and reasoning underlying its consistency determination.

As mentioned above, the City prepared an addendum to the FPASP EIR in December 2012 for purposes of analyzing an alternative water supply for the FPASP. Although this Water Addendum was prepared and adopted by the City after the certification of the FPASP EIR/EIS, it would not change any of the analysis under Public Resources Code section 21083.3 and CEQA Guidelines section 15183 because it gave the Plan Area a more feasible and reliable water supply.

The City has prepared site-specific studies pursuant to the requirements set forth in the mitigation measures and conditions of approval adopted for the FPASP under the FPASP EIR and Water Addendum for subsequent development projects. (See Exhibits 4 [Noise Assessment] and 5 [Access Evaluation Memo].) These studies support the conclusion that the Mangini Ranch Phase 3 development proposal would not have any new significant or substantially more severe impacts (CEQA Guidelines, § 15162), nor would it result in any new significant impacts that are peculiar to the project or its site (CEQA Guidelines, § 15183).

1. Exemption provided by Government Code, § 65457, and CEQA Guidelines, § 15182, subdivision (c)

Government Code section 65457, and CEQA Guidelines section 15182, subdivision (c), exempt residential projects that are undertaken pursuant to a specific plan for which an EIR was previously prepared if the projects are in conformity with that specific plan and the conditions described in CEQA Guidelines section 15162 (relating to the preparation of a supplemental EIR) are not present. (Gov. Code, § 65457, subd. (a); CEQA Guidelines, §§ 15182, subd. (c), 15162, subd. (a).)

The Applicant's FPASP Policy Consistency Analysis attached as Exhibit 3 supports the determination that the Project is undertaken pursuant to and in conformity with the FPASP.

2. Streamlining provided by Public Resources Code, § 21083.3 and CEQA Guidelines, § 15183

Public Resources Code section 21083.3 provides a streamlined CEQA process where a subdivision map application is made for a parcel for which prior environmental review of a zoning or planning approval was adopted. If the proposed development is consistent with that zoning or plan, any further environmental review of the development shall be limited to effects upon the environment which are peculiar to the parcel or to the project and which were not addressed as significant effects in the prior EIR or which substantial new information shows will be more significant than described in the prior EIR. Effects are not to be considered peculiar to the parcel or the project if uniformly applied development policies or standards have been previously adopted by the city, which were found to

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substantially mitigate that effect when applied to future projects.

CEQA Guidelines section 15183 provides further detail and guidance for the implementation of the exemption set forth in Public Resources Code section 21083.3.

D. Environmental Checklist Review

The row titles of the checklist include the full range of environmental topics, as presented in Appendix G of the CEQA Guidelines.

The column titles of the checklist have been modified from the Appendix G presentation to assess the Project's qualifications for streamlining provided by Public Resources Code section 21083.3 and CEQA Guidelines sections 15183, as well as to evaluate whether the conditions described in Guidelines section 15162 are present.

Pursuant to Guidelines section 15162, one of the purposes of this checklist is to evaluate the categories in terms of any "changed condition" (i.e. changed circumstances, project changes, or new information of substantial importance) that may result in a different environmental impact significance conclusion. If the situations described in Guidelines section 15162 are not present, then the exemption provided by Government Code section 65457 and Guidelines section 15182 can be applied to the Project. Therefore, the checklist does the following: a) identifies the earlier analyses and states where they are available for review; b) discusses whether proposed changes to the previously-analyzed program, including new site specific operations, would involve new or substantially more severe significant impacts; c) discusses whether new circumstances surrounding the previously-analyzed program would involve new or substantially more severe significant impacts; d) discusses any substantially important new information requiring new analysis; and e) describes the mitigation measures which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project. (Guidelines, § 15162, subd. (a).)

The checklist serves a second purpose. Public Resources Code section 21083.3 and its parallel Guidelines provision, section 15183, provide for streamlined environmental review for projects consistent with the development densities established by existing zoning, general plan, or community plan policies for which an EIR was certified. Such projects require no further environmental review except as might be necessary to address effects that (a) are peculiar to the project or the parcel on which the project would be located, (b) were not analyzed as significant effects in the prior EIR, (c) are potentially significant off-site impacts or cumulative impacts not discussed in the prior EIR, or (d) were previously identified significant effects but are more severe than previously assumed in light of substantial new information not known when the prior EIR was certified. If an impact is not peculiar to the parcel or to the project, has been addressed as a significant impact in the prior EIR, or can be substantially mitigated by the imposition of uniformly applied development policies or standards, then an additional EIR need not be prepared for the project solely on the basis of that impact.

A “no” answer does not necessarily mean that there are no potential impacts relative to the environmental category, but that there is no change in the condition or status of the impact since it was analyzed and addressed with mitigation measures in the prior environmental documents approved for the zoning action, general plan, or community plan. The environmental categories might be answered with a “no” in the checklist since the Mangini Ranch Phase 3 project does not introduce changes that would result in a modification to the conclusion of the FPASP EIR.

The purpose of each column of the checklist is described below.

1. Where Impact Was Analyzed

This column provides a cross-reference to the pages of the environmental documents for the zoning action, general plan, or community plan where information and analysis may be found relative to the environmental issue listed under each topic.

2. Do Proposed Changes Involve New or More Severe Impacts?

Pursuant to Section 15162(a)(1) of the CEQA Guidelines, this column indicates whether the changes represented by the proposed project will result in new significant impacts not disclosed in the prior EIR or negative declaration or that the proposed project will result in substantial increases the severity of a previously identified significant impact. A yes answer is only required if such new or worsened significant impacts will require “major revisions of the previous EIR or negative declaration.” If a “yes” answer is given, additional mitigation measures or alternatives may be needed.

3. Any New Circumstances Involving New or More Severe Impacts?

Pursuant to Section 15162(a)(2) of the CEQA Guidelines, this column indicates whether changed circumstances affecting the proposed project will result in new significant impacts not disclosed in the prior EIR or negative declaration or will result in substantial increases the severity of a previously identified significant impact. A yes answer is only required if such new or worsened significant impacts will require “major revisions of the previous EIR or negative declaration.” If a “yes” answer is given, additional mitigation measures or alternatives may be needed.

4. Any New Information of Substantial Importance Requiring New Analysis or Verification?

Pursuant to Section 15162(a)(3) of the CEQA Guidelines, this column indicates whether new information “of substantial importance” is available requiring an update to the analysis of a previous EIR to verify that the environmental conclusions and mitigations remain valid. Any such information is only relevant if it “was not known and could not have been known with reasonable diligence at the time of the previous EIR.” To be relevant in this context, such new information must show one or more of the following:

(A) The project will have one or more significant effects not discussed in the previous EIR

or negative declaration;

(B) Significant effects previously examined will be substantially more severe than shown in the previous EIR;

(C) Mitigation measures or alternatives previously found not to be feasible would in fact be feasible and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measure or alternative; or

(D) Mitigation measures or alternatives which are considerably different from those analyzed in the previous EIR would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the mitigation measure or alternative.

This category of new information may apply to any new regulations, enacted after certification of the prior EIR or adoption of the prior negative declaration, which might change the nature of analysis of impacts or the specifications of a mitigation measure. If the new information shows the existence of new significant effects or significant effects that are substantially more severe than were previously disclosed, then new mitigation measures should be considered. If the new information shows that previously rejected mitigation measures or alternatives are now feasible, such measures or alternatives should be considered anew. If the new information shows the existence of mitigation measures or alternatives that are (i) considerably different from those included in the prior EIR, (ii) able to substantially reduce one or more significant effects, and (iii) unacceptable to the project proponents, then such mitigation measures or alternatives should also be considered.

5. Are There Effects That Are Peculiar To The Project Or The Parcel On Which The Project Would Be Located That Have Not Been Disclosed In A Prior EIR On The Zoning Action, General Plan, Or Community Plan With Which the Project is Consistent?

Pursuant to Section 15183, subdivision (b)(1), of the CEQA Guidelines, this column indicates whether there are project-specific significant effects that are peculiar to the project or its site. Although neither section 21083.3 nor section 15183 defines the term “effects on the environment which are peculiar to the parcel or to the project,” a definition can be gleaned from what is now the leading case interpreting section 21083.3, *Wal-Mart Stores, Inc. v. City of Turlock* (2006) 138 Cal.App.4th 273 (*Wal-Mart Stores*). In that case, the court upheld the respondent city’s decision to adopt an ordinance banning discount “superstores.” The city appropriately found that the adoption of the ordinance was wholly exempt from CEQA review under CEQA Guidelines section 15183 as a zoning action consistent with the general plan, where there were no project-specific impacts – of any kind – associated with the ordinance that were peculiar to the project. The court concluded that “a physical change in the environment will be peculiar to [a project] if that physical change belongs exclusively and especially to the [project] or it is characteristic of only the [project].” (*Id.* at p. 294.) As noted by the court, this definition “illustrate[s] how difficult it will be for a zoning amendment or other land use regulation that does not have a physical component to have a sufficiently close connection to a physical change to allow the physical change to be regarded as ‘peculiar to’ the zoning amendment or other land use regulation.” (*Ibid.*)

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A “yes” answer in the checklist indicates that the project has effects peculiar to the project relative to the environmental category that were not discussed in the prior environmental documentation for the zoning action, general plan or community plan. A “yes” answer will be followed by an indication of whether the impact is “potentially significant”, “less than significant with mitigation incorporated”, or “less than significant”. An analysis of the determination will appear in the Discussion section following the checklist.

6. Are There Effects Peculiar To The Project That Will Not Be Substantially Mitigated By Application Of Uniformly Applied Development Policies Or Standards That Have Been Previously Adopted?

Sections 21083.3 and 15183 include a separate, though complementary, means of defining the term “effects on the environment which are peculiar to the parcel or to the project.” Subdivision (f) of section 15183 provides as follows:

An effect of a project on the environment shall not be considered peculiar to the project or the parcel for the purposes of this section if uniformly applied development policies or standards have been previously adopted by the city or county with a finding that the development policies or standards will substantially mitigate that environmental effect when applied to future projects, unless substantial new information shows that the policies or standards will not substantially mitigate the environmental effect. The finding shall be based on substantial evidence which need not include an EIR.

This language explains that an agency can dispense with CEQA compliance for environmental impacts that will be “substantially mitigated” by the uniform application of “development policies or standards” adopted as part of, or in connection with, previous plan-level or zoning-level decisions, or otherwise – unless “substantial new information” shows that the standards or policies will not be effective in “substantially mitigating” the effects in question. Section 15183, subdivision (f), goes on to add the following considerations regarding the kinds of policies and standards at issue:

Such development policies or standards need not apply throughout the entire city or county but can apply only within the zoning district in which the project is located, or within the area subject to the community plan on which the lead agency is relying. Moreover, such policies or standards need not be part of the general plan or any community plan but can be found within another pertinent planning document such as a zoning ordinance. Where a city or county, in previously adopting uniformly applied development policies or standards for imposition on future projects, failed to make a finding as to whether such policies or standards would substantially mitigate the effects of future projects, the decision-making body of the city or county, prior to approving such a future project pursuant to this section, may hold a public hearing for the purpose of considering whether, as applied to the project, such standards or policies would substantially mitigate the effects of the project. Such a public hearing need only be held if the city or county decides to apply the standards or policies as permitted in this section.

Subdivision (g) provides concrete examples of “uniformly applied development policies or standards”: (1) parking ordinances; (2) public access requirements; (3) grading ordinances; (4) hillside development ordinances; (5) flood plain ordinances; (6) habitat protection or conservation ordinances; (7) view protection ordinances.

A “yes” answer in the checklist indicates that the project has effects peculiar to the project relative to the environmental category that were not discussed in the prior environmental documentation for the zoning action, general plan or community plan and that cannot be mitigated through application of uniformly applied development policies or standards that have been previously adopted by the agency. A “yes” answer will be followed by an indication of whether the impact is “potentially significant”, “less than significant with mitigation incorporated”, or “less than significant”. An analysis of the determination will appear in the Discussion section following the checklist.

7. Are There Effects That Were Not Analyzed As Significant Effects In A Prior EIR On The Zoning Action, General Plan Or Community Plan With Which The Project Is Consistent?

Pursuant to Section 15183, subdivision (b)(2) of the CEQA Guidelines, this column indicates whether there are any effects that were not analyzed as significant effects in the prior EIR for the zoning action, general plan, or community plan with which the project is consistent.

This provision indicates that, if the prior EIR for a general plan, community plan, or zoning action failed to analyze a potentially significant effect then such effects must be addressed in the site-specific CEQA analysis.

A “yes” answer in the checklist indicates that the project has effects relative to the environmental category that were not analyzed as significant effects in the prior environmental documentation for the zoning action, general plan or community plan. A “yes” answer will be followed by an indication of whether the impact is “potentially significant”, “less than significant with mitigation incorporated”, or “less than significant”. An analysis of the determination will appear in the Discussion section following the checklist.

8. Are There Potentially Significant Off-Site Impacts and Cumulative Impacts That Were Not Discussed In The Prior EIR Prepared For The General Plan, Community Plan, Or Zoning Action?

Pursuant to Section 15183, subdivision (b)(3), of the CEQA Guidelines, this column indicates whether there are any potentially significant off-site impacts and cumulative impacts that were not discussed in the prior EIR prepared for the general plan, community plan or zoning action with which the project is consistent.

Subdivision (j) of CEQA Guidelines section 15183 makes it clear that, where the prior EIR has adequately discussed potentially significant offsite or cumulative impacts, the project-specific analysis need not revisit such impacts:

This section does not affect any requirement to analyze potentially significant offsite or cumulative

impacts if those impacts were not adequately discussed in the prior EIR. If a significant offsite or cumulative impact was adequately discussed in the prior EIR, then this section may be used as a basis for excluding further analysis of that offsite or cumulative impact.

This provision indicates that, if the prior EIR for a general plan, community plan, or zoning action failed to analyze the “potentially significant offsite impacts and cumulative impacts of the [new site-specific] project,” then such effects must be addressed in the site-specific CEQA analysis. (Pub. Resources Code, § 21083.3, subd. (c); see also CEQA Guidelines, § 15183, subd. (j).)

A “yes” answer in the checklist indicates that the project has potentially significant off-site impacts or cumulative impacts relative to the environmental category that were not discussed in the prior environmental documentation for the zoning action, general plan or community plan. A “yes” answer will be followed by an indication of whether the impact is “potentially significant”, “less than significant with mitigation incorporated”, or “less than significant”. An analysis of the determination will appear in the Discussion section following the checklist.

9. Are There Previously Identified Significant Effects That, As A Result Of Substantial New Information Not Known At The Time The EIR Was Certified, Are Now Determined To Have A More Severe Adverse Impact?

Pursuant to Section (b)(4) of the CEQA Guidelines, this column indicates whether there are previously identified significant effects that are now determined to be more severe than previously assumed based on substantial information not known at the time the EIR for the zoning action, general plan or community plan was certified.

This provision indicates that, if substantial new information has arisen since preparation of the prior EIR for a general plan, community plan, or zoning action with respect to an effect that the prior EIR identified as significant, and the new information indicates that the adverse impact will be more severe, then such effects must be addressed in the site-specific CEQA analysis.

A “yes” answer in the checklist indicates that the project has significant impacts relative to the environmental category that were previously identified in the prior environmental documentation for the zoning action, general plan or community plan but, as a result of new information not previously known, are now determined to be more severe than previously assumed. A “yes” answer will be followed by an indication of whether the impact is “potentially significant”, “less than significant with mitigation incorporated”, or “less than significant”. An analysis of the determination will appear in the Discussion section following the checklist.

10. Mitigation Measures Addressing Impacts.

Pursuant to Public Resources Code section 21083.3, this column indicates whether the prior environmental document and/or the findings adopted by the lead agency decision-making body provides mitigation measures to address effects in the related impact category. In some cases, the mitigation measures have already been implemented. A “yes” response will be provided in either instance. If “NA” is indicated, this Environmental Review concludes that the impact does not occur with this project and therefore no mitigations are needed.

Subdivision (c) of Public Resources Code section 21083.3 further limits the partial exemption for projects consistent with general plans, community plans, and zoning by providing that:

[A]ll public agencies with authority to mitigate the significant effects shall undertake or require the undertaking of any feasible mitigation measures specified in the prior [EIR] relevant to a significant effect which the project will have on the environment or, if not, then the provisions of this section shall have no application to that effect. The lead agency shall make a finding, at a public hearing, as to whether those mitigation measures will be undertaken.

(Pub. Resources Code, § 21083.3, subd. (c).) Accordingly, to avoid having to address a previously identified significant effect in a site-specific CEQA document, a lead agency must “undertake or require the undertaking of any feasible mitigation measures specified in the prior [EIR] relevant to a significant effect which the project will have on the environment.” (Pub. Resources Code, § 21083.3, subd. (c).) Thus, the mere fact that a prior EIR has analyzed certain significant cumulative or off-site effects does not mean that site-specific CEQA analysis can proceed as though such effects do not exist. Rather, to take advantage of the streamlining provisions of section 21083.3, a lead agency must commit itself to carry out all relevant feasible mitigation measures adopted in connection with the general plan, community plan, or zoning action for which the prior EIR was prepared. This commitment must be expressed as a finding adopted at a public hearing. (See *Gentry v. City of Murrieta* (1995) 36 Cal.App.4th 1359, 1408 [court rejected respondent city’s argument that it had complied with this requirement because it made a finding at the time of project approval “that the Project complied with all ‘applicable’ laws”; such a finding “was not the equivalent of a finding that the mitigation measures in the [pertinent] Plan EIR were actually being undertaken”].)

E. Checklist and Discussion

1. AESTHETICS

Environmental Issue Area	Where Impact Was Analyzed in Prior Environmental Documents.	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information of Substantial Importance Requiring New Analysis or Verification?	Are There Effects That Are Peculiar To The Project Or The Parcel On Which The Project Would Be Located That Have Not Been Disclosed In a Prior EIR On The Zoning Action, General Plan, Or Community Plan With Which the Project is Consistent?	Are There Effects That Are Peculiar To The Project That Will Not Be Substantially Mitigated By Application Of Uniformly Applied Development Policies Or Standards That Have Been Previously Adopted?	Are There Effects That Were Not Analyzed As Significant Effects In A Prior EIR On The Zoning Action, General Plan Or Community Plan With Which The Project Is Consistent?	Are There Potentially Significant Off-Site Impacts And Cumulative Impacts Which Were Not Discussed In The Prior EIR Prepared For The General Plan, Community Plan Or Zoning Action?	Are There Previously Identified Significant Effects That, As A Result Of Substantial New Information Not Known At The Time The EIR Was Certified, Are Now Determined To Have A More Severe Adverse Impact?	Prior Environmental Document's Mitigation Measures Addressing Impacts.
1. Aesthetics. Would the Project:	FFASP Draft EIR pp. 3A.1-1 to -34									
a. Have a substantial adverse effect on a scenic vista?	pp. 3A.1-24 to -25	No	No	No	No	No	No	No	No	MM 3A.1-1
b. Substantially damage scenic resources, including but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	pp. 3A.1-26 to -27	No	No	No	No	No	No	No	No	No feasible MM
c. Substantially degrade the existing visual character or quality of the site and its surroundings?	pp. 3A.1-27 to -30	No	No	No	No	No	No	No	No	MM 3A.1-1 3A.7-4 3A.1-4
d. Create a new source of substantial light or glare which would	pp. 3A.1-31 to -33	No	No	No	No	No	No	No	No	MM 3A.1-5

Environmental Issue Area	Where Impact Was Analyzed in Prior Environmental Documents.	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information of Substantial Importance Requiring New Analysis or Verification?	Are There Effects That Are Peculiar To The Project Or The Parcel On Which The Project Would Be Located That Have Not Been Disclosed In a Prior EIR On The Zoning Action, General Plan, Or Community Plan With Which the Project is Consistent?	Are There Effects That Are Peculiar To The Project That Will Not Be Substantially Mitigated By Application Of Uniformly Applied Development Policies Or Standards That Have Been Previously Adopted?	Are There Effects That Were Not Analyzed As Significant Effects In A Prior EIR On The Zoning Action, General Plan Or Community Plan With Which The Project Is Consistent?	Are There Potentially Significant Off-Site Impacts And Cumulative Impacts Which Were Not Discussed In The Prior EIR Prepared For The General Plan, Community Plan Or Zoning Action?	Are There Previously Identified Significant Effects That, As A Result Of Substantial New Information Not Known At The Time The EIR Was Certified, Are Now Determined To Have A More Severe Adverse Impact?	Prior Environmental Document's Mitigation Measures Addressing Impacts.
I. Aesthetics. Would the Project adversely affect day or nighttime views in the area?	FPASP Draft EIR pp. 3A.1-1 to -34									
<p>Discussion: The FPASP EIR concluded that implementation of the mitigation measures in the EIR would reduce all except the following aesthetic and visual impacts to less than significant levels: Impact 3A.1-1 (Substantial Adverse Effect on a Scenic Vista); Impact 3A.1-2 (Damage to Scenic Resources Within a Designated Scenic Corridor); Impact 3A.1-4 (Temporary, Short-Term Degradation of Visual Character for Developed Project Land Uses During Construction); Impact 3A.1-6 (New Skyglow Effects); and impacts from the off-site improvements constructed in areas under the jurisdiction of El Dorado and Sacramento Counties (Impacts 3A.1-4 and 3A.1-5). (FEIR, pp. 1-15 to 1-19; DEIR, p. 3A.1-34.) The pages indicated in the table above contain the relevant analysis of the potential impacts.</p> <p>Additionally, the 2012 Water Addendum includes a short discussion of how the changes to the water facilities aspects of the FPASP project would have the same or less impacts to aesthetic resources when compared to the FPASP project as analyzed in the 2011 EIR after implementation of the following mitigation measures: MM 3B.1-2a, MM 3B.1-2b, MM 3B.1-3a, and MM 3B.1-3b. (Water Addendum, p. 3-5.) The 2015 Westland Eagle Addendum also includes a discussion of how project amendments would have the same or reduced impacts to aesthetic resources when compared to the FPASP project as analyzed in the 2011 EIR with implementation of the following mitigation measures from the FPASP EIR: MM 3A.1-1, MM 3A.1-4, MM 3A.1-5. (Westland Eagle Addendum, pp. 4.1-4.3.)</p> <p>See Exhibit 1 (the Folsom Ranch Central District Design Guidelines) for more discussion of the architectural design guidelines and landscape design guidelines that apply to the Project. (Exh. 1, pp. 15-94.) See Exhibit 3 for discussion of the Mangini Ranch Phase 3 project's consistency with landscaping policies in the FPASP that may be relevant to aesthetic and visual impacts. (Exh. 3, p. 31.)</p> <p>Mitigation Measures:</p> <ul style="list-style-type: none"> • MM 3A.1-1 • MM 3A.1-4 • MM 3A.1-5 • MM 3A.7-4 • MM 3B.1-2a • MM 3B.1-2b • MM 3B.1-3a • MM 3B.1-3b <p>Conclusion:</p> <p>With implementation of the above mitigation measures identified in the FPASP EIR, Water Addendum, and Westland Eagle Addendum, Mangini Ranch Phase 3 would not have any new significant or substantially more severe aesthetic impacts (Guidelines, § 15162), nor would it result in any new significant impacts that are peculiar to the project or its site (Guidelines, § 15183).</p>										

2. AGRICULTURE AND FOREST RESOURCES

Environmental Issue Area	Where Impact Was Analyzed in Prior Environmental Documents.	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information of Substantial Importance Requiring New Analysis or Verification?	Are There Effects That Are Peculiar To The Project Or The Parcel On Which The Project Would Be Located That Have Not Been Disclosed In a Prior EIR On The Zoning Action, General Plan, Or Community Plan With Which The Project is Consistent?	Are There Effects That Are Peculiar To The Project That Will Not Be Substantially Mitigated By Application Of Uniformly Applied Development Policies Or Standards That Have Been Previously Adopted?	Are There Effects That Were Not Analyzed As Significant Effects In A Prior EIR On The Zoning Action, General Plan Or Community Plan With Which The Project Is Consistent?	Are There Potentially Significant Off-Site Impacts And Cumulative Impacts Which Were Not Discussed In The Prior EIR Prepared For The General Plan, Community Plan Or Zoning Action?	Are There Previously Identified Significant Effects That, As A Result Of Substantial New Information Not Known At The Time The EIR Was Certified, Are Now Determined To Have A More Severe Adverse Impact?	Prior Environmental Document's Mitigation Measures Addressing Impacts.
2. Agriculture. Would the project:	FPASP Draft EIR pp. 3A.10-1 to -49									
a. Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural	p. 3A.10-29	No	No	No	No	No	No	No	No	None required
b. Conflict with existing zoning for agricultural use, or a Williamson Act contract?	pp. 3A.10-41 to -43	No	No	No	No	No	No	No	No	No feasible MM
c. Involve other changes in the existing environment which, due to their location or nature,	p. 3A.10-29	No	No	No	No	No	No	No	No	None required

Environmental Issue Area	Where Impact Was Analyzed in Prior Environmental Documents.	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information of Substantial Importance Requiring New Analysis or Verification?	Are There Effects That Are Peculiar To The Project Or The Parcel On Which The Project Would Be Located That Have Not Been Disclosed In a Prior EIR On The Zoning Action, General Plan, Or Community Plan With Which the Project is Consistent?	Are There Effects That Are Peculiar To The Project That Will Not Be Substantially Mitigated By Application Of Uniformly Applied Development Policies Or Standards That Have Been Previously Adopted?	Are There Effects That Were Not Analyzed As Significant Effects In A Prior EIR On The Zoning Action, General Plan Or Community Plan With Which The Project Is Consistent?	Are There Potentially Significant Off-Site Impacts And Cumulative Impacts Which Were Not Discussed In The Prior EIR Prepared For The General Plan, Community Plan Or Zoning Action?	Are There Previously Identified Significant Effects That, As A Result Of Substantial New Information Not Known At The Time The EIR Was Certified, Are Now Determined To Have A More Severe Adverse Impact?	Prior Environmental Document's Mitigation Measures Addressing Impacts.
2. Agriculture. Would the project	FPASP Draft EIR pp. 3A.10-1 to -49									
could result in conversion of Farmland, to non-agricultural use?										
<p>Discussion:</p> <p>The FPASP EIR concluded that there were no feasible mitigation measures that would reduce the two agriculture impacts to less than significant levels. Impacts 3A.10-3 (Cancellation of Existing On-Site Williamson Act Contracts) and 3.10-4 (Potential Conflict with Existing Off-Site Williamson Act Contracts) remain significant and unavoidable. (FEIR, pp. 1-123 to 1- 124; DEIR, pp. 3A.10-41 to -43.) The pages indicated in the table above contain the relevant analysis of the potential impacts.</p> <p>Additionally, the 2012 Water Addendum includes a short discussion of how the changes to the water facilities aspects of the FPASP project would have the same or less impacts to agricultural resources when compared to the FPASP project as analyzed in the 2011 EIR after implementation of the following mitigation measures: MM 3B.10-5. (Water Addendum, p. 3-12.) The 2015 Westland Eagle Addendum also includes a discussion of how project amendments would have the same or reduced impacts to agricultural resources when compared to the FPASP project as analyzed in the 2011 EIR. (Westland Eagle Addendum, pp. 4.4-4.5.)</p> <p>See Exhibit 3 for discussion of the Mangini Ranch Phase 3 project's consistency with open space policies in the FPASP that may be relevant to agriculture and forest resources impacts. (Exh. 3, pp. 4-5, 14-16.)</p> <p>Mitigation Measures:</p> <ul style="list-style-type: none"> • MM 3B.10-5 <p>Conclusion:</p> <p>With implementation of the above mitigation measures identified in the FPASP EIR, Water Addendum, and Westland Eagle Addendum, Mangini Ranch Phase 3 would not have any new significant or substantially more severe agriculture and forest resources impacts (Guidelines, § 15162), nor would it result in any new significant impacts that are peculiar to the project or its site (Guidelines, § 15183).</p>										

3. AIR QUALITY

Environmental Issue Area	Where Impact Was Analyzed in Prior Environmental Documents,	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information of Substantial Importance Requiring New Analysis or Verification?	Are There Effects That Are Peculiar To The Project Or The Parcel On Which The Project Would Be Located That Have Not Been Disclosed In a Prior EIR On The Zoning Action, General Plan, Or Community Plan With Which the Project is Consistent?	Are There Effects That Are Peculiar To The Project That Will Not Be Substantially Mitigated By Application Of Uniformly Applied Development Policies Or Standards That Have Been Previously Adopted?	Are There Effects That Were Not Analyzed As Significant Effects In A Prior EIR On The Zoning Action, General Plan Or Community Plan With Which The Project Is Consistent?	Are There Potentially Significant Off-Site Impacts And Cumulative Impacts Which Were Not Discussed In The Prior EIR Prepared For The General Plan, Community Plan Or Zoning Action?	Are There Previously Identified Significant Effects That, As A Result Of Substantial New Information Not Known At The Time The EIR Was Certified, Are Now Determined To Have A More Severe Adverse Impact?	Prior Environmental Document's Mitigation Measures Addressing Impacts.
3. Air Quality. Would the project:	FPASP Draft EIR pp. 3A.2-1 to -63									
a. Conflict with or obstruct implementation of the applicable air quality plan?	pp. 3A.2-23 to -59	No	No	No	No	No	No	No	No	MM 3A.2-1a 3A.2-1b 3A.2-1c 3A.2-1d 3A.2-1e 3A.2-1f 3A.2-1g 3A.2-1h 3A.2-2 3A.2-4a 3A.2-4b 3A.2-5
b. Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	Same as (a) above	No	No	No	No	No	No	No	No	Same as (a) above
c. Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an	Same as (a) above	No	No	No	No	No	No	No	No	Same as (a) above

Environmental Issue Area	Where Impact Was Analyzed in Prior Environmental Documents.	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information of Substantial Importance Requiring New Analysis or Verification?	Are There Effects That Are Peculiar To The Project Or The Parcel On Which The Project Would Be Located That Have Not Been Disclosed In a Prior EIR On The Zoning Action, General Plan, Or Community Plan With Which the Project is Consistent?	Are There Effects That Are Peculiar To The Project That Will Not Be Substantially Mitigated By Application Of Uniformly Applied Development Policies Or Standards That Have Been Previously Adopted?	Are There Effects That Were Not Analyzed As Significant Effects In A Prior EIR On The Zoning Action, General Plan Or Community Plan With Which The Project Is Consistent?	Are There Potentially Significant Off-Site Impacts And Cumulative Impacts Which Were Not Discussed In The Prior EIR Prepared For The General Plan, Community Plan Or Zoning Action?	Are There Previously Identified Significant Effects That, As A Result Of Substantial New Information Not Known At The Time The EIR Was Certified, Are Now Determined To Have A More Severe Adverse Impact?	Prior Environmental Document's Mitigation Measures Addressing Impacts.
3. Air Quality. Would the project:	FPASP Draft EIR pp. 3A.2-1 to -63									
applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?										
d. Expose sensitive receptors to substantial pollutant concentrations?	Same as (a) above	No	No	No	No	No	No	No	No	Same as (a) above
e. Create objectionable odors affecting a substantial number of people?	pp. 3A.2-59 to -63	No	No	No	No	No	No	No	No	MM 3A.2-6

Environmental Issue Area	Where Impact Was Analyzed in Prior Environmental Documents.	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information of Substantial Importance Requiring New Analysis or Verification?	Are There Effects That Are Peculiar To The Project Or The Parcel On Which The Project Would Be Located That Have Not Been Disclosed In A Prior EIR On The Zoning Action, General Plan, Or Community Plan With Which The Project is Consistent?	Are There Effects That Are Peculiar To The Project That Will Not Be Substantially Mitigated By Application Of Uniformly Applied Development Policies Or Standards That Have Been Previously Adopted?	Are There Effects That Were Not Analyzed As Significant Effects In A Prior EIR On The Zoning Action, General Plan Or Community Plan With Which The Project Is Consistent?	Are There Potentially Significant Off-Site Impacts And Cumulative Impacts Which Were Not Discussed In The Prior EIR Prepared For The General Plan, Community Plan Or Zoning Action?	Are There Previously Identified Significant Effects That, As A Result Of Substantial New Information Not Known At The Time The EIR Was Certified, Are Now Determined To Have A More Severe Adverse Impact?	Prior Environmental Document's Mitigation Measures Addressing Impacts.
3. Air Quality. Would the project	FPASP Draft EIR pp. 3A.2-1 to -63									
<p>Discussion:</p> <p>The FPASP EIR concluded that implementation of the mitigation measures in the EIR would reduce all except the following air quality impacts to less than significant levels: temporary short-term construction-related emissions of criteria air pollutants and precursors (Impact 3A.2-1, for PM₁₀ concentrations); long-term operation-related, regional emissions of criteria air pollutants and precursors (Impact 3A.2-2); exposure to TACs (Impact 3A.2-4); and exposure to odorous emissions from construction activity (Impact 3A.2-6, for construction diesel odors and for corporation yard odors); and exposure to odorous emissions from operation of the proposed corporation yard (Impact 3A.2-6). (FEIR, pp. 1-22 to 1-34; DEIR, p. 3A.2-63.) The pages indicated in the table above contain the relevant analysis of the potential impacts.</p> <p>Additionally, the 2012 Water Addendum includes a short discussion of how the changes to the water facilities aspects of the FPASP project would have the same or less impacts to air quality when compared to the FPASP project as analyzed in the 2011 EIR after implementation of the following mitigation measures: MM 3B.2-1a, MM 3B.2-1b, MM 3B.2-1c, MM 3B.2-3a, MM 3B.2-3b. (Water Addendum, pp. 3-5 to 3-6.) The 2015 Westland Eagle Addendum also includes a discussion of how project amendments would have the same or reduced impacts to air quality when compared to the FPASP project as analyzed in the 2011 EIR with implementation of the following mitigation measures from the FPASP EIR: MM 3A.2- 1a, MM 3A.2-1b, MM 3A.2-1c, MM 3A.2-1f, MM 3A.2-2, MM 3A.2-4a, MM 3A.2-4b, MM 3A.2-5, MM 3A.2-6. (Westland Eagle Addendum, pp. 4.6-4.17.)</p> <p>See Exhibit 3 for discussion of the Mangini Ranch Phase 3 project's consistency with energy efficiency quality policies in the FPASP that may be relevant to air quality impacts. (Exh. 3, pp. 27-28.)</p> <p>The land use mix in the Mangini Ranch Phase 3 project is consistent with the FPASP, and the mitigation measures in the MMRP for the FPASP EIR are applicable to and will be implemented for the Mangini Ranch Phase 3 development.</p> <p>Mitigation Measures:</p> <ul style="list-style-type: none"> • MM 3A.2-1a • MM 3A.2-1b • MM 3A.2-1c • MM 3A.2-1d • MM 3A.2-1e • MM 3A.2-1f • MM 3A.2-1g • MM 3A.2-1h • MM 3A.2-2 • MM 3A.2-4a • MM 3A.2-4b • MM 3A.2-5 • MM 3A.2-6 • MM 3B.2-1a 										

Environmental Issue Area	Where Impact Was Analyzed in Prior Environmental Documents.	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information of Substantial Importance Requiring New Analysis or Verification?	Are There Effects That Are Peculiar To The Project Or The Parcel On Which The Project Would Be Located That Have Not Been Disclosed In a Prior EIR On The Zoning Action, General Plan, Or Community Plan With Which the Project is Consistent?	Are There Effects That Are Peculiar To The Project That Will Not Be Substantially Mitigated By Application Of Uniformly Applied Development Policies Or Standards That Have Been Previously Adopted?	Are There Effects That Were Not Analyzed As Significant Effects In A Prior EIR On The Zoning Action, General Plan Or Community Plan With Which The Project Is Consistent?	Are There Potentially Significant Off-Site Impacts And Cumulative Impacts Which Were Not Discussed In The Prior EIR Prepared For The General Plan, Community Plan Or Zoning Action?	Are There Previously Identified Significant Effects That, As A Result Of Substantial New Information Not Known At The Time The EIR Was Certified, Are Now Determined To Have A More Severe Adverse Impact?	Prior Environmental Document's Mitigation Measures Addressing Impacts.
3. Air Quality. Would the project:	FPASP Draft EIR pp. 3A.2-1 to -63									
<ul style="list-style-type: none"> • MM 3B.2-1b • MM 3B.2-1c • MM 3B.2-3a • MM 3B.2-3b <p>Conclusion:</p> <p>With implementation of the above mitigation measures identified in the FPASP EIR, Water Addendum, and Westland Eagle Addendum, Mangini Ranch Phase 3 would not have any new significant or substantially more severe air quality impacts (Guidelines, § 15162), nor would it result in any new significant impacts that are peculiar to the project or its site (Guidelines, § 15183).</p>										

4. BIOLOGICAL RESOURCES

Environmental Issue Area	Where Impact Was Analyzed in Prior Environmental Documents,	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information of Substantial Importance Requiring New Analysis or Verification?	Are There Effects That Are Peculiar To The Project Or The Parcel On Which The Project Would Be Located That Have Not Been Disclosed In a Prior EIR On The Zoning Action, General Plan, Or Community Plan With Which the Project is Consistent?	Are There Effects That Are Peculiar To The Project That Will Not Be Substantially Mitigated By Application Of Uniformly Applied Development Policies Or Standards That Have Been Previously Adopted?	Are There Effects That Were Not Analyzed As Significant Effects In A Prior EIR On The Zoning Action, General Plan Or Community Plan With Which The Project Is Consistent?	Are There Potentially Significant Off-Site Impacts And Cumulative Impacts Which Were Not Discussed In The Prior EIR Prepared For The General Plan, Community Plan Or Zoning Action?	Are There Previously Identified Significant Effects That, As A Result Of Substantial New Information Not Known At The Time The EIR Was Certified, Are Now Determined To Have A More Severe Adverse Impact?	Prior Environmental Document's Mitigation Measures Addressing Impacts.
4. Biological Resources. Would the project:	FPASP Draft EIR pp. 3A.3-1 to -94									
a. Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	pp. 3A.3-50 to -72	No	No	No	No	No	No	No	No	MM 3A.3-1a 3A.3-1b 3A.3-2a 3A.3-2b 3A.3-2c 3A.3-2d 3A.3-2g 3A.3-2h 3A.3-3
b. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans.	pp. 3A.3-72 to -75	No	No	No	No	No	No	No	No	MM 3A.3-1a 3A.3-1b 3A.3-4a 3A.3-4b

Environmental Issue Area	Where Impact Was Analyzed in Prior Environmental Documents.	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information of Substantial Importance Requiring New Analysis or Verification?	Are There Effects That Are Peculiar To The Project Or The Parcel On Which The Project Would Be Located That Have Not Been Disclosed In a Prior EIR On The Zoning Action, General Plan, Or Community Plan With Which the Project is Consistent?	Are There Effects That Are Peculiar To The Project That Will Not Be Substantially Mitigated By Application Of Uniformly Applied Development Policies Or Standards That Have Been Previously Adopted?	Are There Effects That Were Not Analyzed As Significant Effects In A Prior EIR On The Zoning Action, General Plan Or Community Plan With Which The Project Is Consistent?	Are There Potentially Significant Off-Site Impacts And Cumulative Impacts Which Were Not Discussed In The Prior EIR Prepared For The General Plan, Community Plan Or Zoning Action?	Are There Previously Identified Significant Effects That, As A Result Of Substantial New Information Not Known At The Time The EIR Was Certified, Are Now Determined To Have A More Severe Adverse Impact?	Prior Environmental Document's Mitigation Measures Addressing Impacts.
4. Biological Resources. Would the project:	FPASP Draft EIR pp. 3A.3-1 to -94									
policies, regulations or by the California Department of Fish and Game or US Fish and Wildlife Service?										
c. Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	pp. 3A.3-28 to -50	No	No	No	No	No	No	No	No	MM 3A.3-1a 3A.3-1b
d. Interfere substantially with the movement of any native resident or migratory fish and wildlife	pp. 3A.3-88 to -93	No	No	No	No	No	No	No	No	None required

Environmental Issue Area	Where Impact Was Analyzed in Prior Environmental Documents.	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information of Substantial Importance Requiring New Analysis or Verification?	Are There Effects That Are Peculiar To The Project Or The Parcel On Which The Project Would Be Located That Have Not Been Disclosed In a Prior EIR On The Zoning Action, General Plan, Or Community Plan With Which the Project is Consistent?	Are There Effects That Are Peculiar To The Project That Will Not Be Substantially Mitigated By Application Of Uniformly Applied Development Policies Or Standards That Have Been Previously Adopted?	Are There Effects That Were Not Analyzed As Significant Effects In A Prior EIR On The Zoning Action, General Plan Or Community Plan With Which The Project Is Consistent?	Are There Potentially Significant Off-Site Impacts And Cumulative Impacts Which Were Not Discussed In The Prior EIR Prepared For The General Plan, Community Plan Or Zoning Action?	Are There Previously Identified Significant Effects That, As A Result Of Substantial New Information Not Known At The Time The EIR Was Certified, Are Now Determined To Have A More Severe Adverse Impact?	Prior Environmental Document's Mitigation Measures Addressing Impacts.
4. Biological Resources. Would the project:	FPASP Draft EIR pp. 3A.3-1 to -94									
species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?										
e. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance.	pp. 3A.3-75 to -88 (oak woodland and trees)	No	No	No	No	No	No	No	No	MM 3A.3-5
f. Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	pp. 3A.3-93 to -94	No	No	No	No	No	No	No	No	None required

Environmental Issue Area	Where Impact Was Analyzed in Prior Environmental Documents.	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information of Substantial Importance Requiring New Analysis or Verification?	Are There Effects That Are Peculiar To The Project Or The Parcel On Which The Project Would Be Located That Have Not Been Disclosed In A Prior EIR On The Zoning Action, General Plan, Or Community Plan With Which The Project is Consistent?	Are There Effects That Are Peculiar To The Project That Will Not Be Substantially Mitigated By Application Of Uniformly Applied Development Policies Or Standards That Have Been Previously Adopted?	Are There Effects That Were Not Analyzed As Significant Effects In A Prior EIR On The Zoning Action, General Plan Or Community Plan With Which The Project Is Consistent?	Are There Potentially Significant Off-Site Impacts And Cumulative Impacts Which Were Not Discussed In The Prior EIR Prepared For The General Plan, Community Plan Or Zoning Action?	Are There Previously Identified Significant Effects That, As A Result Of Substantial New Information Not Known At The Time The EIR Was Certified, Are Now Determined To Have A More Severe Adverse Impact?	Prior Environmental Document's Mitigation Measures Addressing Impacts.
4. Biological Resources. Would the project:	FPASP Draft EIR pp. 3A.3-1 to -94									
<p>Discussion:</p> <p>The FPASP EIR concluded that implementation of the mitigation measures in the EIR would reduce all except the following biological resources impacts to less than significant levels: impacts on jurisdictional waters of the United States, including wetlands (Impact 3A.3-1); cumulative impacts on aquatic resources, oak woodlands, nesting and foraging habitat for raptors, including Swainson's hawk, and potential habitat for special-status plant species (Impact 3A.3-2); impacts on blue oak woodlands and on trees protected under Folsom Municipal Code and County Tree Preservation Ordinance (Impact 3A.3-5); as well as the impacts of off-site improvements which would be located in the jurisdiction of El Dorado County, Sacramento County, or Caltrans. (FEIR, pp. 1-38 to 1-63; DEIR, p. 3A.3-94.)</p> <p>The pages indicated in the table above contain the relevant analysis of the potential impacts.</p> <p>Additionally, the 2012 Water Addendum includes a short discussion of how the changes to the water facilities aspects of the FPASP project would have the same or less impacts to biological resources when compared to the FPASP project as analyzed in the 2011 EIR after implementation of the following mitigation measures: MM 3B.3-1a, MM 3B.3-1b, MM 3B.3-1c, MM 3A.3-1a, and MM 3B.3-2. (Water Addendum, p. 3-7.) The 2015 Westland Eagle Addendum also includes a discussion of how project amendments would have the same or reduced impacts to biological resources when compared to the FPASP project as analyzed in the 2011 EIR with implementation of the following mitigation measures that include updated versions of some mitigation measures in the FPASP EIR as well as new mitigation measures: MM 3A.3-1a, MM 3A.3-1b, MM 3A.3-2c, MM 3A.3-2d, MM 3A.3-2h, MM 3A.3-4a, MM 3A.3-4b, MM 3A.3-5, MM 4.4-1, MM 4.4-2, MM 4.4-3, MM 4.4-4, MM 4.4-5, MM 4.4-6, and MM 4.4-7. (Westland Eagle Addendum, pp. 4.18-4.30.)</p> <p>See Exhibit 3 for discussion of the Mangini Ranch Phase 3 project's consistency with wetlands and wildlife policies in the FPASP that may be relevant to biological resources impacts. (Exh. 3, pp. 20-23.)</p> <p>The South Sacramento HCP, which is referenced in the FPASP EIR has been approved and adopted. But the South Sacramento HCP is not relevant to the Project because the City did not choose to participate in the South Sacramento HCP and the project site is outside of the boundaries of the South Sacramento HCP plan area. (See South Sacramento HCP, available at https://www.southsachcp.com/sshcp-chapters-final.html (last visited April 15, 2021).)</p> <p>Mitigation Measures:</p> <ul style="list-style-type: none"> • MM 3A.3-1a • MM 3A.3-1b • MM 3A.3-2a • MM 3A.3-2b • MM 3A.3-2c • MM 3A.3-2d • MM 3A.3-2e • MM 3A.3-2f • MM 3A.3-2g 										

Environmental Issue Area	Where Impact Was Analyzed in Prior Environmental Documents.	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information of Substantial Importance Requiring New Analysis or Verification?	Are There Effects That Are Peculiar To The Project Or The Parcel On Which The Project Would Be Located That Have Not Been Disclosed In a Prior EIR On The Zoning Action, General Plan, Or Community Plan With Which The Project is Consistent?	Are There Effects That Are Peculiar To The Project That Will Not Be Substantially Mitigated By Application Of Uniformly Applied Development Policies Or Standards That Have Been Previously Adopted?	Are There Effects That Were Not Analyzed As Significant Effects In A Prior EIR On The Zoning Action, General Plan Or Community Plan With Which The Project is Consistent?	Are There Potentially Significant Off-Site Impacts And Cumulative Impacts Which Were Not Discussed In The Prior EIR Prepared For The General Plan, Community Plan Or Zoning Action?	Are There Previously Identified Significant Effects That, As A Result Of Substantial New Information Not Known At The Time The EIR Was Certified, Are Now Determined To Have A More Severe Adverse Impact?	Prior Environmental Document's Mitigation Measures Addressing Impacts.
4. Biological Resources. Would the project:	FPASP Draft EIR pp. 3A.3-1 to -94									
<ul style="list-style-type: none"> • MM 3A.3-2h • MM 3A.3-3 • MM 3A.3-4a • MM 3A.3-4b • MM 3A.3-5 • MM 3B.3-1a • MM 3B.3-1b • MM 3B.3-1c • MM 3A.3-1a • MM 3B.3-2 • MM 4.4-1 • MM 4.4-2 • MM 4.4-3 • MM 4.4-4 • MM 4.4-5 • MM 4.4-6 • MM 4.4-7 <p>Conclusion:</p> <p>With implementation of the above mitigation measures identified in the FPASP EIR, Water Addendum, and Westland Eagle Addendum, Mangini Ranch Phase 3 would not have any new significant or substantially more severe biological resources impacts (Guidelines, § 15162), nor would it result in any new significant impacts that are peculiar to the project or its site (Guidelines, § 15183).</p>										

5. CULTURAL RESOURCES

Environmental Issue Area	Where Impact Was Analyzed in Prior Environmental Documents.	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information of Substantial Importance Requiring New Analysis or Verification?	Are There Effects That Are Peculiar To The Project Or The Parcel On Which The Project Would Be Located That Have Not Been Disclosed In a Prior EIR On The Zoning Action, General Plan, Or Community Plan With Which the Project is Consistent?	Are There Effects That Are Peculiar To The Project That Will Not Be Substantially Mitigated By Application Of Uniformly Applied Development Policies Or Standards That Have Been Previously Adopted?	Are There Effects That Were Not Analyzed As Significant Effects In A Prior EIR On The Zoning Action, General Plan Or Community Plan With Which The Project Is Consistent?	Are There Potentially Significant Off-Site Impacts And Cumulative Impacts Which Were Not Discussed In The Prior EIR Prepared For The General Plan, Community Plan Or Zoning Action?	Are There Previously Identified Significant Effects That, As A Result Of Substantial New Information Not Known At The Time The EIR Was Certified, Are Now Determined To Have A More Severe Adverse Impact?	Prior Environmental Document's Mitigation Measures Addressing Impacts.
5. Cultural Resources. Would the project:	FPASP Draft EIR pp. 3A.5-1 to -25									
a. Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?	pp. 3A.5-17 to -23	No	No	No	No	No	No	No	No	MM 3A.5-1a 3A.5-1b 3A.5-2
b. Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	Same as (a) above	No	No	No	No	No	No	No	No	Same as (a) above
c. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	Same as (a) above	No	No	No	No	No	No	No	No	Same as (a) above
d. Disturb any human remains, including those interred outside the formal cemeteries?	pp. 3A.5-23 to -24	No	No	No	No	No	No	No	No	MM 3A.5-3

Environmental Issue Area	Where Impact Was Analyzed in Prior Environmental Documents.	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information of Substantial Importance Requiring New Analysis or Verification?	Are There Effects That Are Peculiar To The Project Or The Parcel On Which The Project Would Be Located That Have Not Been Disclosed In a Prior EIR On The Zoning Action, General Plan, Or Community Plan With Which the Project is Consistent?	Are There Effects That Are Peculiar To The Project That Will Not Be Substantially Mitigated By Application Of Uniformly Applied Development Policies Or Standards That Have Been Previously Adopted?	Are There Effects That Were Not Analyzed As Significant Effects In A Prior EIR On The Zoning Action, General Plan Or Community Plan With Which The Project Is Consistent?	Are There Potentially Significant Off-Site Impacts And Cumulative Impacts Which Were Not Discussed In The Prior EIR Prepared For The General Plan, Community Plan Or Zoning Action?	Are There Previously Identified Significant Effects That, As A Result Of Substantial New Information Not Known At The Time The EIR Was Certified, Are Now Determined To Have A More Severe Adverse Impact?	Prior Environmental Document's Mitigation Measures Addressing Impacts.
5. Cultural Resources. Would the project	FPASP Draft EIR pp. 3A.5-1 to -25									

Discussion:

The FPASP EIR concluded that implementation of the mitigation measures in the EIR would reduce all except the following cultural resources impacts to less than significant levels: impacts on identified and previously undiscovered cultural resources (Impacts 3A.5-1 and 3A.5-2); and impacts from off-site improvements constructed in areas under the jurisdiction of El Dorado County, Sacramento County, or Caltrans (Impacts 3A.5-1 through 3A.5-3). (FEIR, pp. 1-81 to 1- 86; DEIR, p. 3A.5-25.) The pages indicated in the table above contain the relevant analysis of the potential impacts.

Additionally, the 2012 Water Addendum includes a short discussion of how the changes to the water facilities aspects of the FPASP project would have the same or less impacts to cultural resources when compared to the FPASP project as analyzed in the 2011 EIR after implementation of the following mitigation measures: MM 3A.5-1a, MM 3A.5-1b, MM 3A.5-2, MM 3A.5-3. (Water Addendum, pp. 3-8 to 3-9.) The 2015 Westland Eagle Addendum also includes a discussion of how project amendments would have the same or reduced impacts to cultural resources when compared to the FPASP project as analyzed in the 2011 EIR with implementation of the following mitigation measures from the FPASP EIR, some of which have been updated in the Westland Eagle Addendum: MM 3A.7-10, MM 3A.5-1a, MM 3A.5-1b, MM 3A.5-2, MM 3A.5-3. (Westland Eagle Addendum, pp. 4.31-4.39.)

See Exhibit 3 for discussion of the Mangini Ranch Phase 3 project's consistency with cultural resources policies in the FPASP that may be relevant to cultural resources impacts. (Exh. 3, p. 24.)

Mitigation Measures:

- MM 3A.5-1a
- MM 3A.5-1b
- MM 3A.5-2
- MM 3A.5-3

Conclusion:

With implementation of the above mitigation measures identified in the FPASP EIR, Water Addendum, and Westland Eagle Addendum, Mangini Ranch Phase 3 would not have any new significant or substantially more severe cultural resources impacts (Guidelines, § 15162), nor would it result in any new significant impacts that are peculiar to the project or its site (Guidelines, § 15183).

6. GEOLOGY AND SOILS

Environmental Issue Area	Where Impact Was Analyzed in Prior Environmental Documents.	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information of Substantial Importance Requiring New Analysis or Verification?	Are There Effects That Are Peculiar To The Project Or The Parcel On Which The Project Would Be Located That Have Not Been Disclosed In a Prior EIR On The Zoning Action, General Plan, Or Community Plan With Which the Project is Consistent?	Are There Effects That Are Peculiar To The Project That Will Not Be Substantially Mitigated By Application Of Uniformly Applied Development Policies Or Standards That Have Been Previously Adopted?	Are There Effects That Were Not Analyzed As Significant Effects In A Prior EIR On The Zoning Action, General Plan Or Community Plan With Which The Project Is Consistent?	Are There Potentially Significant Off-Site Impacts And Cumulative Impacts Which Were Not Discussed In The Prior EIR Prepared For The General Plan, Community Plan Or Zoning Action?	Are There Previously Identified Significant Effects That, As A Result Of Substantial New Information Not Known At The Time The EIR Was Certified, Are Now Determined To Have A More Severe Adverse Impact?	Prior Environmental Document's Mitigation Measures Addressing Impacts.
6. Geology and Soils. Would the project:	FPASP Draft EIR pp. 3A.7-1 to -40									
a. Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving: 1. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42. 2. Strong seismic ground shaking?	pp. 3A.7-24 to -28	No	No	No	No	No	No	No	No	MM 3A.7-1a 3A.7-1b

Environmental Issue Area	Where Impact Was Analyzed in Prior Environmental Documents.	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information of Substantial Importance Requiring New Analysis or Verification?	Are There Effects That Are Peculiar To The Project Or The Parcel On Which The Project Would Be Located That Have Not Been Disclosed In a Prior EIR On The Zoning Action, General Plan, Or Community Plan With Which the Project is Consistent?	Are There Effects That Are Peculiar To The Project That Will Not Be Substantially Mitigated By Application Of Uniformly Applied Development Policies Or Standards That Have Been Previously Adopted?	Are There Effects That Were Not Analyzed As Significant Effects In A Prior EIR On The Zoning Action, General Plan Or Community Plan With Which The Project Is Consistent?	Are There Potentially Significant Off-Site Impacts And Cumulative Impacts Which Were Not Discussed In The Prior EIR Prepared For The General Plan, Community Plan Or Zoning Action?	Are There Previously Identified Significant Effects That, As A Result Of Substantial New Information Not Known At The Time The EIR Was Certified, Are Now Determined To Have A More Severe Adverse Impact?	Prior Environmental Document's Mitigation Measures Addressing Impacts.
6. Geology and Soils. Would the project:	FPASP Draft EIR pp. 3A.7-1 to -40									
3. Seismic-related ground failure, including liquefaction? 4. Landslides?										
b. Result in substantial soil erosion or the loss of topsoil?	pp. 3A.7-28 to -31	No	No	No	No	No	No	No	No	MM 3A.7-3
c. Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on-or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	pp. 3A.7-31 to -34	No	No	No	No	No	No	No	No	MM 3A.7-1a 3A.7-4 3A.7-5
d. Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994),	pp. 3A.7-34 to -35	No	No	No	No	No	No	No	No	MM 3A.7-1a 3A.7-1b

Environmental Issue Area	Where Impact Was Analyzed in Prior Environmental Documents.	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information of Substantial Importance Requiring New Analysis or Verification?	Are There Effects That Are Peculiar To The Project Or The Parcel On Which The Project Would Be Located That Have Not Been Disclosed In a Prior EIR On The Zoning Action, General Plan, Or Community Plan With Which the Project is Consistent?	Are There Effects That Are Peculiar To The Project That Will Not Be Substantially Mitigated By Application Of Uniformly Applied Development Policies Or Standards That Have Been Previously Adopted?	Are There Effects That Were Not Analyzed As Significant Effects In A Prior EIR On The Zoning Action, General Plan Or Community Plan With Which The Project Is Consistent?	Are There Potentially Significant Off-Site Impacts And Cumulative Impacts Which Were Not Discussed In The Prior EIR Prepared For The General Plan, Community Plan Or Zoning Action?	Are There Previously Identified Significant Effects That, As A Result Of Substantial New Information Not Known At The Time The EIR Was Certified, Are Now Determined To Have A More Severe Adverse Impact?	Prior Environmental Document's Mitigation Measures Addressing Impacts.
6. Geology and Soils. Would the project:	FPASP Draft EIR pp. 3A.7-1 to -40									
creating substantial risks to life or property?										
e. Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	pp. 3A.7-35 to -36	No	No	No	No	No	No	No	No	None required

Environmental Issue Area	Where Impact Was Analyzed in Prior Environmental Documents.	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information of Substantial Importance Requiring New Analysis or Verification?	Are There Effects That Are Peculiar To The Project Or The Parcel On Which The Project Would Be Located That Have Not Been Disclosed In A Prior EIR On The Zoning Action, General Plan, Or Community Plan With Which The Project is Consistent?	Are There Effects That Are Peculiar To The Project That Will Not Be Substantially Mitigated By Application Of Uniformly Applied Development Policies Or Standards That Have Been Previously Adopted?	Are There Effects That Were Not Analyzed As Significant Effects In A Prior EIR On The Zoning Action, General Plan Or Community Plan With Which The Project Is Consistent?	Are There Potentially Significant Off-Site Impacts And Cumulative Impacts Which Were Not Discussed In The Prior EIR Prepared For The General Plan, Community Plan Or Zoning Action?	Are There Previously Identified Significant Effects That, As A Result Of Substantial New Information Not Known At The Time The EIR Was Certified, Are Now Determined To Have A More Severe Adverse Impact?	Prior Environmental Document's Mitigation Measures Addressing Impacts.
6. Geology and Soils. Would the project:	FPASP Draft EIR pp. 3A.7-1 to -40									

Discussion:

The FPASP EIR concluded that implementation of the mitigation measures in the EIR would reduce all except the following geology impacts to less than significant levels: impacts from off-site elements under the jurisdiction of El Dorado and Sacramento Counties and Caltrans. (FEIR, pp. 1-89 to 1-95; DEIR, p. 3A.7-40.) The pages indicated in the table above contain the relevant analysis of the potential impacts.

Additionally, the 2012 Water Addendum includes a short discussion of how the changes to the water facilities aspects of the FPASP project would have the same or less impacts to geology and soils resources when compared to the FPASP project as analyzed in the 2011 EIR after implementation of the following mitigation measures: MM 3B.7-1a, MM 3B.7-1b, MM 3B.7-4, MM 3B.7-5. (Water Addendum, p. 3-10.) The 2015 Westland Eagle Addendum also includes a discussion of how project amendments would have the same or reduced impacts to geology and soils when compared to the FPASP project as analyzed in the 2011 EIR with implementation of the following mitigation measures from the FPASP EIR: MM 3A.7-1a, MM 3A.7-1b, MM 3A.7-3, MM 3A.7-4, MM 3A.7-5. (Westland Eagle Addendum, pp. 4.40-4.43.)

See Exhibit 3 for discussion of the Mangini Ranch Phase 3 project's consistency with floodplain protection policies in the FPASP that may be relevant to geology and soils impacts. (Exh. 3, pp. 25-27.)

Mitigation Measures:

- MM 3A.7-1a
- MM 3A.7-1b
- MM 3A.7-3
- MM 3A.7-4
- MM 3A.7-5
- MM 3B.7-1a
- MM 3B.7-1b
- MM 3B.7-4
- MM 3B.7-5

Conclusion:

With implementation of the above mitigation measures identified in the FPASP EIR, Water Addendum, and Westland Eagle Addendum, Mangini Ranch Phase 3 would not have any new significant or substantially more severe geology and soils impacts (Guidelines, § 15162), nor would it result in any new significant impacts that are peculiar to the project or its site (Guidelines, § 15183).

7. GREENHOUSE GAS EMISSIONS

Environmental Issue Area	Where Impact Was Analyzed in Prior Environmental Documents,	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information of Substantial Importance Requiring New Analysis or Verification?	Are There Effects That Are Peculiar To The Project Or The Parcel On Which The Project Would Be Located That Have Not Been Disclosed In a Prior EIR On The Zoning Action, General Plan, Or Community Plan With Which The Project is Consistent?	Are There Effects That Are Peculiar To The Project That Will Not Be Substantially Mitigated By Application Of Uniformly Applied Development Policies Or Standards That Have Been Previously Adopted?	Are There Effects That Were Not Analyzed As Significant Effects In A Prior EIR On The Zoning Action, General Plan Or Community Plan With Which The Project Is Consistent?	Are There Potentially Significant Off-Site Impacts And Cumulative Impacts Which Were Not Discussed In The Prior EIR Prepared For The General Plan, Community Plan Or Zoning Action?	Are There Previously Identified Significant Effects That, As A Result Of Substantial New Information Not Known At The Time The EIR Was Certified, Are Now Determined To Have A More Severe Adverse Impact?	Prior Environmental Document's Mitigation Measures Addressing Impacts.
7. Greenhouse Gas Emissions. Would the project	FPASP Draft EIR pp. 3A.4-1 to -49									
a. Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment??	pp. 3A.4-13 to -30	No	No	No	No	No	No	No	No	MM 3A.2-1a 3A.2-1b 3A.4-1 3A.2-2 3A.4-2a 3A.4-2b
b. Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	pp. 3A.4-10 to -13	No	No	No	No	No	No	No	No	None required

Environmental Issue Area	Where Impact Was Analyzed in Prior Environmental Documents.	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information of Substantial Importance Requiring New Analysis or Verification?	Are There Effects That Are Peculiar To The Project Or The Parcel On Which The Project Would Be Located That Have Not Been Disclosed In a Prior EIR On The Zoning Action, General Plan, Or Community Plan With Which The Project is Consistent?	Are There Effects That Are Peculiar To The Project That Will Not Be Substantially Mitigated By Application Of Uniformly Applied Development Policies Or Standards That Have Been Previously Adopted?	Are There Effects That Were Not Analyzed As Significant Effects In A Prior EIR On The Zoning Action, General Plan Or Community Plan With Which The Project is Consistent?	Are There Potentially Significant Off-Site Impacts And Cumulative Impacts Which Were Not Discussed In The Prior EIR Prepared For The General Plan, Community Plan Or Zoning Action?	Are There Previously Identified Significant Effects That, As A Result Of Substantial New Information Not Known At The Time The EIR Was Certified, Are Now Determined To Have A More Severe Adverse Impact?	Prior Environmental Document's Mitigation Measures Addressing Impacts.
7. Greenhouse Gas Emissions. Would the project:	FPASP Draft EIR pp. 3A.4-1 to -49									
<p>Discussion:</p> <p>The FPASP EIR concluded that FPASP project's incremental contributions to greenhouse gas (GHG) emissions from project-related construction (Impact 3A.4-1) and from long-term operation (Impact 3A.4-2) are cumulatively considerable and significant and unavoidable. (FEIR, pp. 1-70 to 1-79; DEIR, pp. 3A.4-23, 3A.4-30.) The pages indicated in the table above contain the relevant analysis of the potential impacts.</p> <p>Additionally, the 2012 Water Addendum includes a short discussion of how the changes to the water facilities aspects of the FPASP project would have the same or less impacts to GHG emissions and climate change when compared to the FPASP project as analyzed in the 2011 EIR after implementation of the following mitigation measures: MM 3B.4-1a, MM 3B.4-1b. (Water Addendum, p. 3-8.) The 2015 Westland Eagle Addendum also includes a discussion of how project amendments would have the same or fewer impacts to GHG emissions and climate change when compared to the FPASP project as analyzed in the 2011 EIR with implementation of the following mitigation measures from the FPASP EIR: MM 3A.4-1, MM 3A.4-2a, MM 3A.4-2b. (Westland Eagle Addendum, pp. 4.44-4.52.)</p> <p>See Exhibit 3 for discussion of the Mangini Ranch Phase 3 project's consistency with air quality, low impact development, environmental quality, and energy efficiency policies in the FPASP that may be relevant to GHG emissions and climate change impacts. (Exh. 3, pp. 27-28, 31-37.)</p> <p>Mitigation Measures:</p> <ul style="list-style-type: none"> • MM 3A.2-1a • MM 3A.2-1b • MM 3A.4-1 • MM 3A.2-2 • MM 3A.4-2a • MM 3A.4-2b • MM 3B.4-1a • MM 3B.4-1b <p>Conclusion:</p> <p>With implementation of the above mitigation measures identified in the FPASP EIR, Water Addendum, and Westland Eagle Addendum, Mangini Ranch Phase 3 would not have any new significant or substantially more severe GHG emissions and climate change impacts (Guidelines, § 15162), nor would it result in any new significant impacts that are peculiar to the project or its site (Guidelines, § 15183).</p>										

8. HAZARDS AND HAZARDOUS MATERIALS

Environmental Issue Area	Where Impact Was Analyzed in Prior Environmental Documents.	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information of Substantial Importance Requiring New Analysis or Verification?	Are There Effects That Are Peculiar To The Project Or The Parcel On Which The Project Would Be Located That Have Not Been Disclosed In a Prior EIR On The Zoning Action, General Plan, Or Community Plan With Which the Project is Consistent?	Are There Effects That Are Peculiar To The Project That Will Not Be Substantially Mitigated By Application Of Uniformly Applied Development Policies Or Standards That Have Been Previously Adopted?	Are There Effects That Were Not Analyzed As Significant Effects In A Prior EIR On The Zoning Action, General Plan Or Community Plan With Which The Project Is Consistent?	Are There Potentially Significant Off-Site Impacts And Cumulative Impacts Which Were Not Discussed In The Prior EIR Prepared For The General Plan, Community Plan Or Zoning Action?	Are There Previously Identified Significant Effects That, As A Result Of Substantial New Information Not Known At The Time The EIR Was Certified, Are Now Determined To Have A More Severe Adverse Impact?	Prior Environmental Document's Mitigation Measures Addressing Impacts.
8. Hazards and Hazardous Materials. Would the project:	FPASP Draft EIR pp. 3A.8-1 to -36									
a. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	pp. 3A.8-19 to -20	No	No	No	No	No	No	No	No	None required
b. Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	pp. 3A.8-20 to -22	No	No	No	No	No	No	No	No	MM 3A.8-2 3A.9-1

Environmental Issue Area	Where Impact Was Analyzed in Prior Environmental Documents.	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information of Substantial Importance Requiring New Analysis or Verification?	Are There Effects That Are Peculiar To The Project Or The Parcel On Which The Project Would Be Located That Have Not Been Disclosed In a Prior EIR On The Zoning Action, General Plan, Or Community Plan With Which the Project is Consistent?	Are There Effects That Are Peculiar To The Project That Will Not Be Substantially Mitigated By Application Of Uniformly Applied Development Policies Or Standards That Have Been Previously Adopted?	Are There Effects That Were Not Analyzed As Significant Effects In A Prior EIR On The Zoning Action, General Plan Or Community Plan With Which The Project Is Consistent?	Are There Potentially Significant Off-Site Impacts And Cumulative Impacts Which Were Not Discussed In The Prior EIR Prepared For The General Plan, Community Plan Or Zoning Action?	Are There Previously Identified Significant Effects That, As A Result Of Substantial New Information Not Known At The Time The EIR Was Certified, Are Now Determined To Have A More Severe Adverse Impact?	Prior Environmental Document's Mitigation Measures Addressing Impacts.
8. Hazards and Hazardous Materials. Would the project	FPASP Draft EIR pp. 3A.8-1 to -36									
c. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	pp. 3A.8-31 to -33	No	No	No	No	No	No	No	No	MM 3A.8-6
d. Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	pp. 3A.8-22 to -28	No	No	No	No	No	No	No	No	MM 3A.8-3a 3A.8-3b 3A.8-3c
e. For a project located within an airport land use plan or, where	pp. 3A.8-18 to -19	No	No	No	No	No	No	No	No	None required

Environmental Issue Area	Where Impact Was Analyzed in Prior Environmental Documents.	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information of Substantial Importance Requiring New Analysis or Verification?	Are There Effects That Are Peculiar To The Project Or The Parcel On Which The Project Would Be Located That Have Not Been Disclosed In A Prior EIR On The Zoning Action, General Plan, Or Community Plan With Which The Project is Consistent?	Are There Effects That Are Peculiar To The Project That Will Not Be Substantially Mitigated By Application Of Uniformly Applied Development Policies Or Standards That Have Been Previously Adopted?	Are There Effects That Were Not Analyzed As Significant Effects In A Prior EIR On The Zoning Action, General Plan Or Community Plan With Which The Project Is Consistent?	Are There Potentially Significant Off-Site Impacts And Cumulative Impacts Which Were Not Discussed In The Prior EIR Prepared For The General Plan, Community Plan Or Zoning Action?	Are There Previously Identified Significant Effects That, As A Result Of Substantial New Information Not Known At The Time The EIR Was Certified, Are Now Determined To Have A More Severe Adverse Impact?	Prior Environmental Document's Mitigation Measures Addressing Impacts.
8. Hazards and Hazardous Materials. Would the project:	FPASP Draft EIR pp. 3A.8-1 to -36									
such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?										
f. For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working on the project area?	pp. 3A.8-18 to -19	No	No	No	No	No	No	No	No	None required
g. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	p. 3A.8-29	No	No	No	No	No	No	No	No	None required

Environmental Issue Area	Where Impact Was Analyzed in Prior Environmental Documents.	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information of Substantial Importance Requiring New Analysis or Verification?	Are There Effects That Are Peculiar To The Project Or The Parcel On Which The Project Would Be Located That Have Not Been Disclosed In a Prior EIR On The Zoning Action, General Plan, Or Community Plan With Which the Project is Consistent?	Are There Effects That Are Peculiar To The Project That Will Not Be Substantially Mitigated By Application Of Uniformly Applied Development Policies Or Standards That Have Been Previously Adopted?	Are There Effects That Were Not Analyzed As Significant Effects In A Prior EIR On The Zoning Action, General Plan Or Community Plan With Which The Project Is Consistent?	Are There Potentially Significant Off-Site Impacts And Cumulative Impacts Which Were Not Discussed In The Prior EIR Prepared For The General Plan, Community Plan Or Zoning Action?	Are There Previously Identified Significant Effects That, As A Result Of Substantial New Information Not Known At The Time The EIR Was Certified, Are Now Determined To Have A More Severe Adverse Impact?	Prior Environmental Document's Mitigation Measures Addressing Impacts.
8. Hazards and Hazardous Materials. Would the project	FPASP Draft EIR pp. 3A.8-1 to -36									
h. Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	pp. 3A.8-18 to -19	No	No	No	No	No	No	No	No	None require

Environmental Issue Area	Where Impact Was Analyzed in Prior Environmental Documents.	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information of Substantial Importance Requiring New Analysis or Verification?	Are There Effects That Are Peculiar To The Project Or The Parcel On Which The Project Would Be Located That Have Not Been Disclosed In a Prior EIR On The Zoning Action, General Plan, Or Community Plan With Which the Project is Consistent?	Are There Effects That Are Peculiar To The Project That Will Not Be Substantially Mitigated By Application Of Uniformly Applied Development Policies Or Standards That Have Been Previously Adopted?	Are There Effects That Were Not Analyzed As Significant Effects In A Prior EIR On The Zoning Action, General Plan Or Community Plan With Which The Project Is Consistent?	Are There Potentially Significant Off-Site Impacts And Cumulative Impacts Which Were Not Discussed In The Prior EIR Prepared For The General Plan, Community Plan Or Zoning Action?	Are There Previously Identified Significant Effects That, As A Result Of Substantial New Information Not Known At The Time The EIR Was Certified, Are Now Determined To Have A More Severe Adverse Impact?	Prior Environmental Document's Mitigation Measures Addressing Impacts.
8. Hazards and Hazardous Materials. Would the project:	FPASP Draft EIR pp. 3A.8-1 to -36									

Discussion:

The FPASP EIR concluded that implementation of the mitigation measures in the EIR would reduce all hazards and hazardous materials impacts to less than significant levels, except for the impacts from off-site elements that fall under the jurisdiction of El Dorado and Sacramento Counties (Impacts 3A.8-2, 3A.8-3, 3A.8-5, 3A.8-7). (FEIR, pp. 1-99 to 1-108; DEIR, pp. 3A.8-35 to -36.) The pages indicated in the table above contain the relevant analysis of the potential impacts. The DEIR also analyzes Impact 3A.8-7 related to mosquito and vector control. (See pp. 3A.8-33 to -35; MM 3A.8-7.)

Additionally, the 2012 Water Addendum includes a short discussion of how the changes to the water facilities aspects of the FPASP project would have the same or less hazards and hazardous materials impacts when compared to the FPASP project as analyzed in the 2011 EIR after implementation of the following mitigation measures: MM 3B.8-1a, MM 3B.8-1b, MM 3B.16-3a, MM 3B.16-3b, MM 3B.8-5a, MM 3B.8-5b. (Water Addendum, pp. 3-10 to 3-11.) The 2015 Westland Eagle Addendum also includes a discussion of how project amendments would have the same or reduced hazards and hazardous materials impacts when compared to the FPASP project as analyzed in the 2011 EIR with implementation of the following mitigation measures from the FPASP EIR: MM 3A.8-2, MM 3A.8-5, MM 3A.8-7. (Westland Eagle Addendum, pp. 4.53-4.57.)

Mitigation Measures:

- MM 3A.8-2
- MM 3A.9-1
- MM 3A.8-6
- MM 3A.8-3a
- MM 3A.8-3b
- MM 3A.8-3c
- MM 3A.8-7
- MM 3B.8-1a
- MM 3B.8-1b
- MM 3B.16-3a
- MM 3B.16-3b
- MM 3B.8-5a
- MM 3B.8-5b

Conclusion:

With implementation of the above mitigation measures identified in the FPASP EIR, Water Addendum, and Westland Eagle Addendum, Mangini Ranch Phase 3 would not have any new significant or substantially more severe hazards and hazardous materials impacts (Guidelines, § 15162), nor would it result in any new significant impacts that are peculiar to the project or its site (Guidelines, § 15183).

9. HYDROLOGY AND WATER QUALITY

Environmental Issue Area	Where Impact Was Analyzed in Prior Environmental Documents.	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information of Substantial Importance Requiring New Analysis or Verification?	Are There Effects That Are Peculiar To The Project Or The Parcel On Which The Project Would Be Located That Have Not Been Disclosed In a Prior EIR On The Zoning Action, General Plan, Or Community Plan With Which the Project is Consistent?	Are There Effects That Are Peculiar To The Project That Will Not Be Substantially Mitigated By Application Of Uniformly Applied Development Policies Or Standards That Have Been Previously Adopted?	Are There Effects That Were Not Analyzed As Significant Effects In A Prior EIR On The Zoning Action, General Plan Or Community Plan With Which The Project Is Consistent?	Are There Potentially Significant Off-Site Impacts And Cumulative Impacts Which Were Not Discussed In The Prior EIR Prepared For The General Plan, Community Plan Or Zoning Action?	Are There Previously Identified Significant Effects That, As A Result Of Substantial New Information Not Known At The Time The EIR Was Certified, Are Now Determined To Have A More Severe Adverse Impact?	Prior Environmental Document's Mitigation Measures Addressing Impacts.
9. Hydrology and Water Quality. Would the Project:	FPASP Draft EIR pp. 3A.9-1 to -51									
a. Violate any water quality standards or waste discharge requirements?	pp. 3A.9-24 to -28	No	No	No	No	No	No	No	No	MM 3A.9-1
b. Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have	pp. 3A.9-45 to -50	No	No	No	No	No	No	No	No	None required

Environmental Issue Area	Where Impact Was Analyzed in Prior Environmental Documents.	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information of Substantial Importance Requiring New Analysis or Verification?	Are There Effects That Are Peculiar To The Project Or The Parcel On Which The Project Would Be Located That Have Not Been Disclosed In a Prior EIR On The Zoning Action, General Plan, Or Community Plan With Which The Project is Consistent?	Are There Effects That Are Peculiar To The Project That Will Not Be Substantially Mitigated By Application Of Uniformly Applied Development Policies Or Standards That Have Been Previously Adopted?	Are There Effects That Were Not Analyzed As Significant Effects In A Prior EIR On The Zoning Action, General Plan Or Community Plan With Which The Project is Consistent?	Are There Potentially Significant Off-Site Impacts And Cumulative Impacts Which Were Not Discussed In The Prior EIR Prepared For The General Plan, Community Plan Or Zoning Action?	Are There Previously Identified Significant Effects That, As A Result Of Substantial New Information Not Known At The Time The EIR Was Certified, Are Now Determined To Have A More Severe Adverse Impact?	Prior Environmental Document's Mitigation Measures Addressing Impacts.
9. Hydrology and Water Quality. Would the Project be granted?	FPASP Draft EIR pp. 3A.9-1 to -51									
c. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?	pp. 3A.9-24 to -28	No	No	No	No	No	No	No	No	MM 3A.9-1
d. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?	pp. 3A.9-28 to -37	No	No	No	No	No	No	No	No	MM 3A.9-2

Environmental Issue Area	Where Impact Was Analyzed in Prior Environmental Documents.	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information of Substantial Importance Requiring New Analysis or Verification?	Are There Effects That Are Peculiar To The Project Or The Parcel On Which The Project Would Be Located That Have Not Been Disclosed In a Prior EIR On The Zoning Action, General Plan, Or Community Plan With Which the Project is Consistent?	Are There Effects That Are Peculiar To The Project That Will Not Be Substantially Mitigated By Application Of Uniformly Applied Development Policies Or Standards That Have Been Previously Adopted?	Are There Effects That Were Not Analyzed As Significant Effects In A Prior EIR On The Zoning Action, General Plan Or Community Plan With Which The Project Is Consistent?	Are There Potentially Significant Off-Site Impacts And Cumulative Impacts Which Were Not Discussed In The Prior EIR Prepared For The General Plan, Community Plan, Or Zoning Action?	Are There Previously Identified Significant Effects That, As A Result Of Substantial New Information Not Known At The Time The EIR Was Certified, Are Now Determined To Have A More Severe Adverse Impact?	Prior Environmental Document's Mitigation Measures Addressing Impacts.
9. Hydrology and Water Quality. Would the Project:	FPASP Draft EIR pp. 3A.9-1 to -51									
e. Create or contribute runoff water which would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff?	pp. 3A.9-28-42 Also see generally Backbone Infrastructure MND	No	No	No	No	No	No	No	No	MM 3A.9-1 MM 3A.9-2
f. Otherwise substantially degrade water quality?	See generally pp. 3A.9-1 to -51	No	No	No	No	No	No	No	No	None required
g. Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	p. 3A.9-45	No	No	No	No	No	No	No	No	None required
h. Place within a 100-year flood hazard area structures which	p. 3A.9-45	No	No	No	No	No	No	No	No	None required

Environmental Issue Area	Where Impact Was Analyzed in Prior Environmental Documents.	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information of Substantial Importance Requiring New Analysis or Verification?	Are There Effects That Are Peculiar To The Project Or The Parcel On Which The Project Would Be Located That Have Not Been Disclosed In a Prior EIR On The Zoning Action, General Plan, Or Community Plan With Which the Project is Consistent?	Are There Effects That Are Peculiar To The Project That Will Not Be Substantially Mitigated By Application Of Uniformly Applied Development Policies Or Standards That Have Been Previously Adopted?	Are There Effects That Were Not Analyzed As Significant Effects In A Prior EIR On The Zoning Action, General Plan Or Community Plan With Which The Project Is Consistent?	Are There Potentially Significant Off-Site Impacts And Cumulative Impacts Which Were Not Discussed In The Prior EIR Prepared For The General Plan, Community Plan Or Zoning Action?	Are There Previously Identified Significant Effects That, As A Result Of Substantial New Information Not Known At The Time The EIR Was Certified, Are Now Determined To Have A More Severe Adverse Impact?	Prior Environmental Document's Mitigation Measures Addressing Impacts.
9. Hydrology and Water Quality.	FPASP Draft EIR pp. 3A.9-1 to -51									
Would the Project:										
would impede or redirect flood flows?										
i. Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	pp. 3A.9-43 to -44	No	No	No	No	No	No	No	No	MM 3A.9-4
j. Inundation by seiche, tsunami, or mudflow?	Not relevant	No	No	No	No	No	No	No	No	None required

Environmental Issue Area	Where Impact Was Analyzed in Prior Environmental Documents.	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information of Substantial Importance Requiring New Analysis or Verification?	Are There Effects That Are Peculiar To The Project Or The Parcel On Which The Project Would Be Located That Have Not Been Disclosed In a Prior EIR On The Zoning Action, General Plan, Or Community Plan With Which the Project is Consistent?	Are There Effects That Are Peculiar To The Project That Will Not Be Substantially Mitigated By Application Of Uniformly Applied Development Policies Or Standards That Have Been Previously Adopted?	Are There Effects That Were Not Analyzed As Significant Effects In A Prior EIR On The Zoning Action, General Plan Or Community Plan With Which The Project Is Consistent?	Are There Potentially Significant Off-Site Impacts And Cumulative Impacts Which Were Not Discussed In The Prior EIR Prepared For The General Plan, Community Plan Or Zoning Action?	Are There Previously Identified Significant Effects That, As A Result Of Substantial New Information Not Known At The Time The EIR Was Certified, Are Now Determined To Have A More Severe Adverse Impact?	Prior Environmental Document's Mitigation Measures Addressing Impacts.
9. Hydrology and Water Quality. Would the Project:	FPASP Draft EIR pp. 3A.9-1 to -51									
<p>Discussion: The FPASP EIR concluded that implementation of the mitigation measures in the EIR would reduce all hydrology and water quality impacts to less than significant levels, except for the impacts from off-site elements that fall under the jurisdiction of El Dorado and Sacramento Counties and Caltrans (Impacts 3.10-1, 3.10-2, 3.10-3, 3.10-5). (FEIR, pp. 1-113 to 1- 118; DEIR, p. 3A.9-51.) The pages indicated in the table above contain the relevant analysis of the potential impacts.</p> <p>Additionally, the 2012 Water Addendum includes a short discussion of how the changes to the water facilities aspects of the FPASP project would have the same or less impacts to hydrology and water quality when compared to the FPASP project as analyzed in the 2011 EIR after implementation of the following mitigation measures: MM 3B.9-1a, MM 3B.9-1b, MM 3A.3-1a, MM 3A.3-1b, MM 3B.9-3a, MM 3B.9-3b. (Water Addendum, pp. 3-11 to 3-12.) The 2015 Westland Eagle Addendum also includes a discussion of how project amendments would have the same or reduced impacts to hydrology and water quality when compared to the FPASP project as analyzed in the 2011 EIR with implementation of the following mitigation measures from the FPASP EIR: MM 3A.9-1, MM 3A.9-2, MM 3A.9-3 MM 3A.9-4. (Westland Eagle Addendum, pp. 4.58-4.62.)</p> <p>See Exhibit 3 for discussion of the Mangini Ranch Phase 3 project's consistency with water efficiency and low impact development policies in the FPASP that may be relevant to hydrology and water quality impacts. (Exh. 3, pp. 30-31, 35.)</p> <p>Mitigation Measures:</p> <ul style="list-style-type: none"> • MM 3A.9-1 • MM 3A.9-2 • MM 3A.9-4 • MM 3B.9-1a • MM 3B.9-1b • MM 3A.3-1a • MM 3A.3-1b • MM 3B.9-3a • MM 3B.9-3b <p>Conclusion: With implementation of the above mitigation measures identified in the FPASP EIR, Water Addendum, and Westland Eagle Addendum, Mangini Ranch Phase 3 would not have any new significant or substantially more severe hydrology and water quality impacts (Guidelines, § 15162), nor would it result in any new significant impacts that are peculiar to the project or its site (Guidelines, § 15183).</p>										

10. LAND USE AND PLANNING

Environmental Issue Area	Where Impact Was Analyzed in Prior Environmental Documents.	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information of Substantial Importance Requiring New Analysis or Verification?	Are There Effects That Are Peculiar To The Project Or The Parcel On Which The Project Would Be Located That Have Not Been Disclosed In a Prior EIR On The Zoning Action, General Plan, Or Community Plan With Which the Project is Consistent?	Are There Effects That Are Peculiar To The Project That Will Not Be Substantially Mitigated By Application Of Uniformly Applied Development Policies Or Standards That Have Been Previously Adopted?	Are There Effects That Were Not Analyzed As Significant Effects In A Prior EIR On The Zoning Action, General Plan Or Community Plan With Which The Project Is Consistent?	Are There Potentially Significant Off-Site Impacts And Cumulative Impacts Which Were Not Discussed In The Prior EIR Prepared For The General Plan, Community Plan Or Zoning Action?	Are There Previously Identified Significant Effects That, As A Result Of Substantial New Information Not Known At The Time The EIR Was Certified, Are Now Determined To Have A More Severe Adverse Impact?	Prior Environmental Document's Mitigation Measures Addressing Impacts.
10. Land Use and Planning. Would the project:	FPASP Draft EIR pp. 3A.10-1 to -49									
a. Physically divide an established community?	p. 3A.10-29	No	No	No	No	No	No	No	No	None required
b. Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	pp. 3A.10-34 to -41	No	No	No	No	No	No	No	No	None require

Environmental Issue Area	Where Impact Was Analyzed in Prior Environmental Documents.	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information of Substantial Importance Requiring New Analysis or Verification?	Are There Effects That Are Peculiar To The Project Or The Parcel On Which The Project Would Be Located That Have Not Been Disclosed In a Prior EIR On The Zoning Action, General Plan, Or Community Plan With Which the Project is Consistent?	Are There Effects That Are Peculiar To The Project That Will Not Be Substantially Mitigated By Application Of Uniformly Applied Development Policies Or Standards That Have Been Previously Adopted?	Are There Effects That Were Not Analyzed As Significant Effects In A Prior EIR On The Zoning Action, General Plan Or Community Plan With Which The Project Is Consistent?	Are There Potentially Significant Off-Site Impacts And Cumulative Impacts Which Were Not Discussed In The Prior EIR Prepared For The General Plan, Community Plan Or Zoning Action?	Are There Previously Identified Significant Effects That, As A Result Of Substantial New Information Not Known At The Time The EIR Was Certified, Are Now Determined To Have A More Severe Adverse Impact?	Prior Environmental Document's Mitigation Measures Addressing Impacts.
10. Land Use and Planning. Would the project:	FPASP Draft EIR pp. 3A.10-1 to -49									
c. Conflict with any applicable habitat conservation plan or natural community conservation plan?	pp. 3A.3-93 to -94	No	No	No	No	No	No	No	No	None required
d. Contribute to the decay of an existing urban center?	Not relevant; also see Folsom South of U.S. Highway 50 Specific Plan Project's CEQA Findings of Fact and Statement of Overriding Considerations, pp. 361-363	No	No	No	No	No	No	No	No	

Environmental Issue Area	Where Impact Was Analyzed in Prior Environmental Documents.	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information of Substantial Importance Requiring New Analysis or Verification?	Are There Effects That Are Peculiar To The Project Or The Parcel On Which The Project Would Be Located That Have Not Been Disclosed In a Prior EIR On The Zoning Action, General Plan, Or Community Plan With Which The Project is Consistent?	Are There Effects That Are Peculiar To The Project That Will Not Be Substantially Mitigated By Application Of Uniformly Applied Development Policies Or Standards That Have Been Previously Adopted?	Are There Effects That Were Not Analyzed As Significant Effects In A Prior EIR On The Zoning Action, General Plan Or Community Plan With Which The Project is Consistent?	Are There Potentially Significant Off-Site Impacts And Cumulative Impacts Which Were Not Discussed In The Prior EIR Prepared For The General Plan, Community Plan Or Zoning Action?	Are There Previously Identified Significant Effects That, As A Result Of Substantial New Information Not Known At The Time The EIR Was Certified, Are Now Determined To Have A More Severe Adverse Impact?	Prior Environmental Document's Mitigation Measures Addressing Impacts.
10. Land Use and Planning. Would the project:	FPASP Draft EIR pp. 3A.10-1 to -49									
<p>Discussion:</p> <p>The FPASP EIR concluded that the following land use impacts were less than significant and no mitigation was required: Impacts 3A.10-1 (Consistency with Sacramento LAFCo Guidelines) and 3 10-2 (Consistency with the SACOG Sacramento Region Blueprint). (FEIR, pp. 1-123 to 1- 124; DEIR, pp. 3A.10-36, 3A.10-39.) But impacts from off-site elements that fall under the jurisdiction of El Dorado and Sacramento Counties and Caltrans would be potentially significant and unavoidable. The pages indicated in the table above contain the relevant analysis of the potential impacts.</p> <p>Additionally, the 2012 Water Addendum includes a short discussion of how the changes to the water facilities aspects of the FPASP project would have the same or less impacts to land use when compared to the FPASP project as analyzed in the 2011 EIR after implementation of the following mitigation measures: MM 3B.10-5. (Water Addendum, p. 3-12.) The 2015 Westland Eagle Addendum also includes a discussion of how project amendments would have the same or reduced impacts to land use when compared to the FPASP project as analyzed in the 2011 EIR. (Westland Eagle Addendum, pp. 4.63-4.64.)</p> <p>See Exhibit 3 for discussion of the Mangini Ranch Phase 3 project's consistency with land use policies in the FPASP that may be relevant to land use impacts. (Exh. 3, pp. 1-6.) The Folsom Ranch Central District Design Guidelines (Exhibit 1) is a complementary document to the Folsom Plan Area Specific Plan and the Folsom Plan Area Specific Plan Community Guidelines.</p> <p>The South Sacramento HCP, which is referenced in the FPASP EIR has been approved and adopted, but the South Sacramento HCP is not relevant to the Project because the City did not choose to participate in the South Sacramento HCP and the project site is outside of the boundaries of the South Sacramento HCP plan area. (See South Sacramento HCP, available at https://www.southsachcp.com/sshpc-chapters—final.html (last visited April 15, 2021).) In any event, the Mangini Ranch Phase 3 project would not impede the implementation of the South Sacramento HCP.</p> <p>Mitigation Measures:</p> <ul style="list-style-type: none"> • MM 3B.10-5 <p>Conclusion:</p> <p>With implementation of the above mitigation measures identified in the FPASP EIR, Water Addendum, and Westland Eagle Addendum Mangini Ranch Phase 3 would not have any new significant or substantially more severe land use impacts (Guidelines, § 15162), nor would it result in any new significant impacts that are peculiar to the project or its site (Guidelines, § 15183).</p>										

11. MINERAL RESOURCES

Environmental Issue Area	Where Impact Was Analyzed in Prior Environmental Documents.	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information of Substantial Importance Requiring New Analysis or Verification?	Are There Effects That Are Peculiar To The Project Or The Parcel On Which The Project Would Be Located That Have Not Been Disclosed In a Prior EIR On The Zoning Action, General Plan, Or Community Plan With Which The Project is Consistent?	Are There Effects That Are Peculiar To The Project That Will Not Be Substantially Mitigated By Application Of Uniformly Applied Development Policies Or Standards That Have Been Previously Adopted?	Are There Effects That Were Not Analyzed As Significant Effects In A Prior EIR On The Zoning Action, General Plan Or Community Plan With Which The Project Is Consistent?	Are There Potentially Significant Off-Site Impacts And Cumulative Impacts Which Were Not Discussed In The Prior EIR Prepared For The General Plan, Community Plan Or Zoning Action?	Are There Previously Identified Significant Effects That, As A Result Of Substantial New Information Not Known At The Time The EIR Was Certified, Are Now Determined To Have A More Severe Adverse Impact?	Prior Environmental Document's Mitigation Measures Addressing Impacts.
11. Mineral Resources. Would the Project:	FPASP Draft EIR pp. 3A.7-1 to -40									
a. Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	pp. 3A.7-36 to -38	No	No	No	No	No	No	No	No	MM 3A.7-9
b. Result in the loss of availability of a locally- important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	Same as (a) above	No	No	No	No	No	No	No	No	Same as (a) above

Environmental Issue Area	Where Impact Was Analyzed in Prior Environmental Documents.	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information of Substantial Importance Requiring New Analysis or Verification?	Are There Effects That Are Peculiar To The Project Or The Parcel On Which The Project Would Be Located That Have Not Been Disclosed In a Prior EIR On The Zoning Action, General Plan, Or Community Plan With Which the Project is Consistent?	Are There Effects That Are Peculiar To The Project That Will Not Be Substantially Mitigated By Application Of Uniformly Applied Development Policies Or Standards That Have Been Previously Adopted?	Are There Effects That Were Not Analyzed As Significant Effects In A Prior EIR On The Zoning Action, General Plan Or Community Plan With Which The Project Is Consistent?	Are There Potentially Significant Off-Site Impacts And Cumulative Impacts Which Were Not Discussed In The Prior EIR Prepared For The General Plan, Community Plan Or Zoning Action?	Are There Previously Identified Significant Effects That, As A Result Of Substantial New Information Not Known At The Time The EIR Was Certified, Are Now Determined To Have A More Severe Adverse Impact?	Prior Environmental Document's Mitigation Measures Addressing Impacts.
11. Mineral Resources. Would the Project:	FPASP Draft EIR pp. 3A.7-1 to -40									

Discussion:

The FPASP EIR concluded that implementation of the mitigation measures in the EIR would reduce all except one of the impacts to mineral resources to less than significant levels. Impact 3A.7-9 (Possible Loss of Mineral Resources-Kaolin Clay) remains significant and unavoidable. (FEIR, pp. 1-89 to 1-95; DEIR, pp. 3A.7-37 to -38.) The pages indicated in the table above contain the relevant analysis of the potential impacts.

Additionally, the 2012 Water Addendum includes a short discussion of how the changes to the water facilities aspects of the FPASP project would have the same or less impacts to mineral resources when compared to the FPASP project as analyzed in the 2011 EIR and that no mitigation measures were necessary to address the water supply and water facilities aspect of the FPASP project. (Water Addendum, p. 3-13.) The 2015 Westland Eagle Addendum also includes a discussion of how project amendments would have the same or reduced impacts to mineral resources when compared to the FPASP project as analyzed in the 2011 EIR. (Westland Eagle Addendum, p. 4.65.)

Mitigation Measures:

- None required

Conclusion:

With implementation of the above mitigation measures identified in the FPASP EIR, Water Addendum, and Westland Eagle Addendum, Mangini Ranch Phase 3 would not have any new significant or substantially more severe mineral resources impacts (Guidelines, § 15162), nor would it result in any new significant impacts that are peculiar to the project or its site (Guidelines, § 15183).

12. NOISE

Environmental Issue Area	Where Impact Was Analyzed in Prior Environmental Documents.	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information of Substantial Importance Requiring New Analysis or Verification?	Are There Effects That Are Peculiar To The Project Or The Parcel On Which The Project Would Be Located That Have Not Been Disclosed In a Prior EIR On The Zoning Action, General Plan, Or Community Plan With Which The Project is Consistent?	Are There Effects That Are Peculiar To The Project That Will Not Be Substantially Mitigated By Application Of Uniformly Applied Development Policies Or Standards That Have Been Previously Adopted?	Are There Effects That Were Not Analyzed As Significant Effects In A Prior EIR On The Zoning Action, General Plan Or Community Plan With Which The Project Is Consistent?	Are There Potentially Significant Off-Site Impacts And Cumulative Impacts Which Were Not Discussed In The Prior EIR Prepared For The General Plan, Community Plan Or Zoning Action?	Are There Previously Identified Significant Effects That, As A Result Of Substantial New Information Not Known At The Time The EIR Was Certified, Are Now Determined To Have A More Severe Adverse Impact?	Prior Environmental Document's Mitigation Measures Addressing Impacts.
12. Noise. Would the project result in:	FPASP Draft EIR pp. 3A.11-1 to -52									
a. Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	pp. 3A.11-50 to -51	No	No	No	No	No	No	No	No	MM 3A.11-4
b. Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	pp. 3A.11-33 to -35	No	No	No	No	No	No	No	No	MM 3A.11-3
c. A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	pp. 3A.11-36 to -48	No	No	No	No	No	No	No	No	MM 3A.11-4 3A.11-5

Environmental Issue Area	Where Impact Was Analyzed in Prior Environmental Documents.	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information of Substantial Importance Requiring New Analysis or Verification?	Are There Effects That Are Peculiar To The Project Or The Parcel On Which The Project Would Be Located That Have Not Been Disclosed In a Prior EIR On The Zoning Action, General Plan, Or Community Plan With Which The Project is Consistent?	Are There Effects That Are Peculiar To The Project That Will Not Be Substantially Mitigated By Application Of Uniformly Applied Development Policies Or Standards That Have Been Previously Adopted?	Are There Effects That Were Not Analyzed As Significant Effects In A Prior EIR On The Zoning Action, General Plan Or Community Plan With Which The Project Is Consistent?	Are There Potentially Significant Off-Site Impacts And Cumulative Impacts Which Were Not Discussed In The Prior EIR Prepared For The General Plan, Community Plan Or Zoning Action?	Are There Previously Identified Significant Effects That, As A Result Of Substantial New Information Not Known At The Time The EIR Was Certified, Are Now Determined To Have A More Severe Adverse Impact?	Prior Environmental Document's Mitigation Measures Addressing Impacts.
12. Noise. Would the project result in:	FPASP Draft EIR pp. 3A.11-1 to -52									
d. A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	pp. 3A.11-27 to -35	No	No	No	No	No	No	No	No	MM 3A.11-1 3A.11-3
e. For a project located within an airport land use plan or where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	pp. 3A.11-27 and 3A.11-49	No	No	No	No	No	No	No	No	None required

Environmental Issue Area	Where Impact Was Analyzed in Prior Environmental Documents.	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information of Substantial Importance Requiring New Analysis or Verification?	Are There Effects That Are Peculiar To The Project Or The Parcel On Which The Project Would Be Located That Have Not Been Disclosed In a Prior EIR On The Zoning Action, General Plan, Or Community Plan With Which The Project is Consistent?	Are There Effects That Are Peculiar To The Project That Will Not Be Substantially Mitigated By Application Of Uniformly Applied Development Policies Or Standards That Have Been Previously Adopted?	Are There Effects That Were Not Analyzed As Significant Effects In A Prior EIR On The Zoning Action, General Plan Or Community Plan With Which The Project Is Consistent?	Are There Potentially Significant Off-Site Impacts And Cumulative Impacts Which Were Not Discussed In The Prior EIR Prepared For The General Plan, Community Plan Or Zoning Action?	Are There Previously Identified Significant Effects That, As A Result Of Substantial New Information Not Known At The Time The EIR Was Certified, Are Now Determined To Have A More Severe Adverse Impact?	Prior Environmental Document's Mitigation Measures Addressing Impacts.
12. Noise. Would the project result in:	FPASP Draft EIR pp. 3A.11-1 to -52									
f. For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	pp. 3A.11-27	No	No	No	No	No	No	No	No	None required

Environmental Issue Area	Where Impact Was Analyzed in Prior Environmental Documents.	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information of Substantial Importance Requiring New Analysis or Verification?	Are There Effects That Are Peculiar To The Project Or The Parcel On Which The Project Would Be Located That Have Not Been Disclosed In A Prior EIR On The Zoning Action, General Plan, Or Community Plan With Which The Project is Consistent?	Are There Effects That Are Peculiar To The Project That Will Not Be Substantially Mitigated By Application Of Uniformly Applied Development Policies Or Standards That Have Been Previously Adopted?	Are There Effects That Were Not Analyzed As Significant Effects In A Prior EIR On The Zoning Action, General Plan Or Community Plan With Which The Project Is Consistent?	Are There Potentially Significant Off-Site Impacts And Cumulative Impacts Which Were Not Discussed In The Prior EIR Prepared For The General Plan, Community Plan Or Zoning Action?	Are There Previously Identified Significant Effects That, As A Result Of Substantial New Information Not Known At The Time The EIR Was Certified, Are Now Determined To Have A More Severe Adverse Impact?	Prior Environmental Document's Mitigation Measures Addressing Impacts.
12. Noise. Would the project result in:	FPASP Draft EIR pp. 3A.11-1 to -52									

Discussion:

The FPASP EIR concluded that implementation of the mitigation measures in the EIR would reduce all except the following noise impacts to less than significant levels: temporary, short-term exposure of sensitive receptors to increased equipment noise and groundborne noise and vibration from project construction (Impacts 3A.11-1, 3A.11-3); long-term exposure of sensitive receptors to increased operational traffic noise levels from project operation (Impact 3A.11-4); and impacts from off-site elements that are under the jurisdiction of El Dorado County, Sacramento County, or Caltrans. (FEIR, pp. 1-127 to 1-132; DEIR, pp. 3A.11-51 to -52.) The pages indicated in the table above contain the relevant analysis of the potential impacts.

Additionally, the 2012 Water Addendum includes a short discussion of how the changes to the water facilities aspects of the FPASP project would have the same or less noise impacts when compared to the FPASP project as analyzed in the 2011 EIR after implementation of the following mitigation measures: MM 3B.11-1a, MM 3B.11-1b, MM 3B.11-1c, MM 3B.11-1d, MM 3B.11-1e, and MM 3B.11-3. (Water Addendum, p. 3-14.) The 2015 Westland Eagle Addendum also includes a discussion of how project amendments would have the same or reduced noise impacts when compared to the FPASP project as analyzed in the 2011 EIR with implementation of the following mitigation measures from the FPASP EIR and one additional mitigation measure from the Westland Eagle Addendum: MM 3A.11-1, MM 3A.11-3, MM 3A.11-4, MM 3A.11-5, MM 4.12-1. (Westland Eagle Addendum, pp. 4.66-4.74.)

See Exhibit 3 for discussion of the Mangini Ranch Phase 3 project's consistency with noise policies in the FPASP that may be relevant to noise impacts. (Exh. 3, p. 29.)

Mitigation Measures:

- MM 3A.11-1
- MM 3A.11-3
- MM 3A.11-4
- MM 3A.11-5
- MM 3B.11-1a
- MM 3B.11-1b
- MM 3B.11-1c
- MM 3B.11-1d
- MM 3B.11-1e
- MM 3B.11-3
- MM 4.12-1

The May 10, 2021, Noise Study completed by Bollard Acoustical Consultants (attached as Exhibit 4) found that, consistent with the noise impact analysis in the FPASP EIR, a portion of the Mangini Ranch Phase 3 Residential Development project site will be exposed to future traffic noise levels in excess of the City of Folsom's 45 dB Ldn interior noise level standard. The impacts analyzed in the Noise Study are of the same type, scope, and scale as those impacts addressed in the FPASP EIR. In other words, the Noise Study did not find any new impacts, any effects that are peculiar to the project or project site, or any substantially more severe impacts than those analyzed in the FPASP EIR. The Noise Study provides recommendations to implement the FPASP EIR's mitigation measures to achieve compliance with the City's exterior and interior noise standards. These recommendations, which are listed below, are consistent with the mitigation measures in the FPASP EIR and simply add new details about noise barriers (e.g., required height and materials) and building materials required in the previously adopted mitigation measures.

Environmental Issue Area	Where Impact Was Analyzed in Prior Environmental Documents.	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information of Substantial Importance Requiring New Analysis or Verification?	Are There Effects That Are Peculiar To The Project Or The Parcel On Which The Project Would Be Located That Have Not Been Disclosed In a Prior EIR On The Zoning Action, General Plan, Or Community Plan With Which the Project is Consistent?	Are There Effects That Are Peculiar To The Project That Will Not Be Substantially Mitigated By Application Of Uniformly Applied Development Policies Or Standards That Have Been Previously Adopted?	Are There Effects That Were Not Analyzed As Significant Effects In A Prior EIR On The Zoning Action, General Plan Or Community Plan With Which The Project Is Consistent?	Are There Potentially Significant Off-Site Impacts And Cumulative Impacts Which Were Not Discussed In The Prior EIR Prepared For The General Plan, Community Plan Or Zoning Action?	Are There Previously Identified Significant Effects That, As A Result Of Substantial New Information Not Known At The Time The EIR Was Certified, Are Now Determined To Have A More Severe Adverse Impact?	Prior Environmental Document's Mitigation Measures Addressing Impacts.
12. Noise. Would the project result in:	FPASP Draft EIR pp. 3A.11-1 to -52									

The following Noise Study recommendations implement the FPASP EIR's mitigation measures will be required as conditions of approval:

- To comply with the General Plan 60 dB DNL exterior noise level standards, traffic noise barriers ranging from 6 to 8 feet in height relative to backyard elevation would be required. The traffic noise barriers could take the form of masonry wall, earthen berm, or a combination of the two. Other materials may be acceptable but should be reviewed by an acoustical consultant prior to use.
- To ensure compliance with the General Plan 45 dB DNL interior noise level standard with a factor of safety, it is recommended that all upper-floor bedroom window assemblies of residences constructed on the lots identified on Figure 2 of Exhibit 4, from which the adjacent roadways would be visible be upgraded to a minimum STC rating of 32.
- Air conditioning shall be provided for all medium-density residences of the development so that windows can be kept closed at the occupant's discretion to control interior noise. (Exh. 4, pp. 8-9; see Figure 2, Exh. 4, p. 3.)

Conclusion:

With implementation of the above mitigation measures identified in the FPASP EIR, Water Addendum, and Westland Eagle Addendum, Mangini Ranch Phase 3 would not have any new significant or substantially more severe noise impacts (Guidelines, § 15162), nor would it result in any new significant impacts that are peculiar to the project or its site (Guidelines, § 15183).

13. POPULATION AND HOUSING

Environmental Issue Area	Where Impact Was Analyzed in Prior Environmental Documents.	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information of Substantial Importance Requiring New Analysis or Verification?	Are There Effects That Are Peculiar To The Project Or The Parcel On Which The Project Would Be Located That Have Not Been Disclosed In a Prior EIR On The Zoning Action, General Plan, Or Community Plan With Which The Project is Consistent?	Are There Effects That Are Peculiar To The Project That Will Not Be Substantially Mitigated By Application Of Uniformly Applied Development Policies Or Standards That Have Been Previously Adopted?	Are There Effects That Were Not Analyzed As Significant Effects In A Prior EIR On The Zoning Action, General Plan Or Community Plan With Which The Project Is Consistent?	Are There Potentially Significant Off-Site Impacts And Cumulative Impacts Which Were Not Discussed In The Prior EIR Prepared For The General Plan, Community Plan Or Zoning Action?	Are There Previously Identified Significant Effects That, As A Result Of Substantial New Information Not Known At The Time The EIR Was Certified, Are Now Determined To Have A More Severe Adverse Impact?	Prior Environmental Document's Mitigation Measures Addressing Impacts.
13. Population and Housing, Would the Project:	FPASP Draft EIR pp. 3A.13-1 to -16									
a. Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	pp. 3A.13-11 to -15	No	No	No	No	No	No	No	No	None required
b. Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	p. 3A.13-16	No	No	No	No	No	No	No	No	None required

Environmental Issue Area	Where Impact Was Analyzed in Prior Environmental Documents.	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information of Substantial Importance Requiring New Analysis or Verification?	Are There Effects That Are Peculiar To The Project Or The Parcel On Which The Project Would Be Located That Have Not Been Disclosed In a Prior EIR On The Zoning Action, General Plan, Or Community Plan With Which the Project is Consistent?	Are There Effects That Are Peculiar To The Project That Will Not Be Substantially Mitigated By Application Of Uniformly Applied Development Policies Or Standards That Have Been Previously Adopted?	Are There Effects That Were Not Analyzed As Significant Effects In A Prior EIR On The Zoning Action, General Plan Or Community Plan With Which The Project Is Consistent?	Are There Potentially Significant Off-Site Impacts And Cumulative Impacts Which Were Not Discussed In The Prior EIR Prepared For The General Plan, Community Plan Or Zoning Action?	Are There Previously Identified Significant Effects That, As A Result Of Substantial New Information Not Known At The Time The EIR Was Certified, Are Now Determined To Have A More Severe Adverse Impact?	Prior Environmental Document's Mitigation Measures Addressing Impacts.
13. Population and Housing. Would the Project:	FPASP Draft EIR pp. 3A.13-1 to -16									
c. Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	p. 3A.13-16	No	No	No	No	No	No	No	No	None required
<p>Discussion:</p> <p>The FPASP EIR concluded that all population, employment and housing impacts are less than significant and do not require mitigation. (FEIR, pp. 1-137 to 1- 138; DEIR, p. 3A.13-16.) The pages indicated in the table above contain the relevant analysis of the potential impacts.</p> <p>Additionally, the 2012 Water Addendum includes a short discussion of how the changes to the water facilities aspects of the FPASP project would have the same or less impacts to population and housing when compared to the FPASP project as analyzed in the 2011 EIR and, thus, no new mitigation was required. (Water Addendum, p. 3-15.) The 2015 Westland Eagle Addendum also includes a discussion of how project amendments would have the same or reduced impacts to population and housing when compared to the FPASP project as analyzed in the 2011 EIR. (Westland Eagle Addendum, pp. 4.75-4.76.)</p> <p>See Exhibit 3 for discussion of the Mangini Ranch Phase 3 project's consistency with housing policies in the FPASP that may be relevant to population and housing impacts. (Exh. 3, pp. 7-10.)</p> <p>Mitigation Measures:</p> <ul style="list-style-type: none"> • None required <p>Conclusion:</p> <p>With implementation of the above mitigation measures identified in the FPASP EIR, Water Addendum, and Westland Eagle Addendum, Mangini Ranch Phase 3 would not have any new significant or substantially more severe population and housing impacts (Guidelines, § 15162), nor would it result in any new significant impacts that are peculiar to the project or its site (Guidelines, § 15183).</p>										

14. PUBLIC SERVICES

Environmental Issue Area	Where Impact Was Analyzed in Prior Environmental Documents.	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information of Substantial Importance Requiring New Analysis or Verification?	Are There Effects That Are Peculiar To The Project Or The Parcel On Which The Project Would Be Located That Have Not Been Disclosed In a Prior EIR On The Zoning Action, General Plan, Or Community Plan With Which The Project is Consistent?	Are There Effects That Are Peculiar To The Project That Will Not Be Substantially Mitigated By Application Of Uniformly Applied Development Policies Or Standards That Have Been Previously Adopted?	Are There Effects That Were Not Analyzed As Significant Effects In A Prior EIR On The Zoning Action, General Plan Or Community Plan With Which The Project Is Consistent?	Are There Potentially Significant Off-Site Impacts And Cumulative Impacts Which Were Not Discussed In The Prior EIR Prepared For The General Plan, Community Plan Or Zoning Action?	Are There Previously Identified Significant Effects That, As A Result Of Substantial New Information Not Known At The Time The EIR Was Certified, Are Now Determined To Have A More Severe Adverse Impact?	Prior Environmental Document's Mitigation Measures Addressing Impacts.
14. Public Services.	FPASP Draft EIR pp. 3A.14-1 to -30									
a. Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any the public services:	pp. 3A.14-12 to -13	No	No	No	No	No	No	No	No	MM 3A.14-1
Fire protection?	pp. 3A.14-13 to -20	No	No	No	No	No	No	No	No	MM 3A.14-2 3A.14-3

Environmental Issue Area	Where Impact Was Analyzed in Prior Environmental Documents.	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information of Substantial Importance Requiring New Analysis or Verification?	Are There Effects That Are Peculiar To The Project Or The Parcel On Which The Project Would Be Located That Have Not Been Disclosed In a Prior EIR On The Zoning Action, General Plan, Or Community Plan With Which the Project is Consistent?	Are There Effects That Are Peculiar To The Project That Will Not Be Substantially Mitigated By Application Of Uniformly Applied Development Policies Or Standards That Have Been Previously Adopted?	Are There Effects That Were Not Analyzed As Significant Effects In A Prior EIR On The Zoning Action, General Plan Or Community Plan With Which The Project Is Consistent?	Are There Potentially Significant Off-Site Impacts And Cumulative Impacts Which Were Not Discussed In The Prior EIR Prepared For The General Plan, Community Plan Or Zoning Action?	Are There Previously Identified Significant Effects That, As A Result Of Substantial New Information Not Known At The Time The EIR Was Certified, Are Now Determined To Have A More Severe Adverse Impact?	Prior Environmental Document's Mitigation Measures Addressing Impacts.
14. Public Services.	FPASP Draft EIR pp. 3A.14-1 to -30									
Police protection?	pp. 3A.14-20 to -23	No	No	No	No	No	No	No	No	None required
Schools?	pp. 3A.14-24 to -30	No	No	No	No	No	No	No	No	None required
Parks?	pp. 3A.12-14 to -17 (in Parks and Recreation chapter, not the Public Services chapter)	No	No	No	No	No	No	No	No	None required
Other public facilities?	Same as (a) above	No	No	No	No	No	No	No	No	Same as (a) above

Environmental Issue Area	Where Impact Was Analyzed in Prior Environmental Documents.	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information of Substantial Importance Requiring New Analysis or Verification?	Are There Effects That Are Peculiar To The Project Or The Parcel On Which The Project Would Be Located That Have Not Been Disclosed In a Prior EIR On The Zoning Action, General Plan, Or Community Plan With Which The Project is Consistent?	Are There Effects That Are Peculiar To The Project That Will Not Be Substantially Mitigated By Application Of Uniformly Applied Development Policies Or Standards That Have Been Previously Adopted?	Are There Effects That Were Not Analyzed As Significant Effects In A Prior EIR On The Zoning Action, General Plan Or Community Plan With Which The Project Is Consistent?	Are There Potentially Significant Off-Site Impacts And Cumulative Impacts Which Were Not Discussed In The Prior EIR Prepared For The General Plan, Community Plan Or Zoning Action?	Are There Previously Identified Significant Effects That, As A Result Of Substantial New Information Not Known At The Time The EIR Was Certified, Are Now Determined To Have A More Severe Adverse Impact?	Prior Environmental Document's Mitigation Measures Addressing Impacts.
14. Public Services.	FPASP Draft EIR pp. 3A.14-1 to -30									
<p>Discussion:</p> <p>The FPASP EIR concluded that implementation of the mitigation measures in the EIR would reduce all public services impacts to less than significant levels, except for impacts from off-site elements constructed in areas under the jurisdiction of El Dorado and Sacramento Counties, or Caltrans (Impact 3A.14-1). (FEIR, pp. 1-138 to 1- 141; DEIR, p. 3A.14-30.) The pages indicated in the table above contain the relevant analysis of the potential impacts.</p> <p>Additionally, the 2012 Water Addendum includes a short discussion of how the changes to the water facilities aspects of the FPASP project would have the same or less impacts to public services when compared to the FPASP project as analyzed in the 2011 EIR and, thus, no new mitigation was required. (Water Addendum, p. 3-16.) The 2015 Westland Eagle Addendum also includes a discussion of how project amendments would have the same or reduced impacts to public services when compared to the FPASP project as analyzed in the 2011 EIR with implementation of the following mitigation measures from the FPASP EIR: MM 3A.14-1, MM 3A.14-2, MM 3A.14-3. (Westland Eagle Addendum, pp. 4.77-4.78.)</p> <p>See Exhibit 3 for discussion of the Mangini Ranch Phase 3 project's consistency with public services and utilities policies in the FPASP that may be relevant to public services impacts. (Exh. 3, pp. 37-39.)</p> <p>Mitigation Measures:</p> <ul style="list-style-type: none"> • MM 3A.14-1 • MM 3A.14-2 • MM 3A.14-3 <p>Conclusion:</p> <p>With implementation of the above mitigation measures identified in the FPASP EIR, Water Addendum, and Westland Eagle Addendum, Mangini Ranch Phase 3 would not have any new significant or substantially more severe public services impacts (Guidelines, § 15162), nor would it result in any new significant impacts that are peculiar to the project or its site (Guidelines, § 15183).</p>										

15. RECREATION

Environmental Issue Area	Where Impact Was Analyzed in Prior Environmental Documents.	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information of Substantial Importance Requiring New Analysis or Verification?	Are There Effects That Are Peculiar To The Project Or The Parcel On Which The Project Would Be Located That Have Not Been Disclosed In a Prior EIR On The Zoning Action, General Plan, Or Community Plan With Which The Project is Consistent?	Are There Effects That Are Peculiar To The Project That Will Not Be Substantially Mitigated By Application Of Uniformly Applied Development Policies Or Standards That Have Been Previously Adopted?	Are There Effects That Were Not Analyzed As Significant Effects In A Prior EIR On The Zoning Action, General Plan Or Community Plan With Which The Project Is Consistent?	Are There Potentially Significant Off-Size Impacts And Cumulative Impacts Which Were Not Discussed In The Prior EIR Prepared For The General Plan, Community Plan Or Zoning Action?	Are There Previously Identified Significant Effects That, As A Result Of Substantial New Information Not Known At The Time The EIR Was Certified, Are Now Determined To Have A More Severe Adverse Impact?	Prior Environmental Document's Mitigation Measures Addressing Impacts.
15. Recreation.	FPASP Draft EIR pp. 3A.12-1 to -17									
a. Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	pp. 3A.12-12 to -17	No	No	No	No	No	No	No	No	None required
b. Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	Same as (a) above	No	No	No	No	No	No	No	No	Same as (a) above

Environmental Issue Area	Where Impact Was Analyzed in Prior Environmental Documents.	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information of Substantial Importance Requiring New Analysis or Verification?	Are There Effects That Are Peculiar To The Project Or The Parcel On Which The Project Would Be Located That Have Not Been Disclosed In a Prior EIR On The Zoning Action, General Plan, Or Community Plan With Which The Project is Consistent?	Are There Effects That Are Peculiar To The Project That Will Not Be Substantially Mitigated By Application Of Uniformly Applied Development Policies Or Standards That Have Been Previously Adopted?	Are There Effects That Were Not Analyzed As Significant Effects In A Prior EIR On The Zoning Action, General Plan Or Community Plan With Which The Project Is Consistent?	Are There Potentially Significant Off-Site Impacts And Cumulative Impacts Which Were Not Discussed In The Prior EIR Prepared For The General Plan, Community Plan Or Zoning Action?	Are There Previously Identified Significant Effects That, As A Result Of Substantial New Information Not Known At The Time The EIR Was Certified, Are Now Determined To Have A More Severe Adverse Impact?	Prior Environmental Document's Mitigation Measures Addressing Impacts.
15. Recreation.	FPASP Draft EIR pp. 3A.12-1 to -17									
<p>Discussion:</p> <p>The FPASP EIR concluded that all parks and recreation impacts are less than significant and, thus, no mitigation was necessary. (FEIR, p. 1-136; DEIR, p. 3A.12-17.) The pages indicated in the table above contain the relevant analysis of the potential impacts.</p> <p>Additionally, the 2012 Water Addendum includes a short discussion of how the changes to the water facilities aspects of the FPASP project would have the same or less impacts to recreation when compared to the FPASP project as analyzed in the 2011 EIR after implementation of the following mitigation measure: MM 3B.12-1. (Water Addendum, p. 3-15.) The 2015 Westland Eagle Addendum also includes a discussion of how project amendments would have the same or reduced impacts to recreation when compared to the FPASP project as analyzed in the 2011 EIR. (Westland Eagle Addendum, p. 4.79.)</p> <p>See Exhibit 3 for discussion of the Mangini Ranch Phase 3 project's consistency with parks policies in the FPASP that may be relevant to recreation impacts. (Exh. 3, pp. 16-17.)</p> <p>Mitigation Measures:</p> <ul style="list-style-type: none"> MM 3B.12-1 <p>Conclusion:</p> <p>With implementation of the above mitigation measures identified in the FPASP EIR, Water Addendum, and Westland Eagle Addendum, Mangini Ranch Phase 3 would not have any new significant or substantially more severe recreation impacts (Guidelines, § 15162), nor would it result in any new significant impacts that are peculiar to the project or its site (Guidelines, § 15183).</p>										

16. TRANSPORTATION/ TRAFFIC

Environmental Issue Area	Where Impact Was Analyzed in Prior Environmental Documents.	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information of Substantial Importance Requiring New Analysis or Verification?	Are There Effects That Are Peculiar To The Project Or The Parcel On Which The Project Would Be Located That Have Not Been Disclosed In a Prior EIR On The Zoning Action, General Plan, Or Community Plan With Which the Project is Consistent?	Are There Effects That Are Peculiar To The Project That Will Not Be Substantially Mitigated By Application Of Uniformly Applied Development Policies Or Standards That Have Been Previously Adopted?	Are There Effects That Were Not Analyzed As Significant Effects In A Prior EIR On The Zoning Action, General Plan Or Community Plan With Which The Project Is Consistent?	Are There Potentially Significant Off-Site Impacts And Cumulative Impacts Which Were Not Discussed In The Prior EIR Prepared For The General Plan, Community Plan Or Zoning Action?	Are There Previously Identified Significant Effects That, As A Result Of Substantial New Information Not Known At The Time The EIR Was Certified, Are Now Determined To Have A More Severe Adverse Impact?	Prior Environmental Document's Mitigation Measures Addressing Impacts.
16. Transportation/ Traffic. Would the project:	FPASP Draft EIR pp. 3A.15-1 to -157									
a. Cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ration on roads, or congestion at intersections)?	pp. 3A.15-25 to -157	No	No	No	No	No	No	No	No	MM 3A.15-1a 3A.15-1b 3A.15-1c 3A.15-1f 3A.15-1i 3A.15-1j 3A.15-1l 3A.15-1o 3A.15-1p 3A.15-1q 3A.15-1r 3A.15-1s 3A.15-1u 3A.15-1v 3A.15-1w 3A.15-1x 3A.15-1y 3A.15-1z 3A.15-1aa 3A.15-1dd 3A.15-1ee 3A.15-1ff 3A.15-1gg 3A.15-1hh 3A.15-1ii 3A.15-2a 3A.15-2b

Environmental Issue Area	Where Impact Was Analyzed in Prior Environmental Documents.	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information of Substantial Importance Requiring New Analysis or Verification?	Are There Effects That Are Peculiar To The Project Or The Parcel On Which The Project Would Be Located That Have Not Been Disclosed In a Prior EIR On The Zoning Action, General Plan, Or Community Plan With Which the Project is Consistent?	Are There Effects That Are Peculiar To The Project That Will Not Be Substantially Mitigated By Application Of Uniformly Applied Development Policies Or Standards That Have Been Previously Adopted?	Are There Effects That Were Not Analyzed As Significant Effects In A Prior EIR On The Zoning Action, General Plan Or Community Plan With Which The Project Is Consistent?	Are There Potentially Significant Off-Site Impacts And Cumulative Impacts Which Were Not Discussed In The Prior EIR Prepared For The General Plan, Community Plan Or Zoning Action?	Are There Previously Identified Significant Effects That, As A Result Of Substantial New Information Not Known At The Time The EIR Was Certified, Are Now Determined To Have A More Severe Adverse Impact?	Prior Environmental Document's Mitigation Measures Addressing Impacts.
16. Transportation/Traffic. Would the project:	FPASP Draft EIR pp. 3A.15-1 to -157									
										3A.15-3 3A.15-4a 3A.15-4b 3A.15-4c 3A.15-4d 3A.15-4f 3A.15-4g 3A.15-4i 3A.15-4j 3A.15-4k 3A.15-4l 3A.15-4m 3A.15-4n 3A.15-4o 3A.15-4p 3A.15-4q 3A.15-4r 3A.15-4s 3A.15-4t 3A.15-4u 3A.15-4v 3A.15-4w 3A.15-4x 3A.15-4y
b. Exceed, either individually or cumulatively, a level of service standard established by the	Same as (a) above	No	No	No	No	No	No	No	No	Same as (a) above

Environmental Issue Area	Where Impact Was Analyzed in Prior Environmental Documents.	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information of Substantial Importance Requiring New Analysis or Verification?	Are There Effects That Are Peculiar To The Project Or The Parcel On Which The Project Would Be Located That Have Not Been Disclosed In a Prior EIR On The Zoning Action, General Plan, Or Community Plan With Which The Project is Consistent?	Are There Effects That Are Peculiar To The Project That Will Not Be Substantially Mitigated By Application Of Uniformly Applied Development Policies Or Standards That Have Been Previously Adopted?	Are There Effects That Were Not Analyzed As Significant Effects In A Prior EIR On The Zoning Action, General Plan Or Community Plan With Which The Project Is Consistent?	Are There Potentially Significant Off-Site Impacts And Cumulative Impacts Which Were Not Discussed In The Prior EIR Prepared For The General Plan, Community Plan Or Zoning Action?	Are There Previously Identified Significant Effects That, As A Result Of Substantial New Information Not Known At The Time The EIR Was Certified, Are Now Determined To Have A More Severe Adverse Impact?	Prior Environmental Document's Mitigation Measures Addressing Impacts.
16. Transportation/Traffic. Would the project:	FPASP Draft EIR pp. 3A.15-1 to -157									
county congestion management agency for designated roads or highways?										
c. Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	Not relevant; no changes to air traffic would result from the Project	No	No	No	No	No	No	No	No	
d. Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	No significant traffic hazards were identified in the EIR	No	No	No	No	No	No	No	No	
e. Result in inadequate emergency access?	3A.14-12 to -13 (in Public Services chapter, not Transportation chapter)	No	No	No	No	No	No	No	No	MM 3A.14-1

Environmental Issue Area	Where Impact Was Analyzed in Prior Environmental Documents.	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information of Substantial Importance Requiring New Analysis or Verification?	Are There Effects That Are Peculiar To The Project Or The Parcel On Which The Project Would Be Located That Have Not Been Disclosed In a Prior EIR On The Zoning Action, General Plan, Or Community Plan With Which the Project is Consistent?	Are There Effects That Are Peculiar To The Project That Will Not Be Substantially Mitigated By Application Of Uniformly Applied Development Policies Or Standards That Have Been Previously Adopted?	Are There Effects That Were Not Analyzed As Significant Effects In A Prior EIR On The Zoning Action, General Plan Or Community Plan With Which The Project Is Consistent?	Are There Potentially Significant Off-Site Impacts And Cumulative Impacts Which Were Not Discussed In The Prior EIR Prepared For The General Plan, Community Plan Or Zoning Action?	Are There Previously Identified Significant Effects That, As A Result Of Substantial New Information Not Known At The Time The EIR Was Certified, Are Now Determined To Have A More Severe Adverse Impact?	Prior Environmental Document's Mitigation Measures Addressing Impacts.
16. Transportation/Traffic. Would the project:	FPASP Draft EIR pp. 3A.15-1 to -157									
f. Result in inadequate parking capacity?	Development will be required to follow City parking standards	No	No	No	No	No	No	No	No	
g. Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?	3A.15-27	No	No	No	No	No	No	No	No	None required

Environmental Issue Area	Where Impact Was Analyzed in Prior Environmental Documents.	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information of Substantial Importance Requiring New Analysis or Verification?	Are There Effects That Are Peculiar To The Project Or The Parcel On Which The Project Would Be Located That Have Not Been Disclosed In a Prior EIR On The Zoning Action, General Plan, Or Community Plan With Which The Project is Consistent?	Are There Effects That Are Peculiar To The Project That Will Not Be Substantially Mitigated By Application Of Uniformly Applied Development Policies Or Standards That Have Been Previously Adopted?	Are There Effects That Were Not Analyzed As Significant Effects In A Prior EIR On The Zoning Action, General Plan Or Community Plan With Which The Project Is Consistent?	Are There Potentially Significant Off-Site Impacts And Cumulative Impacts Which Were Not Discussed In The Prior EIR Prepared For The General Plan, Community Plan Or Zoning Action?	Are There Previously Identified Significant Effects That, As A Result Of Substantial New Information Not Known At The Time The EIR Was Certified, Are Now Determined To Have A More Severe Adverse Impact?	Prior Environmental Document's Mitigation Measures Addressing Impacts.
16. Transportation/Traffic. Would the project:	FPASP Draft EIR pp. 3A.15-1 to -157									
<p>Discussion:</p> <p>The FPASP EIR concluded that implementation of the mitigation measures in the EIR would reduce all except the following traffic and transportation impacts to less than significant levels: Impacts 3A.15-1i, 3A.15-1j, 3A.15-1k, 3A.15-1l, 3A.15-1m, 3A.15-1n, 3A.15-1o, 3A.15-1p, 3A.15-1q, 3A.15-1r, 3A.15-1s, 3A.15-1u, 3A.15-1v, 3A.15-1w, 3A.15-1x, 3A.15-1y, 3A.15-1z, 3A.15-1aa, 3A.15-1dd, 3A.15-1ee, 3A.15-1ff, 3A.15-1gg, 3A.15-1hh, 3A.15-1ii, 3A.15-2, 3A.15-4b, 3A.15-4d, 3A.15-4i, 3A.15-4l, 3A.15-4m, 3A.15-4n, 3A.15-4o, 3A.15-4p, 3A.15-4r, 3A.15-4s, 3A.15-4t, 3A.15-4u, 3A.15-4v, 3A.15-4w, 3A.15-4x, 3A.15-4y. (FEIR, pp. 1-142 to 1-175.) These impacts include intersection impacts, such as the intersections at Oak Avenue Parkway/East Bidwell Street and East Bidwell Street/Iron Point Road; and impacts at roadway segments, such as on eastbound U.S. 50, including the Zinfandel Drive to Sunrise Boulevard segment, the Rancho Cordova Parkway to Hazel Avenue segment, and the Folsom Boulevard to Prairie City Road segment. (DEIR, pp. 3A.15-157.) The pages indicated in the table above contain the relevant analysis of the potential impacts.</p> <p>Additionally, the 2012 Water Addendum includes a short discussion of how the changes to the water facilities aspects of the FPASP project would have the same or less transportation and traffic impacts when compared to the FPASP project as analyzed in the 2011 EIR after implementation of the following mitigation measures: MM 3B.15-1a, MM 3B.15-1b. (Water Addendum, p. 3-16.) The 2015 Westland Eagle Addendum also includes a discussion of how project amendments would have the same or reduced impacts to transportation and traffic when compared to the FPASP project as analyzed in the 2011 EIR with implementation of the mitigation measures from the FPASP EIR listed below, as well as two new mitigation measures: MM 4.16-1, MM 4.16-2. (Westland Eagle Addendum, pp. 4.80-4.90.)</p> <p>See Exhibit 3 for discussion of the Mangini Ranch Phase 3 project's consistency with circulation policies in the FPASP that may be relevant to traffic and transportation impacts. (Exh. 3, pp. 3-4.)</p> <p>The April 28, 2021, Access Evaluation Memo by Kimley-Horn (attached as Exhibit 5), which incorporates the November 20, 2019, Regency at Folsom Ranch Transportation Impact Study by T. Kear, focuses on the ingress and egress for the SLVTSM for Mangini Ranch Phase 3 (i.e., 260 residential lots), and determined that the Project would not result in any additional significant impacts. (Exh. 5, p. 5.) The Kimley-Horn Memo reached this conclusion, in part, based on improvements being constructed by other Projects including the East Bidwell Street intersection with Mangini Parkway, and the westward extension of Mangini Parkway by the adjacent, approved Toll Brothers development. (Exh. 5, p. 1, 4.) The memo also noted that signalization of the intersection of East Bidwell Street and Mangini Parkway was analyzed and found necessary in the November 20, 2019, Regency at Folsom Ranch Transportation Impact Study. (Exh. 5, pp. 1, 4.) Thus, Mangini Ranch Phase 3 would not result in any new or substantially more severe significant transportation and traffic impacts. (See Exh. 5, p. 5.)</p> <p>Mitigation Measures:</p> <ul style="list-style-type: none"> • MM 3A.14-1 • MM 3A.15-1a through MM 3A.15-1c • MM 3A.15-1f • MM 3A.15-1i through MM 3A.15-1j • MM 3A.15-1l • MM 3A.15-1o through MM 3A.15-1s • MM 3A.15-1u through MM 3A.15-1z • MM 3A.15-1aa 										

Environmental Issue Area	Where Impact Was Analyzed in Prior Environmental Documents.	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information of Substantial Importance Requiring New Analysis or Verification?	Are There Effects That Are Peculiar To The Project Or The Parcel On Which The Project Would Be Located That Have Not Been Disclosed In a Prior EIR On The Zoning Action, General Plan, Or Community Plan With Which the Project is Consistent?	Are There Effects That Are Peculiar To The Project That Will Not Be Substantially Mitigated By Application Of Uniformly Applied Development Policies Or Standards That Have Been Previously Adopted?	Are There Effects That Were Not Analyzed As Significant Effects In A Prior EIR On The Zoning Action, General Plan Or Community Plan With Which The Project Is Consistent?	Are There Potentially Significant Off-Site Impacts And Cumulative Impacts Which Were Not Discussed In The Prior EIR Prepared For The General Plan, Community Plan Or Zoning Action?	Are There Previously Identified Significant Effects That, As A Result Of Substantial New Information Not Known At The Time The EIR Was Certified, Are Now Determined To Have A More Severe Adverse Impact?	Prior Environmental Document's Mitigation Measures Addressing Impacts.
16. Transportation/Traffic. Would the project:	FPASP Draft EIR pp. 3A.15-1 to -157									
<ul style="list-style-type: none"> • MM 3A.15-1dd through MM 3A.15-1ii • MM 3A.15-2a through MM 3A.15-2b • MM 3A.15-3 • MM 3A.15-4a through MM 3A.15-4d • MM 3A.15-4f through MM 3A.15-4g • MM 3A.15-4i through MM 3A.15-4y • MM 3B.15-1a • MM 3B.15-1b • MM 4.16-1 • MM 4.16-2 <p>Conclusion: With implementation of the above mitigation measures identified in the FPASP EIR, Water Addendum, and Westland Eagle Addendum, Mangini Ranch Phase 3 would not have any new significant or substantially more severe transportation/traffic impacts (Guidelines, § 15162), nor would it result in any new significant impacts that are peculiar to the project or its site (Guidelines, § 15183).</p>										

17. UTILITIES

Environmental Issue Area	Where Impact Was Analyzed in Prior Environmental Documents.	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information of Substantial Importance Requiring New Analysis or Verification?	Are There Effects That Are Peculiar To The Project Or The Parcel On Which The Project Would Be Located That Have Not Been Disclosed In a Prior EIR On The Zoning Action, General Plan, Or Community Plan With Which the Project is Consistent?	Are There Effects That Are Peculiar To The Project That Will Not Be Substantially Mitigated By Application Of Uniformly Applied Development Policies Or Standards That Have Been Previously Adopted?	Are There Effects That Were Not Analyzed As Significant Effects In A Prior EIR On The Zoning Action, General Plan Or Community Plan With Which The Project Is Consistent?	Are There Potentially Significant Off-Site Impacts And Cumulative Impacts Which Were Not Discussed In The Prior EIR Prepared For The General Plan, Community Plan Or Zoning Action?	Are There Previously Identified Significant Effects That, As A Result Of Substantial New Information Not Known At The Time The EIR Was Certified, Are Now Determined To Have A More Severe Adverse Impact?	Prior Environmental Document's Mitigation Measures Addressing Impacts.
17. Utilities and Service Systems. Would the Project:	FPASP Draft EIR pp. 3A.16-1 to -43									
a. Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	pp. 3A.16-13 to -28	No	No	No	No	No	No	No	No	MM 3A.16-1 3A.16-3 3A.16-4 3A.16-5
b. Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	Same as (a) above	No	No	No	No	No	No	No	No	Same as (a) above
c. Require or result in the construction of new storm water drainage facilities or expansion of existing facilities,	pp. 3A.9-28 to -43 Also see generally Backbone Infrastructure MND	No	No	No	No	No	No	No	No	

Environmental Issue Area	Where Impact Was Analyzed in Prior Environmental Documents.	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information of Substantial Importance Requiring New Analysis or Verification?	Are There Effects That Are Peculiar To The Project Or The Parcel On Which The Project Would Be Located That Have Not Been Disclosed In a Prior EIR On The Zoning Action, General Plan, Or Community Plan With Which The Project is Consistent?	Are There Effects That Are Peculiar To The Project That Will Not Be Substantially Mitigated By Application Of Uniformly Applied Development Policies Or Standards That Have Been Previously Adopted?	Are There Effects That Were Not Analyzed As Significant Effects In A Prior EIR On The Zoning Action, General Plan Or Community Plan With Which The Project Is Consistent?	Are There Potentially Significant Off-Site Impacts And Cumulative Impacts Which Were Not Discussed In The Prior EIR Prepared For The General Plan, Community Plan Or Zoning Action?	Are There Previously Identified Significant Effects That, As A Result Of Substantial New Information Not Known At The Time The EIR Was Certified, Are Now Determined To Have A More Severe Adverse Impact?	Prior Environmental Document's Mitigation Measures Addressing Impacts.
17. Utilities and Service Systems. Would the Project:	FPASP Draft EIR pp. 3A.16-1 to -43									
the construction of which could cause significant environmental effects?										
d. Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	Water Addendum, pp. 2-1 to 4-1. See generally DEIR, pp. 3A.18-7 to -53	No	No	No	No	No	No	No	No	
e. Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	Same as (a) above	No	No	No	No	No	No	No	No	Same as (a) above

Environmental Issue Area	Where Impact Was Analyzed in Prior Environmental Documents.	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information of Substantial Importance Requiring New Analysis or Verification?	Are There Effects That Are Peculiar To The Project Or The Parcel On Which The Project Would Be Located That Have Not Been Disclosed In a Prior EIR On The Zoning Action, General Plan, Or Community Plan With Which the Project is Consistent?	Are There Effects That Are Peculiar To The Project That Will Not Be Substantially Mitigated By Application Of Uniformly Applied Development Policies Or Standards That Have Been Previously Adopted?	Are There Effects That Were Not Analyzed As Significant Effects In A Prior EIR On The Zoning Action, General Plan Or Community Plan With Which The Project Is Consistent?	Are There Potentially Significant Off-Site Impacts And Cumulative Impacts Which Were Not Discussed In The Prior EIR Prepared For The General Plan, Community Plan Or Zoning Action?	Are There Previously Identified Significant Effects That, As A Result Of Substantial New Information Not Known At The Time The EIR Was Certified, Are Now Determined To Have A More Severe Adverse Impact?	Prior Environmental Document's Mitigation Measures Addressing Impacts.
17. Utilities and Service Systems. Would the Project:	FPASP Draft EIR pp. 3A.16-1 to -43									
f. Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	pp. 3A.16-28 to -32	No	No	No	No	No	No	No	No	None required
g. Comply with federal, state, and local statutes and regulations related to solid waste?	pp. 3A.16-28 to -32	No	No	No	No	No	No	No	No	None required

Environmental Issue Area	Where Impact Was Analyzed in Prior Environmental Documents.	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information of Substantial Importance Requiring New Analysis or Verification?	Are There Effects That Are Peculiar To The Project Or The Parcel On Which The Project Would Be Located That Have Not Been Disclosed In a Prior EIR On The Zoning Action, General Plan, Or Community Plan With Which the Project is Consistent?	Are There Effects That Are Peculiar To The Project That Will Not Be Substantially Mitigated By Application Of Uniformly Applied Development Policies Or Standards That Have Been Previously Adopted?	Are There Effects That Were Not Analyzed As Significant Effects In A Prior EIR On The Zoning Action, General Plan Or Community Plan With Which The Project Is Consistent?	Are There Potentially Significant Off-Site Impacts And Cumulative Impacts Which Were Not Discussed In The Prior EIR Prepared For The General Plan, Community Plan Or Zoning Action?	Are There Previously Identified Significant Effects That, As A Result Of Substantial New Information Not Known At The Time The EIR Was Certified, Are Now Determined To Have A More Severe Adverse Impact?	Prior Environmental Document's Mitigation Measures Addressing Impacts.
17. Utilities and Service Systems. Would the Project:	FPASP Draft EIR pp. 3A.16-1 to -43									
<p>Discussion:</p> <p>The FPASP EIR concluded that implementation of the mitigation measures in the EIR would reduce all except the following utilities impacts to less than significant levels: impacts that result from increased demand for SRWTP facilities and that are related to air quality impacts identified in the 2020 Master Plan EIR (Impact 3A.16-3); and impacts associated with improvements to treatment plant facilities for which feasible mitigation may not be available to reduce impacts to a less-than-significant level (Impacts 3A.16-4, 3A.16-5). (FEIR, pp. 1-177 to 1-182; DEIR, p. 3A.16-43.) The pages indicated in the table above contain the relevant analysis of the potential impacts.</p> <p>In the Utilities and Service Systems chapter, the DEIR also addresses energy impacts, citing Appendix F of the CEQA Guidelines. See Impact 3A.16-8 (Electricity Demand and Infrastructure, pp. 3A.16-33 to -36); Impact 3A.16-9 (Natural Gas, pp. 3A.16-36 to -39); Impact 3A.16-10 (Telecommunications, pp. 3A.16-39 to -40); Impact 3A.16-11 (Cable TV, pp. 3A.16-40 to -41); Impact 3A.16-12 (Increased Energy Demand, pp. 3A.16-41 to -43).</p> <p>Additionally, the 2012 Water Addendum includes a short discussion of how the changes to the water facilities aspects of the FPASP project would have the same or less impacts to utilities and service systems when compared to the FPASP project as analyzed in the 2011 EIR after implementation of the following mitigation measures: MM 3B.16-3a, MM 3B.16-3b. (Water Addendum, p. 3-17.) The 2015 Westland Eagle Addendum also includes a discussion of how project amendments would have the same or reduced impacts to utilities and service systems when compared to the FPASP project as analyzed in the 2011 EIR with implementation of the following mitigation measures from the FPASP EIR: MM 3A.16-1, MM 3A.16-3, MM 3A.16-4, MM 3A.16-5, MM 3A.18-1, MM 3A.18-2a, MM 3A.18-2b. (Westland Eagle Addendum, pp. 4.91-4.95.)</p> <p>See Exhibit 3 for discussion of the Mangini Ranch Phase 3 project's consistency with utilities, water efficiency, and energy efficiency policies in the FPASP that may be relevant to utilities and service systems impacts. (Exh. 3, pp. 31-35, 38-39.) All the permanent, offsite water and storm drainage infrastructure elements are consistent with and were included in pre-existing City plans – such as the Backbone Infrastructure Project – that have been considered in the FPASP EIR, Water Addendum, and Westland Eagle Addendum.</p> <p>Mitigation Measures:</p> <ul style="list-style-type: none"> • MM 3A.16-1 • MM 3A.16-3 • MM 3A.16-4 • MM 3A.16-5 • MM 3B.16-3a • MM 3B.16-3b <p>Conclusion:</p> <p>With implementation of the above mitigation measures identified in the FPASP EIR, Water Addendum, and Westland Eagle Addendum, Mangini Ranch Phase 3 would not have any new significant or substantially more severe utilities and service systems impacts (Guidelines, § 15162), nor would it result in any new significant impacts that are peculiar to the project or its site (Guidelines, § 15183).</p>										

18. MANDATORY FINDINGS OF SIGNIFICANCE

Environmental Issue Area	Where Impact Was Analyzed in Prior Environmental Documents.	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information of Substantial Importance Requiring New Analysis or Verification?	Are There Effects That Are Peculiar To The Project Or The Parcel On Which The Project Would Be Located That Have Not Been Disclosed In a Prior EIR On The Zoning Action, General Plan, Or Community Plan With Which The Project is Consistent?	Are There Effects That Are Peculiar To The Project That Will Not Be Substantially Mitigated By Application Of Uniformly Applied Development Policies Or Standards That Have Been Previously Adopted?	Are There Effects That Were Not Analyzed As Significant Effects In A Prior EIR On The Zoning Action, General Plan Or Community Plan With Which The Project Is Consistent?	Are There Potentially Significant Off-Site Impacts And Cumulative Impacts Which Were Not Discussed In The Prior EIR Prepared For The General Plan, Community Plan Or Zoning Action?	Are There Previously Identified Significant Effects That, As A Result Of Substantial New Information Not Known At The Time The EIR Was Certified, Are Now Determined To Have A More Severe Adverse Impact?	Prior Environmental Document's Mitigation Measures Addressing Impacts.
18. Mandatory Findings of Significance.										
a. Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of an endangered, rare or threatened species, or eliminate important examples of the	See Folsom South of U.S. Highway 50 Specific Plan Project's CEQA Findings of Fact and Statement of Overriding Considerations, pp. 45-316	No	No	No	No	No	No	No	No	n/a

Environmental Issue Area	Where Impact Was Analyzed in Prior Environmental Documents.	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information of Substantial Importance Requiring New Analysis or Verification?	Are There Effects That Are Peculiar To The Project Or The Parcel On Which The Project Would Be Located That Have Not Been Disclosed In a Prior EIR On The Zoning Action, General Plan, Or Community Plan With Which The Project is Consistent?	Are There Effects That Are Peculiar To The Project That Will Not Be Substantially Mitigated By Application Of Uniformly Applied Development Policies Or Standards That Have Been Previously Adopted?	Are There Effects That Were Not Analyzed As Significant Effects In A Prior EIR On The Zoning Action, General Plan Or Community Plan With Which The Project Is Consistent?	Are There Potentially Significant Off-Site Impacts And Cumulative Impacts Which Were Not Discussed In The Prior EIR Prepared For The General Plan, Community Plan Or Zoning Action?	Are There Previously Identified Significant Effects That, As A Result Of Substantial New Information Not Known At The Time The EIR Was Certified, Are Now Determined To Have A More Severe Adverse Impact?	Prior Environmental Document's Mitigation Measures Addressing Impacts.
18. Mandatory Findings of Significance.										
major periods of California history or prehistory?										
b. Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when view in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	Folsom South of U.S. Highway 50 Specific Plan Project's CEQA Findings of Fact and Statement of Overriding Considerations, pp. 316-345	No	No	No	No	No	No	No	No	n/a

Environmental Issue Area	Where Impact Was Analyzed in Prior Environmental Documents.	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information of Substantial Importance Requiring New Analysis or Verification?	Are There Effects That Are Peculiar To The Project Or The Parcel On Which The Project Would Be Located That Have Not Been Disclosed In a Prior EIR On The Zoning Action, General Plan, Or Community Plan With Which the Project is Consistent?	Are There Effects That Are Peculiar To The Project That Will Not Be Substantially Mitigated By Application Of Uniformly Applied Development Policies Or Standards That Have Been Previously Adopted?	Are There Effects That Were Not Analyzed As Significant Effects In A Prior EIR On The Zoning Action, General Plan Or Community Plan With Which The Project Is Consistent?	Are There Potentially Significant Off-Site Impacts And Cumulative Impacts Which Were Not Discussed In The Prior EIR Prepared For The General Plan, Community Plan, Or Zoning Action?	Are There Previously Identified Significant Effects That, As A Result Of Substantial New Information Not Known At The Time The EIR Was Certified, Are Now Determined To Have A More Severe Adverse Impact?	Prior Environmental Document's Mitigation Measures Addressing Impacts.
18. Mandatory Findings of Significance.										
c. Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	Folsom South of U.S. Highway 50 Specific Plan Project's CEQA Findings of Fact and Statement of Overriding Considerations, pp.	No	No	No	No	No	No	No	No	n/a
<p>Discussion:</p> <p>The City finds that:</p> <p>(a) impacts on the environment under a wide range of topics, including extensive detail regarding on-site biological resources and their habitats, were analyzed and disclosed in the FPASP EIR;</p> <p>(b) cumulative impacts were analyzed for each impact topic throughout the FPASP EIR; and</p> <p>(c) adverse impacts on humans were included and analyzed where relevant as part of the environmental impact analysis of all required topics under CEQA in the FPASP EIR (e.g., air quality, hazards, noise, etc.).</p> <p>Mitigation Measures:</p> <p>See those listed in sections E.1 (Aesthetics) to E.17 (Utilities) above.</p>										

F. Conclusion

As indicated above, the City finds that the Mangini Ranch Phase 3 Project is exempt from CEQA under Government Code section 65457 and Guidelines section 15182, subdivision (c).

Though not required to do so, the City also makes the following additional findings to facilitate informed decision-making:

- Based on the preceding review, the City's FPASP EIR and Water Addendum have adequately addressed the following issues, and no further environmental review is required pursuant to CEQA Guidelines section 15183: Aesthetics, Agriculture and Forestry Resources, Air Quality, Biological Resources, Cultural Resources, Geology and Soils, Greenhouse Gas Emissions, Hazards and Hazardous Materials, Hydrology and Water Quality, Mineral Resources, Population and Housing, Public Services, and Recreation.
- The following site-specific impacts have been analyzed and determined to be less than significant: Land Use and Planning, Noise, and Transportation/Traffic. Thus, pursuant to CEQA Guidelines section 15183, no further environmental analysis is required.
- The following site-specific issues reviewed in this document were within the scope of issues and impacts analyzed in the FPASP EIR, and site-specific analyses did not identify new significant impacts: Land Use and Planning, Noise, and Transportation/Traffic.

IV. REFERENCES

1. City of Folsom. City of Folsom General Plan. January 1993.
2. City of Folsom. Folsom Plan Area Specific Plan. June 28, 2011.
3. City of Folsom. Folsom South of U.S. Highway 50 Specific Plan Project Public Draft EIR/EIS (June 2010) and Final EIR/EIS (May 2011).
4. City of Folsom. Folsom South of U.S. Highway 50 Specific Plan Project's CEQA Findings of Fact and Statement of Overriding Considerations (May 2011).
5. City of Folsom. CEQA Addendum for the Folsom South of U.S. 50 Specific Plan Project- Revised Proposed Off-site Water Facility Alternative. November, 2012.
6. City of Folsom. South of Highway 50 Backbone Infrastructure Project Initial Study/Mitigated Negative Declaration. December 9, 2014.
7. City of Folsom. FPASP Amendment: Westland/Eagle Properties. June 2015.
8. City of Folsom. CEQA Addendum and Environmental Checklist for the Westland Eagle Specific Plan Amendment. June 2015.
 - a. Including Appendices and Attachments:
 - AQ/GHG Calculations
 - Transportation Impact Study
 - Cultural Resources Study
 - Biological Resources Technical Memo
 - Water, Sewer, Storm Drainage Memos
 - Tri-Colored Blackbird Memo
 - Urban Decay Analysis

Exhibit 1: Folsom Ranch Central District Design Guidelines (Amended 2018)

Exhibit 2: ROD for the Folsom South of U.S. Highway 50 Specific Plan Project—City of Folsom Backbone Infrastructure (May 22, 2014)

Exhibit 3: Applicant's Policy Consistency Analysis (May 2021)

Exhibit 4: Traffic Noise Assessment by Bollard Acoustical Consultants (May 10, 2021)

Exhibit 5: Mangini Ranch Phase 3 Access Evaluation Memo by Kimley-Horn (April 28, 2021)

FOLSOM RANCH, CENTRAL DISTRICT

DESIGN GUIDELINES





PREPARED FOR:

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3. LANDSCAPE DESIGN GUIDELINES

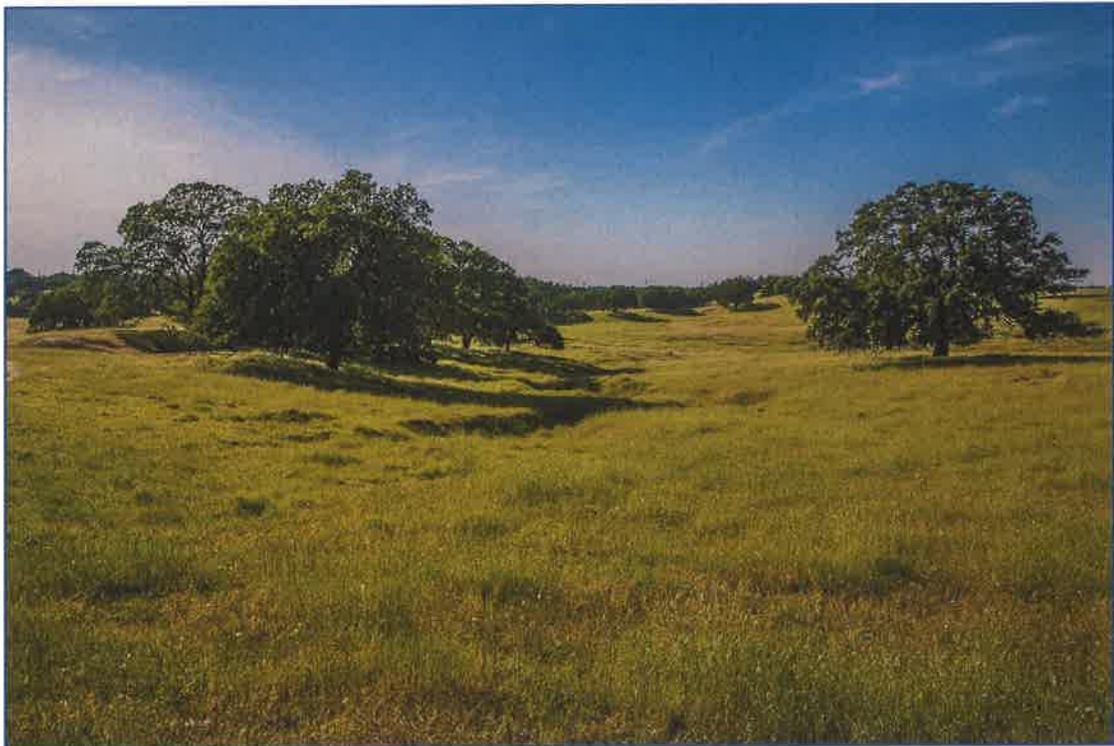
- Guiding Landscape Design Principles
- Community Design Theme/ Landscape Character
- Community Identity Plan/Monumentation
- Streetscape Plans/Sections
- Open Space and Drainage Basins
- Lighting and Street Furniture Guidelines
- Wall and Fence Guidelines
- Landscape Master Community Plant Matrix

4. DESIGN PROCESS





VISION + INTRODUCTION





PURPOSE AND OBJECTIVE

The Folsom Ranch, Central District Design Guidelines is a complementary document to the Folsom Plan Area Specific Plan and the Folsom Plan Area Specific Plan Community Guidelines. It is intended as an implementation tool for the residential development of Folsom Ranch, Central District, and provides the design framework for architecture, streetscene, and landscape to convey a master plan identity. These guidelines establish the pattern and intensity of development for Folsom Ranch, Central District to ensure a high-quality and aesthetically cohesive environment. While these 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, this guideline document will 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. This document also provides the framework for design review approval of Folsom Ranch, Central District residential projects.

This document is intended to be used by builders and developers when designing their Master Plot Plans. Any project that is submitted to the Folsom Ranch, Central District Architectural Review Committee and the City must be reviewed for consistency with these design guidelines. The Folsom Ranch, Central District Architectural Review Committee and the City will review all designs, plans, and construction to ensure compliance with this document. (Refer to Section Four.) The project must then obtain Planning Commission approval under a design review approval process.

Guiding Principles

The following guiding principles will guide the design of the Folsom Ranch, Central District to ensure quality development:

- Create a community that encourages interaction and evokes a “pride of place” where people want to live.
- Encourage linkages and connectivity through land use adjacencies, trails, and open space.
- Create a variety of walkable neighborhoods.
- Encourage physical, social, and economic diversity.
- Integrate environmentally responsible practices.

These Design Guidelines are interpretational and are, therefore, conceptual in nature. Any changes or deviations from these Design Guidelines can be discussed and negotiated with City staff. As a living document, the Guidelines can, over time, accommodate changes in lifestyles, consumer preferences, economic conditions, community desires, and the marketplace.

The architectural and landscape guidelines complement each other. Together they combine to form a distinctive master plan offering a high quality, sustainable environment, and a sense of identity.

Context

In 2011, the City of Folsom adopted The Folsom Plan Area Specific Plan (FPASP) to guide development of approximately 3,500 acres of property south of U.S. Highway 50 (Plan Area) that was later annexed to the City of Folsom in early 2012 (refer to Figure 1.1 – Plan Area Location).



Folsom Ranch is strategically located in the center of the Plan Area and consists of approximately 1,700 acres of gently rolling terrain easily accessible from White Rock, Scott and Prairie City Roads as well as Highway 50 (refer to Figure 1.2). The property is home to much of the Plan Area oak woodlands as well as a 2.5 mile segment of Alder Creek and associated intermittent drainages and wetlands, which will be conserved in the extensive Folsom Ranch open space network.

As discussed in the FPASP, the Plan Area naturally divides into three distinct districts: the Southwest District, the Hillside District and the Central District, the majority of which is contained within the boundaries of Folsom Ranch (refer to Figure 1.3).



Figure 1.1. - Plan Area Location

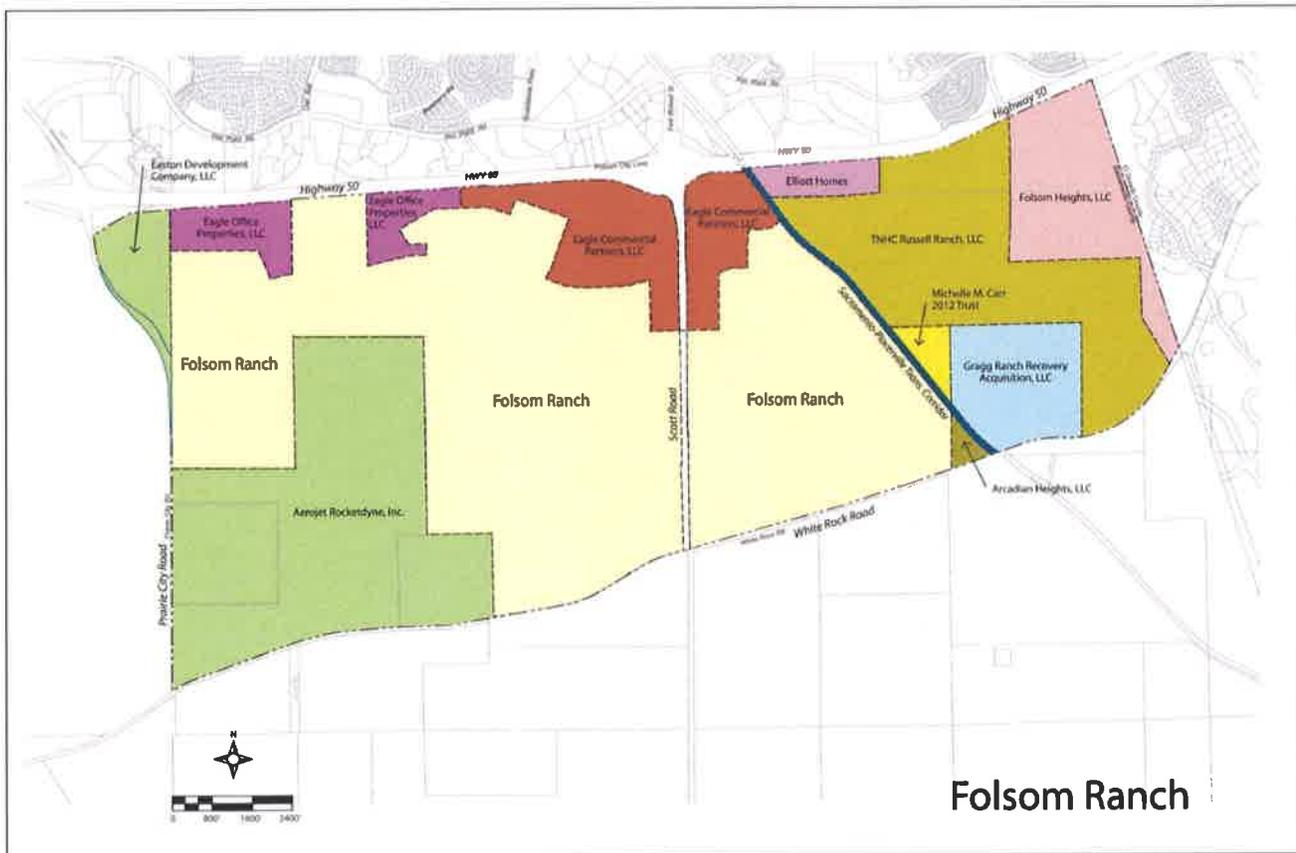


Figure 1.2. - Folsom Ranch Location



SECTION 1 - VISION + INTRODUCTION

The Central District (primarily Folsom Ranch) will be the heart of the new community and its layout embodies the design principle of mixed compatible uses, developed in a compact pattern with access to alternative transportation modes. Consistent with the concept of interconnected streets, much of the road plan of Folsom Ranch, particularly in the Town Center, is based on a neo-traditional orthogonal system of “Complete Streets” featuring short blocks to slow traffic and provide multiple routes for pedestrian travel. Key design features of Folsom Ranch include the mixed-use Town Center, the regional transit corridor that traverses much of the Ranch, mixed-use neighborhood centers, community and neighborhood parks, schools, and an extensive open space system. Folsom Ranch offers a highly diversified mix of commercial, residential, public and quasi-public uses that will provide residents with multiple housing choices, job opportunities, and convenient access to schools and recreation.

When completed, Folsom Ranch will provide over 6,000 housing units, approximately 440,000 square feet of commercial space, three elementary schools and one combined middle/high school, a 26 acre community park, five neighborhood parks, a town center and entertainment district, and an extensive open space system with cycling and walking trails (refer to Table 1.1).

Land Use	Area (Ac)	DU	Bldg (SF)
SF	159	493	
SFHD	324	1,792	
MLD	196	1,769	
MMD	38	657	
MHD	41	1,005	
MU	59	681	205,962
CC	22		234,135
PQP	2		
PQP-SCHOOLS	111		
PARKS	57		
OS	611		
Subtotal	1,620	6,397	440,087
Major Roads	99		
Total	1,719		

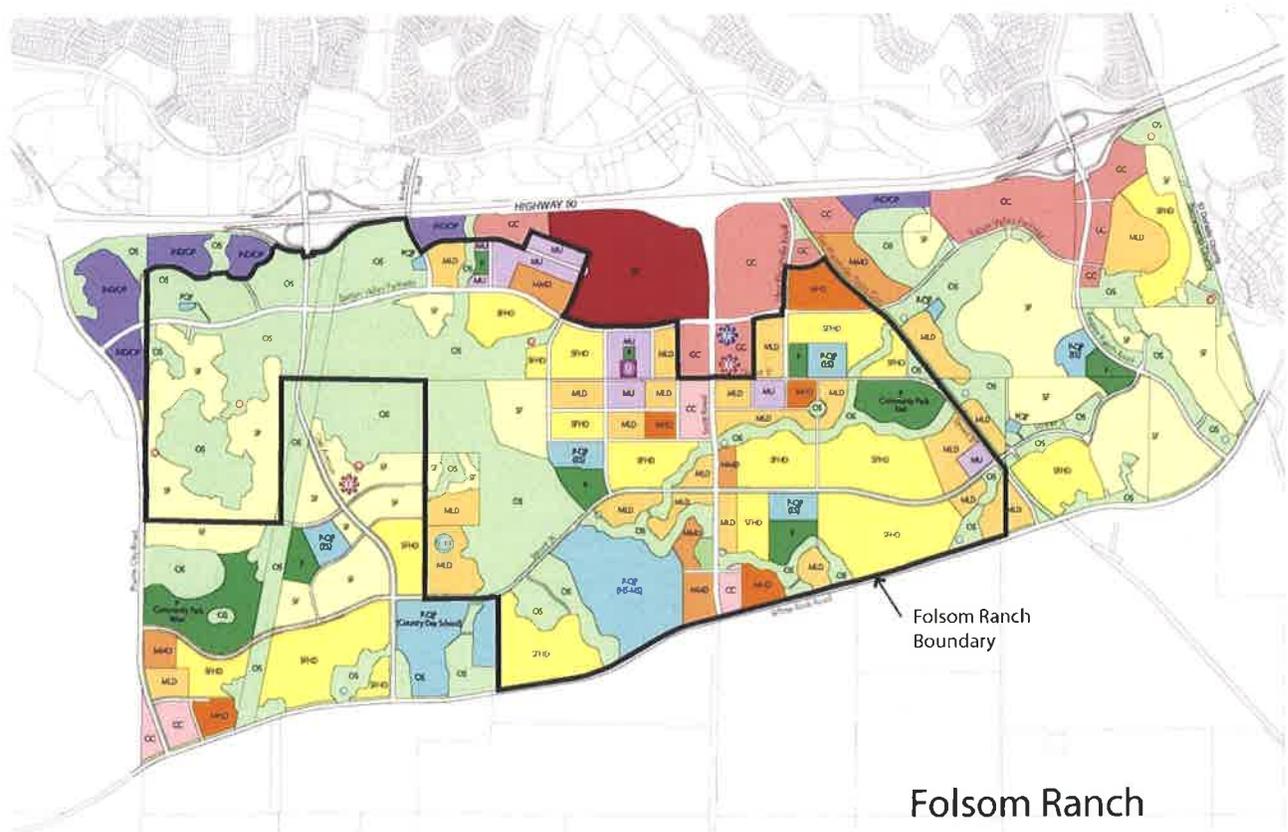


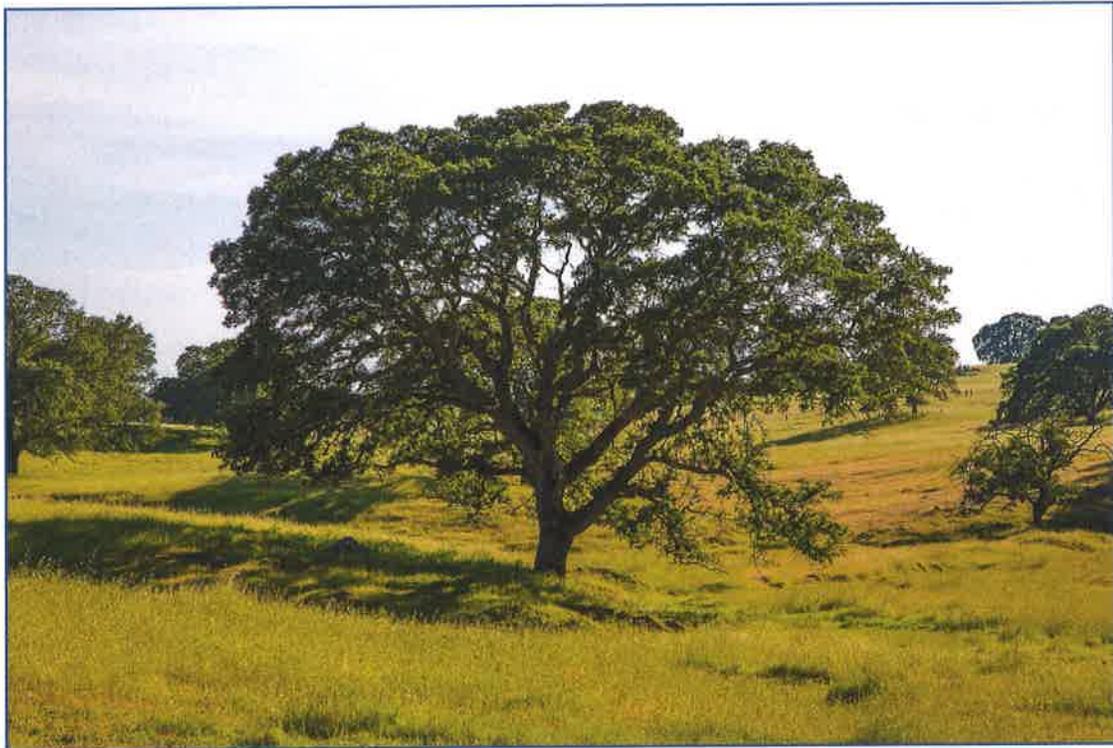
Figure 1.3. - Folsom Ranch Boundary and Land Use Plan





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

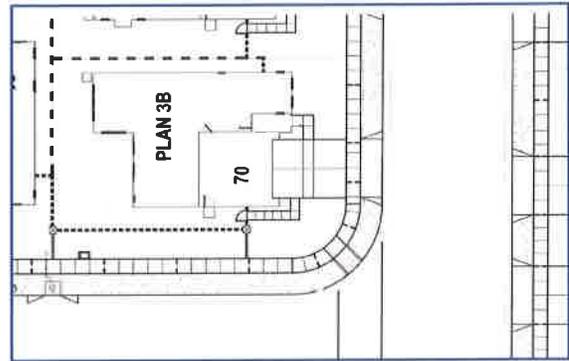
In each single-family detached neighborhood with a **minimum** of up to 80 homes, provide:

- 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.

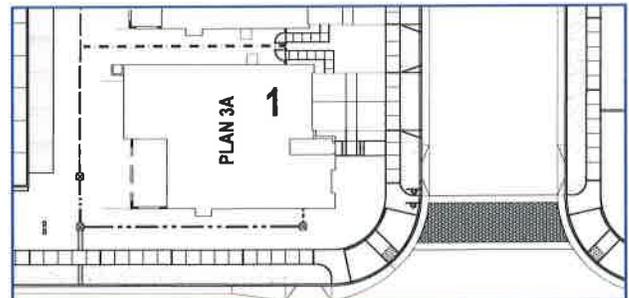
In each single-family detached neighborhood, street facing garages on corner lots at neighborhood entries shall be located on the side of the house furthest away from entry corner.



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 copolas, 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



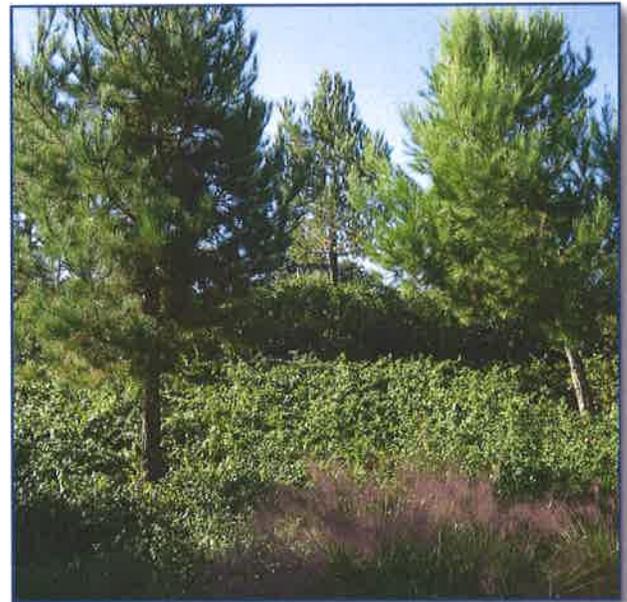
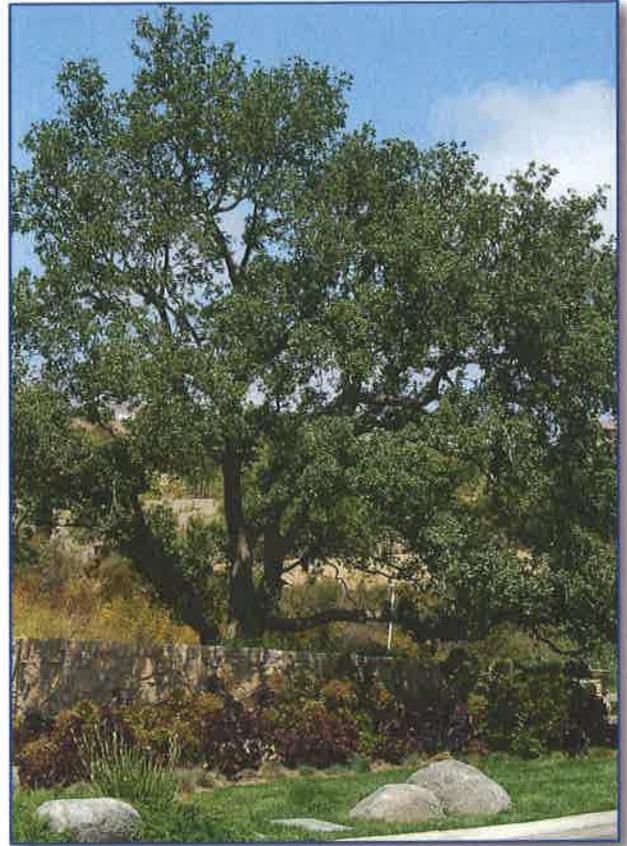


GUIDING LANDSCAPE DESIGN PRINCIPLES

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



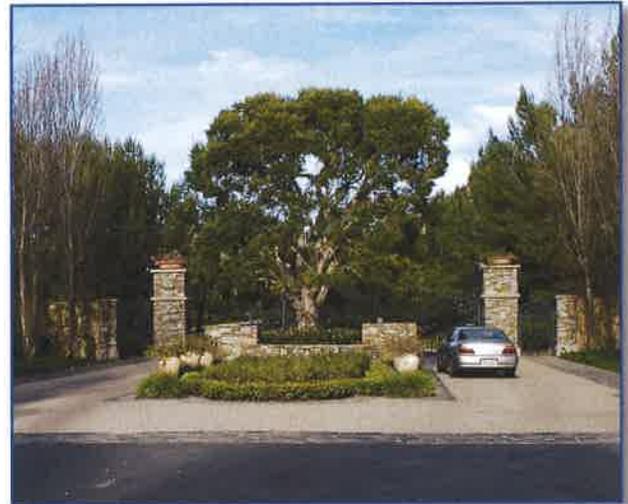
COMMUNITY IDENTITY PLAN MONUMENTATION

Appropriate community, mixed-use areas and residential neighborhood thematic identification is important in establishing a new community and maintaining the overall Folsom Ranch, Central District theme, as well as providing a system for identifying community development and giving directional information to residents and visitors. A general conceptual Community Identity Signage/Monumentation Key Program has been provided herein.

Entry monument signage, through decorative typefaces and symbolic graphics, will inform the visitor that they are entering a planned community. Project and neighborhood signage will direct visitors who have entered the Folsom Ranch, Central District towards the distinct community components and amenities. Monument signage will be consistent with the character of the project, but flexible enough to respond to individual project contexts. Logos, type styles, color schemes, and architectural features should be consistent throughout the area being identified. Monument signs may vary in size and detail in a manner that reflects their relative importance within the signage hierarchy, but will incorporate all the materials proposed within the major community monumentation.

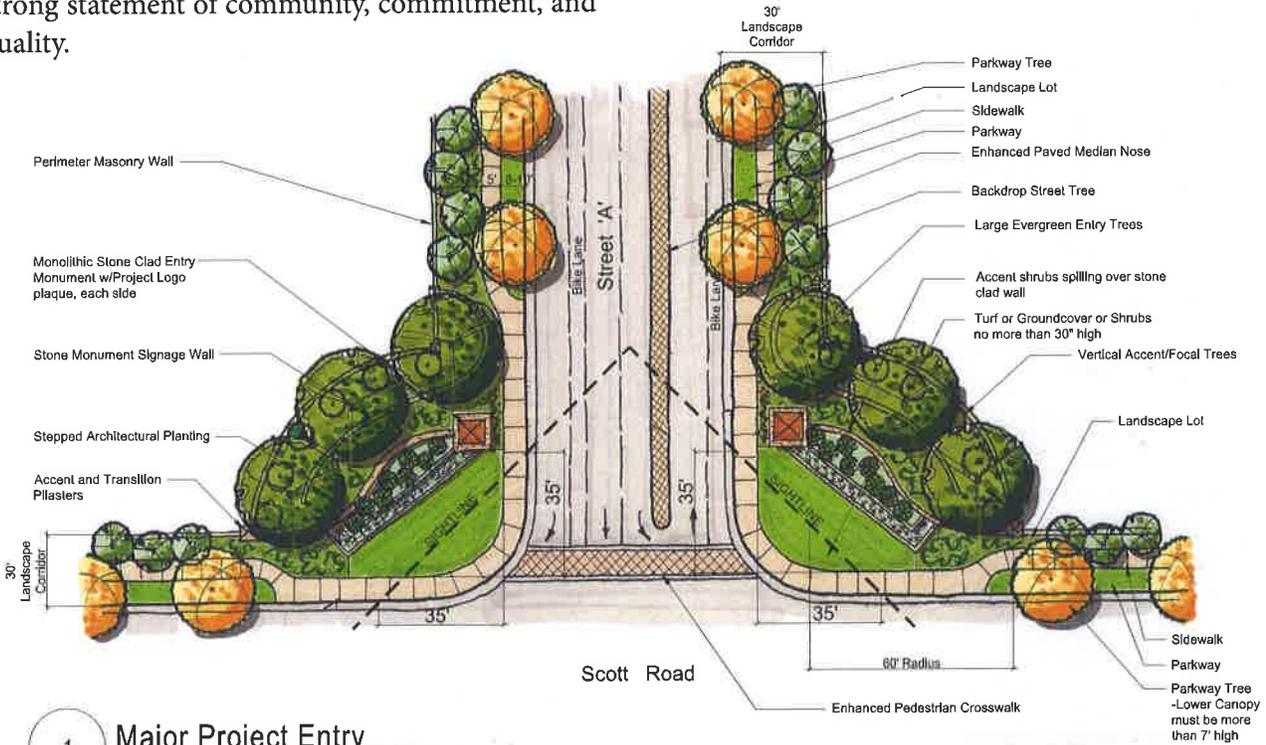
Materials:

- Dry Stacked Stone Pilasters and Walls or manufacturers stacked stone product application.
- Precast Concrete Pilaster Caps
- Precast Concrete Wall Caps
- Specimen Trees with complementary plant material selections



Major Project Entry

The Major Project Entry Monumentation will be the landmark of the new community and establish a unifying community identity while providing a strong statement of community, commitment, and quality.



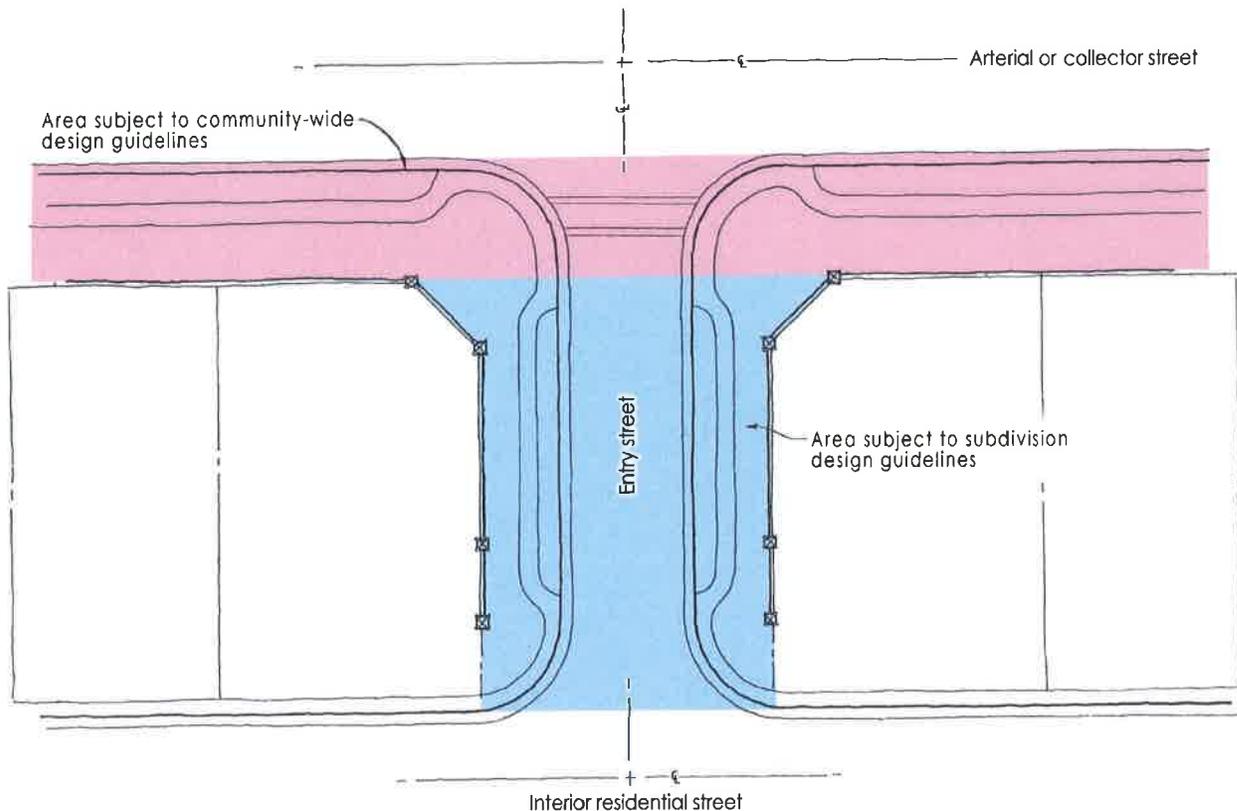
1 Major Project Entry
Identity Entrances for the Overall Project



Subdivision Entry Design, Geometry & Entry Options

Primary Neighborhood Entry Signage will be used to identify the various residential neighborhood entry points within the Folsom Ranch, Central District community. The entry signage monument incorporates design elements of stone, precast concrete capping, large focal trees with vertical accent trees supporting entry statement, groundcover/shrub planting, annual color and enhanced paving.

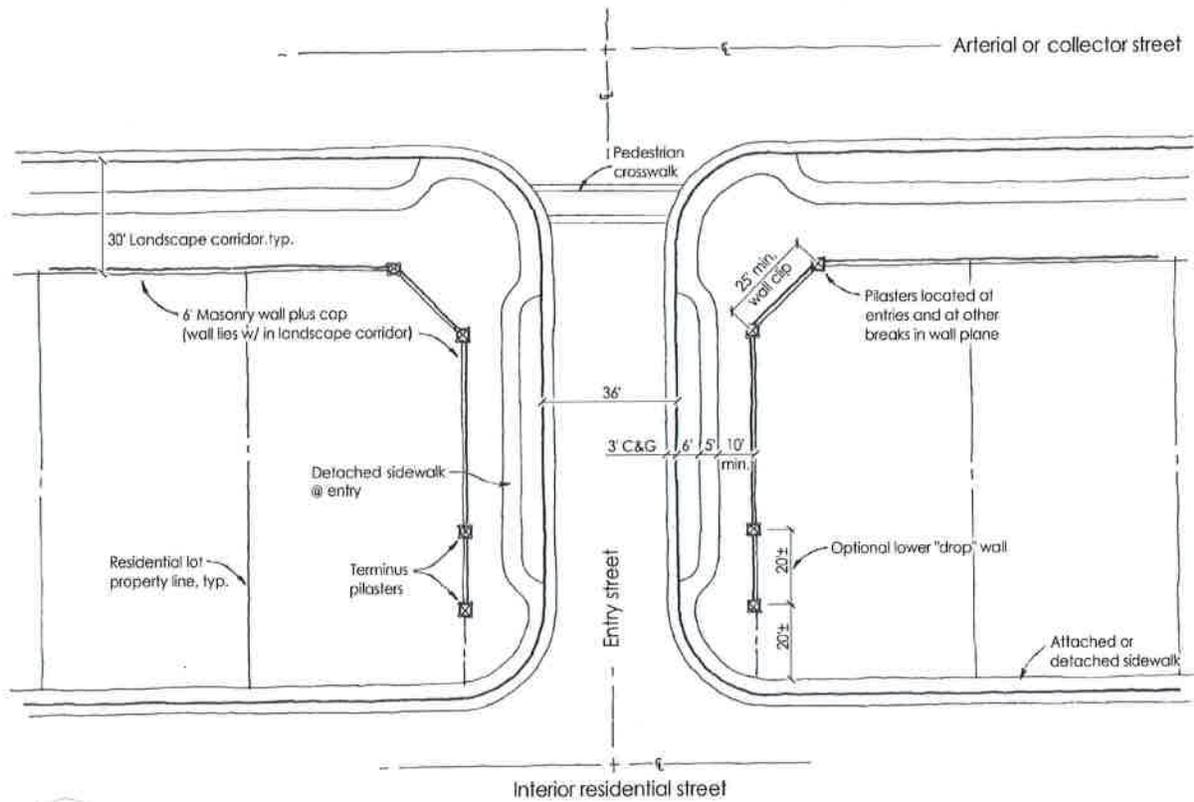
Masonry wall and pilasters are to be of a uniform or complimentary design of material and color throughout. Where possible, place one story homes or homes with one story roof element on lots adjacent to entry streets. Typically, these lots will need to be wider to accommodate one story.



2

Subdivision Entry Design & Geometry Application of Design Guidelines



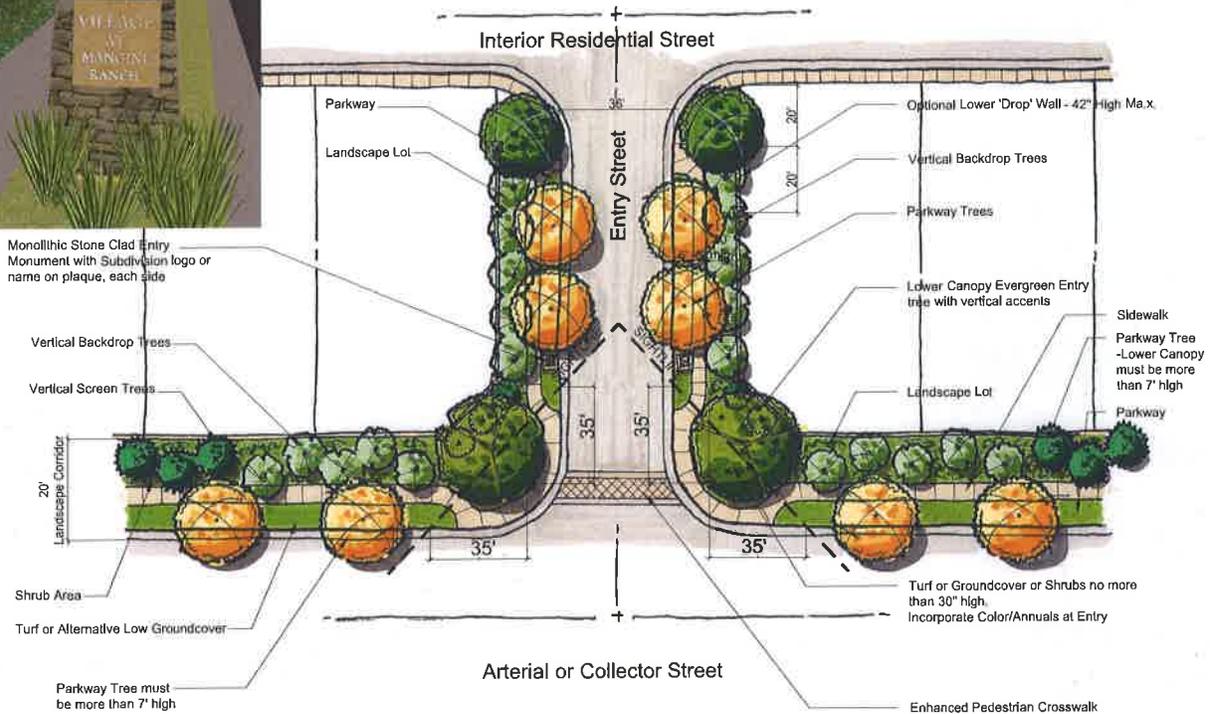


3 Subdivision Entry Design & Geometry
Standard Condition





Monolithic Stone Clad Entry Monument with Subdivision logo or name on plaque, each side



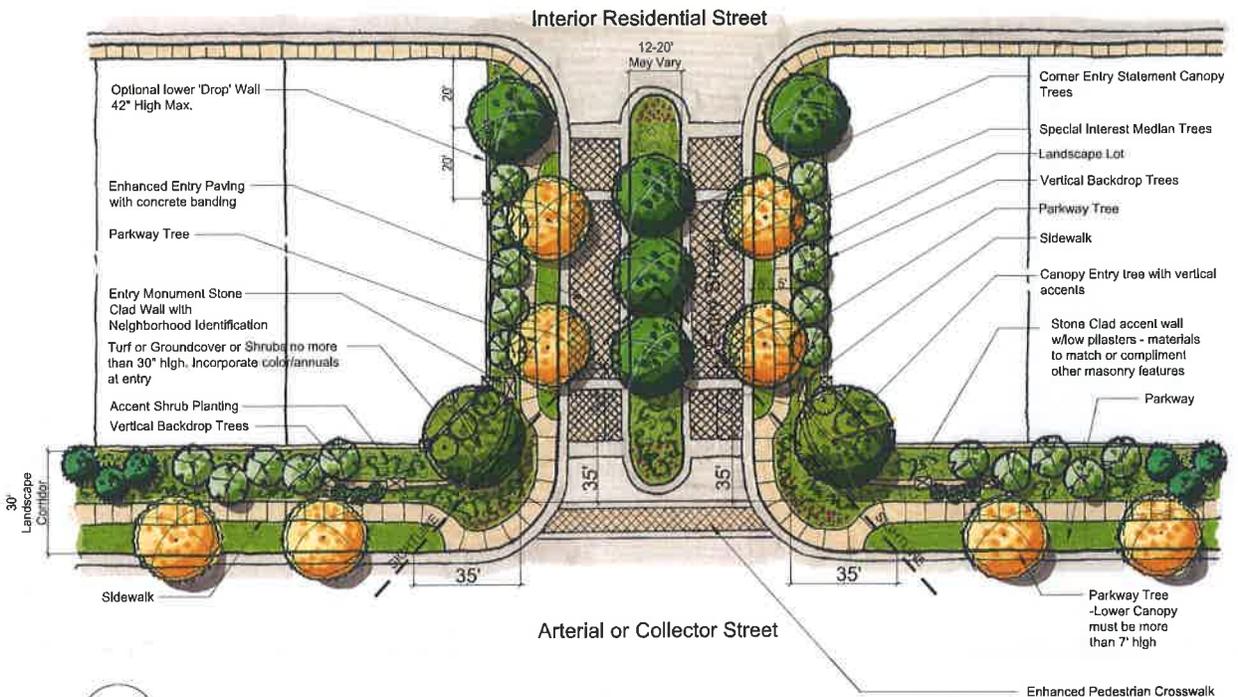
4 Subdivision Entry Landscape Concept Standard Condition





5 Subdivision Entry Options
Enhanced Condition





6 Subdivision Entry Options w/ Median Enhanced Condition





7 Subdivision Entry Options w/ Gates
Enhanced Condition



STREETSCAPE PLANS/ SECTIONS

Several streetscape applications are proposed within the Folsom Ranch, Central District development, as shown within this section, Streetscape Key Map for Phase One Development. As illustrated in the following exhibits, a hierarchy of streetscapes within Phase One is provided and distinctive landscape treatments are planned for each roadway. Landscape and hardscape treatments include elements such as landscaped medians, sidewalks, enhanced paving at pedestrian crossings and primary/secondary entries, bike trails, and parkway trees to enhance roadways. The main road will feature such landscape elements as signage, street furniture, and a predominant plant palette consisting of canopy trees on corner treatments and parkways,

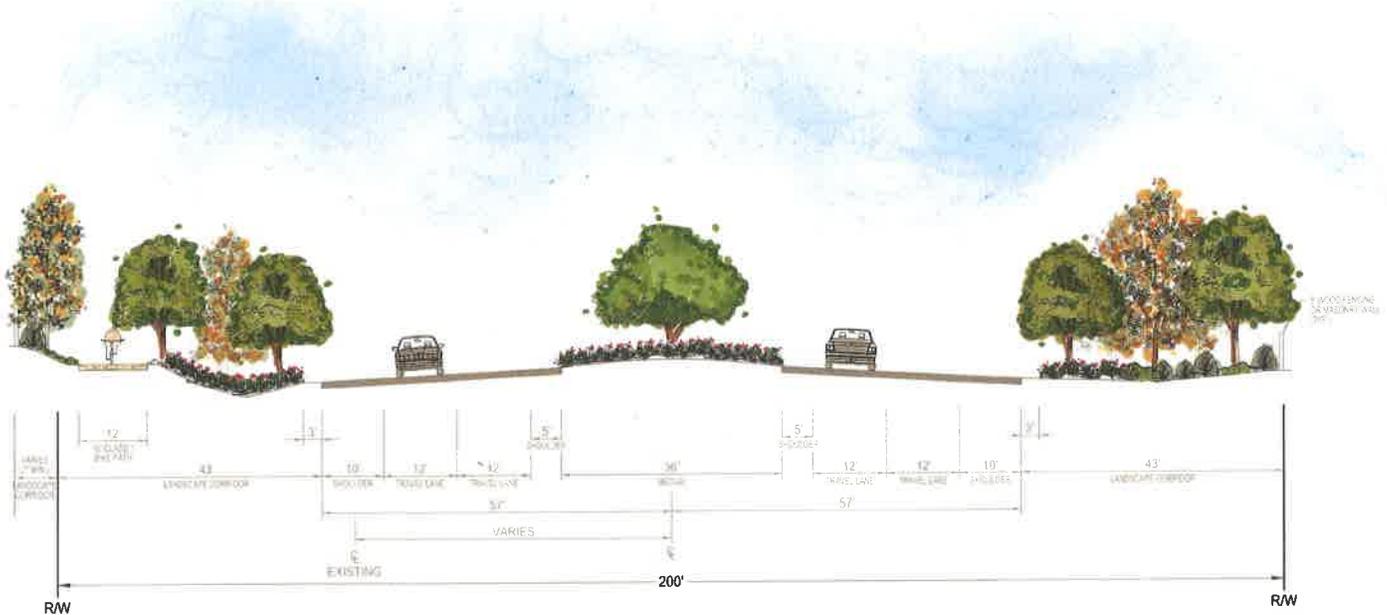


center medians where space allows, and vertical trees as backdrops within landscape lots. The use of enhanced paving is strongly encouraged. Some roadway improvements shall occur in phases. Street Sections 'A' through 'C' are for ultimate build-out. Streetscapes and Landscape Treatments for Phase One are provided as follows:

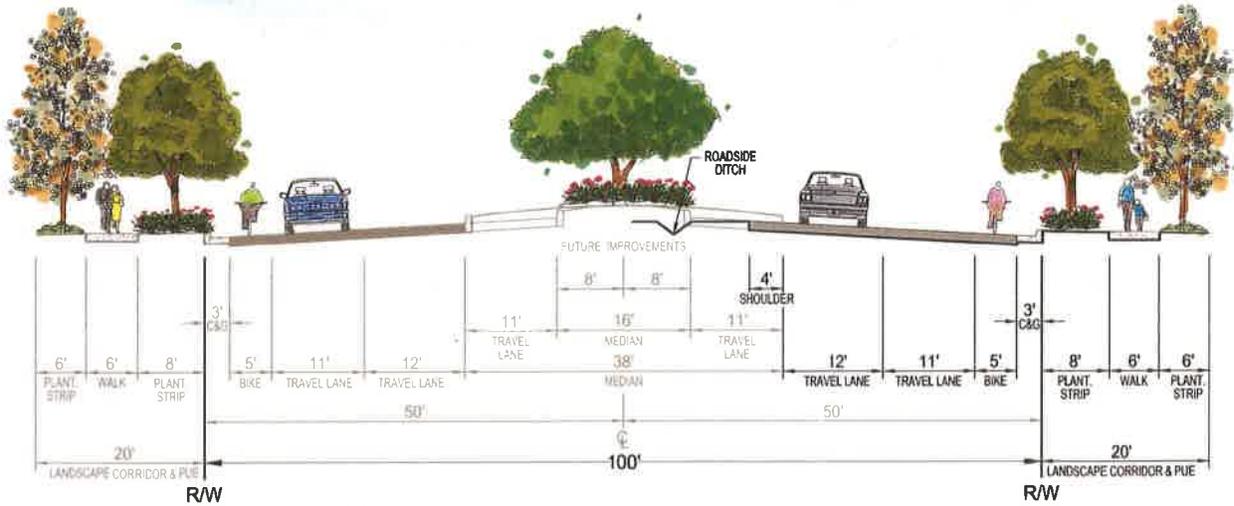


Street Section Keymap for Phase One



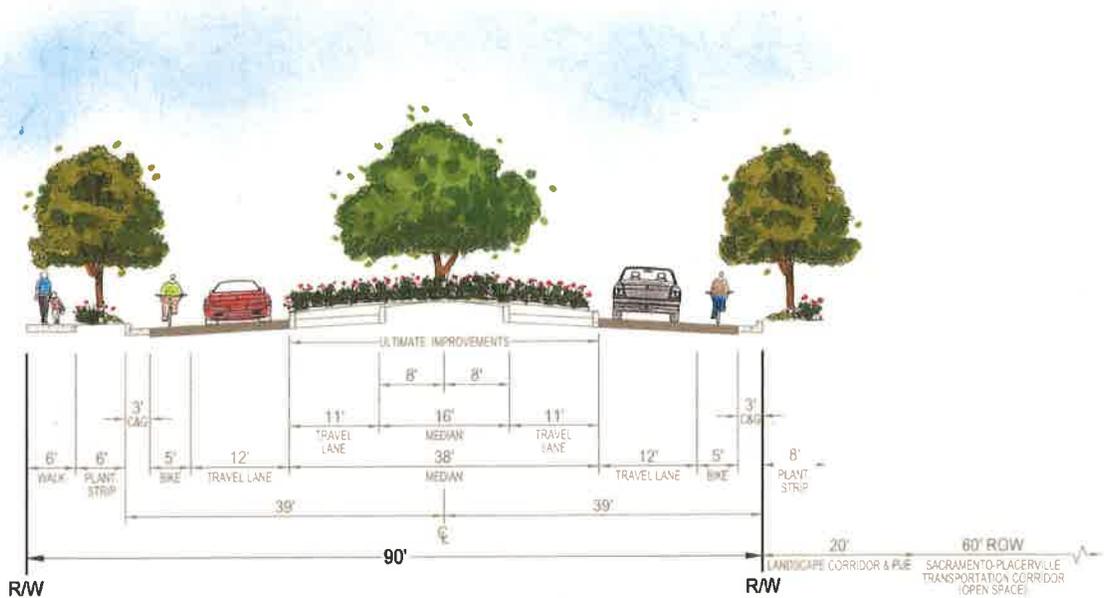


A 200' RIGHT-OF-WAY
 White Rock Road
 (Future JPA Regional Connector - By others)
 N.T.S.

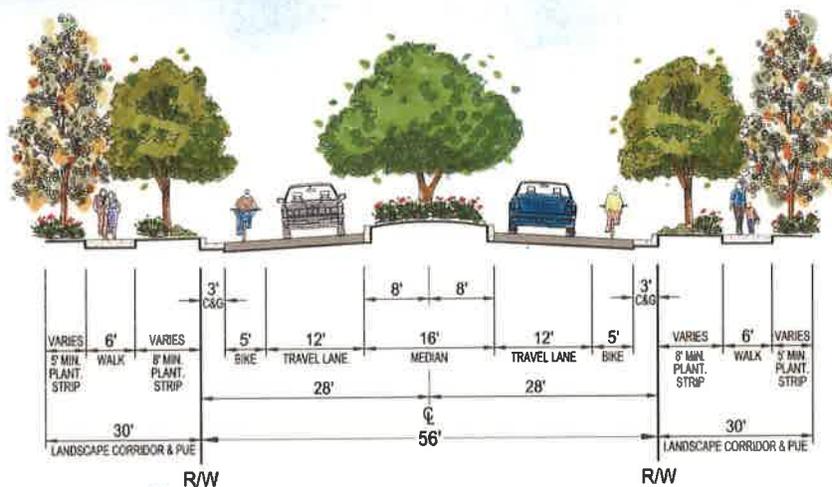


B 100' RIGHT-OF-WAY
 Scott Road
 N.T.S.



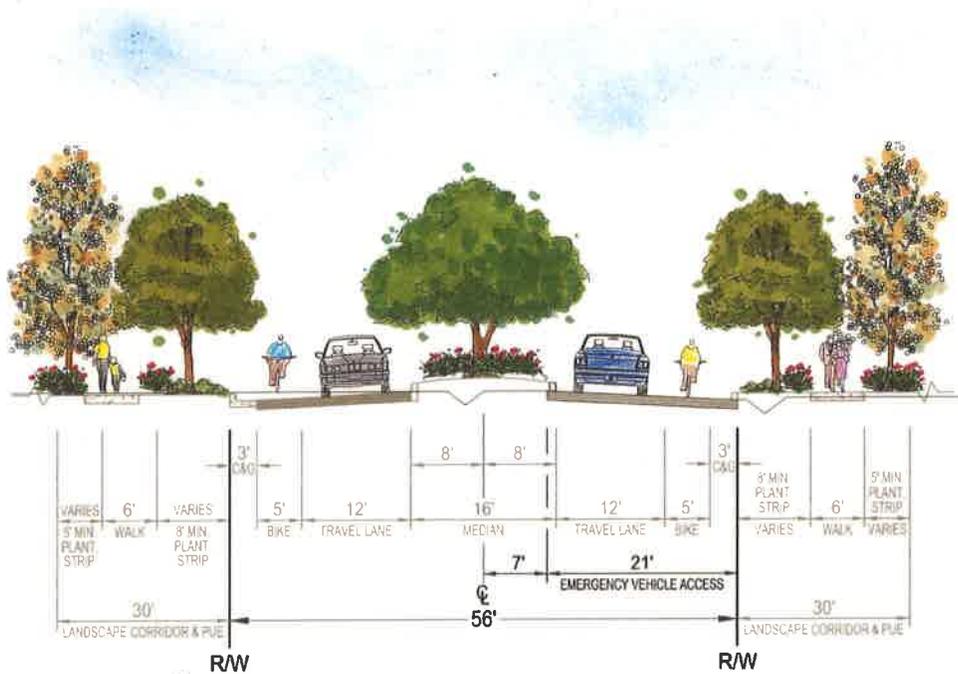


90' RIGHT-OF-WAY
Street 'B'
 (Future Improvements - By Others)
 N.T.S.

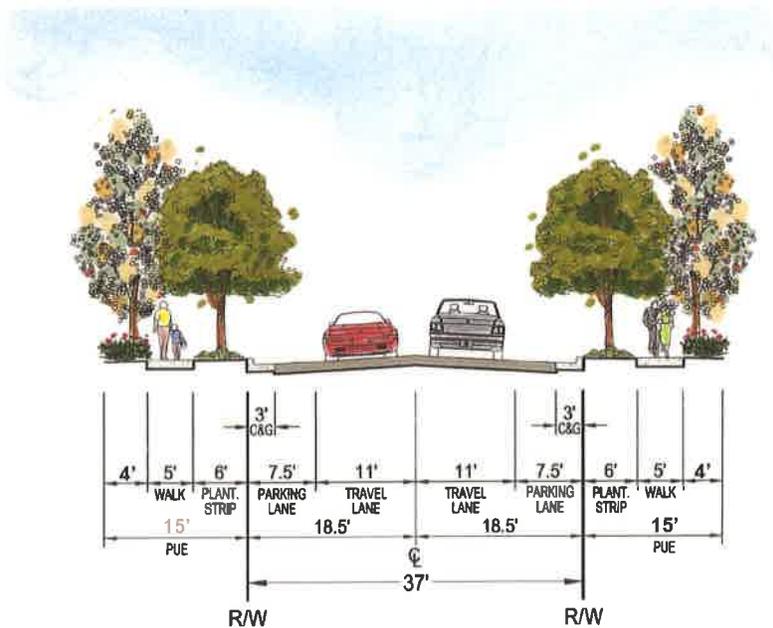


56' RIGHT-OF-WAY
Street 'A'
 N.T.S.



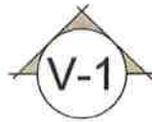
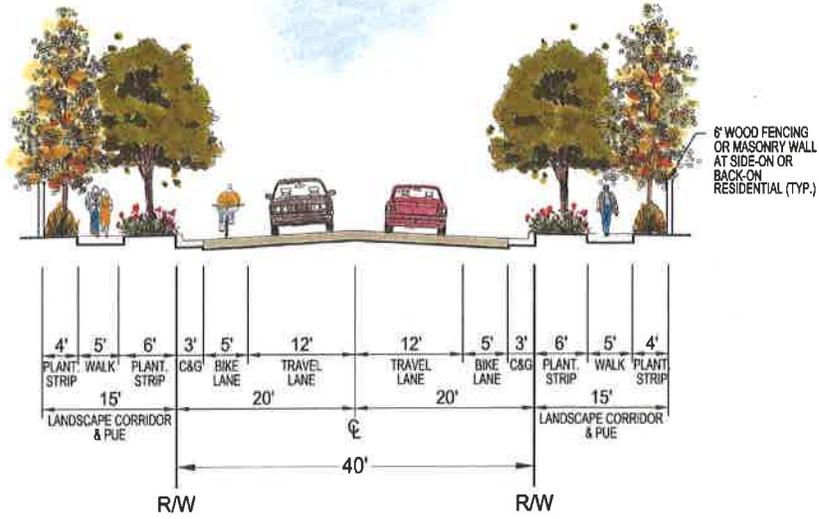


D-1 **56' RIGHT-OF-WAY**
Emergency Vehicle Access / Street 'A'
 N.T.S.



V **37' RIGHT-OF-WAY**
Local Street
 N.T.S.

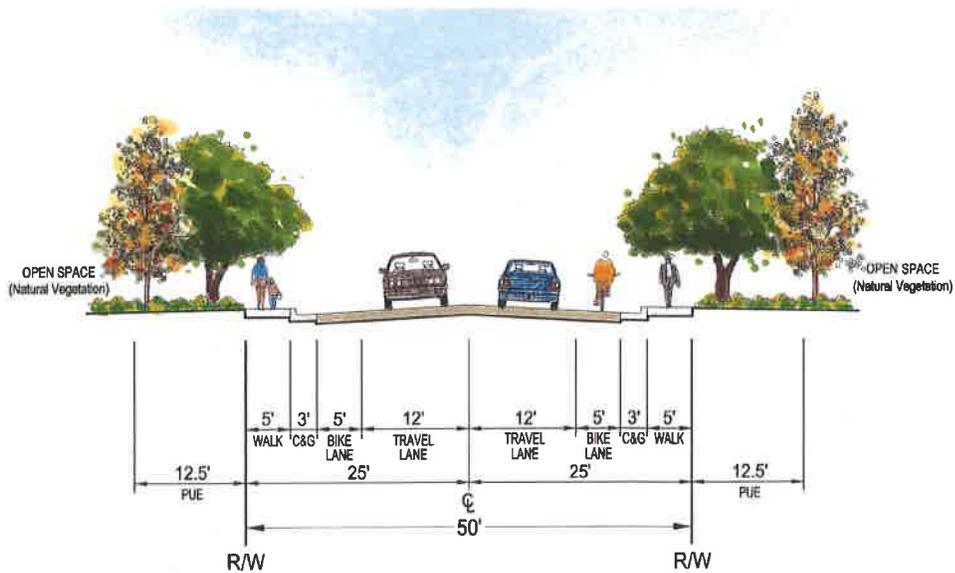




40' RIGHT-OF-WAY

Minor Collector
With Class II Bike Lanes
(No Parking)

N.T.S.

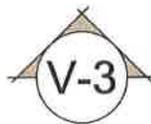
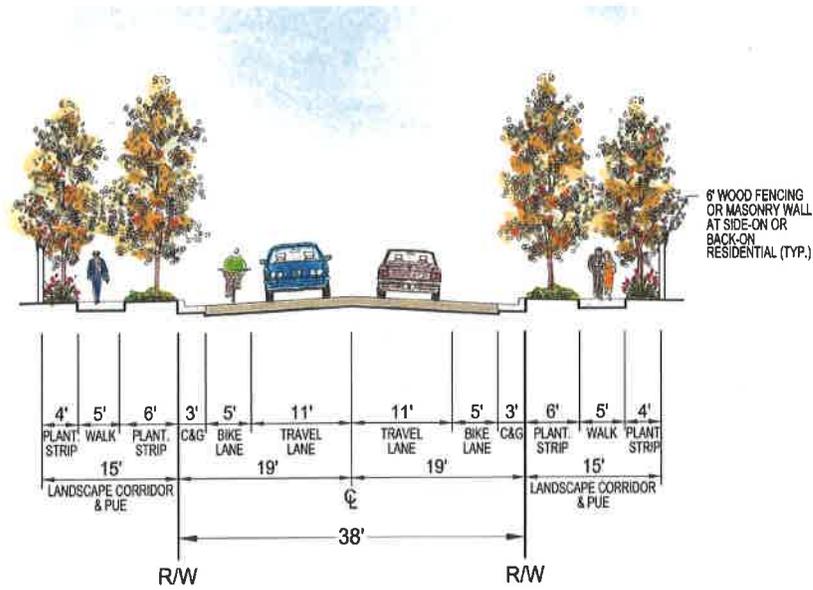


50' RIGHT-OF-WAY

Minor Collector - Attached Sidewalk
With Class II Bike Lanes
(No Parking)

N.T.S.

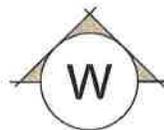
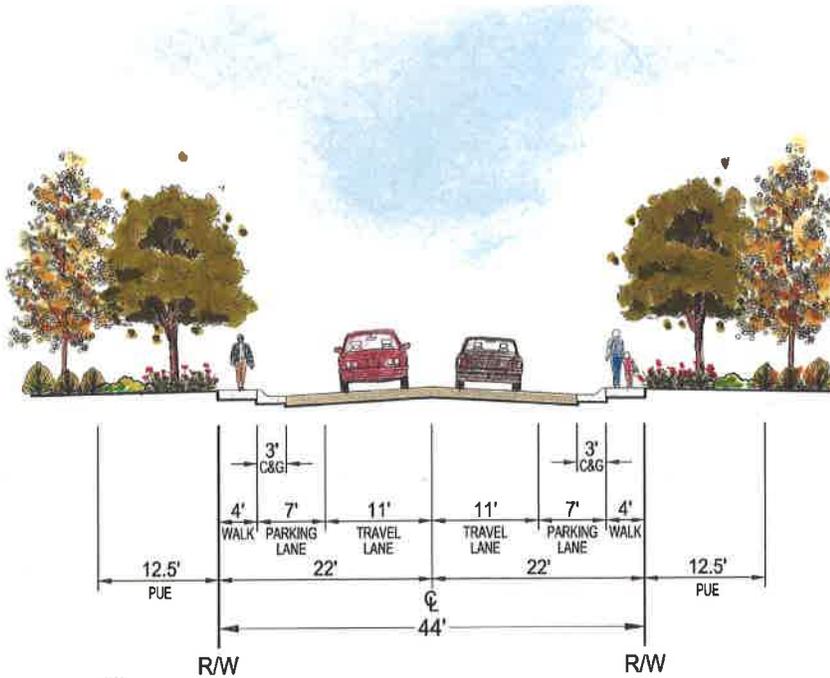




38' RIGHT-OF-WAY

**Local Street
With Class II Bike Lanes
(No Parking)**

N.T.S.

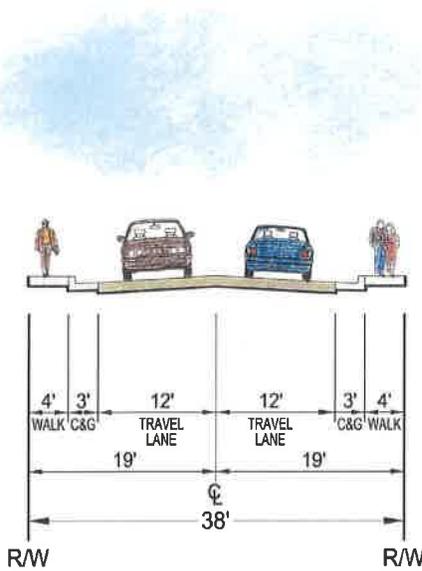


44' RIGHT-OF-WAY

Local Street - Attached Sidewalk

N.T.S.

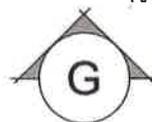
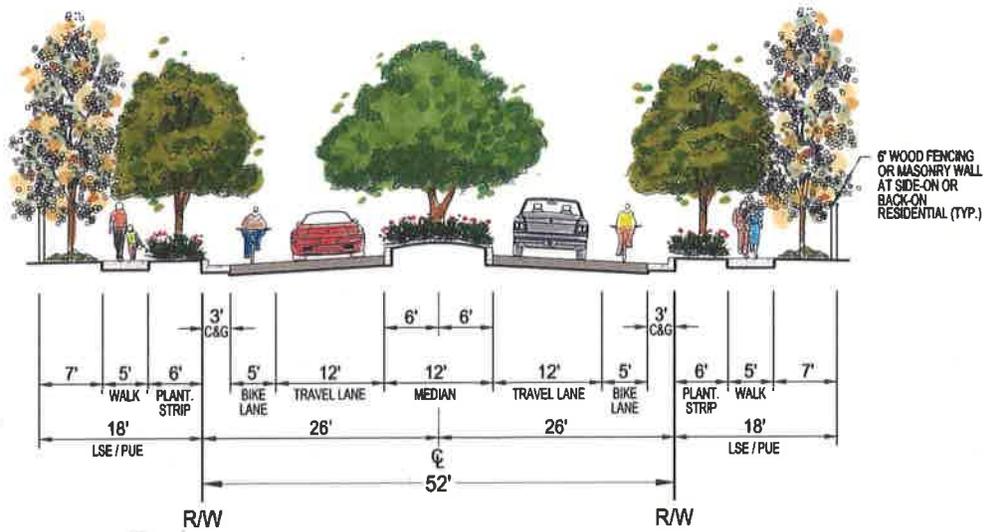




38' RIGHT-OF-WAY

**Local Street - Attached Sidewalk
(at Creek Crossing)
(No Parking)**

N.T.S.



52' RIGHT-OF-WAY

**Divided Entry
(no parking)**

N.T.S.



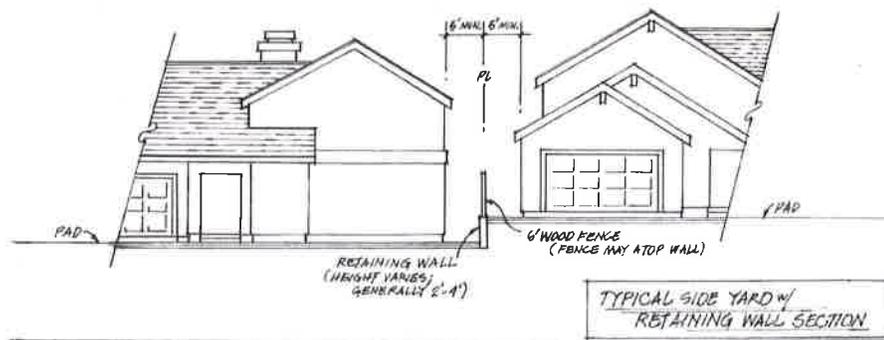
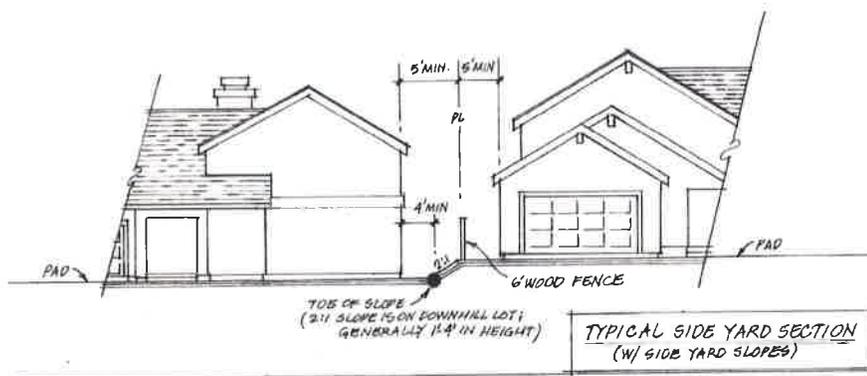
GRADING CRITERIA

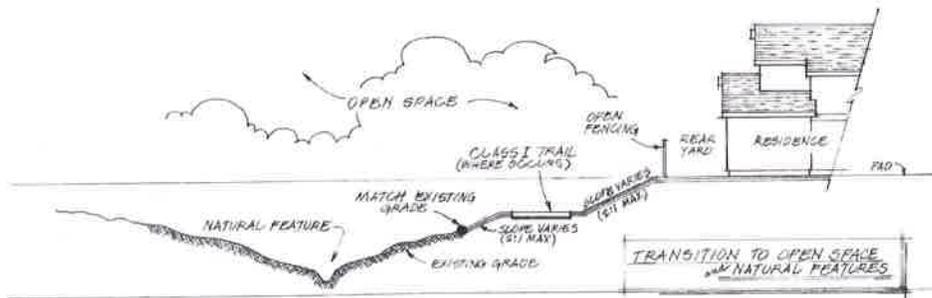
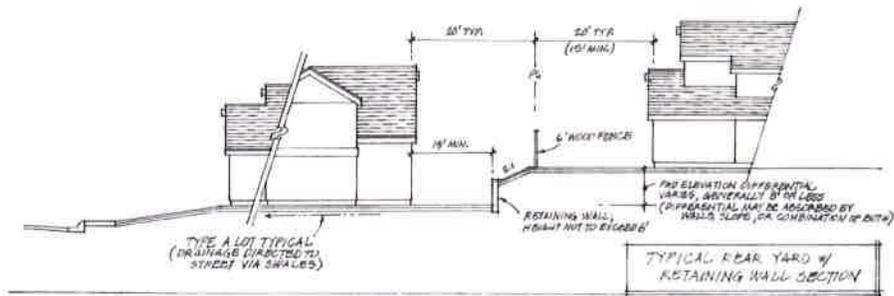
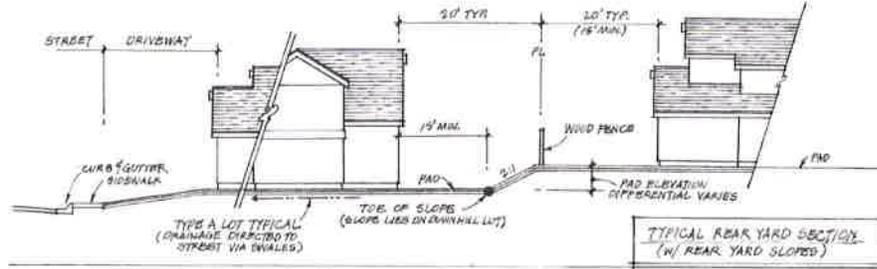
The topography of the Folsom Ranch, Central District is generally gently sloping ground. Slope varies from less than 1% to 6% with a few exceptions of isolated steeper slopes along Alder Creek and its tributaries. Mass grading will be done in a comprehensive manner to create flat building pads to accommodate development while preserving certain natural features

Grading will be conventional grading which consists of uniform slope gradients with angular slope intersections and pad configurations which are rectangular. Transitions zones from the development area to the natural drainage features will vary in slope steepness when there is sufficient land areas to accomplish the grade change. All single family building sites will drain to their public street frontage (Type A drainage).

Slopes between lots vary from less than 1 foot to several feet side to side and generally 1-4 feet between the rears of lots. In several instances the grade difference along the rear of the lots will be as much as approximately 8 feet. Grade differences between building sites will be accomplished with 2:1 slopes and in some instances retaining walls up to 6 feet in height. The slope will be achieved on the lower of the building sites. In all cases, level side yard area of a minimum of 4 feet will be maintained and in the rear yard a minimum of 15 feet level will be maintained. Setbacks will be established to accommodate such requirements.

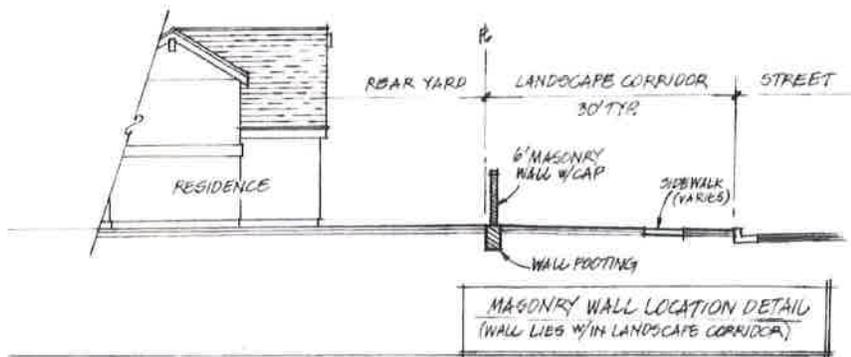
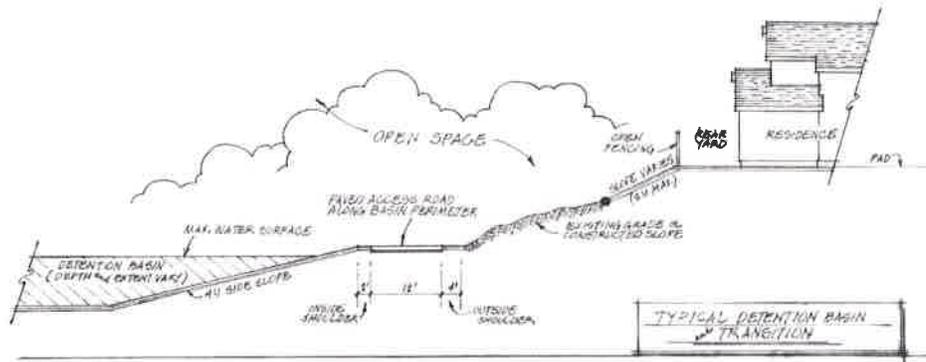
The site will contain several storm detention and water quality basins. These features will be graded with generally modest side slopes to provide a safe transition from the edge or adjacent trail to the bottom. These basins will be separated from the development edge or Class 1 trails with bollards, post and cable, or open style fencing.





Slopes, Walls, and Transitions





Slopes, Walls, and Transitions



LID Measures

Various Low Impact Design (LID) strategies can be incorporated into the design of each of the individual developments within the Plan Area, if desired. However, the hydromodification and water quality facilities proposed in the SDMP are adequate in accommodate site development without the need to utilize site-based LID strategies.

Using small, economical landscape features, LID techniques work as a system to slow, filter, evaporate, and infiltrate surface runoff at the source. LID design calculations for a reduction in the required water quality and hydromodification volumes have not been incorporated for the Folsom Plan Area Storm Drainage Master Plan, but may be included in future drainage studies prepared for small lot tentative map approvals within the Plan Area.

LID strategies to address water quality fall under the two broad categories of **Practices** and **Site Design**. The most common concepts are summarized below:

Practices:

Basic LID strategy for handling runoff is to (1) reduce the volume of runoff and (2) decentralize flows. Common methods include:

- **Bio-retention cells** typically consist of grass buffers, sand beds, a ponding area for excess runoff storage, organic layers, planting soil, and vegetation.
- **Vegetated swales** function as alternatives to curb and gutter systems, usually along residential streets or highways. They use grasses or other vegetation to reduce runoff velocity and allow filtration, while high volume flows are channeled away safely to a larger water quality management facility.
- **Filter strips** can be designed as landscape features within parking lots or other areas, to collect flow from large impervious surfaces. They may direct water into vegetated areas or special sand filters that capture pollutants and gradually discharge water over a period of time.
- **Disconnected impervious areas** direct water flows collected from structures, driveways, or street sections, into separate localized detention cells instead of combining it in drain pipes with other runoff.
- **Cistern collection systems** can be designed to store rainwater for dry-period irrigation, rather than channeling it to streams. Smaller tanks that collect residential roof drainage are often called “rain barrels” and may be installed by individual homeowners. Some collection systems are designed to be installed directly under permeable paving areas, allowing maximum water storage capacity while eliminating the need for gravel beds.



Site Design:

- **Decreasing Impervious Surfaces** can be a simple strategy to address water quality and avoid problems from storm water runoff and water table depletion, by reducing surfaces that prevent natural filtration. Methods may include reducing roadway surfaces, permeable pavement surfacing, and vegetative roof systems.
- **Planning site layout and grading to natural land contours** can minimize grading costs and retain a greater percentage of the land's natural hydrology. Contours which function as filtration basins can be retained or enhanced for water quality and quantity, and incorporated into the landscaping design.
- **Natural Resource Preservation and Xeriscapes** can be used to minimize the need for irrigation systems and enhance property values.
- **Clustering Homes** on slightly smaller lot areas can allow more preserved open space to be used for recreation, visual aesthetics, and wildlife habitat.

Specific LID strategies that could be used to fulfill the current and future requirements for storm water quality treatment and hydromodification may include the following potential LID measures:

Site Design Measures:

- Protect slopes, channels and other areas particularly susceptible to erosion and sediment loss.
- Maximize the protection of natural drainage features and vegetation.
- Minimize impervious areas and break up or disconnect the flow of runoff over impervious surfaces.
- Provide low maintenance landscaping that encourages retention and planting of native vegetation and minimizes the use of lawns, fertilizers, and pesticides.
- Provide vegetated open-channel conveyance systems discharge into and through stable vegetated areas.
- Install LID stormwater planters.
- Separate sidewalks from street curb and gutters.
- Install drought tolerant and storm water appropriate planting.



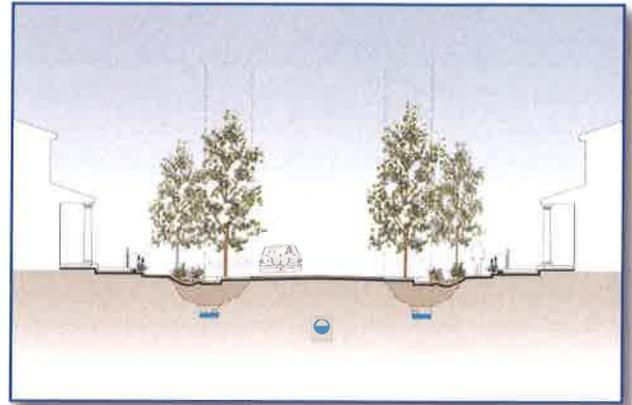
Source Control Measures

- Storm Drain Stenciling and Signage
- Outdoor Material Storage Area Design
- Outdoor Trash Storage Area Design
- Loading/Unloading Area Design
- Vehicle and Equipment Wash Area

Treatment Control Measures

- Bio-Swales
- Grass Swales
- Wet Pond
- Stormwater Planter
- Pervious Pavements
- Grass Filter Strips

The Storm Drainage Master Plan suggests a pragmatic approach be utilized in the selection of technically appropriate and aesthetically pleasing LID measures in accordance with the good engineering and planning practices. Specific LID measures should be selected on the basis of being both practical and cost effective.



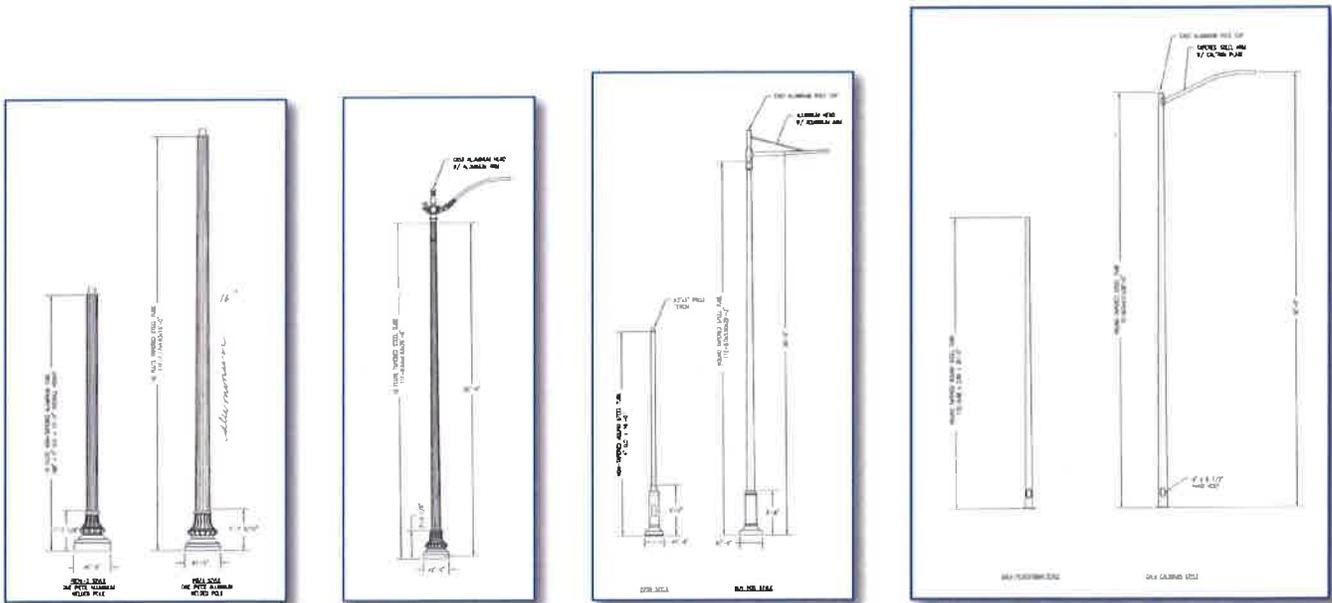
LIGHTING GUIDELINES

The site furnishings and lighting will be used to enhance, unify and reinforce the character of the overall site design. The site furnishings and lighting shall be made of natural materials/elements that can be tied to the color and texture of the proposed monuments, walls/fences and architecture.

Lighting shall incorporate the following written guidelines and design imagery.

- All exterior light fixtures and fixture placement shall comply to the standards specified in the City’s design documents. Use of LED technology is required.
- Streets and intersections should be well lighted in accordance with the City standard illumination levels. Low-level lighting for pedestrian safety should be installed where appropriate. Intersections should have increased light levels for definition and to mitigate automobile/ pedestrian conflicts.

- Accent lights should be installed at all primary entry monuments, secondary monuments, and park/ trail monuments.
- Street lights shall conform to the overall project theme and City standards. Use of LED technology is required.
- All water features and landscaping should be subdued and indirect to prevent spill over onto adjacent lots and streets.
- The type and location of building lighting should preclude direct glare onto adjacent property, streets and skyward by the use and application of shields
- Pedestrian scale fixtures are encouraged over “high mast” poles.
- Consistent lighting fixtures shall be used throughout Folsom Ranch, Central District to enhance community character.
- Light rays shall be confined on-site through orientation, the use of shading/directional controls, and/or landscape treatment.
- No tree to be planted within 20 feet of a light standard.



Proposed Light Standard Options from the City of Folsom (Heads to be selected per City of Folsom)



Lighting within development areas adjacent to Open Space Districts shall comply with the following “dark sky” lighting regulations:

1. Flood lamp shielding and/or City-approved “dark sky” light fixtures/bulbs shall be used in developed areas to reduce the amount of stray lighting into natural resource areas.
2. Direct lighting rays shall be confined to the respective residential, resort, commercial, or common area lots upon which the exterior lights are to be installed so that adjacent Open Space Districts are protected from any significant light spillage, intrusion, and glare.
3. No skyward casting lighting shall be allowed in development areas adjacent to Open Space Districts.

STREET FURNITURE GUIDELINES

Site furnishings including, but not limited to, tables, benches, and trash receptacles will be metal and/or concrete. The wood shall be stained to maintain a natural appearance.

Materials: (Custom)

- Seat walls with stone.
- Concrete or brick wall capping.
- Varied paving materials, including stone, concrete, decomposed granite, and concrete pavers.
- Wood or metal overhead structures.

Materials: (Design Standards)

- Trash receptacles with metal slats.
- Metal picnic tables and benches.
- Mailboxes- powder coated steel, cluster box unit (CBU) with decorative lid.



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

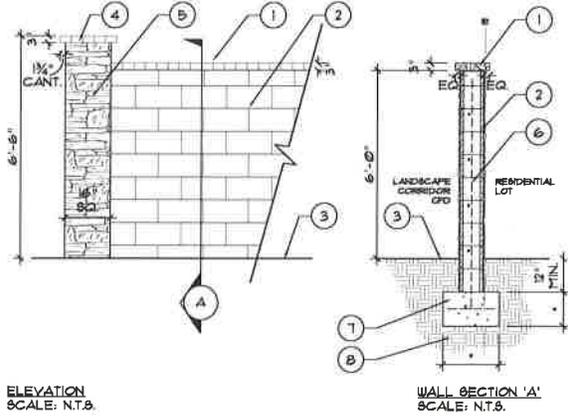
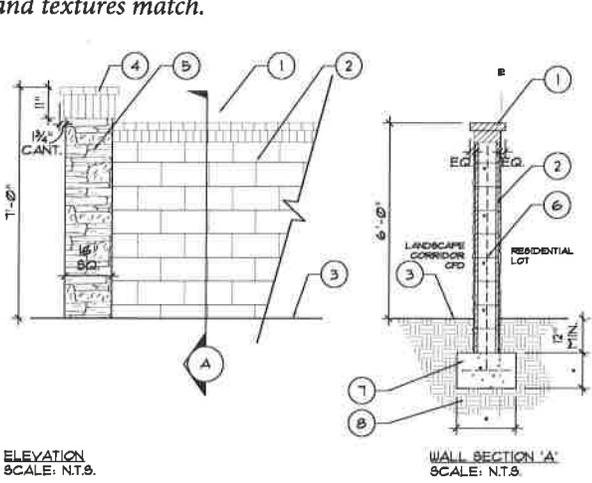


elevated above park/open space shall be view fencing, where applicable, considering grade differentials, etc.

- 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.

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

- 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



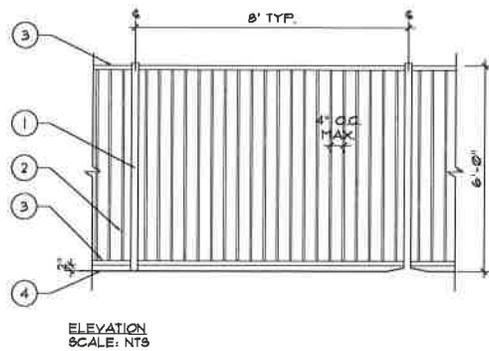
Community Wall and Pilaster

- 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





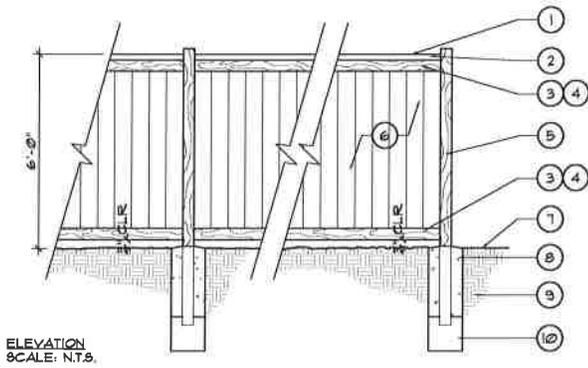
- ① 1 1/2" X 2" RECTANGULAR TUBULAR STEEL FENCE POST @ 6'-0" O.C. MAX. OR EQUALLY SPACED AND ALL CHANGE OF DIRECTION (CORNERS).
- ② 5/8" SQ. TUBULAR STEEL PICKETS @ 4" O.C. MAX. TYP. PICKETS STAGGER AT TOP PER DETAIL.
- ③ 1 1/2" X 2" RECTANGULAR TUBULAR STEEL TOP AND BOTTOM RAIL LAID FLAT WELD TO POST AS SHOWN.
- ④ FINISH GRADE



Community Prefabricated Tubular Steel Fence

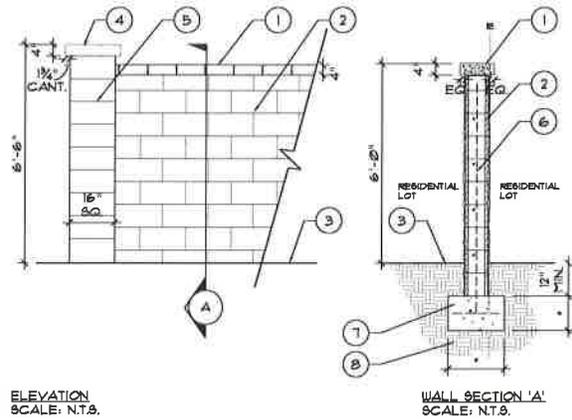
Color: Sherwin Williams SW7020 Black Fox,
Powdercoated





- 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.



- ① PRECISION BLOCK WALL CAP
- ② 6X8X16 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



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



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



LANDSCAPE MASTER COMMUNITY PLANT MATRIX

The plant list for this project was developed to reinforce the community theme and to create some seasonal change with a mixture of low water use, drought-tolerant, deciduous, and evergreen plants while maintaining a well-balanced landscape. Many plants on this list are considered low water using and drought-tolerant species and were chosen based on their specific growth characteristics, including flowering and foliage color, texture and form.

The following items should be considered in the community landscape design process:

- Consistent street tree themes should be related to the hierarchy of the street system.
- Extensive use of trees, vines and shrubs to soften community theme wall and fencing.
- Recognition of existing natural conditions and situations.
- Use of both “formal” and “informal” planting arrangements, depending upon the particular condition.

- “Layering” of the shrub understory to create depth, variety and interest.
- Refer to local codes for spacing distance from utilities, light poles, etc.
- Preserving Oak Woodlands and isolated Oak trees on Folsom Ranch is imperative, as the State of California passed the Oak Woodlands Conservation Act of 2001. Refer to section 10.2.3 of the Folsom Plan Area Specific Plan for further Oak mitigation requirements.



Planting within the community shall comply with the City of Folsom’s Design Standards:

1. All plant material shall be in accordance with the appropriate ordinances, resolutions, and specifications established by the City.
2. All plant material shall be in conformance with City-approved Streetscape/ Street Tree Master plans where applicable. The City retains the right to prohibit any plant material generally known to require excessive maintenance, because of factors such as, but not limited to, disease, pest control, troublesome root development, ultimate size, high water needs, overplanting, difficult growth habits, and invasive regeneration habits.
3. To help protect our Urban Forest from pests, disease, storm damage, and drought, plus to increase tree population diversity the following tables shall be utilized:
 - If 60 trees or less shall be planted for a project:
 - Not to exceed 30% Genus
 - Not to exceed 20% Species
 - Not to exceed 10% Cultivar
 - If over 60 trees shall be planted for a project:
 - Not to exceed 15% Genus
 - Not to exceed 10% Species
 - Not to exceed 5% Cultivar
4. The use of drought tolerant plant materials that are particularly compatible with our local environment is strongly encouraged to promote water conservation and reduce maintenance costs. Landscape irrigation shall be designed in accordance with the State Model Water Efficient Landscape Ordinance as required by AB 1881. Plans shall show Water Conservation Concept statement and all calculations and schedules required by the Ordinance. The Soils Analysis may be shown on the plans or submitted separately.

5. In addition to minimum setback requirements for certain species as shown on the “Folsom Master Tree List,” the following minimum distances shall be required:
 - a. Three feet from City maintenance limit line.
 - b. Four feet from utility installations including, but not limited to sewers, gas, water lines, meter vaults, catch basins, etc.
 - c. Ten feet from driveways.
 - d. Ten feet from fire hydrants.
 - e. Twenty feet from light standards.
 - f. Tree limbs must have a clearance of 14.5 feet over streets, 8 feet over bicycle trails, and 7 feet over pedestrian-traveled ways.
 - g. Minimum sizes of trees shall be #15, or as approved by the Director.
 - h. Ten feet from front of stop signs.
 - i. Five feet from infrastructure or 24”D x 20’W root barrier (23 inches below grade and 1 inch above grade) that is approved by the City.



LANDSCAPE IRRIGATION NOTE

All landscaped areas will be permanently irrigated using an automatic, underground irrigation system or drip system. The irrigation system will be separated into several systems based on water requirements of each hydrozone. Hydrozone separations will be based on sun orientation and water requirements of the plant material.

Irrigation of required landscaped areas shall be by either automatic overhead high efficiency spray nozzle or drip irrigation and matched precipitation rate, low gallonage sprinkler heads, bubblers, and timing devices. Landscape areas less than 8' wide shall be irrigated with drip irrigation. Timing devices shall include soil moisture sensors and rain sensing override devices. Sprinkler pop-up heights shall range from 6" in turf areas and 12" high in shrub/groundcover beds, where a drip system may not be applicable. The irrigation system shall be capable of operating automatically by incorporating an electric weather based and climate-smart irrigation controller or advanced solar technology components and low voltage electric remote control valves. Quick coupling valves, as required, shall be strategically located to provide supplemental water to plant material and for wash down purposes. All remote control and quick coupling valves shall be located and installed within the shrub beds wherever possible.

The irrigation system will be compliant with the City Water Efficient Ordinance and should conform to MWELO AB 1881. Irrigation water use will comply with water allotments defined in the Ordinance.

A backbone "purple pipe" non-potable water system shall be designed and installed to supply non-potable water to park sites, landscape corridors, natural parkways, and other public landscaped areas within the community.

UTILITY AND EQUIPMENT SCREENING

All utilities above/below ground and other equipment providing service to the Folsom Ranch, Central District residential neighborhoods shall be screened accordingly to prevent unsightly conditions that distract from the overall aesthetics.

- Above-ground utility equipment should be screened from view by the use of hedges, trees, or larger screening plant material and/or vines where feasible, subject to utility provider requirements or restrictions.
- Above-ground utility equipment, vents, and access doors to underground utilities shall be located with sufficient space to allow clearance between the screening for the utility equipment and any paved surface including streets, driveways, and walkways.





Botanical Name	Common Name	Project Entries	Signature Corridors	Folsom Street Tree	Single Family Detached	Multi-Family	Parks/Schools	Open Space	Commercial/Mixed Used	Drainage Basin
TREES										
<i>Abies concolor</i>	White Fir			•	•	•		•		•
<i>Abies nordmanniana</i>	Nordmann Fir				•	•		•		•
<i>Acacia spp.*</i>	Acacia	•			•	•	•	•	•	•
<i>Acacia baileyana</i>	Bailey Acacia			•	•	•			•	
<i>Acacia melanoxylon</i>	Black Acacia			•	•	•			•	
<i>Acer macrophyllum***</i>	Big Leaf Maple	•			•	•			•	
<i>Acer spp.</i>	Maple				•	•	•	•	•	
<i>Acer buerferianum</i>	Trident Maple			•	•	•		•		
<i>Acer campestre</i>	Hedge Maple			•	•	•		•		•
<i>Acer macrophyllum</i>	Big-leaf Maple			•	•	•		•		•
<i>Acer negundo</i>	California Box Elder				•	•		•		•
<i>Acer platanoides x truncatum</i> 'Crimson Sunset'	Crimson Sunset Maple			•	•	•		•		
<i>Acer rubrum</i>	Red Maple			•	•	•		•		
<i>Acer rubrum</i> 'Bowhall'	Bowhall Red Maple			•	•	•		•		•
<i>Acer rubrum</i> 'Columnare'	Columnare Red Maple			•	•	•	•	•		•
<i>Acer rubrum</i> 'October Glory' or 'Red Sunset'	October Glory or Red Sunset Red Maple			•	•	•	•	•		•
<i>Acer tataricum ginnala</i>	Amur Maple			•	•	•		•		
<i>Acer truncatum</i>	Shantung Maple			•	•	•		•		
<i>Aesculus californica***</i>	California Buckeye			•	•	•		•		•
<i>Aesculus glabra</i>	Ohio Buckeye				•	•				•
<i>Aesculus hippocastanum</i>	Common Horsechestnut			•	•	•				•
<i>Aesculus x carnea</i> 'Briotii' or 'O'Neill Red'	Red Horsechestnut			•	•	•				
<i>Albizia julibrissin</i>	Silk Tree				•	•	•	•	•	
<i>Alnus cordata</i>	Italian Alder			•	•	•		•		
<i>Alnus glutinosa</i>	European Alder			•	•	•		•		•
<i>Alnus rhombifolia</i>	White Alder			•	•	•		•		•

*Indicates drought-tolerant species

**Indicates that designer must select a low water or drought-tolerant variety only

***River-Friendly Landscaping List – Sacramento, CA





Botanical Name	Common Name	Project Entries	Signature Corridors	Folsom Street Tree	Single Family Detached	Multi-Family	Parks/Schools	Open Space	Commercial/Mixed Used	Drainage Basin
<i>Amelanchier canadensis</i>	Eastern Serviceberry				•	•				
<i>Amelanchier laevis</i>	Allegheny Serviceberry			•	•	•				
<i>Araucaria bidwillii</i>	Bunya-Bunya			•	•	•		•		•
<i>Arbutus unedo</i>	Strawberry Tree	•	•		•	•	•	•	•	•
<i>Arbutus unedo 'Marina'</i>	Marina Strawberry Tree	•	•		•	•	•	•	•	•
<i>Bauhinia lunarioides</i>	Anacacho Orchid Tree	•			•	•	•	•	•	
<i>Bauhinia macranthera</i>	Chihuahuan Orchid Tree	•			•	•	•	•	•	
<i>Betula nigra</i>	River Birch			•	•	•		•	•	•
<i>Betula platyphylla japonica</i>	Japanese White Birch				•	•		•	•	•
<i>Caesalpinia cacalaco 'Smoothie'</i>	Smoothie Thorless Cascalote			•	•	•				
<i>Callistemon viminalis</i>	Weeping Bottlebrush				•	•		•	•	
<i>Calocedrus decurrens</i>	Incense Cedar			•	•	•	•	•		•
<i>Camellia reticulata</i>	NCN				•	•	•		•	
<i>Carpinus betulus 'Fastigiata'</i>	European Hornbeam			•	•	•	•	•		
<i>Carpinus caroliniana</i>	American Hornbeam			•	•	•	•	•		
<i>Carya illinoensis</i>	Pecan			•	•	•		•		
<i>Carya ovata</i>	Shagbark Hickory			•	•	•				
<i>Casanopsis cuspidata</i>	Japanese Chinquapin				•	•				
<i>Casuarina stricta</i>	She-Oak, Beefwood				•	•	•	•		
<i>Castanea dentata</i>	American Chestnut			•	•	•				
<i>Castanea mollissima</i>	Chinese Chestnut			•	•	•				
<i>Catalpa speciosa</i>	Western Catalpa			•	•	•	•	•		•
<i>Cedrus spp.</i>	Cedar	•	•		•	•	•	•	•	•
<i>Cedrus atlantica ('Glauca')</i>	Atlas (Blue) Cedar	•	•	•	•	•	•	•	•	•
<i>Cedrus deodara</i>	Deodar Cedar	•	•	•	•	•	•	•	•	•
<i>Celtis australis</i>	European Hackberry			•	•	•	•	•	•	•
<i>Celtis occidentalis</i>	Common Hackberry			•	•	•	•	•	•	•
<i>Ceratonia siliqua</i>	Carob Tree	•	•	•	•	•		•		•
<i>Cercidium 'Desert Museum'*</i>	Desert Museum Palo Verde			•	•	•	•	•	•	
<i>Cercidium floridum*</i>	Blue Palo Verde			•	•	•	•	•	•	

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Botanical Name	Common Name	Project Entries	Signature Corridors	Folsom Street Tree	Single Family Detached	Multi-Family	Parks/Schools	Open Space	Commercial/Mixed Used	Drainage Basin
<i>Cercis canadensis</i>	Eastern Redbud	•	•	•	•	•	•	•	•	
<i>Cercis canadensis</i> 'Forest Pansy'	Forest Pansy Redbud	•	•	•	•	•	•	•	•	
<i>Cercis occidentalis</i> *,***	Western Redbud	•	•	•	•	•	•	•	•	•
<i>Cercis reniformis</i> 'Oklahoma'	Oklahoma Redbud			•	•	•	•	•		
<i>Cercis silquastrum</i>	Judas Tree			•	•	•		•		
<i>Chilopsis linearis</i> *	Desert Willow			•	•	•		•	•	•
<i>Chilopsis linearis</i> 'Art's Seedless'	Art's Seedless Desert Willow			•	•	•	•	•	•	•
<i>Chilopsis linearis</i> 'Bubba'	Bubba Desert Willow			•	•	•	•	•	•	•
<i>Chilopsis linearis</i> 'Lucretia Hamilton'	Lucretia Hamilton Desert Willow			•	•	•	•	•	•	•
<i>Chilopsis linearis</i> 'Warren Jones'	Warren Jones Desert Willow			•	•	•	•	•	•	•
<i>Chionanthus retusus</i>	Chinese Fringe Tree			•	•	•		•		
<i>Chitalpa tashkentensis</i> 'Pink Dawn'	Pink Dawn Chitalpa				•	•	•	•	•	•
<i>Cinnamomum camphora</i>	Camphor Tree	•	•	•	•	•	•	•	•	•
<i>Citrus spp.</i>	Citrus	•	•	•	•	•		•		
<i>Cladrastis kentukea</i>	Yellow Wood			•	•	•				
<i>Cordyline australis</i>	Dracaena				•	•			•	
<i>Cornus spp.</i>	Dogwood				•	•	•	•		
<i>Cornus controversa</i>	Giant Dogwood			•	•	•	•	•		
<i>Cornus x</i> 'Eddie's White Wonder'	Eddie's White Wonder Dogwood			•	•	•	•	•		
<i>Cornus florida</i>	Eastern Dogwood			•	•	•	•	•		
<i>Cornus kousa</i>	Kousa Dogwood			•	•	•	•	•		
<i>Cotinus obovatus</i>	Smoke Tree				•	•	•	•		
<i>Crataegus laevigata</i> 'Paul's Secret'	Paul's Secret English Hawthorn			•	•	•				
<i>Crataegus phaenopyrum</i>	Washington Hawthorn			•	•	•				
<i>Cryptomeria japonica</i>	Japanese Cryptomeria				•	•				•
<i>Cupressus spp.</i>	Cypress	•	•		•	•	•	•	•	•
<i>Cupressus arizonica</i>	Arizona Cypress	•	•		•	•	•	•	•	•
<i>Cupressus sempervirens</i>	Italian Cypress	•	•		•	•	•	•	•	•
<i>Diospyros kaki</i>	Fuyu Persimmon				•	•		•		
<i>Diospyros virginiana</i>	American Persimmon				•	•		•		

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Botanical Name	Common Name	Project Entries	Signature Corridors	Folsom Street Tree	Single Family Detached	Multi-Family	Parks/Schools	Open Space	Commercial/Mixed Used	Drainage Basin
<i>Ebenopsis ebano</i>	Texas Ebony			•	•	•				
<i>Elaeocarpus decipiens</i>	Japanese Blueberry Tree		•	•	•	•	•	•	•	
<i>Eriobotrya deflexa</i>	Bronze Loquat	•	•		•	•	•	•	•	
<i>Eriobotrya japonica</i>	Loquat	•	•		•	•	•	•	•	
<i>Eucalyptus spp.** (Exclude all invasive species or those species infected with Thrips)</i>	Gum				•	•		•		•
<i>Eucalyptus nicholii</i>	Nichol's Willow-leafed Peppermint			•	•	•		•		•
<i>Eucalyptus polyanthemos</i>	Silver Dollar Gum			•	•	•		•		•
<i>Eucalyptus sideroxylon</i>	Red Ironbark Gum			•	•	•		•		•
<i>Eucommia ulmoides</i>	Hardy Rubber Tree			•	•	•		•		•
<i>Fagus grandifolia</i>	American Beech				•	•		•		
<i>Fagus sylvatica</i>	European Beech			•	•	•		•		
<i>Fagus sylvatica 'Atropunicea'</i>	Copper Beech				•	•		•		
<i>Fagus sylvatica 'Pendula'</i>	Weeping European Beech				•	•		•		
<i>Fagus sylvatica 'Purpurea Pendula'</i>	Weeping Purple Beech				•	•		•		
<i>Feijoa sellowiana</i>	Pineapple Guava				•	•		•	•	
<i>Ficus carica</i>	Common Fig	•	•		•	•		•		
<i>Ficus microcarpa nitida</i>	Indian Laurel Fig	•	•		•	•		•	•	
<i>Firmiana simplex</i>	Parasol Tree				•	•				
<i>Fraxinus spp.</i>	Ash	•	•		•	•	•	•	•	•
<i>Fraxinus Americana 'Autumn Purple'</i>	Autumn Purple White Ash	•	•	•	•	•	•	•	•	•
<i>Fraxinus angustifolia 'Raywood'</i>	Raywood Ash	•	•	•	•	•	•	•	•	•
<i>Fraxinus greggi</i>	Little Leaf Ash	•	•	•	•	•	•	•	•	•
<i>Fraxinus latifolia</i>	Oregon Ash	•	•		•	•	•	•	•	•
<i>Geijera parviflora</i>	Australian Willow	•	•	•	•	•	•	•	•	
<i>Ginkgo biloba</i>	Ginkgo, Maidenhair Tree	•	•		•	•	•	•	•	
<i>Ginkgo biloba 'Autumn Gold'</i>	Autumn Gold Maidenhair Tree	•	•	•	•	•	•	•	•	
<i>Ginkgo biloba 'Princeton Sentry'</i>	Princeton Sentry Maidenhair Tree	•	•	•	•	•	•	•	•	
<i>Ginkgo biloba 'Saratoga'</i>	Saratoga Maidenhair Tree	•	•		•	•		•	•	

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Botanical Name	Common Name	Project Entries	Signature Corridors	Folsom Street Tree	Single Family Detached	Multi-Family	Parks/Schools	Open Space	Commercial/Mixed Used	Drainage Basin
<i>Gleditsia triacanthos</i>	Honey Locust		•		•	•		•	•	
<i>Gleditsia triacanthos 'Shademaster'</i>	Shademaster Locust		•		•	•		•	•	
<i>Gleditsia triacanthos 'Sunburst'</i>	Sunburst Locust		•		•	•		•	•	
<i>Grevillea robusta</i>	Silk Oak			•	•	•		•		•
<i>Gymnocladus dioica</i>	Kentucky Coffee Tree			•	•	•				
<i>Halesia carolina</i>	Carolina Silver Bell			•	•	•				
<i>Heteromeles arbutifolia*</i>	Toyon	•	•		•	•	•	•	•	•
<i>Hymenosporum flavum</i>	Sweetshade	•	•		•	•	•	•	•	
<i>Ilex x 'Nellie R. Stevens'</i>	Nellie Stevens Holly				•	•		•	•	
<i>Ilex altaclarensis 'Wilsonii'</i>	Wilson Altaclara Holly				•	•		•	•	
<i>Ilex aquifolium</i>	English Holly				•	•		•	•	
<i>Ilex cornuta 'Burfordii'</i>	Burford Chinese Holly				•	•		•	•	
<i>Juglans californica 'Hindsii'***</i>	California Black Walnut			•	•	•		•		•
<i>Juglans cinerea</i>	Butternut			•	•	•				
<i>Juglans nigra</i>	Black Walnut				•	•				
<i>Juglans regia</i>	English Walnut			•	•	•				
<i>Juniperus conferta</i>	Shore Juniper				•	•	•	•	•	
<i>Juniperus californica</i>	California Juniper				•	•	•	•	•	•
<i>Juniperus occidentalis</i>	Western Juniper				•	•	•	•	•	
<i>Juniperus osteosperma</i>	Utah Juniper				•	•	•	•	•	
<i>Juniperus scopulorum 'Blue Haven'</i>	Blue Haven Juniper				•	•	•	•	•	
<i>Juniperus scopulorum 'Skyrocket'</i>	Skyrocket Juniper				•	•	•	•	•	
<i>Koelreuteria bipinnata</i>	Chinese Flame Tree	•	•	•	•	•	•	•	•	•
<i>Koelreuteria paniculata</i>	Goldenrain Tree	•	•	•	•	•	•	•	•	•
<i>Lagerstroemia spp.</i>	Crape Myrtle	•	•		•	•	•	•	•	
<i>Lagerstroemia hybrid 'Arapaho'</i>	Arapaho Crape Myrtle	•	•	•	•	•	•	•	•	
<i>Lagerstroemia hybrid 'Muskogee'</i>	Muskogee Crape Myrtle	•	•	•	•	•	•	•	•	
<i>Lagerstroemia hybrid 'Natchez'</i>	Natchez Crape Myrtle	•	•	•	•	•	•	•	•	
<i>Lagerstroemia hybrid 'Tonto'</i>	Tonto Crape Myrtle	•	•	•	•	•	•	•	•	
<i>Lagerstroemia hybrid 'Tuscarora'</i>	Tuscarora Crape Myrtle	•	•	•	•	•	•	•	•	

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<i>Laurus nobilis</i>	Sweet Bay		•	•	•	•	•	•	•	•
<i>Leucaena retusa</i>	Golden Ball Lead Tree				•	•				
<i>Liquidambar spp.</i>	Sweet Gum	•	•		•	•		•	•	•
<i>Liriodendron tulipifera</i>	Tulip Tree	•	•	•	•	•	•	•	•	
<i>Lithocarpus edulis</i>	Japanese False Oak			•	•	•				
<i>Maackia amurensis</i>	Amur Maackia			•	•	•				
<i>Magnolia spp.</i>	Magnolia	•	•		•	•		•	•	•
<i>Magnolia grandiflora</i>	Southern Magnolia	•	•	•	•	•		•	•	•
<i>Magnolia grandiflora 'St. Mary'</i>	St. Mary Southern Magnolia	•	•		•	•		•	•	•
<i>Magnolia kobus</i>	Kobus Magnolia	•	•		•	•		•	•	•
<i>Magnolia x soulangeana</i>	Saucer Magnolia	•		•	•	•		•	•	•
<i>Malus spp.</i>	Crabapple				•	•		•	•	
<i>Malus 'Centurion'</i>	Centurion Crabapple			•	•	•		•	•	
<i>Malus 'Harvest Gold'</i>	Harvest Gold Crabapple			•	•	•		•	•	
<i>Malus ioensis 'Prairiefire'</i>	Prairiefire Crabapple			•	•	•		•	•	
<i>Malus 'Robinson'</i>	Robinson Crabapple			•	•	•		•	•	
<i>Malus 'Strawberry Parfait'</i>	Strawberry Parfait Crabapple			•	•	•		•	•	
<i>Maytenus boaria</i>	Mayten Tree			•	•	•	•	•	•	
<i>Melaleuca lanceolata</i>	Black Tea Tree				•	•		•	•	•
<i>Melaleuca leucadendron</i>	Paperbark	•	•		•	•		•	•	•
<i>Melaleuca linariifolia</i>	Flaxleaf Paperbark	•	•		•	•		•	•	•
<i>Melaleuca quinquenervia</i>	Broad-leaved Paperbark	•	•				•	•	•	•
<i>Metasequoia glyptostroboides</i>	Dawn Redwood			•	•	•		•	•	•
<i>Morus alba</i>	White Mulberry				•	•		•	•	
<i>Nyssa sylvatica</i>	Sour Gum			•	•	•		•	•	
<i>Olea europaea</i>	Olive	•	•	•	•	•		•	•	
<i>Olea europaea Majestic Beauty TM</i>	Majestic Beauty TM Olive	•	•		•	•		•	•	
<i>Olea europaea 'Swan Hill'*</i>	Swan Hill Olive	•	•		•	•		•	•	
<i>Olneya tesota</i>	Desert Ironwood			•	•	•	•	•	•	•
<i>Osmanthus fragrans</i>	Sweet Olive				•	•			•	

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<i>Ostrya virginiana</i>	American Hop-hornbeam			•	•	•				
<i>Parkinsonia aculeata</i> *	Mexican Palo Verde				•	•		•	•	
<i>Parkinsonia floridum</i> *	Blue Palo Verde				•	•		•	•	
<i>Parkinsonia x 'Desert Museum'</i> *	Mexican Palo Verde				•	•		•	•	
<i>Persea borbonia</i>	Redbay			•	•	•	•			•
<i>Persea thunbergii</i>	Persea			•	•	•	•			•
<i>Photinia serratifolia</i>	Chinese Photinia			•	•	•	•	•		
<i>Picea pungens</i>	Colorado Spruce				•	•			•	
<i>Picea pungens glauca</i>	Colorado Blue Spruce				•	•			•	
<i>Pinus brutia</i>	Calabrian Pine	•	•	•	•	•	•	•	•	•
<i>Pinus canariensis</i>	Canary Island Pine	•	•	•	•	•	•	•	•	•
<i>Pinus coulteri</i>	Coulter Pine	•	•	•	•	•	•	•	•	•
<i>Pinus densiflora</i>	Japanese Red Pine	•	•	•	•	•	•	•	•	•
<i>Pinus edulis</i>	Pinon Pine	•	•		•	•	•	•	•	•
<i>Pinus eldarica</i>	Afghan Pine	•	•	•	•	•	•	•	•	•
<i>Pinus flexilis</i>	Limber Pine	•	•	•	•	•	•	•	•	•
<i>Pinus halepensis</i>	Allepo Pine	•	•	•	•	•	•	•	•	•
<i>Pinus nigra</i>	Austrian Black Pine	•	•	•	•	•	•	•	•	•
<i>Pinus parviflora</i>	Japanese White Pine	•	•	•	•	•	•	•	•	•
<i>Pinus pinea</i>	Italian Stone Pine	•	•	•	•	•	•	•	•	•
<i>Pinus ponderosa</i>	Ponderosa Pine	•	•	•	•	•	•	•	•	•
<i>Pinus sabiniana</i> ***	Gray Pine	•	•		•	•	•	•	•	•
<i>Pinus strobus</i>	White Pine	•	•	•	•	•	•	•	•	•
<i>Pinus sylvestris</i>	Scotch Pine	•	•	•	•	•	•	•	•	•
<i>Pinus thunbergii</i>	Japanese Black Pine	•	•	•	•	•	•	•	•	•
<i>Pistacia chinensis</i>	Chinese Pistache	•	•	•	•	•	•	•	•	•
<i>Pistacia chinensis 'Keith Davies'</i>	Keith Davies Chinese Pistache	•	•	•	•	•	•		•	
<i>Pistacia chinensis 'Red Push'</i>	Red Push Chinese Pistache	•	•	•	•	•	•		•	
<i>Pittosporum tenuifolium</i>	Blackstem Pittosporum	•	•		•	•	•		•	•
<i>Platanus x acerifolia</i>	London Planetree	•	•		•	•	•	•	•	•

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<i>Platanus x acerifolia</i> 'Bloodgood'	Bloodgood Planetree	•	•		•	•	•	•	•	•
<i>Platanus x acerifolia</i> 'Columbia'	Columbia London Planetree	•	•	•	•	•	•	•	•	•
<i>Platanus x acerifolia</i> 'Yarwood'	Yarwood London Planetree	•	•		•	•	•	•	•	•
<i>Platanus occidentalis</i>	American Sycamore	•	•	•	•	•	•	•	•	•
<i>Platanus racemosa</i> ***	California Sycamore	•	•	•	•	•	•	•	•	•
<i>Podocarpus gracilior</i>	Fern Pine	•	•	•	•	•	•	•	•	•
<i>Podocarpus henkelii</i>	Long-leafed Yellowwood	•	•		•	•	•	•	•	•
<i>Podocarpus macrophyllus</i>	Yew Pine	•	•	•	•	•	•	•	•	•
<i>Podocarpus macrophyllus</i> 'Maki'	Shrubby Yew Pine	•	•		•	•	•	•	•	•
<i>Populus canadensis</i>	Carolina Poplar	•	•		•	•	•	•	•	•
<i>Populus fremontii</i> ***	Fremont or Western Cottonwood	•	•		•	•	•	•	•	•
<i>Populus nigra</i> 'Italica'	Lombardy Poplar	•	•		•	•	•	•	•	•
<i>Prosopis glandulosa</i> 'Maverick'	Maverick Texas Honey Mesquite			•	•	•		•	•	•
<i>Prosopis hybrid</i> 'Phoenix'	Phoenix Thornless Mesquite			•	•	•		•	•	•
<i>Prunus spp.</i>	Flowering Cherry	•	•		•	•			•	
<i>Prunus caroliniana</i>	Carolina Laurel Cherry	•	•	•	•	•			•	
<i>Prunus cerasifera</i> var.	Cherry Plum	•	•		•	•			•	
<i>Prunus cerasifera</i> 'Krauter Vesuvius'	Purple Leaf Plum	•	•	•	•	•			•	
<i>Prunus dulcis</i>	Almond	•	•		•	•				
<i>Pseudotsuga menziesii</i>	Douglas Fir			•	•	•		•		•
<i>Pterostyrax hispida</i>	Epaulette Tree			•	•	•			•	
<i>Punica granatum</i>	Pomegranate				•	•			•	
<i>Pyrus calleryana</i> 'Capital'	Capital Pear		•	•	•	•	•		•	
<i>Pyrus calleryana</i> 'Chanticleer'	Chanticleer Pear		•	•	•	•	•		•	
<i>Pyrus calleryana</i> 'Redspire'	Redspire Pear		•	•	•	•	•		•	
<i>Pyrus fauriei</i> 'Korean Sun'	Fauer Pear		•		•	•	•		•	
<i>Pyrus kawakamii</i>	Evergreen Pear		•	•	•	•	•		•	
<i>Quercus acutissima</i>	Sawtooth Oak	•	•	•	•	•	•	•	•	•
<i>Quercus agrifolia</i>	Coast Live Oak	•	•	•	•	•	•	•	•	•
<i>Quercus bicolor</i>	Swamp White Oak	•	•	•	•	•	•	•	•	•

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<i>Quercus castaneifolia</i>	Chestnut-leaved Oak	•	•	•	•	•	•	•	•	•
<i>Quercus cerris</i>	Turkey Oak	•	•	•	•	•	•	•	•	•
<i>Quercus chrysolepis</i>	Golden Cup Oak	•	•	•	•	•	•	•	•	•
<i>Quercus coccinea</i>	Scarlet Oak	•	•	•	•	•	•	•	•	•
<i>Quercus douglasii***</i>	Blue Oak	•	•	•	•	•	•	•	•	•
<i>Quercus garryana</i>	Oregon White Oak	•	•	•	•	•	•	•	•	•
<i>Quercus ilex</i>	Holly Oak	•	•	•	•	•	•	•	•	•
<i>Quercus lobata</i>	Valley Oak	•	•	•	•	•	•	•	•	•
<i>Quercus macrocarpa</i>	Burr Oak	•	•	•	•	•	•	•	•	•
<i>Quercus x morehus</i>	Oracle Oak	•	•	•	•	•	•	•	•	•
<i>Quercus muehlenbergii</i>	Chinquapin Oak	•	•	•	•	•	•	•	•	•
<i>Quercus nuttallii</i>	Nuttall Oak	•	•	•	•	•	•	•	•	•
<i>Quercus palustris</i>	Pin Oak	•	•	•	•	•	•	•	•	•
<i>Quercus phellos</i>	Willow Oak	•	•	•	•	•	•	•	•	•
<i>Quercus rubra</i>	Red Oak	•	•	•	•	•	•	•	•	•
<i>Quercus shumardii</i>	Shumard Oak	•	•	•	•	•	•	•	•	•
<i>Quercus suber</i>	Cork Oak	•	•	•	•	•	•	•	•	•
<i>Quercus virginiana</i>	Southern Live Oak	•	•	•	•	•	•	•	•	•
<i>Quercus wislizeii</i>	Interior Live Oak	•	•	•	•	•	•	•	•	•
<i>Rhus lancea</i>	African Sumac	•	•	•	•	•	•	•	•	•
<i>Robinia X ambigua 'Idahoensis'</i>	Idaho Locust	•	•		•	•			•	
<i>Robinia X ambigua 'Purple Robe'</i>	Purple Robe Locust	•	•		•	•			•	
<i>Salix babylonica</i>	Weeping Willow				•	•		•		•
<i>Salix gooddingii***</i>	Black Willow				•	•		•		•
<i>Salix laevigata***</i>	Red Willow				•	•		•		•
<i>Salix lasiolepis***</i>	Arroyo Willow				•	•		•		•
<i>Sapium sebiferum</i>	Chinese Tallow Tree				•	•				
<i>Sciadopitys verticillata</i>	Umbrella Pine				•	•				
<i>Sophora spp.</i>	Pagoda Tree				•	•				
<i>Sophora japonica</i>	Japanese Pagoda Tree			•	•	•				

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<i>Sophora scundiflora</i>	Mescal Bean Tree			•	•	•				
<i>Sophora scundiflora</i> 'Silver Sierra'	Silver Sierra, Texas Mountain Laurel			•	•	•				
<i>Styrax japonicus</i>	Japanese Snowbell			•	•	•				
<i>Styrax obassia</i>	Fragrant Snowbell			•	•	•				
<i>Syringa reticulata</i>	Japanese Tree Lilac			•	•	•				
<i>Taxodium distichum</i>	Bald Cypress			•	•	•				•
<i>Taxodium mucronatum</i>	Montezuma Cypress			•	•	•				•
<i>Taxus baccata</i>	English Yew		•		•	•			•	•
<i>Thuja occidentalis</i>	American Arborvitae		•	•	•	•	•		•	•
<i>Thuja plicata</i>	Western Red Cedar		•	•	•	•	•		•	•
<i>Tilia americana</i>	American Linden, Basswood			•	•	•	•		•	
<i>Tilia cordata</i>	Little-leaf Linden			•	•	•	•		•	
<i>Tilia tomentosa</i>	Silver Linden			•	•	•	•		•	
<i>Toona sinensis</i>	Toona			•	•	•				
<i>Ulmus americana</i> 'Princeton'	American Elm (DED resistant)	•	•	•	•	•	•	•	•	•
<i>Ulmus glabra</i> 'Camperdownii'	Camperdown Elm	•	•		•	•	•	•	•	•
<i>Ulmus parvifolia</i> var.	Chinese or Evergreen Elm	•	•		•	•	•	•	•	•
<i>Ulmus parvifolia</i> 'Allee'	Chinese Lacebark Elm	•	•	•	•	•	•	•	•	•
<i>Ulmus wilsonii</i> 'Prospector'	Prospector Elm	•	•	•	•	•	•	•	•	•
<i>Ulmus</i> x 'Frontier'	Frontier Elm	•	•	•	•	•	•	•	•	•
<i>Umbellularia californica</i> ***	California Bay	•	•		•	•	•	•	•	•
<i>Vitex agnus-castus</i>	Chaste Tree			•	•	•				
<i>Vitex agnus-castus</i> 'Montrose Purple'	Montrose Purple Chaste Tree			•	•	•				
<i>Yucca</i> spp.	Yucca	•	•		•	•			•	
<i>Zelkova serrata</i>	Sawleaf Zelkova	•	•	•	•	•			•	•
<i>Zelkova serrata</i> 'Village Green'	Village Green Zelkova	•	•		•	•			•	•
<i>Ziziphus jujube</i>	Jujube, Chinese Date				•	•			•	

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PALMS										
<i>Butia capitata</i>	Pindo Palm	•	•		•	•	•	•	•	
<i>Chamaerops humilis</i>	Mediterranean Fan Palm	•	•		•	•	•	•	•	
<i>Cycas revoluta</i>	Sago Palm	•	•		•	•	•	•	•	
<i>Phoenix canariensis</i>	Canary Island Date Palm	•	•		•	•	•	•	•	
<i>Phoenix dactylifera</i> *	Edible Date Palm	•	•		•	•	•	•	•	
<i>Phoenix reclinata</i>	Senegal Date Palm	•	•		•	•	•	•	•	
<i>Syagrus romanzoffianum</i>	Queen Palm	•	•		•	•	•	•	•	
<i>Trachycarpus fortunei</i>	Windmill Palm	•	•		•	•	•	•	•	
<i>Washingtonia filifera</i>	California Fan Palm	•	•		•	•	•	•	•	
<i>Washingtonia robusta</i>	Mexican Fan Palm	•	•		•	•	•	•	•	
SHRUBS										
<i>Abelia X grandiflora</i>	Glossy Abelia	•	•		•	•	•	•	•	
<i>Acacia spp.**</i>	Acacia	•	•		•	•	•	•	•	•
<i>Acanthus mollis</i>	Bear's Breech	•	•		•	•	•	•	•	
<i>Achillea millefolium***</i>	Yarrow				•	•	•	•	•	•
<i>Acer spp.</i>	Maple				•	•	•	•	•	
<i>Agapanthus spp.</i>	Lily of the Nile	•	•		•	•	•		•	
<i>Arbutus unedo 'Compacta'</i>	Dwarf Strawberry Tree	•	•		•	•	•	•	•	•
<i>Arctostaphylos spp.**</i>	Manzanita	•	•		•	•	•	•	•	•
<i>Armeria maritima</i>	Sea Pink	•	•		•	•	•		•	
<i>Artemisia spp.</i>	Artemisia				•	•	•	•	•	
<i>Asclepia curvassavica</i>	Blood Flower Milkweed				•	•	•			•
<i>Aucuba japonica</i>	Japanese Aucuba	•	•		•	•			•	
<i>Aucuba japonica 'Crotonifolia'</i>	Croton Leaf Aucuba	•	•		•	•	•		•	
<i>Aucuba japonica 'Variegata'</i>	Gold Dust Plant	•	•		•	•	•		•	
<i>Azalea spp.</i>	Azalea	•	•		•	•	•	•	•	
<i>Baccharis 'Centennial'*</i>	Centennial Coyote Brush	•	•		•	•	•	•	•	•
<i>Baccharis pilularis var.</i>	Coyote Bush	•	•		•	•		•	•	•
<i>Bambusa multiplex 'Alphonse Karr'</i>	Alphonse Karr Bamboo				•	•			•	

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<i>Bambusa oldhamii</i>	Clumping Giant Timber Bamboo				•	•			•	
<i>Berberis spp.</i>	Barberry				•	•		•	•	
<i>Berberis thunbergii var.</i>	Japanese Barberry				•	•		•	•	
<i>Buddleja davidii var.</i>	Butterfly Bush				•	•	•		•	•
<i>Buxus spp.</i>	Boxwood	•	•		•	•	•	•	•	
<i>Caesalpinia gilliesii*</i>	Yellow Bird of Paradise	•	•		•	•	•		•	•
<i>Calycanthus occidentalis***</i>	Spicebush				•	•			•	
<i>Camellia spp.</i>	Camellia	•	•		•	•	•	•	•	
<i>Cassia artemisioides</i>	Feathery Cassia				•	•	•	•	•	•
<i>Ceanothus spp.**</i>	Lilac				•	•	•	•	•	•
<i>Cephalanthus occidentalis***</i>	Button Bush				•	•			•	
<i>Cistus spp.**</i>	Rockrose				•	•	•	•	•	•
<i>Coleonema spp.</i>	Breath Of Heaven	•	•		•	•	•		•	
<i>Convolvulus cneorum</i>	Bush Morning Glory	•	•		•	•	•		•	•
<i>Cordyline australis var.</i>	Australian Dracaena	•	•		•	•	•		•	
<i>Cornus sericea***</i>	Red Twig Dogwood				•	•	•	•	•	
<i>Cotoneaster spp.</i>	Cotoneaster				•	•	•	•	•	•
<i>Dicksonia antarctica</i>	Tasmanian Tree Fern	•	•		•	•	•	•	•	
<i>Dietes vegeta</i>	Fortnight Lily	•	•		•	•	•	•	•	
<i>Dodonaea viscosa</i>	Hopseed Bush	•	•		•	•		•	•	•
<i>Dodonaea viscosa 'Purpurea'</i>	Purple-leafed Hopseed Bush	•	•		•	•		•	•	•
<i>Eleagnus pungens var.</i>	Silverberry				•	•	•	•	•	•
<i>Encelia spp.</i>	Brittlebush				•	•		•		•
<i>Erigeron karvinskianus</i>	Santa Barbara Daisy				•	•	•	•	•	
<i>Eriogonum spp.</i>	Buckwheat				•	•	•	•		•
<i>Euonymus spp.</i>	Euonymus	•	•		•	•	•	•	•	
<i>Fatsyhedera lizei</i>	Botanical Wonder	•	•		•	•	•		•	
<i>Fatsia japonica</i>	Japanese Aralia	•	•		•	•	•		•	
<i>Fremontodendron spp.*</i>	Flannel Bush				•	•	•	•	•	•
<i>Gardenia spp.</i>	Gardenia	•	•		•	•	•		•	

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Botanical Name	Common Name	Project Entries	Signature Corridors	Folsom Street Tree	Single Family Detached	Multi-Family	Parks/Schools	Open Space	Commercial/Mixed Used	Drainage Basin
<i>Grevillea spp.</i>	Grevillea	•	•		•	•	•		•	
<i>Grewia occidentalis</i>	Lavender Starflower	•	•		•	•	•	•	•	
<i>Hemerocallis spp.**</i>	Daylily	•	•		•	•	•	•	•	
<i>Heteromeles arbutifolia*,***</i>	Toyon	•	•		•	•	•	•	•	•
<i>Hibiscus spp.</i>	Hibiscus	•	•		•	•	•	•	•	
<i>Hydrangea spp.</i>	Hydrangea	•	•		•	•	•	•	•	
<i>Hypericum spp.</i>	St. Johnswort, Goldflower	•	•		•	•	•	•	•	
<i>Ilex spp.</i>	Holly				•	•		•	•	
<i>Juniperus spp.**</i>	Juniper	•	•		•	•	•	•	•	•
<i>Kniphofia uvaria</i>	Red Hot Poker	•	•		•	•	•	•	•	•
<i>Lantana spp.**</i>	Lantana	•	•		•	•	•	•	•	•
<i>Lavandula spp.**</i>	Lavender	•	•		•	•	•	•	•	
<i>Leucophyllum spp.</i>	Texas Ranger				•	•	•	•	•	•
<i>Ligustrum japonicum</i>	Japanese Privet	•	•		•	•	•	•	•	
<i>Ligustrum japonicum 'Texanum'</i>	Wax Leaf Privet	•	•		•	•	•	•	•	
<i>Ligustrum lucidum</i>	Glossy Privet, White Wax Tree	•	•		•	•	•	•	•	
<i>Liriope muscari</i>	Big Blue Lily Turf	•	•		•	•	•		•	
<i>Lobelia laxiflora</i>	Red Mexican Lobelia				•	•	•	•	•	•
<i>Mahonia spp.</i>	Oregon Grape				•	•			•	
<i>Mimulus aurantiacus*,***</i>	Sticky Monkey Flower				•	•	•	•	•	•
<i>Mimulus bifidus</i>	Santa Lucia Monkey Flower				•	•	•	•	•	•
<i>Mimulus puniceus</i>	Red Monkey Flower				•	•	•	•	•	•
<i>Myoporum laetum</i>	Myoporum	•	•		•	•	•	•	•	•
<i>Myrtus spp.</i>	Myrtle	•	•		•	•	•	•	•	
<i>Nandina domestica var.</i>	Nandina, Heavenly Bamboo	•	•		•	•	•		•	
<i>Neprolepis cordifolia</i>	Sword Fern	•	•		•	•	•		•	
<i>Nolina bigelovii</i>	Nolina	•	•		•	•		•		•
<i>Osmanthus fragrans</i>	Sweet Olive	•	•		•	•	•	•	•	
<i>Osteospermum spp.</i>	Freeway Daisy	•	•		•	•	•	•	•	
<i>Pelargonium X hortorum</i>	Garden Geranium	•	•		•	•	•	•	•	

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<i>Penstemon spp.</i>	Penstemon				•	•	•	•	•	
<i>Phormium spp.**</i>	Flax	•	•		•	•	•	•	•	•
<i>Photinia x fraseri</i>	Fraser's Photinia	•	•		•	•	•	•	•	•
<i>Phyllostachys aurea</i>	Golden Bamboo				•	•	•		•	
<i>Phyllostachys bambusoides</i>	Giant Timber Bamboo				•	•	•		•	
<i>Pittosporum spp.</i>	Pittosporum	•	•		•	•	•	•	•	
<i>Portulacaria afra</i>	Elephant's Food	•	•		•	•	•	•	•	•
<i>Prunus caroliniana 'Compacta'</i>	Dwarf Carolina Laurel Cherry				•	•	•	•	•	•
<i>Pyracantha spp.</i>	Pyracantha				•	•		•	•	
<i>Rhamnus californica var.*</i>	California Coffeeberry				•	•	•	•	•	•
<i>Rhaphiolepis spp.</i>	Indian Hawthorn	•	•		•	•	•	•	•	
<i>Rhus ovata</i>	Sugar Bush	•	•		•	•	•			•
<i>Ribes malvaceum***</i>	Chaparral Currant				•	•	•			•
<i>Ribes spp.</i>	Currant				•	•	•			•
<i>Romneya coulteri*</i>	Matilija Poppy				•	•	•	•		•
<i>Romneya 'White Cloud'</i>	White Cloud Matilija Poppy				•	•	•	•		•
<i>Rosa spp.</i>	Rose	•	•		•	•				
<i>Rosa californica***</i>	Wild Rose				•	•		•		•
<i>Rosmarinus spp.**</i>	Rosemary	•	•		•	•	•	•		•
<i>Salvia spp.**</i>	Sage	•	•		•	•	•	•		•
<i>Sambucus mexicana***</i>	Mexican Elderberry				•	•		•	•	•
<i>Santolina chamaecyparissus</i>	Lavender Cotton				•	•	•		•	
<i>Stachys byzantina</i>	Lamb's Ears	•	•		•	•	•		•	
<i>Styrax officinalis var. redivivus***</i>	Snowdrop Bush				•	•	•		•	
<i>Symphoricarpos spp.</i>	Snowberry				•	•	•		•	
<i>Thymus spp.**</i>	Thyme	•	•		•	•	•		•	
<i>Trachelospermum asiaticum</i>	Yellow Star Jasmine	•	•		•	•	•		•	
<i>Trachelospermum jasminoides</i>	Star Jasmine	•	•		•	•	•		•	
<i>Verbena spp.**</i>	Verbena	•	•		•	•	•	•	•	
<i>Viburnum spp.</i>	Viburnum	•	•		•	•	•	•	•	•

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<i>Westringia</i> spp.	Coast Rosemary	•	•		•	•	•	•	•	•
<i>Xylosma congestum</i>	Xylosma, Glossy Xylosma	•	•		•	•	•	•	•	•
<i>Yucca</i> spp.**	Yucca	•	•		•	•	•	•	•	•
SUCCULENTS										
<i>Agave</i> spp.**	Agave	•	•		•	•	•	•	•	•
<i>Aloe</i> spp.**	Aloe	•	•		•	•	•	•	•	•
<i>Bulbine frutescens</i>	Yellow Stalked Bulbine	•	•		•	•	•	•	•	•
<i>Bulbine frutescens</i> 'Hallmark'	Orange Hallmark Bulbine	•	•		•	•	•	•	•	•
<i>Bulbine frutescens</i> 'Yellow'	Yellow Bulbine	•	•		•	•	•	•	•	•
<i>Echeveria</i> spp.	Hen and Chicks	•	•		•	•	•	•	•	•
<i>Euphorbia rigida</i>	Blue Euphorbia	•	•		•	•	•	•	•	•
<i>Euphorbia</i> spp.	Euphorbia	•	•		•	•	•	•	•	•
<i>Ferocactus wislizenii</i>	Fish Hook Barrel Cactus	•	•		•	•		•	•	•
<i>Hesperaloe parviflora</i>	Red Yucca	•	•		•	•		•	•	•
<i>Opuntia</i> spp.	Prickly Pear	•	•		•	•		•	•	•
<i>Portulacaria afra</i> *	Elephant's Food, Elephant Bush	•	•		•	•	•	•	•	•
<i>Sedum</i> spp.	Sedum	•	•		•	•	•	•	•	•
<i>Yucca</i> spp.	Yucca	•	•		•	•	•	•	•	•
GROUNDCOVER										
<i>Achillea</i> spp.**	Yarrow				•	•	•	•	•	•
<i>Ajuga reptans</i> var.	Carpet Bugle	•	•		•	•	•		•	
<i>Arctostaphylos</i> spp.	Manzanita	•	•		•	•	•	•	•	•
<i>Baccharis pilularis</i> ***	Coyote Brush	•	•		•	•	•	•	•	•
<i>Bergenia cordifolia</i>	Heartleaf Bergenia	•	•		•	•	•		•	
<i>Campanula poscharskyana</i>	Serbian Bellflower	•	•		•	•	•		•	
<i>Ceanothus griseus</i> var.	Carmel Creeper	•	•		•	•	•	•	•	
<i>Centranthus ruber</i>	Jupiter's Beard	•	•		•	•	•	•	•	•
<i>Cerastium tomentosum</i>	Snow-in-Summer	•	•		•	•	•	•	•	
<i>Cyclamen persicum</i>	Cyclamen	•	•		•	•			•	
<i>Dianthus</i> spp.	Carnation	•	•		•	•	•		•	

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<i>Dichondra micrantha</i>	Dichondra	•	•		•	•	•		•	
<i>Festuca californica</i> 'Serpentine Blue'	California Fescue selection	•	•		•	•	•	•	•	•
<i>Festuca glauca</i>	Blue Fescue	•	•		•	•	•	•	•	•
<i>Fragaria chiloensis</i>	Ornamental Strawberry	•	•		•	•	•		•	
<i>Fragaria</i> 'Pink Panda'	Pink Panda Ornamental Strawberry	•	•		•	•	•		•	
<i>Gazania hybrids</i>	Hybrid Gazania	•	•		•	•	•	•	•	•
<i>Gazania spp.</i>	Gazania	•	•		•	•	•	•	•	•
<i>Geranium spp.</i>	Cranesbill	•	•		•	•	•		•	
<i>Hedera canarensis</i>	Algerian Ivy	•	•		•	•			•	
<i>Hedera helix</i>	English Ivy	•	•		•	•			•	
<i>Heuchera spp.**</i>	Coral Bells	•	•		•	•		•	•	•
<i>Hypericum spp.</i>	St. John's Wort	•	•		•	•			•	
<i>Iberis sempervirens</i>	Evergreen Candytuft	•	•		•	•			•	
<i>Impatiens wallerana</i>	Impatiens	•	•		•	•	•		•	
<i>Juniperus spp.</i>	Juniper	•	•		•	•	•	•	•	
<i>Lantana spp.</i>	Lantana	•	•		•	•	•	•	•	•
<i>Lobelia erinus</i>	Lobelia	•	•		•	•	•	•	•	•
<i>Lonicera japonica</i> 'Halliana'	Hall's Honeysuckle	•	•		•	•	•		•	
<i>Myoporum parvifolium</i>	Ground Cover Myoporum	•	•		•	•	•	•	•	•
<i>Myoporum parvifolium</i> 'Putah Creek'	Putah Creek Myoporum	•	•		•	•	•	•	•	•
<i>Nandina domestica</i> 'Harbour Dwarf'	Dwarf Heavenly Bamboo	•	•		•	•	•		•	
<i>Ophiopogon spp.</i>	Mondo Grass	•	•		•	•	•		•	
<i>Osteospermum fruticosum</i> var.	Trailing African Daisy	•	•		•	•	•		•	
<i>Rosa</i> Ground Cover varieties	Ground Cover Rose	•	•		•	•	•		•	
<i>Santolina chamaecyparissus</i>	Lavender Cotton	•	•		•	•	•		•	•
<i>Scaevola</i> 'Mauve Clusters'	Fan Flower	•	•		•	•	•		•	
<i>Sedum morganianum</i>	Donkey Tail	•	•		•	•	•		•	
<i>Sedum rubrotinctum</i>	Pork and Beans	•	•		•	•	•		•	
<i>Soleirolia soleirolli</i>	Baby's Tears	•	•		•	•	•		•	
<i>Thymus praecox arcticus</i>	Creeping Thyme	•	•		•	•	•		•	

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<i>Thymus praecox</i> 'Purple Carpet'	Purple Carpet Creeping Thyme	•	•		•	•	•		•	
<i>Trachelospermum asiaticum</i>	Yellow Star Jasmine	•	•		•	•	•		•	
<i>Vinca minor</i> *	Dwarf Periwinkle	•	•		•	•	•		•	•
<i>Vinca minor</i> 'Sterling Silver'	Sterling Silver Periwinkle	•	•		•	•	•		•	•
<i>Zauschneria californica</i>	California Fuchsia	•	•		•	•	•	•	•	•
<i>Zinnia angustifolia</i>	Zinnia	•	•		•	•	•		•	
<i>Zoysia tenuifolia</i> *	Korean Grass	•	•		•	•	•		•	
VINES										
<i>Clematis armandii</i>	Evergreen Clematis	•	•		•	•	•	•	•	•
<i>Distictus buccinatoria</i>	Scarlet Trumpet Vine	•	•		•	•	•	•	•	•
<i>Ficus pumila</i>	Creeping Fig	•	•		•	•	•	•	•	•
<i>Gelsemium sempervirens</i>	Carolina Jessamine	•	•		•	•	•	•	•	•
<i>Hardenbergia violacea</i>	Lilac Vine	•	•		•	•	•	•	•	•
<i>Hardenbergia violacea</i> 'Rosea'	Pink Lilac Vine	•	•		•	•	•	•	•	•
<i>Hedera spp.</i>	Ivy	•	•		•	•	•	•	•	•
<i>Jasminum polyanthum</i>	Pink Jasmine	•	•		•	•	•	•	•	•
<i>Lonicera hildebrandeana</i>	Giant Burmese Honeysuckle	•	•		•	•	•	•	•	
<i>Lonicera japonica</i>	Japanese Honeysuckle	•	•		•	•	•	•	•	
<i>Macfadyena unguis-cati</i>	Cat's Claw Vine	•	•		•	•	•	•	•	
<i>Parthenocissus</i> 'Hacienda Creeper'	Hacienda Creeper	•	•		•	•	•	•	•	
<i>Parthenocissus quinquefolia</i>	Virginia Creeper	•	•		•	•	•	•	•	
<i>Parthenocissus tricuspidata</i>	Boston Ivy	•	•		•	•	•		•	
<i>Parthenocissus tricuspidata</i> 'Veitchi'	Boston Ivy	•	•		•	•	•		•	
<i>Rosa</i> 'Cecile Brunner'	Cecile Brunner Rose (polyantha)	•	•		•	•			•	
<i>Rosa banksiae</i> 'Alba Plena'	Dbl. White Lady Banks' Rose	•	•		•	•			•	
<i>Rosa banksiae</i> 'Lutea'	Yellow Lady Banks' Rose	•	•		•	•			•	
<i>Rosa spp.</i>	Climbing Rose	•	•		•	•			•	
<i>Solanum jasminoides</i>	Potato Vine	•	•		•	•	•		•	
<i>Thunbergia alata</i>	Black-eyed Susan Vine	•	•		•	•	•		•	
<i>Trachelospermum jasminoides</i>	Star Jasmine	•	•		•	•	•		•	

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<i>Vitis californica</i>	California Wild Grape	•	•		•	•	•	•	•	•
<i>Vitis californica</i> 'Roger's Red'	Roger's Red California Grape	•	•		•	•	•	•	•	•
<i>Wisteria</i> spp.	Wisteria	•	•		•	•	•		•	
GRASSES/WILDFLOWER										
<i>Bouteloua curtipendula</i> *	Sideoats Grama Grass	•	•		•	•	•	•	•	•
<i>Bouteloua gracilis</i> *	Blue Grama Grass	•	•		•	•	•	•	•	•
<i>Carex barbarae</i> ***	Santa Barbara Sedge	•	•		•	•	•	•	•	•
<i>Carex elata</i> *	Golden Variegated Sedge	•	•		•	•	•	•	•	•
<i>Carex</i> spp.	Sedge	•	•		•	•	•	•	•	•
<i>Chlorogalum pomeridianum</i> ***	Soap Root	•	•		•	•	•	•	•	•
<i>Collinsia heterophylla</i> ***	Chinese Houses	•	•		•	•			•	•
<i>Dichelostemma capitatum</i> ***	Bluedicks	•	•		•	•		•	•	•
<i>Elymus glaucus</i> ***	Blue Wildrye	•	•		•	•	•	•	•	•
<i>Epilobium canum</i> ***	California Fuchsia	•	•		•	•	•	•	•	•
<i>Eschscholzia californica</i> ***	California Poppy	•	•		•	•	•	•	•	•
<i>Festuca californica</i> ***	California Fescue	•	•		•	•	•	•	•	•
<i>Festuca glauca</i>	Blue Fescue	•	•		•	•	•	•	•	•
<i>Festuca mairei</i>	Atlas Fescue	•	•		•	•	•	•	•	•
<i>Festuca rubra</i>	Red Fescue	•	•		•	•	•	•	•	•
<i>Gilia tricolor</i> ***	Bird's Eyes	•	•		•	•		•	•	•
<i>Helictotrichon sempervirens</i>	Blue Oat Grass	•	•		•	•	•		•	
<i>Juncus acutus</i>	Spiny Rush	•	•		•	•	•	•	•	•
<i>Juncus balticus</i>	Rush	•	•		•	•	•	•	•	•
<i>Juncus effuses</i> ***	Common Rush	•	•		•	•	•	•	•	•
<i>Juncus effusus pacificus</i> 'Quartz Creek'	Quartz Creek Soft Rush	•	•		•	•	•	•	•	•
<i>Lasthenia californica</i> ***	Goldfields	•	•		•	•		•	•	•
<i>Layia fremontii</i> ***	Tidy Tips	•	•		•	•		•	•	•
<i>Leymus condensatus</i> *	Wild Rye	•	•		•	•		•	•	•
<i>Leymus condensatus</i> 'Canyon Prince'*	Canyon Prince Wild Rye	•	•		•	•		•	•	•
<i>Leymus triticoides</i> ***	Creeping Wild Rye	•	•		•	•		•	•	•

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<i>Lupinus microcarpus</i> ***	White-Whorled Lupine	•	•		•	•		•	•	•
<i>Lupinus microcarpus</i> var. <i>densiflorus</i> ***	Golden Lupine	•	•		•	•		•	•	•
<i>Lupinus nanus</i> ***	Sky Lupine	•	•		•	•		•	•	•
<i>Miscanthus</i> spp.	Miscanthus	•	•		•	•	•	•	•	•
<i>Muhlenbergia</i> spp.	Muhlenbergia	•	•		•	•	•	•	•	•
<i>Muhlenbergia rigens</i> ***	Deergrass	•	•		•	•	•	•	•	•
<i>Nassella lepida</i> ***	Foothill Needlegrass	•	•		•	•	•	•	•	•
<i>Nassella pulchra</i> ***	Purple Needlegrass	•	•		•	•	•	•	•	•
<i>Nassella tenuissima</i>	Mexican Feather Grass	•	•		•	•			•	
<i>Nolina bigelovii</i>	Desert Bigelov Nolina	•	•		•	•		•	•	•
<i>Ophiopogon jabburan vittata</i>	Snakebeard	•	•		•	•			•	
<i>Ophiopogon japonicus</i>	Mondo Grass	•	•		•	•	•		•	
<i>Pennisetum</i> spp.	Fountain Grass	•	•		•	•			•	
<i>Penstemon heterophyllus</i> ***	Foothill Penstemon	•	•		•	•	•	•	•	•
<i>Phalaris arundinacea 'Picta'</i>	Variiegated Ribbon Grass	•	•		•	•	•		•	
<i>Phalaris arundinacea 'Rosea'</i>	Ribbon Grass	•	•		•	•	•		•	
<i>Scirpus tabernaemontani</i>	Soft-stem Bulrush	•	•		•	•	•	•	•	•
<i>Sisyrinchium bellum</i> ***	Blue-Eyed Grass	•	•		•	•	•	•	•	•
<i>Solidago californica</i> ***	California Goldenrod	•	•		•	•		•	•	•
<i>Sporobolus airoides</i> ***	Alkali Sacaton	•	•		•	•		•	•	•
<i>Sporobolus wrightii</i>	Giant Dropseed	•	•		•	•		•	•	•
<i>Stipa pulchra</i>	Needle Grass	•	•		•	•	•		•	
<i>Triteleia laxa</i> ***	Ithuriel's Spear	•	•		•	•				
<i>Zoysia 'De Anza'</i> **	Turf Zoysia De Anza	•	•		•	•	•		•	

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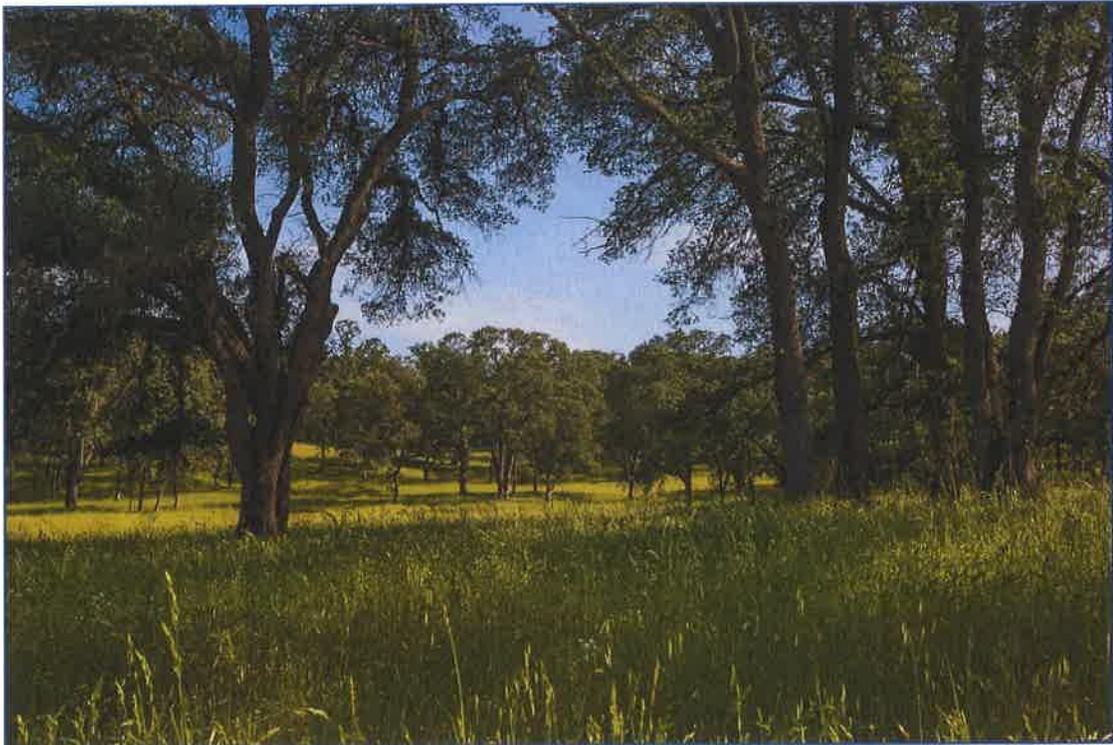






4

DESIGN PROCESS





INTRODUCTION

The Folsom Ranch, Central District Design Guidelines have been created to provide property owners, architects, home builders, and contractors with a set of parameters for the preparation of their drawings and specifications. Adherence to these Guidelines will assure builders that a consistent level of quality will be maintained. The Folsom Ranch, Central District Architectural Review Committee (or the "Committee") and the City will review all designs, plans, and construction to ensure:

- Primary site design issues have been adequately considered,
- Excellence in architectural design,
- The unique landscape potential of the homesite is addressed,
- Compatibility and integration with surrounding land uses.

Architectural Review Committee

The Folsom Ranch, Central District is designed to be a unique community of homes for all income levels. The future community's Covenants, Conditions, and Restrictions (CC&R's) may not list specific design items necessary for plan approval. Rather, the authority to approve or disapprove individual building and landscaping plans is given to the Folsom Ranch, Central District Architectural Review Committee. The Committee does not seek to restrict individual creativity or preferences, but rather maintain within the overall community the aesthetic relationship between homes, natural amenities, and surrounding neighbors. As the community matures, these key relationships will become increasingly important, requiring coordination through the design process.

The Committee is composed of three members or more, as decided upon by the Project Master Developer, who are intricately involved in the development of the community. Additionally, an architect or other design professional, who is a non-owner, may serve on or act as a consultant to the Committee.

The Committee will use the Design Guidelines for the purpose of review, but may individually consider the merits of any design due to special conditions that, in the opinion of the Committee, provide benefits to the adjacent areas, the specific site, or to the community as a whole. Alternate materials/architectural styles that are deemed equivalent may be permitted, subject to Planning Commission approval.

Deviations to these standards may be considered for projects with special and unique design characteristics during the Folsom Ranch Design Review Committee process and the City's development review process. This document is intended to encourage and direct a high level of design quality to the project site while permitting flexibility for creative expression and innovative design solutions.

Deviations can be classified as Minor Deviations and Major Deviations. Examples of Minor Deviations include, but are not limited to, setback or lot coverage changes, architectural styles, and architectural material substitutions. Examples of Major Deviations include, but are not limited to, land use changes or other changes not in substantial conformance with the approved final map. This document grants the Community Development Director the authority to determine whether a deviation should be considered Minor or Major. Review and approval of Minor Deviations shall be conducted by the Community Development Director, whereas Major Deviations shall be reviewed and approved by the Planning Commission.



Amendments to the Design Guidelines shall be reviewed and approved by planning staff or the Community Development Director.

The plans must identify the changes and/or modifications at the time of submittal plans to the ARC. With the ARC's approval, the plans can then be submitted to the City for approval. Since all approvals by the City are subject to Design Approval by the Planning Commission (Planning Commission actions are appealable to the City Council), such approval shall ratify the Design Guidelines changes or modifications for the particular project seeking the changes or modifications. If changes to the Design Guidelines are proposed, then the changes shall be approved by the ARC first then the City of Folsom, in a manner subject to the City's approval.

Architectural Review Committee approval is required for all development projects located in Folsom Ranch. For those projects that require discretionary approvals from the City of Folsom, such as tentative subdivision map, Planned Development Permit, Use Permit or other approvals granted by the Planning Commission and/or City Council, ARC approval is required **prior** to the submittal of the application to the City.

Prior to the commencement of any site work or construction activity, the builders or their respective agent must submit to the Committee an APPLICATION FOR APPROVAL of such work. Approval by the Committee must be received prior to the start of any clearing, grading, construction, or landscaping. The authority to approve or disapprove building and landscape plans is provided by the future CC&Rs for Folsom Ranch, Central District. Deviations from the Design Guidelines may be permitted on a case-by-case basis, subject to the Planning Commission approval under the design review approval process.



Procedural Flow Chart

The outline that follows represents the steps necessary to complete a residence in Folsom Ranch, Central District. It is important to note that any deviation from these procedures could cause unnecessary delays or additional costs.

1. Pre-Design Submittal Meeting

Pre-Submittal Meeting: Design Concept.
Highly recommended, but not required.

2. Conceptual Design Review

- Two sets of Preliminary Plans showing:
- Floor Plans
- Elevations
- Site Plans
- Fencing Plans
- Application Form
- Review and Processing Fee / Deposit- Per Builder/Master Developer requirements



3. Final Design Review Approval
 - Two sets of:
 - Site Plan
 - Landscape Plan
 - Irrigation Plan
 - Fencing Plan
 - Floor Plans
 - Roof Plan
 - Building Elevations
 - Specifications and Schedule
 - Color and Material Selections
4. Construction Guidelines and Standards
 - Construction Schedule
 - Building Permit
 - Final Inspection
5. Submit to City Building Department

City of Folsom
 Community Development Department
 Building Division
 50 Natoma Street
 Folsom, CA 95630

NOTE: Applicant to make himself familiar with the City of Folsom Design Review Process and Applications.

Design Review and Approval Process

The Design Guidelines outline the design intent, basic requirements, and processes to be followed by the Committee in reviewing and approving architectural, site, and landscaping plans. It is recommended that all interested parties familiarize themselves with the Design Guidelines prior to the commencement of any design work.

We encourage the utilization of professional designers and builders who have acquainted themselves with the Architectural Design Guidelines, the Folsom Plan Area Specific Plan, and County Codes and Regulations, and who have demonstrated an understanding of the quality and standards that will be required at Folsom Ranch, Central District. Licensed architects, engineers, and landscape architects shall prepare all plans and designs.

Pre-Design Submittal Meeting

Adherence to the Design Guidelines and all applicable government regulations is the sole responsibility of the builder. Before beginning the design process, the City of Folsom Planning Department should be contacted to clarify all regulatory questions, in addition to becoming familiar with the Specific Plan.

To establish the design concept, owners, builders, and/or architects should meet informally with a representative or representatives of the Committee to discuss and consider all approaches, ideas, designs, and to review any preliminary design sketches. An owner and/or builder may appoint a personal representative to attend meetings and process plans, but in general we encourage the owner and/or builder to be present at the conferences. The Committee will review, with the owner, builder or agent, their design approach to confirm the intent of the Design Guidelines and the appropriateness of the design concept. Although not mandatory, this step is strongly



recommended.

Conceptual Design Submittal

The Pre-Design Conference should give the owner or builder and the owner's or builder's design team sufficient direction to prepare the Conceptual Design Submittal. This submittal should consist of exterior elevation drawings including material list and color palette, floor plan and site plan, showing existing and proposed grades, property lines, proposed fencing, and building setbacks.

The materials required for the ARC approval may be different than what is required to obtain approval from the City of a Planned Development Permit. The materials requested herein are considered to be the minimum required for ARC approval and if the City requires ARC approval of additional items not listed here, then the applicant shall provide those materials to the ARC for review. It is the intent that the City not accept applications unless the ARC has approved the planned project. Lastly, ARC approval does not convey any representations of approval by the City of Folsom.

The Conceptual Design Submittal package should contain two (2) sets of the following:

1. Floor plans drawn to scale.
2. Conceptual exterior elevations with enough detail to allow the committee to make an effective review of the plan.

NOTE: These items may be in sketch form and to scale, that is, drawings of a preliminary nature, and need not have all the dimensions and details. However, critical dimensions should be included.

3. A site plan, drawn to scale, showing:
 - a. Property lines.
 - b. Existing grades, trees, rock outcroppings, and any other significant resources.

- c. Home location, setbacks, and easements.
 - d. Driveway and turn-around locations and dimensions, guest parking location (minimum of two guest spaces).
 - e. Any decks, patios, and/or outdoor living space proposed show location and size.
 - f. Fence and wall location.
4. The completed Application for Approval form.

Builder should submit the completed Application Form, along with the plans described above, to the Committee. The Committee will review the plans and contact the builder within thirty (30) calendar days. If needed, an informal meeting will be scheduled to review the Conceptual Design Submittal.

5. Reviews and Processing Fee.

To ensure a thorough review is provided to each builder and that the highest architectural and design standards are met, the Committee may, at their discretion, retain the services of architects, engineers, landscape architects, and/or inspectors. To cover the cost of the Committee and insure against damage to Folsom Ranch, Central District due to construction, builders are required to submit a fee/deposit for ARC services. A portion of the review fee will not be returned. The remaining balance will be held as a deposit until a construction inspection is completed. Upon inspection, if no damage occurred to neighboring property or any other property in Folsom Ranch, Central District as a result of your construction, the balance of the deposit minus the review fee will be returned. If the FRARC finds that damage has occurred, the cost for repairs will be taken out of the deposit. The cost for repair services will be based on a time and materials basis with a full accounting provided to the builder. Any unspent deposit will be returned to the builder. In the event that cost for damage repair exceeds



the initial fee/deposit amount, an invoice will be provided to the builder. If the builder elects not to submit a preliminary plan for comments, the fee/deposit will be due upon the submittal of the Final Design Review application.

Final Design Review and Approval

After preliminary review and approval of the materials, colors, and design concept, the builder or builder's agent must submit a final set of working drawings (construction documents), a detailed site plan of the building(s), including grading and drainage plans, fencing plan, irrigation plan, and a landscape plan showing type, size, and quantity of material, for final design approval.

The Committee's Final Design Review procedure is also structured for a thirty (30) day review period. Applicants must submit two (2) sets of final construction plans as further defined below, and two copies of the application.

Construction plans, i.e. final plans drawn to scale, shall include the following information:

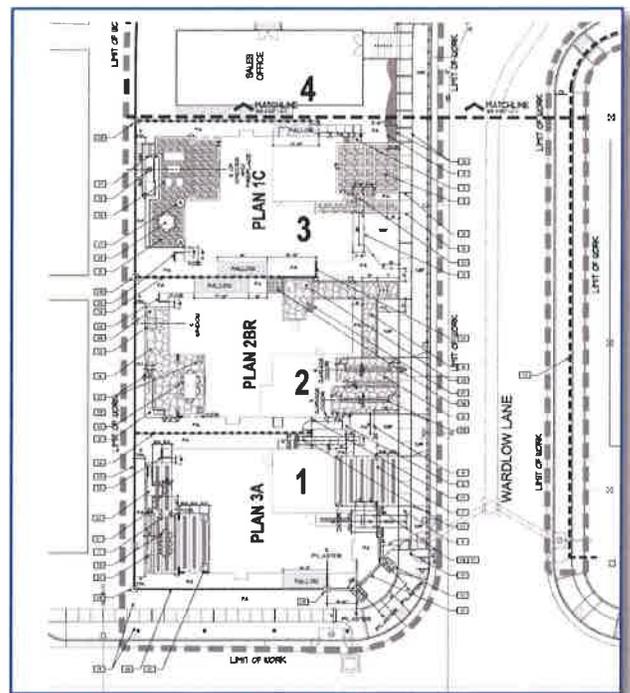
1. **Grading Plan:** The grading plan shall be prepared to comply with Specific Plan guidelines. It may not be required for lots padded by the developer.
 - a. Existing topography and the proposed finish grades. The grading plan must include all drainage information including swales, retention areas, berm and erosion control measures, and quantity of excavation, if required. This grading plan must be approved by the Committee before any earthwork begins.
 - b. First floor and basement floor elevations must be shown with respect to the site grades.
 - c. Indicate driveway widths, drainage culverts, pipe and headwalls, sidewalks,

patios, fences and walls, air conditioning, and garage locations.

- d. Show rear deck size with stairs to the lower grade.
- e. Show any extreme site conditions including terrain, trees to be retained, and tree to be removed on the plan.
- f. Show all proposed structures.
- g. Show the lengths, designs, height, finish, and location of all walls (retaining and freestanding) and fences.

2. **Landscape and Irrigation Plan:**

- a. The irrigation plan must include the point of connection to the water source, pipe location and sizes, head and drip emitter locations, zone limits, controller, RP devices and back flow preventer locations.
- b. Landscape plans must show all trees, shrubs, ground cover, and lawn locations,



and be drawn to scale. Plans should include a plant schedule which lists all plants and specifies common and botanical name, height and width minimums, container size, quantity, quality, and typical spacing if applicable.

3. First Floor Plan:

- a. Indicate decks, patios, stoops, retaining walls, trash enclosures, air conditioning screening, front entry step sizes, materials and finishes, driveway areas, and all interior spaces of the first floor.

4. Second Floor Plan and/or Third Floor Plan, if proposed (Commercial or Multi-Family may have more floors - all floor plans are required for submittal):

- a. Indicate lower roof projections, roof overhangs, chimney locations, and all interior spaces.

5. Roof Plan:

- a. Indicate all roof areas and corresponding slopes and gutter and downspout locations.

6. Building Elevations:

- a. Building elevations should be drawn along with floor plans to match the site plan orientation.
- b. Articulate “all” elevations, including hidden elevations, with finishes, window types, trims, and fascia details. Show the proposed finished grades against elevations, garbage screens, air conditioning location, screens, decks, rear stairs, and the maximum height from the first floor to the uppermost roof peak.
- c. Provide samples or a materials board with the exterior color scheme and material

selections. Include any brick, stone, siding, and roof tile samples.

7. Specifications and Schedule:

- a. Final construction specifications may be included on drawings or in book form.

8. Approval:

- a. If the Committee or applicant so desire, meetings between the builder and/or their agent and the Committee shall be held during the following week to review the Committee’s comments.
- b. When revisions of the items required to be modified are minor, all parties shall affix signatures on the comments sheet attesting to such and one (1) set of all documents will be returned to the builder marked “Approved as Submitted” or “Approved as Noted”. Plans needing to be extensively modified will be denied and will have to be resubmitted.
- c. Upon approval, the Committee will write a letter to the applicable lot owners, stating the final approval of the plans.
- d. The Committee will retain the final drawings until construction is completed and compliance with approval verified. If work has not started or a continuance not received by the owner or owner’s agent within three (3) years from approval, the approval will then automatically expire.

NOTE: Revisions required by the building department must be resubmitted for final review by the FRARC and construction may not proceed until approved.



Construction Guidelines and Standards

Upon final design approval from the Committee, the plans will be ready for building permit application and construction.

Along with the final design approval from the Committee, other requirements will include:

1. A construction schedule showing start and finish dates. The should be submitted when final plan approval is obtained.
2. The acquisition of a building permit from the City of Folsom.
3. Previously collected funds will be utilized to repair any damage caused by construction personnel or equipment to adjacent property or amenities, or used to clean the construction site if necessary. Checks shall be made payable to "The Folsom Ranch, Central District Community Association."
4. All signage within the development shall be subject to the City of Folsom's sign ordinances.
5. Construction of driveways shall be at the time of building permit for each individual lot. The Folsom Ranch, Central District Architectural Review Committee shall review the placement of individual homes and driveways within the project. Site improvement plans for each lot shall be prepared by a Civil Engineer registered to practice in the State of California, based on the Committee's approved site plans and shall include slope stabilization and erosion control methods. Provisions for the disposal of excess fill material shall be incorporated into the individual lot grading and/or building permit(s) filed with the Building Department.
6. All builders are to maintain their construction sites in a neat and orderly fashion, and shall clean up and remove all debris. The builder and general contractors shall be responsible for the maintenance of such neatness and removal of debris by subcontractors employed on the construction site. Activities expressly prohibited by the Design Guidelines include dumping excess concrete mix on adjacent lots or parcels, and the dumping of waste materials, chemicals, oils, sewage, garbage, paints, insecticides, petroleum or other chemical products, etc., into storm drains and street gutters.
7. Contractors are responsible for providing on-site parking for their work crews' vehicles.
8. Contractors are responsible for site cleanup.
9. Contractors are responsible for erosion control and must comply with plans as approved by the Folsom Ranch, Central District Architectural Review Committee (FRARC). The FRARC may include more restrictive measures than required by the County/City, if appropriate for this site.

Submittal Fees and Deposits

The Application for Approval, processing fee, damage deposit, and all other materials necessary for the Committee to approve a residence must be sent to:

The Folsom Ranch, Central District Community Association
Architectural Review Committee
3907 Park Drive, Suite 235
El Dorado Hills, CA 95762





FOLSOM RANCH, CENTRAL DISTRICT

DESIGN GUIDELINES Addendum



5

DESIGN GUIDELINES

MULTI-FAMILY



PURPOSE AND OBJECTIVE

The intent of the Folsom Ranch Multi-Family guidelines is to establish parameters which apply to all multi-family land use categories, including Multi-Family Low Density (MLD), Multi-Family Medium Density (MMD) and Multi-Family High Density (MHD). The guidelines are intended to encourage creativity in solutions to specific design opportunities.

ARCHITECTURAL PRINCIPLES

The following principles have been identified to achieve the common goal of ensuring a high-quality and aesthetically cohesive environment throughout the Folsom Ranch Community.

- Designs incorporating building types, orientation with site improvements, and circulation in a manner to cohesively blend into its existing and planned surroundings.
- Designs highlighting community features for enhanced appearance, safety, convenience, and social interaction through circulation connectivity and siting of open space.
- Designs supporting a high-quality of life with appropriate usable private and common areas.
- Designs embodying high-quality design elements and project identity through variation in massing, articulation, heights, materials, styles, and creativity.





BUILDING TYPES AND DENSITIES

There are several recognized multifamily building types that range from attached or detached townhouse developments to stacked flats / townhouses with a podium garage. Each building type has specific traits and is looked at separately within these guidelines.

DETACHED TOWNHOUSES

Detached townhouses are units typically situated in a row separated by private open space between units. Units generally are more uniform in appearance than small lot detached homes and might include three-story units

FEATURES :

- Building design focus on individual unit identity and architectural interest
- Typical built density: 8-12 units per acre
- Front-loaded with the front door and garage facing the street or rear-loaded with garage facing the rear of the property or a private street
- Side yards may provide usable private open space and the site may include additional common open space

ATTACHED TOWNHOUSES

Attached townhouses are units typically situated in a row of at least three or more units where there is no separation between units. Buildings of two attached units are duplexes, twins, or duets. These can be designed as either front- or rear-loaded.

FEATURES :

- Typical built density: between 14-25 units per acre
- Generally uniform massing with individualized separate unit entrances
- Front-loaded with the front door and garage facing the street, or "rear-loaded" with the garage facing the "rear" of the property, or private street
- Greater efficiency in layout without side yards provides for greater density opportunities and larger common open space than private spaces
- Private open space for each unit is provided by a front patio or balcony
- Building design focus on overall building appearance and massing
- Units organized around "public" spaces and sites around common space amenities.

STACKED FLATS WITH SURFACE PARKING

Stacked Flats are units arranged on a single level of a building and surrounded by units either above or below each unit.

FEATURES:

- Typical built density: 20-30+ units per acre
- Typically, 2-4 stories of single-level units stacked on top of each other
- Individual unit access can be from either common interior corridor or by discrete exterior entrances
- The design focus is on the whole building, less on individual units
- Common open space is typically provided in open areas of courtyards or common ground area
- Private open space is typically provided in the form of balconies

TOWNHOUSES / STACKED FLATS ABOVE PODIUM PARKING

Townhouses or stacked flats are units built over a submerged or partially submerged parking garage or "podium," rather than with individual garages.

FEATURES:

- Typically, 3-4 stories or more in height above a parking podium (garage)
- Typical built density of 30-60 units per acre
- The design focus is on the entire building, not individual units
- May or may not have additional surface parking
- Urban in appearance due to height, mass, and scale
- Common open space is typically provided, including private space balconies

SITE PLANNING

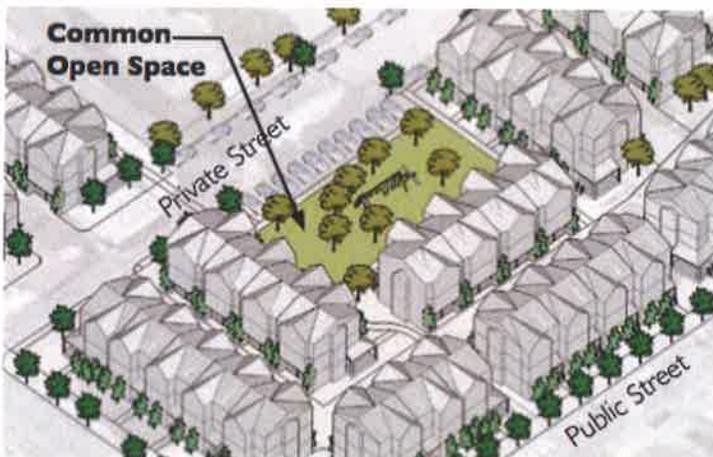
A multi-family residential development should unify the styles and character of the surrounding community. The location of these areas should be in walking distance to parks, commercial centers, and public facilities.

- Residential developments should provide a variety of architectural styles complementary to each other to provide a diverse neighborhood atmosphere.
- Building orientation and site layout to address privacy concerns.
- A variety of one, two, and three-bedroom dwelling units should be provided to encourage a variety of product types. Units should be mixed throughout the development.
- Units should front streets and common areas to increase visibility of public streets, parks, and open spaces within the neighborhood.
- The design should consider compatibility with the surrounding neighborhood by mimicking existing architectural styles, massing, colors, and rhythm.
- Acoustical and noise attenuation issues should be considered during the design process.



SMALL AND MEDIUM SITES

- Privacy:
 - Use building orientation and site layout to address privacy concerns
 - Buildings should be of a scale and have massing that is sensitive to adjacent properties
- Open Space:
 - Buildings should define the edges of and face onto the common open space
 - Location should be clearly and easily accessible
 - Common open space should be consolidated in one location to allow for high usability and sustainability
 - Private spaces should be provided at side and rear yards
- Circulation:
 - Guest parking may be difficult to provide on small sites with limited space; however, it should occur at the rear of the site
 - Shared vehicle and pedestrian circulation areas should utilize pavers for pedestrian ways traversing parking areas or alongside of vehicular circulation



RECOMMENDED - Buildings that face open spaces define the edges of the open space.

LARGE SITES

• Connectivity:

- Streets, auto courts, paseos and pedestrian ways should not only connect internally but also to adjacent streets in neighboring developments
- Pedestrian and bike paths should be used where street connections to adjacent neighborhoods are challenged
- Use paseos and pedestrian paths for internal connections.

• Hierarchy of Streets:

- Clear distinction in scale, landscape treatment, and orientation between public/private streets, auto courts and pedestrian paseos



- Auto courts should be designed to act as secondary circulation to reduce service functions and garage access from public and private streets
- Guest parking should be located throughout site

• Building Frontage and Orientation:

- Units should face streets, open spaces and internal private streets wherever possible
- Building fronts should include porches and door facing streets

• Open space:

- Large open space should be the fundamental organizing element of the site plan
- Common open space should be centralized and directly accessible to units. It should be linked to adjacent parks and paseos and paths where possible

CIRCULATION BETWEEN NEIGHBORHOODS

- Connect to surrounding neighborhoods with streets
- Develop an overall connected network of streets and auto courts on larger sites
- Anticipate future connections to adjacent parcels to provide for future opportunities
- Include adequate emergency vehicle access
- Connect neighborhoods with pedestrian and bicycle connections, especially where street connections are challenged due to site constraints
- Avoid dead end street stubs



ENTRY DRIVES

- Easily identifiable and aesthetically pleasing entrances designed to complement the style of the project should be provided.
- The principal vehicular access into a multi-family housing project should be through an entry drive rather than a parking drive. Colored, textured, and/or permeable paving treatments at entry drives are encouraged.
- Driveway entries should align with existing or planned median openings and adjacent driveways.
- The number of site access points should be minimized.

CARS, BIKES AND PEOPLE

- Connect the overall network of private streets, auto courts, and pedestrian walkways on larger sites.
- Traffic calming techniques should be used throughout development sites.
- Use color, texture, and landscape to reinforce purpose of the facility.
- Private streets and access ways should be used to allow design flexibility and enhancement of vehicular and pedestrian facilities.
- The principal vehicular access into a project should be through an entry drive rather than a drive for parking
- Pedestrian and bike paths shall be used to connection nearby neighborhoods, schools, parks, commercial projects, and bicycle parking areas should be provided

OPEN SPACE

- Aggregate common open space to make a large usable area that serves as the central focus
- Open space areas shall be well landscaped to create a visually appealing high quality open space with emphasis on privacy and green space
- Common open space should be well defined by streets and buildings
- Common open space should be centralized and directly accessible to units. It should link adjacent parks, paseos and paths
- Small development sites may prioritize private spaces over common spaces
- Define edges of open space with units, buildings, and walkways. Streets can also serve this function, but buildings are recommended wherever possible
- Large and medium sites should have one central open space and other small diverse open space
- Common open space should be designed to provide for both active and passive uses, not merely decorative space.

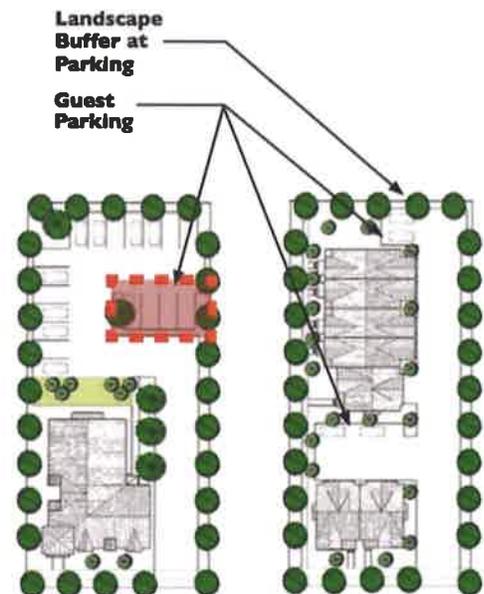


PEDESTRIAN ACCESS AND PASEOS

- Paseos should serve as the front or "face" of units when a front door on a street is not feasible
- Paseos should be well-lit for pedestrians without adding glare to adjacent residences.
- Connect paseos to form internal walkway networks within developments.

GUEST PARKING

- Parking requires adequate maneuvering areas for vehicle turnarounds.
- Connect units to parking areas via walkways.
- Guest parking may be located on private streets, in parallel or perpendicular (90 degree) parking spaces.
- On deep narrow sites, guest parking should be located at the rear of the site.
- Vehicular turnaround space may occur within the setback if an adequate landscape buffer between paved area and property line is maintained.
- In larger developments, guest parking should be located in parallel, perpendicular, or angled spaces along private streets or dispersed within auto courts.
- Provide sufficient and convenient guest parking appropriately dispersed on site.



PARKING AREA SCREENING

- Screening should be provided at the edge of all parking areas
- A landscaping buffer should be provided between parking areas and public rights-of-way
- A 36-inch to 42-inch high berm, headlight hedge, or masonry wall should be used to screen any parking at the street periphery. Breaks should be provided to allow pedestrian circulation. A combination of walls, berms, and landscape material is highly recommended.
- Both sides of all perimeter walls or fences should be architecturally treated. Walls should be finished and designed to complement the surrounding development. Long expanses of fence or wall surfaces should be offset and architecturally designed to prevent monotony.

BUILDING ORIENTATION RELATED TO PUBLIC SPACES

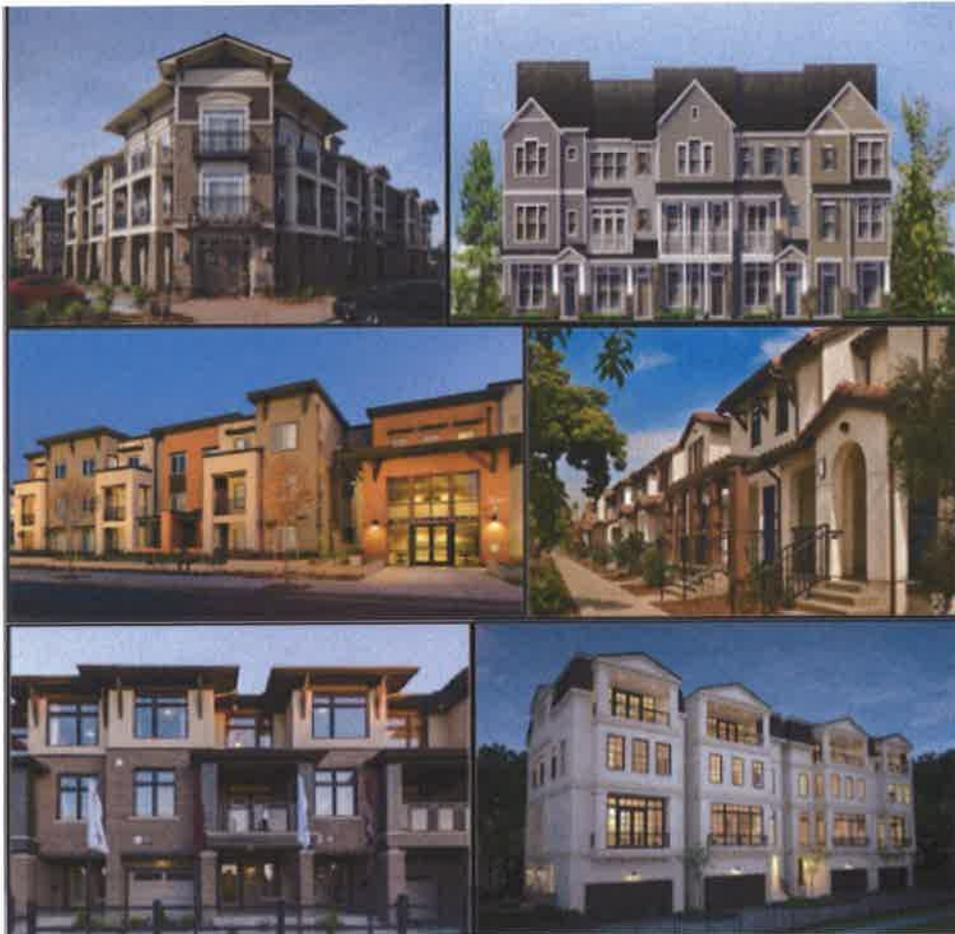
- Orient buildings to face public/private streets and open space.
- Include building entrances as primary building features opening to common open space or streets.
- Use corner treatment and architectural detailing on narrow small sites where it is not possible for front facades of buildings to face a street.
- Locate private uses and private space along private streets, side yards, and rear of properties where possible
- Design upper floors of 3-story and taller buildings to avoid over-dominating the size of the open spaces, streets or alleys
- Building fronts provide definitive edges to common open space, public and private streets, and paseos.
- Building entrance features such as porches, stoops, front walkways, windows and front doors provide a public "face" and orientation to a building; these features on the public street side of the building provide a building face on the street.
- Corner or end unit architectural treatment can include wrap-around porches and facade detailing in order for a building to face the public street, paseo, or open space.
- Address numbers that are identifiable for each unit where buildings face the street, paseo, or open space provide an orientation feature to the public space or street

ARCHITECTURAL GUIDELINES FOR MULTI-FAMILY

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

- Spanish Colonial
- Monterey
- Western Farmhouse
- Craftsman
- Early California Ranch
- American Traditional
- Agrarian Contemporary

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.



MASSING

- To create variety in the streetscape, roof forms shall vary within a block of buildings.
- Large projects should be broken up into groups of structures of various heights.
- Buildings designs should include a combination of the following techniques:
- Where appropriate, the upper stories of multi-family buildings should be stepped back to reduce the scale of facades that face the street, courtyards, or open space areas
- Structures with greater height should include additional setbacks and steps within the massing to create a transition in heights from adjacent properties and avoid dominating the character of the neighborhood.
- Vertical elements such as towers may be used to accent horizontal massing and provide visual interest
- Building scale should be reduced through the proper use of window patterns, structural bays, roof overhangs, wall materials, awnings, fixtures, and other details.
- Architectural details and materials on lower walls that relate to human scale. Arches, trellises, or awnings should be utilized

ROOF LINES AND MATERIALS

- A variety of roof planes and accent details increase the visual quality and character of a building.
- Varied roof pitches, porches, and overhangs provide visual interest and increase the architectural character of the dwelling unit.
- Use of a variety of roof tiles and colors consistent with the architectural style is encouraged.
- Roofing colors shall be earth tones to minimize reflective glare and visual impacts.
- Major roofs shall be designed in a straightforward way, to cover and highlight the primary masses of the buildings.
- Gambrel and Mansard style roofs are not permitted.
- Flat roofs are permitted within context of architectural style.

Garage and Accessory Buildings

- The architectural style and character of garages and parking structures will be consistent with the house.
- Garage doors are preferred to be perpendicular to the street or located at the rear of the lot.
- Garage doors should be recessed into, rather than flush with, the exterior wall.
- Detached garages and accessory structures should be designed as an integral part of the architecture of the project and should be similar in materials, color, and detail to the principal structures of a development.
- Detached garages, carports, and accessory structures should incorporate roof slopes and materials similar to the principal structures of a development
- Carport columns shall include architectural features and be a minimum of 24 inches wide at the base. The architectural treatment shall extend vertically for a minimum of 36 inches.

Lighting

- All lighting selections shall meet the dark sky recommendations
- Light fixtures should be designed or selected to be architecturally compatible with the main structure or theme of the development.
- Up lighting of building elements and trees should use the lowest wattage possible to minimize impacts to the night sky. Light sources for wall washing and tree lighting should be hidden.
- Where landscaping is lit, low-voltage lighting should be used whenever possible to conserve energy. Energy efficient lamps and ballasts, controlled by photoelectric methods or timers, should be incorporated.
- Walkways and paseos should be lit to ensure safe night time conditions.
- Light poles should be designed with downward facing fixtures to eliminate light spill.
- The height of a light pole should be appropriate in scale for the building or the complex and the surrounding area.

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FOLSOM RANCH, CENTRAL DISTRICT DESIGN GUIDELINES

ERRATA

PURPOSE AND OBJECTIVE

The following changes to the Folsom Ranch, Central District Design Guidelines are submitted to reflect the most recent land plan. Additional enhancements to the Architectural Guidelines have been made to further clarify the architectural styles, elements, and details related to single family home designs within Folsom Ranch. The goal of ensuring a high-quality and aesthetically cohesive environment throughout the Folsom Ranch community remains the highest priority for the project.

FOLSOM RANCH, CENTRAL DISTRICT DESIGN GUIDELINES (MAY 2015) ERRATA SHEET (JANUARY 2018)

SECTION # PAGE #	DESCRIPTION
Section 1 Page 2	Figure 1.2 has been updated to reflect the current location of the entire Folsom Ranch planned area.
Section 1 Page 3	Table 1.1 has been updated to reflect the current land plan for Folsom Ranch.
Section 1 Page 3	Figure 1.3 has been updated to reflect the current Folsom Ranch Boundary and Land use plan.
Section 2 Page 12	The list of appropriate architectural styles has been updated to include Agrarian Contemporary.
Section 2 Page 14	Changed bullet related to roof forms for Spanish Colonial style to read : Roof forms are typically comprised of a main front to back gable with front facing gables. The predominantly gable and shed roofs have tight rakes and 18" eaves. Designers are encouraged to limit use of conical roofs on circular towers, or hip roofs over terrace areas. Typical roof pitch of 4:12
Section 2 Page 16	Modified bullet related to roof forms for Western Farmhouse to read : Roof forms with steeper pitch (6:12 – 8:12) is encouraged. A dominant forward facing gable roof provides architectural distinction and is a preferred element. Flat concrete roof tiles or equal.
Section 2 Page 18	Modified bullet related to roof forms for Craftsman to read : Roof forms are typically side-to-side gable with cross gables. Use of secondary masses with 18" rake and 18" – 24" eaves provides the architectural distinction of this style and is highly encouraged.
Section 2	Page 21 added to provide guidelines for Agrarian Contemporary architectural style.



**DEPARTMENT OF THE ARMY
U.S. ARMY ENGINEER DISTRICT, SACRAMENTO
CORPS OF ENGINEERS
1325 J STREET
SACRAMENTO, CALIFORNIA 95814-2922**

RECORD OF DECISION

ACTION ID: SPK-2007-02159

APPLICANT: City of Folsom

PROJECT NAME: Folsom South of U.S. Highway 50 Specific Plan Project – City of Folsom Backbone Infrastructure

I have reviewed and evaluated, in light of the overall public interest, the documents and factors concerning the permit application for the City of Folsom Backbone Infrastructure Project, as well as the stated views of interested agencies and the public. In doing so, I have considered the possible consequences of the proposed action in accordance with regulations published in 33 Code of Federal Regulations (CFR) Parts 320 through 332 and 40 CFR Part 230.

An Environmental Impact Report/Environmental Impact Statement (EIR/EIS) was prepared by the U.S. Army Corps of Engineers, Sacramento District (Corps) and the City of Folsom (City) for the Folsom South of U.S. Highway 50 Specific Plan Area (SPA) for compliance with the National Environmental Policy Act (NEPA) and the California Environmental Quality Act (CEQA). The EIR/EIS evaluated the environmental impacts of the proposed SPA, as well as 5 on-site, and 11 off-site water supply alternatives. A Notice of Availability of the Draft EIR/EIS was published in the Federal Register on July 2, 2010 (Federal Register, Vol. 75, No. 127, 38500). Each of the 5 on-site alternatives included the Original Backbone Infrastructure Alternative as described in Section III.a.2 below. A public notice for the Draft EIR/EIS was issued on July 9, 2010. A public meeting was held with the City of Folsom on August 2, 2010 at the Folsom Community Center. During the Draft EIR/EIS public review period, 79 comment letters were received.

In May 2011 the Final EIR/EIS was released by the Corps and the City. A Notice of Availability was published in the Federal Register on May 26, 2011 (Federal Register, Vol. 76, no. 102, 30679). A public notice announcing the Final EIR/EIS was issued May 26, 2011.

On August 12, 2011, a Record of Decision (ROD) was issued, addressing each of the 9 properties located within the SPA, as well as the on-site and off-site infrastructure. The ROD did not include any decision regarding the backbone infrastructure. In accordance with Finding B of Section IX of the ROD, on February 12, 2013, a public notice was issued on February 12, 2013, for the Originally Proposed Backbone Infrastructure Project, which is the focus of this document, and the Carpenter Ranch and Folsom South sites, which will be evaluated in future RODs or supplemental decision documents for those projects.

This document is a ROD specifically for the backbone infrastructure portion of the SPA as described in the EIR/EIS, and addresses only those impacts associated with the construction of the on-site and off-site infrastructure within and adjacent to the SPA. Impacts to waters of the U.S. would be further avoided and minimized as a result of the Amended Proposed Backbone

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Infrastructure Alternative (as described in Section III.a.3 below), and there is no substantial change in environmental impacts that warrant the preparation of a supplemental Environmental Assessment or EIS. Separate RODs or supplemental decision documents will be completed in the future for the 9 properties proposed for development within the SPA. The Originally Proposed Backbone Infrastructure Alternative involves the discharge of fill material into 14.97 acres of on-site and off-site waters of the U.S. As such, a Department of the Army permit under the Regulatory Program is required.

I. Background: See Section I of the August 12, 2011, ROD for a complete background of the SPA, including the proposed Backbone Infrastructure Project.

II. Project Purpose and Need

a. Purpose: Construct on-site and off-site backbone infrastructure, consisting of roads, utility lines, and water supply infrastructure, to serve the future needs of a large-scale, mixed-use development on the SPA.

b. Need: Sacramento County has been undergoing continuous growth, and increased housing needs have been identified within eastern Sacramento County. In addition, the City of Folsom is near build-out within its existing limits and believes that additional lands for its future growth would be required. In accordance with the planned growth in south-eastern Sacramento County, developers purchased property in the Folsom Sphere of Influence area, and the City of Folsom signed an MOU with the Sacramento LAFCo for future development of the proposed project area, to meet identified and expected housing demands. Backbone infrastructure (e.g. roads, trails, water and sewer infrastructure, and storm drain infrastructure) is needed to accommodate the mixed-use development with the SPA.

III. Alternatives: A reasonable range of alternatives were considered in the EIR/EIS for both land-use and water-supply, including backbone infrastructure. The August 12, 2011, ROD for the SPA evaluated the practicability of the on-site alternatives for the SPA, but did not make any decisions regarding the backbone infrastructure. On September 9, 2012, the applicant submitted Alternatives Information for 6 backbone infrastructure alternatives, which could further refine the Originally Proposed Backbone Infrastructure Alternative as analyzed in the EIR/EIS by avoiding and minimizing waters of the U.S. The applicant's Alternatives Information also serves to provide information necessary to determine compliance with the U.S. Environmental Protection Agency's Section 404(b)(1) Guidelines (Guidelines). These alternatives were not evaluated in the EIR/EIS or ROD for the SPA. Any one of the applicant's alternatives for the backbone infrastructure, except for one, appear to be practicable based on cost, logistics, and existing technology. However, four of the six alternatives would result in avoidance of less than 1/3 acre of waters of the U.S. In order to maximize the avoidance of waters of the U.S. and to determine which combination of these alternatives is practicable, the 6 alternatives provided by the applicant have been combined into 4 alternatives, based on location and maximizing avoidance of waters of the U.S. and include: the Amended Proposed Backbone Infrastructure Alternative (Easton Valley Parkway (West) and Scott Road Alternative); Easton Valley Parkway (East) and Empire Ranch Road Alternative; Street "A" and Oak Avenue Alternative; and Easton Valley Parkway (West), Easton Valley Parkway (East), Scott Road, Empire Ranch Road, Street "A" and Oak Avenue Alternative. The following backbone alternatives are being evaluated for compliance with the Guidelines.

a. Alternatives Considered:

1. Alternative 1: No Action Alternative: This alternative would result in no impacts to waters of the U.S. as a result of the construction of on-site and off-site infrastructure. This alternative would be accomplished through the construction of bridges over all waters of the U.S. for roads and trails, and directional drilling beneath all waters of the U.S. for the installation of utility lines. Because of the location of the waters of the U.S. within the proposed Backbone Infrastructure area, a minimum of 30 additional bridges would need to be constructed to fulfill this alternative. The Corps has determined that this alternative is not practicable, due to the cost for the construction of additional bridges and directional drilling for utility lines.

2. Alternative 2: Original Proposed Backbone Infrastructure Alternative: This alternative was analyzed in the EIR/EIS and would allow for phased implementation of the SPA to serve the comprehensive needs of the entire plan area in a segmented, phased manner. The proposed Backbone Infrastructure project includes major roads and trails, water and sewer infrastructure, and storm drain infrastructure. Because of the uncertainty of adjacent development, this alternative incorporates the phased implementation of the proposed backbone infrastructure. The impacts for each specific phase would be determined prior to initiation of construction activities in waters of the U.S. This alternative would result in impacts to 14.97 acres of waters of the U.S., including 12.62 acres on-site and 2.349 acres off-site.

Roads: This alternative would include major circulation roads that would serve the entire SPA and region.

Pedestrian/Bicycle Trails: This alternative would include a network of Class I and II bicycle trails that would provide connectivity to trails in Sacramento and El Dorado Counties. A multi-use trail system would provide pedestrian and bicycle linkage throughout the SPA area. The proposed trails would typically consist of 8- to 12-foot wide paved trails. Only those trails occurring within open space areas have been incorporated within the proposed Backbone Infrastructure application. Proposed trails located within specific project areas (e.g. the Carpenter Ranch or Folsom South site) have been incorporated into those applications.

Sanitary Sewer: This alternative includes main sanitary sewer system planned for the SPA, those sewers located in major roadways as well as separate sewer lines and off-site connections under Highway 50.

Drainage and Flood Control: This alternative includes detention and water quality basins that serve areas greater than the individual properties on which they are located, including one basin located off-site, just west of the SPA, on the west side of the existing Prairie City Road.

Water Supply: This alternative would include the construction of water lines and a water treatment plant, which would be located in the southwest portion of the SPA.

According to information submitted by the applicant, this alternative would result in construction costs of approximately \$15,781,000.

3. Alternative 3: Amended Proposed Backbone Infrastructure Alternative (Easton Valley Parkway (West) and Scott Road Alternative): This alternative would incorporate the majority of the features of Alternative 2, but would result in additional avoidance of waters of the U.S. through the realignment of the proposed Easton Valley Parkway on the Carpenter Ranch site on the western side of the SPA, and realignment of the existing Scott Road on the Folsom South Site, and would avoid impacts to an additional 1.06 acres of a

seasonal wetland located north of the proposed Easton Valley Parkway, and 0.26 acres of intermittent drainage on the Folsom South site. Realignment of Easton Valley Parkway (West) would result in the loss of 2.20 acres of developable land proposed on the Carpenter Ranch site, and realignment of Scott Road would result in the loss of 1.50 acres of developable land proposed on the Folsom South Site. This alternative would be accomplished through the construction of slope embankments and two retaining walls along the proposed Easton Valley Parkway (West), and shifting the centerline of the existing Scott Road 80-feet to the east so the proposed edge of pavement matches the existing edge of pavement, replacement of existing undersized culverts, and the construction of a large retaining wall. Similar as Alternative 2, because of the uncertainty of adjacent development, this alternative incorporates the phased implementation of the proposed backbone infrastructure. The impacts for each specific phase would be determined prior to initiation of construction activities in waters of the U.S. Based on information submitted by the applicant, this alternative would result in additional construction costs of \$1,254,000 (approximately 7.9% greater than the Original Proposed Backbone Infrastructure Project).

4. Alternative 4: Easton Valley Parkway (East) and Empire Ranch Road

Alternative: This alternative would incorporate the majority of the features of Alternative 2, but would result in additional avoidance of waters of the U.S. through the realignment of the proposed Easton Valley Parkway on the Folsom South site, and realignment of the proposed Empire Ranch Road site, on the Folsom Heights property, on the eastern side of the SPA, and would result in the avoidance of an additional 0.021 acre of seep, vernal pool, and intermittent drainage on the south side of the proposed Easton Valley Parkway, and 0.07 acre of seasonal wetland to the east of the proposed Empire Ranch Road. This alternative would result in the loss of 0.40 acres of developable land proposed on the Folsom South site. Realignment of Easton Valley Parkway (East) would be accomplished through adjusting the horizontal and vertical alignment of Easton Valley Parkway, and constructing a retaining wall and slope embankments near the wetland feature, and realignment of the proposed Empire Ranch Road would occur through the construction of a retaining wall. Based on information submitted by the applicant, this alternative would result in additional construction costs of up to \$750,000 (approximately 4.75% greater than the Original Proposed Backbone Infrastructure Project).

5. Alternative 5: Street "A" and Oak Avenue Alternative: This alternative would incorporate the majority of the features of Alternative 2, but would result in additional avoidance of waters of the U.S. through the realignment of the proposed Street "A" on the northern border of the proposed Sacramento Country Day School site, in the south-western portion of the SPA, and realignment of the proposed Oak Avenue located near the eastern boundary of the proposed Folsom 560 site, in the south-western portion of the SPA. This alternative would avoid an additional 0.07 acre of seasonal wetland and intermittent drainage south of the proposed Street "A," and 0.78 acre of seasonal wetland swales west of the proposed Oak Avenue. This alternative would result in the loss 1.10 acres of developable land proposed on the Folsom South and Sacramento Country Day School sites, and the loss of 36.7 acres of developable land proposed on the Folsom 560 site. Realignment of Street "A" would avoid portions of a seasonal wetland swale and intermittent drainage through the construction a retaining wall, which would impact a portion of the intermittent drainage, and realignment of Oak Avenue to the east involve the construction of a bridge and an additional water quality detention basin.. Based on information submitted by the applicant, this alternative would result in additional construction costs of \$5,830,000 (approximately 36.9% greater than the Original Proposed Backbone Infrastructure Project).

6. Alternative 6: Easton Valley Parkway (West), Scott Road, Easton Valley Parkway (East), Empire Ranch Road, Street (A) and Oak Avenue Alternative: This alternative is a combination of all of the alternative described in III(a)(3) – (5) above, and would avoid an additional 2.45 acres of waters of the U.S. over the Original Proposed Backbone Infrastructure Alternative through realignment of six existing and proposed roads throughout the SPA. This alternative would result in the loss of 41.9 acres of development proposed on the Folsom South, Carpenter Ranch, Sacramento Country Day School, and Folsom 560 sites. This alternative would result in additional construction costs of approximately \$7,834,000 (approximately 49.6% greater than the Original Proposed Backbone Infrastructure Project).

b. Determination of Practicable Alternatives: The Corps has determined that Alternatives 1, 5, and 6 are not practicable due to the costs associated with the construction of additional bridges, directional drilling of utility lines, and the construction of an additional storm water quality detention basin. In addition, the Corps has determined that alternatives 2, 3, and 4 meet the purpose and need of the proposed action, and are practicable based on costs, logistics, and existing technology.

c. Environmentally Preferred Alternative: The environmentally preferred alternative is Alternative 3, the Amended Backbone Infrastructure Alternative, which consists of the original proposed project, with the incorporation of avoidance of waters of the U.S. included in the Easton Valley Parkway (West) Alternative and the Scott Road Alternative. This alternative would result in fewer impacts to aquatic resources than practicable alternatives 2 and 4. Impacts to waters of the U.S. from the environmentally preferred alternative would be as follows:

<u>Wetlands/Waters</u>	<u>On-Site Waters (ac)</u>	<u>Off-Site Waters (ac)</u>	<u>Total Waters (ac)</u>
Vernal Pool	0.624	0.316	0.940
Seasonal Wetland	1.231	0.061	1.292
Seasonal Wetland Swale	4.930	0.055	4.985
Seep	0.617	0.000	0.617
Marsh	0.017	1.440	1.457
Creek/Channel	1.181	0.426	1.607
Intermittent Drainage	1.494	0.044	1.538
Ditch	0.356	0.007	0.363
Pond	0.852	0	0.852
Total:	11.302	2.349	13.651

IV. Comments on the February 12, 2013, Public Notice for the Proposed Backbone Infrastructure, Carpenter Ranch, and Folsom South Projects and Corps Response

a. Public Notice Comments

1. U.S. Environmental Protection Agency (EPA): On March 11, 2013, EPA provided the comments via email on the February 12, 2013, public notice for the proposed Backbone Infrastructure, Carpenter Ranch, and Folsom South Projects. EPA's comments related to development of each of the 3 projects in the public notice, and the entire SPA, but were not related to specifically the proposed Backbone Infrastructure Project being evaluated in

this ROD. EPA expressed concerns about the "challenges the applicants face in finding appropriate kinds and quantities of wetland habitat to offset the nearly 30 acres of impact." EPA stated that they believe that there is a lack of suitable compensatory mitigation available for impacts in the SPA. EPA also expressed concern that there is "inadequate inventory [of aquatic resources] in existing banks to meet the demands" of all of the projects currently proposed within eastern Sacramento County (e.g. SunCreek, Cordova Hills, Mather Specific Plan). In addition, EPA expressed their belief that a mitigation ratio of 1:1 in California is inadequate, and after applying the Corps mitigation ratio setting checklist, they believe that the ratio would be "well over 1:1." EPA also stated that it is unacceptable to offset the loss of the types of waters on the SPA site with "distinctively different" waters types such as those found at the Cosumnes River Mitigation Bank. EPA's comments further stated that while it "might be reasonable to offset some of the project impacts (e.g. some of the "riverine wetlands"), the resources at the Cosumnes River mitigation bank are functionally and structurally different from the low gradient grassland habitats of the Folsom area."

In addition, EPA attached their comments on the Final EIR/EIS for the SPA, which contained the following comments:

(a) EPA expressed concern that the applicants and the City of Folsom have not shown a need for the proposed project in light of changes in regional housing markets, and recommended that the Corps more thoroughly examine the basis for the City of Folsom's predictions regarding population growth and development needs.

(b) EPA expressed their belief that the No USACE Permit Alternative and the Resource Impact Minimization Alternative evaluated in the EIR/EIS provide significantly reduced adverse environmental impacts and recommended that these two alternatives be refined to meet the Sacramento Area Council of Governments (SACOG) density and smart growth goals, and that with these design modification, the less damaging alternatives may prove to be practicable.

(c) EPA stated that project-level alternatives may be inconsistent with the programmatic nature of the EIR/EIS in that "more avoidance and minimization may be necessary at the project level to make a finding that the proposed project is the LEDPA." In addition, EPA expressed concern that "once the larger avoidance and minimization steps have been taken through the NEPA process, the scope of change that could occur at the project level may be limited." EPA also continued to express the objection they raised in the Draft EIR/EIS, stating that the cost criteria used within the Draft EIR/EIS to eliminate some alternatives for the Carpenter Ranch site were inappropriate.

(d) EPA stated that, given the information provided in the Final EIR/EIS, that it has not yet been demonstrated that additional avoidance and minimization is impracticable, and until the determination of the LEDPA is made, discussion of compensatory mitigation is premature. EPA further commented that the Final EIR/EIS was deficient in that it did not contain a discussion of the competing needs on mitigation bank credits in the region. EPA expressed the belief that the South Sacramento County Habitat Conservation Plan (SSHCP) would require as many, if not more, of the credits that are available at the approved mitigation banks in the area, EPA asserted that the statement within the Final EIR/EIS that ample credits are available to compensate for the impacts of the proposed project, without taking into account additional future demand is not adequate. In addition, EPA commented that the proposed mitigation ratio of 1:1 is inadequate, citing studies that have found that there are few mitigation projects with constructed vernal pools that compare favorably to natural plant communities. Therefore, EPA

stated that a compensatory mitigation ratio of greater than 1:1 is needed to realistically offset losses and meet the no-net-loss of functions threshold. EPA also asserted that several of the listed mitigation banks are located far from the project area and out of the immediate watershed, and many of the available credits are out-of-kind.

Corps Response: With regards to EPA's comments regarding suitable compensatory mitigation for impacts associated with the proposed project, the applicant has offered to compensate for impacts to waters of the U.S. through the purchase of credits from the Cosumnes River Floodplain Mitigation Bank for impacts to seasonal wetlands, seasonal wetland swales, seeps, marshes, creeks, intermittent drainages, ditches, and ponds, and through the purchase of credits from the Toad Hill Ranch mitigation bank for impacts to vernal pools. Both Cosumnes River Floodplain Mitigation Bank and Toad Hill Ranch contain the proposed project on-site and off-site infrastructure within their service area. In order to determine the appropriate amount of compensatory mitigation required, the Corps has utilized the South Pacific Division Mitigation Ratio Setting Checklist for each type of water proposed to be impacted, which is located in Appendix A.

We concur with the EPA's comment that in some cases compensatory mitigation would be out-of-kind, particularly for impacted seeps, ditches, and ponds. In accordance with 33 CFR 332.3(b)(6), the Corps has determined that on-site, in-kind mitigation is not practicable or is unlikely to compensate for the proposed impacts. The purchase of floodplain mosaic credits to compensate for impacts to jurisdictional ditches and ponds would result in conversion from a relatively common water type to a rarer water type, and is therefore appropriate. In addition, because seeps cannot be replaced through permittee responsible construction or mitigation bank purchase, the Corps has determined that it is appropriate to allow out-of-kind compensatory mitigation through the purchase of floodplain mosaic credits at an increased ratio. The Corps has determined that in-kind compensatory mitigation can occur for seasonal wetlands, seasonal wetland swales, marshes, creek, and intermittent drainage impacts with the purchase of floodplain mosaic and floodplain riparian credits at the Cosumnes Floodplain Mitigation Bank, and for vernal pools at the Toad Hill Ranch Mitigation Bank. Because the proposed on-site and off-site Backbone Infrastructure would occur within two different 8-digit HUC watershed, different mitigation ratios were determined for the waters of the U.S. within each of these watersheds.

The Corps has determined that the following compensatory mitigation is required in order to compensate for impacts to waters of the U.S. as a result of the proposed backbone infrastructure permit:

a. To compensate for the loss of jurisdictional ditches, ponds, and marshes, the applicant would be required to purchase floodplain mosaic re-establishment credits from the Cosumnes Floodplain Mitigation Bank at a ratio of 1:1.

b. Creeks/channels and intermittent drainages:

1. To compensate for the loss of creeks/channels and intermittent drainages located in the Lower American River 8-digit hydrologic unit code (HUC) watershed (018020111), the applicant would be required to purchase floodplain riparian re-establishment credits from the Cosumnes Floodplain Mitigation Bank at a ratio of 2:1.

2. To compensate for the loss of creeks/channels and intermittent drainages located in the Upper Cosumnes River 8-digit HUC watershed (18040013), the applicant would be

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required to purchase floodplain riparian re-establishment credits from the Cosumnes Floodplain Mitigation Bank at a ratio of 1:1

c. Seasonal wetlands and seasonal wetland swales:

1. To compensate for the loss of seasonal wetlands and seasonal wetland swales located in the Lower American River 8-digit HUC watershed, the applicant would be required to purchase floodplain mosaic re-establishment credits from the Cosumnes Floodplain Mitigation Bank at a ratio of 1.3:1

2. To compensate for the loss of seasonal wetlands and seasonal wetland swales located in the Upper Cosumnes River 8-digit HUC watershed, the applicant would be required to purchase floodplain mosaic re-establishment credits from the Cosumnes Floodplain Mitigation Bank at a ratio of 1:1

d. Seeps

1. To compensate for the loss of seeps located in the Lower American River 8-digit HUC watershed, the applicant would be required to purchase floodplain mosaic re-establishment credits from the Cosumnes Floodplain Mitigation Bank at a ratio of 4:1

2. To compensate for the loss of seeps located in the Upper Cosumnes River 8-digit HUC watershed, the applicant would be required to purchase floodplain mosaic re-establishment credits from the Cosumnes Floodplain Mitigation Bank at a ratio of 3:1

e. To compensate for the loss of vernal pools, the applicant would be required purchase vernal pool creation credits from the Toad Hill Mitigation Bank at a ratio of 1:1

Based on the above mitigation ratios, the applicant would be required to purchase the following credits to compensate for impacts associated with the proposed Backbone Infrastructure Project:

<u>Wetlands/Waters</u>	<u>Impacted Amount (ac)</u>	<u>Required Credits</u>	<u>Credit Type</u>	<u>Bank</u>
Vernal Pool	0.940	0.940	Vernal Pool	Toad Hill
Seasonal Wetland	1.292	1.668	Floodplain Mosaic	Cosumnes
Seasonal Wetland Swale	4.985	6.319	Floodplain Mosaic	Cosumnes
Seep	0.617	2.432	Floodplain Mosaic	Cosumnes
Marsh	1.457	1.464	Floodplain Mosaic	Cosumnes
Creek/Channel	1.610	3.178	Floodplain Riparian	Cosumnes
Intermittent Drainage	1.538	2.971	Floodplain Riparian	Cosumnes
Ditch	0.363	0.363	Floodplain Mosaic	Cosumnes
Pond	0.852	0.852	Floodplain Mosaic	Cosumnes
Total:	13.654	20.187		

Based on an April 24, 2014, review of the Regulatory In-Lieu Fee and Bank Information Tracking System (RIBITS), the Cosumnes Floodplain Mitigation Bank has 113.98 available floodplain mosaic credits, and 19.465 available floodplain riparian credits, and the Toad Hill Ranch Mitigation Bank has 8.97 available vernal pool establishment credits. Therefore, the Corps has determined that the impacts of the proposed Backbone Infrastructure permit can be appropriately mitigated through the purchase of mitigation bank credits as described above, and that both the Cosumnes River Floodplain Mitigation Bank and the Toad Hill Ranch Mitigation Bank have sufficient credits available to compensate for these impacts.

In response to EPA's comment (a) on the Final EIR/EIS, based on future growth projections, the City of Folsom and the applicant have determined that there is a need for housing and commercial development within south-eastern Sacramento County. In addition, on January 18, 2012, the Local Agency Formation Commission (LAFCo), approved the application by the City of Folsom to annex the proposed SPA area into the City of Folsom. In addition, the certification of the EIR and approval of the Specific Plan and zoning entitlements by the City of Folsom indicate a future need for residential and commercial uses in the SPA. EPA has not provided information to indicate that there is not a future need for development in south-eastern Sacramento County. Therefore, based on available information, the Corps has determined that there is a need for residential and commercial development within south-eastern Sacramento County in order to meet future growth projections.

In response to EPA's comment (b) on the Final EIR/EIS, the project under consideration is not the residential and commercial development evaluated in the EIR/EIS, but is the proposed backbone infrastructure to support these proposed developments. The backbone infrastructure was included as part of each of the development alternatives evaluated in the EIR/EIS. As stated above, the Corps has determined that the No Action Alternative for the backbone infrastructure, which is the same as the No USACE Permit Alternative evaluated in the EIR/EIS, is not practicable, due to the number of bridges that would be required, and the directional drilling required for the installation of utility lines. With regards to the Resource Impact Minimization Alternative evaluated in the EIR/EIS, the backbone infrastructure associated with this alternative would result in the same impacts to waters of the U.S. as the Originally Proposed Backbone Infrastructure Alternative. The currently proposed Backbone Infrastructure Project would result in fewer impacts to waters of the U.S. than the backbone infrastructure would for the Resource Impact Minimization Alternative evaluated in the EIR/EIS, as the Resource Impact Minimization Alternative included the same impacts to waters of the U.S. for backbone infrastructure as the Originally Proposed Backbone Infrastructure Alternative.

With regards to EPA's comment (c) on the Final EIR/EIS, the applicant has incorporated additional avoidance of waters as a result of additional evaluation of alternatives. The Corps has determined that while these additional alternatives were not evaluated in the EIR/EIS, they still fall within the reasonable range of alternatives evaluated in the EIR/EIS, and do not represent an increase in environmental impacts beyond those addressed in the EIR/EIS. Therefore, a supplemental decision document is not required to analyze these effects. EPA's comment regarding the proposed Carpenter Ranch site is noted, and will be addressed within the ROD or supplemental decision document for that project.

With regards to EPA's comment (d) on the Final EIR/EIS, we concur with EPA's statement that at the time the Final EIR/EIS was published, the applicant's for the SPA had not demonstrated that additional avoidance and minimization is impracticable, and therefore discussions of compensatory mitigation were premature. The February 12, 2013, Public Notice for the proposed Backbone Infrastructure project included alternatives information prepared by

the applicant for review and approval by EPA. EPA did not provide any specific comments regarding this alternatives information. With regards to EPA's comment that the Final EIR/EIS is deficient in that it did not discuss competing needs on mitigation bank credits in the region, as stated above, sufficient compensatory mitigation credits are available at the Cosumnes River Mitigation Bank and Toad Hill Ranch Mitigation bank to compensate for impacts of the proposed project on waters of the U.S. We acknowledge that if all proposed actions in the region are approved, there are not sufficient credits available at the existing mitigation banks. However, it is not our responsibility to ensure that sufficient credits are available for all projects that are currently proposed, nor is it feasible for us to make this determination, as there may be additional mitigation banks approved in the future, and we do not yet know whether all proposed projects would be approved or what the required compensatory mitigation would be for those projects. If there are not sufficient credits available for future projects that are permitted within the region, the applicant for those projects would need to either propose and have approved permittee-responsible compensatory mitigation, or would not be able to commence construction until sufficient credits are available.

2. Ms. Karri Smith, President, K.A. Smith Consulting, Inc; Sandy, Utah: On February 13, 2013, Ms. Smith commented that "(f)illing almost 30 acres of wetlands in the year 2013 is absurd regardless of how good a compensatory mitigation plan is." In addition, Ms. Smith stated that "simple purchase of mitigation credits from wetland mitigation banks is only making mitigation bank developers and residential/industrial developers rich while the wildlife continues to lose critical habitat necessary to sustain their continued survival." Ms. Smith also provided her belief that only a small percentage of wetland mitigation projects are successful in the long-term, especially following the 5-year monitoring program required as part of a 404 permit. Finally, Ms. Smith commented that "vernal pool sensitive and endangered species and migratory birds need their natural habitat in their original areas of historic flyways and other areas to be preserved for their continued survival."

Corps Response: Ms. Smith's comment objecting to the placement of fill material into "almost 30 acres of wetlands," is noted. In accordance with the Section 404(b)(1) Guidelines, no permit will be issued for a project unless it is shown to be the least environmentally damaging practicable alternative. With regards to Ms. Smith's comment regarding wetland mitigation projects, both the Cosumnes Floodplain Mitigation Bank and the Toad Hill Mitigation Bank have gone through the mitigation bank review process required under 33 CFR Part 332, which included extensive review by the Interagency Review Team, requirements for short-term and long-term monitoring, and requirements for financial assurances to ensure success. Therefore, the Corps has determined that there is a likelihood that the established and re-established habitat on these sites will be successful, and that the use of these banks is appropriate for compensatory mitigation for the proposed Backbone Infrastructure project.

V. Consideration of Applicable Laws and Policies

a. National Environmental Policy Act (NEPA): The EIR/EIS was completed to evaluate a reasonable range of land-use (including backbone infrastructure) and water-supply alternatives and the cumulative impacts associated with nine projects in the SPA. Each of the land use alternatives included the Originally Proposed Backbone Infrastructure Alternative, as described in Section III.a.2 above. The Corps followed the NEPA process, including noticing and timeline requirements, to produce a document that discloses to the public the probable impacts of the Proposed Action, taking into account mitigation. The EIR/EIS was used in the preparation of this ROD for the on-site and off-site Backbone Infrastructure project.

b. Section 401 of the Clean Water Act Section 401 of the CWA: A Section 401 Water Quality Certification (WQC) was issued by the Central Valley Regional Water Quality Control Board on October 18, 2013, for the proposed Backbone Infrastructure project. The WQC will be a condition of the permit.

c. Endangered Species Act of 1973: On December 6, 2010, we initiated consultation with the United States Fish and Wildlife Service (USFWS) for potential impacts of the proposed project on the Federally-listed vernal pool fairy shrimp (*Branchinecta lynchi*), vernal pool tadpole shrimp (*Lepidurus packardii*), conservancy fairy shrimp (*Branchinecta conservatio*), Valley elderberry longhorn beetle (*Desmocerus californicus dimorphus*), Sacramento Orcutt grass (*Orcuttia viscida*), and Slender Orcutt grass (*Orcuttia tenuis*). USFWS determined in the April 2, 2014, Biological Opinion (BO, File Number 81420-2010-F-0620-1) that habitat for conservancy fairy shrimp, Sacramento Orcutt grass, and Slender Orcutt grass does not occur in the on-site or off-site infrastructure area, and authorized the take of 0.294 acres of habitat for vernal pool fairy shrimp and vernal pool tadpole shrimp, and six elderberry shrubs. A special condition will be added to the permit, requiring compliance with the issued BO.

d. Fish and Wildlife Coordination Act: The Corps has worked with the USFWS on the proposed project, including meetings to obtain input. During EIR/EIS preparation, the Corps requested USFWS be a cooperating agency. Although it declined, the USFWS reviewed the draft of the EIR/EIS and provided comments.

e. Magnuson-Stevens Fishery Conservation and Management Act (Magnuson-Stevens Act): The proposed project is in compliance with the Magnuson-Stevens Act. The proposed project and other land-use and water-supply alternatives would not result in any impacts to essential fish habitat.

f. Section 106 of the National Historic Preservation Act: The Corps has consulted with the State Historic Preservation Officer (SHPO) and the Advisory Council on Historic Preservation (ACHP). Through consultation with the SHPO, a Programmatic Agreement (PA) between the Corps and the California Office of Historic Preservation was prepared and was executed on July 6, 2011. In addition, on October 3, 2013, an amended PA was executed by the Corps and SHPO. A special condition will be added to the permit, requiring compliance with the PA.

g. Section 176(C) of the Clean Air Act (CAA) General Conformity Rule Review: The proposed action has been analyzed for conformity applicability pursuant to regulations implementing Section 176(c) of the Clean Air Act. The Corps has determined that direct emissions from the proposed activities that require a DA permit will not exceed de minimis levels of a criteria pollutant or its precursors and are exempted by 40 CFR 93.153. Any later indirect emissions are generally not within the Corps' continuing program responsibility and generally cannot be practicably controlled by the Corps. For these reasons, a conformity determination is not required for this action.

h. Executive Order 11998 (Floodplain Management): The area along Alder Creek which flows through the SPA has been identified by the California Department of Water Resources as lying within a 100-year floodplain. While the proposed mixed-use development would avoid the 100-year floodplain of Alder Creek, there is some backbone infrastructure that would need to be located within the floodplain, particularly roads and bridges. As explained in Section 3A.9 of the Draft EIR/EIS, these impacts would be reduced to less-than-significant, provided Mitigation Measure 3A.9-2 is implemented. The proposed Backbone Infrastructure

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project would result in minimal impacts to the floodplain of Alder Creek, and has been approved by the City of Folsom.

i. Executive Order 13175 (Consultation with Indian Tribes, Alaska Natives, and Native Hawaiians): During the development of the PA, and the amended PA, the Corps has consulted with the two tribes that may have an interest in the area, the Shingle Springs Band of Miwok Indians, and the United Auburn Indian Community. Both tribes are concurring parties on the PA, and, per the PA, will be consulted during the development of any Memoranda of Agreement (MOAs) required for individual compliance with Section 106 of the NHPA.

j. Environmental Justice (Title VI of the Civil Rights Act and Executive Order 12898): No low-income or minority populations are identified within or adjacent to the SPA or within or adjacent to any of the proposed water-supply alternatives. The proposed action is not expected to negatively impact any community, and therefore is not expected to cause disproportionately high and adverse impacts to minority or low-income communities.

VI. Consideration of Mitigation Measures for the Amended Proposed Backbone Infrastructure Project:

The EIR/EIS included a number of mitigation measures to reduce or offset impacts that fall outside of the Corps responsibility and generally cannot be practicably controlled by the Corps, like traffic, air quality, and noise. Many of the mitigation measures are requirements of the local land use agency (City of Folsom) and were addressed in the EIR/EIS for compliance with CEQA and would be approved through grading and construction permits by the City of Folsom. As such, enforcement of these mitigation measures is the responsibility of the City of Folsom and not the Corps.

The Corps requires mitigation measures to reduce or offset impacts to waters of the U.S. as special conditions of each DA permit issued. These special conditions are identified in Section VIII, and take into account mitigation measures 3A.3-1a, 3A.3-1b, 3B.3-1a, 3B.3-1b and 3B.3-1c, as described in Chapters 3A.3 and 3B.3 of the Draft EIR/EIS, and also include additional conditions that avoid, minimize and compensate for impacts to waters of the U.S. and those that ensure compliance with Section 7 of the Endangered Species Act and Section 106 of the National Historic Preservation Act.

VII: Compliance with 404(b)(1) Guidelines for the Amended Proposed Backbone Infrastructure Project:

Based on the discussion in Section III, are there available, practicable alternatives having less adverse impact on the aquatic ecosystem and without other significant adverse environmental consequences that do not involve discharges into "waters of the U.S." or at other locations within these waters? Yes ___ No X

If the project is in a special aquatic site and is not water dependent, has the applicant clearly demonstrated that there are no practicable alternative sites available? Yes X No ___

Will the discharge:

Violate state water quality standards? Yes ___ No X

Violate toxic effluent standards under Section 307 of the Clean Water Act? Yes ___ No X

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Jeopardize endangered or threatened species or their critical habitat? Yes ___ No X

Violate standards set by the Department of Commerce to protect marine sanctuaries?
Yes ___ No X

Evaluation of the information in the EIR/EIS indicates that the proposed discharge material meets testing exclusion criteria for the following reason(s):

(X) based on the above information, the material is not a carrier of contaminants.

() the levels of contaminants are substantially similar at the extraction and disposal sites and the discharge is not likely to result in degradation of the disposal site and pollutants will not be transported to less contaminated areas.

() acceptable constraints are available and will be implemented to reduce contamination to acceptable levels within the disposal site and prevent contaminants from being transported beyond the boundaries of the disposal site.

Will the discharge contribute to significant degradation of "waters of the U.S." through adverse impacts to:

Human health or welfare, through pollution of municipal water supplies, fish, shellfish, wildlife and/or special aquatic sites? Yes ___ No X

Life stages of aquatic life and/or wildlife? Yes ___ No X

Diversity, productivity, and stability of the aquatic life and other wildlife? Or wildlife habitat or loss of the capacity of wetlands to assimilate nutrients, purify water or reduce wave energy? Yes ___ No X

Recreational, aesthetic and economic values? Yes ___ No X

Will all appropriate and practicable steps be taken to minimize adverse impacts of the discharge on the aquatic ecosystem? Does the proposal include satisfactory compensatory mitigation for losses of aquatic resources? Yes X No ___

VIII. Special Conditions

The following special conditions will be included in the permit to ensure the project is not contrary to the public interest and complies with the 404 (b)(1) Guidelines and other applicable laws:

1. Prior to the initiation of construction activities in waters of the U.S. associated with each phase of construction of the backbone infrastructure, you shall submit to the Corps, for review and approval, a plan-view drawing of the work proposed to be conducted within that phase, and cross-section view drawings of all crossings of waters of the U.S., as well as pre-construction color photographs of the upstream and downstream area of each crossing. The compass angle and location of each photograph shall be identified on the plan-view drawing. In addition, you shall include a description of any deviations (including changes in phasing sequence or boundaries of phases) from the authorized work, including the amount and type of waters that would be impacted, and the amount and type of compensatory mitigation that would

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be required. You shall ensure that the description provided includes information regarding any temporary impacts to waters of the U.S.

Rationale: *This condition is necessary to ensure compliance with the permit and applicable conditions and to ensure that no changes have occurred to the proposed project prior to each phase.. (33 USC 1344(a), 33 USC 401 et. seq., 33 CFR 320.4(r)(1), 33 CFR 325.4(a)(3); 33 CFR 326).*

2. Prior to the initiation of each phase of development, you shall compensate for the loss of waters of the U.S. within that phase through the purchase of mitigation credits from the Cosumnes Floodplain Mitigation Bank and/or the Toad Hill Mitigation Bank at the following compensation to impact ratios for aquatic resources identified on the *Figure 20. Current Backbone Impact Plan (3/1/12)* drawing, prepared by ECORP Consulting, Inc.:

a. To compensate for the loss of jurisdictional ditches, ponds, and marshes, you shall purchase floodplain mosaic re-establishment credits from the Cosumnes Floodplain Mitigation Bank at a ratio of 1:1;

b. Creeks/channels and intermittent drainages:

(1) To compensate for the loss of creeks/channels and intermittent drainages located in the Lower American River 8-digit hydrologic unit code (HUC) watershed (018020111), you shall purchase floodplain riparian re-establishment credits from the Cosumnes Floodplain Mitigation Bank at a ratio of 2:1.

(2) To compensate for the loss of creeks/channels and intermittent drainages located in the Upper Cosumnes River 8-digit HUC watershed (18040013), you shall purchase floodplain riparian re-establishment credits from the Cosumnes Floodplain Mitigation Bank at a ratio of 1:1

c. Seasonal wetlands and seasonal wetland swales:

(1) To compensate for the loss of seasonal wetlands and seasonal wetland swales located in the Lower American River 8-digit HUC watershed, you shall purchase floodplain mosaic re-establishment credits from the Cosumnes Floodplain Mitigation Bank at a ratio of 1.3:1

(2) To compensate for the loss of seasonal wetlands and seasonal wetland swales located in the Upper Cosumnes River 8-digit HUC watershed, you shall purchase floodplain mosaic re-establishment credits from the Cosumnes Floodplain Mitigation Bank at a ratio of 1:1

d. Seeps

(1) To compensate for the loss of seeps located in the Lower American River 8-digit HUC watershed, you shall purchase floodplain mosaic re-establishment credits from the Cosumnes Floodplain Mitigation Bank at a ratio of 4:1

(2) To compensate for the loss of seeps located in the Upper Cosumnes River 8-digit HUC watershed, you shall purchase floodplain mosaic re-establishment credits from the Cosumnes Floodplain Mitigation Bank at a ratio of 3:1

e. To compensate for the loss of vernal pools, you shall purchase vernal pool creation credits from the Toad Hill Mitigation Bank at a ratio of 1:1

Rationale: *This special condition is necessary to ensure compensatory mitigation for the unavoidable losses of waters of the U.S. due to the construction of the proposed project. (33 CFR 320.4(r)(1); 33 CFR 325.4(a)(3); 33 CFR 332).*

3. You shall ensure that impacts associated with all crossings of Alder Creek are temporary in nature and do not result in the permanent loss of waters in Alder Creek. You shall design road crossings of Alder Creek to maintain the pre-construction bankfull width of the creek, as well as accommodate reasonably foreseeable wildlife passage and expected high flows. This shall be accomplished by (1) employing bridge designs that span Alder Creek; (2) utilizing pier or pile supported structures; (3) utilizing large bottomless culverts that do not impact the natural stream bed; and/or (4) utilizing a large box culvert which spans the width of Alder Creek, and is installed beneath the natural bed of Alder Creek. For the installation of any proposed box culverts in Alder Creek, you shall restore the natural streambed to ensure that substrate and streamflow conditions approximate original channel conditions, in accordance with Special Condition 3. All crossings of waters of the U.S., including Alder Creek, shall be reviewed and approved by the Corps prior to initiation of construction activities in waters of the U.S., as identified in Special Condition 1.

Rationale: *This special condition is necessary to ensure minimization of impacts to Alder Creek, and to ensure that the functions of the aquatic environment are protected. In addition, this condition ensures that the Corps is provided specific information regarding crossings of all waters of the U.S. prior to the initiation of construction activities.. (33 CFR 320.4(r)(1); 33 CFR 325.4(a)(3); 33 CFR 332, 40 CFR 230).*

4. Within 30 days following completion of each crossing of Alder Creek, you shall restore areas of the creek temporarily impacted, as well as all disturbed adjacent upland areas, to pre-project contours and conditions. In order to ensure compliance with this condition, you shall:

a. Prior to the initiation of any construction of crossings of Alder Creek, submit to the Corps, for review and approval, a plan for the restoration of temporary impact areas. You shall include the following information in this plan:

(1) A description of and drawings showing the existing contours (elevation) and existing vegetation of each crossing of Alder Creek and the adjacent upland areas. This information shall also include site photographs taken upstream and downstream of each temporary impact area.

(2) The methods used to restore Alder Creek and the adjacent upland at each crossing to the original contour and condition, as well as a plan for the re-vegetation of the site following construction activities, if applicable.

(3) The proposed schedule for the restoration activities, and;

(4) A monitoring plan, to be approved by the Corps, for restoration of the temporary impact area to ensure success of the restoration. Monitoring shall be conducted for a minimum of three growing seasons after completion of restoration activities. The plan shall be

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presented in the format of the Sacramento District's *Habitat Mitigation and Monitoring Proposal Guidelines*, dated December 30, 2004, or appropriate updates.

b. Within 30 days following completion of restoration activities, submit to the Corps a report describing the restoration activities including color photographs of the restored area. The compass angle and position of all photographs shall be similar to the pre-construction photographs required in Special Condition 1.

c. Submit to the Corps a Monitoring Report by October 1 of each year of the required monitoring period. This report shall be submitted in the format shown on the enclosed *Contents of Monitoring Reports*. Reports may be submitted in hard copy or electronically.

Rationale: *This special condition is necessary to ensure successful restoration of all temporary impacts authorized (33 CFR 320.4(r)(1), 33 CFR 325.4(a)(3), 33 CFR 332, 40 CFR 230).*

5. You shall ensure that trenching activities in waters of the U.S. associated with the installation of utility lines does not result in the draining of any water of the U.S., including wetlands. This may be accomplished through the use of clay blocks, bentonite, or other suitable material (as approved by the Corps) to seal the trench. For utility line trenches, during construction, you shall remove and stockpile, separately, the top 6 – 12 inches of topsoil. Following installation of the utility line(s), you shall replace the stockpiled topsoil on top and seed the area with native vegetation. All utility lines in waters of the U.S. shall be reviewed and approved by the Corps prior to initiation of construction activities in waters of the U.S., as identified in Special Condition 1.

Rationale: *This special condition is necessary to ensure minimization of impacts due to trenching for the installation of utility lines, and to ensure restoration of these areas (33 CFR 320.4(r)(1); 33 CFR 325.4(a)(3); 33 CFR 332, 40 CFR 230).*

6. Prior to initiation any phase of construction activities within waters of the U.S., you shall employ construction best management practices (BMPs) within 50-feet of all on-site and off-site waters of the U.S. to be avoided. Methods shall include the use of appropriate measures to intercept and capture sediment prior to entering waters of the U.S., as well as erosion control measures along the perimeter of all work areas to prevent the displacement of fill material. All BMPs shall be in place prior to initiation of any construction activities (or prior to the initiation of each phase of the project) and shall remain until construction activities are completed. You shall maintain erosion control methods until all on-site soils are stabilized. You shall submit a description of and photo-documentation of your BMPs to our office with information required in Special Condition 1.

Rationale: *This condition is necessary to minimize adverse impacts to water quality, from construction activities, to the maximum extent practicable (33 CFR 320.3(a), 33 CFR 320.4(d), 33 CFR 325.4(a)(3)).*

7. You shall implement the attached Programmatic Agreement (PA), entitled *First Amended Programmatic Agreement Between the U.S. Army Corps of Engineers and the California Office of Historic Preservation Regarding the Folsom Plan Area Specific Plan, Sacramento County, California*, and signed by these entities, in its entirety. The Corps has been designated the lead federal agency responsible for implementing and enforcing the PA as signed. If you fail to comply with the implementation and associated enforcement of the PA the

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Corps may determine that you are out of compliance with the conditions of the Department of the Army permit and suspend the permit. Suspension may result in modification or revocation of the authorized work.

Rationale: *This condition is necessary to ensure compliance with Section 106 of the National Historic Preservation Act (16 USC 470, 33 CFR 320.3(g); 33 CFR 325.2(b)(3); 33 CFR 325, Appendix C; 36 CFR 800).*

8. This Corps permit does not authorize you to take an endangered species, in particular vernal pool fairy shrimp (*Branchinecta lynchi*), vernal pool tadpole shrimp (*Lepidurus packardii*), and valley elderberry longhorn beetle (*Desmocerus californicus dimorphus*). In order to legally take a listed species, you must have separate authorization under the Endangered Species Act (e.g., an Endangered Species Act Section 10 permit, or a Biological Opinion under Endangered Species Act Section 7, with "incidental take" provisions with which you must comply). The enclosed Fish and Wildlife Service Biological Opinion (Number 81420-2010-F-0620-1, dated April 2, 2014), contains mandatory terms and conditions to implement the reasonable and prudent measures that are associated with "incidental take" that is also specified in the Biological Opinion. Your authorization under this Corps permit is conditional upon your compliance with all of the mandatory terms and conditions associated with "incidental take" of the attached Biological Opinion, which terms and conditions are incorporated by reference in this permit. Failure to comply with the terms and conditions associated with incidental take of the Biological Opinion, where a take of the listed species occurs, would constitute an unauthorized take, and it would also constitute non-compliance with your Corps permit. The U. S. Fish and Wildlife Service is the appropriate authority to determine compliance with the terms and conditions of its/their Biological Opinion, and with the Endangered Species Act. You must comply with all conditions of this Biological Opinion, including those ascribed to the Corps.

Rationale: *This condition is necessary to ensure compliance with Section 7 of the Endangered Species Act (16 USC 1531 et seq; 50 CFR 402; 33 CFR 320.4(j)(4); 33 CFR 325.2(b)(5); 33 CFR 325.4(a)(1)).*

9. You shall notify the Corps of the start and completion dates for each phase of the authorized work within 10 calendar days prior to the initiation of construction activities within waters of the U.S., and 10 calendar days following completion of construction activities.

Rationale: *This condition is necessary to assist the Corps in scheduling compliance inspections to ensure compliance with the permit and applicable conditions (33 CFR 325.4; 33 CFR 326).*

10. You are responsible for all work authorized herein and ensuring that all contractors and workers are made aware and adhere to the terms and conditions of this permit authorization. You shall ensure that a hard copy of the permit authorization and associated drawings are available for quick reference at the project site until all construction activities are completed.

Rationale: *This condition is necessary to ensure that all workers on site are aware of the terms and conditions of the permit in order to ensure compliance with the permit and applicable conditions (33 CFR 325.4; 33 CFR 326).*

11. You shall clearly identify the limits of all construction areas located within 100 feet of avoided waters of the U.S. with highly visible markers (e.g. construction fencing, flagging, silt

barriers, etc.) prior to commencement of each phase of construction activities in waters of the U.S. You shall maintain such identification properly until construction areas and soils have been stabilized. You are prohibited from undertaking any activity (e.g. equipment usage or materials storage) that impacts waters of the U.S. outside of the permit limits.

Rationale: *This condition is necessary to ensure the construction activities do not occur outside of the project area, which could cause adverse impacts to the aquatic ecosystem (33 CFR 325.4(a)(3)).*

12. You shall use only clean and non-toxic fill material for this project. The fill material shall be free from items such as trash, debris, automotive parts, asphalt, construction materials, concrete with exposed reinforcement bars, and soils contaminated with any toxic substance, in toxic amounts in accordance with Section 307 of the Clean Water Act.

Rationale: *This condition is necessary to ensure that contaminated material is not placed within waters of the U.S. (33 CFR 325.4(a)(3); 40 CFR 230).*

13. All crossings of creeks, seasonal wetland swales, intermittent or ephemeral drainage, where the upstream or downstream portions of the feature are intended to be avoided, shall be conducted when the project area is naturally dewatered, or is dewatered in accordance with a Corps approved dewatering plan. No work shall be conducted in flowing waters.

Rationale: *This condition is necessary to minimize downstream impacts to the aquatic environment from suspended sediments and turbidity to the maximum extent practicable. (33 CFR 320.3(a), 33 CFR 320.4(d); 33 CFR 325.4(a)(3); 40 CFR 230).*

IX. Public Interest Review

a. The relative extent of the public and private need for the proposed work has been considered: The proposed Backbone Infrastructure Project is intended to meet a private need for infrastructure associated with mixed-use development.

b. The practicability of using reasonable alternative locations and/or methods to accomplish the objective of the proposed structure or work has been evaluated: The Corps has determined that there are no practicable alternate locations that would accomplish the purpose of the proposed work. The Corps has also determined that there is no practicable alternative method to accomplish the purpose of the proposed work that would have fewer direct or indirect impacts than the proposed project. The applicant's Amended Proposed Backbone Infrastructure project represents the LEDPA, as described in Section II(a).

c. The extent and permanence of the beneficial and/or detrimental effects that the proposed structures or work may have on the public and private uses which the area is suited has been reviewed: The Amended Proposed Backbone Infrastructure alternative would result in the placement of fill material into, and the permanent loss of 13.65 acres of waters of the U.S., including wetlands, for the construction of a backbone infrastructure in the SPA. The loss of 13.65 acres of waters of the U.S would cause a permanent detrimental effect. The loss of waters of the U.S as a result of the proposed Backbone Infrastructure would be offset by the required mitigation. The proposed backbone infrastructure, consisting of roads, utility lines, and trails would provide a permanent beneficial effect to residents in and near the proposed project site.

X. Findings

a. The determinations made within this ROD are consistent with those made in the August 12, 2011, ROD for the SPA.

b. The evaluation of the proposed action and alternatives was done in accordance with all applicable laws, executive orders, and regulations. The EIR/EIS and supporting documents are adequate and contain sufficient information to make a reasoned permit decision.

c. The selected alternative is the applicant's Amended Proposed Backbone Infrastructure Alternative, with appropriate and practicable mitigation measures to minimize environmental harm and potential adverse impacts of the discharges on the aquatic ecosystem and the human environment, as identified in Section VIII. The applicant's Amended Proposed Backbone Infrastructure Alternative, as mitigated by these conditions, is considered the environmentally preferred alternative under NEPA.

d. The discharge complies with the Section 404(b)(1) guidelines and is considered the least environmentally damaging practicable alternative, with the inclusion of appropriate and practicable general and special conditions in the permit to minimize pollution or adverse effects to the affected ecosystem.

e. Issuance of a Department of the Army permit is not contrary to the public interest, with the inclusion of the special conditions identified in Section VIII.

f. The compensatory mitigation identified in the special conditions, was determined using the *South Pacific Division Mitigation Ratio Setting Checklist*, and is sufficient to ensure no-net loss of aquatic resources functions and services for impacts to 13.65 acres of waters of the U.S.

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PREPARED BY:

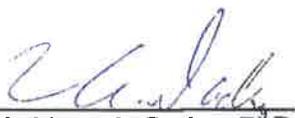


Lisa M. Gibson
Senior Project Manager
California South Branch

5/20/14

Date

REVIEWED BY:



Kathleen A. Dadey, PhD.
Chief,
California South Branch

20 May 14

Date

REVIEWED BY:

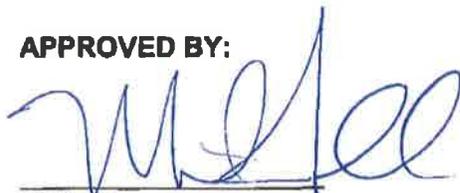


Lisa H. Clay
Office of Counsel
Sacramento District

22 MAY 2014

Date

APPROVED BY:



Michael S. Jewell
Chief, Regulatory Division

22 May 2014

Date

Mangini Ranch Phase 3: Applicant's FPASP Policy Consistency Analysis

FPASP Policy No.	FPASP Policy Description	Map Consistent	Remarks
Section 4 - Land Use			
4.1	Create pedestrian-oriented neighborhoods through the use of a grid system of streets where feasible, sidewalks, bike paths and trails. Residential neighborhoods shall be linked, where appropriate, to encourage pedestrian and bicycle travel.	Yes	The street and trail system is based on an efficient grid system that connects the project with nearby park, school, and open space with roadways, sidewalks, and trails.
4.2	Residential neighborhoods shall include neighborhood focal points such as schools, parks, and trails. Neighborhood parks shall be centrally located and easily accessible, where appropriate.	Yes	The project is part of a residential neighborhood, and connects to schools, trails, and parks via the roadway, sidewalk, and trail network.
4.3	Residential neighborhoods that are directly adjacent to open space shall provide at least two defined points of pedestrian access into the open space area.	Yes	Three defined points of access to adjacent open space is provided.
4.4	Provide a variety of housing opportunities for residents to participate in the home-ownership market.	Yes	The project contains housing types within the allowable density range of the SFHD and MLD zoning, which is the zoning for the project site.
4.5	All multi-family high density residential sites shall provide on-site recreational amenities for its residents, unless directly adjacent to a park site.	n/a	The project does not involve multi-family high density residential.

Mangini Ranch Phase 3: Applicant's FPASP Policy Consistency Analysis

FPASP Policy No.	FPASP Policy Description	Map Consistent	Remarks
4.6	As established by the FPASP, the total number of dwelling units for the Plan Area is 11,461 and the total commercial square footage is 2,788,8441. The number of units within individual residential land use parcels may vary, so long as the number of dwelling units falls within the allowable density range for a particular land use designation. For purposes of CEQA compliance for discretionary projects, the combination of the total maximum number of residential units and commercial square footage analyzed in the Folsom Plan Area Specific Plan Environmental Report/Environmental Impact Statement (SCH#200092051) shall not be exceeded without requiring further CEQA compliance.	Yes	The project does not exceed the total number of dwelling units for the Plan Area and does not include commercial uses.
4.6A	A maximum of 937 low, medium and high density residential dwelling units are allowed only in the three General Commercial (SP-GC) parcels and the Regional Commercial (SP-RC) parcel located at the intersection of East Bidwell Street and Alder Creek Parkway. No more and no less than 377 high density residential dwelling units on a minimum of 15.7 acres shall be provided on these parcels. Other than the SP-RC and three SP-GC parcels specifically identified herein, this policy 4.6A shall not apply to any other Plan Area SP-RC or SP-GC parcels.	n/a	The project is not located at the intersection of East Bidwell Street and Alder Creek Parkway.
4.7	Transfer of dwelling units is permitted between residential parcels, or the residential component of SP-RC and SP-GC parcels, as long as 1) the maximum density within each land use designation is not exceeded, unless the land use designation is revised by a specific plan amendment, and 2) the total number of Plan Area dwelling units does not exceed 11,461.	Yes	The proposed transfer of 21 development units from parcels 155 (-9 du) and 166 (-12 du) to parcels 159 (+9 du), 165A-2 (+1 du), and 165B (+11) will not exceed the maximum density (4-7 units per acre for Parcels 159, 165A-2 or 165B) permitted within those land use categories, nor will the overall FPASP dwelling unit maximum be exceeded.

Mangini Ranch Phase 3: Applicant's FPASP Policy Consistency Analysis

FPASP Policy No.	FPASP Policy Description	Map Consistent	Remarks
4.8	Each new residential development shall be designed with a system of local streets, collector streets, and access to an arterial road that protects the residents from through traffic.	Yes	The project has a heircharial street layout to provide an efficient circulation system consistent with the Specific Plan.
4.9	Subdivisions of 200 dwellings units or more not immediately adjacent to a neighborhood or community park are encouraged to develop one or more local parks as needed to provide convenient resident access to children’s plan areas, picnic areas and unprogrammed open turf area. If provided, these local parks shall be maintained by a landscape and lighting district or homeowner’s association and shall not receive or provide substitute park land dedication credit for parks required by the FPASP.	Yes	The project includes 260 dwelling units. While not immediately adjacent to a neighborhood or community park, the Project does provide three points of access to the public trail system on adjacent open space, which connects to nearby parks.
<i>Commercial Policies</i>			
4.10	The mixed-use town center should contain unique retail, entertainment and service-based establishments, as well as public gathering spaces.	n/a	The Project does not propose any mixed-use development. Therefore the policy does not apply to the project.
4.11	The mixed-use neighborhood center should contain retail and service-based establishments that are intended to serve the immediate area in which it is located.	n/a	The Project does not propose any mixed-use development. Therefore the policy does not apply to the project.
4.12	Commercial and office areas should be accessible via public transit routes, where feasible.	n/a	The Project does not propose any commercial development. Therefore the policy does not apply to the project.
4.13	The Plan Area land use plan should include commercial, light industrial/office park and public/quasipublic land uses in order to create employment.	n/a	The Project does not propose any commercial development. Therefore the policy does not apply to the project.

Mangini Ranch Phase 3: Applicant's FPASP Policy Consistency Analysis

FPASP Policy No.	FPASP Policy Description	Map Consistent	Remarks
4.14	The transfer of commercial intensity is permitted as provided in Section 13.3 - Administrative Procedures.	n/a	The Project does not propose any commercial development. Therefore the policy does not apply to the project.
<i>Open Space Policies</i>			
4.15	Thirty percent (30%) of the Plan Area shall be preserved and maintained as natural open space, consistent with Article 7.08.C of the Folsom City Charter.	Yes	The project will not reduce the amount of preserved natural open space.
4.16	The open space land use designation shall provide for the permanent protection of preserved wetlands.	Yes	The project does not alter the protections provided by the open space land use designation in the FPASP.

Mangini Ranch Phase 3: Applicant's FPASP Policy Consistency Analysis

FPASP Policy No.	FPASP Policy Description	Map Consistent	Remarks
<i>Parks Policies</i>			
4.17	Land shall be reserved for parks as shown in Figure 4.3 – Specific Plan Land Use Designations and Table 4.2 – Land Use Summary. On future tentative subdivision maps or planned development applications, park sites shall be within 1/8 of a mile of the locations shown in Figure 4.3 – Specific Plan Land Use Designations. Park sites adjacent to school sites should remain adjacent to schools to provide for joint use opportunities with the Folsom-Cordova Unified School District. Park sites adjacent to open space shall remain adjacent to open space to provide staging areas and access points to the open space for the public.	n/a	No park sites are proposed, and no proposed park sites will be altered by the project. Therefore the policy does not apply to the project.
4.18	Sufficient land shall be dedicated for parks to meet the City of Folsom requirement (General Plan Policy 35.8) of 5-acres of parks for every 1,000 residents.	Yes	The project does not reduce the land to be dedicated for parks.
4.19	Parks shall be located throughout the Plan Area and linked to residential neighborhoods via sidewalks, bike paths and trails, where appropriate. During the review of tentative maps or planned development applications, the city shall verify that parks are provided in the appropriate locations and that they are accessible to resident via sidewalks, bike paths and trails.	Yes	Nearby parks will be accessible by all residents in the project via sidewalks and public trails.
4.20	Elementary school sites shall be co-located with parks to encourage joint-use of parks where feasible.	n/a	The project does not propose school or park uses. Therefore the policy does not apply to the project. Additionally, the LLVTSM is consistent with the planned school and co-located park policy.

Mangini Ranch Phase 3: Applicant's FPASP Policy Consistency Analysis

FPASP Policy No.	FPASP Policy Description	Map Consistent	Remarks
<i>Public/Quasi-Public Policies</i>			
4.21	Land shall be reserved for public services and facilities, as required by the City of Folsom. Public services and facilities sites shall be in the general locations as shown in Figure 4.3 – Specific Plan Land Use Designations.	Yes	The infrastructure needed to serve the Project area is consistent with the adopted Specific Plan and the updated infrastructure plans.
4.22	Land shall be reserved for schools as required by the City of Folsom and the Folsom Cordova Unified School District in accordance with state law. School sites shall be in the general locations shown in Figure 4.3 – Specific Plan Land Use Designations and have comparable acreages as established in Table 4.2 – Land Use Summary.	Yes	The project would not alter the location of proposed school sites.
4.23	Elementary school sites shall be co-located with parks to encourage joint-use of parks.	n/a	The project does not propose school or park uses. Therefore the policy does not apply to the project. Additionally, the LLVTSM is consistent with the planned school and co-located park policy.
4.24	All Public/Quasi-Public sites shown in Figure 4.3 – Specific Plan Land Use Designations may be relocated or abandoned as a minor administrative modification of the FPASP. The land use designation of the vacated site or sites will revert to the lowest density adjacent residential land use. In no event shall the maximum number of Plan Area dwelling units exceed 11,461 and the total commercial building area exceed 2,788,884 square feet ² . For purposes of CEQA compliance for discretionary projects, the combination of the total maximum number of residential units and commercial square footage analyzed in the Folsom Plan Area Specific Plan Environmental Impact Report/Environmental Impact Statement (SCH#200809205) shall not be exceeded without requiring further CEQA compliance.	Yes	The project would not alter the location of proposed public/quasi-public sites.

Mangini Ranch Phase 3: Applicant's FPASP Policy Consistency Analysis

FPASP Policy No.	FPASP Policy Description	Map Consistent	Remarks
Section 5 - Housing Strategies			
<i>City of Folsom General Plan Housing Element Policies Incorporated in the FPASP</i>			
H-1.1	The city shall ensure that sufficient land is designated and zoned in a range of residential densities to accommodate the city's regional share of housing.	n/a	This policy directs the City in its decision-making and planning processes. The project proposes residential land uses that comply with the existing zoning and land use designation at the project site.
H-1.2	The city shall endeavor to designate future sites for higher density housing near transit stops, commercial services, and schools where appropriate and feasible.	n/a	This policy directs the City in its decision-making and planning processes. The project proposes residential land uses that comply with the existing zoning and land use designation at the project site.
H-1.3	The city shall encourage home builders to develop their projects on multi-family designated land at the high end of the applicable density range.	n/a	This policy directs the City in its decision-making and planning processes. The project proposes a density between 5.9 and 6.3 units per acre on the SFHD parcels and 7.5 units per acre on the MLD parcel, which is within the applicable range of 4-7 and 7-12 units per acre, respectively.
H-1.4	The City shall support and facilitate the development of second units on single-family designated and zoned parcels.	n/a	This policy directs the City in its decision-making and planning processes. The project site is zoned SFHD and MLD.

Mangini Ranch Phase 3: Applicant's FPASP Policy Consistency Analysis

FPASP Policy No.	FPASP Policy Description	Map Consistent	Remarks
H-1.6	The city shall ensure that new development pays its fair share in financing public facilities and services and pursues financial assistance techniques to reduce the cost impact on the production of affordable housing.	n/a	This policy directs the City in its decision-making and planning processes. The project will comply with all mitigation measures in the FPASP EIR and Addendums. See MMRP.
H-1.8	The city shall strive to create additional opportunities for mixed-use and transit oriented development.	n/a	This policy directs the City in its decision-making and planning processes.
H-3.1	The city shall encourage residential projects affordable to a mix of household incomes and disperse affordable housing projects throughout the city to achieve a balance of housing in all neighborhoods and communities.	n/a	This policy directs the City in its decision-making and planning processes. The Project proposes residential development within the overall mix of household incomes.
H-3.2	The city shall continue to use federal and state subsidies, as well as inclusionary housing in-lieu fees, affordable housing impact fees on non-residential development, and other fees collected into the Housing Trust Fund in a cost-efficient manner to meet the needs of lower-income households, including extremely low-income households.	n/a	This policy directs the City in its decision-making and planning processes. The Project proposes residential development.
H-3.3	The city shall continue to make density bonuses available to affordable and senior housing projects, consistent with State law and Chapter 17.102 of the Folsom Municipal Code.	n/a	This policy directs the City in its decision-making and planning processes. The Project does not seek a density bonus.
H-3.4	Where appropriate, the city shall use development agreements to assist housing developers in complying with city affordable housing goals.	n/a	This policy directs the City in its decision-making and planning processes. The Project is subject to the Amended and Revised Development Agreement.

Mangini Ranch Phase 3: Applicant's FPASP Policy Consistency Analysis

FPASP Policy No.	FPASP Policy Description	Map Consistent	Remarks
H-3.5	The city shall make incentives available to property owners with existing development agreements to encourage the development of affordable housing.	n/a	This policy directs the City in its decision-making and planning processes. The Project is subject to the Amended and Restated Development Agreement.
H-5.2	The city shall encourage housing for seniors and persons with disabilities to be located near public transportation, shopping, medical, and other essential services and facilities.	n/a	This policy directs the City in its decision-making and planning processes. The project does not propose housing for seniors or persons with disabilities.
H-5.4	The city shall encourage private efforts to remove physical barriers and improve accessibility for housing units and residential neighborhoods to meet the needs of person with disabilities.	n/a	This policy directs the City in its decision-making and planning processes. The Project complies with the Folsom Ranch, Central District Design Guidelines and City standards for residential neighborhoods.
H-5.7	The city shall continue to provide zoning to accommodate future need for facilities to serve city residents in need of emergency shelter.	n/a	This policy directs the City in its decision-making and planning processes.
H-5.10	The city shall encourage developers to include spaces in proposed buildings or sites on which child care facilities could be developed or leased by a child care operator.	n/a	This policy directs the City in its decision-making and planning processes. The Project does not propose non-residential uses.
H-6.2	The city shall assist in the enforcement of fair housing laws by providing information and referrals to organizations that can receive and investigate fair housing allegations, monitor compliance with fair housing laws, and refer possible violations to enforcing agencies.	n/a	This policy directs the City in its decision-making and planning processes.
H-7.1	The city shall continue to implement state energy-efficient standards to new residential development.	n/a	This policy directs the City in its decision-making and planning processes.

Mangini Ranch Phase 3: Applicant's FPASP Policy Consistency Analysis

FPASP Policy No.	FPASP Policy Description	Map Consistent	Remarks
H-7.2	The city shall include energy conservation guidelines as part of the development standards for the specific plan area.	n/a	This policy directs the City in its decision-making and planning processes.
H-7.3	The city shall reduce residential cooling needs associated with the urban heat island effect.	n/a	This policy directs the City in its decision-making and planning processes.
H-7.4	The city shall promote an increase in the energy efficiency of new and existing housing beyond minimum state requirements.	n/a	This policy directs the City in its decision-making and planning processes.
H-7.5	The city shall encourage the increased use of renewable energy.	n/a	This policy directs the City in its decision-making and planning processes.
H-7.6	The city shall encourage "smart growth" that accommodates higher density residential uses near transit, bicycle and pedestrian friendly areas of the city that encourage and facilitate the conservation of resources by reducing the need for automobile use.	n/a	This policy directs the City in its decision-making and planning processes. East Bidwell Street is part of the FPASP transit corridor.
Section 7 - Circulation			
<i>Circulation Policies</i>			
7.1	The roadway network in the Plan Area shall be organized in a grid-like pattern of streets and blocks, except where topography and natural features make it infeasible, for the majority of the Plan Area in order to create neighborhoods that encourage walking, biking, public transit and other alternative modes of transportation.	Yes	Topography and natural features make grid layout infeasible, but the proposed roadway connects future residents of the project to adjacent school, park, open space, and commercial uses. East Bidwell Street is part of the FPASP transit corridor.
7.2	Circulation within the Plan Area shall be ADA accessible and minimize barriers to access by pedestrians, the disabled, seniors and bicyclists. Physical barriers such as walls, berms, and landscaping that separate residential and nonresidential uses and impede bicycle or pedestrian access or circulation shall be minimized.	Yes	The Project complies with the Folsom Ranch, Central District Design Guidelines and City standards for residential neighborhoods.

Mangini Ranch Phase 3: Applicant's FPASP Policy Consistency Analysis

FPASP Policy No.	FPASP Policy Description	Map Consistent	Remarks
7.3	The Plan Area shall apply for permanent membership in the 50 Corridor TMA. Funding to be provided by a Community Facilities District or other non-revocable funding mechanism.	n/a	The Project does not effect the Plan Area's permanent membership in the 50 Corridor TMA.
7.4	Submit a General Plan Amendment to the city to modify General Plan Policy 17.17 regarding Traffic Level of Service 'C'. This level of service may not be achieved throughout the entire Plan Area at buildout.	n/a	The applicable Level of Service under the General Plan is 'D.' The streets are designed to meet traffic requirements and are consistent with the Specific Plan.
<i>Roadway Classification Policies</i>			
7.5	A framework of arterial and collector roadways shall be developed that accommodate Plan Area traffic while accommodating through-traffic demands to adjoining city areas.	n/a	Project street layout is consistent with the Specific Plan. East Bidwell Street is part of the FPASP transit corridor.
7.6	Major and minor arterials, collectors, and minor collectors shall be provided with sidewalks that safely separate pedestrians from vehicular traffic and class II bicycle lanes that encourage transportation choices within the Plan Area.	n/a	East Bidwell Street and Mangini Parkway have separated sidewalks from the street to enhance pedestrian design. Class III bike routes are provided on all residential streets.
7.7	Traffic calming measures shall be utilized, where appropriate, to minimize neighborhood cut-through traffic and excessive speeds in residential neighborhoods. Roundabouts and traffic circles shall be considered on low volume neighborhood streets as an alternative to four-way stops or where traffic signals will be required at project build-out. Traffic calming features included in the City of Folsom's Neighborhood Traffic Management Program Guidelines (NTMP) may also be utilized in the Plan Area.	Yes	The street system has been designed to discourage traffic through the neighborhood.
7.8	Roadway improvements shall be constructed to coincide with the demands of new development, as required to satisfy city minimum level of service standards.	Yes	The streets are designed to meet traffic requirements and are consistent with the Specific Plan.
<i>Public Transit Policies</i>			

Mangini Ranch Phase 3: Applicant's FPASP Policy Consistency Analysis

FPASP Policy No.	FPASP Policy Description	Map Consistent	Remarks
7.8A	<p>Concurrent with development of the SP-RC and SP-GC parcels located at the intersection of East Bidwell Street and Alder Creek Parkway, the following roadway improvements will be constructed:</p> <ul style="list-style-type: none"> • Alder Creek Parkway from Prairie City Road to East Bidwell Street. • East Bidwell Street from White Rock Road to U.S. Highway 50. • Rowberry Road (including the over-crossing of U.S. Highway 50). <p>The timing, extent of improvements and interim improvements shall be predicated on the extent and type of development proposed for the above referenced parcels</p>	n/a	The project is not located at the intersection of East Bidwell Street and Alder Creek Parkway. Therefore the policy does not apply to the project.
7.9	Public transportation opportunities to, from, and within the Plan Area shall be coordinated with the City Public Works Transit Division and the Sacramento Regional Transit District (RT). Regional and local fixed and circulator bus routes through the Plan Area shall be an integral part of the overall circulation network to guarantee public transportation service to major destinations for employment, shopping, public institutions, multi-family housing and other land uses likely to attract public transit use.	Yes	The project is consistent with the adopted Specific Plan, which addresses public transportation opportunities.
7.10	Consistent with the most recent update of the RT master plan and the Plan Area Master Transit Plan, a transit corridor shall be provided through the Plan Area for future regional 'Hi-Bus's service (refer to Figure 7.29 and the FPASP Transit Master Plan). Sufficient right-of-way shall be dedicated for the transit corridor as described in Section 7.3 and Figures 7.2, 7.3, 7.14 & 7.15.	Yes	The project is consistent with the adopted Specific Plan, which addresses public transportation opportunities.
7.11	Future transit bus stops and associated amenities shall be placed at key locations in the Plan Area according to the recommendation of the FPASP Transit Master Plan.	Yes	The project is consistent with the adopted Specific Plan, which addresses public transportation opportunities.
7.12	Provide interim park-and-ride facilities for public transit use as shown in the FPASP Transit Master Plan.	Yes	The project is consistent with the adopted Specific Plan, which addresses public transportation opportunities.

Mangini Ranch Phase 3: Applicant's FPASP Policy Consistency Analysis

FPASP Policy No.	FPASP Policy Description	Map Consistent	Remarks
7.13	The City of Folsom shall participate with the El Dorado County Transportation Commission in an update of the "Folsom El Dorado Corridor Transit Strategy Final Report dated December 2005. The update shall include the Plan Area and Sacramento County.	n/a	This policy directs the City in its decision-making and planning processes. Therefore the policy does not apply to the project.
7.14	The City of Folsom shall participate with the Sacramento Area Council of Government in a revision of the City of Folsom Short-Range Transit Plan Update Final Report, dated September 2005. The update shall include the Plan Area.	n/a	This policy directs the City in its decision-making and planning processes. Therefore the policy does not apply to the project.
7.15	The Sacramento Regional Transit District (RT) "A Guide to Transit Oriented Development (TOD)" shall be used as a design guideline for subsequent project level approvals for all projects along the Plan Area transit corridor.	Yes	The guideline was used in the preparation of the Specific Plan. The project is consistent with the Specific Plan.

Mangini Ranch Phase 3: Applicant's FPASP Policy Consistency Analysis

FPASP Policy No.	FPASP Policy Description	Map Consistent	Remarks
<i>Sidewalks, Trails and Bikeway Policies</i>			
7.16	A system of sidewalks, trails, and bikeways shall internally link all land uses and connect to all existing or planned external street and trail facilities contiguous with the Plan Area to provide safe routes of travel for pedestrians and bicyclists as depicted in Figure 7.32 and as indicated on the applicable roadway sections. Pedestrian and bicycle facilities shall be designed in accordance with City design standards, including the latest version of the Bikeway Master Plan, the FPASP and the FPASP Community Design Guidelines.	Yes	The project includes sidewalks that are consistent with the adopted Specific Plan and City standards.
7.17	Public accessibility to open space and scenic areas within the Plan Area shall be provided via roadway, sidewalks, trail and bikeway connections, where appropriate.	Yes	Access to nearby open space areas is provided via roadways, sidewalks, and trails.
7.18	Traffic calming measures and signage shall be used to enhance the safety of sidewalk, trail and bikeway crossings of arterial and collector streets.	n/a	The Project does not propose any sidewalk, trail, or bikeway crossings. A pedestrian-activated traffic signal is planned at the trail head located at East Bidwell Road and a Class I trail undercrossing is planned at the trail head at Mangini Parkway, as shown on the Bikeways Plan in the FPASP.
7.19	Class I bike path and trail crossings of Alder Creek and intermittent drainages channels shall be minimized and located and designed to cause the least amount of disturbance to the creek environment.	n/a	Alder Creek is not located in this phase. Therefore the policy does not apply to the project.

Mangini Ranch Phase 3: Applicant's FPASP Policy Consistency Analysis

FPASP Policy No.	FPASP Policy Description	Map Consistent	Remarks
7.20	Per state and federal programs, safe routes to schools shall be identified and signed.	Yes	The nearest elementary and middle school sites are located within the LLVTSM for Town Center South. Streets are designed to promote walking and biking as alternative modes of daily travel and to provide safe routes to school. Signage shall be identified in the improvements plans.
7.21	All Plan Area land uses shall be located within approximately 1/2 mile of a Class I bike path or a Class II bike lane.	Yes	The project is within 1/2 mile of East Bidwell Street, which will be developed with class II bike lanes as part of the planned Bicycle network.
7.22	Site design and building placement shall minimize barriers to pedestrian access and interconnectivity. Physical barriers such as walls, berms, landscaping and slopes between residential and non-residential land uses that unnecessarily impede bicycle or pedestrian circulation shall be minimized. Clearly marked shaded paths shall be provided through commercial and mixed use parking lots.	n/a	The Project does not include commercial or mixed use development and complies with the Folsom Ranch, Central District Design Guidelines and City standards for residential neighborhoods.
7.23	Adequate short and long term bicycle parking shall be provided for all Plan Area land uses (except for single-family and single-family high density residential uses) as specified in Table A.14.	n/a	The project includes single-family high density residential uses.
Section 8 - Open Space			
8.1	Open Space areas shall be created throughout the entirety of the Plan Area.	Yes	The SLVTSM includes an open space corridor with a Class 1 multi-purpose trail and will comply with this policy.

Mangini Ranch Phase 3: Applicant's FPASP Policy Consistency Analysis

FPASP Policy No.	FPASP Policy Description	Map Consistent	Remarks
8.2	Create a preserve open space zone that will include all of the preserved wetlands and required buffers that are under the jurisdiction of the U.S. Army Corp of Engineers (USACE).	Yes	The SLVTSM includes an open space corridor with a Class 1 multi-purpose trial and will comply with this policy.
8.3	Create a passive open space zone that may contain limited recreation uses and facilities, storm water quality detention basins, water quality structures, wetland and tree mitigation areas and limited public utilities.	Yes	The SLVTSM includes an open space corridor with a Class 1 multi-purpose trial and will comply with this policy
8.4	Where feasible, locate schools and parks adjacent or near to open space.	n/a	The nearest elementary and middle school sites are located within the LLVTSM for Town Center South. The LLVTSM is consistent with the planned school and co-located park policy.
8.5	Open space areas shall incorporate sensitive Plan Area natural resources, including oak woodlands, Alder Creek and its tributaries, hillside areas, cultural resources, and tributaries of Carson, Buffalo and Coyote Creeks within the boundaries of the Plan Area.	Yes	The SLVTSM includes an open space corridor with a Class 1 multi-purpose trial and will comply with this policy.

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FPASP Policy No.	FPASP Policy Description	Map Consistent	Remarks
8.6	Open space improvements shall comply with City of Folsom General Plan Policy 27.1 and the Americans with Disabilities Act (ADA) standards.	Yes	The SLVTSM includes an open space corridor with a Class 1 multi-purpose trail and will comply with this policy
8.7	<p>Natural parkways, thirty-feet (30') in width or larger, shall be considered part of the required thirty percent (30%) Plan Area natural open space provided the following minimum criteria is met:</p> <p>8.7a: They include a paved path or trail.</p> <p>8.7.b: They have the ability to be utilized for tree mitigation plantings or other appropriate mitigation measures and;</p> <p>8.7.c: They are planted primarily with California central valley and foothills native plants as described in the most current edition of River-Friendly Landscape Guidelines.</p>	n/a	No natural parkways are proposed in the project area. Therefore the policy does not apply to the project.
8.8	Locate Class I bicycle paths and paved and unpaved trails throughout the open space.	Yes	The SLVTSM includes an open space corridor with a Class 1 multi-purpose trail and will comply with this policy
8.9	Carefully site infrastructure, including roads, wastewater and water facilities, trailheads, equestrian trails and the like to minimize impact to the oak woodlands, Alder Creek and its tributaries, hillside areas, cultural resources and intermittent tributaries of Carson, Buffalo and Coyote Creeks within the boundaries of the Plan Area.	Yes	No cultural resources identified to be preserved, oak woodlands, or hillsides are present in the project. The project has been designed to avoid the wetland areas to the extent feasible.
8.10	Provide the opportunity for educational programs that highlight the value of the various natural features of the Plan Area.	n/a	This policy directs the City in its decisionmaking. Therefore the policy does not apply to the project.
8.11	All open space improvements, including erosion control planting and landscaping, within the 200-year flood plain shall be designed to withstand inundation during a 200-year flood event.	Yes	The SLVTSM includes an open space corridor with a Class 1 multi-purpose trail and will comply with this policy

Mangini Ranch Phase 3: Applicant's FPASP Policy Consistency Analysis

FPASP Policy No.	FPASP Policy Description	Map Consistent	Remarks
8.12	All open space improvements, including erosion control planting and landscaping adjacent to Alder Creek and its tributaries shall be consistent with Section 10.2.6 - Alder Creek & Floodplain Protection.	n/a	Alder Creek is not located in this phase. Therefore the policy does not apply to the project.
8.13	The FASP Open Space Management Plan shall describe the ownership, funding, and maintenance of open space areas.	n/a	The document submitted to the City contains this information. Therefore this policy does not apply to the Project.
8.14	The FPASP Community Design Guidelines shall include recommendations for the design of natural parkways and other passive open space recreation facilities, storm water quality detention basins, water quality structures, wetland and tree mitigation areas, and public utilities.	n/a	The document submitted to the City contains this information. Therefore the policy does not apply to the project.
8.15	All entitlements within the FPASP shall be reviewed to ensure that thirty percent (30%) of the Plan Area is maintained as natural open space to preserve oak woodlands and sensitive habitat areas.	Yes	The project does not reduce the amount of open space in the Plan Area.
Section 9 - Parks			
9.1	To promote walking and cycling, community and neighborhood parks shall be connected to the pedestrian and bicycle network.	Yes	The project's sidewalks and bike routes are consistent with the connected pedestrian network in the Specific Plan.
9.2	Park designs shall accommodate a variety of active and passive recreational facilities and activities that meet the needs of Plan Area residents of all ages, abilities and special interest groups, including the disabled.	n/a	The project does not propose park uses. Therefore the policy does not apply to the project.
9.3	Neighborhood parks shall feature active recreational uses as a priority and provide field lighting for nighttime sports uses and other activities as deemed appropriate by the City of Folsom Parks and Recreation Department.	n/a	The project does not propose park uses. Therefore the policy does not apply to the project.
9.4	The sports facilities listed in Table 9.1 are suggested facilities for inclusion in community, neighborhood and local parks. The City may amend Table 9.1 as City needs change without amending the FPASP.	n/a	The project does not propose park uses. Therefore the policy does not apply to the project.
9.5	All park master plans shall include a lighting plan and all park lighting fixtures shall be shielded and energy efficient.	n/a	The project does not propose park uses. Therefore the policy does not apply to the project.

Mangini Ranch Phase 3: Applicant's FPASP Policy Consistency Analysis

FPASP Policy No.	FPASP Policy Description	Map Consistent	Remarks
9.6	Parks shall be designed and landscaped to provide shade, easy maintenance, water efficiency, and to accommodate a variety of recreational uses. Park improvements will comply with Folsom Municipal Code Chapter 13.26 Water Conservation and all applicable mitigations measures set forth in the FPASP EIR/EIS.	n/a	The project does not propose park uses. Therefore the policy does not apply to the project.
9.7	Park furniture and structures shall be selected based on durability, vandal resistance and long term maintenance, as approved by the City.	n/a	The project does not propose park uses. Therefore the policy does not apply to the project.
9.8	Public art is encouraged in parks where appropriate and feasible in compliance with the City's Arts and Culture Master Plan.	n/a	The project does not propose park uses. Therefore the policy does not apply to the project.
9.9	Easements and designated open space shall not be credited as parkland acreage. These areas may be used for park activities, but not to satisfy Quimby park land dedication requirements.	n/a	The project does not propose park uses. Therefore the policy does not apply to the project.
9.10	Placement of stand alone cell towers or antennae in parks is strongly discouraged. Cell towers or antennae are permitted to be located on sports field lighting poles with a use permit.	n/a	Cell towers are not proposed with this application. Therefore the policy does not apply to the project.
9.11	All parks shall be sited and designed with special attention to safety and visibility. Park designs shall follow the use restrictions as outlined in the Folsom Municipal Code Chapter 9.68: Use of Park Facilities. The Parks and Recreation Commission shall review all park master development plans and make recommendations to the City Council for approval.	n/a	The project does not propose park uses. Therefore the policy does not apply to the project.
9.12	A Parks Master Plan shall be prepared for the Plan Area.	n/a	This policy affects the City and does not apply to individual developers.
9.13	If the existing slope of a park site shown on Figure 9.1 exceeds five percent, the site shall be rough graded by owner/developer/builder dedicating the park land in accordance with grading plans approved by the City of Folsom Parks and Recreation Department. The cost to grade sites may be credited against park impact fees subject to city approval.	n/a	The project does not propose park uses. Therefore the policy does not apply to the project.

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FPASP Policy No.	FPASP Policy Description	Map Consistent	Remarks
9.14	Park land dedications are net areas in acres and exclude easements, wetlands, public rights-of-way and steep slopes or structures.	n/a	The project does not propose park uses. Therefore the policy does not apply to the project.
Section 10 - Resource Management & Sustainable Design			
<i>Wetland Policies</i>			
10.1	Delineated wetlands shall be preserved to the greatest extent possible within open space areas and corridors, or otherwise provided for in protected areas.	Yes	Wetland permit has been issued for the project.
10.2	Where preservation is not feasible, mitigation measures shall be carried out as specified in the FPASP EIR/EIS.	Yes	Wetland permit has been issued for the project.

Mangini Ranch Phase 3: Applicant's FPASP Policy Consistency Analysis

FPASP Policy No.	FPASP Policy Description	Map Consistent	Remarks
10.3	Water quality certification based on Section 401 of the Clean Water Act shall be obtained before issuance of the Section 404 permit.	Yes	A water quality certification was issued.
10.4	<p>Construction, maintenance, and monitoring of compensation wetlands shall be in accordance with requirements of the USACE, pursuant to the issuance of a Section 404 permit. Compensation wetlands may consist of one of the following:</p> <p>10.4a: Constructed wetlands within designated open space areas or corridors in the Plan Area;</p> <p>10.4b: Wetland credits purchased from a mitigation bank; and /or;</p> <p>10.4c: The purchase of land at an off-site location to preserve or construct mitigation wetlands.</p> <p>To ensure successful compensation wetlands, wetland feasibility studies shall be carried out in conjunction with request for permits from regulatory agencies prior to any construction.</p>	Yes	Wetland permit has been issued for the project.
10.5	As part of the Section 404 permitting process, the project applicants shall prepare a wetland mitigation and monitoring plan (MMP). The plan shall include detailed information on the habitats present within the preservation and mitigation areas, the long-term management and monitoring of these habitats, legal protection for the preservation and mitigation areas (e.g., conservation easement, declaration of restrictions), and funding mechanism information (e.g., endowment). The plan shall identify participation within mitigation banks.	Yes	Wetland permit has been issued for the project.
10.6	Maintenance and monitoring of all compensation wetlands, whether constructed or purchased, shall be carried out by an approved monitoring agency or organization, and shall be in accordance with all federal, state, and local regulations. Monitoring shall continue for a minimum of 5 years from completion of mitigation or until performance standards have been met, whichever is longer	Yes	Wetland permit has been issued for the project.

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FPASP Policy No.	FPASP Policy Description	Map Consistent	Remarks
10.7	Special status vernal pool invertebrates shall be protected as required by State and federal regulatory agencies. Where protection is not feasible, vernal pool invertebrates shall be mitigated per the wetland mitigation and monitoring plan.	Yes	No special status species were identified in the project area and any impacts to offsite areas are covered by the Biological Opinion.
<i>Wildlife Policies</i>			
10.8	Tricolored blackbird nesting colony habitat, if any, shall be protected as required by State and federal regulatory agencies.	Yes	The Project will comply with mitigation measures in the FPASP EIR, including conducting preconstruction surveys. See MMRP.
10.9	A Swainson's Hawk mitigation plan shall be prepared to avoid loss of nesting areas if applicable.	Yes	It is the applicant's understanding that the City will soon approve a Swainson's Hawk Mitigation Plan. The project will comply with all relevant mitigation measures in this plan.
10.10	An incidental take permit shall be obtained to avoid impacts on the Valley Elderberry Longhorn Beetle (VELB), unless delisting has occurred.	Yes	The Project will comply with mitigation measures in the FPASP EIR. See MMRP. No Valley Elderberry Longhorn Beetle (VELB) were identified on the proposed project site.
10.11	Special-status bat roosts shall be protected as required by State and federal regulatory agencies.	Yes	The Project will comply with mitigation measures in the FPASP EIR , including conducting preconstruction surveys. See MMRP.
10.12	The Sacramento-Yolo Mosquito and Vector Control District will provide year-round mosquito and vector control in accordance with state regulations and its Mosquito Management Plan.	n/a	This policy applies to the Sacramento-Yolo Mosquito and Vector Control District. Therefore the policy does not apply to the project.
<i>Oak Woodlands & Isolated Oak Tree Policies</i>			

Mangini Ranch Phase 3: Applicant's FPASP Policy Consistency Analysis

FPASP Policy No.	FPASP Policy Description	Map Consistent	Remarks
10.13	Preserve and protect in perpetuity approximately 399-acres of existing oak woodlands.	n/a	The proposed project does not have any oak woodlands or oak tree canopy to be preserved. Therefore the policy does not apply to the project.
10.14	The details of ownership, long term maintenance and monitoring of the preserved and mitigated oak woodlands and isolated oak tree canopy shall be specified in the FPASP Open Space Management Plan approved concurrently with the FPASP.	n/a	The document submitted to the City contains this information. Therefore this policy does not apply to the Project.

Mangini Ranch Phase 3: Applicant's FPASP Policy Consistency Analysis

FPASP Policy No.	FPASP Policy Description	Map Consistent	Remarks																								
10.15	<p>Oak trees included in residential and non-residential development parcel impacted oak woodlands are encouraged to be preserved wherever practical, provided preservation does not:</p> <ul style="list-style-type: none"> a) Cause a reduction in the number of lots or a significant reduction in the size of residential lots. b) Require mass grading that eliminates level pads or requires specialized foundations. c) Require the use of retaining wall or extended earthen slopes greater than 4 feet in height, as measured from the bottom of the footing to the top of the retaining wall. d) Require the preservation of any trees certified by an arborist to be dead or in poor or hazardous or non-correctable condition or trees the pose a safety risk to the public. e) Cost more to preserve the tree than to mitigate for its loss, based on the Isolated Oak Tree Mitigation requirements listed below. 	n/a	There are native tree species located within the bounds of the LLVTSM, however no trees are located within the bounds of the SLVTSM therefore no trees are proposed for removal with this application. Therefore the policy does not apply to the project.																								
10.16	<p>Isolated oak trees in residential and non-residential development parcels shall be rated according to the following national rating system developed by the American Society of Consulting Arborists (ASCA):</p> <table border="1" data-bbox="382 1015 1247 1325"> <thead> <tr> <th colspan="3" data-bbox="382 1015 1247 1089">TABLE 10.1 ASCA TREE RATING SYSTEM</th> </tr> <tr> <th data-bbox="382 1089 718 1125">RATING</th> <th data-bbox="718 1089 932 1125">RATING NO.</th> <th data-bbox="932 1089 1247 1125">RATING DESCRIPTION</th> </tr> </thead> <tbody> <tr> <td data-bbox="382 1125 718 1161">Excellent</td> <td data-bbox="718 1125 932 1161">5</td> <td data-bbox="932 1125 1247 1161">No problem(s)</td> </tr> <tr> <td data-bbox="382 1161 718 1196">Good</td> <td data-bbox="718 1161 932 1196">4</td> <td data-bbox="932 1161 1247 1196">No apparent problem(s)</td> </tr> <tr> <td data-bbox="382 1196 718 1232">Fair</td> <td data-bbox="718 1196 932 1232">3</td> <td data-bbox="932 1196 1247 1232">Minor problem(s)</td> </tr> <tr> <td data-bbox="382 1232 718 1268">Poor</td> <td data-bbox="718 1232 932 1268">2</td> <td data-bbox="932 1232 1247 1268">Major problem(s)</td> </tr> <tr> <td data-bbox="382 1268 718 1304">Hazardous or non-correctable</td> <td data-bbox="718 1268 932 1304">1</td> <td data-bbox="932 1268 1247 1304">Extreme problem(s)</td> </tr> <tr> <td data-bbox="382 1304 718 1325">Dead</td> <td data-bbox="718 1304 932 1325">0</td> <td data-bbox="932 1304 1247 1325">Dead</td> </tr> </tbody> </table>	TABLE 10.1 ASCA TREE RATING SYSTEM			RATING	RATING NO.	RATING DESCRIPTION	Excellent	5	No problem(s)	Good	4	No apparent problem(s)	Fair	3	Minor problem(s)	Poor	2	Major problem(s)	Hazardous or non-correctable	1	Extreme problem(s)	Dead	0	Dead	n/a	There are native tree species located within the bounds of the LLVTSM, however no trees are located within the bounds of the SLVTSM therefore no trees are proposed for removal with this application. Therefore the policy does not apply to the project.
TABLE 10.1 ASCA TREE RATING SYSTEM																											
RATING	RATING NO.	RATING DESCRIPTION																									
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Poor	2	Major problem(s)																									
Hazardous or non-correctable	1	Extreme problem(s)																									
Dead	0	Dead																									

Mangini Ranch Phase 3: Applicant's FPASP Policy Consistency Analysis

FPASP Policy No.	FPASP Policy Description	Map Consistent	Remarks
10.17	As part of any small lot tentative subdivision map application submittal, prepare and submit a site map, a tree preservation program and arborist's report and both a canopy survey of oak trees in the development parcel as well as a survey of individual free standing oak trees. The surveys will show trees to be preserved and trees to be removed consistent with the requirements of FMC Chapter 12.16.	n/a	The SLVTSM does not have any oak woodlands or oak tree canopy to be preserved. Therefore the policy does not apply to the project.
10.18	For small lot tentative subdivision parcels that contain oak trees, a pre-application and conceptual project review is required to ensure that every reasonable and practical effort has been made by the applicant to preserve oak trees. At a minimum, the submittal shall consist of a completed application form, the site map, the tree preservation program, the arborist's report, an aerial photograph of the project site, the oak tree surveys, and a conceptual site plan and grading plan showing road and lot layouts and oak trees to be preserved or removed.	n/a	The SLVTSM does not contain oak trees. Therefore the policy does not apply to the project.
10.19	Minor administrative modifications to the FPASP development standards, including but not limited to reduced parking requirements, reduced landscape requirement, reduced front and rear yard building setbacks, modified drainage requirements, increased building heights; and variations in lot area, width, depth and site coverage are permitted as part of the Design Review approval process in order to preserve additional oak trees within development parcels.	n/a	The SLVTSM does not have any oak woodlands or oak tree canopy to be preserved. Therefore the policy does not apply to the project.
10.20	When oak trees are proposed for preservation in a development parcel, ensure their protection during and after construction as outlined in FMC Chapter 12.16 – Tree Preservation. Once an individual residence or commercial building has received an occupancy permit, preserved trees on the property are subject to the requirements of FMC Chapter 12.16 – Tree Preservation.	n/a	The SLVTSM does not have any oak woodlands or oak tree canopy to be preserved. Therefore the policy does not apply to the project.

Mangini Ranch Phase 3: Applicant's FPASP Policy Consistency Analysis

FPASP Policy No.	FPASP Policy Description	Map Consistent	Remarks
<i>Cultural Resources Policies</i>			
10.21	<p>The following shall be prepared prior to extensive grading or excavation:</p> <p>10.21a: Existing archeological reports relevant to the Plan Area shall be reviewed by a qualified archaeologist.</p> <p>10.21b: Areas found to contain or likely to contain archaeological resources shall be</p> <p>10.21c: An Archaeological Resources Report shall be prepared, as appropriate.</p> <p>10.21d: Copies of all records shall be submitted to the appropriate information center in the California Historical Resource Information System (CHRIS).</p>	Yes	The proposed project has completed the archaeological surveys and reports described here and they have been submitted to the California Historical Resource Information System (CHRIS).
10.22	Publicly accessible trails and facilities in open space areas shall be located so as to ensure the integrity and preservation of historical and cultural resources as specified in the FPASP Community Design Guidelines and the Open Space Management Plan.	Yes	The SLVTSM includes an open space corridor with a Class 1 multi-purpose trail and will comply with this policy.
10.23	Views toward cultural resources from publicly accessible trails and facilities shall be protected, where appropriate.	n/a	There are no cultural resources that require displays on the project site. Therefore the policy does not apply to the project.
10.24	Interpretive displays near cultural resources shall be unobtrusive and compatible with the visual form of the resources.	n/a	There are no cultural resources that require displays on the project site. Therefore the policy does not apply to the project.
<i>Water Quality Policies</i>			
10.25	Natural drainage courses within the Plan Area along Alder, Carson, Coyote, and Buffalo Creeks and their tributaries shall be preserved as required by state and federal regulatory agencies and incorporated into the overall storm water drainage system.	Yes	The proposed project is consistent with the drainage master plan, including the preservation measures for the referenced drainage features and waterways.

Mangini Ranch Phase 3: Applicant's FPASP Policy Consistency Analysis

FPASP Policy No.	FPASP Policy Description	Map Consistent	Remarks
10.26	Trails located within open space corridors and areas shall be designed to include soil erosion control measures to minimize sedimentation of nearby creeks and maintain the natural state of drainage courses.	Yes	The SLVTSM includes an open space corridor with a Class 1 multi-purpose trail and will comply with this policy.
10.27	Public recreational facilities (e.g., picnic areas and trails) located within open space corridors or areas shall be subject to urban storm water best management practices, as defined in Section 10.3 – Sustainable Design.	Yes	The SLVTSM includes an open space corridor with a Class 1 multi-purpose trail and will comply with this policy.
10.28	Best management practices shall be incorporated into construction practices to minimize the transfer of water borne particulates and pollutants into the storm water drainage system in conformance with FMC Chapters 8.70 – Stormwater Management & Discharge Control and 14.29 – Grading as well as current NPDES permit requirements and State Water Resources Control Board's Construction General Permit requirements.	Yes	The described BMPs will be incorporated in the notes section for the final improvement plans for the proposed project.
10.29	All mitigation specified in the FPASP EIR/EIS shall be implemented.	Yes	Mitigation Measures will be implemented.
10.30	Preference shall be given to biotechnical or non-structural alternatives, over alternatives involving revetments, bank regrading or installation of stream training structures.	Yes	Project will include measures in improvement plans.
<i>Alder Creek & Floodplain Protection Policies</i>			
10.31	Alder Creek shall be preserved in its natural state, to the extent feasible, to maintain the riparian and wetland habitat adjacent to the creek.	n/a	The proposed project does not impact Alder Creek. Therefore the policy does not apply to the project.
10.32	All improvements and maintenance activity, including creek bank stabilization, adjacent to Alder Creek shall comply with the Clean Water Act Section 404 permits and the Central Valley Flood Protection Act of 2008 (SB 5).	n/a	The proposed project does not impact Alder Creek. Therefore the policy does not apply to the project.

Mangini Ranch Phase 3: Applicant's FPASP Policy Consistency Analysis

FPASP Policy No.	FPASP Policy Description	Map Consistent	Remarks
10.33	Bank stabilization and other erosion control measure shall have a natural appearance, wherever feasible. The use of biotechnical stabilization methods is required within Alder Creek where it is technically suitable can be used instead of mechanical stabilization.	n/a	The proposed project does not impact Alder Creek. Therefore the policy does not apply to the project.
10.34	New drainage outfalls within or near Alder Creek, or improvements to existing outfalls, shall be designed and constructed utilizing low impact development (LID) practices in conformance with the most current National Pollutant Discharge Elimination (NPDE) regulations. Consistent with these practices, storm water collection shall be decentralized, its quality improved and its peak flow contained in detention facilities that will slowly release it back into the creek drainage outfalls and improvements shall be unobtrusive and natural in appearance (refer to Section 12.6 - Stormwater).	n/a	The proposed project does not impact Alder Creek. Therefore the policy does not apply to the project.
10.35	All Plan Area development projects shall avoid encroaching on the Alder Creek 200-year flood plain to ensure that no adverse alterations to the creek or the floodplain occur where practical. However, in the event encroachment is unavoidable, construction shall comply with the FPASP EIR/EIS mitigation measures, and all relevant provisions of the Central Valley Flood Protection Plan and FMC Chapter 14.23 – Flood Damage Prevention.	n/a	The proposed project does not impact Alder Creek. Therefore the policy does not apply to the project.
10.36	Plan Area streets that cross Alder Creek may be grade-separated from the creek to allow uninterrupted passage of wildlife and trail users. Adequate vertical clearance shall be provided under all such street crossings to allow safe, visible bicycle, pedestrian and equestrian travel. Any streets that cross Alder Creek and are grade-separated shall follow the standards established in FMC Chapter 10.28 – Bridges.	n/a	The proposed project does not impact Alder Creek. Therefore the policy does not apply to the project.
10.37	Emergency vehicle access along Alder Creek may be provided on Class I bike paths and/or separately designated emergency access roads (refer to Figure 7.29).	n/a	The proposed project does not impact Alder Creek. Therefore the policy does not apply to the project.

Mangini Ranch Phase 3: Applicant's FPASP Policy Consistency Analysis

FPASP Policy No.	FPASP Policy Description	Map Consistent	Remarks
10.38	All lighting adjacent to Alder Creek shall be limited to bridges, underpasses, trailheads, public facilities and for other public safety purposes. Lighting fixtures shall be fully shielded and energy efficient.	n/a	The proposed project does not impact Alder Creek. Therefore the policy does not apply to the project.
10.39	Class I bike paths and other paved and unpaved trails may be constructed near Alder Creek in the SP-OS2 passive open space zone consistent with the FPASP Community Design Guidelines.	n/a	The proposed project does not impact Alder Creek. Therefore the policy does not apply to the project.
10.40	Public access points shall be located in areas where they have the least impact to the Alder Creek environment and designed to avoid sensitive plant wildlife habitat areas.	n/a	The proposed project does not impact Alder Creek. Therefore the policy does not apply to the project.
10.41	Re-vegetation and new planting along Alder Creek shall use California central valley and foothills native plants as described in the most current edition of River-Friendly Landscape Guidelines.	n/a	The proposed project does not impact Alder Creek. Therefore the policy does not apply to the project.
10.42	Adhere to the recommendations and policies of the Alder Creek Watershed Management Action Plan where feasible.	n/a	The proposed project does not impact Alder Creek. Therefore the policy does not apply to the project.
Air Quality Policies			
10.43	An Operational Air Quality Mitigation Plan has been prepared and approved by the Sacramento Metropolitan Air Quality Management District based on the District's CEQA guidelines dated July 2004. As required by LAFCO Resolution 1195 (dated 6 June 2001) the plan achieves a 35% reduction in potential emissions than could occur without a mitigation program.	Yes	The proposed project will comply with all applicable air quality mitigation measures.
10.44	The approved Operational Air Quality Mitigation measures shall be included as policies in the relevant sections of the FPASP.	Yes	The proposed project will comply with all applicable air quality mitigation measures.

Mangini Ranch Phase 3: Applicant's FPASP Policy Consistency Analysis

FPASP Policy No.	FPASP Policy Description	Map Consistent	Remarks
10.45	Based on advisory recommendations included in Table 1-1 of the California Air Resources Board document entitled Air Quality and Land Use Handbook, avoid locating residential land uses within 500-feet of U.S. Highway 50.	Yes	Proposed residential land uses are more than 500-feet from U.S. Highway 50.
10.46	Prohibit wood burning fireplaces in all residential construction.	Yes	Consistent with the Specific Plan and the Air Quality Management Plan, Wood burning fireplaces are not included in the project.
10.47	Provide complimentary electric lawnmowers to each residential buyer in the SF, SFHD and the MLD land uses.	n/a	The project is designed to comply with the applicable Design Guidelines and standards. Though Design review approval is not being sought at this time, the required features will be verified during the building plan check process.

Mangini Ranch Phase 3: Applicant's FPASP Policy Consistency Analysis

FPASP Policy No.	FPASP Policy Description	Map Consistent	Remarks
<i>Noise Policies</i>			
10.48	Residential developments must be designed and/or located to reduce outdoor noise levels generated by traffic to less than 60 dB.	Yes	The Project will comply with mitigation measures in the FPASP EIR , including noise reduction measures. See MMRP.
10.49	Noise from Aerojet propulsion system and routine component testing facilities affecting sensitive receptor areas shall be mitigated based on recommendations in the acoustical study.	n/a	The project will not be impacted by the Aerojet facilities. Therefore the policy does not apply to the project.
10.50	The Conditions, Covenants and Restrictions in the Department of Real Estate Public Report shall disclose that the Plan Area is within the Mather Airport flight path and that over flight noise may be present at various times.	Yes	Avigation easements have been recorded on the property and disclosures will be provided in CC&R's.
10.51	Landowner shall, prior to Tier 2 Development Agreement, record an easement over the property relating to noise caused by aircraft arriving or departing from Mather Airport.	Yes	Avigation easements have been recorded on the property.

Mangini Ranch Phase 3: Applicant's FPASP Policy Consistency Analysis

FPASP Policy No.	FPASP Policy Description	Map Consistent	Remarks
<i>Low Impact Development Policies</i>			
10.52	<p>Site specific development projects shall incorporate LID design strategies that include:</p> <p>10.52a: Minimizing and reducing the impervious surface of site development by reducing the paved area of roadways, sidewalks, driveways, parking areas, and roof tops;</p> <p>10.52b: Breaking up large areas of impervious surface area and directing stormwater flows away from these areas to stabilized vegetated areas;</p> <p>10.52c: Minimizing the impact of development on sensitive site features such as streams, floodplains, wetlands, woodlands, and significant on-site vegetation;</p> <p>10.52d: Maintaining natural drainage courses; and</p> <p>10.52e: Provide runoff storage dispersed uniformly throughout the site, using a variety of LID detention, retention, and runoff techniques that may include:</p> <ul style="list-style-type: none"> · Bioretention facilities and swales (shallow vegetated depressions engineered to collect, store, and infiltrate runoff); and 	Yes	<p>The project is consistent with the City's Backbone Infrastructure Master Plan, which includes stormwater requirements. The portion of the proposed project that includes site-specific development has incorporated LID design strategies as described in section 10.52 of the EIR for the FPASP.</p>

Mangini Ranch Phase 3: Applicant's FPASP Policy Consistency Analysis

FPASP Policy No.	FPASP Policy Description	Map Consistent	Remarks
	· Landscape buffers, parkways, parking medians, filter strips, vegetated curb extensions, and planter boxes (containing grass or other close-growing vegetation planted between polluting sources (such as a roadway or site development) and downstream receiving water bodies).		
<i>Landscaping Policies</i>			
10.53	The Plan Area landscape palette shall consist of California Central Valley and foothills native plant species as described in the most current edition of River-Friendly Landscape Guidelines and drought tolerant adaptive plant species except at neighborhood entry gateways and similar high visibility locations where ornamental plant species may be preferred.	Yes	The project is designed to be consistent with the applicable design guidelines.
10.54	The use of turf is not allowed on slopes greater than 25% where the toe of the slope is adjacent to an impermeable hardscape. Consistent with CALGreen Tier 2 voluntary recommendations, all development projects within the Plan Area shall be encouraged to limit the use of turf to 25% of the total landscaped area.	n/a	The project does not include any slopes greater than 25%. Therefore the policy does not apply to the project.
10.55	Open space areas adjacent to buildings and development parcels shall maintain a fuel modification and vegetation management area in order to provide the minimum fuel modification fire break as required by State and local laws and ordinances. Additionally, development parcels adjacent to open space areas may be required to provide emergency access through the property to the open space by means of gates, access roads or other means approved by the City of Folsom Fire Department. Ownership and maintenance of open space areas, including fuel modification requirements and fire hazard reduction measures are outlined in the FPASP Open Space Management Plan.	Yes	The FPASP Open Space Management Plan provides for fuel modification measures.
10.56	Trees shall be interspersed throughout parking lots so that in fifteen (15) years, forty (40) percent of the parking lot will be in shade at high noon. At planting, trees shall be equivalent to a #15 container or larger.	n/a	The project does not include any parking lots. Therefore the policy does not apply to the project.
<i>Energy Efficiency Policies</i>			

Mangini Ranch Phase 3: Applicant's FPASP Policy Consistency Analysis

FPASP Policy No.	FPASP Policy Description	Map Consistent	Remarks
10.57	Conservation of energy resources will be encouraged through site and building development standards.	n/a	The project is designed to comply with the applicable Design Guidelines and standards. Though Design review approval is not being sought at this time, the required features will be verified during the building plan check process.
10.58	Buildings shall incorporate site design measures that reduce heating and cooling needs by orienting buildings on the site to reduce heat loss and gain depending on the time of day and season of the year.	n/a	Design Review Approval is not being sought at this time. Where site conditions permit, the project incorporates site design measures that reduce heating and cooling needs through building orientation.
10.59	Solar access to homes shall be considered in the design of residential neighborhoods to optimize the opportunity for passive and active solar energy strategies.	n/a	Design Review Approval is not being sought at this time.
10.60	Multi-family and attached residential units shall be oriented toward southern exposures, where site conditions permit.	n/a	Design Review Approval is not being sought at this time. Additionally, the Project does not propose multi-family and attached residential units.
10.61	Buildings shall be designed to incorporate the use of high quality, energy efficient glazing to reduce heat loss and gain.	n/a	The project is designed to comply with the applicable Design Guidelines and standards. Though Design review approval is not being sought at this time, the required features will be verified during the building plan check process.

Mangini Ranch Phase 3: Applicant's FPASP Policy Consistency Analysis

FPASP Policy No.	FPASP Policy Description	Map Consistent	Remarks
10.62	Energy efficient appliances, windows, insulation, and other available technologies to reduce energy demands will be encouraged.	n/a	The project is designed to comply with the applicable Design Guidelines and standards. Though Design review approval is not being sought at this time, the required features will be verified during the building plan check process.
10.63	Office park uses shall install automatic lighting and thermostat features.	n/a	The project does not include office uses. Therefore the policy does not apply to the project.
10.64	Commercial and public buildings shall use energy efficient lighting with automatic controls to minimize energy use.	n/a	The project does not include commercial or public buildings. Therefore the policy does not apply to the project.
10.65	Energy Star certified equipment and appliances shall be installed, to include: 10.65a - Residential appliances; heating and cooling systems; and roofing; and 10.65b - Nonresidential appliances and office equipment; heating, cooling, and lighting control systems; and roofing	n/a	The project is designed to comply with the applicable Design Guidelines and standards. Though Design review approval is not being sought at this time, the required features will be verified during the building plan check process.
10.66	Commercial, residential, and public projects shall be designed to allow for the possible installation of alternative energy technologies including active solar, wind, or other emerging technologies, and shall comply with the following standards: 10.66a - Installation of solar technology on buildings such as rooftop photovoltaic cell arrays shall be installed in accordance with the State Fire Marshal safety regulations and guidelines. 10.66b - Standard rooftop mechanical equipment shall be located in such a manner so	n/a	The project is designed to comply with the applicable Design Guidelines and standards. Though Design review approval is not being sought at this time, the required features will be verified during the building plan check process.

Mangini Ranch Phase 3: Applicant's FPASP Policy Consistency Analysis

FPASP Policy No.	FPASP Policy Description	Map Consistent	Remarks
	<p>10.66b - Standard rooftop mechanical equipment shall be located in such a manner so as not to preclude the installation of solar panels.</p> <p>10.66c - Alternative energy mechanical equipment and accessories installed on the roof of a building, they shall be integrated with roofing materials and/or blend with the structure's architectural form.</p>		
10.67	Radiant solar heating or similar types of energy efficient technologies, shall be installed in all swimming pools.	n/a	The project is designed to comply with the applicable Design Guidelines and standards. Though Design review approval is not being sought at this time, the required features will be verified during the building plan check process.
10.68	Electrical outlets shall be provided along the front and rear exterior walls of all single family homes to allow for the use of electric landscape maintenance tools.	n/a	The project is designed to comply with the applicable Design Guidelines and standards. Though Design review approval is not being sought at this time, the required features will be verified during the building plan check process.
10.69	The city will strive to ensure that all new publicly owned buildings within the Plan Area will be designed, constructed and certified at LEED-NC certification levels.	n/a	The project does not propose any publicly owned buildings. Therefore the policy does not apply to the project.

Mangini Ranch Phase 3: Applicant's FPASP Policy Consistency Analysis

FPASP Policy No.	FPASP Policy Description	Map Consistent	Remarks
10.70	The City of Folsom shall undertake all cost-effective operational and efficiency measures and consider the installation of onsite renewable energy technologies within appropriate portions of the Plan Area, including parks, landscape corridors and open space areas.	n/a	This is a City requirement, not a project-specific requirement. The City of Folsom has plans in place to undertake the described cost-effective operational and efficiency measures and consider the installation of onsite renewable energy technologies within appropriate portions of the Plan Area, including parks, landscape corridors and open space areas.
<i>Water Efficiency Policies</i>			
10.71	All office, commercial, and residential land uses shall be required to install water conservation devices that are generally accepted and used in the building industry at the time of development, including low-flow plumbing fixtures and low-water-use appliances.	n/a	The project is designed to comply with the applicable Design Guidelines and standards. Though Design review approval is not being sought at this time, the required features will be verified during the building plan check process.
10.72	A backbone "purple pipe" non-potable water system shall be designed and installed where feasible and practical to supply non-potable water to park sites, landscape corridors, natural parkways and other public landscaped spaces within the Plan Area.	n/a	Purple pipe has been incorporated into the Specific Plan for major collector roadway landscaping and funding is provided in the PFFP. Purple pipe infrastructure is not the applicant's responsibility.

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FPASP Policy No.	FPASP Policy Description	Map Consistent	Remarks
10.73	Water efficient irrigation systems, consistent with the requirements of the latest edition of the California Model Water Efficient Landscape Ordinance, or similar ordinance adopted by the City of Folsom, shall be mandatory for all public agency projects and all private development projects with a landscape area equal to or greater than 2,500 square feet requiring a building or landscape permit, plan check or design review.	Yes	The project is designed to comply with the applicable Design Guidelines. Water efficient irrigation systems will be employed for use in project-area landscaping.

Mangini Ranch Phase 3: Applicant's FPASP Policy Consistency Analysis

FPASP Policy No.	FPASP Policy Description	Map Consistent	Remarks
<i>Material Conservation & Resource Efficiency Policies</i>			
10.74	Use "Green" certified construction products whenever feasible.	Yes	Builders in the proposed project will be required to use "Green" certified construction products whenever feasible. The project will comply with all relevant requirements in the City Code and State Building Code.
10.75	Prepare a construction waste management plan for individual construction projects.	Yes	Prior to construction, a construction waste management plan will be prepared for individual construction projects within the proposed project.
10.76	A minimum of 50% of the non-hazardous construction waste generated at a construction site shall be recycled or salvaged for reuse.	Yes	The plan described in Section 10.75 will provide for a minimum of 50% of the non-hazardous construction waste generated at a construction site to be recycled or salvaged for reuse.
10.77	Topsoil displaced during grading and construction shall be stockpiled for reuse in the Plan Area.	Yes	Topsoil displaced during grading and construction of the proposed project shall be stockpiled for reuse in the Plan Area.
<i>Environmental Quality Policies</i>			
10.78	All HVAC and refrigeration equipment shall not contain chlorofluorocarbons (CFCs).	Yes	California outlawed the use of HFCs in 2018. The project is designed to comply with California law.

Mangini Ranch Phase 3: Applicant's FPASP Policy Consistency Analysis

FPASP Policy No.	FPASP Policy Description	Map Consistent	Remarks
10.79	All fire suppression systems and equipment shall not contain halons.	Yes	The project is designed to comply with the applicable Design Guidelines and standards. The required features will be verified during the building plan check process.
10.80	Provide accessible screened areas that are identified for the depositing, storage and collection of non-hazardous materials for recycling for commercial, industrial/office park, mixed-use, public-use and multi-family residential projects.	Yes	Same remark as in Section 10.79.
10.81	Particleboard, medium density fiberboard (MDF) and hardwood plywood shall comply with low formaldehyde emission standards.	Yes	Same remark as in Section 10.79.
10.82	Limit the use of volatile organic compounds (VOC) in all construction materials.	Yes	same remark as in Section 10.79.
Section 11 - Public Services and Facilities			
11.1	Public schools will be constructed in the Plan Area in accordance with the City Charter and state law.	n/a	There are no public schools or public service facilities in the proposed SLVTSM. Therefore the policy does not apply to the project.
11.2	All public service facilities shall participate in the City's recycling program.	n/a	No public facilities are being proposed with this project. Therefore the policy does not apply to the project.
11.3	Energy efficient technologies shall be incorporated in all Public Service buildings	n/a	No public facilities are being proposed with this project. Therefore the policy does not apply to the project.

Mangini Ranch Phase 3: Applicant's FPASP Policy Consistency Analysis

FPASP Policy No.	FPASP Policy Description	Map Consistent	Remarks
11.4	Passive solar design and/or use of other types of solar technology shall be incorporated in all public service buildings.	n/a	No public facilities are being proposed with this project. Therefore the policy does not apply to the project.
11.5	The city shall strive to ensure that all public service buildings shall be built to silver LEED NC standards.	n/a	No public facilities are being proposed with this project.
11.6	Utilize Crime Prevention Through Environmental Design (CPTED) principles in the design of all public service buildings.	n/a	No public facilities are being proposed with this project. Therefore the policy does not apply to the project.
11.7	If the existing slope of a public facilities site shown on Figure 11.1 exceeds five percent, the site shall be rough graded by the owner/developer/builder dedicating the public facilities site in accordance with grading plans approved by the City of Folsom, subject to a credit and/or reimbursement agreement.	n/a	There are no public schools or public service facilities in the proposed SLVTSM. Therefore the policy does not apply to the project.
11.8	Plan Area landowners shall, prior to approval of the annexation by LAFCo and prior to any Tier 2 Development Agreement, whichever comes first, comply with the schools provision in Measure W (Folsom Charter Provision Section 7.08D) and incorporate feasible school impact mitigation requirements as provided in LAFCo Resolution No. 1196, Section 13.	Yes	Project will comply with school district and charter requirements with respect to Measure W.
Section 12 - Utilities			
12.1	Consistent with the provisions of City Charter Article 7.08 (A), the FPASP shall "identify and secure the source of water supply(is) to serve the Plan Area. This new water supply shall not cause a reduction in the water supplies designated to serve existing water users north of Highway 50 and the new water supply shall not be paid for by Folsom residents north of Highway 50.	Yes	This is a City requirement, not a project-specific requirement. The project is consistent with the FPASP and complies with the City's water supply agreement.

Mangini Ranch Phase 3: Applicant's FPASP Policy Consistency Analysis

FPASP Policy No.	FPASP Policy Description	Map Consistent	Remarks
12.2	Design and construct the necessary potable water, non-potable water for irrigation, wastewater and stormwater infrastructure require to serve the Plan Area. All infrastructure improvements shall follow the requirements established in the Water Master Plan, Wastewater Master Plan and the Storm Drainage Master Plan. Improvements will be based on phasing of development.	n/a	The policy affects the City and does not apply to individual developers. Therefore the policy does not apply to the project.
12.3	Land shall be reserved for the construction of public utility facilities that are not planned within road rights-of-way, as required by the City of Folsom.	Yes	Land is being reserved for public utilities as described where needed.
12.4	Utilize Best Management Practices (BMPs) where feasible and appropriate.	Yes	BMPs will be utilized where feasible and appropriate.
12.5	Urban runoff will be treated prior to discharging to a water of the state (i.e. creek, wetland) in accordance with the City's most current Municipal Stormwater Permit requirements for new development.	Yes	The project complies with permit requirements.
12.6	Employ Low Impact Development (LID) practices, as required by the City of Folsom, in conformance with the City's stormwater quality development standards.	Yes	The project is consistent with the Specific Plan requirements and the City requirements as they are updated from time to time.
Section 13 - Implementation			
<i>Financing Policies</i>			
13.1	The Plan Area shall fund its proportional share of regional backbone infrastructure costs and the full costs for primary and secondary backbone infrastructure.	Yes	Project is consistent with Public Facilities Financing Plan.
13.2	The Plan Area shall fund the its proportional share of the costs for Plan Area public facilities including the municipal center, police and fire department stations, the city corp yard and community, neighborhood and local parks.	Yes	Project is consistent with Public Facilities Financing Plan.
13.3	The City of Folsom shall apply for Sacramento Countywide Transportation Mitigation fee funding to help fund all eligible regional road backbone infrastructure.	n/a	This is a City requirement. Therefore the policy does not apply to the project.

Mangini Ranch Phase 3: Applicant's FPASP Policy Consistency Analysis

FPASP Policy No.	FPASP Policy Description	Map Consistent	Remarks
13.4	A Plan Area fee will be created to fund backbone infrastructure and a proportional cost allocation system will be established for each of the Plan Area property owners.	n/a	The policy affects the City and does not apply to individual developers. Therefore the policy does not apply to the project.
13.5	City of Folsom impact and capital improvement fees shall be used to fund Plan Area backbone infrastructure and public facilities where allowed by law.	n/a	The policy affects the City and does not apply to individual developers. Therefore the policy does not apply to the project.
13.6	One or more Community Facilities Districts shall be created in the Plan Area to help finance backbone infrastructure and public facilities costs and other eligible improvements and/or fees.	n/a	The policy affects the City and does not apply to individual developers. Therefore the policy does not apply to the project.

Mangini Ranch Phase 3: Applicant's FPASP Policy Consistency Analysis

FPASP Policy No.	FPASP Policy Description	Map Consistent	Remarks
<i>Phasing Policies</i>			
13.7	Submit a conceptual backbone infrastructure phasing plan for the appropriate development area with the first tentative map or building permit submittal. Updating of the conceptual backbone infrastructure phasing plan shall be a requirement of subsequent tentative map or building permit applications for each development area.	n/a	The policy affects the City and does not apply to individual developers. Therefore the policy does not apply to the project.
<i>Maintenance Policies</i>			
13.8	Create one or more Landscaping and Lighting Districts in the Plan Area for the maintenance and operation of public improvements and facilities and open space.	Yes	A Community Facilities District will be formed to implement policy.

Traffic Noise Assessment

Mangini Ranch Phase 3

Folsom, California

BAC Job # 2021-064

Prepared For:

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Prepared By:

Bollard Acoustical Consultants, Inc.



Dario Gotchet, Senior Consultant

May 10, 2021



Introduction

The proposed Mangini Ranch Development is located within the Folsom South of U.S. Highway 50 Specific Plan. The specific component of the overall Mangini Ranch development analyzed in this study is the development of Phase 3 (project) which includes single-family residential lots. The Phase 3 component of the development (Villages 1-4) is located west of East Bidwell Street, between Mangini Parkway and (future) A Drive. The project area and site plan are shown on Figures 1 and 2, respectively.

Due to the potential for elevated East Bidwell Road, Mangini Parkway, and A Drive traffic noise levels at the development, Bollard Acoustical Consultants, Inc. (BAC) was retained by the project applicant to prepare this noise assessment. Specifically, this assessment was prepared to determine whether traffic noise would cause noise levels at the development to exceed acceptable limits of the Folsom General Plan. This assessment also includes an evaluation of compliance with the Folsom South of U.S. Highway 50 Specific Plan EIR Noise Mitigation Measures.

Noise Fundamentals and Terminology

Noise is often described as unwanted sound. Sound is defined as any pressure variation in air that the human ear can detect. If the pressure variations occur frequently enough (at least 20 times per second), they can be heard, and thus are called sound. Measuring sound directly in terms of pressure would require a very large and awkward range of numbers. To avoid this, the decibel scale was devised. The decibel scale allows a million-fold increase in pressure to be expressed as 120 dB. Another useful aspect of the decibel scale is that changes in levels (dB) correspond closely to human perception of relative loudness. Appendix A contains definitions of Acoustical Terminology. Figure 3 shows common noise levels associated with various sources.

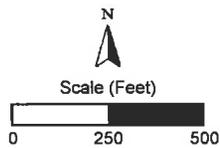
The perceived loudness of sounds is dependent upon many factors, including sound pressure level and frequency content. However, within the usual range of environmental noise levels, perception of loudness is relatively predictable, and can be approximated by weighing the frequency response of a sound level meter by means of the standardized A-weighting network. There is a strong correlation between A-weighted sound levels (expressed as dBA) and community response to noise. For this reason, the A-weighted sound level has become the standard tool of environmental noise assessment. All noise levels reported in this section are in terms of A-weighted levels in decibels.

Community noise is commonly described in terms of the "ambient" noise level, which is defined as the all-encompassing noise level associated with a given noise environment. A common statistical tool to measure the ambient noise level is the average, or equivalent, sound level (L_{eq}) over a given time period (usually one hour). The L_{eq} is the foundation of the Day-Night Average Level noise descriptor, L_{dn} or DNL, and shows very good correlation with community response to noise. The median noise level descriptor, denoted L_{50} , represents the noise level which is



Legend

 Mangini Ranch Phase 3 Project Boundary (Approximate)



Mangini Ranch Phase 3
Folsom, California

Project Area

Figure 1



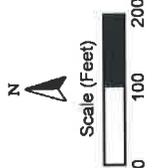


Mangini Ranch Phase 3
Folsom, California

Site Plan

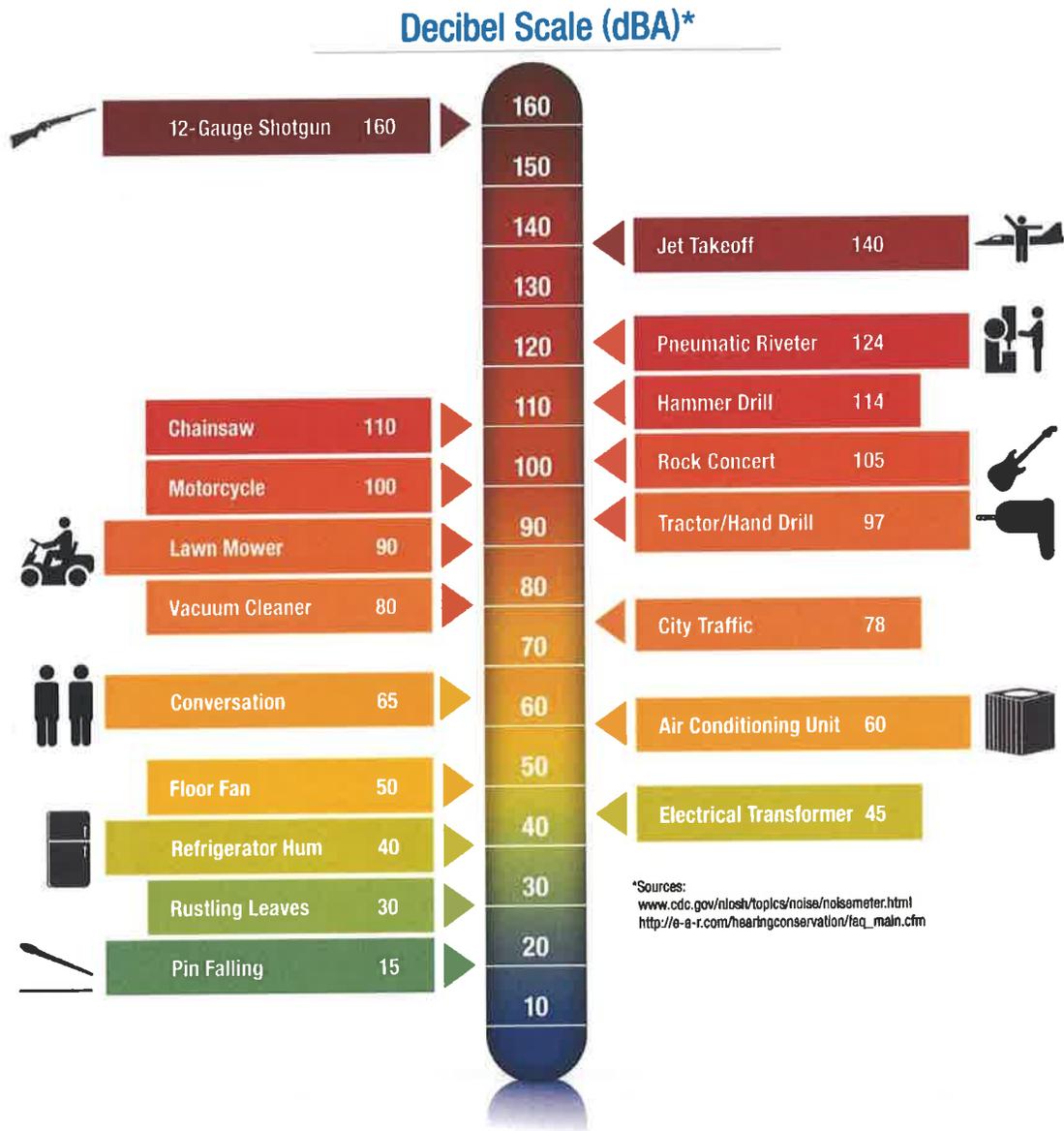


Figure 2



- Legend**
- █ Recommended 6' Solid Traffic Noise Barrier
 - █ Recommended 7' Solid Traffic Noise Barrier
 - █ Recommended 8' Solid Traffic Noise Barrier
 - █ Recommended Window Construction Upgrades: STC 32 (Upper-Floors Only)

Figure 3
Typical A-Weighted Sound Levels of Common Noise Sources



*Sources:
www.cdc.gov/niosh/topics/noise/noisemeter.html
http://e-a-r.com/hearingconservation/faq_main.cfm

exceeded 50% of the hour. In other words, half of the hour ambient conditions are higher than the L₅₀ and the other half are lower than the L₅₀.

DNL is based upon the average noise level over a 24-hour day, with a +10-decibel weighting applied to noise occurring during nighttime (10:00 p.m. to 7:00 a.m.) hours. The nighttime penalty is based upon the assumption that people react to nighttime noise exposures as though they were twice as loud as daytime exposures. Because DNL represents a 24-hour average, it tends to disguise short-term variations in the noise environment. DNL-based noise standards are commonly used to assess noise impacts associated with traffic, railroad, and aircraft noise sources.

Criteria for Acceptable Noise Exposure

Folsom 2035 General Plan - Transportation Noise Sources

The Safety and Noise Element of the Folsom 2035 General Plan establishes exterior noise level standards for residential outdoor activity areas exposed to transportation noise sources (i.e., traffic). For single-family residential uses, such as those proposed in Phase 3 Villages 1-4, the General Plan applies an exterior noise level limit of 60 dB DNL at the outdoor activity areas (i.e., backyards). The intent of this criteria is to provide an acceptable exterior noise environment for outdoor activities.

The General Plan utilizes an interior noise level standard of 45 dB DNL or less within noise-sensitive project dwellings. The intent of this interior noise limit is to provide a suitable environment for indoor communication and sleep.

Folsom South of U.S. Highway 50 Specific Plan Noise Mitigation Measures

The noise mitigation measures shown below have been incorporated into the Folsom South of U.S. Highway 50 Specific Plan to mitigate identified environmental impacts. The noise-related mitigation measure which is applicable to the development of residential land uses within the Mangini Ranch development are reproduced below. Following the mitigation measure is a brief discussion as to the applicability of the measure to this project.

MM 3A.11-4 Implement Measures to Prevent Exposure of Sensitive Receptors to Increases in Noise from Project-Generated Operational Traffic on Off-Site and On-Site Roadways.

To meet applicable noise standards as set forth in the appropriate General Plan or Code (e.g., City of Folsom, County of Sacramento, and County of El Dorado) and to reduce increases in traffic-generated noise levels at noise-sensitive uses, the project applicant(s) of all project phases shall implement the following:

- Obtain the services of a consultant (such as a licensed engineer or licensed architect) to develop noise-attenuation measures for the proposed construction of on-site noise-sensitive land uses (i.e., residential dwellings and school classrooms) that will produce a

minimum composite Sound Transmission Class (STC) rating for buildings of 30 or greater, individually computed for the walls and the floor/ceiling construction of buildings, for the proposed construction of on-site noise-sensitive land uses (i.e., residential dwellings and school classrooms).

- Prior to submittal of tentative subdivision maps and improvement plans, the project applicant(s) shall conduct a site-specific acoustical analysis to determine predicted roadway noise impacts attributable to the project, taking into account site-specific conditions (e.g., site design, location of structures, building characteristics). The acoustical analysis shall evaluate stationary- and mobile-source noise attributable to the proposed use or uses and impacts on nearby noise-sensitive land uses, in accordance with adopted City noise standards. Feasible measures shall be identified to reduce project-related noise impacts. These measures may include, but are not limited to, the following:
 - Limiting noise-generating operational activities associated with proposed commercial land uses, including truck deliveries;
 - Constructing exterior sound walls;
 - Constructing barrier walls and/or berms with vegetation;
 - Using "quiet pavement" (e.g., rubberized asphalt) construction methods on local roadways; and,
 - Using increased noise-attenuation measures in building construction (e.g., dual-pane, sound-rated windows; exterior wall insulation).

Pursuant to this mitigation measure, this report includes an analysis of traffic noise impacts at proposed residential lots within Phase 3 of the Mangini Ranch development resulting from traffic on East Bidwell Street, Mangini Parkway, and A Drive. As determined in the following assessment, portions of the development are predicted to be exposed to future traffic noise levels in excess of the applicable Folsom General Plan exterior and interior noise level criteria for single-family residential uses. As a result, this assessment prescribes specific noise control measures as required to achieve satisfaction with the General Plan's exterior and interior noise level standards applicable to new residential developments.

Evaluation of Future Traffic Noise Levels at Phase 3 Residential Lots

Predicted Future Exterior Traffic Noise Levels

The FHWA Model was used with future traffic data to predict future traffic noise levels at the Phase 3 component of the Mangini Ranch development. Future traffic volumes for East Bidwell Street and Mangini Parkway were obtained from the Folsom South of Highway 50 Specific Plan EIR. However, the Specific Plan's traffic impact study does not include traffic modeling results for future A Drive. Due to the relatively minor nature of A Drive, it is reasonable to conclude that the projected future ADT on the roadway would be fewer than 5,000 vehicles per day. The day/night distribution and truck percentages for East Bidwell Street, Mangini Parkway, and A Drive

were derived from BAC file data for similar roadways. Estimated future traffic speed assumptions were based on posted speed limits and data for similar roadways. The FHWA Model inputs and predicted future traffic noise levels at the Phase 3 component of the development are shown in Appendix B and are summarized in Table 1.

Table 1
Predicted Future Exterior Traffic Noise Levels at Mangini Ranch Phase 3¹

Roadway	Project Component	Location	Predicted DNL (dBA) ²
East Bidwell Street	Village 1	Nearest outdoor activity areas	68
		Nearest first-floor facades	68
		Nearest upper-floor facades	71
	Village 4	Nearest outdoor activity areas	68
		Nearest first-floor facades	68
		Nearest upper-floor facades	71
Mangini Parkway	Village 3	Nearest outdoor activity areas	64
		Nearest first-floor facades	64
		Nearest upper-floor facades	67
	Village 4	Nearest outdoor activity areas	64
		Nearest first-floor facades	64
		Nearest upper-floor facades	67
A Drive	Village 1	Nearest outdoor activity areas	63
		Nearest first-floor facades	63
		Nearest upper-floor facades	66
	Village 2	Nearest outdoor activity areas	63
		Nearest first-floor facades	63
		Nearest upper-floor facades	66

¹ A complete listing of FHWA Model inputs and results for the roadways are provided in Appendix B.
² An offset of +3 dB was applied at upper-floor building facades due to reduced ground absorption of sound at elevated positions.
Source: Bollard Acoustical Consultants, Inc. (2021)

Analysis of Future Exterior Traffic Noise Level Exposure at Outdoor Activity Areas

As indicated in Table 1, future traffic noise levels at the outdoor activity areas of the single-family residential lots proposed nearest to the East Bidwell Street, Mangini Parkway, and A Drive are predicted to exceed the applicable Folsom General Plan 60 dB DNL exterior noise level standard. As a result, further consideration of traffic noise mitigation measures would be warranted for portions of the development.

To achieve compliance with the General Plan's 60 dB DNL exterior noise level standard at the single-family residential lots of the development, it is recommended that traffic noise barriers be constructed at the heights and locations illustrated on Figure 2. Barrier insertion loss calculation worksheets are provided as Appendix C. As indicated in Appendix C, the construction of noise barriers ranging from 6 to 8 feet in height (relative to backyard lot elevation) would be required to comply with the General Plan 60 dB DNL exterior noise level criterion. The traffic noise barriers

could take the form of masonry wall, earthen berm, or a combination of the two. Other materials may be acceptable but should be reviewed by an acoustical consultant prior to use.

Analysis of Future Interior Traffic Noise Level Exposure within Residences

After construction of traffic noise barriers required to comply with the General Plan's 60 dB DNL exterior noise level standard, future exterior traffic noise levels are predicted to range from 56 to 59 dB DNL at the first-floor facades of the single-family residences constructed nearest to East Bidwell Street, Mangini Parkway, and A Drive. Due to reduced ground absorption at elevated positions and lack of shielding by the recommended noise barriers, noise levels at the upper-floor facades of those residences are predicted to range from 66 to 71 dB DNL. To satisfy the Folsom General Plan 45 dB DNL interior noise level standard, minimum noise reductions of 14 dB and 26 dB would be required of the first- and upper-floor building facades (respectively) of the residences constructed adjacent to the roadways.

Standard residential construction (i.e., stucco siding, STC-27 windows, door weather-stripping, exterior wall insulation, composition plywood roof), typically results in an exterior to interior noise reduction of approximately 25 dB with windows closed and approximately 15 dB with windows open. This level of noise reduction would be adequate to reduce future East Bidwell Street, Mangini Parkway, and A Drive traffic noise levels to 45 dB DNL or less within the first-floors of all residences constructed within the Phase 3 development. However, upper-floor window construction upgrades would be warranted at a portion of residences constructed nearest to the roadways.

To ensure for satisfaction of the General Plan 45 dB DNL interior noise level standard including a factor of safety, it is recommended that all upper-floor window assemblies of residences constructed on the lots identified on Figure 2 with a view of the adjacent roadways be upgraded to a minimum Sound Transmission Class (STC) rating of 32. In addition, mechanical ventilation (air conditioning) should be provided for all residences of the development to allow the occupants to close doors and windows as desired for additional acoustical isolation.

Conclusions

Portions of the the Mangini Ranch Phase 3 Residential Development are predicted to be exposed to future traffic noise levels in excess of the applicable Folsom General Plan exterior and interior noise level criteria for single-family residential uses. To satisfy the General Plan exterior noise level standard, and to ensure for satisfaction of the General Plan interior noise level standard including a factor of safety, the following specific noise mitigation measures are recommended for this project:

- 1) To comply with the applicable General Plan 60 dB DNL exterior noise level standard, traffic noise barriers ranging from 6 to 8 feet in height relative to backyard elevation would be required. The heights and locations of the noise barriers are illustrated on Figure 2. Barrier insertion loss calculation worksheets are provided as Appendix C.

The traffic noise barriers could take the form of masonry wall, earthen berm, or a combination of the two. Other materials may be acceptable but should be reviewed by an acoustical consultant prior to use.

- 2) To ensure compliance with the General Plan 45 dB DNL interior noise level standard with a factor of safety, it is recommended that all upper-floor bedroom window assemblies of residences constructed on the lots identified on Figure 2 from which the adjacent roadways would be visible be upgraded to a minimum STC rating of 32.
- 3) Air conditioning shall be provided for all residences of the development so that windows can be kept closed at the occupant's discretion to control interior noise.

These conclusions are based on the traffic assumptions cited in Appendix B, the project site plans and grading plans (dated March 3, 2021), and on noise reduction data for standard residential dwellings and for typical STC rated window data. Deviations from the resources cited above, or the project site/grading plans, could cause future traffic noise levels to differ from those predicted in this assessment. In addition, Bollard Acoustical Consultants, Inc. is not responsible for degradation in acoustic performance of the residential construction due to poor construction practices, failure to comply with applicable building code requirements, or for failure to adhere to the minimum building practices cited in this report.

This concludes BAC's traffic noise assessment for the proposed Mangini Ranch Phase 3 Residential Development. Please contact BAC at (916) 663-0500 or dariog@bacnoise.com with any questions regarding this assessment.

Appendix A Acoustical Terminology

Acoustics	The science of sound.
Ambient Noise	The distinctive acoustical characteristics of a given space consisting of all noise sources audible at that location. In many cases, the term ambient is used to describe an existing or pre-project condition such as the setting in an environmental noise study.
Attenuation	The reduction of an acoustic signal.
A-Weighting	A frequency-response adjustment of a sound level meter that conditions the output signal to approximate human response.
Decibel or dB	Fundamental unit of sound. A Bell is defined as the logarithm of the ratio of the sound pressure squared over the reference pressure squared. A Decibel is one-tenth of a Bell.
CNEL	Community Noise Equivalent Level. Defined as the 24-hour average noise level with noise occurring during evening hours (7 - 10 p.m.) weighted by a factor of three and nighttime hours weighted by a factor of 10 prior to averaging.
Frequency	The measure of the rapidity of alterations of a periodic signal, expressed in cycles per second or hertz.
IIC	Impact Insulation Class (IIC): A single-number representation of a floor/ceiling partition's impact generated noise insulation performance. The field-measured version of this number is the FIIC.
L_{dn}	Day/Night Average Sound Level. Similar to CNEL but with no evening weighting.
L_{eq}	Equivalent or energy-averaged sound level.
L_{max}	The highest root-mean-square (RMS) sound level measured over a given period of time.
Loudness	A subjective term for the sensation of the magnitude of sound.
Masking	The amount (or the process) by which the threshold of audibility is for one sound is raised by the presence of another (masking) sound.
Noise	Unwanted sound.
Peak Noise	The level corresponding to the highest (not RMS) sound pressure measured over a given period of time. This term is often confused with the "Maximum" level, which is the highest RMS level.
RT₆₀	The time it takes reverberant sound to decay by 60 dB once the source has been removed.
STC	Sound Transmission Class (STC): A single-number representation of a partition's noise insulation performance. This number is based on laboratory-measured, 16-band (1/3-octave) transmission loss (TL) data of the subject partition. The field-measured version of this number is the FSTC.



Appendix B-1
FHWA Traffic Noise Prediction Model (FHWA-RD-77-108)
Noise Prediction Worksheet

Project Information:

Job Number: 2021-064
 Project Name: Mangini Ranch Residential Development - Phase 3
 Roadway Name: East Bidwell Street

Traffic Data:

Year: Future
 Average Daily Traffic Volume: 29,300
 Percent Daytime Traffic: 90
 Percent Nighttime Traffic: 10
 Percent Medium Trucks (2 axle): 2
 Percent Heavy Trucks (3+ axle): 1
 Assumed Vehicle Speed (mph): 50
 Intervening Ground Type (hard/soft): **Soft**

Traffic Noise Levels:

Location	Description	Distance	Offset (dB)	----- DNL (dB) -----			Total
				Autos	Medium Trucks	Heavy Trucks	
Village 1	Nearest outdoor activity areas	90		67	57	59	68
	Nearest first-floor facades	100		67	56	59	68
	Nearest upper-floor facades	100	3	70	59	62	71
Village 4	Nearest outdoor activity areas	90		67	57	59	68
	Nearest first-floor facades	100		67	56	59	68
	Nearest upper-floor facades	100	3	70	59	62	71

Traffic Noise Contours (No Calibration Offset):

DNL Contour (dB)	Distance from Centerline (feet)
75	32
70	68
65	147
60	317

- Notes:**
1. Future ADT obtained from the Folsom South of Highway 50 Specific Plan EIR.
 2. Distances scaled from the centerline of roadway to said locations using provided site plans.
 3. A +3 dB offset was applied to upper-floor facades to account for reduced ground absorption of sound at elevated locations.



Appendix B-2
FHWA Traffic Noise Prediction Model (FHWA-RD-77-108)
Noise Prediction Worksheet

Project Information:

Job Number: 2021-064
 Project Name: Mangini Ranch Residential Development - Phase 3
 Roadway Name: Mangini Parkway

Traffic Data:

Year: Future
 Average Daily Traffic Volume: 10,900
 Percent Daytime Traffic: 83
 Percent Nighttime Traffic: 17
 Percent Medium Trucks (2 axle): 2
 Percent Heavy Trucks (3+ axle): 1
 Assumed Vehicle Speed (mph): 40
 Intervening Ground Type (hard/soft): **Soft**

Traffic Noise Levels:

Location	Description	Distance	Offset (dB)	----- DNL (dB) -----			Total
				Autos	Medium Trucks	Heavy Trucks	
Village 3	Nearest outdoor activity areas	70		63	54	57	64
	Nearest first-floor facades	70		63	54	57	64
	Nearest upper-floor facades	70	3	66	57	60	67
Village 4	Nearest outdoor activity areas	70		63	54	57	64
	Nearest first-floor facades	70		63	54	57	64
	Nearest upper-floor facades	70	3	66	57	60	67

Traffic Noise Contours (No Calibration Offset):

DNL Contour (dB)	Distance from Centerline (feet)
75	14
70	30
65	64
60	137

Notes:

1. Future ADT obtained from the Folsom South of Highway 50 Specific Plan EIR.
2. Distances scaled from the centerline of roadway to said locations using provided site plans.
3. A +3 dB offset was applied to upper-floor facades to account for reduced ground absorption of sound at elevated locations.



Appendix B-3
FHWA Traffic Noise Prediction Model (FHWA-RD-77-108)
Noise Prediction Worksheet

Project Information:

Job Number: 2021-064
 Project Name: Mangini Ranch Residential Development - Phase 3
 Roadway Name: A Drive

Traffic Data:

Year: Future
 Average Daily Traffic Volume: 5,000
 Percent Daytime Traffic: 83
 Percent Nighttime Traffic: 17
 Percent Medium Trucks (2 axle): 1
 Percent Heavy Trucks (3+ axle): 1
 Assumed Vehicle Speed (mph): 35
 Intervening Ground Type (hard/soft): **Soft**

Traffic Noise Levels:

Location	Description	Distance	Offset (dB)	----- DNL (dB) -----			Total
				Autos	Medium Trucks	Heavy Trucks	
Village 1	Nearest outdoor activity areas	40		62	51	57	63
	Nearest first-floor facades	40		62	51	57	63
	Nearest upper-floor facades	40	3	65	54	60	66
Village 2	Nearest outdoor activity areas	40		62	51	57	63
	Nearest first-floor facades	40		62	51	57	63
	Nearest upper-floor facades	40	3	65	54	60	66

Traffic Noise Contours (No Calibration Offset):

DNL Contour (dB)	Distance from Centerline (feet)
75	6
70	14
65	30
60	65

- Notes:**
1. Future ADT was conservatively estimated to be 5,000 ADT based on type of roadway. Other inputs based on BAC file data for similar roadways.
 2. Distances scaled from the centerline of roadway to said locations using provided site plans.
 3. A +3 dB offset was applied to upper-floor facades to account for reduced ground absorption of sound at elevated locations.



Appendix C-1
FHWA Traffic Noise Prediction Model (FHWA-RD-77-108)
Noise Barrier Effectiveness Prediction Worksheet

Project Information: Job Number: 2021-064
Project Name: Mangini Ranch Residential Development - Phase 3
Roadway Name: East Bidwell Street
Location: Folsom, CA

Noise Level Data: Year: Future
Auto DNL, dB: 67
Medium Truck DNL, dB: 57
Heavy Truck DNL, dB: 59

Site Geometry: Receiver Description: Village 1 - Nearest outdoor activity areas
Centerline to Barrier Distance (C₁): 80
Barrier to Receiver Distance (C₂): 10
Automobile Elevation: 394
Medium Truck Elevation: 396
Heavy Truck Elevation: 402
Pad/Ground Elevation at Receiver: 394
Receiver Elevation: 399
Base of Barrier Elevation: 394
Starting Barrier Height 6

Barrier Effectiveness:

Top of Barrier Elevation (ft)	Barrier Height (ft)	DNL (dB)				Barrier Breaks Line of Sight to...		
		Autos	medium Trucks	heavy Trucks	Total	Autos?	medium Trucks?	heavy Trucks?
400	6	61	51	54	62	Yes	Yes	Yes
401	7	60	49	53	61	Yes	Yes	Yes
402	8	58	48	51	59	Yes	Yes	Yes
403	9	57	46	50	58	Yes	Yes	Yes
404	10	56	46	49	57	Yes	Yes	Yes
405	11	55	44	48	56	Yes	Yes	Yes
406	12	54	43	47	55	Yes	Yes	Yes
407	13	53	43	46	54	Yes	Yes	Yes
408	14	53	42	45	54	Yes	Yes	Yes

Notes: 1. Standard receiver elevation is five feet above grade/pad elevations at the receiver location(s).



Appendix C-2
FHWA Traffic Noise Prediction Model (FHWA-RD-77-108)
Noise Barrier Effectiveness Prediction Worksheet

Project Information: Job Number: 2021-064
 Project Name: Mangini Ranch Residential Development - Phase 3
 Roadway Name: East Bidwell Street
 Location: Folsom, CA

Noise Level Data: Year: Future
 Auto DNL, dB: 67
 Medium Truck DNL, dB: 57
 Heavy Truck DNL, dB: 59

Site Geometry: Receiver Description: Village 4 - Nearest outdoor activity areas
 Centerline to Barrier Distance (C_1): 80
 Barrier to Receiver Distance (C_2): 10
 Automobile Elevation: 387
 Medium Truck Elevation: 389
 Heavy Truck Elevation: 395
 Pad/Ground Elevation at Receiver: 387
 Receiver Elevation: 392
 Base of Barrier Elevation: 387
 Starting Barrier Height 6

Barrier Effectiveness:

Top of Barrier Elevation (ft)	Barrier Height (ft)	DNL (dB)				Barrier Breaks Line of Sight to...		
		Autos	medium Trucks	heavy Trucks	Total	Autos?	medium Trucks?	heavy Trucks?
393	6	61	51	54	62	Yes	Yes	Yes
394	7	60	49	53	61	Yes	Yes	Yes
395	8	58	48	51	59	Yes	Yes	Yes
396	9	57	46	50	58	Yes	Yes	Yes
397	10	56	46	49	57	Yes	Yes	Yes
398	11	55	44	48	56	Yes	Yes	Yes
399	12	54	43	47	55	Yes	Yes	Yes
400	13	53	43	46	54	Yes	Yes	Yes
401	14	53	42	45	54	Yes	Yes	Yes

Notes: 1. Standard receiver elevation is five feet above grade/pad elevations at the receiver location(s).



**Appendix C-3
FHWA Traffic Noise Prediction Model (FHWA-RD-77-108)
Noise Barrier Effectiveness Prediction Worksheet**

Project Information: Job Number: 2021-064
Project Name: Mangini Ranch Residential Development - Phase 3
Roadway Name: Mangini Parkway
Location: Folsom, CA

Noise Level Data: Year: Future
Auto DNL, dB: 63
Medium Truck DNL, dB: 54
Heavy Truck DNL, dB: 57

Site Geometry: Receiver Description: Village 3 - Nearest outdoor activity areas
Centerline to Barrier Distance (C₁): 60
Barrier to Receiver Distance (C₂): 10
Automobile Elevation: 378
Medium Truck Elevation: 380
Heavy Truck Elevation: 386
Pad/Ground Elevation at Receiver: 381
Receiver Elevation: 386
Base of Barrier Elevation: 381
Starting Barrier Height 6

Barrier Effectiveness:

Top of Barrier Elevation (ft)	Barrier Height (ft)	DNL (dB)				Barrier Breaks Line of Sight to...		
		Autos	medium Trucks	heavy Trucks	Total	Autos?	medium Trucks?	heavy Trucks?
387	6	56	47	51	58	Yes	Yes	Yes
388	7	54	46	50	56	Yes	Yes	Yes
389	8	53	44	48	55	Yes	Yes	Yes
390	9	52	43	47	54	Yes	Yes	Yes
391	10	51	42	46	52	Yes	Yes	Yes
392	11	50	41	45	51	Yes	Yes	Yes
393	12	49	40	44	51	Yes	Yes	Yes
394	13	48	39	43	50	Yes	Yes	Yes
395	14	48	39	42	49	Yes	Yes	Yes

Notes: 1. Standard receiver elevation is five feet above grade/pad elevations at the receiver location(s).



Appendix C-4
FHWA Traffic Noise Prediction Model (FHWA-RD-77-108)
Noise Barrier Effectiveness Prediction Worksheet

Project Information: Job Number: 2021-064
Project Name: Mangini Ranch Residential Development - Phase 3
Roadway Name: Mangini Parkway
Location: Folsom, CA

Noise Level Data: Year: Future
Auto DNL, dB: 63
Medium Truck DNL, dB: 54
Heavy Truck DNL, dB: 57

Site Geometry: Receiver Description: Village 4 - Nearest outdoor activity areas
Centerline to Barrier Distance (C₁): 60
Barrier to Receiver Distance (C₂): 10
Automobile Elevation: 382
Medium Truck Elevation: 384
Heavy Truck Elevation: 390
Pad/Ground Elevation at Receiver: 384
Receiver Elevation: 389
Base of Barrier Elevation: 384
Starting Barrier Height 6

Barrier Effectiveness:

Top of Barrier Elevation (ft)	Barrier Height (ft)	DNL (dB)				Barrier Breaks Line of Sight to...		
		Autos	medium Trucks	heavy Trucks	Total	Autos?	medium Trucks?	heavy Trucks?
390	6	56	47	52	58	Yes	Yes	Yes
391	7	55	46	50	56	Yes	Yes	Yes
392	8	53	44	49	55	Yes	Yes	Yes
393	9	52	43	47	54	Yes	Yes	Yes
394	10	51	42	46	53	Yes	Yes	Yes
395	11	50	41	45	51	Yes	Yes	Yes
396	12	49	40	44	51	Yes	Yes	Yes
397	13	48	39	43	50	Yes	Yes	Yes
398	14	48	39	43	49	Yes	Yes	Yes

Notes: 1. Standard receiver elevation is five feet above grade/pad elevations at the receiver location(s).



Appendix C-5
FHWA Traffic Noise Prediction Model (FHWA-RD-77-108)
Noise Barrier Effectiveness Prediction Worksheet

Project Information: Job Number: 2021-064
 Project Name: Mangini Ranch Residential Development - Phase 3
 Roadway Name: A Drive
 Location: Folsom, CA

Noise Level Data: Year: Future
 Auto DNL, dB: 62
 Medium Truck DNL, dB: 51
 Heavy Truck DNL, dB: 57

Site Geometry: Receiver Description: Village 1 - Nearest outdoor activity areas
 Centerline to Barrier Distance (C₁): 30
 Barrier to Receiver Distance (C₂): 10
 Automobile Elevation: 394
 Medium Truck Elevation: 396
 Heavy Truck Elevation: 402
 Pad/Ground Elevation at Receiver: 393
 Receiver Elevation: 398
 Base of Barrier Elevation: 393
 Starting Barrier Height 6

Barrier Effectiveness:

Top of Barrier Elevation (ft)	Barrier Height (ft)	DNL (dB)				Barrier Breaks Line of Sight to...		
		Autos	Medium Trucks	Heavy Trucks	Total	Autos?	medium Trucks?	Heavy Trucks?
399	6	55	45	52	57	Yes	Yes	No
400	7	53	43	51	55	Yes	Yes	Yes
401	8	51	42	50	54	Yes	Yes	Yes
402	9	50	41	48	53	Yes	Yes	Yes
403	10	49	40	46	51	Yes	Yes	Yes
404	11	48	38	46	50	Yes	Yes	Yes
405	12	47	37	44	49	Yes	Yes	Yes
406	13	47	37	43	49	Yes	Yes	Yes
407	14	46	36	43	48	Yes	Yes	Yes

Notes: 1. Standard receiver elevation is five feet above grade/pad elevations at the receiver location(s).



**Appendix C-6
FHWA Traffic Noise Prediction Model (FHWA-RD-77-108)
Noise Barrier Effectiveness Prediction Worksheet**

Project Information: Job Number: 2021-064
Project Name: Mangini Ranch Residential Development - Phase 3
Roadway Name: A Drive
Location: Folsom, CA

Noise Level Data: Year: Future
Auto DNL, dB: 62
Medium Truck DNL, dB: 51
Heavy Truck DNL, dB: 57

Site Geometry: Receiver Description: Village 2 - Nearest outdoor activity areas
Centerline to Barrier Distance (C₁): 30
Barrier to Receiver Distance (C₂): 10
Automobile Elevation: 388
Medium Truck Elevation: 390
Heavy Truck Elevation: 396
Pad/Ground Elevation at Receiver: 388
Receiver Elevation: 393
Base of Barrier Elevation: 388
Starting Barrier Height 6

Barrier Effectiveness:

Top of Barrier Elevation (ft)	Barrier Height (ft)	DNL (dB)				Barrier Breaks Line of Sight to...		
		Autos	medium Trucks	heavy Trucks	Total	Autos?	medium Trucks?	heavy Trucks?
394	6	54	45	52	56	Yes	Yes	Yes
395	7	52	43	51	55	Yes	Yes	Yes
396	8	51	41	49	54	Yes	Yes	Yes
397	9	50	40	48	52	Yes	Yes	Yes
398	10	49	39	46	51	Yes	Yes	Yes
399	11	48	38	45	50	Yes	Yes	Yes
400	12	47	37	44	49	Yes	Yes	Yes
401	13	46	37	43	48	Yes	Yes	Yes
402	14	46	36	42	48	Yes	Yes	Yes

Notes: 1. Standard receiver elevation is five feet above grade/pad elevations at the receiver location(s).



Memorandum

To: Kris Steward
From: Matt Weir, P.E., T.E., PTOE, RSP¹
Re: *Access Evaluation*
Mangini Ranch – Phase 3
Date: April 28, 2021

Per your request, we have prepared this access evaluation specific to Phase 3 of the above referenced project in Folsom. The assumptions upon which this evaluation was prepared were identified by the City of Folsom¹ and the project team. The following is discussion of our evaluation, findings, and recommendations.

- I. **Land Use, Trip Generation, and Primary Access**
- o 260 single-family detached residential units
 - Highest peak-hour volume²:
 - 160-trips IN (PM)
 - 142-trips OUT (AM)

A previously completed traffic study³ is understood to form the basis of the ultimate East Bidwell Street corridor. This prior effort is included by reference allowing this access evaluation to focus exclusively on ingress and egress for Phase 3. Accordingly, in addition to the assumptions summarized above, the following considerations were also incorporated as part of this evaluation:

- o *Project Site's Land Use*
 Figure 13 (Enhanced SACSIM Representation of the Folsom Plan Area Specific Plan (with 44 zones)) and Table 20 (Cumulative 2036 AM and PM Peak-hour Trip Generation by TAZ) of the prior traffic study³ contemplated the Specific Plan land uses for the project site (total of 770 single-family units) in the large Traffic Analysis Zone (#1840). This TAZ and the associated assumptions appear to have accounted for the Phase 3 project (260 single-family units). The project is understood to be consistent with the Specific Plan's land use assumptions and was represented as such in the prior study.
- o *East Bidwell St Access (E Bidwell St/Mangini Pkwy)*
 Figure 36 (Mitigation 8 at Intersection 11) and Figure 40 (Portion of Mitigation 8 and 3 to be Implemented with Phase 1 of the Project) of the prior traffic study³ indicate full access with the implementation of traffic signal control. It is important to note that the prior traffic study concludes that the addition of that project (Regency at Folsom Ranch) triggers the need for this signalization. At the time of this memorandum, the subject intersection has been partially constructed to its ultimate width and traffic signal control is in place and operational. The construction of the west leg and its associated traffic signal modification to serve Regency at Folsom Ranch is anticipated to be completed in September 2021.

¹ Telephone conferences with Steve Krahn, City of Folsom, December 9, 2020, and April 5, 2021.

² *Trip Generation Manual, 10th Edition*, Land Use 210 Single-Family Detached Housing regression equation, Institute of Transportation Engineers (ITE).

³ *Regency at Folsom Ranch Transportation Impact Study*, T. Kear Transportation Planning & Management, Inc., November 20, 2019.

II. Access Conditions and Trip Assignment

- *Phase 3 Project Only (260 single-family detached residential units) (see Exhibit 1)*
 1. "D" Dr @ Northern Connector Rd: full access, side-street stop control (SSSC)
 2. "B" Dr @ Northern Connector Rd: full access, SSSC
 3. "B" Drive @ Mangini Pkwy: full access, SSSC
 4. "E" Drive @ Mangini Pkwy: EVA only*
 5. "E" Drive @ East Bidwell St: right-in/right-out, SSSC
 6. East Bidwell St via Northern Connector Rd: partial access, SSSC**
 7. East Bidwell St via Mangini Pkwy: full access, traffic signal controlled***

* EVA designation is per the current small lot tentative map (MacKay & Soms, March 3, 2021). This assumption is considered as part of this access evaluation.

** While this intersection is not anticipated to be signalized, the initial assumption is that left-turns out of this roadway will be restricted (northbound left-turns will be provided). This assumption will be partially tested by this access evaluation.

*** At the time of this memorandum, the adjacent Toll Brothers' Regency at Folsom project is in the process of constructing Mangini Pkwy, including its connection to and signal modification with East Bidwell St. These improvements will be completed prior to the Phase 3 project's occupancy.

Lastly it was necessary to approximate the peak-hour turning movements associated with Phase 3 along the Northern Connector Rd, Mangini Pkwy, and at East Bidwell St to allow for an evaluation and recommendation of treatments. These trips were developed as summarized below:

- *Global Trip Assignment*
 - Per Figure 8 (Project Trip Distribution) of the prior traffic study³
 - 84% of the trips originate from or are destined for points north
 - 16% trips originating from or destined for points assumed to access White Rock Rd (Capital SouthEast Connector) south of the project site
- *Approximate "Project Only" Peak-Hour Intersection Volumes⁴*
 6. East Bidwell St via Northern Connector Rd
 - Ingress
 - Southbound Right: $84\% * 65\% * 160 = 88$ trips
 - Northbound Left: $16\% * 35\% * 160 = 9$ trips
 - Northbound U-Turn: $16\% * 15\% * 160 = 4$ trips
 - Egress
 - Eastbound Right: $84\% * 20\% * 142 = 24$ trips
 - Eastbound Right: $16\% * 20\% * 142 = 5$ trips
 7. East Bidwell St via Mangini Pkwy
 - Ingress
 - Southbound Right: $84\% * 20\% * 160 = 27$ trips
 - Northbound Left: $16\% * 50\% * 160 = 13$ trips
 - Egress
 - Eastbound Left: $84\% * 65\% * 142 = 78$ trips
 - Southbound U-Turn: $84\% * 35\% * 142 = 42$ trips
 - Eastbound Right: $16\% * 65\% * 142 = 15$ trips

⁴ Other adjacent projects will also contribute traffic to these two East Bidwell St. intersections. The effect of those developments' traffic has been/will be analyzed separately, at the time those projects' applications comes forward. Other existing and proposed developments will also contribute traffic to these intersections.

III. Access Review

Based on our coordination with the City and project team, and review of the prior study³ and related project documentation, we offer the following recommendations for the conditions anticipated to result from the completion of the Phase 3 project:

o Exterior Roadways

The construction of the Phase 3 project is understood to require the construction of two-way vehicle circulation along the surrounding roadways, namely the Northern Connector Road, "D" Drive, and "C" Drive (see Exhibit 1). Because, at the time of this evaluation, the developments located opposite the Phase 3 project are not imminent (to the north and the west), the Phase 3 project must provide these two-way facilities to allow for adequate circulation directly related to the project's uses. The City has indicated that the full roadway, including Class II on-street bike lanes, are required to be constructed (excludes the opposite sidewalks and other frontage improvements).

o Village 4 Access

As previously noted, the current small lot tentative map (MacKay & Soms, March 3, 2021) indicates that the southern "E" Drive connection to Mangini Parkway is an EVA only. As a result, the "E" Drive connection to East Bidwell Street is assumed to right-in/right-out only. This break in connectivity is also understood to have been proposed as a strategy to avoid "cut-through" traffic that might have otherwise viewed the "E" Drive route as a southbound shortcut to destinations to the west. It is important to note that the cut-through behavior that is the focus of this treatment is limited to southbound East Bidwell Street traffic. Traffic destined for northbound East Bidwell Street would not be able to use this route due to the absence of a left-turn at the "E" Drive intersection with East Bidwell Street (right-in/right-out only).

- The proposed EVA location (at Mangini Parkway) has the effect of isolating Village 4 and concentrating all of the access to the right-in/right-out driveway at East Bidwell Street. As a result of this configuration, entering traffic originating from the south and exiting traffic destined for the north would be required to perform u-turns at the adjacent East Bidwell Street intersections (these movements are captured in the previously summarized intersection turning movements). Furthermore, concentrating all of the access to East Bidwell Street would require frequent interaction with the high volume/high speed arterial, including undesirable "weave" maneuvers as traffic positions for the southbound left-turn pocket at Mangini Parkway to perform a u-turn to travel northbound away from the project.
- Although the Village 4 volumes are relatively low (representing only approximately 15-percent of the total project's trips), the following access modifications are recommended (see Exhibit 1):
 - Relocate the EVA to the north end of "E" Drive and create a full access, SSSC intersection at the Mangini Parkway intersection with "E Drive". This minor intersection would be anticipated to align with a future driveway opposite Mangini Parkway (Toll Brothers), would require a minimally sized eastbound left-turn pocket, would not be anticipated to conflict with the lanes or operations at the East Bidwell Street traffic signal, and would provide a meaningful improvement to Village 4's circulation. In fact, if desired by the City, the creation of this intersection provides the opportunity to extend the eastbound left-turn pocket at the East Bidwell Street intersection to accept the outbound left-turns from Village 4. Otherwise, the subject eastbound left-turn lane at East Bidwell

Street is anticipated to be appropriately sized as currently reflected in the Mangini Parkway improvement plans (MacKay & Somps, December 17, 2020).

- As a result of these modifications, traffic associated with Village 4 would have a safer and more convenient primary access point along Mangini Parkway, in a location that appears to be consistent with future access plans for this segment.
- *East Bidwell Street Access*
 - Northern Connector Road

As previously noted, the East Bidwell Street intersection with the Northern Connector Road is anticipated to restrict left-turns out. This is a common configuration supported by the City in which left-turns in are provided but the less safe outbound left-turns are eliminated. Traffic desiring to make this movement (outbound left-turn) would have to turn right and make a downstream u-turn at the Mangini Parkway signalized intersection. The volumes summarized above are relatively low, although it is acknowledged that future development will contribute to this intersection's turning movements. As such, the northbound left-turn pocket should be sized adequately to accommodate both the near-term and ultimate traffic volumes. This pocket should be constructed to provide adequate deceleration distance. Incorporation of adequate deceleration distance will help to ensure safe operations by allowing these slowing vehicles to exit the #1 northbound East Bidwell Street through lane. Although queue storage is anticipated to be minimal, this left-turn pocket should total at least 315-feet (255-foot deceleration plus 60-foot bay taper), representing an assumed entry speed of 40-mph which includes a 10-mph speed reduction from the adjacent through lane⁵. Lastly, it is important to note that, in the base access condition for Village 4, traffic originating from the south would be required to make a u-turn at this intersection (Northern Connector Road). This is an undesirable movement and one that would be eliminated with the suggested Village 4 access modifications noted above.

 - As previously discussed, the southbound right-turn volumes at this intersection are estimated at 88 peak-hour trips during the PM peak-hour. Because this volume exceeds 50 peak-hour trips, the City will require a deceleration taper/flare or lane. As dictated by the City, this important deceleration facility should be constructed as part of this intersection.
 - Mangini Parkway

As previously noted, this intersection is currently signalized and is understood to be modified by the adjacent Toll Brothers project to complete the layout and modify the traffic signal to its ultimate operation. As such, because the intersection is understood to be constructed in a manner consistent with the prior study and the fact that the Phase 3 project is consistent with the underlying development assumptions, the intersection configuration is anticipated to be adequate and will accommodate the project.
 - *Northern Connector Road/"B" Drive Access*

The subject small lot tentative map (MacKay & Somps, March 3, 2021) depicts the Northern Connector Road as a two-lane facility with on-street parking. Because of the narrow cross-section and relatively low volumes anticipated, this intersection is

⁵ Section 405.2(d), Caltrans' *Highway Design Manual*, Caltrans, March 20, 2020.

anticipated to operate with SSSC and without turn pockets along the Northern Connector Road approaches. This basic configuration and traffic control are anticipated to be adequate considering the mix of volumes and speeds. Adequate sight distance should be provided, and maintained, for vehicles exiting the Phase 3 project from “B” Drive.

- *Mangini Parkway/“B” Drive Access*
This intersection is anticipated to be SSSC, with an eastbound left-turn lane along Mangini Parkway. This configuration should mimic the configuration being constructed for the adjacent Toll Brothers access in which the center lane of the three lane Mangini Parkway cross-section is used to form a minimally sized left-turn pocket. The dimensions of this pocket should match the Toll Brothers’ improvements. Adequate sight distance should be provided, and maintained, for vehicles exiting the Phase 3 project from “B” Drive.
- *East Bidwell Street Pedestrian Activated Crossing*
The City has indicated that a future potential at-grade pedestrian crossing is envisioned for East Bidwell Street along the project’ frontage (see **Exhibit 1**). This crossing would serve the proposed trail and would be located between the Northern Access Road and the Village 4 “E” Drive intersections. Because it would be at-grade, this crossing would require pedestrian actuation and extensive traffic signal appurtenances to ensure safe and orderly operations when pedestrian crossings are occurring. A future traffic operations analysis would be required to simulate the East Bidwell Street corridor traffic operations under the condition with this at-grade crossing. At this time, the City has expressed that this feature is a lower priority and that it will be considered more comprehensively at a later time.

IV. Summary of Findings and Recommendations

Based on the assessment documented above, the following is a summary of our findings and recommendations:

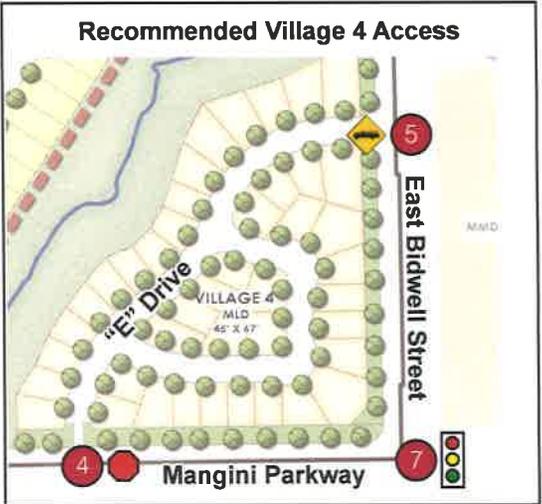
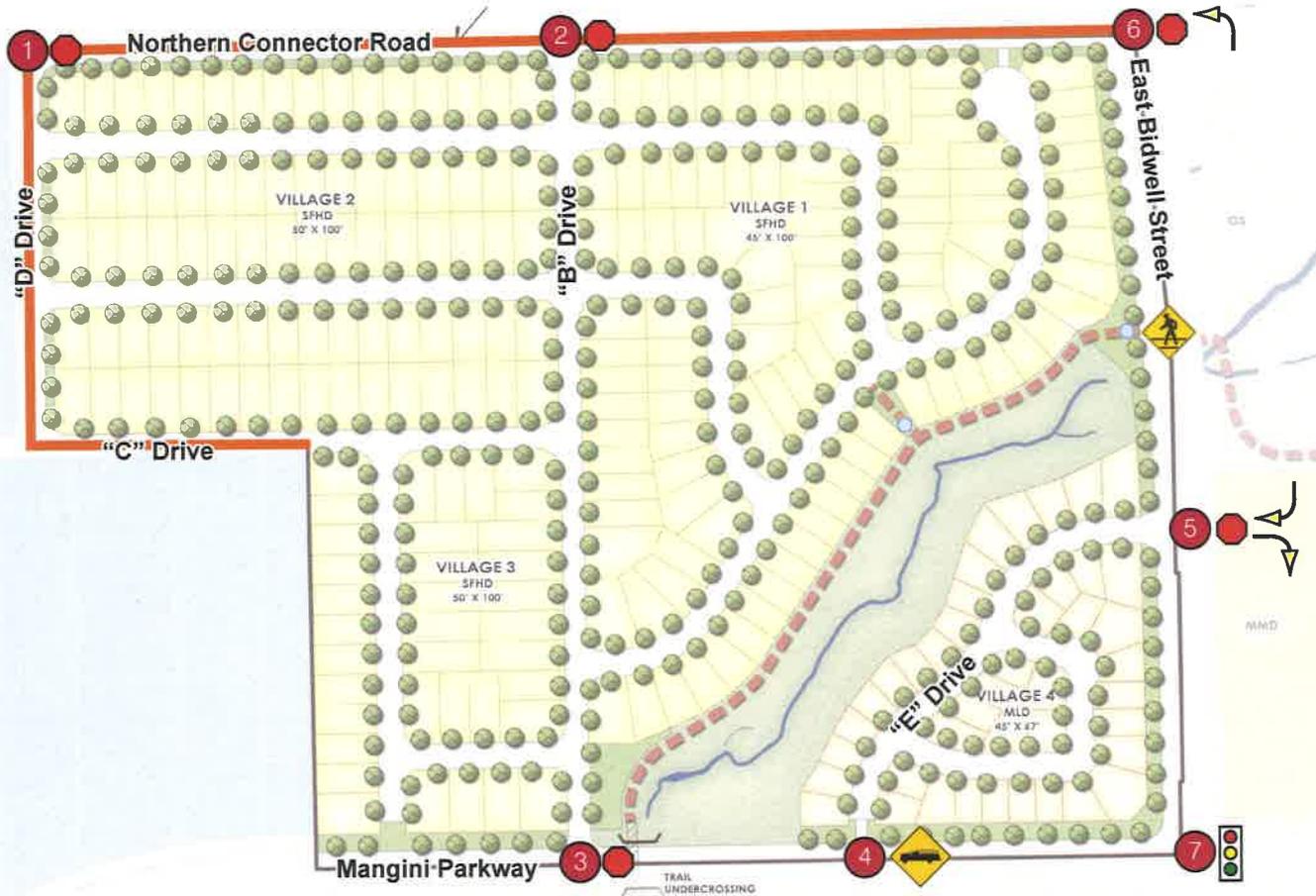
- Construction of the Phase 3 project requires the construction of two-way vehicle circulation along the surrounding roadways, namely the Northern Connector Road, “D” Drive, and “C” Drive (see Exhibit 1). The Phase 3 project must provide these two-way facilities to allow for adequate circulation directly related to the project’s uses.
- It is recommended to modify the Village 4 access by relocating the EVA to the north end of “E” Drive and creating a full access, SSSC intersection at Mangini Parkway. These modifications will improve the safety and convenience for Village 4 traffic.
- The northbound East Bidwell Street left-turn to the Northern Connector Road should be constructed with at least 315-foot (255-foot deceleration plus 60-foot bay taper).
- A southbound deceleration taper/flare or lane (subject to City specification) should be constructed at the East Bidwell Street intersection with the Northern Connector Road.
- The “B” Drive intersection with the Northern Connector Road is anticipated to operate adequately with SSSC and without dedicated turn pockets. Adequate sight distance should be provided and maintained.
- The “B” Drive intersection with Mangini Parkway is anticipated to operate adequately with SSSC and a minimally sized eastbound left-turn pocket (in a manner consistent with the adjacent Toll Brothers’ improvements).
- A future, potential pedestrian activated crossing of East Bidwell Street will be studied and considered more comprehensively by the City at a later time.

Attachment:

Exhibit 1 – Study Intersections and Traffic Control



NOT TO SCALE



LEGEND			
	Study Intersection		Northbound Left Permitted
	Signalized Intersection		Right-In/Right-Out Only
	Side-Street Stop-Controlled Intersection		Right-Out Only
	Emergency Vehicle Access Only		Roadway to Accomodate Two-Way Travel
	Future At-Grade Pedestrian Crossing		

Attachment 8

Access and Circulation Evaluation dated May 4, 2021

Memorandum

To: Kris Steward
From: Matt Weir, P.E., T.E., PTOE, RSP¹
Re: *Access Evaluation*
Mangini Ranch – Phase 3
Date: April 28, 2021

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 - Highest peak-hour volume²:
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 2. "B" Dr @ Northern Connector Rd: full access, SSSC
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 6. East Bidwell St via Northern Connector Rd: partial access, SSSC**
 7. East Bidwell St via Mangini Pkwy: full access, traffic signal controlled***

* EVA designation is per the current small lot tentative map (MacKay & Somps, March 3, 2021). This assumption is considered as part of this access evaluation.

** While this intersection is not anticipated to be signalized, the initial assumption is that left-turns out of this roadway will be restricted (northbound left-turns will be provided). This assumption will be partially tested by this access evaluation.

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 - Ingress
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 - Egress
 - Eastbound Right: $84\% * 20\% * 142 = 24$ trips
 - Eastbound Right: $16\% * 20\% * 142 = 5$ trips
 7. East Bidwell St via Mangini Pkwy
 - Ingress
 - Southbound Right: $84\% * 20\% * 160 = 27$ trips
 - Northbound Left: $16\% * 50\% * 160 = 13$ trips
 - Egress
 - Eastbound Left: $84\% * 65\% * 142 = 78$ trips
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o Village 4 Access

As previously noted, the current small lot tentative map (MacKay & Soms, March 3, 2021) indicates that the southern "E" Drive connection to Mangini Parkway is an EVA only. As a result, the "E" Drive connection to East Bidwell Street is assumed to right-in/right-out only. This break in connectivity is also understood to have been proposed as a strategy to avoid "cut-through" traffic that might have otherwise viewed the "E" Drive route as a southbound shortcut to destinations to the west. It is important to note that the cut-through behavior that is the focus of this treatment is limited to southbound East Bidwell Street traffic. Traffic destined for northbound East Bidwell Street would not be able to use this route due to the absence of a left-turn at the "E" Drive intersection with East Bidwell Street (right-in/right-out only).

- The proposed EVA location (at Mangini Parkway) has the effect of isolating Village 4 and concentrating all of the access to the right-in/right-out driveway at East Bidwell Street. As a result of this configuration, entering traffic originating from the south and exiting traffic destined for the north would be required to perform u-turns at the adjacent East Bidwell Street intersections (these movements are captured in the previously summarized intersection turning movements). Furthermore, concentrating all of the access to East Bidwell Street would require frequent interaction with the high volume/high speed arterial, including undesirable "weave" maneuvers as traffic positions for the southbound left-turn pocket at Mangini Parkway to perform a u-turn to travel northbound away from the project.
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 - Relocate the EVA to the north end of "E" Drive and create a full access, SSSC intersection at the Mangini Parkway intersection with "E Drive". This minor intersection would be anticipated to align with a future driveway opposite Mangini Parkway (Toll Brothers), would require a minimally sized eastbound left-turn pocket, would not be anticipated to conflict with the lanes or operations at the East Bidwell Street traffic signal, and would provide a meaningful improvement to Village 4's circulation. In fact, if desired by the City, the creation of this intersection provides the opportunity to extend the eastbound left-turn pocket at the East Bidwell Street intersection to accept the outbound left-turns from Village 4. Otherwise, the subject eastbound left-turn lane at East Bidwell

Street is anticipated to be appropriately sized as currently reflected in the Mangini Parkway improvement plans (MacKay & Soms, December 17, 2020).

- As a result of these modifications, traffic associated with Village 4 would have a safer and more convenient primary access point along Mangini Parkway, in a location that appears to be consistent with future access plans for this segment.
- *East Bidwell Street Access*
 - **Northern Connector Road**
As previously noted, the East Bidwell Street intersection with the Northern Connector Road is anticipated to restrict left-turns out. This is a common configuration supported by the City in which left-turns in are provided but the less safe outbound left-turns are eliminated. Traffic desiring to make this movement (outbound left-turn) would have to turn right and make a downstream u-turn at the Mangini Parkway signalized intersection. The volumes summarized above are relatively low, although it is acknowledged that future development will contribute to this intersection's turning movements. As such, the northbound left-turn pocket should be sized adequately to accommodate both the near-term and ultimate traffic volumes. This pocket should be constructed to provide adequate deceleration distance. Incorporation of adequate deceleration distance will help to ensure safe operations by allowing these slowing vehicles to exit the #1 northbound East Bidwell Street through lane. Although queue storage is anticipated to be minimal, this left-turn pocket should total at least 315-feet (255-foot deceleration plus 60-foot bay taper), representing an assumed entry speed of 40-mph which includes a 10-mph speed reduction from the adjacent through lane⁵. Lastly, it is important to note that, in the base access condition for Village 4, traffic originating from the south would be required to make a u-turn at this intersection (Northern Connector Road). This is an undesirable movement and one that would be eliminated with the suggested Village 4 access modifications noted above.
 - As previously discussed, the southbound right-turn volumes at this intersection are estimated at 88 peak-hour trips during the PM peak-hour. Because this volume exceeds 50 peak-hour trips, the City will require a deceleration taper/flare or lane. As dictated by the City, this important deceleration facility should be constructed as part of this intersection.
 - **Mangini Parkway**
As previously noted, this intersection is currently signalized and is understood to be modified by the adjacent Toll Brothers project to complete the layout and modify the traffic signal to its ultimate operation. As such, because the intersection is understood to be constructed in a manner consistent with the prior study and the fact that the Phase 3 project is consistent with the underlying development assumptions, the intersection configuration is anticipated to be adequate and will accommodate the project.
 - *Northern Connector Road/"B" Drive Access*
The subject small lot tentative map (MacKay & Soms, March 3, 2021) depicts the Northern Connector Road as a two-lane facility with on-street parking. Because of the narrow cross-section and relatively low volumes anticipated, this intersection is

⁵ Section 405.2(d), Caltrans' *Highway Design Manual*, Caltrans, March 20, 2020.

anticipated to operate with SSSC and without turn pockets along the Northern Connector Road approaches. This basic configuration and traffic control are anticipated to be adequate considering the mix of volumes and speeds. Adequate sight distance should be provided, and maintained, for vehicles exiting the Phase 3 project from "B" Drive.

- *Mangini Parkway/"B" Drive Access*
This intersection is anticipated to be SSSC, with an eastbound left-turn lane along Mangini Parkway. This configuration should mimic the configuration being constructed for the adjacent Toll Brothers access in which the center lane of the three lane Mangini Parkway cross-section is used to form a minimally sized left-turn pocket. The dimensions of this pocket should match the Toll Brothers' improvements. Adequate sight distance should be provided, and maintained, for vehicles exiting the Phase 3 project from "B" Drive.
- *East Bidwell Street Pedestrian Activated Crossing*
The City has indicated that a future potential at-grade pedestrian crossing is envisioned for East Bidwell Street along the project' frontage (see **Exhibit 1**). This crossing would serve the proposed trail and would be located between the Northern Access Road and the Village 4 "E" Drive intersections. Because it would be at-grade, this crossing would require pedestrian actuation and extensive traffic signal appurtenances to ensure safe and orderly operations when pedestrian crossings are occurring. A future traffic operations analysis would be required to simulate the East Bidwell Street corridor traffic operations under the condition with this at-grade crossing. At this time, the City has expressed that this feature is a lower priority and that it will be considered more comprehensively at a later time.

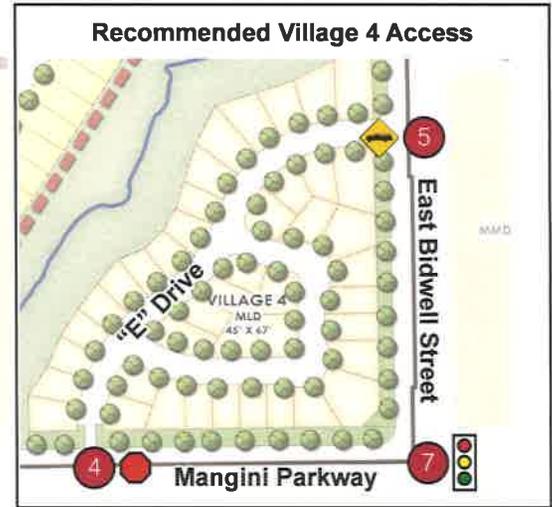
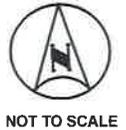
IV. Summary of Findings and Recommendations

Based on the assessment documented above, the following is a summary of our findings and recommendations:

- Construction of the Phase 3 project requires the construction of two-way vehicle circulation along the surrounding roadways, namely the Northern Connector Road, "D" Drive, and "C" Drive (see Exhibit 1). The Phase 3 project must provide these two-way facilities to allow for adequate circulation directly related to the project's uses.
- It is recommended to modify the Village 4 access by relocating the EVA to the north end of "E" Drive and creating a full access, SSSC intersection at Mangini Parkway. These modifications will improve the safety and convenience for Village 4 traffic.
- The northbound East Bidwell Street left-turn to the Northern Connector Road should be constructed with at least 315-feet (255-foot deceleration plus 60-foot bay taper).
- A southbound deceleration taper/flare or lane (subject to City specification) should be constructed at the East Bidwell Street intersection with the Northern Connector Road.
- The "B" Drive intersection with the Northern Connector Road is anticipated to operate adequately with SSSC and without dedicated turn pockets. Adequate sight distance should be provided and maintained.
- The "B" Drive intersection with Mangini Parkway is anticipated to operate adequately with SSSC and a minimally sized eastbound left-turn pocket (in a manner consistent with the adjacent Toll Brothers' improvements).
- A future, potential pedestrian activated crossing of East Bidwell Street will be studied and considered more comprehensively by the City at a later time.

Attachment:

Exhibit 1 – Study Intersections and Traffic Control



LEGEND			
	Study Intersection		Northbound Left Permitted
	Signalized Intersection		Right-In/Right-Out Only
	Side-Street Stop-Controlled Intersection		Right-Out Only
	Emergency Vehicle Access Only		Roadway to Accomodate Two-Way Travel
	Future At-Grade Pedestrian Crossing		

Attachment 9

Environmental Noise Analysis dated May 10, 2021

Traffic Noise Assessment

Mangini Ranch Phase 3

Folsom, California

BAC Job # 2021-064

Prepared For:

TCS Improvement Company, LLC

Attn: William B. Bunce
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El Dorado Hills, CA 95762

Prepared By:

Bollard Acoustical Consultants, Inc.



Dario Gotchet, Senior Consultant

May 10, 2021



Introduction

The proposed Mangini Ranch Development is located within the Folsom South of U.S. Highway 50 Specific Plan. The specific component of the overall Mangini Ranch development analyzed in this study is the development of Phase 3 (project) which includes single-family residential lots. The Phase 3 component of the development (Villages 1-4) is located west of East Bidwell Street, between Mangini Parkway and (future) A Drive. The project area and site plan are shown on Figures 1 and 2, respectively.

Due to the potential for elevated East Bidwell Road, Mangini Parkway, and A Drive traffic noise levels at the development, Bollard Acoustical Consultants, Inc. (BAC) was retained by the project applicant to prepare this noise assessment. Specifically, this assessment was prepared to determine whether traffic noise would cause noise levels at the development to exceed acceptable limits of the Folsom General Plan. This assessment also includes an evaluation of compliance with the Folsom South of U.S. Highway 50 Specific Plan EIR Noise Mitigation Measures.

Noise Fundamentals and Terminology

Noise is often described as unwanted sound. Sound is defined as any pressure variation in air that the human ear can detect. If the pressure variations occur frequently enough (at least 20 times per second), they can be heard, and thus are called sound. Measuring sound directly in terms of pressure would require a very large and awkward range of numbers. To avoid this, the decibel scale was devised. The decibel scale allows a million-fold increase in pressure to be expressed as 120 dB. Another useful aspect of the decibel scale is that changes in levels (dB) correspond closely to human perception of relative loudness. Appendix A contains definitions of Acoustical Terminology. Figure 3 shows common noise levels associated with various sources.

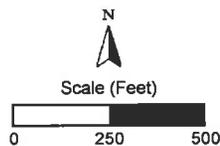
The perceived loudness of sounds is dependent upon many factors, including sound pressure level and frequency content. However, within the usual range of environmental noise levels, perception of loudness is relatively predictable, and can be approximated by weighing the frequency response of a sound level meter by means of the standardized A-weighting network. There is a strong correlation between A-weighted sound levels (expressed as dBA) and community response to noise. For this reason, the A-weighted sound level has become the standard tool of environmental noise assessment. All noise levels reported in this section are in terms of A-weighted levels in decibels.

Community noise is commonly described in terms of the "ambient" noise level, which is defined as the all-encompassing noise level associated with a given noise environment. A common statistical tool to measure the ambient noise level is the average, or equivalent, sound level (L_{eq}) over a given time period (usually one hour). The L_{eq} is the foundation of the Day-Night Average Level noise descriptor, L_{dn} or DNL, and shows very good correlation with community response to noise. The median noise level descriptor, denoted L_{50} , represents the noise level which is



Legend

 Mangini Ranch Phase 3 Project Boundary (Approximate)



Mangini Ranch Phase 3
Folsom, California

Project Area

Figure 1



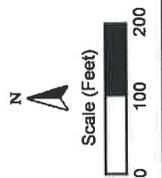


Mangini Ranch Phase 3
Folsom, California

Site Plan



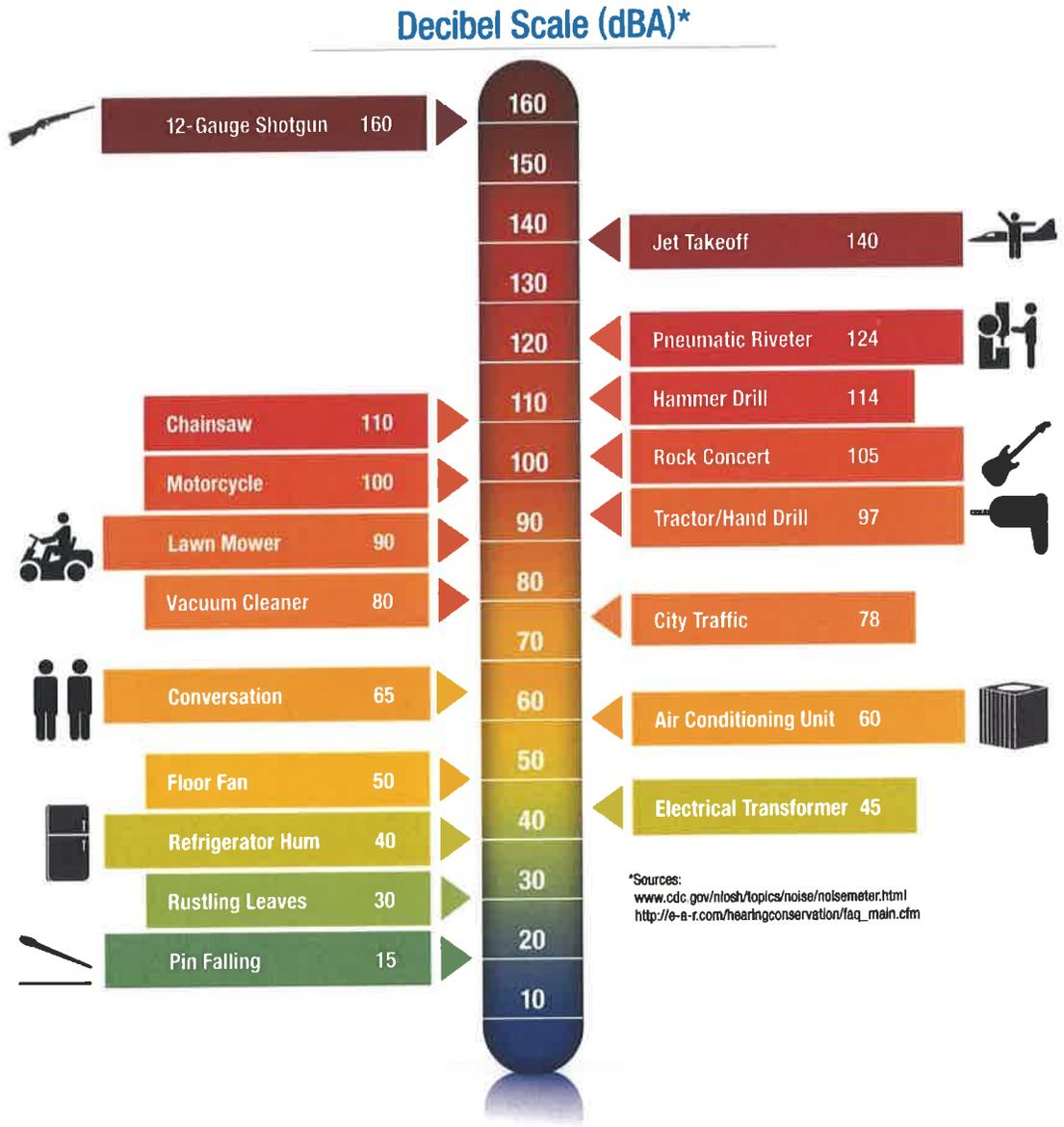
Figure 2



Legend

- Recommended 6' Solid Traffic Noise Barrier
- Recommended 7' Solid Traffic Noise Barrier
- Recommended 8' Solid Traffic Noise Barrier
- Recommended Window Construction Upgrades: STC 32 (Upper-Floors Only)

Figure 3
Typical A-Weighted Sound Levels of Common Noise Sources



*Sources:
www.cdc.gov/niosh/topics/noise/noisemeter.html
http://e-a-r.com/hearingconservation/faq_main.cfm

exceeded 50% of the hour. In other words, half of the hour ambient conditions are higher than the L₅₀ and the other half are lower than the L₅₀.

DNL is based upon the average noise level over a 24-hour day, with a +10-decibel weighting applied to noise occurring during nighttime (10:00 p.m. to 7:00 a.m.) hours. The nighttime penalty is based upon the assumption that people react to nighttime noise exposures as though they were twice as loud as daytime exposures. Because DNL represents a 24-hour average, it tends to disguise short-term variations in the noise environment. DNL-based noise standards are commonly used to assess noise impacts associated with traffic, railroad, and aircraft noise sources.

Criteria for Acceptable Noise Exposure

Folsom 2035 General Plan - Transportation Noise Sources

The Safety and Noise Element of the Folsom 2035 General Plan establishes exterior noise level standards for residential outdoor activity areas exposed to transportation noise sources (i.e., traffic). For single-family residential uses, such as those proposed in Phase 3 Villages 1-4, the General Plan applies an exterior noise level limit of 60 dB DNL at the outdoor activity areas (i.e., backyards). The intent of this criteria is to provide an acceptable exterior noise environment for outdoor activities.

The General Plan utilizes an interior noise level standard of 45 dB DNL or less within noise-sensitive project dwellings. The intent of this interior noise limit is to provide a suitable environment for indoor communication and sleep.

Folsom South of U.S. Highway 50 Specific Plan Noise Mitigation Measures

The noise mitigation measures shown below have been incorporated into the Folsom South of U.S. Highway 50 Specific Plan to mitigate identified environmental impacts. The noise-related mitigation measure which is applicable to the development of residential land uses within the Mangini Ranch development are reproduced below. Following the mitigation measure is a brief discussion as to the applicability of the measure to this project.

MM 3A.11-4 Implement Measures to Prevent Exposure of Sensitive Receptors to Increases in Noise from Project-Generated Operational Traffic on Off-Site and On-Site Roadways.

To meet applicable noise standards as set forth in the appropriate General Plan or Code (e.g., City of Folsom, County of Sacramento, and County of El Dorado) and to reduce increases in traffic-generated noise levels at noise-sensitive uses, the project applicant(s) of all project phases shall implement the following:

- Obtain the services of a consultant (such as a licensed engineer or licensed architect) to develop noise-attenuation measures for the proposed construction of on-site noise-sensitive land uses (i.e., residential dwellings and school classrooms) that will produce a

minimum composite Sound Transmission Class (STC) rating for buildings of 30 or greater, individually computed for the walls and the floor/ceiling construction of buildings, for the proposed construction of on-site noise-sensitive land uses (i.e., residential dwellings and school classrooms).

- Prior to submittal of tentative subdivision maps and improvement plans, the project applicant(s) shall conduct a site-specific acoustical analysis to determine predicted roadway noise impacts attributable to the project, taking into account site-specific conditions (e.g., site design, location of structures, building characteristics). The acoustical analysis shall evaluate stationary- and mobile-source noise attributable to the proposed use or uses and impacts on nearby noise-sensitive land uses, in accordance with adopted City noise standards. Feasible measures shall be identified to reduce project-related noise impacts. These measures may include, but are not limited to, the following:
 - Limiting noise-generating operational activities associated with proposed commercial land uses, including truck deliveries;
 - Constructing exterior sound walls;
 - Constructing barrier walls and/or berms with vegetation;
 - Using "quiet pavement" (e.g., rubberized asphalt) construction methods on local roadways; and,
 - Using increased noise-attenuation measures in building construction (e.g., dual-pane, sound-rated windows; exterior wall insulation).

Pursuant to this mitigation measure, this report includes an analysis of traffic noise impacts at proposed residential lots within Phase 3 of the Mangini Ranch development resulting from traffic on East Bidwell Street, Mangini Parkway, and A Drive. As determined in the following assessment, portions of the development are predicted to be exposed to future traffic noise levels in excess of the applicable Folsom General Plan exterior and interior noise level criteria for single-family residential uses. As a result, this assessment prescribes specific noise control measures as required to achieve satisfaction with the General Plan's exterior and interior noise level standards applicable to new residential developments.

Evaluation of Future Traffic Noise Levels at Phase 3 Residential Lots

Predicted Future Exterior Traffic Noise Levels

The FHWA Model was used with future traffic data to predict future traffic noise levels at the Phase 3 component of the Mangini Ranch development. Future traffic volumes for East Bidwell Street and Mangini Parkway were obtained from the Folsom South of Highway 50 Specific Plan EIR. However, the Specific Plan's traffic impact study does not include traffic modeling results for future A Drive. Due to the relatively minor nature of A Drive, it is reasonable to conclude that the projected future ADT on the roadway would be fewer than 5,000 vehicles per day. The day/night distribution and truck percentages for East Bidwell Street, Mangini Parkway, and A Drive

were derived from BAC file data for similar roadways. Estimated future traffic speed assumptions were based on posted speed limits and data for similar roadways. The FHWA Model inputs and predicted future traffic noise levels at the Phase 3 component of the development are shown in Appendix B and are summarized in Table 1.

Table 1
Predicted Future Exterior Traffic Noise Levels at Mangini Ranch Phase 3¹

Roadway	Project Component	Location	Predicted DNL (dBA) ²
East Bidwell Street	Village 1	Nearest outdoor activity areas	68
		Nearest first-floor facades	68
		Nearest upper-floor facades	71
	Village 4	Nearest outdoor activity areas	68
		Nearest first-floor facades	68
		Nearest upper-floor facades	71
Mangini Parkway	Village 3	Nearest outdoor activity areas	64
		Nearest first-floor facades	64
		Nearest upper-floor facades	67
	Village 4	Nearest outdoor activity areas	64
		Nearest first-floor facades	64
		Nearest upper-floor facades	67
A Drive	Village 1	Nearest outdoor activity areas	63
		Nearest first-floor facades	63
		Nearest upper-floor facades	66
	Village 2	Nearest outdoor activity areas	63
		Nearest first-floor facades	63
		Nearest upper-floor facades	66
¹ A complete listing of FHWA Model inputs and results for the roadways are provided in Appendix B. ² An offset of +3 dB was applied at upper-floor building facades due to reduced ground absorption of sound at elevated positions. Source: Bollard Acoustical Consultants, Inc. (2021)			

Analysis of Future Exterior Traffic Noise Level Exposure at Outdoor Activity Areas

As indicated in Table 1, future traffic noise levels at the outdoor activity areas of the single-family residential lots proposed nearest to the East Bidwell Street, Mangini Parkway, and A Drive are predicted to exceed the applicable Folsom General Plan 60 dB DNL exterior noise level standard. As a result, further consideration of traffic noise mitigation measures would be warranted for portions of the development.

To achieve compliance with the General Plan's 60 dB DNL exterior noise level standard at the single-family residential lots of the development, it is recommended that traffic noise barriers be constructed at the heights and locations illustrated on Figure 2. Barrier insertion loss calculation worksheets are provided as Appendix C. As indicated in Appendix C, the construction of noise barriers ranging from 6 to 8 feet in height (relative to backyard lot elevation) would be required to comply with the General Plan 60 dB DNL exterior noise level criterion. The traffic noise barriers

could take the form of masonry wall, earthen berm, or a combination of the two. Other materials may be acceptable but should be reviewed by an acoustical consultant prior to use.

Analysis of Future Interior Traffic Noise Level Exposure within Residences

After construction of traffic noise barriers required to comply with the General Plan's 60 dB DNL exterior noise level standard, future exterior traffic noise levels are predicted to range from 56 to 59 dB DNL at the first-floor facades of the single-family residences constructed nearest to East Bidwell Street, Mangini Parkway, and A Drive. Due to reduced ground absorption at elevated positions and lack of shielding by the recommended noise barriers, noise levels at the upper-floor facades of those residences are predicted to range from 66 to 71 dB DNL. To satisfy the Folsom General Plan 45 dB DNL interior noise level standard, minimum noise reductions of 14 dB and 26 dB would be required of the first- and upper-floor building facades (respectively) of the residences constructed adjacent to the roadways.

Standard residential construction (i.e., stucco siding, STC-27 windows, door weather-stripping, exterior wall insulation, composition plywood roof), typically results in an exterior to interior noise reduction of approximately 25 dB with windows closed and approximately 15 dB with windows open. This level of noise reduction would be adequate to reduce future East Bidwell Street, Mangini Parkway, and A Drive traffic noise levels to 45 dB DNL or less within the first-floors of all residences constructed within the Phase 3 development. However, upper-floor window construction upgrades would be warranted at a portion of residences constructed nearest to the roadways.

To ensure for satisfaction of the General Plan 45 dB DNL interior noise level standard including a factor of safety, it is recommended that all upper-floor window assemblies of residences constructed on the lots identified on Figure 2 with a view of the adjacent roadways be upgraded to a minimum Sound Transmission Class (STC) rating of 32. In addition, mechanical ventilation (air conditioning) should be provided for all residences of the development to allow the occupants to close doors and windows as desired for additional acoustical isolation.

Conclusions

Portions of the the Mangini Ranch Phase 3 Residential Development are predicted to be exposed to future traffic noise levels in excess of the applicable Folsom General Plan exterior and interior noise level criteria for single-family residential uses. To satisfy the General Plan exterior noise level standard, and to ensure for satisfaction of the General Plan interior noise level standard including a factor of safety, the following specific noise mitigation measures are recommended for this project:

- 1) To comply with the applicable General Plan 60 dB DNL exterior noise level standard, traffic noise barriers ranging from 6 to 8 feet in height relative to backyard elevation would be required. The heights and locations of the noise barriers are illustrated on Figure 2. Barrier insertion loss calculation worksheets are provided as Appendix C.

The traffic noise barriers could take the form of masonry wall, earthen berm, or a combination of the two. Other materials may be acceptable but should be reviewed by an acoustical consultant prior to use.

- 2) To ensure compliance with the General Plan 45 dB DNL interior noise level standard with a factor of safety, it is recommended that all upper-floor bedroom window assemblies of residences constructed on the lots identified on Figure 2 from which the adjacent roadways would be visible be upgraded to a minimum STC rating of 32.
- 3) Air conditioning shall be provided for all residences of the development so that windows can be kept closed at the occupant's discretion to control interior noise.

These conclusions are based on the traffic assumptions cited in Appendix B, the project site plans and grading plans (dated March 3, 2021), and on noise reduction data for standard residential dwellings and for typical STC rated window data. Deviations from the resources cited above, or the project site/grading plans, could cause future traffic noise levels to differ from those predicted in this assessment. In addition, Bollard Acoustical Consultants, Inc. is not responsible for degradation in acoustic performance of the residential construction due to poor construction practices, failure to comply with applicable building code requirements, or for failure to adhere to the minimum building practices cited in this report.

This concludes BAC's traffic noise assessment for the proposed Mangini Ranch Phase 3 Residential Development. Please contact BAC at (916) 663-0500 or darioq@bacnoise.com with any questions regarding this assessment.

Appendix A Acoustical Terminology

Acoustics	The science of sound.
Ambient Noise	The distinctive acoustical characteristics of a given space consisting of all noise sources audible at that location. In many cases, the term ambient is used to describe an existing or pre-project condition such as the setting in an environmental noise study.
Attenuation	The reduction of an acoustic signal.
A-Weighting	A frequency-response adjustment of a sound level meter that conditions the output signal to approximate human response.
Decibel or dB	Fundamental unit of sound. A Bell is defined as the logarithm of the ratio of the sound pressure squared over the reference pressure squared. A Decibel is one-tenth of a Bell.
CNEL	Community Noise Equivalent Level. Defined as the 24-hour average noise level with noise occurring during evening hours (7 - 10 p.m.) weighted by a factor of three and nighttime hours weighted by a factor of 10 prior to averaging.
Frequency	The measure of the rapidity of alterations of a periodic signal, expressed in cycles per second or hertz.
IIC	Impact Insulation Class (IIC): A single-number representation of a floor/ceiling partition's impact generated noise insulation performance. The field-measured version of this number is the FIIC.
L_{dn}	Day/Night Average Sound Level. Similar to CNEL but with no evening weighting.
L_{eq}	Equivalent or energy-averaged sound level.
L_{max}	The highest root-mean-square (RMS) sound level measured over a given period of time.
Loudness	A subjective term for the sensation of the magnitude of sound.
Masking	The amount (or the process) by which the threshold of audibility is for one sound is raised by the presence of another (masking) sound.
Noise	Unwanted sound.
Peak Noise	The level corresponding to the highest (not RMS) sound pressure measured over a given period of time. This term is often confused with the "Maximum" level, which is the highest RMS level.
RT₆₀	The time it takes reverberant sound to decay by 60 dB once the source has been removed.
STC	Sound Transmission Class (STC): A single-number representation of a partition's noise insulation performance. This number is based on laboratory-measured, 16-band (1/3-octave) transmission loss (TL) data of the subject partition. The field-measured version of this number is the FSTC.



**Appendix B-1
FHWA Traffic Noise Prediction Model (FHWA-RD-77-108)
Noise Prediction Worksheet**

Project Information:

Job Number: 2021-064
Project Name: Mangini Ranch Residential Development - Phase 3
Roadway Name: East Bidwell Street

Traffic Data:

Year: Future
Average Daily Traffic Volume: 29,300
Percent Daytime Traffic: 90
Percent Nighttime Traffic: 10
Percent Medium Trucks (2 axle): 2
Percent Heavy Trucks (3+ axle): 1
Assumed Vehicle Speed (mph): 50
Intervening Ground Type (hard/soft): **Soft**

Traffic Noise Levels:

Location	Description	Distance	Offset (dB)	----- DNL (dB) -----			Total
				Autos	Medium Trucks	Heavy Trucks	
Village 1	Nearest outdoor activity areas	90		67	57	59	68
	Nearest first-floor facades	100		67	56	59	68
	Nearest upper-floor facades	100	3	70	59	62	71
Village 4	Nearest outdoor activity areas	90		67	57	59	68
	Nearest first-floor facades	100		67	56	59	68
	Nearest upper-floor facades	100	3	70	59	62	71

Traffic Noise Contours (No Calibration Offset):

DNL Contour (dB)	Distance from Centerline (feet)
75	32
70	68
65	147
60	317

Notes:

1. Future ADT obtained from the Folsom South of Highway 50 Specific Plan EIR.
2. Distances scaled from the centerline of roadway to said locations using provided site plans.
3. A +3 dB offset was applied to upper-floor facades to account for reduced ground absorption of sound at elevated locations.



Appendix B-2
FHWA Traffic Noise Prediction Model (FHWA-RD-77-108)
Noise Prediction Worksheet

Project Information:

Job Number: 2021-064
 Project Name: Mangini Ranch Residential Development - Phase 3
 Roadway Name: Mangini Parkway

Traffic Data:

Year: Future
 Average Daily Traffic Volume: 10,900
 Percent Daytime Traffic: 83
 Percent Nighttime Traffic: 17
 Percent Medium Trucks (2 axle): 2
 Percent Heavy Trucks (3+ axle): 1
 Assumed Vehicle Speed (mph): 40
 Intervening Ground Type (hard/soft): **Soft**

Traffic Noise Levels:

Location	Description	Distance	Offset (dB)	----- DNL (dB) -----			Total
				Autos	Medium Trucks	Heavy Trucks	
Village 3	Nearest outdoor activity areas	70		63	54	57	64
	Nearest first-floor facades	70		63	54	57	64
	Nearest upper-floor facades	70	3	66	57	60	67
Village 4	Nearest outdoor activity areas	70		63	54	57	64
	Nearest first-floor facades	70		63	54	57	64
	Nearest upper-floor facades	70	3	66	57	60	67

Traffic Noise Contours (No Calibration Offset):

DNL Contour (dB)	Distance from Centerline (feet)
75	14
70	30
65	64
60	137

- Notes:**
1. Future ADT obtained from the Folsom South of Highway 50 Specific Plan EIR.
 2. Distances scaled from the centerline of roadway to said locations using provided site plans.
 3. A +3 dB offset was applied to upper-floor facades to account for reduced ground absorption of sound at elevated locations.



Appendix B-3
FHWA Traffic Noise Prediction Model (FHWA-RD-77-108)
Noise Prediction Worksheet

Project Information:

Job Number: 2021-064
 Project Name: Mangini Ranch Residential Development - Phase 3
 Roadway Name: A Drive

Traffic Data:

Year: Future
 Average Daily Traffic Volume: 5,000
 Percent Daytime Traffic: 83
 Percent Nighttime Traffic: 17
 Percent Medium Trucks (2 axle): 1
 Percent Heavy Trucks (3+ axle): 1
 Assumed Vehicle Speed (mph): 35
 Intervening Ground Type (hard/soft): **Soft**

Traffic Noise Levels:

Location	Description	Distance	Offset (dB)	----- DNL (dB) -----			Total
				Autos	Medium Trucks	Heavy Trucks	
Village 1	Nearest outdoor activity areas	40		62	51	57	63
	Nearest first-floor facades	40		62	51	57	63
	Nearest upper-floor facades	40	3	65	54	60	66
Village 2	Nearest outdoor activity areas	40		62	51	57	63
	Nearest first-floor facades	40		62	51	57	63
	Nearest upper-floor facades	40	3	65	54	60	66

Traffic Noise Contours (No Calibration Offset):

DNL Contour (dB)	Distance from Centerline (feet)
75	6
70	14
65	30
60	65

- Notes:**
1. Future ADT was conservatively estimated to be 5,000 ADT based on type of roadway. Other inputs based on BAC file data for similar roadways.
 2. Distances scaled from the centerline of roadway to said locations using provided site plans.
 3. A +3 dB offset was applied to upper-floor facades to account for reduced ground absorption of sound at elevated locations.



Appendix C-1
FHWA Traffic Noise Prediction Model (FHWA-RD-77-108)
Noise Barrier Effectiveness Prediction Worksheet

Project Information:

Job Number: 2021-064
 Project Name: Mangini Ranch Residential Development - Phase 3
 Roadway Name: East Bidwell Street
 Location: Folsom, CA

Noise Level Data:

Year: Future
 Auto DNL, dB: 67
 Medium Truck DNL, dB: 57
 Heavy Truck DNL, dB: 59

Site Geometry:

Receiver Description: Village 1 - Nearest outdoor activity areas
 Centerline to Barrier Distance (C_1): 80
 Barrier to Receiver Distance (C_2): 10
 Automobile Elevation: 394
 Medium Truck Elevation: 396
 Heavy Truck Elevation: 402
 Pad/Ground Elevation at Receiver: 394
 Receiver Elevation: 399
 Base of Barrier Elevation: 394
 Starting Barrier Height 6

Barrier Effectiveness:

Top of Barrier Elevation (ft)	Barrier Height (ft)	DNL (dB)				Barrier Breaks Line of Sight to...		
		Autos	medium Trucks	heavy Trucks	Total	Autos?	medium Trucks?	heavy Trucks?
400	6	61	51	54	62	Yes	Yes	Yes
401	7	60	49	53	61	Yes	Yes	Yes
402	8	58	48	51	59	Yes	Yes	Yes
403	9	57	46	50	58	Yes	Yes	Yes
404	10	56	46	49	57	Yes	Yes	Yes
405	11	55	44	48	56	Yes	Yes	Yes
406	12	54	43	47	55	Yes	Yes	Yes
407	13	53	43	46	54	Yes	Yes	Yes
408	14	53	42	45	54	Yes	Yes	Yes

Notes: 1. Standard receiver elevation is five feet above grade/pad elevations at the receiver location(s).



Appendix C-2
FHWA Traffic Noise Prediction Model (FHWA-RD-77-108)
Noise Barrier Effectiveness Prediction Worksheet

Project Information:

Job Number: 2021-064
 Project Name: Mangini Ranch Residential Development - Phase 3
 Roadway Name: East Bidwell Street
 Location: Folsom, CA

Noise Level Data:

Year: Future
 Auto DNL, dB: 67
 Medium Truck DNL, dB: 57
 Heavy Truck DNL, dB: 59

Site Geometry:

Receiver Description: Village 4 - Nearest outdoor activity areas
 Centerline to Barrier Distance (C₁): 80
 Barrier to Receiver Distance (C₂): 10
 Automobile Elevation: 387
 Medium Truck Elevation: 389
 Heavy Truck Elevation: 395
 Pad/Ground Elevation at Receiver: 387
 Receiver Elevation: 392
 Base of Barrier Elevation: 387
 Starting Barrier Height 6

Barrier Effectiveness:

Top of Barrier Elevation (ft)	Barrier Height (ft)	----- DNL (dB) -----				Barrier Breaks Line of Sight to...		
		Autos	medium Trucks	heavy Trucks	Total	Autos?	medium Trucks?	heavy Trucks?
393	6	61	51	54	62	Yes	Yes	Yes
394	7	60	49	53	61	Yes	Yes	Yes
395	8	58	48	51	59	Yes	Yes	Yes
396	9	57	46	50	58	Yes	Yes	Yes
397	10	56	46	49	57	Yes	Yes	Yes
398	11	55	44	48	56	Yes	Yes	Yes
399	12	54	43	47	55	Yes	Yes	Yes
400	13	53	43	46	54	Yes	Yes	Yes
401	14	53	42	45	54	Yes	Yes	Yes

Notes: 1. Standard receiver elevation is five feet above grade/pad elevations at the receiver location(s).



Appendix C-3
FHWA Traffic Noise Prediction Model (FHWA-RD-77-108)
Noise Barrier Effectiveness Prediction Worksheet

Project Information: Job Number: 2021-064
Project Name: Mangini Ranch Residential Development - Phase 3
Roadway Name: Mangini Parkway
Location: Folsom, CA

Noise Level Data: Year: Future
Auto DNL, dB: 63
Medium Truck DNL, dB: 54
Heavy Truck DNL, dB: 57

Site Geometry: Receiver Description: Village 3 - Nearest outdoor activity areas
Centerline to Barrier Distance (C₁): 60
Barrier to Receiver Distance (C₂): 10
Automobile Elevation: 378
Medium Truck Elevation: 380
Heavy Truck Elevation: 386
Pad/Ground Elevation at Receiver: 381
Receiver Elevation: 386
Base of Barrier Elevation: 381
Starting Barrier Height 6

Barrier Effectiveness:

Top of Barrier Elevation (ft)	Barrier Height (ft)	DNL (dB)				Barrier Breaks Line of Sight to...		
		Autos	medium Trucks	Heavy Trucks	Total	Autos?	Medium Trucks?	Heavy Trucks?
387	6	56	47	51	58	Yes	Yes	Yes
388	7	54	46	50	56	Yes	Yes	Yes
389	8	53	44	48	55	Yes	Yes	Yes
390	9	52	43	47	54	Yes	Yes	Yes
391	10	51	42	46	52	Yes	Yes	Yes
392	11	50	41	45	51	Yes	Yes	Yes
393	12	49	40	44	51	Yes	Yes	Yes
394	13	48	39	43	50	Yes	Yes	Yes
395	14	48	39	42	49	Yes	Yes	Yes

Notes: 1. Standard receiver elevation is five feet above grade/pad elevations at the receiver location(s).



Appendix C-4
FHWA Traffic Noise Prediction Model (FHWA-RD-77-108)
Noise Barrier Effectiveness Prediction Worksheet

Project Information:

Job Number: 2021-064
 Project Name: Mangini Ranch Residential Development - Phase 3
 Roadway Name: Mangini Parkway
 Location: Folsom, CA

Noise Level Data:

Year: Future
 Auto DNL, dB: 63
 Medium Truck DNL, dB: 54
 Heavy Truck DNL, dB: 57

Site Geometry:

Receiver Description: Village 4 - Nearest outdoor activity areas
 Centerline to Barrier Distance (C₁): 60
 Barrier to Receiver Distance (C₂): 10
 Automobile Elevation: 382
 Medium Truck Elevation: 384
 Heavy Truck Elevation: 390
 Pad/Ground Elevation at Receiver: 384
 Receiver Elevation: 389
 Base of Barrier Elevation: 384
 Starting Barrier Height 6

Barrier Effectiveness:

Top of Barrier Elevation (ft)	Barrier Height (ft)	DNL (dB)				Barrier Breaks Line of Sight to...		
		Autos	medium Trucks	heavy Trucks	Total	Autos?	medium Trucks?	heavy Trucks?
390	6	56	47	52	58	Yes	Yes	Yes
391	7	55	46	50	56	Yes	Yes	Yes
392	8	53	44	49	55	Yes	Yes	Yes
393	9	52	43	47	54	Yes	Yes	Yes
394	10	51	42	46	53	Yes	Yes	Yes
395	11	50	41	45	51	Yes	Yes	Yes
396	12	49	40	44	51	Yes	Yes	Yes
397	13	48	39	43	50	Yes	Yes	Yes
398	14	48	39	43	49	Yes	Yes	Yes

Notes: 1. Standard receiver elevation is five feet above grade/pad elevations at the receiver location(s).



Appendix C-5
FHWA Traffic Noise Prediction Model (FHWA-RD-77-108)
Noise Barrier Effectiveness Prediction Worksheet

Project Information: Job Number: 2021-064
 Project Name: Mangini Ranch Residential Development - Phase 3
 Roadway Name: A Drive
 Location: Folsom, CA

Noise Level Data: Year: Future
 Auto DNL, dB: 62
 Medium Truck DNL, dB: 51
 Heavy Truck DNL, dB: 57

Site Geometry: Receiver Description: Village 1 - Nearest outdoor activity areas
 Centerline to Barrier Distance (C₁): 30
 Barrier to Receiver Distance (C₂): 10
 Automobile Elevation: 394
 Medium Truck Elevation: 396
 Heavy Truck Elevation: 402
 Pad/Ground Elevation at Receiver: 393
 Receiver Elevation: 398
 Base of Barrier Elevation: 393
 Starting Barrier Height 6

Barrier Effectiveness:

Top of Barrier Elevation (ft)	Barrier Height (ft)	DNL (dB)				Barrier Breaks Line of Sight to...		
		Autos	medium Trucks	Heavy Trucks	Total	Autos?	medium Trucks?	Heavy Trucks?
399	6	55	45	52	57	Yes	Yes	No
400	7	53	43	51	55	Yes	Yes	Yes
401	8	51	42	50	54	Yes	Yes	Yes
402	9	50	41	48	53	Yes	Yes	Yes
403	10	49	40	46	51	Yes	Yes	Yes
404	11	48	38	46	50	Yes	Yes	Yes
405	12	47	37	44	49	Yes	Yes	Yes
406	13	47	37	43	49	Yes	Yes	Yes
407	14	46	36	43	48	Yes	Yes	Yes

Notes: 1. Standard receiver elevation is five feet above grade/pad elevations at the receiver location(s).



Appendix C-6
FHWA Traffic Noise Prediction Model (FHWA-RD-77-108)
Noise Barrier Effectiveness Prediction Worksheet

Project Information: Job Number: 2021-064
 Project Name: Mangini Ranch Residential Development - Phase 3
 Roadway Name: A Drive
 Location: Folsom, CA

Noise Level Data: Year: Future
 Auto DNL, dB: 62
 Medium Truck DNL, dB: 51
 Heavy Truck DNL, dB: 57

Site Geometry: Receiver Description: Village 2 - Nearest outdoor activity areas
 Centerline to Barrier Distance (C₁): 30
 Barrier to Receiver Distance (C₂): 10
 Automobile Elevation: 388
 Medium Truck Elevation: 390
 Heavy Truck Elevation: 396
 Pad/Ground Elevation at Receiver: 388
 Receiver Elevation: 393
 Base of Barrier Elevation: 388
 Starting Barrier Height 6

Barrier Effectiveness:

Top of Barrier Elevation (ft)	Barrier Height (ft)	DNL (dB)				Barrier Breaks Line of Sight to...		
		Autos	medium Trucks	Heavy Trucks	Total	Autos?	medium Trucks?	Heavy Trucks?
394	6	54	45	52	56	Yes	Yes	Yes
395	7	52	43	51	55	Yes	Yes	Yes
396	8	51	41	49	54	Yes	Yes	Yes
397	9	50	40	48	52	Yes	Yes	Yes
398	10	49	39	46	51	Yes	Yes	Yes
399	11	48	38	45	50	Yes	Yes	Yes
400	12	47	37	44	49	Yes	Yes	Yes
401	13	46	37	43	48	Yes	Yes	Yes
402	14	46	36	42	48	Yes	Yes	Yes

Notes: 1. Standard receiver elevation is five feet above grade/pad elevations at the receiver location(s).



Attachment 10

Folsom Ranch Central District Design Guidelines

FOLSOM RANCH, CENTRAL DISTRICT

DESIGN GUIDELINES





PREPARED FOR:

MANGINI NORTH HOLDINGS, LLC
3907 PARK DRIVE, SUITE 235
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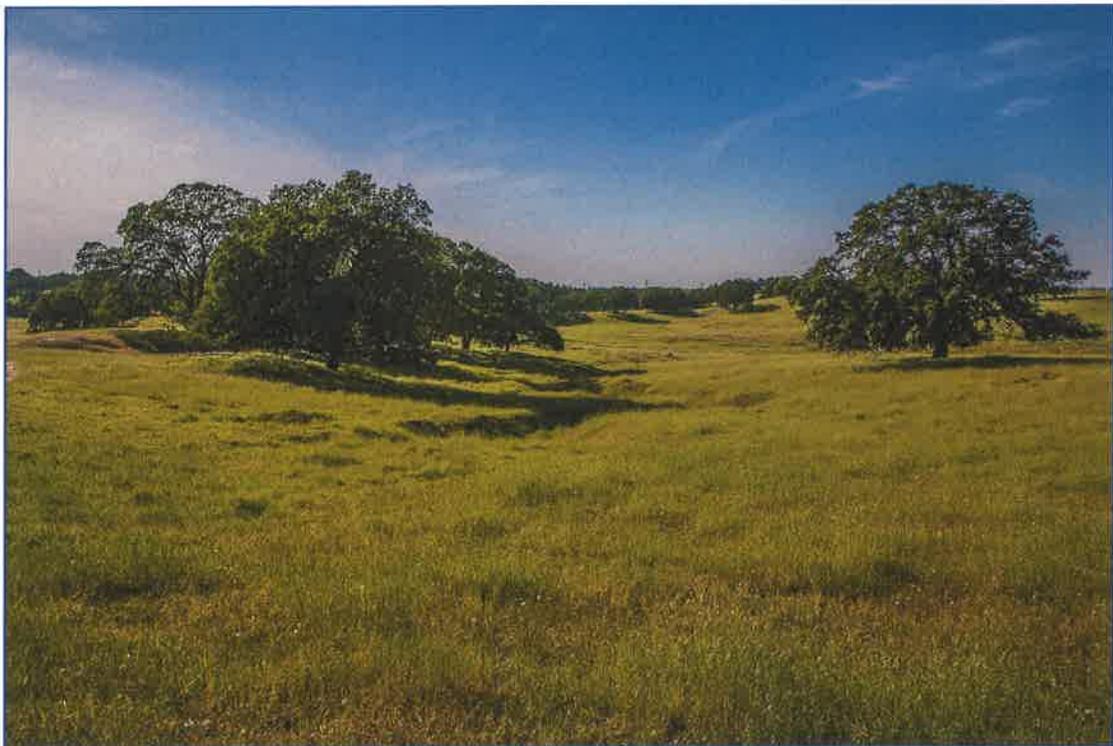
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4. DESIGN PROCESS





VISION + INTRODUCTION





PURPOSE AND OBJECTIVE

The Folsom Ranch, Central District Design Guidelines is a complementary document to the Folsom Plan Area Specific Plan and the Folsom Plan Area Specific Plan Community Guidelines. It is intended as an implementation tool for the residential development of Folsom Ranch, Central District, and provides the design framework for architecture, streetscene, and landscape to convey a master plan identity. These guidelines establish the pattern and intensity of development for Folsom Ranch, Central District to ensure a high-quality and aesthetically cohesive environment. While these 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, this guideline document will 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. This document also provides the framework for design review approval of Folsom Ranch, Central District residential projects.

This document is intended to be used by builders and developers when designing their Master Plot Plans. Any project that is submitted to the Folsom Ranch, Central District Architectural Review Committee and the City must be reviewed for consistency with these design guidelines. The Folsom Ranch, Central District Architectural Review Committee and the City will review all designs, plans, and construction to ensure compliance with this document. (Refer to Section Four.) The project must then obtain Planning Commission approval under a design review approval process.

Guiding Principles

The following guiding principles will guide the design of the Folsom Ranch, Central District to ensure quality development:

- Create a community that encourages interaction and evokes a “pride of place” where people want to live.
- Encourage linkages and connectivity through land use adjacencies, trails, and open space.
- Create a variety of walkable neighborhoods.
- Encourage physical, social, and economic diversity.
- Integrate environmentally responsible practices.

These Design Guidelines are interpretational and are, therefore, conceptual in nature. Any changes or deviations from these Design Guidelines can be discussed and negotiated with City staff. As a living document, the Guidelines can, over time, accommodate changes in lifestyles, consumer preferences, economic conditions, community desires, and the marketplace.

The architectural and landscape guidelines complement each other. Together they combine to form a distinctive master plan offering a high quality, sustainable environment, and a sense of identity.

Context

In 2011, the City of Folsom adopted The Folsom Plan Area Specific Plan (FPASP) to guide development of approximately 3,500 acres of property south of U.S. Highway 50 (Plan Area) that was later annexed to the City of Folsom in early 2012 (refer to Figure 1.1 – Plan Area Location).



Folsom Ranch is strategically located in the center of the Plan Area and consists of approximately 1,700 acres of gently rolling terrain easily accessible from White Rock, Scott and Prairie City Roads as well as Highway 50 (refer to Figure 1.2). The property is home to much of the Plan Area oak woodlands as well as a 2.5 mile segment of Alder Creek and associated intermittent drainages and wetlands, which will be conserved in the extensive Folsom Ranch open space network.

As discussed in the FPASP, the Plan Area naturally divides into three distinct districts: the Southwest District, the Hillside District and the Central District, the majority of which is contained within the boundaries of Folsom Ranch (refer to Figure 1.3).



Figure 1.1. - Plan Area Location

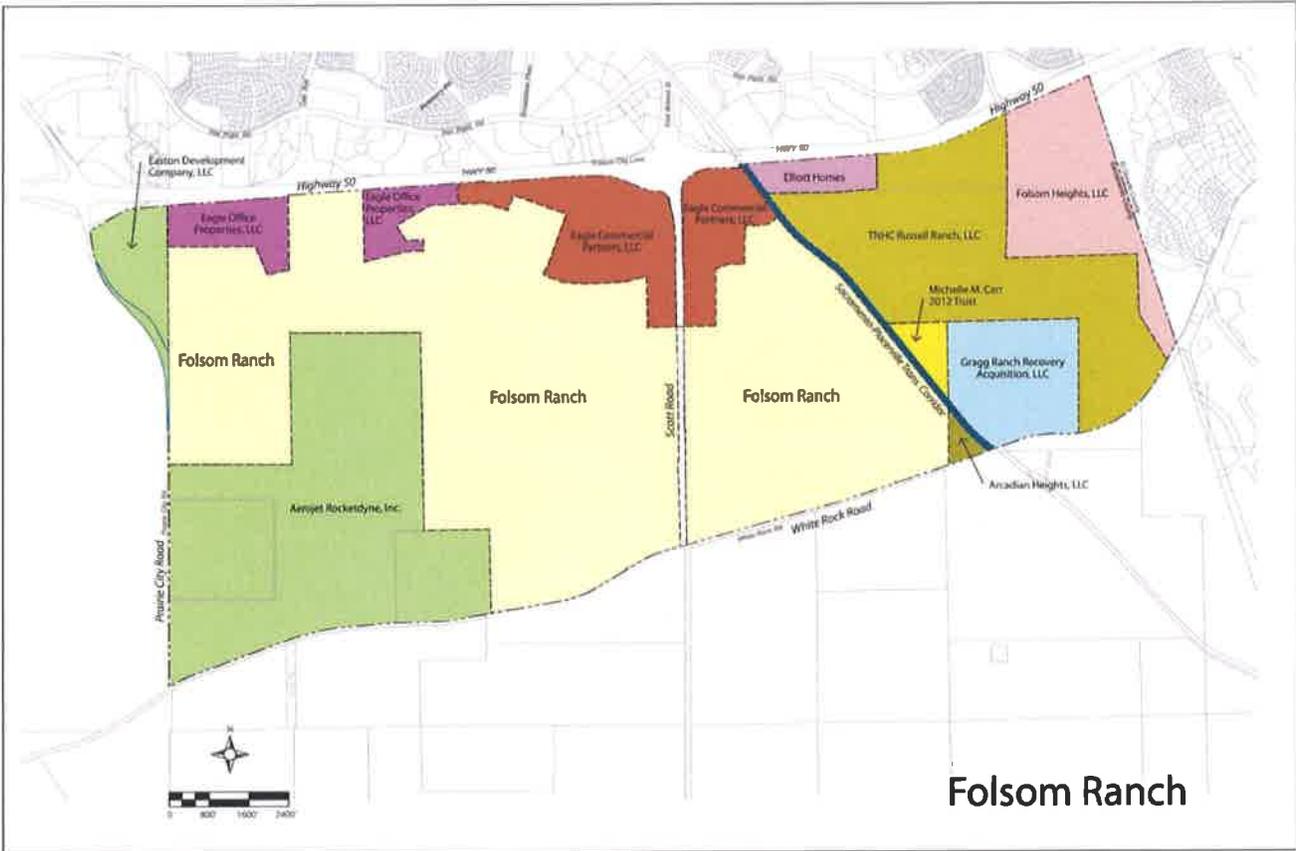


Figure 1.2. - Folsom Ranch Location

The Central District (primarily Folsom Ranch) will be the heart of the new community and its layout embodies the design principle of mixed compatible uses, developed in a compact pattern with access to alternative transportation modes. Consistent with the concept of interconnected streets, much of the road plan of Folsom Ranch, particularly in the Town Center, is based on a neo-traditional orthogonal system of “Complete Streets” featuring short blocks to slow traffic and provide multiple routes for pedestrian travel. Key design features of Folsom Ranch include the mixed-use Town Center, the regional transit corridor that traverses much of the Ranch, mixed-use neighborhood centers, community and neighborhood parks, schools, and an extensive open space system. Folsom Ranch offers a highly diversified mix of commercial, residential, public and quasi-public uses that will provide residents with multiple housing choices, job opportunities, and convenient access to schools and recreation.

When completed, Folsom Ranch will provide over 6,000 housing units, approximately 440,000 square feet of commercial space, three elementary schools and one combined middle/high school, a 26 acre community park, five neighborhood parks, a town center and entertainment district, and an extensive open space system with cycling and walking trails (refer to Table 1.1).

Table 1.1 - Folsom Ranch Land Use Summary

Land Use	Area (Ac)	DU	Bldg (SF)
SF	150	493	
SFHD	324	1,792	
MLD	196	1,769	
MMD	38	657	
MHD	41	1,005	
MU	59	681	205,952
CC	22		234,135
PQP	2		
PQP-SCHOOLS	111		
PARKS	57		
OS	611		
Subtotal	1,620	6,397	440,087
Major Roads	99		
Total	1,719		

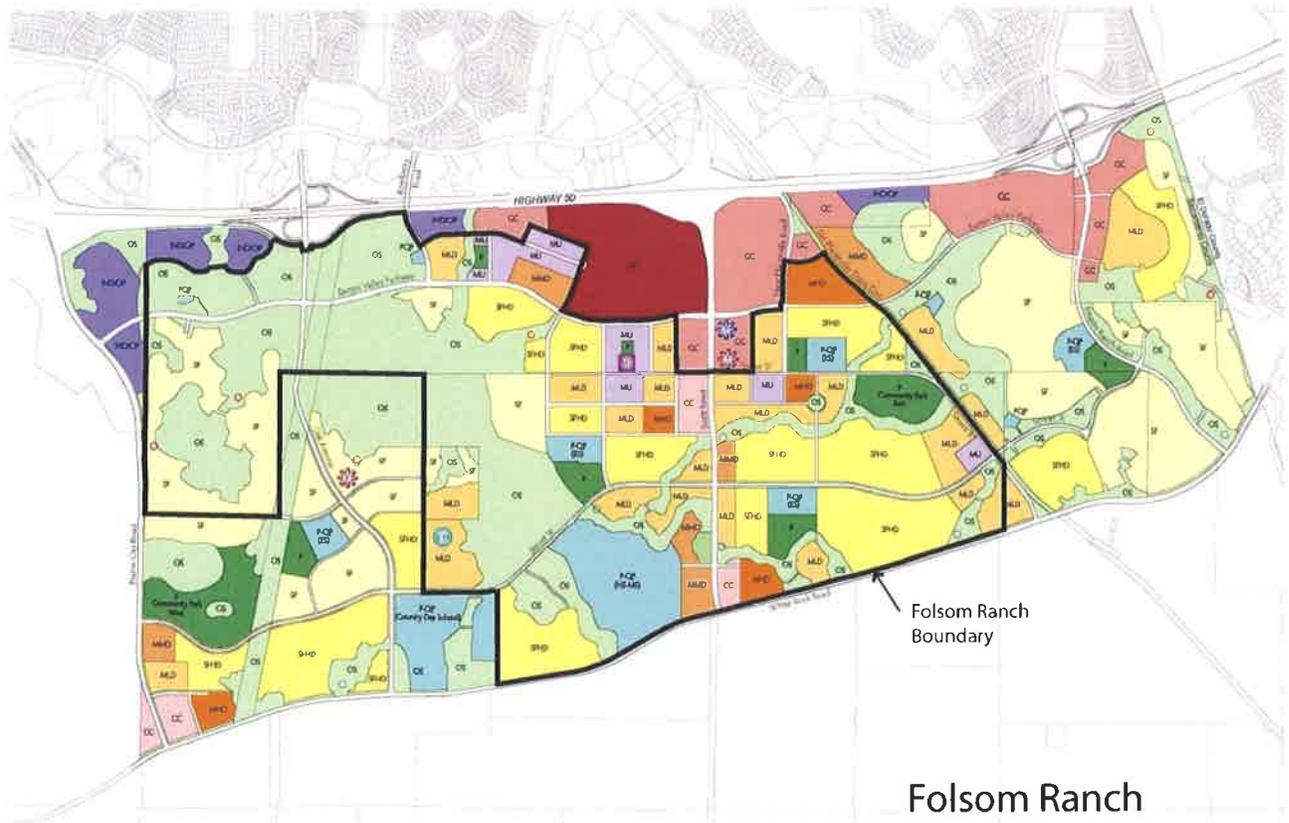


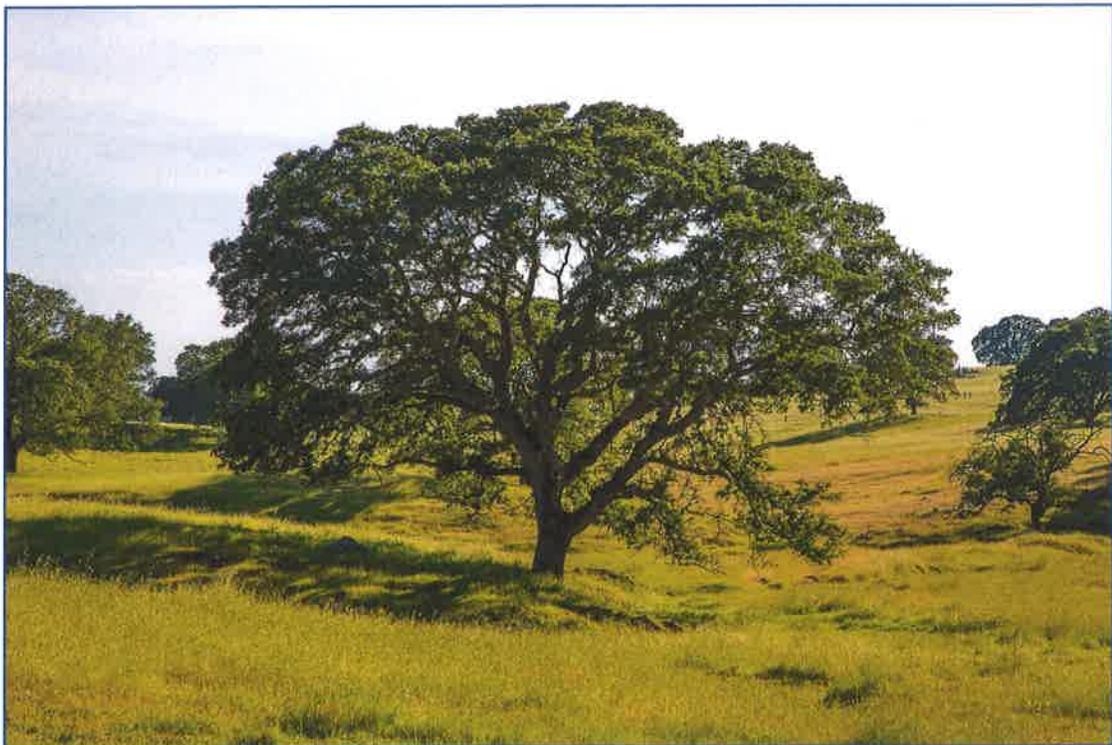
Figure 1.3. - Folsom Ranch Boundary and Land Use Plan





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

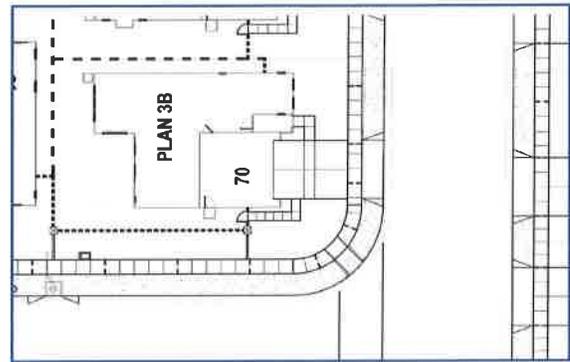
In each single-family detached neighborhood with a **minimum** of up to 80 homes, provide:

- 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.

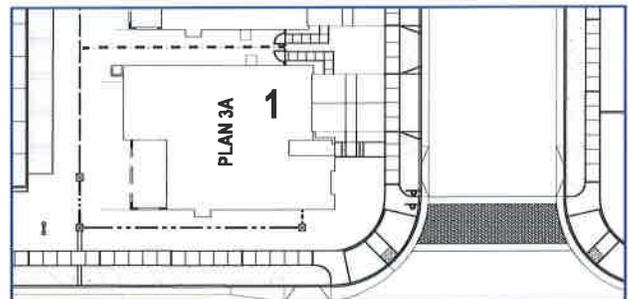
In each single-family detached neighborhood, street facing garages on corner lots at neighborhood entries shall be located on the side of the house furthest away from entry corner.



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.

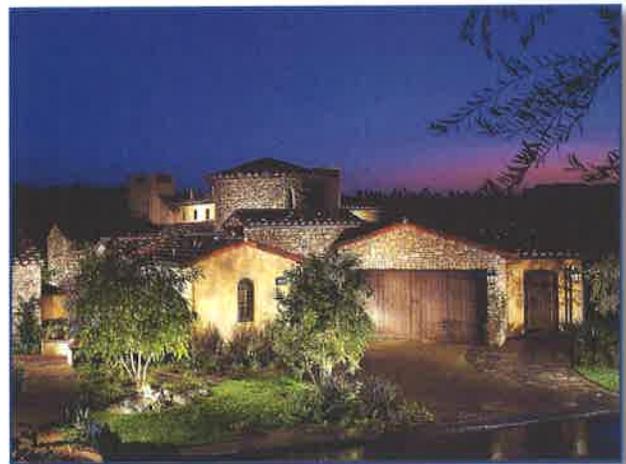
Although residential adaptations generated less formality, traditional classical elements, such as the symmetrical facade, squared tower entry forms, arched windows, and bracketed eaves, persisted as the enduring traits of this style. When cast iron became a popular building material, it became a part 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



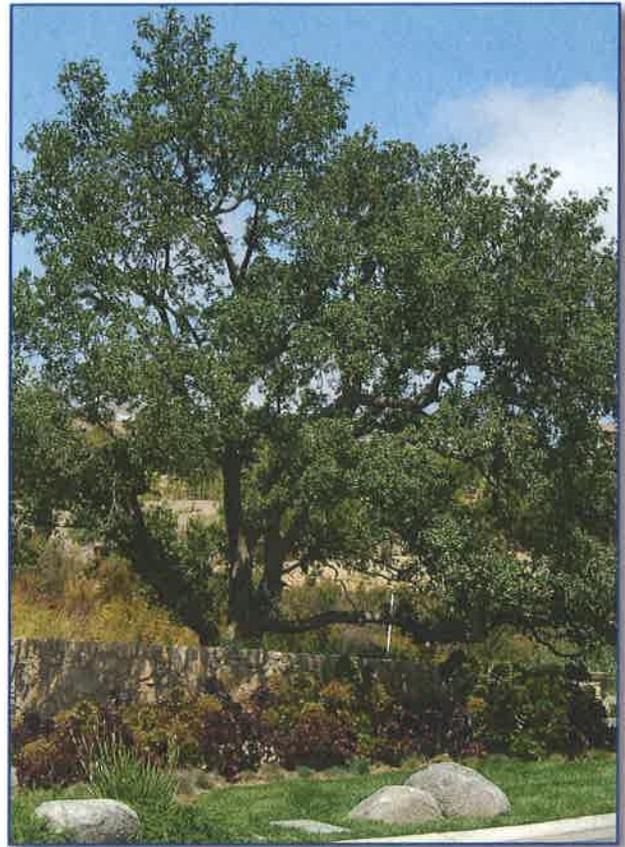


GUIDING LANDSCAPE DESIGN PRINCIPLES

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



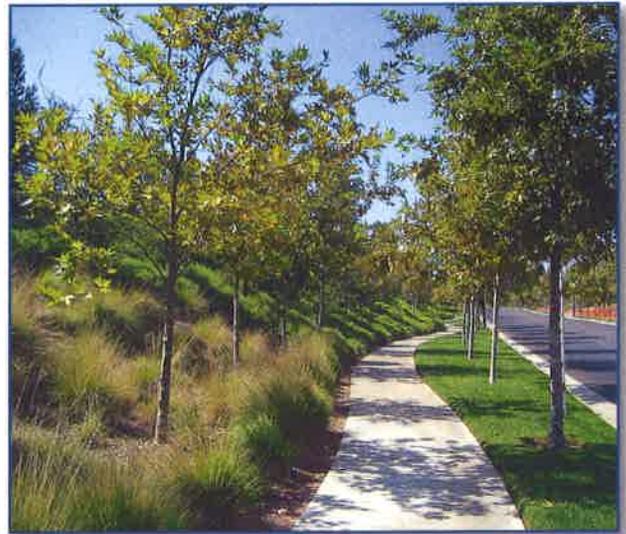
COMMUNITY DESIGN THEME/ LANDSCAPE CHARACTER

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



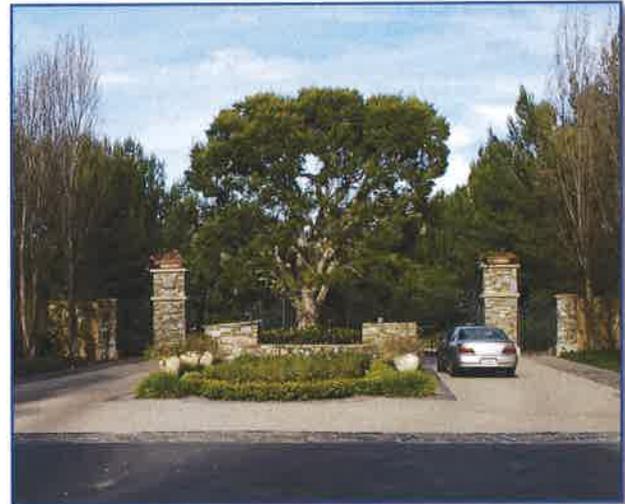
COMMUNITY IDENTITY PLAN MONUMENTATION

Appropriate community, mixed-use areas and residential neighborhood thematic identification is important in establishing a new community and maintaining the overall Folsom Ranch, Central District theme, as well as providing a system for identifying community development and giving directional information to residents and visitors. A general conceptual Community Identity Signage/Monumentation Key Program has been provided herein.

Entry monument signage, through decorative typefaces and symbolic graphics, will inform the visitor that they are entering a planned community. Project and neighborhood signage will direct visitors who have entered the Folsom Ranch, Central District towards the distinct community components and amenities. Monument signage will be consistent with the character of the project, but flexible enough to respond to individual project contexts. Logos, type styles, color schemes, and architectural features should be consistent throughout the area being identified. Monument signs may vary in size and detail in a manner that reflects their relative importance within the signage hierarchy, but will incorporate all the materials proposed within the major community monumentation.

Materials:

- Dry Stacked Stone Pilasters and Walls or manufacturers stacked stone product application.
- Precast Concrete Pilaster Caps
- Precast Concrete Wall Caps
- Specimen Trees with complementary plant material selections



Major Project Entry

The Major Project Entry Monumentation will be the landmark of the new community and establish a unifying community identity while providing a strong statement of community, commitment, and quality.



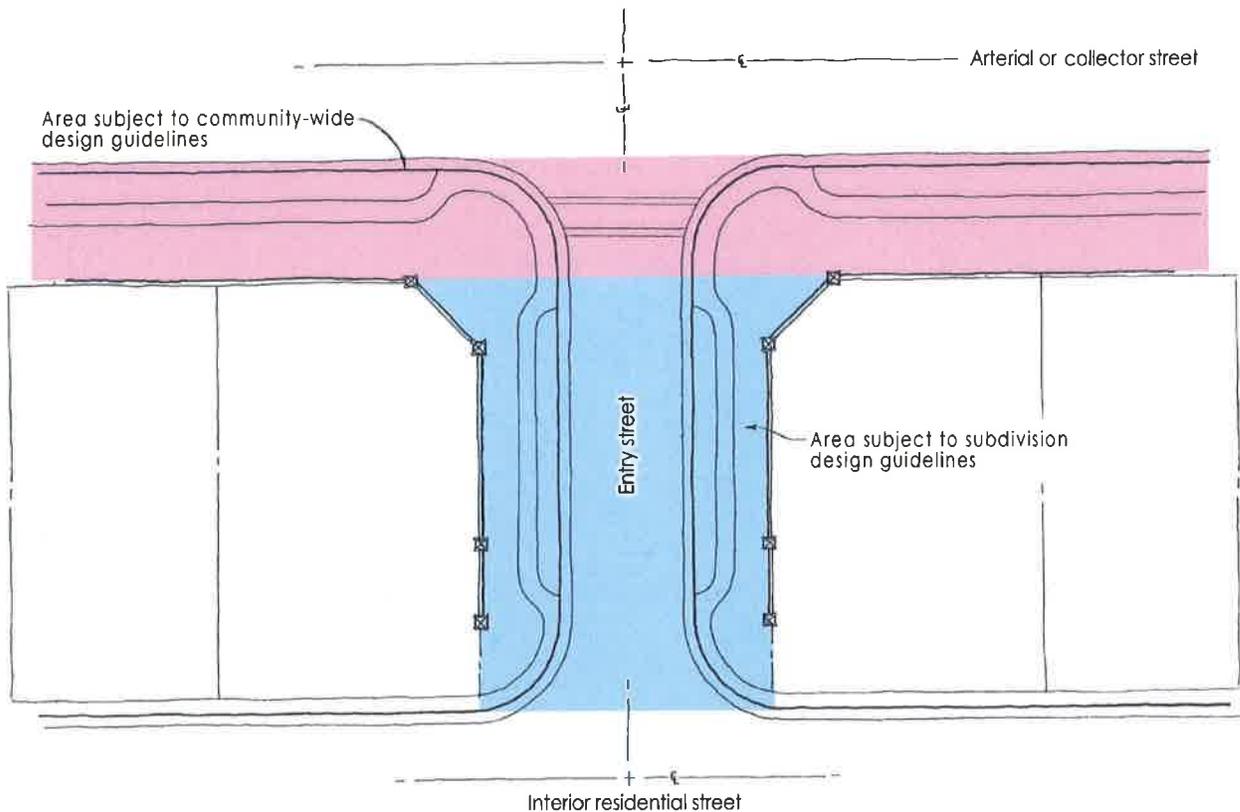
1 Major Project Entry
Identity Entrances for the Overall Project



Subdivision Entry Design, Geometry & Entry Options

Primary Neighborhood Entry Signage will be used to identify the various residential neighborhood entry points within the Folsom Ranch, Central District community. The entry signage monument incorporates design elements of stone, precast concrete capping, large focal trees with vertical accent trees supporting entry statement, groundcover/shrub planting, annual color and enhanced paving.

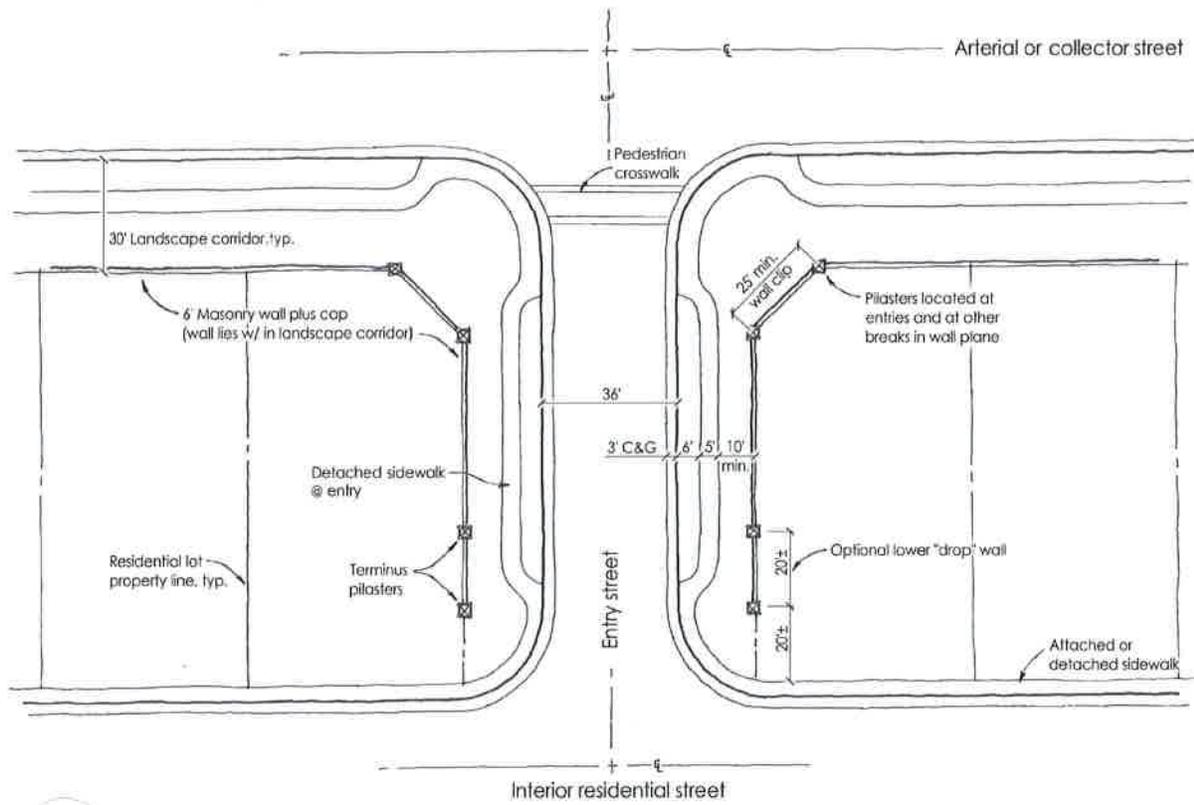
Masonry wall and pilasters are to be of a uniform or complimentary design of material and color throughout. Where possible, place one story homes or homes with one story roof element on lots adjacent to entry streets. Typically, these lots will need to be wider to accommodate one story.



2

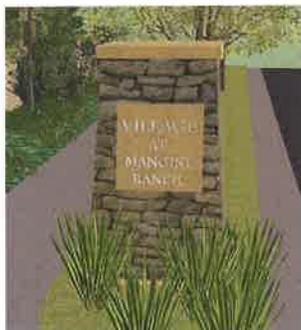
Subdivision Entry Design & Geometry Application of Design Guidelines



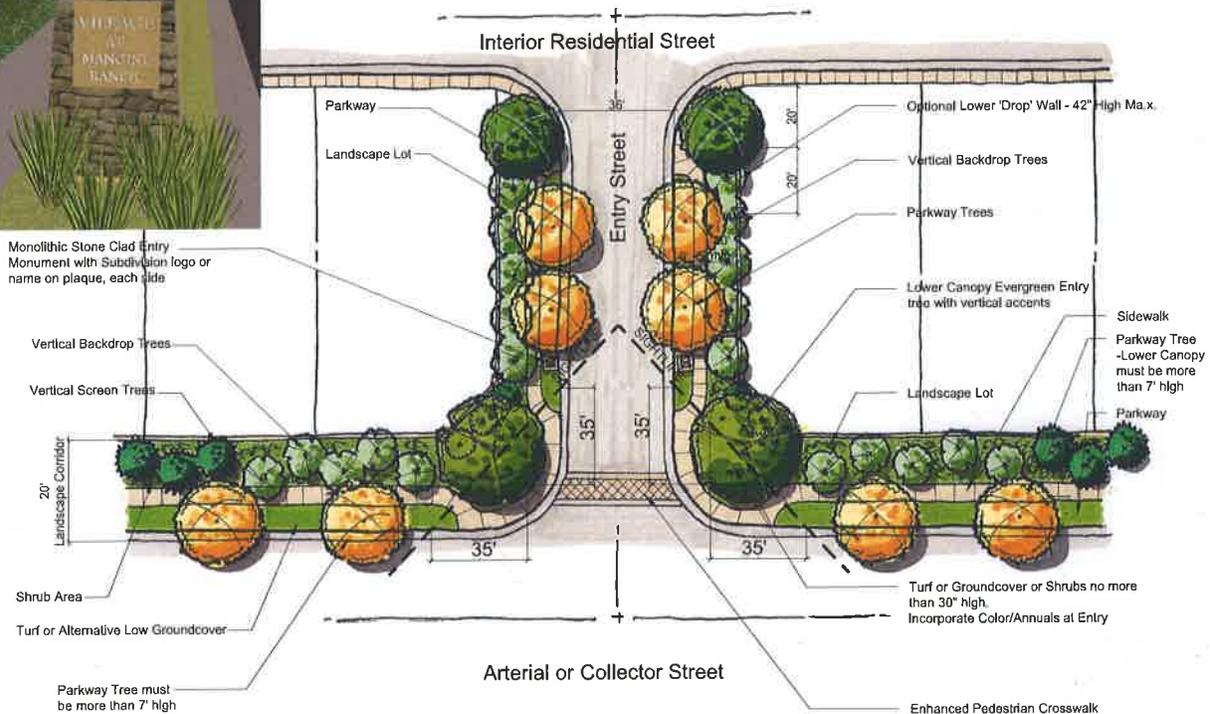


3 Subdivision Entry Design & Geometry
Standard Condition





Monolithic Stone Clad Entry Monument with Subdivision logo or name on plaque, each side



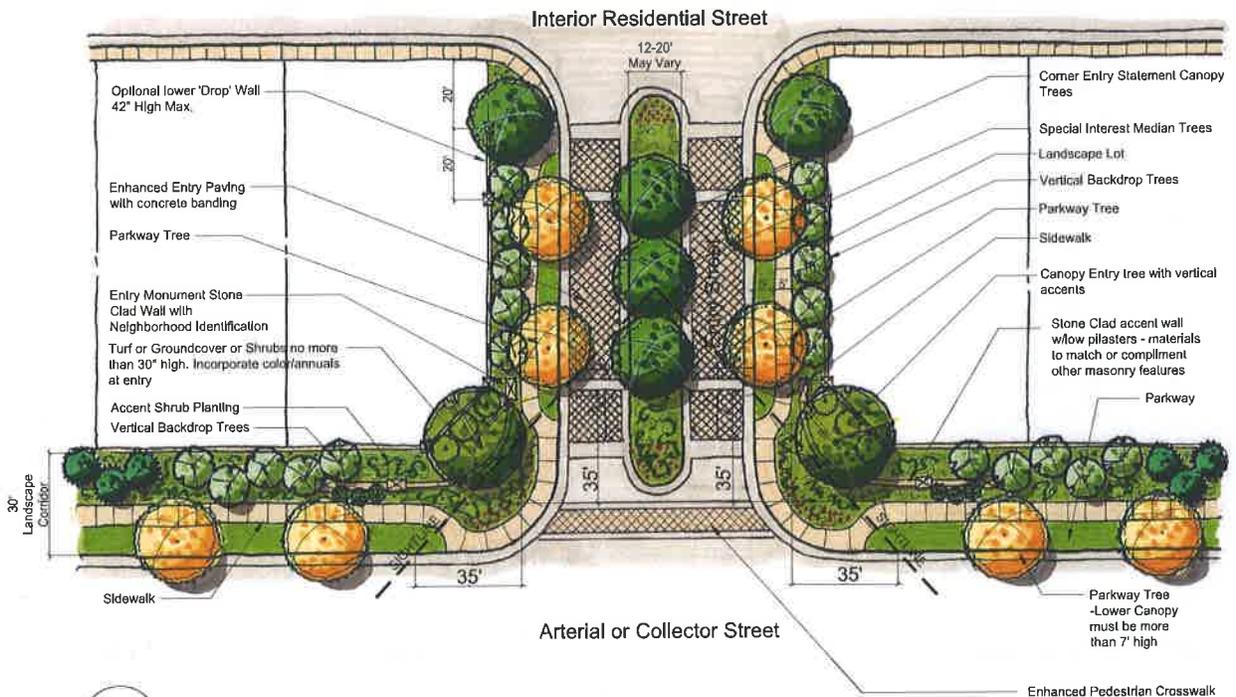
4 Subdivision Entry Landscape Concept Standard Condition





5 Subdivision Entry Options
Enhanced Condition





6 Subdivision Entry Options w/ Median Enhanced Condition





7 Subdivision Entry Options w/ Gates
Enhanced Condition



STREETSCAPE PLANS/ SECTIONS

Several streetscape applications are proposed within the Folsom Ranch, Central District development, as shown within this section, Streetscape Key Map for Phase One Development. As illustrated in the following exhibits, a hierarchy of streetscapes within Phase One is provided and distinctive landscape treatments are planned for each roadway. Landscape and hardscape treatments include elements such as landscaped medians, sidewalks, enhanced paving at pedestrian crossings and primary/secondary entries, bike trails, and parkway trees to enhance roadways. The main road will feature such landscape elements as signage, street furniture, and a predominant plant palette consisting of canopy trees on corner treatments and parkways,

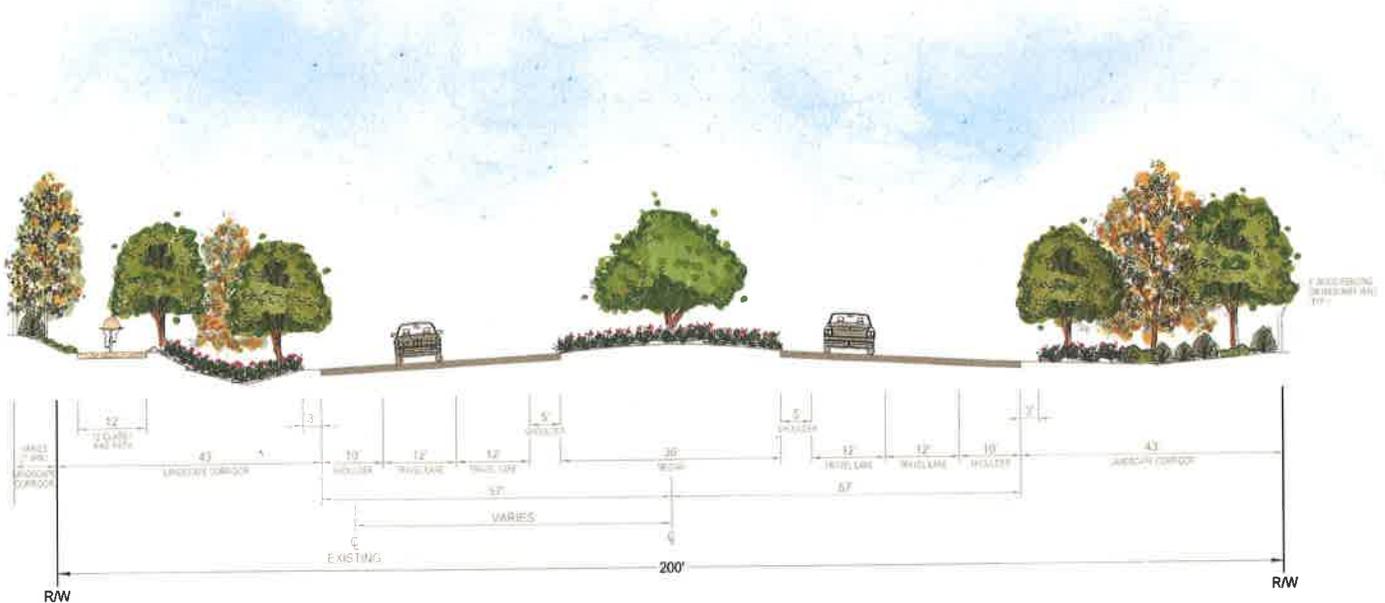


center medians where space allows, and vertical trees as backdrops within landscape lots. The use of enhanced paving is strongly encouraged. Some roadway improvements shall occur in phases. Street Sections 'A' through 'C' are for ultimate build-out. Streetscapes and Landscape Treatments for Phase One are provided as follows:

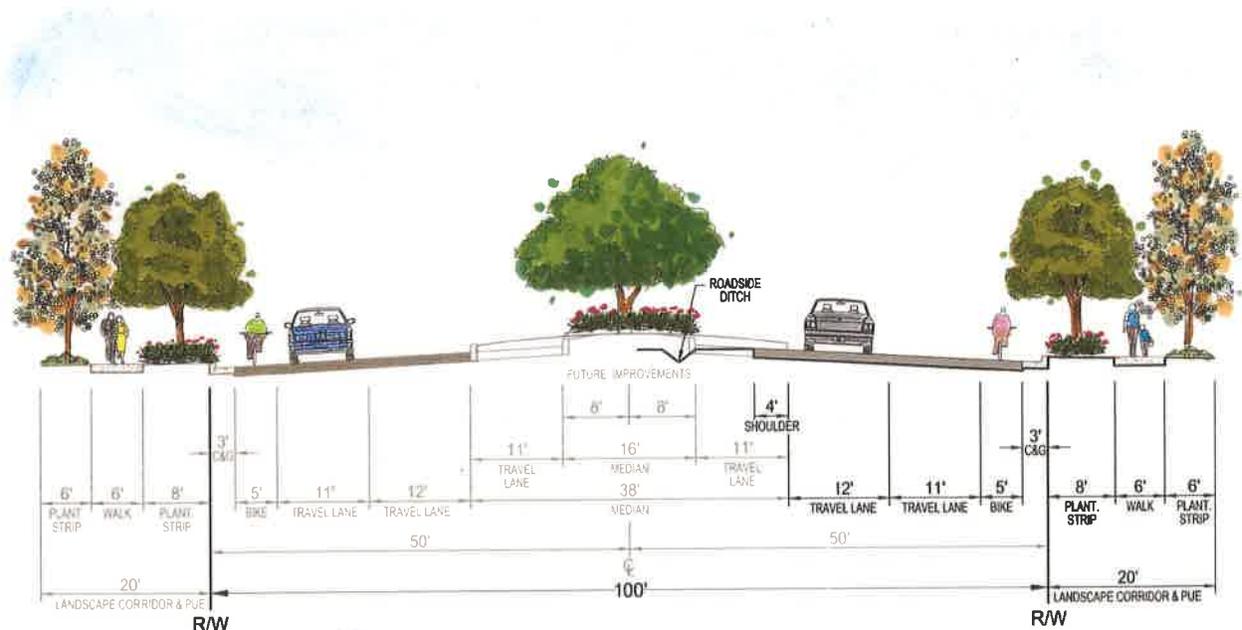


Street Section Keymap for Phase One



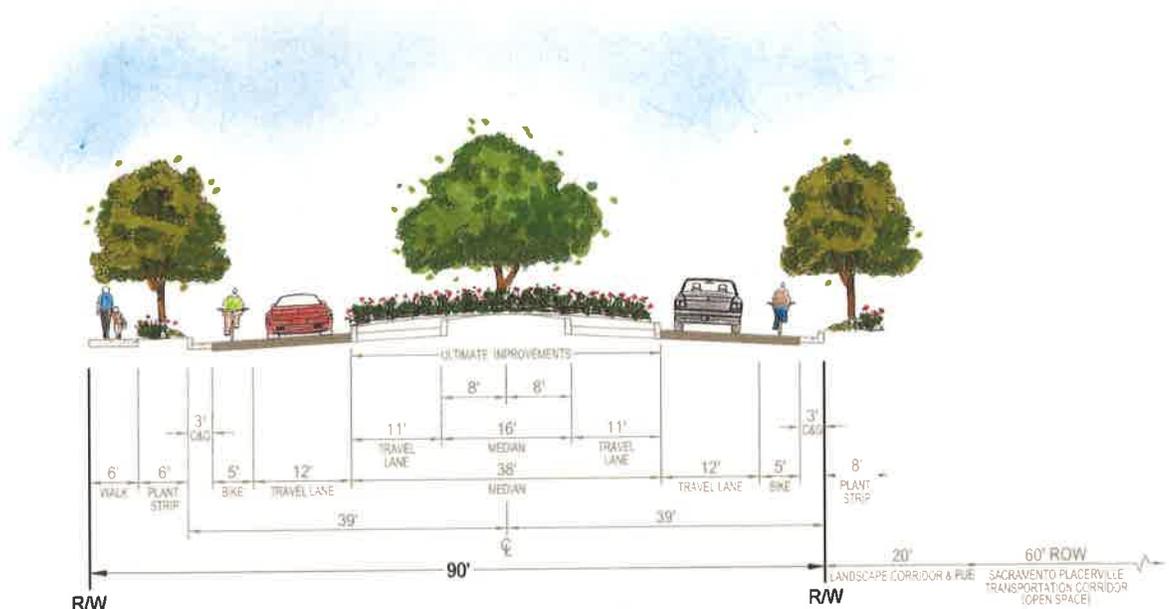


A 200' RIGHT-OF-WAY
 White Rock Road
 (Future JPA Regional Connector - By others)
 N.T.S.

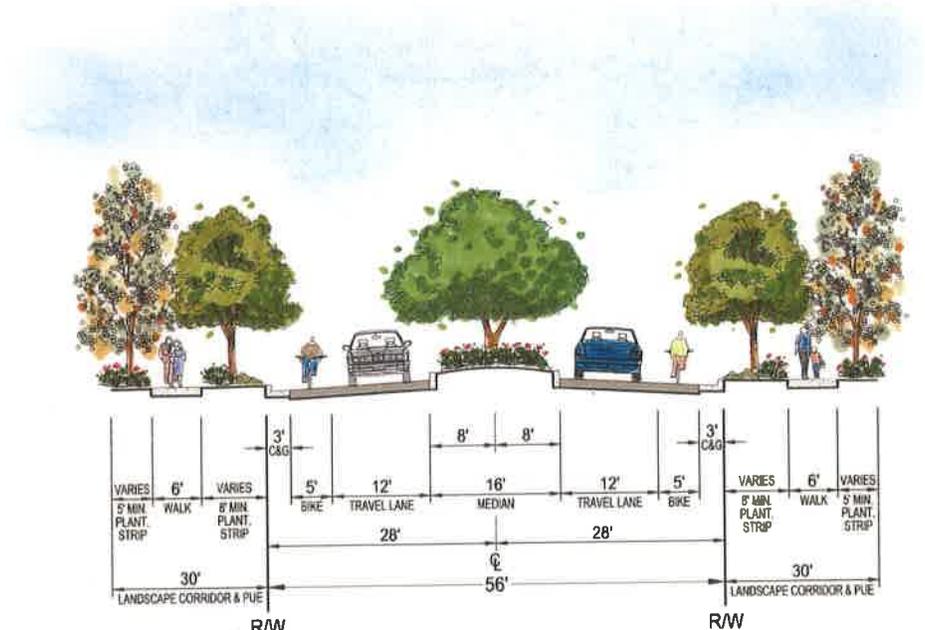


B 100' RIGHT-OF-WAY
 Scott Road
 N.T.S.



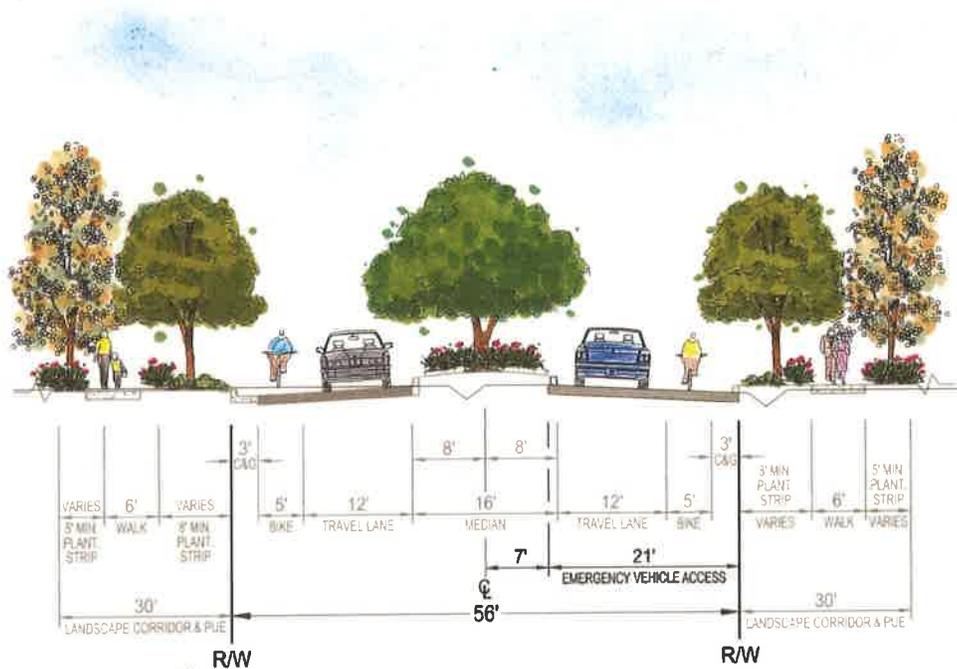


90' RIGHT-OF-WAY
Street 'B'
 (Future Improvements - By Others)
 N.T.S.



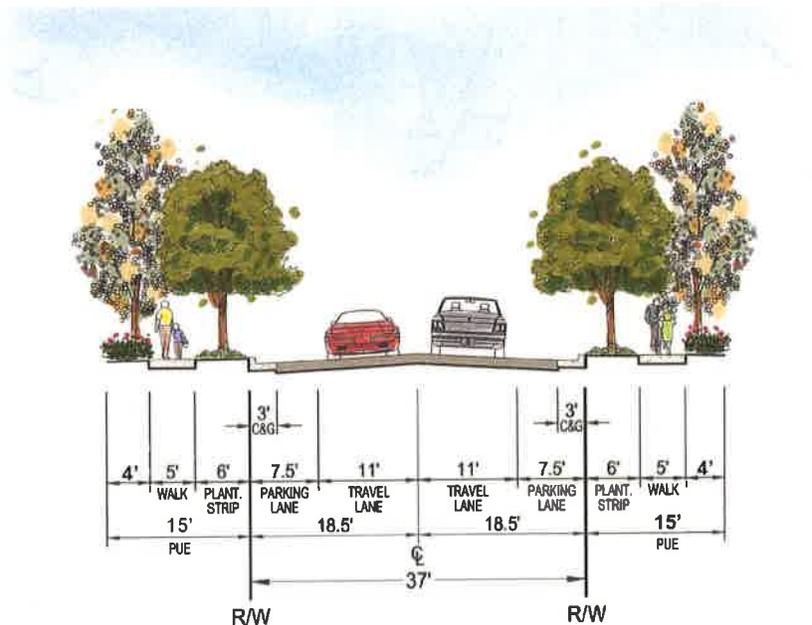
56' RIGHT-OF-WAY
Street 'A'
 N.T.S.





D-1 **56' RIGHT-OF-WAY**
Emergency Vehicle Access / Street 'A'

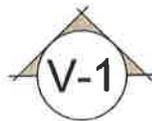
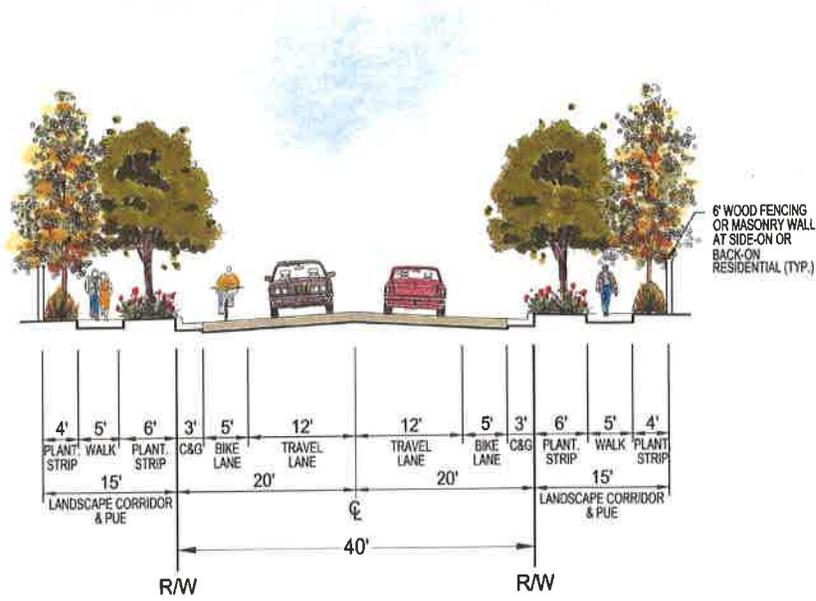
N.T.S.



V **37' RIGHT-OF-WAY**
Local Street

N.T.S.

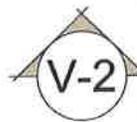
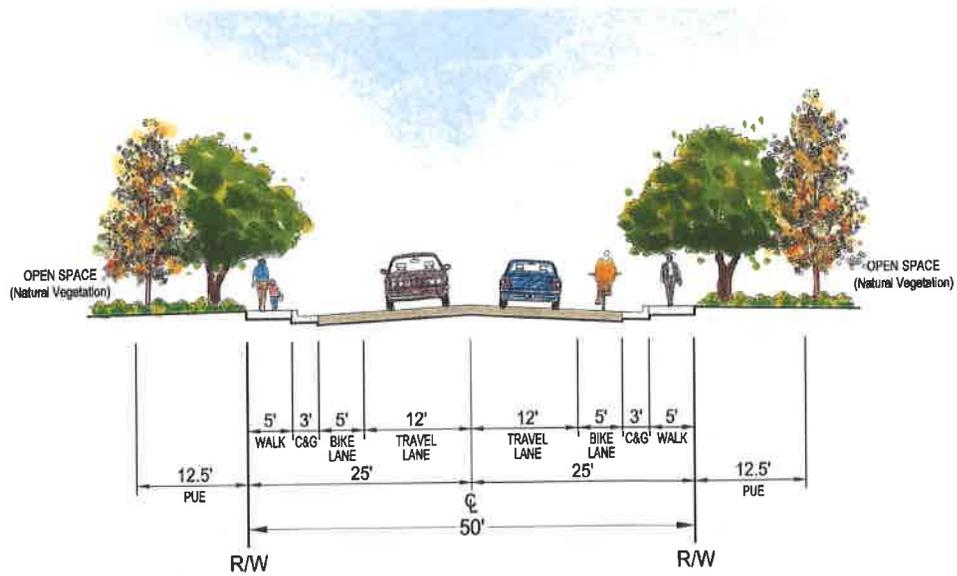




40' RIGHT-OF-WAY

Minor Collector
With Class II Bike Lanes
(No Parking)

N.T.S.

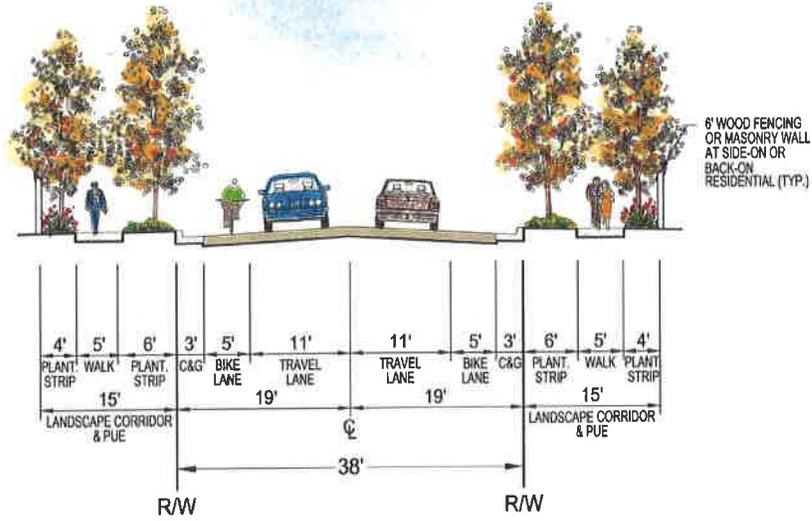


50' RIGHT-OF-WAY

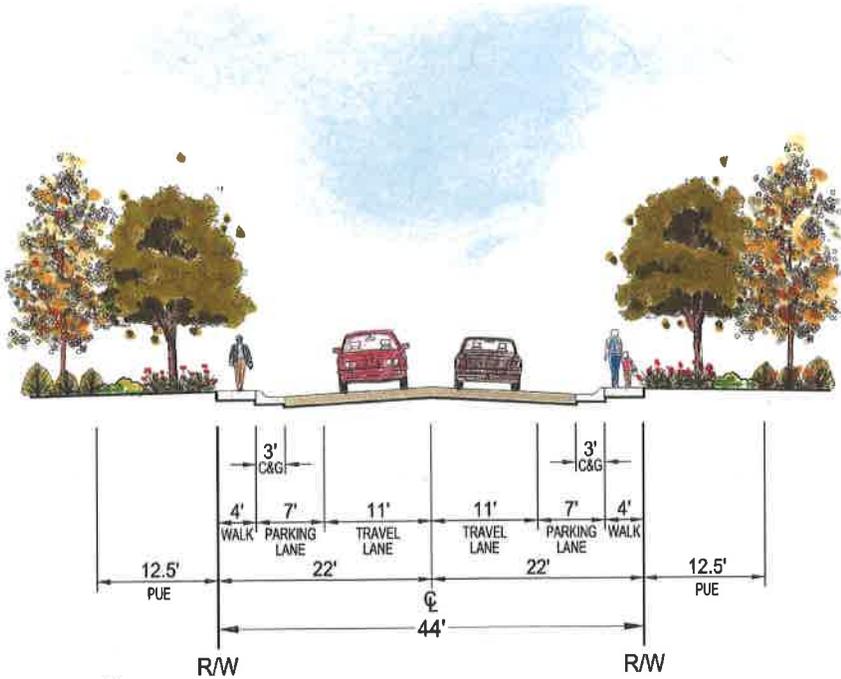
Minor Collector - Attached Sidewalk
With Class II Bike Lanes
(No Parking)

N.T.S.



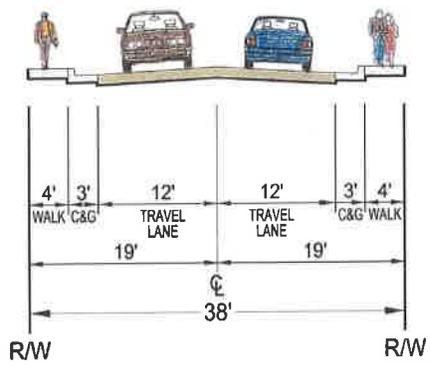


V-3 **38' RIGHT-OF-WAY**
 Local Street
 With Class II Bike Lanes
 (No Parking)
 N.T.S.



W **44' RIGHT-OF-WAY**
 Local Street - Attached Sidewalk
 N.T.S.

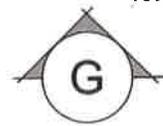
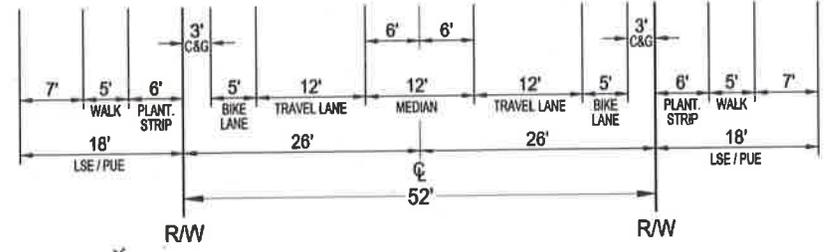




38' RIGHT-OF-WAY

Local Street - Attached Sidewalk
(at Creek Crossing)
(No Parking)

N.T.S.



52' RIGHT-OF-WAY

Divided Entry
(no parking)

N.T.S.



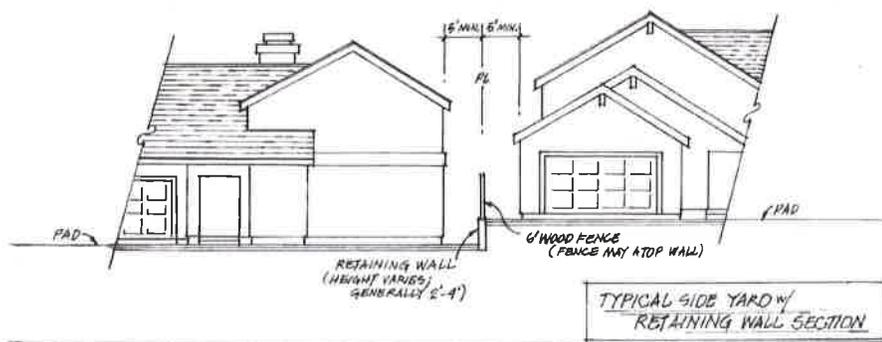
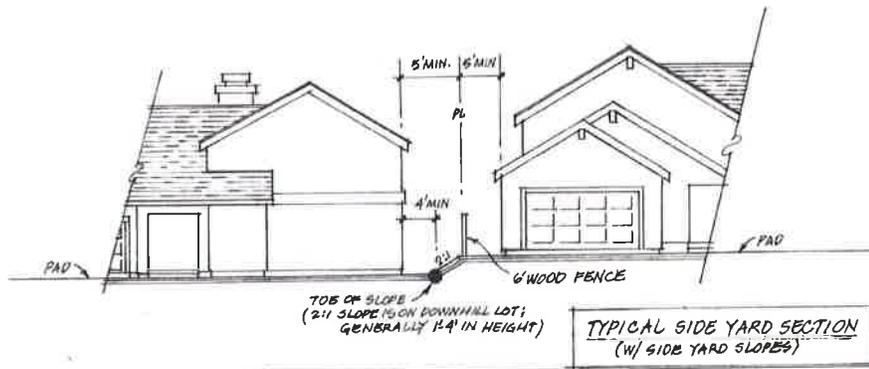
GRADING CRITERIA

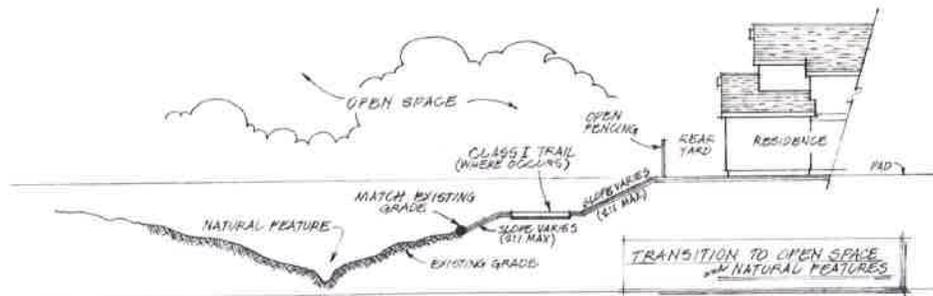
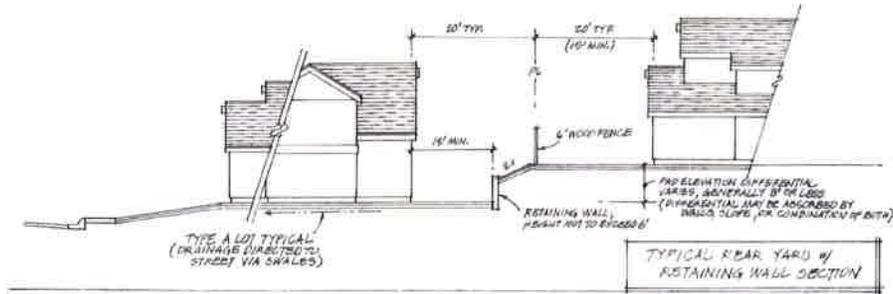
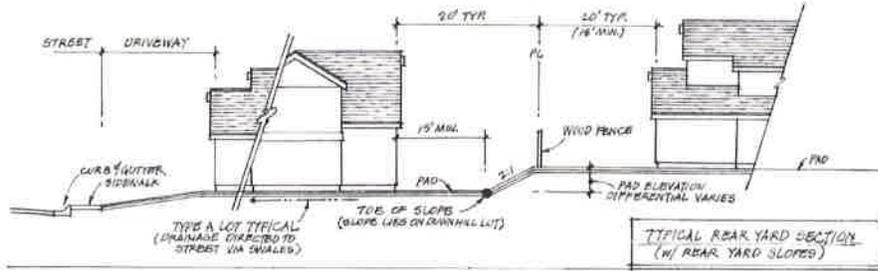
The topography of the Folsom Ranch, Central District is generally gently sloping ground. Slope varies from less than 1% to 6% with a few exceptions of isolated steeper slopes along Alder Creek and its tributaries. Mass grading will be done in a comprehensive manner to create flat building pads to accommodate development while preserving certain natural features

Grading will be conventional grading which consists of uniform slope gradients with angular slope intersections and pad configurations which are rectangular. Transitions zones from the development area to the natural drainage features will vary in slope steepness when there is sufficient land areas to accomplish the grade change. All single family building sites will drain to their public street frontage (Type A drainage).

Slopes between lots vary from less than 1 foot to several feet side to side and generally 1-4 feet between the rears of lots. In several instances the grade difference along the rear of the lots will be as much as approximately 8 feet. Grade differences between building sites will be accomplished with 2:1 slopes and in some instances retaining walls up to 6 feet in height. The slope will be achieved on the lower of the building sites. In all cases, level side yard area of a minimum of 4 feet will be maintained and in the rear yard a minimum of 15 feet level will be maintained. Setbacks will be established to accommodate such requirements.

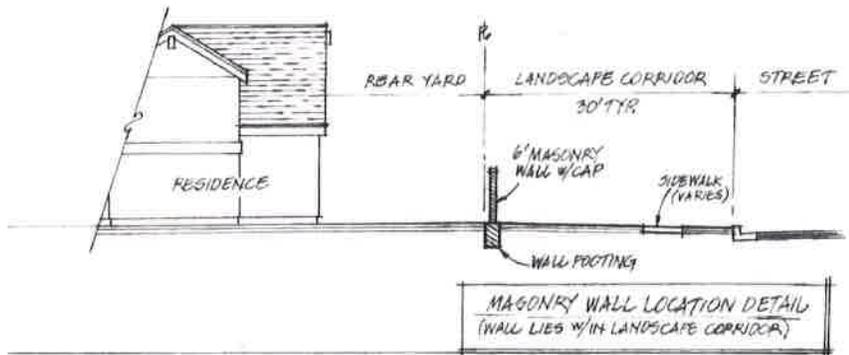
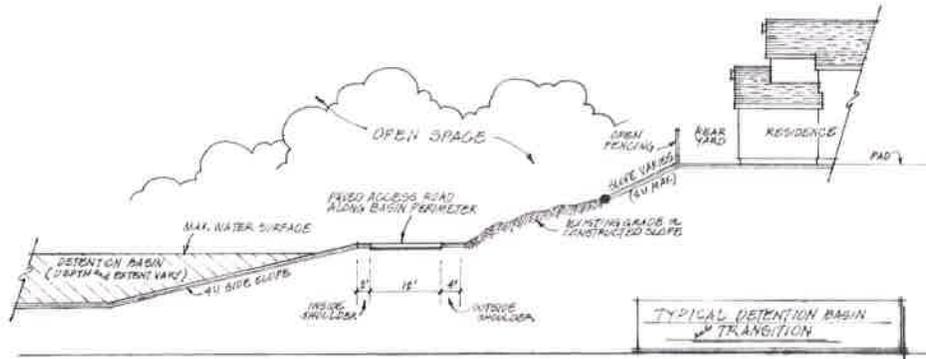
The site will contain several storm detention and water quality basins. These features will be graded with generally modest side slopes to provide a safe transition from the edge or adjacent trail to the bottom. These basins will be separated from the development edge or Class 1 trails with bollards, post and cable, or open style fencing.





Slopes, Walls, and Transitions





Slopes, Walls, and Transitions



LID Measures

Various Low Impact Design (LID) strategies can be incorporated into the design of each of the individual developments within the Plan Area, if desired. However, the hydromodification and water quality facilities proposed in the SDMP are adequate in accommodate site development without the need to utilize site-based LID strategies.

Using small, economical landscape features, LID techniques work as a system to slow, filter, evaporate, and infiltrate surface runoff at the source. LID design calculations for a reduction in the required water quality and hydromodification volumes have not been incorporated for the Folsom Plan Area Storm Drainage Master Plan, but may be included in future drainage studies prepared for small lot tentative map approvals within the Plan Area.

LID strategies to address water quality fall under the two broad categories of **Practices** and **Site Design**. The most common concepts are summarized below:

Practices:

Basic LID strategy for handling runoff is to (1) reduce the volume of runoff and (2) decentralize flows. Common methods include:

- **Bio-retention cells** typically consist of grass buffers, sand beds, a ponding area for excess runoff storage, organic layers, planting soil, and vegetation.
- **Vegetated swales** function as alternatives to curb and gutter systems, usually along residential streets or highways. They use grasses or other vegetation to reduce runoff velocity and allow filtration, while high volume flows are channeled away safely to a larger water quality management facility.
- **Filter strips** can be designed as landscape features within parking lots or other areas, to collect flow from large impervious surfaces. They may direct water into vegetated areas or special sand filters that capture pollutants and gradually discharge water over a period of time.
- **Disconnected impervious areas** direct water flows collected from structures, driveways, or street sections, into separate localized detention cells instead of combining it in drain pipes with other runoff.
- **Cistern collection systems** can be designed to store rainwater for dry-period irrigation, rather than channeling it to streams. Smaller tanks that collect residential roof drainage are often called “rain barrels” and may be installed by individual homeowners. Some collection systems are designed to be installed directly under permeable paving areas, allowing maximum water storage capacity while eliminating the need for gravel beds.



Site Design:

- **Decreasing Impervious Surfaces** can be a simple strategy to address water quality and avoid problems from storm water runoff and water table depletion, by reducing surfaces that prevent natural filtration. Methods may include reducing roadway surfaces, permeable pavement surfacing, and vegetative roof systems.
- **Planning site layout and grading to natural land contours** can minimize grading costs and retain a greater percentage of the land's natural hydrology. Contours which function as filtration basins can be retained or enhanced for water quality and quantity, and incorporated into the landscaping design.
- **Natural Resource Preservation and Xeriscapes** can be used to minimize the need for irrigation systems and enhance property values.
- **Clustering Homes** on slightly smaller lot areas can allow more preserved open space to be used for recreation, visual aesthetics, and wildlife habitat.

Specific LID strategies that could be used to fulfill the current and future requirements for storm water quality treatment and hydromodification may include the following potential LID measures:

Site Design Measures:

- Protect slopes, channels and other areas particularly susceptible to erosion and sediment loss.
- Maximize the protection of natural drainage features and vegetation.
- Minimize impervious areas and break up or disconnect the flow of runoff over impervious surfaces.
- Provide low maintenance landscaping that encourages retention and planting of native vegetation and minimizes the use of lawns, fertilizers, and pesticides.
- Provide vegetated open-channel conveyance systems discharge into and through stable vegetated areas.
- Install LID stormwater planters.
- Separate sidewalks from street curb and gutters.
- Install drought tolerant and storm water appropriate planting.



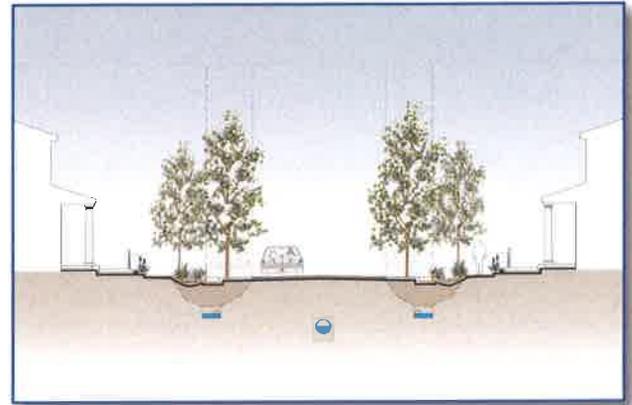
Source Control Measures

- Storm Drain Stenciling and Signage
- Outdoor Material Storage Area Design
- Outdoor Trash Storage Area Design
- Loading/Unloading Area Design
- Vehicle and Equipment Wash Area

Treatment Control Measures

- Bio-Swales
- Grass Swales
- Wet Pond
- Stormwater Planter
- Pervious Pavements
- Grass Filter Strips

The Storm Drainage Master Plan suggests a pragmatic approach be utilized in the selection of technically appropriate and aesthetically pleasing LID measures in accordance with the good engineering and planning practices. Specific LID measures should be selected on the basis of being both practical and cost effective.

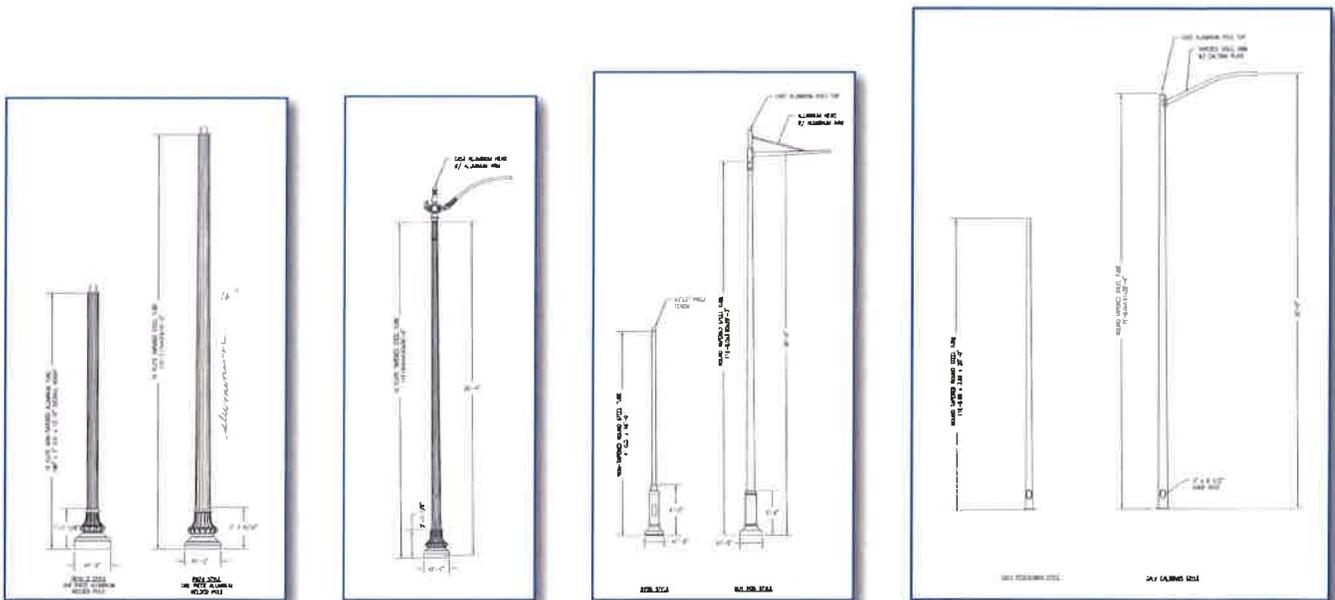


LIGHTING GUIDELINES

The site furnishings and lighting will be used to enhance, unify and reinforce the character of the overall site design. The site furnishings and lighting shall be made of natural materials/elements that can be tied to the color and texture of the proposed monuments, walls/fences and architecture.

Lighting shall incorporate the following written guidelines and design imagery.

- All exterior light fixtures and fixture placement shall comply to the standards specified in the City’s design documents. Use of LED technology is required.
- Streets and intersections should be well lighted in accordance with the City standard illumination levels. Low-level lighting for pedestrian safety should be installed where appropriate. Intersections should have increased light levels for definition and to mitigate automobile/ pedestrian conflicts.
- Accent lights should be installed at all primary entry monuments, secondary monuments, and park/ trail monuments.
- Street lights shall conform to the overall project theme and City standards. Use of LED technology is required.
- All water features and landscaping should be subdued and indirect to prevent spill over onto adjacent lots and streets.
- The type and location of building lighting should preclude direct glare onto adjacent property, streets and skyward by the use and application of shields.
- Pedestrian scale fixtures are encouraged over “high mast” poles.
- Consistent lighting fixtures shall be used throughout Folsom Ranch, Central District to enhance community character.
- Light rays shall be confined on-site through orientation, the use of shading/directional controls, and/or landscape treatment.
- No tree to be planted within 20 feet of a light standard.



Proposed Light Standard Options from the City of Folsom (Heads to be selected per City of Folsom)



Lighting within development areas adjacent to Open Space Districts shall comply with the following “dark sky” lighting regulations:

1. Flood lamp shielding and/or City-approved “dark sky” light fixtures/bulbs shall be used in developed areas to reduce the amount of stray lighting into natural resource areas.
2. Direct lighting rays shall be confined to the respective residential, resort, commercial, or common area lots upon which the exterior lights are to be installed so that adjacent Open Space Districts are protected from any significant light spillage, intrusion, and glare.
3. No skyward casting lighting shall be allowed in development areas adjacent to Open Space Districts.

STREET FURNITURE GUIDELINES

Site furnishings including, but not limited to, tables, benches, and trash receptacles will be metal and/or concrete. The wood shall be stained to maintain a natural appearance.

Materials: (Custom)

- Seat walls with stone.
- Concrete or brick wall capping.
- Varied paving materials, including stone, concrete, decomposed granite, and concrete pavers.
- Wood or metal overhead structures.

Materials: (Design Standards)

- Trash receptacles with metal slats.
- Metal picnic tables and benches.
- Mailboxes- powder coated steel, cluster box unit (CBU) with decorative lid.



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

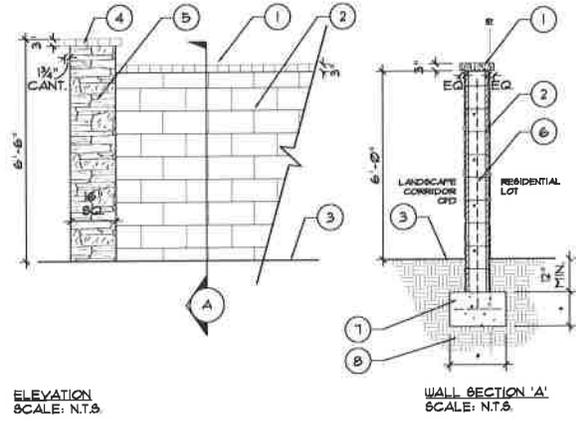
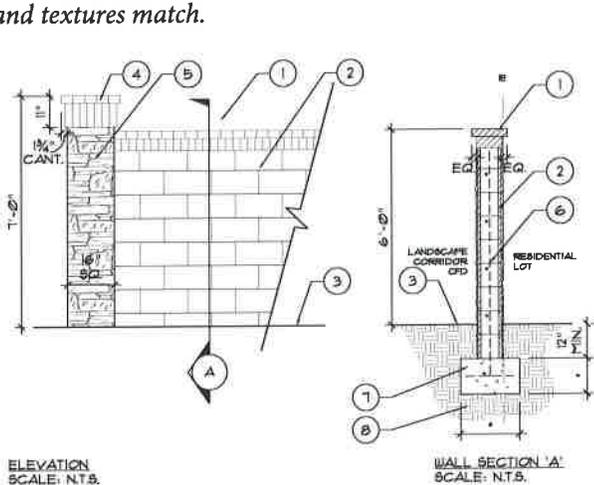


elevated above park/open space shall be view fencing, where applicable, considering grade differentials, etc.

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

- ELEVATION 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
- WALL SECTION 'A' SCALE: N.T.S.**



Community Wall and Pilaster

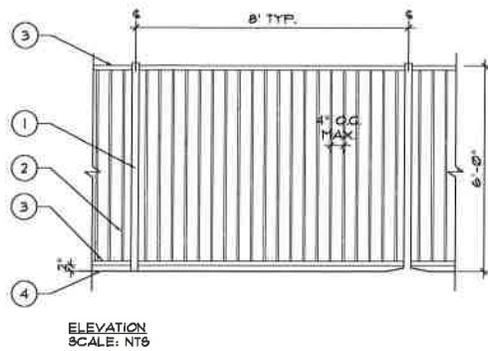
- Pilaster: Precision column block with stone veneer and enhanced brick cap
- Wall: Split face block with brick cap
- Block Color: Sandstone available through Angelus Block - 6x6x16
- Brick: Jumbo Alamo Blend 'A' - available through Belden Brick
- Grout: Light Khaki - available through Orco Blended Products
- 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





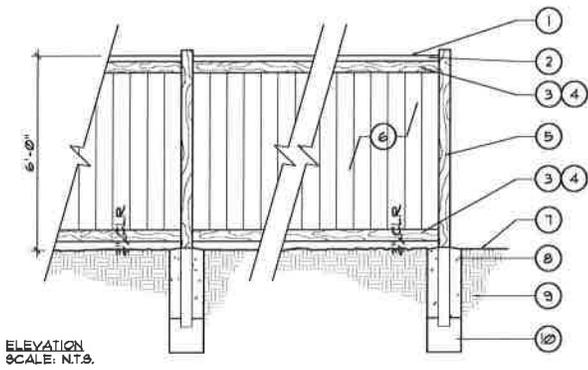
- ① 1 1/2" X 2" RECTANGULAR TUBULAR STEEL FENCE POST @ 8'-0" O.C. MAX. OR EQUALLY SPACED AND ALL CHANGE OF DIRECTION (CORNERS).
- ② 5/8" SQ. TUBULAR STEEL PICKETS @ 4" O.C. MAX. TYP. PICKETS STAGGER AT TOP PER DETAIL.
- ③ 1 1/2" X 2" RECTANGULAR TUBULAR STEEL TOP AND BOTTOM RAIL LAID FLAT WELD TO POST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



Community Prefabricated Tubular Steel Fence

Color: Sherwin Williams SW7020 Black Fox,
Powdercoated

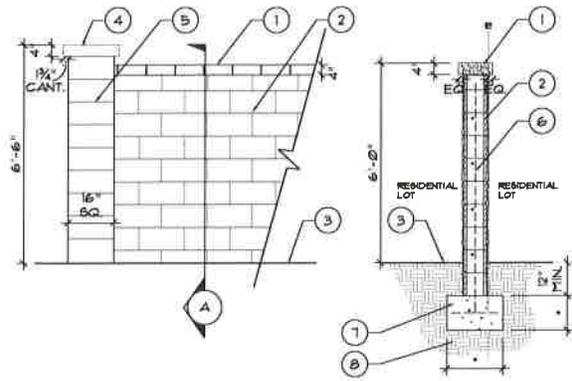




ELEVATION
SCALE: N.T.S.

- 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 4 945 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 CUBIC FOOT OF GRAVEL PER POST FOOTING.

NOTE:
 1. ALL WOOD SHALL BE 945 KILN DRIED UNLESS OTHERWISE NOTED.
 2. ALL WOOD POST SHALL BE 945 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-2 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 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



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



LANDSCAPE MASTER COMMUNITY PLANT MATRIX

The plant list for this project was developed to reinforce the community theme and to create some seasonal change with a mixture of low water use, drought-tolerant, deciduous, and evergreen plants while maintaining a well-balanced landscape. Many plants on this list are considered low water using and drought-tolerant species and were chosen based on their specific growth characteristics, including flowering and foliage color, texture and form.

The following items should be considered in the community landscape design process:

- Consistent street tree themes should be related to the hierarchy of the street system.
- Extensive use of trees, vines and shrubs to soften community theme wall and fencing.
- Recognition of existing natural conditions and situations.
- Use of both “formal” and “informal” planting arrangements, depending upon the particular condition.

- “Layering” of the shrub understory to create depth, variety and interest.
- Refer to local codes for spacing distance from utilities, light poles, etc.
- Preserving Oak Woodlands and isolated Oak trees on Folsom Ranch is imperative, as the State of California passed the Oak Woodlands Conservation Act of 2001. Refer to section 10.2.3 of the Folsom Plan Area Specific Plan for further Oak mitigation requirements.



Planting within the community shall comply with the City of Folsom’s Design Standards:

1. All plant material shall be in accordance with the appropriate ordinances, resolutions, and specifications established by the City.
2. All plant material shall be in conformance with City-approved Streetscape/ Street Tree Master plans where applicable. The City retains the right to prohibit any plant material generally known to require excessive maintenance, because of factors such as, but not limited to, disease, pest control, troublesome root development, ultimate size, high water needs, overplanting, difficult growth habits, and invasive regeneration habits.
3. To help protect our Urban Forest from pests, disease, storm damage, and drought, plus to increase tree population diversity the following tables shall be utilized:
 - If 60 trees or less shall be planted for a project:
 - Not to exceed 30% Genus
 - Not to exceed 20% Species
 - Not to exceed 10% Cultivar
 - If over 60 trees shall be planted for a project:
 - Not to exceed 15% Genus
 - Not to exceed 10% Species
 - Not to exceed 5% Cultivar
4. The use of drought tolerant plant materials that are particularly compatible with our local environment is strongly encouraged to promote water conservation and reduce maintenance costs. Landscape irrigation shall be designed in accordance with the State Model Water Efficient Landscape Ordinance as required by AB 1881. Plans shall show Water Conservation Concept statement and all calculations and schedules required by the Ordinance. The Soils Analysis may be shown on the plans or submitted separately.

5. In addition to minimum setback requirements for certain species as shown on the “Folsom Master Tree List,” the following minimum distances shall be required:
 - a. Three feet from City maintenance limit line.
 - b. Four feet from utility installations including, but not limited to sewers, gas, water lines, meter vaults, catch basins, etc.
 - c. Ten feet from driveways.
 - d. Ten feet from fire hydrants.
 - e. Twenty feet from light standards.
 - f. Tree limbs must have a clearance of 14.5 feet over streets, 8 feet over bicycle trails, and 7 feet over pedestrian-traveled ways.
 - g. Minimum sizes of trees shall be #15, or as approved by the Director.
 - h. Ten feet from front of stop signs.
 - i. Five feet from infrastructure or 24”D x 20’W root barrier (23 inches below grade and 1 inch above grade) that is approved by the City.



LANDSCAPE IRRIGATION NOTE

All landscaped areas will be permanently irrigated using an automatic, underground irrigation system or drip system. The irrigation system will be separated into several systems based on water requirements of each hydrozone. Hydrozone separations will be based on sun orientation and water requirements of the plant material.

Irrigation of required landscaped areas shall be by either automatic overhead high efficiency spray nozzle or drip irrigation and matched precipitation rate, low gallonage sprinkler heads, bubblers, and timing devices. Landscape areas less than 8' wide shall be irrigated with drip irrigation. Timing devices shall include soil moisture sensors and rain sensing override devices. Sprinkler pop-up heights shall range from 6" in turf areas and 12" high in shrub/groundcover beds, where a drip system may not be applicable. The irrigation system shall be capable of operating automatically by incorporating an electric weather based and climate-smart irrigation controller or advanced solar technology components and low voltage electric remote control valves. Quick coupling valves, as required, shall be strategically located to provide supplemental water to plant material and for wash down purposes. All remote control and quick coupling valves shall be located and installed within the shrub beds wherever possible.

The irrigation system will be compliant with the City Water Efficient Ordinance and should conform to MWELD AB 1881. Irrigation water use will comply with water allotments defined in the Ordinance.

A backbone "purple pipe" non-potable water system shall be designed and installed to supply non-potable water to park sites, landscape corridors, natural parkways, and other public landscaped areas within the community.

UTILITY AND EQUIPMENT SCREENING

All utilities above/below ground and other equipment providing service to the Folsom Ranch, Central District residential neighborhoods shall be screened accordingly to prevent unsightly conditions that distract from the overall aesthetics.

- Above-ground utility equipment should be screened from view by the use of hedges, trees, or larger screening plant material and/or vines where feasible, subject to utility provider requirements or restrictions.
- Above-ground utility equipment, vents, and access doors to underground utilities shall be located with sufficient space to allow clearance between the screening for the utility equipment and any paved surface including streets, driveways, and walkways.





Botanical Name	Common Name	Project Entries	Signature Corridors	Folsom Street Tree	Single Family Detached	Multi-Family	Parks/Schools	Open Space	Commercial/Mixed Used	Drainage Basin
TREES										
<i>Abies concolor</i>	White Fir			•	•	•		•		•
<i>Abies nordmanniana</i>	Nordmann Fir				•	•		•		•
<i>Acacia spp.*</i>	Acacia	•			•	•	•	•	•	•
<i>Acacia baileyana</i>	Bailey Acacia			•	•	•			•	
<i>Acacia melanoxylon</i>	Black Acacia			•	•	•			•	
<i>Acer macrophyllum***</i>	Big Leaf Maple	•			•	•			•	
<i>Acer spp.</i>	Maple				•	•	•	•	•	
<i>Acer buerferianum</i>	Trident Maple			•	•	•		•		
<i>Acer campestre</i>	Hedge Maple			•	•	•		•		•
<i>Acer macrophyllum</i>	Big-leaf Maple			•	•	•		•		•
<i>Acer negundo</i>	California Box Elder				•	•		•		•
<i>Acer platanooides x truncatum 'Crimson Sunset'</i>	Crimson Sunset Maple			•	•	•		•		
<i>Acer rubrum</i>	Red Maple			•	•	•		•		
<i>Acer rubrum 'Bowhall'</i>	Bowhall Red Maple			•	•	•		•		•
<i>Acer rubrum 'Columnare'</i>	Columnare Red Maple			•	•	•	•	•		•
<i>Acer rubrum 'October Glory' or 'Red Sunset'</i>	October Glory or Red Sunset Red Maple			•	•	•	•	•		•
<i>Acer tataricum ginnala</i>	Amur Maple			•	•	•		•		
<i>Acer truncatum</i>	Shantung Maple			•	•	•		•		
<i>Aesculus californica***</i>	California Buckeye			•	•	•		•		•
<i>Aesculus glabra</i>	Ohio Buckeye				•	•				•
<i>Aesculus hippocastanum</i>	Common Horsechestnut			•	•	•				•
<i>Aesculus x carnea 'Briotii' or 'O'Neill Red'</i>	Red Horsechestnut			•	•	•				
<i>Albizia julibrissin</i>	Silk Tree				•	•	•	•	•	
<i>Alnus cordata</i>	Italian Alder			•	•	•		•		•
<i>Alnus glutinosa</i>	European Alder			•	•	•		•		•
<i>Alnus rhombifolia</i>	White Alder			•	•	•		•		•

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Botanical Name	Common Name	Project Entries	Signature Corridors	Folkloric Street Tree	Single Family Detached	Multi-Family	Parks/Schools	Open Space	Commercial/Mixed Used	Drainage Basin
<i>Amelanchier canadensis</i>	Eastern Serviceberry				•	•				
<i>Amelanchier laevis</i>	Allegheny Serviceberry			•	•	•				
<i>Araucaria bidwillii</i>	Bunya-Bunya			•	•	•		•		•
<i>Arbutus unedo</i>	Strawberry Tree	•	•		•	•	•	•	•	•
<i>Arbutus unedo 'Marina'</i>	Marina Strawberry Tree	•	•		•	•	•	•	•	•
<i>Bauhinia lunariodes</i>	Anacacho Orchid Tree	•			•	•	•	•	•	
<i>Bauhinia macranthera</i>	Chihuahuan Orchid Tree	•			•	•	•	•	•	
<i>Betula nigra</i>	River Birch			•	•	•		•	•	•
<i>Betula platyphylla japonica</i>	Japanese White Birch				•	•		•	•	•
<i>Caesalpinia cacalaco 'Smoothie'</i>	Smoothie Thorless Cascalote			•	•	•				
<i>Callistemon viminalis</i>	Weeping Bottlebrush				•	•		•	•	
<i>Calocedrus decurrens</i>	Incense Cedar			•	•	•	•	•		•
<i>Camellia reticulata</i>	NCN				•	•	•		•	
<i>Carpinus betulus 'Fastigiata'</i>	European Hornbeam			•	•	•	•	•		
<i>Carpinus caroliniana</i>	American Hornbeam			•	•	•	•	•		
<i>Carya illinoensis</i>	Pecan			•	•	•		•		
<i>Carya ovata</i>	Shagbark Hickory			•	•	•				
<i>Casanopsis cuspidata</i>	Japanese Chinquapin				•	•				
<i>Casuarina stricta</i>	She-Oak, Beefwood				•	•	•	•		
<i>Castanea dentata</i>	American Chestnut			•	•	•				
<i>Castanea mollissima</i>	Chinese Chestnut			•	•	•				
<i>Catalpa speciosa</i>	Western Catalpa			•	•	•	•	•		•
<i>Cedrus spp.</i>	Cedar	•	•		•	•	•	•	•	•
<i>Cedrus atlantica ('Glauca')</i>	Atlas (Blue) Cedar	•	•	•	•	•	•	•	•	•
<i>Cedrus deodara</i>	Deodar Cedar	•	•	•	•	•	•	•	•	•
<i>Celtis australis</i>	European Hackberry			•	•	•	•	•	•	•
<i>Celtis occidentalis</i>	Common Hackberry			•	•	•	•	•	•	•
<i>Ceratonia siliqua</i>	Carob Tree	•	•	•	•	•		•		•
<i>Cercidium 'Desert Museum'*</i>	Desert Museum Palo Verde			•	•	•	•	•	•	
<i>Cercidium floridum*</i>	Blue Palo Verde			•	•	•	•	•	•	

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Botanical Name	Common Name	Project Entries	Signatures Corridors	Folsom Street Tree	Single Family Detached	Multi-Family	Parks/Schools	Open Space	Commercial/Mixed Used	Drainage Basin
<i>Cercis canadensis</i>	Eastern Redbud	•	•	•	•	•	•	•	•	
<i>Cercis canadensis</i> 'Forest Pansy'	Forest Pansy Redbud	•	•	•	•	•	•	•	•	
<i>Cercis occidentalis</i> *,***	Western Redbud	•	•	•	•	•	•	•	•	•
<i>Cercis reniformis</i> 'Oklahoma'	Oklahoma Redbud			•	•	•	•	•		
<i>Cercis silquastrum</i>	Judas Tree			•	•	•		•		
<i>Chilopsis linearis</i> *	Desert Willow			•	•	•		•	•	•
<i>Chilopsis linearis</i> 'Art's Seedless'	Art's Seedless Desert Willow			•	•	•	•	•	•	•
<i>Chilopsis linearis</i> 'Bubba'	Bubba Desert Willow			•	•	•	•	•	•	•
<i>Chilopsis linearis</i> 'Lucretia Hamilton'	Lucretia Hamilton Desert Willow			•	•	•	•	•	•	•
<i>Chilopsis linearis</i> 'Warren Jones'	Warren Jones Desert Willow			•	•	•	•	•	•	•
<i>Chionanthus retusus</i>	Chinese Fringe Tree			•	•	•		•		
<i>Chitalpa tashkentensis</i> 'Pink Dawn'	Pink Dawn Chitalpa				•	•	•	•	•	•
<i>Cinnamomum camphora</i>	Camphor Tree	•	•	•	•	•	•	•	•	•
<i>Citrus spp.</i>	Citrus	•	•	•	•	•		•		
<i>Cladrastis kentukea</i>	Yellow Wood			•	•	•				
<i>Cordyline australis</i>	Dracaena				•	•			•	
<i>Cornus spp.</i>	Dogwood				•	•	•	•		
<i>Cornus controversa</i>	Giant Dogwood			•	•	•	•	•		
<i>Cornus x</i> 'Eddie's White Wonder'	Eddie's White Wonder Dogwood			•	•	•	•	•		
<i>Cornus florida</i>	Eastern Dogwood			•	•	•	•	•		
<i>Cornus kousa</i>	Kousa Dogwood			•	•	•	•	•		
<i>Cotinus obovatus</i>	Smoke Tree				•	•	•	•		
<i>Crataegus laevigata</i> 'Paul's Secret'	Paul's Secret English Hawthorn			•	•	•				
<i>Crataegus phaenopyrum</i>	Washington Hawthorn			•	•	•				
<i>Cryptomeria japonica</i>	Japanese Cryptomeria				•	•				•
<i>Cupressus spp.</i>	Cypress	•	•		•	•	•	•	•	•
<i>Cupressus arizonica</i>	Arizona Cypress	•	•		•	•	•	•	•	•
<i>Cupressus sempervirens</i>	Italian Cypress	•	•		•	•	•	•	•	•
<i>Diospyros kaki</i>	Fuyu Persimmon				•	•		•		
<i>Diospyros virginiana</i>	American Persimmon				•	•		•		

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<i>Ebenopsis ebano</i>	Texas Ebony			•	•	•				
<i>Elaeocarpus decipiens</i>	Japanese Blueberry Tree		•	•	•	•	•	•	•	
<i>Eriobotrya deflexa</i>	Bronze Loquat	•	•		•	•	•	•	•	
<i>Eriobotrya japonica</i>	Loquat	•	•		•	•	•	•	•	
<i>Eucalyptus spp.** (Exclude all invasive species or those species infected with Thrips)</i>	Gum				•	•		•		•
<i>Eucalyptus nicholii</i>	Nichol's Willow-leaved Peppermint			•	•	•		•		•
<i>Eucalyptus polyanthemos</i>	Silver Dollar Gum			•	•	•		•		•
<i>Eucalyptus sideroxylon</i>	Red Ironbark Gum			•	•	•		•		•
<i>Eucommia ulmoides</i>	Hardy Rubber Tree			•	•	•		•		•
<i>Fagus grandifolia</i>	American Beech				•	•		•		
<i>Fagus sylvatica</i>	European Beech			•	•	•		•		
<i>Fagus sylvatica 'Atropunicea'</i>	Copper Beech				•	•		•		
<i>Fagus sylvatica 'Pendula'</i>	Weeping European Beech				•	•		•		
<i>Fagus sylvatica 'Purpurea Pendula'</i>	Weeping Purple Beech				•	•		•		
<i>Feijoa sellowiana</i>	Pineapple Guava				•	•		•	•	
<i>Ficus carica</i>	Common Fig	•	•		•	•		•		
<i>Ficus microcarpa nitida</i>	Indian Laurel Fig	•	•		•	•		•	•	
<i>Firmiana simplex</i>	Parasol Tree				•	•				
<i>Fraxinus spp.</i>	Ash	•	•		•	•	•	•	•	•
<i>Fraxinus Americana 'Autumn Purple'</i>	Autumn Purple White Ash	•	•	•	•	•	•	•	•	•
<i>Fraxinus angustifolia 'Raywood'</i>	Raywood Ash	•	•	•	•	•	•	•	•	•
<i>Fraxinus greggi</i>	Little Leaf Ash	•	•	•	•	•	•	•	•	•
<i>Fraxinus latifolia</i>	Oregon Ash	•	•		•	•	•	•	•	•
<i>Geijera parviflora</i>	Australian Willow	•	•	•	•	•	•	•	•	
<i>Ginkgo biloba</i>	Ginkgo, Maidenhair Tree	•	•		•	•	•	•	•	
<i>Ginkgo biloba 'Autumn Gold'</i>	Autumn Gold Maidenhair Tree	•	•	•	•	•	•	•	•	
<i>Ginkgo biloba 'Princeton Sentry'</i>	Princeton Sentry Maidenhair Tree	•	•	•	•	•	•	•	•	
<i>Ginkgo biloba 'Saratoga'</i>	Saratoga Maidenhair Tree	•	•		•	•		•	•	

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Botanical Name	Common Name	Project Entries	Signature Corridors	Folsom Street Tree	Single Family Detached	Multi-Family	Parks/Schools	Open Space	Commercial/Mixed Used	Drainage Basin
<i>Gleditsia triacanthos</i>	Honey Locust		•		•	•		•	•	
<i>Gleditsia triacanthos 'Shademaster'</i>	Shademaster Locust		•		•	•		•	•	
<i>Gleditsia triacanthos 'Sunburst'</i>	Sunburst Locust		•		•	•		•	•	
<i>Grevillea robusta</i>	Silk Oak			•	•	•		•		•
<i>Gymnocladus dioica</i>	Kentucky Coffee Tree			•	•	•				
<i>Halesia carolina</i>	Carolina Silver Bell			•	•	•				
<i>Heteromeles arbutifolia*</i>	Toyon	•	•		•	•	•	•	•	•
<i>Hymenosporum flavum</i>	Sweetshade	•	•		•	•	•	•	•	
<i>Ilex x 'Nellie R. Stevens'</i>	Nellie Stevens Holly				•	•		•	•	
<i>Ilex altaclarensis 'Wilsonii'</i>	Wilson Altaclara Holly				•	•		•	•	
<i>Ilex aquifolium</i>	English Holly				•	•		•	•	
<i>Ilex cornuta 'Burfordii'</i>	Burford Chinese Holly				•	•		•	•	
<i>Juglans californica 'Hindsii'***</i>	California Black Walnut			•	•	•		•		•
<i>Juglans cinerea</i>	Butternut			•	•	•				
<i>Juglans nigra</i>	Black Walnut				•	•				
<i>Juglans regia</i>	English Walnut			•	•	•				
<i>Juniperus conferta</i>	Shore Juniper				•	•	•	•	•	
<i>Juniperus californica</i>	California Juniper				•	•	•	•	•	•
<i>Juniperus occidentalis</i>	Western Juniper				•	•	•	•	•	
<i>Juniperus osteosperma</i>	Utah Juniper				•	•	•	•	•	
<i>Juniperus scopulorum 'Blue Haven'</i>	Blue Haven Juniper				•	•	•	•	•	
<i>Juniperus scopulorum 'Skyrocket'</i>	Skyrocket Juniper				•	•	•	•	•	
<i>Koelreuteria bipinnata</i>	Chinese Flame Tree	•	•	•	•	•	•	•	•	•
<i>Koelreuteria paniculata</i>	Goldenrain Tree	•	•	•	•	•	•	•	•	•
<i>Lagerstroemia spp.</i>	Crape Myrtle	•	•		•	•	•	•	•	
<i>Lagerstroemia hybrid 'Arapaho'</i>	Arapaho Crape Myrtle	•	•	•	•	•	•	•	•	
<i>Lagerstroemia hybrid 'Muskogee'</i>	Muskogee Crape Myrtle	•	•	•	•	•	•	•	•	
<i>Lagerstroemia hybrid 'Natchez'</i>	Natchez Crape Myrtle	•	•	•	•	•	•	•	•	
<i>Lagerstroemia hybrid 'Tonto'</i>	Tonto Crape Myrtle	•	•	•	•	•	•	•	•	
<i>Lagerstroemia hybrid 'Tuscarora'</i>	Tuscarora Crape Myrtle	•	•	•	•	•	•	•	•	

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<i>Laurus nobilis</i>	Sweet Bay		•	•	•	•	•	•	•	•
<i>Leucaena retusa</i>	Golden Ball Lead Tree				•	•				
<i>Liquidambar spp.</i>	Sweet Gum	•	•		•	•		•	•	•
<i>Liriodendron tulipifera</i>	Tulip Tree	•	•	•	•	•	•	•	•	
<i>Lithocarpus edulis</i>	Japanese False Oak			•	•	•				
<i>Maackia amurensis</i>	Amur Maackia			•	•	•				
<i>Magnolia spp.</i>	Magnolia	•	•		•	•		•	•	•
<i>Magnolia grandiflora</i>	Southern Magnolia	•	•	•	•	•		•	•	•
<i>Magnolia grandiflora</i> 'St. Mary'	St. Mary Southern Magnolia	•	•		•	•		•	•	•
<i>Magnolia kobus</i>	Kobus Magnolia	•	•		•	•		•	•	•
<i>Magnolia x soulangeana</i>	Saucer Magnolia	•		•	•	•		•	•	•
<i>Malus spp.</i>	Crabapple				•	•		•	•	
<i>Malus</i> 'Centurion'	Centurion Crabapple			•	•	•		•	•	
<i>Malus</i> 'Harvest Gold'	Harvest Gold Crabapple			•	•	•		•	•	
<i>Malus ioensis</i> 'Prariefire'	Prariefire Crabapple			•	•	•		•	•	
<i>Malus</i> 'Robinson'	Robinson Crabapple			•	•	•		•	•	
<i>Malus</i> 'Strawberry Parfait'	Strawberry Parfait Crabapple			•	•	•		•	•	
<i>Maytenus boaria</i>	Mayten Tree			•	•	•	•	•	•	
<i>Melaleuca lanceolata</i>	Black Tea Tree				•	•		•	•	•
<i>Melaleuca leucadendron</i>	Paperbark	•	•		•	•		•	•	•
<i>Melaleuca linariifolia</i>	Flaxleaf Paperbark	•	•		•	•		•	•	•
<i>Melaleuca quinquenervia</i>	Broad-leaved Paperbark	•	•				•	•	•	•
<i>Metasequoia glyptostroboides</i>	Dawn Redwood			•	•	•		•	•	•
<i>Morus alba</i>	White Mulberry				•	•		•	•	
<i>Nyssa sylvatica</i>	Sour Gum			•	•	•		•	•	
<i>Olea europaea</i>	Olive	•	•	•	•	•		•	•	
<i>Olea europaea</i> Majestic Beauty TM	Majestic Beauty TM Olive	•	•		•	•		•	•	
<i>Olea europaea</i> 'Swan Hill'*	Swan Hill Olive	•	•		•	•		•	•	
<i>Olneya tesota</i>	Desert Ironwood			•	•	•	•	•	•	•
<i>Osmanthus fragrans</i>	Sweet Olive				•	•			•	

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<i>Ostrya virginiana</i>	American Hop-hornbeam			•	•	•				
<i>Parkinsonia aculeata</i> *	Mexican Palo Verde				•	•		•	•	
<i>Parkinsonia floridum</i> *	Blue Palo Verde				•	•		•	•	
<i>Parkinsonia x 'Desert Museum'</i> *	Mexican Palo Verde				•	•		•	•	
<i>Persea borbonia</i>	Redbay			•	•	•	•			•
<i>Persea thunbergii</i>	Persea			•	•	•	•			•
<i>Photinia serratifolia</i>	Chinese Photinia			•	•	•	•	•		
<i>Picea pungens</i>	Colorado Spruce				•	•			•	
<i>Picea pungens glauca</i>	Colorado Blue Spruce				•	•			•	
<i>Pinus brutia</i>	Calabrian Pine	•	•	•	•	•	•	•	•	•
<i>Pinus canariensis</i>	Canary Island Pine	•	•	•	•	•	•	•	•	•
<i>Pinus coulteri</i>	Coulter Pine	•	•	•	•	•	•	•	•	•
<i>Pinus densiflora</i>	Japanese Red Pine	•	•	•	•	•	•	•	•	•
<i>Pinus edulis</i>	Pinon Pine	•	•		•	•	•	•	•	•
<i>Pinus eldarica</i>	Afghan Pine	•	•	•	•	•	•	•	•	•
<i>Pinus flexilis</i>	Limber Pine	•	•	•	•	•	•	•	•	•
<i>Pinus halepensis</i>	Allepo Pine	•	•	•	•	•	•	•	•	•
<i>Pinus nigra</i>	Austrian Black Pine	•	•	•	•	•	•	•	•	•
<i>Pinus parviflora</i>	Japanese White Pine	•	•	•	•	•	•	•	•	•
<i>Pinus pinea</i>	Italian Stone Pine	•	•	•	•	•	•	•	•	•
<i>Pinus ponderosa</i>	Ponderosa Pine	•	•	•	•	•	•	•	•	•
<i>Pinus sabiniana</i> ***	Gray Pine	•	•		•	•	•	•	•	•
<i>Pinus strobus</i>	White Pine	•	•	•	•	•	•	•	•	•
<i>Pinus sylvestris</i>	Scotch Pine	•	•	•	•	•	•	•	•	•
<i>Pinus thunbergii</i>	Japanese Black Pine	•	•	•	•	•	•	•	•	•
<i>Pistacia chinensis</i>	Chinese Pistache	•	•	•	•	•	•	•	•	•
<i>Pistacia chinensis 'Keith Davies'</i>	Keith Davies Chinese Pistache	•	•	•	•	•	•		•	
<i>Pistacia chinensis 'Red Push'</i>	Red Push Chinese Pistache	•	•	•	•	•	•		•	
<i>Pittosporum tenuifolium</i>	Blackstem Pittosporum	•	•		•	•	•		•	•
<i>Platanus x acerifolia</i>	London Planetree	•	•		•	•	•	•	•	•

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<i>Platanus x acerifolia</i> 'Bloodgood'	Bloodgood Planetree	•	•		•	•	•	•	•	•
<i>Platanus x acerifolia</i> 'Columbia'	Columbia London Planetree	•	•	•	•	•	•	•	•	•
<i>Platanus x acerifolia</i> 'Yarwood'	Yarwood London Planetree	•	•		•	•	•	•	•	•
<i>Platanus occidentalis</i>	American Sycamore	•	•	•	•	•	•	•	•	•
<i>Platanus racemosa</i> ***	California Sycamore	•	•	•	•	•	•	•	•	•
<i>Podocarpus gracilior</i>	Fern Pine	•	•	•	•	•	•	•	•	•
<i>Podocarpus henkelii</i>	Long-leafed Yellowwood	•	•		•	•	•	•	•	•
<i>Podocarpus macrophyllus</i>	Yew Pine	•	•	•	•	•	•	•	•	•
<i>Podocarpus macrophyllus</i> 'Maki'	Shrubby Yew Pine	•	•		•	•	•	•	•	•
<i>Populus canadensis</i>	Carolina Poplar	•	•		•	•	•	•	•	•
<i>Populus fremontii</i> ***	Fremont or Western Cottonwood	•	•		•	•	•	•	•	•
<i>Populus nigra</i> 'Italica'	Lombardy Poplar	•	•		•	•	•	•	•	•
<i>Prosopis glandulosa</i> 'Maverick'	Maverick Texas Honey Mesquite			•	•	•		•	•	•
<i>Prosopis hybrid</i> 'Phoenix'	Phoenix Thornless Mesquite			•	•	•		•	•	•
<i>Prunus spp.</i>	Flowering Cherry	•	•		•	•			•	
<i>Prunus caroliniana</i>	Carolina Laurel Cherry	•	•	•	•	•			•	
<i>Prunus cerasifera var.</i>	Cherry Plum	•	•		•	•			•	
<i>Prunus cerasifera</i> 'Krauter Vesuvius'	Purple Leaf Plum	•	•	•	•	•			•	
<i>Prunus dulcis</i>	Almond	•	•		•	•				
<i>Pseudotsuga menziesii</i>	Douglas Fir			•	•	•		•		•
<i>Pterostyrax hispida</i>	Epaulette Tree			•	•	•			•	
<i>Punica granatum</i>	Pomegranate				•	•			•	
<i>Pyrus calleryana</i> 'Capital'	Capital Pear		•	•	•	•	•		•	
<i>Pyrus calleryana</i> 'Chanticleer'	Chanticleer Pear		•	•	•	•	•		•	
<i>Pyrus calleryana</i> 'Redspire'	Redspire Pear		•	•	•	•	•		•	
<i>Pyrus fauriei</i> 'Korean Sun'	Fauer Pear		•		•	•	•		•	
<i>Pyrus kawakamii</i>	Evergreen Pear		•	•	•	•	•		•	
<i>Quercus acutissima</i>	Sawtooth Oak	•	•	•	•	•	•	•	•	•
<i>Quercus agrifolia</i>	Coast Live Oak	•	•	•	•	•	•	•	•	•
<i>Quercus bicolor</i>	Swamp White Oak	•	•	•	•	•	•	•	•	•

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<i>Quercus castaneifolia</i>	Chestnut-leaved Oak	•	•	•	•	•	•	•	•	•
<i>Quercus cerris</i>	Turkey Oak	•	•	•	•	•	•	•	•	•
<i>Quercus chrysolepis</i>	Golden Cup Oak	•	•	•	•	•	•	•	•	•
<i>Quercus coccinea</i>	Scarlet Oak	•	•	•	•	•	•	•	•	•
<i>Quercus douglasii***</i>	Blue Oak	•	•	•	•	•	•	•	•	•
<i>Quercus garryana</i>	Oregon White Oak	•	•	•	•	•	•	•	•	•
<i>Quercus ilex</i>	Holly Oak	•	•	•	•	•	•	•	•	•
<i>Quercus lobata</i>	Valley Oak	•	•	•	•	•	•	•	•	•
<i>Quercus macrocarpa</i>	Burr Oak	•	•	•	•	•	•	•	•	•
<i>Quercus x morehus</i>	Oracle Oak	•	•	•	•	•	•	•	•	•
<i>Quercus muehlenbergii</i>	Chinquapin Oak	•	•	•	•	•	•	•	•	•
<i>Quercus nuttallii</i>	Nuttall Oak	•	•	•	•	•	•	•	•	•
<i>Quercus palustris</i>	Pin Oak	•	•	•	•	•	•	•	•	•
<i>Quercus phellos</i>	Willow Oak	•	•	•	•	•	•	•	•	•
<i>Quercus rubra</i>	Red Oak	•	•	•	•	•	•	•	•	•
<i>Quercus shumardii</i>	Shumard Oak	•	•	•	•	•	•	•	•	•
<i>Quercus suber</i>	Cork Oak	•	•	•	•	•	•	•	•	•
<i>Quercus virginiana</i>	Southern Live Oak	•	•	•	•	•	•	•	•	•
<i>Quercus wislizeii</i>	Interior Live Oak	•	•	•	•	•	•	•	•	•
<i>Rhus lancea</i>	African Sumac	•	•	•	•	•	•	•	•	•
<i>Robinia X ambigua 'Idahoensis'</i>	Idaho Locust	•	•		•	•			•	
<i>Robinia X ambigua 'Purple Robe'</i>	Purple Robe Locust	•	•		•	•			•	
<i>Salix babylonica</i>	Weeping Willow				•	•		•		•
<i>Salix gooddingii***</i>	Black Willow				•	•		•		•
<i>Salix laevigata***</i>	Red Willow				•	•		•		•
<i>Salix lasiolepis***</i>	Arroyo Willow				•	•		•		•
<i>Sapium sebiferum</i>	Chinese Tallow Tree				•	•				
<i>Sciadopitys verticillata</i>	Umbrella Pine				•	•				
<i>Sophora spp.</i>	Pagoda Tree				•	•				
<i>Sophora japonica</i>	Japanese Pagoda Tree			•	•	•				

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<i>Sophora scundiflora</i>	Mescal Bean Tree			•	•	•				
<i>Sophora scundiflora</i> 'Silver Sierra'	Silver Sierra, Texas Mountain Laurel			•	•	•				
<i>Styrax japonicus</i>	Japanese Snowbell			•	•	•				
<i>Styrax obassia</i>	Fragrant Snowbell			•	•	•				
<i>Syringa reticulata</i>	Japanese Tree Lilac			•	•	•				
<i>Taxodium distichum</i>	Bald Cypress			•	•	•				•
<i>Taxodium mucronatum</i>	Montezuma Cypress			•	•	•				•
<i>Taxus baccata</i>	English Yew		•		•	•			•	•
<i>Thuja occidentalis</i>	American Arborvitae		•	•	•	•	•		•	•
<i>Thuja plicata</i>	Western Red Cedar		•	•	•	•	•		•	•
<i>Tilia americana</i>	American Linden, Basswood			•	•	•	•		•	
<i>Tilia cordata</i>	Little-leaf Linden			•	•	•	•		•	
<i>Tilia tomentosa</i>	Silver Linden			•	•	•	•		•	
<i>Toona sinensis</i>	Toona			•	•	•				
<i>Ulmus americana</i> 'Princeton'	American Elm (DED resistant)	•	•	•	•	•	•	•	•	•
<i>Ulmus glabra</i> 'Camperdownii'	Camperdown Elm	•	•		•	•	•	•	•	•
<i>Ulmus parvifolia</i> var.	Chinese or Evergreen Elm	•	•		•	•	•	•	•	•
<i>Ulmus parvifolia</i> 'Allee'	Chinese Lacebark Elm	•	•	•	•	•	•	•	•	•
<i>Ulmus wilsonii</i> 'Prospector'	Prospector Elm	•	•	•	•	•	•	•	•	•
<i>Ulmus</i> x 'Frontier'	Frontier Elm	•	•	•	•	•	•	•	•	•
<i>Umbellularia californica</i> ***	California Bay	•	•		•	•	•	•	•	•
<i>Vitex agnus-castus</i>	Chaste Tree			•	•	•				
<i>Vitex agnus-castus</i> 'Montrose Purple'	Montrose Purple Chaste Tree			•	•	•				
<i>Yucca</i> spp.	Yucca	•	•		•	•			•	
<i>Zelkova serrata</i>	Sawleaf Zelkova	•	•	•	•	•			•	•
<i>Zelkova serrata</i> 'Village Green'	Village Green Zelkova	•	•		•	•			•	•
<i>Ziziphus jujube</i>	Jujube, Chinese Date				•	•			•	

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PALMS										
<i>Butia capitata</i>	Pindo Palm	•	•		•	•	•	•	•	
<i>Chamaerops humilis</i>	Mediterranean Fan Palm	•	•		•	•	•	•	•	
<i>Cycas revoluta</i>	Sago Palm	•	•		•	•	•	•	•	
<i>Phoenix canariensis</i>	Canary Island Date Palm	•	•		•	•	•	•	•	
<i>Phoenix dactylifera*</i>	Edible Date Palm	•	•		•	•	•	•	•	
<i>Phoenix reclinata</i>	Senegal Date Palm	•	•		•	•	•	•	•	
<i>Syagrus romanzoffianum</i>	Queen Palm	•	•		•	•	•	•	•	
<i>Trachycarpus fortunei</i>	Windmill Palm	•	•		•	•	•	•	•	
<i>Washingtonia filifera</i>	California Fan Palm	•	•		•	•	•	•	•	
<i>Washingtonia robusta</i>	Mexican Fan Palm	•	•		•	•	•	•	•	
SHRUBS										
<i>Abelia X grandiflora</i>	Glossy Abelia	•	•		•	•	•	•	•	
<i>Acacia spp.**</i>	Acacia	•	•		•	•	•	•	•	•
<i>Acanthus mollis</i>	Bear's Breech	•	•		•	•	•	•	•	
<i>Achillea millefolium***</i>	Yarrow				•	•	•	•	•	•
<i>Acer spp.</i>	Maple				•	•	•	•	•	
<i>Agapanthus spp.</i>	Lily of the Nile	•	•		•	•	•		•	
<i>Arbutus unedo 'Compacta'</i>	Dwarf Strawberry Tree	•	•		•	•	•	•	•	•
<i>Arctostaphylos spp.**</i>	Manzanita	•	•		•	•	•	•	•	•
<i>Armeria maritima</i>	Sea Pink	•	•		•	•	•		•	
<i>Artemisia spp.</i>	Artemisia				•	•	•	•	•	
<i>Asclepia curvassavica</i>	Blood Flower Milkweed				•	•	•	•		•
<i>Aucuba japonica</i>	Japanese Aucuba	•	•		•	•			•	
<i>Aucuba japonica 'Crotonifolia'</i>	Croton Leaf Aucuba	•	•		•	•	•		•	
<i>Aucuba japonica 'Variegata'</i>	Gold Dust Plant	•	•		•	•	•		•	
<i>Azalea spp.</i>	Azalea	•	•		•	•	•	•	•	
<i>Baccharis 'Centennial'*</i>	Centennial Coyote Brush	•	•		•	•	•	•	•	•
<i>Baccharis pilularis var.</i>	Coyote Bush	•	•		•	•		•	•	•
<i>Bambusa multiplex 'Alphonse Karr'</i>	Alphonse Karr Bamboo				•	•			•	

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<i>Bambusa oldhamii</i>	Clumping Giant Timber Bamboo				•	•			•	
<i>Berberis spp.</i>	Barberry				•	•		•	•	
<i>Berberis thunbergii var.</i>	Japanese Barberry				•	•		•	•	
<i>Buddleja davidii var.</i>	Butterfly Bush				•	•	•		•	•
<i>Buxus spp.</i>	Boxwood	•	•		•	•	•	•	•	
<i>Caesalpinia gilliesii*</i>	Yellow Bird of Paradise	•	•		•	•	•		•	•
<i>Calycanthus occidentalis***</i>	Spicebush				•	•			•	
<i>Camellia spp.</i>	Camellia	•	•		•	•	•	•	•	
<i>Cassia artemisioides</i>	Feathery Cassia				•	•	•	•	•	•
<i>Ceanothus spp.**</i>	Lilac				•	•	•	•	•	•
<i>Cephalanthus occidentalis***</i>	Button Bush				•	•			•	
<i>Cistus spp.**</i>	Rockrose				•	•	•	•	•	•
<i>Coleonema spp.</i>	Breath Of Heaven	•	•		•	•	•		•	
<i>Convolvulus cneorum</i>	Bush Morning Glory	•	•		•	•	•		•	•
<i>Cordyline australis var.</i>	Australian Dracaena	•	•		•	•	•		•	
<i>Cornus sericea***</i>	Red Twig Dogwood				•	•	•	•	•	
<i>Cotoneaster spp.</i>	Cotoneaster				•	•	•	•	•	•
<i>Dicksonia antarctica</i>	Tasmanian Tree Fern	•	•		•	•	•	•	•	
<i>Dietes vegeta</i>	Fortnight Lily	•	•		•	•	•	•	•	
<i>Dodonaea viscosa</i>	Hopseed Bush	•	•		•	•		•	•	•
<i>Dodonaea viscosa 'Purpurea'</i>	Purple-leafed Hopseed Bush	•	•		•	•		•	•	•
<i>Eleagnus pungens var.</i>	Silverberry				•	•	•	•	•	•
<i>Encelia spp.</i>	Brittlebush				•	•		•		•
<i>Erigeron karvinskianus</i>	Santa Barbara Daisy				•	•	•	•	•	
<i>Eriogonum spp.</i>	Buckwheat				•	•	•	•		•
<i>Euonymus spp.</i>	Euonymus	•	•		•	•	•	•	•	
<i>Fatshedera lizei</i>	Botanical Wonder	•	•		•	•	•		•	
<i>Fatsia japonica</i>	Japanese Aralia	•	•		•	•	•		•	
<i>Fremontodendron spp.*</i>	Flannel Bush				•	•	•	•	•	•
<i>Gardenia spp.</i>	Gardenia	•	•		•	•	•		•	

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<i>Grevillea spp.</i>	Grevillea	•	•		•	•	•		•	
<i>Grewia occidentalis</i>	Lavender Starflower	•	•		•	•	•	•	•	
<i>Hemerocallis spp.**</i>	Daylily	•	•		•	•	•	•	•	
<i>Heteromeles arbutifolia*,***</i>	Toyon	•	•		•	•	•	•	•	•
<i>Hibiscus spp.</i>	Hibiscus	•	•		•	•	•	•	•	
<i>Hydrangea spp.</i>	Hydrangea	•	•		•	•	•	•	•	
<i>Hypericum spp.</i>	St. Johnswort, Goldflower	•	•		•	•	•	•	•	
<i>Ilex spp.</i>	Holly				•	•		•	•	
<i>Juniperus spp.**</i>	Juniper	•	•		•	•	•	•	•	•
<i>Kniphofia uvaria</i>	Red Hot Poker	•	•		•	•	•	•	•	•
<i>Lantana spp.**</i>	Lantana	•	•		•	•	•	•	•	•
<i>Lavandula spp.**</i>	Lavender	•	•		•	•	•	•	•	
<i>Leucophyllum spp.</i>	Texas Ranger				•	•	•	•	•	•
<i>Ligustrum japonicum</i>	Japanese Privet	•	•		•	•	•	•	•	
<i>Ligustrum japonicum 'Texanum'</i>	Wax Leaf Privet	•	•		•	•	•	•	•	
<i>Ligustrum lucidum</i>	Glossy Privet, White Wax Tree	•	•		•	•	•	•	•	
<i>Liriope muscari</i>	Big Blue Lily Turf	•	•		•	•	•		•	
<i>Lobelia laxiflora</i>	Red Mexican Lobelia				•	•	•	•	•	•
<i>Mahonia spp.</i>	Oregon Grape				•	•			•	
<i>Mimulus aurantiacus*,***</i>	Sticky Monkey Flower				•	•	•	•	•	•
<i>Mimulus bifidus</i>	Santa Lucia Monkey Flower				•	•	•	•	•	•
<i>Mimulus puniceus</i>	Red Monkey Flower				•	•	•	•	•	•
<i>Myoporum laetum</i>	Myoporum	•	•		•	•	•	•	•	•
<i>Myrtus spp.</i>	Myrtle	•	•		•	•	•	•	•	
<i>Nandina domestica var.</i>	Nandina, Heavenly Bamboo	•	•		•	•	•		•	
<i>Neprolepis cordifolia</i>	Sword Fern	•	•		•	•	•		•	
<i>Nolina bigelovii</i>	Nolina	•	•		•	•		•		•
<i>Osmanthus fragrans</i>	Sweet Olive	•	•		•	•	•	•	•	
<i>Osteospermum spp.</i>	Freeway Daisy	•	•		•	•	•	•	•	
<i>Pelargonium X hortorum</i>	Garden Geranium	•	•		•	•	•	•	•	

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SECTION 3 - LANDSCAPE DESIGN GUIDELINES



Botanical Name	Common Name	Project Entries	Signature Corridors	Folsom Street Tree	Single Family Detached	Multi-Family	Parks/Schools	Open Space	Commercial/Mixed Used	Drainage Basin
<i>Penstemon spp.</i>	Penstemon				•	•	•	•	•	
<i>Phormium spp.**</i>	Flax	•	•		•	•	•	•	•	•
<i>Photinia x fraseri</i>	Fraser's Photinia	•	•		•	•	•	•	•	•
<i>Phyllostachys aurea</i>	Golden Bamboo				•	•	•		•	
<i>Phyllostachys bambusoides</i>	Giant Timber Bamboo				•	•	•		•	
<i>Pittosporum spp.</i>	Pittosporum	•	•		•	•	•	•	•	
<i>Portulacaria afra</i>	Elephant's Food	•	•		•	•	•	•	•	•
<i>Prunus caroliniana 'Compacta'</i>	Dwarf Carolina Laurel Cherry				•	•	•	•	•	•
<i>Pyracantha spp.</i>	Pyracantha				•	•		•	•	
<i>Rhamnus californica var.*</i>	California Coffeeberry				•	•	•	•	•	•
<i>Rhaphiolepis spp.</i>	Indian Hawthorn	•	•		•	•	•		•	
<i>Rhus ovata</i>	Sugar Bush	•	•		•	•	•			•
<i>Ribes malvaceum***</i>	Chaparral Currant				•	•	•			•
<i>Ribes spp.</i>	Currant				•	•	•			•
<i>Romneya coulteri*</i>	Matilija Poppy				•	•	•	•		•
<i>Romneya 'White Cloud'</i>	White Cloud Matilija Poppy				•	•	•	•		•
<i>Rosa spp.</i>	Rose	•	•		•	•				
<i>Rosa californica***</i>	Wild Rose				•	•		•		•
<i>Rosmarinus spp.**</i>	Rosemary	•	•		•	•	•	•		•
<i>Salvia spp.**</i>	Sage	•	•		•	•	•	•		•
<i>Sambucus mexicana ***</i>	Mexican Elderberry				•	•		•	•	•
<i>Santolina chamaecyparissus</i>	Lavender Cotton				•	•	•		•	
<i>Stachys byzantina</i>	Lamb's Ears	•	•		•	•	•		•	
<i>Styrax officinalis var. redivivus***</i>	Snowdrop Bush				•	•	•		•	
<i>Symphoricarpos spp.</i>	Snowberry				•	•	•		•	
<i>Thymus spp.**</i>	Thyme	•	•		•	•	•		•	
<i>Trachelospermum asiaticum</i>	Yellow Star Jasmine	•	•		•	•	•		•	
<i>Trachelospermum jasminoides</i>	Star Jasmine	•	•		•	•	•		•	
<i>Verbena spp.**</i>	Verbena	•	•		•	•	•	•	•	
<i>Viburnum spp.</i>	Viburnum	•	•		•	•	•	•	•	•

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Botanical Name	Common Name	Project Entries	Signature Corridors	Folsom Street Tree	Single Family Detached	Multi-Family	Parks/Schools	Open Space	Commercial/Mixed Used	Drainage Basin
<i>Westringia spp.</i>	Coast Rosemary	•	•		•	•	•	•	•	•
<i>Xylosma congestum</i>	Xylosma, Glossy Xylosma	•	•		•	•	•	•	•	•
<i>Yucca spp.**</i>	Yucca	•	•		•	•	•	•	•	•
SUCCULENTS										
<i>Agave spp.**</i>	Agave	•	•		•	•	•	•	•	•
<i>Aloe spp.**</i>	Aloe	•	•		•	•	•	•	•	•
<i>Bulbine frutescens</i>	Yellow Stalked Bulbine	•	•		•	•	•	•	•	•
<i>Bulbine frutescens 'Hallmark'</i>	Orange Hallmark Bulbine	•	•		•	•	•	•	•	•
<i>Bulbine frutescens 'Yellow'</i>	Yellow Bulbine	•	•		•	•	•	•	•	•
<i>Echeveria spp.</i>	Hen and Chicks	•	•		•	•	•	•	•	•
<i>Euphorbia rigida</i>	Blue Euphorbia	•	•		•	•	•	•	•	•
<i>Euphorbia spp.</i>	Euphorbia	•	•		•	•	•	•	•	•
<i>Ferocactus wislizenii</i>	Fish Hook Barrel Cactus	•	•		•	•		•	•	•
<i>Hesperaloe parviflora</i>	Red Yucca	•	•		•	•		•	•	•
<i>Opuntia spp.</i>	Prickly Pear	•	•		•	•		•	•	•
<i>Portulacaria afra*</i>	Elephant's Food, Elephant Bush	•	•		•	•	•	•	•	•
<i>Sedum spp.</i>	Sedum	•	•		•	•	•	•	•	•
<i>Yucca spp.</i>	Yucca	•	•		•	•	•	•	•	•
GROUNDCOVER										
<i>Achillea spp.**</i>	Yarrow				•	•	•	•	•	•
<i>Ajuga reptans var.</i>	Carpet Bugle	•	•		•	•	•		•	
<i>Arctostaphylos spp.</i>	Manzanita	•	•		•	•	•	•	•	•
<i>Baccharis pilularis***</i>	Coyote Brush	•	•		•	•	•	•	•	•
<i>Bergenia cordifolia</i>	Heartleaf Bergenia	•	•		•	•	•		•	
<i>Campanula poscharskyana</i>	Serbian Bellflower	•	•		•	•	•		•	
<i>Ceanothus griseus var.</i>	Carmel Creeper	•	•		•	•	•	•	•	
<i>Centranthus ruber</i>	Jupiter's Beard	•	•		•	•	•	•	•	•
<i>Cerastium tomentosum</i>	Snow-in-Summer	•	•		•	•	•	•	•	
<i>Cyclamen persicum</i>	Cyclamen	•	•		•	•			•	
<i>Dianthus spp.</i>	Carnation	•	•		•	•	•		•	

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SECTION 3 - LANDSCAPE DESIGN GUIDELINES



Botanical Name	Common Name	Project Entries	Signature Corridors	Folsom Street Tree	Single Family Detached	Multi-Family	Parks/Schools	Open Space	Commercial/Mixed Used	Drainage Basin
<i>Dichondra micrantha</i>	Dichondra	•	•		•	•	•		•	
<i>Festuca californica 'Serpentine Blue'</i>	California Fescue selection	•	•		•	•	•	•	•	•
<i>Festuca glauca</i>	Blue Fescue	•	•		•	•	•	•	•	•
<i>Fragaria chiloensis</i>	Ornamental Strawberry	•	•		•	•	•		•	
<i>Fragaria 'Pink Panda'</i>	Pink Panda Ornamental Strawberry	•	•		•	•	•		•	
<i>Gazania hybrids</i>	Hybrid Gazania	•	•		•	•	•	•	•	•
<i>Gazania spp.</i>	Gazania	•	•		•	•	•	•	•	•
<i>Geranium spp.</i>	Cranesbill	•	•		•	•	•		•	
<i>Hedera canarensis</i>	Algerian Ivy	•	•		•	•			•	
<i>Hedera helix</i>	English Ivy	•	•		•	•			•	
<i>Heuchera spp.**</i>	Coral Bells	•	•		•	•		•	•	•
<i>Hypericum spp.</i>	St. John's Wort	•	•		•	•			•	
<i>Iberis sempervirens</i>	Evergreen Candytuft	•	•		•	•			•	
<i>Impatiens wallerana</i>	Impatiens	•	•		•	•	•		•	
<i>Juniperus spp.</i>	Juniper	•	•		•	•	•	•	•	
<i>Lantana spp.</i>	Lantana	•	•		•	•	•	•	•	•
<i>Lobelia erinus</i>	Lobelia	•	•		•	•	•	•	•	•
<i>Lonicera japonica 'Halliana'</i>	Hall's Honeysuckle	•	•		•	•	•		•	
<i>Myoporum parvifolium</i>	Ground Cover Myoporum	•	•		•	•	•	•	•	•
<i>Myoporum parvifolium 'Putah Creek'</i>	Putah Creek Myoporum	•	•		•	•	•	•	•	•
<i>Nandina domestica 'Harbour Dwarf'</i>	Dwarf Heavenly Bamboo	•	•		•	•	•		•	
<i>Ophiopogon spp.</i>	Mondo Grass	•	•		•	•	•		•	
<i>Osteospermum fruticosum var.</i>	Trailing African Daisy	•	•		•	•	•		•	
<i>Rosa Ground Cover varieties</i>	Ground Cover Rose	•	•		•	•	•		•	
<i>Santolina chamaecyparissus</i>	Lavender Cotton	•	•		•	•	•		•	•
<i>Scaevola 'Mauve Clusters'</i>	Fan Flower	•	•		•	•	•		•	
<i>Sedum morganianum</i>	Donkey Tail	•	•		•	•	•		•	
<i>Sedum rubrotinctum</i>	Pork and Beans	•	•		•	•	•		•	
<i>Soleirolia soleirolli</i>	Baby's Tears	•	•		•	•	•		•	
<i>Thymus praecox arcticus</i>	Creeping Thyme	•	•		•	•	•		•	

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<i>Thymus praecox</i> 'Purple Carpet'	Purple Carpet Creeping Thyme	•	•		•	•	•		•	
<i>Trachelospermum asiaticum</i>	Yellow Star Jasmine	•	•		•	•	•		•	
<i>Vinca minor</i> *	Dwarf Periwinkle	•	•		•	•	•		•	•
<i>Vinca minor</i> 'Sterling Silver'	Sterling Silver Periwinkle	•	•		•	•	•		•	•
<i>Zauschneria californica</i>	California Fuchsia	•	•		•	•	•	•	•	•
<i>Zinnia angustifolia</i>	Zinnia	•	•		•	•	•		•	
<i>Zoysia tenuifolia</i> *	Korean Grass	•	•		•	•	•		•	
VINES										
<i>Clematis armandii</i>	Evergreen Clematis	•	•		•	•	•	•	•	•
<i>Distictus buccinatoria</i>	Scarlet Trumpet Vine	•	•		•	•	•	•	•	•
<i>Ficus pumila</i>	Creeping Fig	•	•		•	•	•	•	•	•
<i>Gelsemium sempervirens</i>	Carolina Jessamine	•	•		•	•	•	•	•	•
<i>Hardenbergia violacea</i>	Lilac Vine	•	•		•	•	•	•	•	•
<i>Hardenbergia violacea</i> 'Rosea'	Pink Lilac Vine	•	•		•	•	•	•	•	•
<i>Hedera spp.</i>	Ivy	•	•		•	•	•	•	•	•
<i>Jasminum polyanthum</i>	Pink Jasmine	•	•		•	•	•	•	•	•
<i>Lonicera hildebrandeana</i>	Giant Burmese Honeysuckle	•	•		•	•	•	•	•	
<i>Lonicera japonica</i>	Japanese Honeysuckle	•	•		•	•	•	•	•	
<i>Macfadyena unguis-cati</i>	Cat's Claw Vine	•	•		•	•	•	•	•	
<i>Parthenocissus</i> 'Hacienda Creeper'	Hacienda Creeper	•	•		•	•	•	•	•	
<i>Parthenocissus quinquefolia</i>	Virginia Creeper	•	•		•	•	•	•	•	
<i>Parthenocissus tricuspidata</i>	Boston Ivy	•	•		•	•	•		•	
<i>Parthenocissus tricuspidata</i> 'Veitchi'	Boston Ivy	•	•		•	•	•		•	
<i>Rosa</i> 'Cecile Brunner'	Cecile Brunner Rose (polyantha)	•	•		•	•			•	
<i>Rosa banksiae</i> 'Alba Plena'	Dbl. White Lady Banks' Rose	•	•		•	•			•	
<i>Rosa banksiae</i> 'Lutea'	Yellow Lady Banks' Rose	•	•		•	•			•	
<i>Rosa spp.</i>	Climbing Rose	•	•		•	•			•	
<i>Solanum jasminoides</i>	Potato Vine	•	•		•	•	•		•	
<i>Thunbergia alata</i>	Black-eyed Susan Vine	•	•		•	•	•		•	
<i>Trachelospermum jasminoides</i>	Star Jasmine	•	•		•	•	•		•	

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SECTION 3 - LANDSCAPE DESIGN GUIDELINES



Botanical Name	Common Name	Project Entries	Signature Corridors	Folsom Street Tree	Single Family Detached	Multi-Family	Parks/Schools	Open Space	Commercial/Mixed Used	Drainage Basin
<i>Vitis californica</i>	California Wild Grape	•	•		•	•	•	•	•	•
<i>Vitis californica</i> 'Roger's Red'	Roger's Red California Grape	•	•		•	•	•	•	•	•
<i>Wisteria</i> spp.	Wisteria	•	•		•	•	•		•	
GRASSES/WILDFLOWER										
<i>Bouteloua curtipendula</i> *	Sideoats Grama Grass	•	•		•	•	•	•	•	•
<i>Bouteloua gracilis</i> *	Blue Grama Grass	•	•		•	•	•	•	•	•
<i>Carex barbarae</i> ***	Santa Barbara Sedge	•	•		•	•	•	•	•	•
<i>Carex elata</i> *	Golden Variegated Sedge	•	•		•	•	•	•	•	•
<i>Carex</i> spp.	Sedge	•	•		•	•	•	•	•	•
<i>Chlorogalum pomeridianum</i> ***	Soap Root	•	•		•	•	•	•	•	•
<i>Collinsia heterophylla</i> ***	Chinese Houses	•	•		•	•			•	•
<i>Dichelostemma capitatum</i> ***	Bluedicks	•	•		•	•		•	•	•
<i>Elymus glaucus</i> ***	Blue Wildrye	•	•		•	•	•	•	•	•
<i>Epilobium canum</i> ***	California Fuchsia	•	•		•	•		•	•	•
<i>Eschscholzia californica</i> ***	California Poppy	•	•		•	•	•	•	•	•
<i>Festuca californica</i> ***	California Fescue	•	•		•	•	•	•	•	•
<i>Festuca glauca</i>	Blue Fescue	•	•		•	•	•	•	•	•
<i>Festuca mairei</i>	Atlas Fescue	•	•		•	•	•	•	•	•
<i>Festuca rubra</i>	Red Fescue	•	•		•	•	•	•	•	•
<i>Gilia tricolor</i> ***	Bird's Eyes	•	•		•	•		•	•	•
<i>Helictotrichon sempervirens</i>	Blue Oat Grass	•	•		•	•	•		•	
<i>Juncus acutus</i>	Spiny Rush	•	•		•	•	•	•	•	•
<i>Juncus balticus</i>	Rush	•	•		•	•	•	•	•	•
<i>Juncus effuses</i> ***	Common Rush	•	•		•	•	•	•	•	•
<i>Juncus effusus pacificus</i> 'Quartz Creek'	Quartz Creek Soft Rush	•	•		•	•	•	•	•	•
<i>Lasthenia californica</i> ***	Goldfields	•	•		•	•		•	•	•
<i>Layia fremontii</i> ***	Tidy Tips	•	•		•	•		•	•	•
<i>Leymus condensatus</i> *	Wild Rye	•	•		•	•		•	•	•
<i>Leymus condensatus</i> 'Canyon Prince'*	Canyon Prince Wild Rye	•	•		•	•		•	•	•
<i>Leymus triticoides</i> ***	Creeping Wild Rye	•	•		•	•		•	•	•

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<i>Lupinus microcarpus</i> ***	White-Whorled Lupine	•	•		•	•		•	•	•
<i>Lupinus microcarpus</i> var. <i>densiflorus</i> ***	Golden Lupine	•	•		•	•		•	•	•
<i>Lupinus nanus</i> ***	Sky Lupine	•	•		•	•		•	•	•
<i>Miscanthus</i> spp.	Miscanthus	•	•		•	•	•	•	•	•
<i>Muhlenbergia</i> spp.	Muhlenbergia	•	•		•	•	•	•	•	•
<i>Muhlenbergia rigens</i> ***	Deergrass	•	•		•	•	•	•	•	•
<i>Nassella lepida</i> ***	Foothill Needlegrass	•	•		•	•	•	•	•	•
<i>Nassella pulchra</i> ***	Purple Needlegrass	•	•		•	•	•	•	•	•
<i>Nassella tenuissima</i>	Mexican Feather Grass	•	•		•	•			•	
<i>Nolina bigelovii</i>	Desert Bigelov Nolina	•	•		•	•		•	•	•
<i>Ophiopogon jabburan vittata</i>	Snakebeard	•	•		•	•			•	
<i>Ophiopogon japonicus</i>	Mondo Grass	•	•		•	•	•		•	
<i>Pennisetum</i> spp.	Fountain Grass	•	•		•	•			•	
<i>Penstemon heterophyllus</i> ***	Foothill Penstemon	•	•		•	•	•	•	•	•
<i>Phalaris arundinacea</i> 'Picta'	Variiegated Ribbon Grass	•	•		•	•	•		•	
<i>Phalaris arundinacea</i> 'Rosea'	Ribbon Grass	•	•		•	•	•		•	
<i>Scirpus tabernaemontani</i>	Soft-stem Bulrush	•	•		•	•	•	•	•	•
<i>Sisyrinchium bellum</i> ***	Blue-Eyed Grass	•	•		•	•	•	•	•	•
<i>Solidago californica</i> ***	California Goldenrod	•	•		•	•		•	•	•
<i>Sporobolus airoides</i> ***	Alkali Sacaton	•	•		•	•		•	•	•
<i>Sporobolus wrightii</i>	Giant Dropseed	•	•		•	•		•	•	•
<i>Stipa pulchra</i>	Needle Grass	•	•		•	•	•		•	
<i>Triteleia laxa</i> ***	Ithuriel's Spear	•	•		•	•				
<i>Zoysia</i> 'De Anza'*	Turf Zoysia De Anza	•	•		•	•	•		•	

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4

DESIGN PROCESS





INTRODUCTION

The Folsom Ranch, Central District Design Guidelines have been created to provide property owners, architects, home builders, and contractors with a set of parameters for the preparation of their drawings and specifications. Adherence to these Guidelines will assure builders that a consistent level of quality will be maintained. The Folsom Ranch, Central District Architectural Review Committee (or the "Committee") and the City will review all designs, plans, and construction to ensure:

- Primary site design issues have been adequately considered,
- Excellence in architectural design,
- The unique landscape potential of the homesite is addressed,
- Compatibility and integration with surrounding land uses.

Architectural Review Committee

The Folsom Ranch, Central District is designed to be a unique community of homes for all income levels. The future community's Covenants, Conditions, and Restrictions (CC&R's) may not list specific design items necessary for plan approval. Rather, the authority to approve or disapprove individual building and landscaping plans is given to the Folsom Ranch, Central District Architectural Review Committee. The Committee does not seek to restrict individual creativity or preferences, but rather maintain within the overall community the aesthetic relationship between homes, natural amenities, and surrounding neighbors. As the community matures, these key relationships will become increasingly important, requiring coordination through the design process.

The Committee is composed of three members or more, as decided upon by the Project Master Developer, who are intricately involved in the development of the community. Additionally, an architect or other design professional, who is a non-owner, may serve on or act as a consultant to the Committee.

The Committee will use the Design Guidelines for the purpose of review, but may individually consider the merits of any design due to special conditions that, in the opinion of the Committee, provide benefits to the adjacent areas, the specific site, or to the community as a whole. Alternate materials/architectural styles that are deemed equivalent may be permitted, subject to Planning Commission approval.

Deviations to these standards may be considered for projects with special and unique design characteristics during the Folsom Ranch Design Review Committee process and the City's development review process. This document is intended to encourage and direct a high level of design quality to the project site while permitting flexibility for creative expression and innovative design solutions.

Deviations can be classified as Minor Deviations and Major Deviations. Examples of Minor Deviations include, but are not limited to, setback or lot coverage changes, architectural styles, and architectural material substitutions. Examples of Major Deviations include, but are not limited to, land use changes or other changes not in substantial conformance with the approved final map. This document grants the Community Development Director the authority to determine whether a deviation should be considered Minor or Major. Review and approval of Minor Deviations shall be conducted by the Community Development Director, whereas Major Deviations shall be reviewed and approved by the Planning Commission.



Amendments to the Design Guidelines shall be reviewed and approved by planning staff or the Community Development Director.

The plans must identify the changes and/or modifications at the time of submittal plans to the ARC. With the ARC’s approval, the plans can then be submitted to the City for approval. Since all approvals by the City are subject to Design Approval by the Planning Commission (Planning Commission actions are appealable to the City Council), such approval shall ratify the Design Guidelines changes or modifications for the particular project seeking the changes or modifications. If changes to the Design Guidelines are proposed, then the changes shall be approved by the ARC first then the City of Folsom, in a manner subject to the City’s approval.

Architectural Review Committee approval is required for all development projects located in Folsom Ranch. For those projects that require discretionary approvals from the City of Folsom, such as tentative subdivision map, Planned Development Permit, Use Permit or other approvals granted by the Planning Commission and/or City Council, ARC approval is required **prior** to the submittal of the application to the City.

Prior to the commencement of any site work or construction activity, the builders or their respective agent must submit to the Committee an APPLICATION FOR APPROVAL of such work. Approval by the Committee must be received prior to the start of any clearing, grading, construction, or landscaping. The authority to approve or disapprove building and landscape plans is provided by the future CC&Rs for Folsom Ranch, Central District. Deviations from the Design Guidelines may be permitted on a case-by-case basis, subject to the Planning Commission approval under the design review approval process.



Procedural Flow Chart

The outline that follows represents the steps necessary to complete a residence in Folsom Ranch, Central District. It is important to note that any deviation from these procedures could cause unnecessary delays or additional costs.

1. Pre-Design Submittal Meeting

Pre-Submittal Meeting: Design Concept.
Highly recommended, but not required.

2. Conceptual Design Review

- Two sets of Preliminary Plans showing:
- Floor Plans
- Elevations
- Site Plans
- Fencing Plans
- Application Form
- Review and Processing Fee / Deposit- Per Builder/Master Developer requirements



3. Final Design Review Approval
 - Two sets of:
 - Site Plan
 - Landscape Plan
 - Irrigation Plan
 - Fencing Plan
 - Floor Plans
 - Roof Plan
 - Building Elevations
 - Specifications and Schedule
 - Color and Material Selections
4. Construction Guidelines and Standards
 - Construction Schedule
 - Building Permit
 - Final Inspection
5. Submit to City Building Department
 - City of Folsom
 - Community Development Department
 - Building Division
 - 50 Natoma Street
 - Folsom, CA 95630

NOTE: Applicant to make himself familiar with the City of Folsom Design Review Process and Applications.

Design Review and Approval Process

The Design Guidelines outline the design intent, basic requirements, and processes to be followed by the Committee in reviewing and approving architectural, site, and landscaping plans. It is recommended that all interested parties familiarize themselves with the Design Guidelines prior to the commencement of any design work.

We encourage the utilization of professional designers and builders who have acquainted themselves with the Architectural Design Guidelines, the Folsom Plan Area Specific Plan, and County Codes and Regulations, and who have demonstrated an understanding of the quality and standards that will be required at Folsom Ranch, Central District. Licensed architects, engineers, and landscape architects shall prepare all plans and designs.

Pre-Design Submittal Meeting

Adherence to the Design Guidelines and all applicable government regulations is the sole responsibility of the builder. Before beginning the design process, the City of Folsom Planning Department should be contacted to clarify all regulatory questions, in addition to becoming familiar with the Specific Plan.

To establish the design concept, owners, builders, and/or architects should meet informally with a representative or representatives of the Committee to discuss and consider all approaches, ideas, designs, and to review any preliminary design sketches. An owner and/or builder may appoint a personal representative to attend meetings and process plans, but in general we encourage the owner and/or builder to be present at the conferences. The Committee will review, with the owner, builder or agent, their design approach to confirm the intent of the Design Guidelines and the appropriateness of the design concept. Although not mandatory, this step is strongly



recommended.

Conceptual Design Submittal

The Pre-Design Conference should give the owner or builder and the owner’s or builder’s design team sufficient direction to prepare the Conceptual Design Submittal. This submittal should consist of exterior elevation drawings including material list and color palette, floor plan and site plan, showing existing and proposed grades, property lines, proposed fencing, and building setbacks.

The materials required for the ARC approval may be different than what is required to obtain approval from the City of a Planned Development Permit. The materials requested herein are considered to be the minimum required for ARC approval and if the City requires ARC approval of additional items not listed here, then the applicant shall provide those materials to the ARC for review. It is the intent that the City not accept applications unless the ARC has approved the planned project. Lastly, ARC approval does not convey any representations of approval by the City of Folsom.

The Conceptual Design Submittal package should contain two (2) sets of the following:

1. Floor plans drawn to scale.
2. Conceptual exterior elevations with enough detail to allow the committee to make an effective review of the plan.

NOTE: These items may be in sketch form and to scale, that is, drawings of a preliminary nature, and need not have all the dimensions and details. However, critical dimensions should be included.

3. A site plan, drawn to scale, showing:
 - a. Property lines.
 - b. Existing grades, trees, rock outcroppings, and any other significant resources.

- c. Home location, setbacks, and easements.
 - d. Driveway and turn-around locations and dimensions, guest parking location (minimum of two guest spaces).
 - e. Any decks, patios, and/or outdoor living space proposed show location and size.
 - f. Fence and wall location.
4. The completed Application for Approval form.

Builder should submit the completed Application Form, along with the plans described above, to the Committee. The Committee will review the plans and contact the builder within thirty (30) calendar days. If needed, an informal meeting will be scheduled to review the Conceptual Design Submittal.

5. Reviews and Processing Fee.

To ensure a thorough review is provided to each builder and that the highest architectural and design standards are met, the Committee may, at their discretion, retain the services of architects, engineers, landscape architects, and/or inspectors. To cover the cost of the Committee and insure against damage to Folsom Ranch, Central District due to construction, builders are required to submit a fee/deposit for ARC services. A portion of the review fee will not be returned. The remaining balance will be held as a deposit until a construction inspection is completed. Upon inspection, if no damage occurred to neighboring property or any other property in Folsom Ranch, Central District as a result of your construction, the balance of the deposit minus the review fee will be returned. If the FRARC finds that damage has occurred, the cost for repairs will be taken out of the deposit. The cost for repair services will be based on a time and materials basis with a full accounting provided to the builder. Any unspent deposit will be returned to the builder. In the event that cost for damage repair exceeds



the initial fee/deposit amount, an invoice will be provided to the builder. If the builder elects not to submit a preliminary plan for comments, the fee/deposit will be due upon the submittal of the Final Design Review application.

Final Design Review and Approval

After preliminary review and approval of the materials, colors, and design concept, the builder or builder's agent must submit a final set of working drawings (construction documents), a detailed site plan of the building(s), including grading and drainage plans, fencing plan, irrigation plan, and a landscape plan showing type, size, and quantity of material, for final design approval.

The Committee's Final Design Review procedure is also structured for a thirty (30) day review period. Applicants must submit two (2) sets of final construction plans as further defined below, and two copies of the application.

Construction plans, i.e. final plans drawn to scale, shall include the following information:

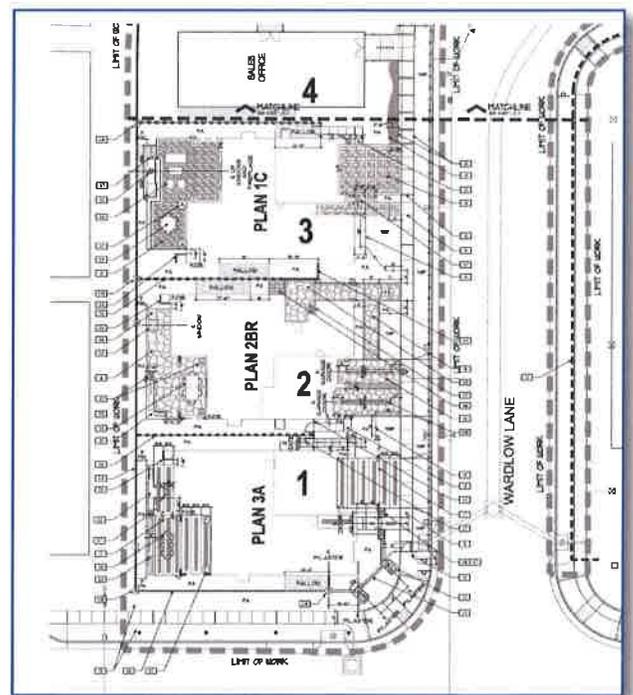
1. **Grading Plan:** The grading plan shall be prepared to comply with Specific Plan guidelines. It may not be required for lots padded by the developer.
 - a. Existing topography and the proposed finish grades. The grading plan must include all drainage information including swales, retention areas, berm and erosion control measures, and quantity of excavation, if required. This grading plan must be approved by the Committee before any earthwork begins.
 - b. First floor and basement floor elevations must be shown with respect to the site grades.
 - c. Indicate driveway widths, drainage culverts, pipe and headwalls, sidewalks,

patios, fences and walls, air conditioning, and garage locations.

- d. Show rear deck size with stairs to the lower grade.
- e. Show any extreme site conditions including terrain, trees to be retained, and tree to be removed on the plan.
- f. Show all proposed structures.
- g. Show the lengths, designs, height, finish, and location of all walls (retaining and freestanding) and fences.

2. **Landscape and Irrigation Plan:**

- a. The irrigation plan must include the point of connection to the water source, pipe location and sizes, head and drip emitter locations, zone limits, controller, RP devices and back flow preventer locations.
- b. Landscape plans must show all trees, shrubs, ground cover, and lawn locations,



and be drawn to scale. Plans should include a plant schedule which lists all plants and specifies common and botanical name, height and width minimums, container size, quantity, quality, and typical spacing if applicable.

3. First Floor Plan:

- a. Indicate decks, patios, stoops, retaining walls, trash enclosures, air conditioning screening, front entry step sizes, materials and finishes, driveway areas, and all interior spaces of the first floor.

4. Second Floor Plan and/or Third Floor Plan, if proposed (Commercial or Multi-Family may have more floors - all floor plans are required for submittal):

- a. Indicate lower roof projections, roof overhangs, chimney locations, and all interior spaces.

5. Roof Plan:

- a. Indicate all roof areas and corresponding slopes and gutter and downspout locations.

6. Building Elevations:

- a. Building elevations should be drawn along with floor plans to match the site plan orientation.
- b. Articulate “all” elevations, including hidden elevations, with finishes, window types, trims, and fascia details. Show the proposed finished grades against elevations, garbage screens, air conditioning location, screens, decks, rear stairs, and the maximum height from the first floor to the uppermost roof peak.
- c. Provide samples or a materials board with the exterior color scheme and material

selections. Include any brick, stone, siding, and roof tile samples.

7. Specifications and Schedule:

- a. Final construction specifications may be included on drawings or in book form.

8. Approval:

- a. If the Committee or applicant so desire, meetings between the builder and/or their agent and the Committee shall be held during the following week to review the Committee’s comments.
- b. When revisions of the items required to be modified are minor, all parties shall affix signatures on the comments sheet attesting to such and one (1) set of all documents will be returned to the builder marked “Approved as Submitted” or “Approved as Noted”. Plans needing to be extensively modified will be denied and will have to be resubmitted.
- c. Upon approval, the Committee will write a letter to the applicable lot owners, stating the final approval of the plans.
- d. The Committee will retain the final drawings until construction is completed and compliance with approval verified. If work has not started or a continuance not received by the owner or owner’s agent within three (3) years from approval, the approval will then automatically expire.

NOTE: Revisions required by the building department must be resubmitted for final review by the FRARC and construction may not proceed until approved.



Construction Guidelines and Standards

Upon final design approval from the Committee, the plans will be ready for building permit application and construction.

Along with the final design approval from the Committee, other requirements will include:

1. A construction schedule showing start and finish dates. The should be submitted when final plan approval is obtained.
2. The acquisition of a building permit from the City of Folsom.
3. Previously collected funds will be utilized to repair any damage caused by construction personnel or equipment to adjacent property or amenities, or used to clean the construction site if necessary. Checks shall be made payable to "The Folsom Ranch, Central District Community Association."
4. All signage within the development shall be subject to the City of Folsom's sign ordinances.
5. Construction of driveways shall be at the time of building permit for each individual lot. The Folsom Ranch, Central District Architectural Review Committee shall review the placement of individual homes and driveways within the project. Site improvement plans for each lot shall be prepared by a Civil Engineer registered to practice in the State of California, based on the Committee's approved site plans and shall include slope stabilization and erosion control methods. Provisions for the disposal of excess fill material shall be incorporated into the individual lot grading and/or building permit(s) filed with the Building Department.
6. All builders are to maintain their construction sites in a neat and orderly fashion, and shall clean up and remove all debris. The builder and general contractors shall be responsible for the maintenance of such neatness and removal of debris by subcontractors employed on the construction site. Activities expressly prohibited by the Design Guidelines include dumping excess concrete mix on adjacent lots or parcels, and the dumping of waste materials, chemicals, oils, sewage, garbage, paints, insecticides, petroleum or other chemical products, etc., into storm drains and street gutters.
7. Contractors are responsible for providing on-site parking for their work crews' vehicles.
8. Contractors are responsible for site cleanup.
9. Contractors are responsible for erosion control and must comply with plans as approved by the Folsom Ranch, Central District Architectural Review Committee (FRARC). The FRARC may include more restrictive measures than required by the County/City, if appropriate for this site.

Submittal Fees and Deposits

The Application for Approval, processing fee, damage deposit, and all other materials necessary for the Committee to approve a residence must be sent to:

The Folsom Ranch, Central District Community Association
Architectural Review Committee
3907 Park Drive, Suite 235
El Dorado Hills, CA 95762





Attachment 11

Mangini Ranch Phase 3 Inclusionary Housing Letter

TCS IMPROVEMENT COMPANY, LLC

November 3, 2020

Mr. Scott Johnson
Planning Manager
Community Development Department
City of Folsom
50 Natoma Street
Folsom, CA 95630

**Re: Town Center South Tentative Map Compliance with Chapter 17.104-
Inclusionary Housing**

Dear Mr. Johnson,

In accordance with Chapter 17.104 of the Folsom Municipal Code, TCS Improvement Company, LLC hereby elects to satisfy the Inclusionary Housing Ordinance requirements for the proposed Small Lot Tentative Map (Town Center South) with the payment of the In-Lieu Fee as permitted in Section 17.104.060(G).

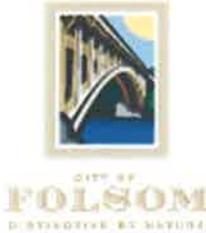
If you have any questions or comments, please feel free to contact me.

Sincerely,

TCS Improvement Company, LLC
a California limited liability company

By: HBT Town Center, LLC,
a California limited liability company
Its: Manager

By: 
William B. Bunce, Member



Folsom City Council Staff Report



MEETING DATE:	6/22/2021
AGENDA SECTION:	Public Hearing
SUBJECT:	Mangini Ranch Phase 1C North – North and South of Mangini Parkway, westerly of Savannah Parkway in the Folsom Plan Area Specific Plan. (PN 21-001) i. Resolution No. 10655 - A Resolution to Approve a Small-Lot Vesting Tentative Subdivision Map for 76-Residential Lots, and Minor Administrative Modifications for Transfer of Development Rights (20 Unit Transfer) and Land Use Boundary Refinements for the Mangini Ranch Phase 1C North Project and Design Review
FROM:	Community Development Department

RECOMMENDATION / CITY COUNCIL ACTION

Move to Adopt Resolution No. 10655 - A Resolution to Approve a Small-Lot Vesting Tentative Subdivision Map for 76-Residential Lots, and Minor Administrative Modifications for Transfer of Development Rights (20 Unit Transfer) and Land Use Boundary Refinements for the Mangini Ranch Phase 1C North Project and Design Review

BACKGROUND / ISSUE

The Project is located in the Folsom Plan Area Specific Plan (FPASP), approved in 2011. The FPASP includes a mix of residential, commercial, employment and public uses, complemented by recreational amenities including a significant system of parks and open space, all within proximity to one another and interconnected by a network of “complete streets”, trails and bikeways. The Specific Plan is consistent with the SACOG Blueprint Principles and the requirements of SB 375 (Sustainable Communities and Climate Protection Act).

The Project site was the subject of a Large Lot Tentative Map approval in 2017. The proposed Small Lot Vesting Tentative Map (SLVTM) area is designated SP-Multi-Family Low Density (MLD) residential, SP-MU Mixed Use, and SP-O2 Open Space in the FPASP. The Project proposes to develop a portion of the SLVTM with MLD uses (the remaining two parcels Lot A and Lot B are other pending development projects- Mangini Ranch Phase 1C 4-Pack project and the Mangini Place Apartments). The MLD zoning designation provides for development at 7.0 to 12.0 units per acre. An excerpt from the FPASP Land Use Map is shown below. The proposed land use designations are consistent with the Folsom General Plan.

FIGURE 1: FPASP LAND USE MAP EXCERPT

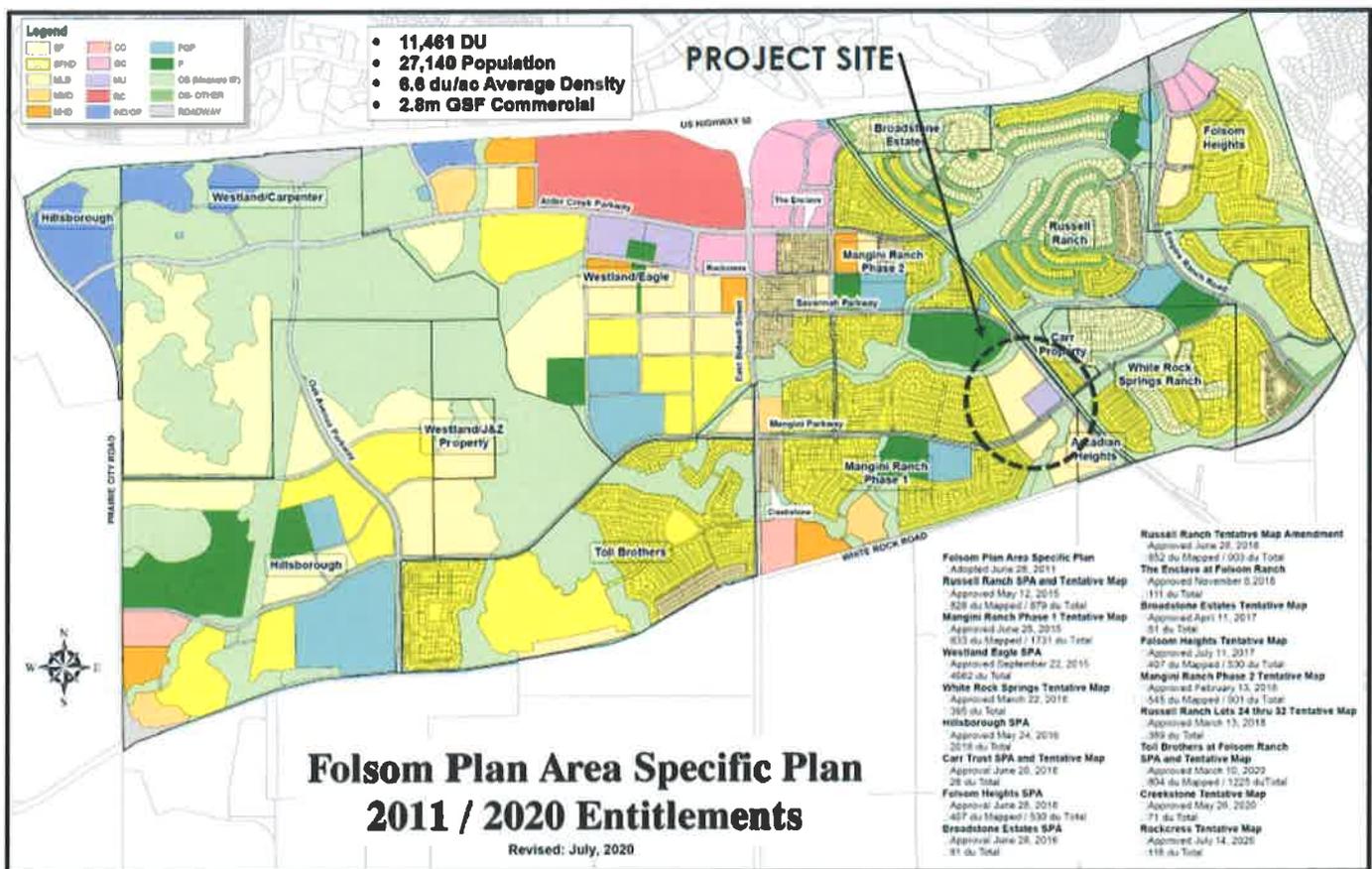


FIGURE 2: AERIAL PHOTO (2020)

Mangini Parkway and Savannah Parkway provides access to the Project site. Adjacent to the Project, is Mangini Ranch Phase I and II, and White Rock Springs Ranch currently under construction. A new elementary school is being completed southwest of the Project site.

The Applicant, Tri Pointe Homes is requesting approval of several related actions to allow the development of 76 single family homes on a 32.26-acre site:

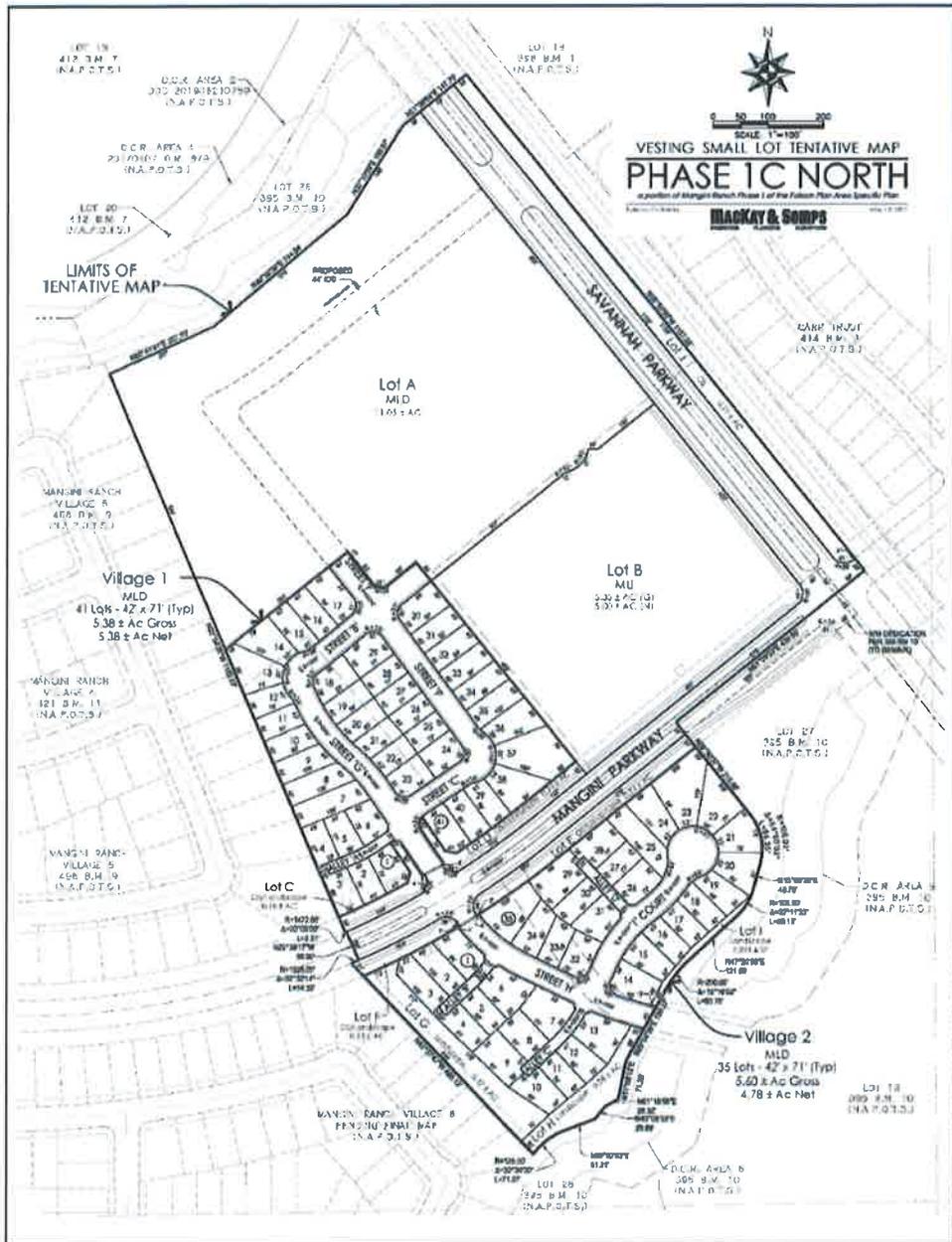
- A. Small-Lot Vesting Tentative Subdivision Map (Creation of 76 Residential Lots, and two remainder parcels- Lot A and B).
- B. Minor Administrative Modification Land Use Boundary Refinement
- C. Minor Administrative Modification (Transfer of 20 Dwelling Units)
- D. Design Review (Architectural Review)

The first component of the Applicant's proposal is a Small-Lot Vesting Tentative Map to subdivide large lots 11 and 12 into small lots to create 76 single-family residential lots, and several landscape and open space lots (C D, E, F, G H, I and J). Lot A (Mangini Ranch Phase 1C 4-Pack) and Lot B (Mangini Place Apartments) are other pending development proposals, the boundaries of which would be slightly modified with the Minor Administrative Modification discussed below. The Phase 1C 4-Pack project is being considered at the same

meeting as the subject Project and the Mangini Place Apartments will be at a meeting in the near future.

The SLVTSM is shown in Figure 3. A more detailed version of the subdivision map is included as Attachment 4 to this staff report.

FIGURE 3: SMALL LOT TENTATIVE SUBDIVISION MAP



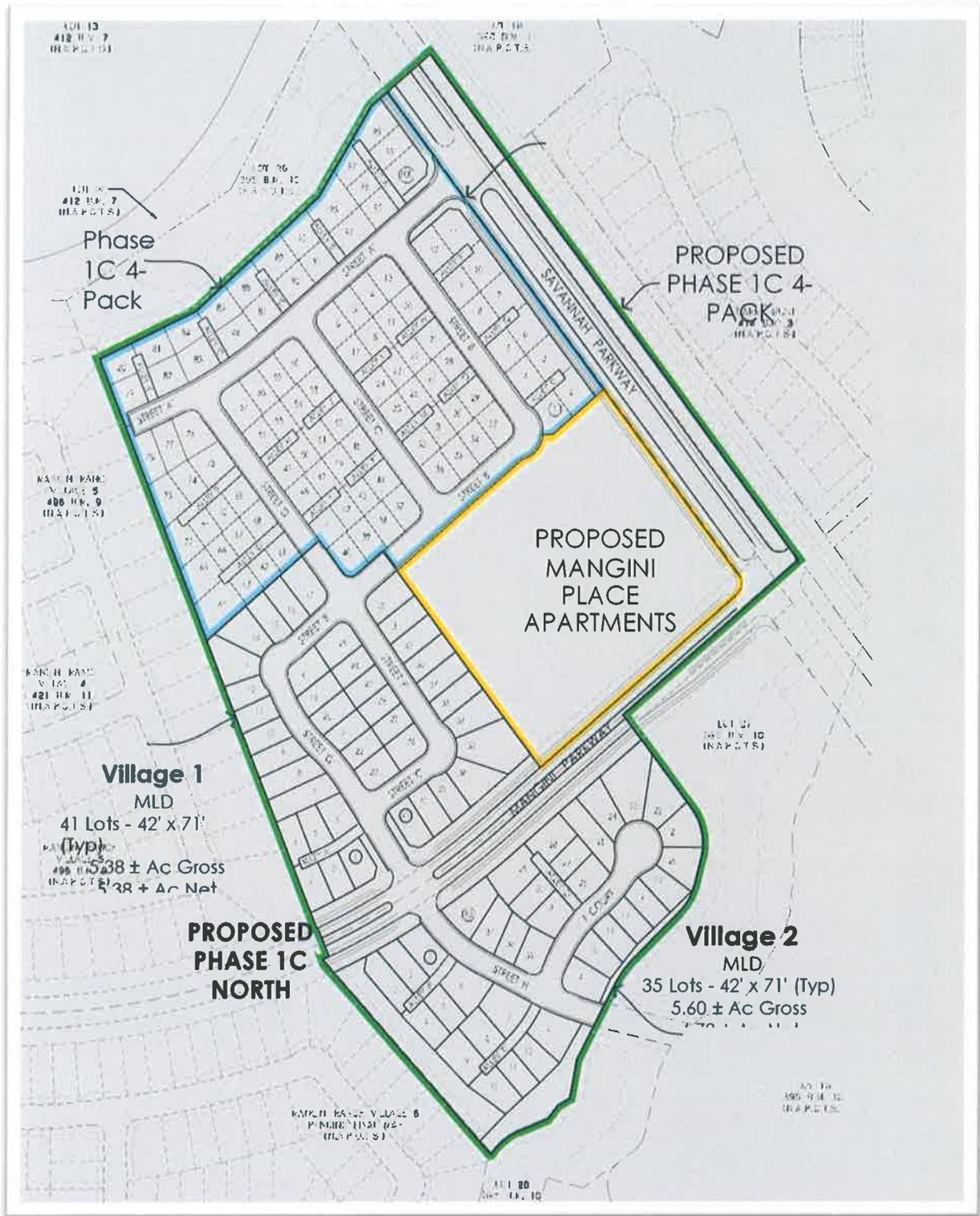
The land use summary for the proposed Project is shown in Table 1.

TABLE 1: LAND USE SUMMARY

Village	Zoning/ Land Use	Land Acres	Gross Acres	Net Acres	Units	Density
1	SP-MLD Multi-Family Low Density		5.38	5.38	41	7.6
2	SP-MLD Multi-Family Low Density		5.60	4.78	35	7.3
Lot A* Part of another Project	SP-MLD (Proposed 1C 4- Pack)		11.05	11.05	N/A	N/A
Lot B* Part of another Project	SP-MU Mixed Use (Proposed Mangini Place Apartments)		5.35	5.0	N/A	N/A
Lots C-F	SP-OS Open Space/Landscape		.86	0.86	0	0
Lots G-I	SP-MLD Landscape		0.0	0.82	0	0
Lot J	SP-OS2		0.77	0.77	0	0
Right of Way	Roads		3.25	3.25	0	0
Total			32.26	31.91	76	

Figure 4 below shows the relationship of the Phase 1C North Project, to other pending Projects that are within the boundaries of the SLVTM including the Mangini Ranch Phase 1C 4-Pack Project located to the north and the proposed Mangini Place Apartments to the northeast.

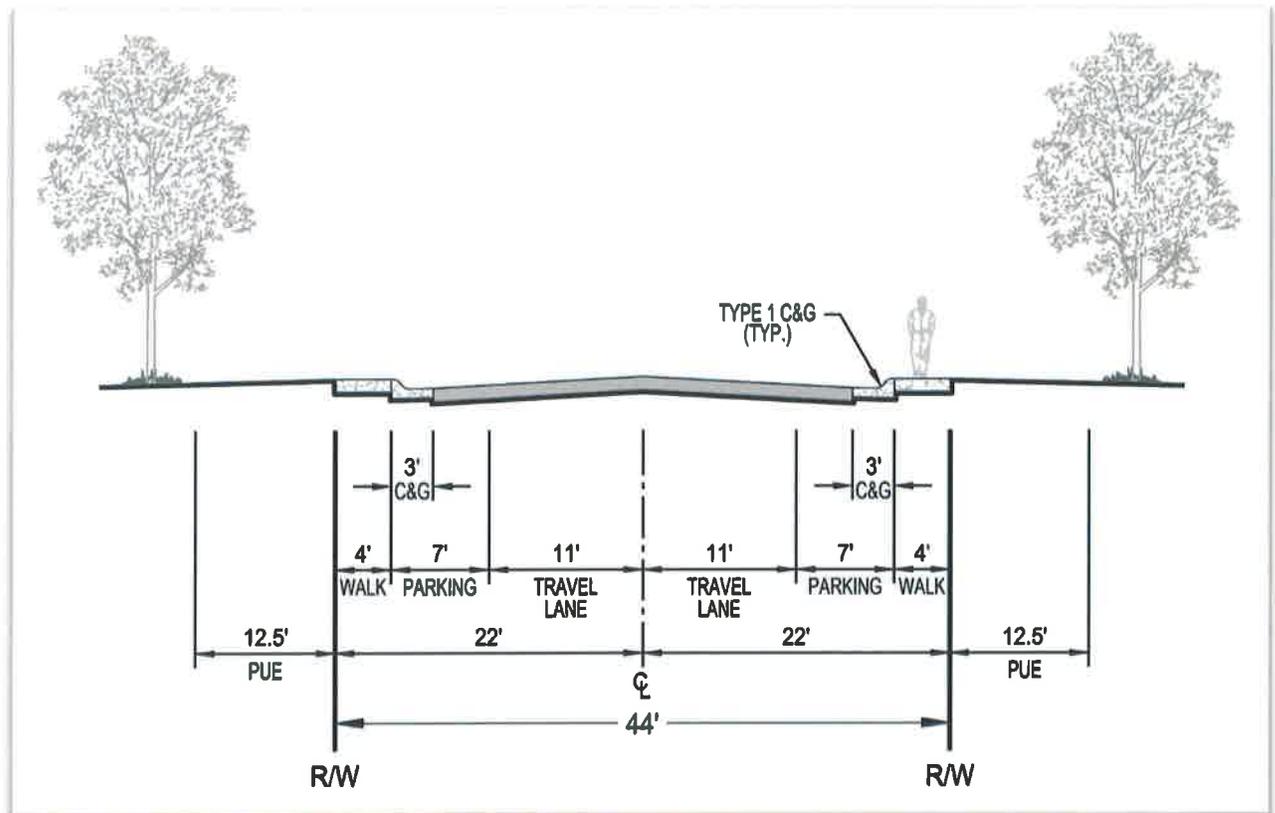
FIGURE 4: RELATIONSHIP TO OTHER PROJECTS



The proposed subdivision features two “villages” with minimum lot sizes of 3,000 square feet (42’x71’). Corner lots as proposed generally range from 3,850 square feet (55’x70’) to 4,720 square feet (59’x80’). All lots are consistent with the development standards for the MLD land use district of the FPASP. In addition, all lots will have a standard 12.5-foot-wide public utility easement in the front yard (and street side yard for corner lots).

The subdivision uses standard public street right-of-way dimensions, including an internal roadway system with attached sidewalks on both sides of the street, as shown in Figure 5 below.

FIGURE 5: INTERNAL ROADWAY CROSS SECTION



Typical residential street entries into the subdivision are provided from Mangini Parkway. These street entries correspond with street entries into the subdivisions to the north and south of the project site. The street entrances on Mangini Parkway will allow full turning movements, while also allowing direct access from the Project site through the Phase 1C 4-Pack Subdivision directly to the north, with a connection through the subdivision to Savannah Parkway as shown in Figure 6. There are various landscape parcels that are being created by the SLVTM. Lots G-I would be deeded to the City at the time of Final Map. Lot G contains an existing waterline easement. Lot H contains a future trail, providing the connection to/from

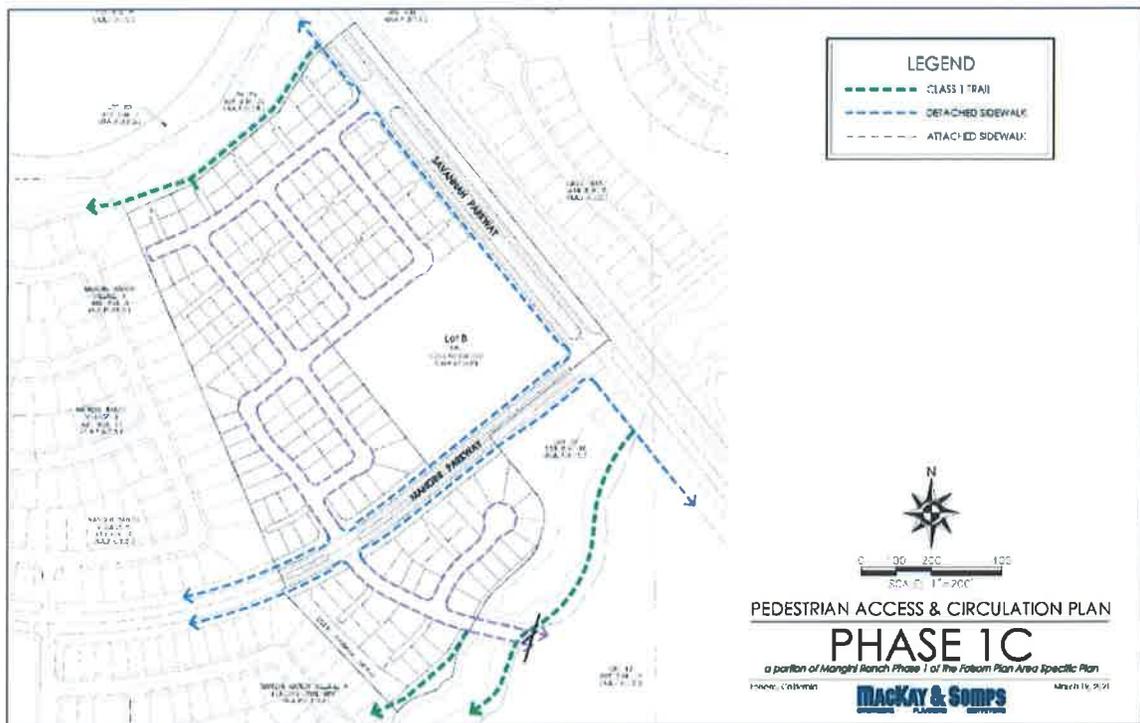
Mangini Ranch Village 6 to the south with Street H. The Applicant will be required to grade the Class 1 trail through Lot H.

Village 1 on the north side of Mangini Parkway includes a roadway that provides a loop system (with Road B, C, G and F), and a connection to the proposed Phase 1C 4-Pack project to the north via Road F. Village 1 also provides one alley loaded “I” court.

Village 2 provides three alley-loaded “I”- courts and one cul-de-sac on the south side of Mangini Parkway.

Pedestrian access and circulation are accommodated through the provision of attached sidewalks on all interior streets, and off-street Class I trails in open space to the south of Village 2. Class II bike lanes are provided on Savannah Parkway and Mangini Parkway (as required in the FPASP) and Class II bike routes are provided on all residential streets. The nearest access points to the Class I trail system are provided at Mangini Parkway and Street H in Village 2, and Savannah Parkway also provides access to a Class 1 trail to the north.

FIGURE 6: PEDESTRIAN CIRCULATION

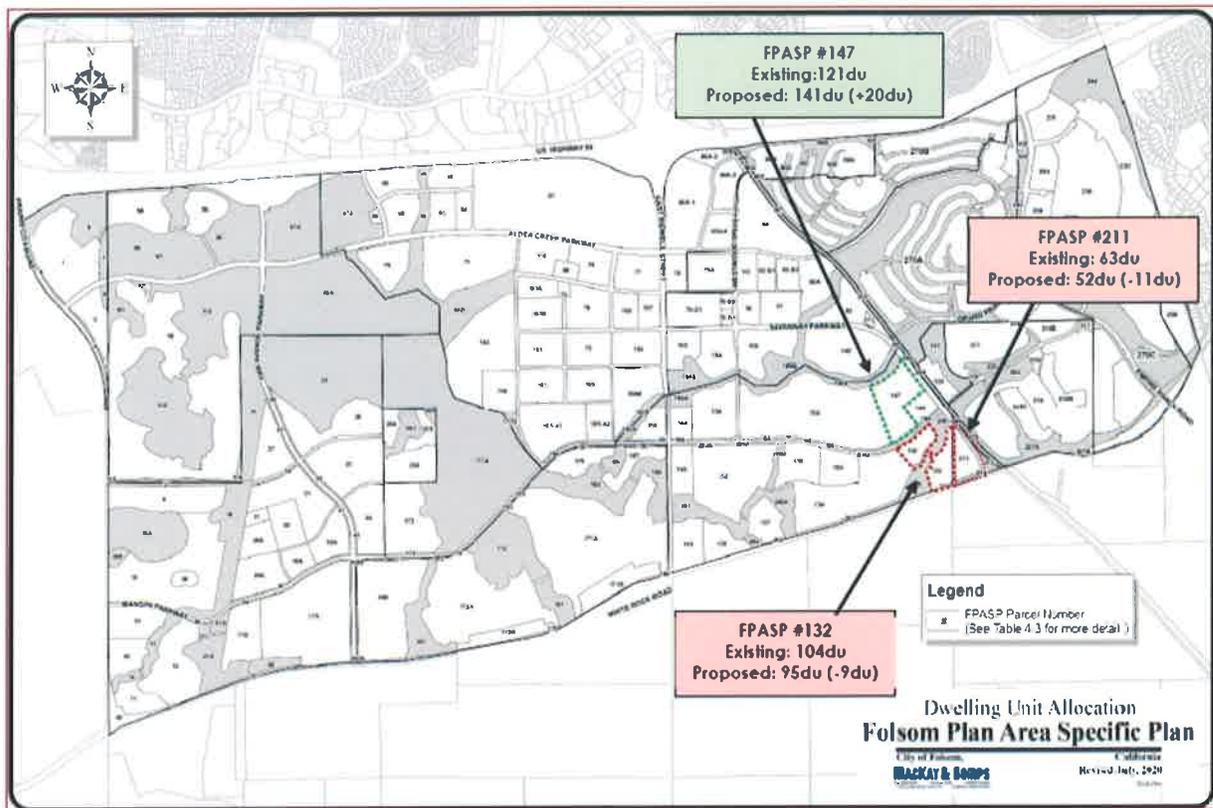


Minor Administrative Modification

The Project includes two Minor Administrative Modifications (MAMs). The first request is for approval of a MAM to transfer development rights to move 20 dwelling units among three parcels (147, 132, and 211), as shown on Figure 7. One transferring parcel is outside the boundaries of this Project (parcel 211), in proximity to the Project to the southeast.

The unit transfer supports the 76 units in the SLVTM. The transferring and receiving parcels are located within the FPASP and, after the transfer, they would remain within the General Plan and specific plan density ranges. The transferring and receiving parcels are owned and controlled by the Applicant and overall units for the parcels would remain at 288 total units.

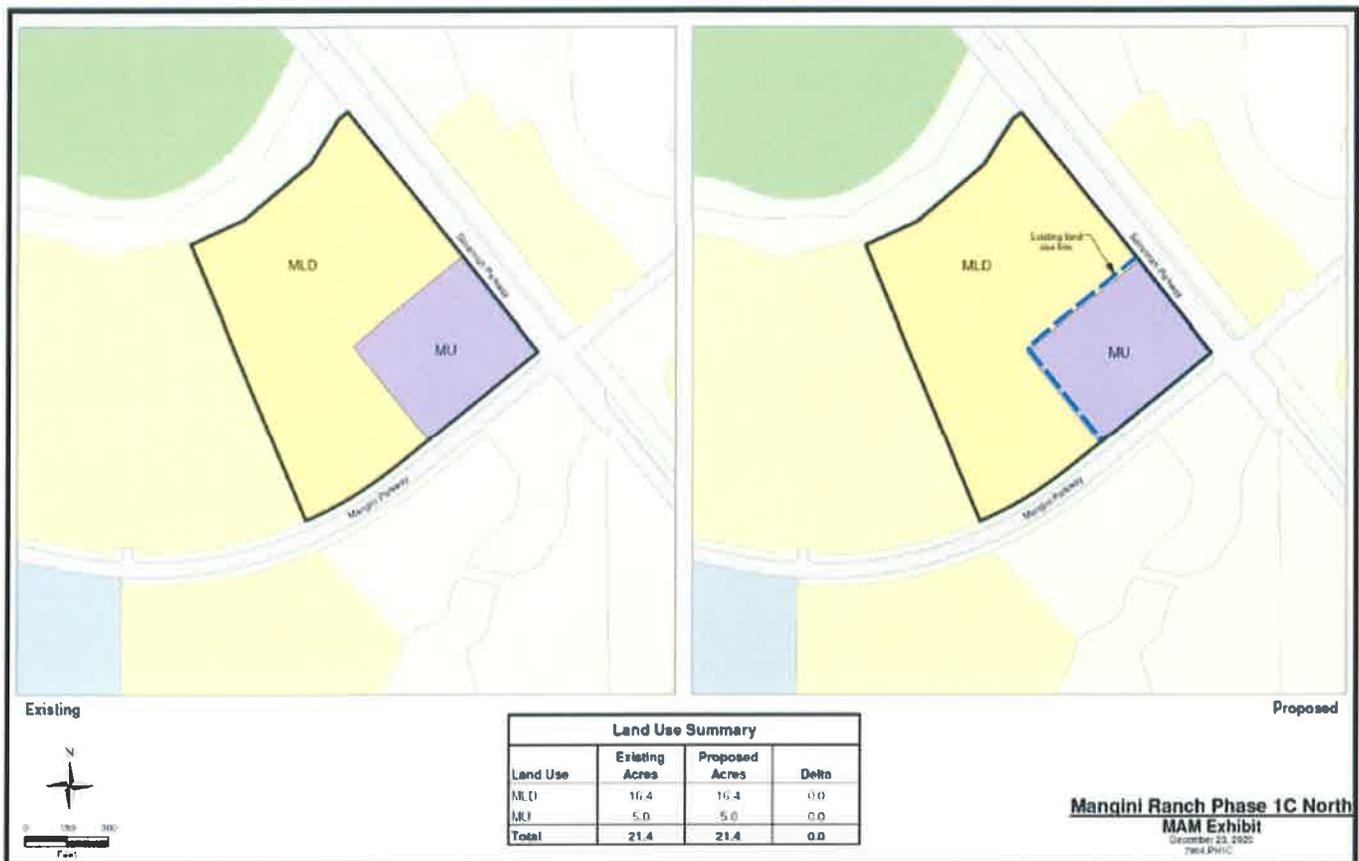
FIGURE 7: TRANSFER OF RESIDENTIAL UNITS



The second MAM is for minor adjustments to the land use boundaries of two FPASP parcels (shown as Lot A and Lot B on the SLVTM). The adjustments to the land use boundaries are requested to maximize development efficiencies.

A minor boundary change is proposed along the north edge of the Lot B (Mangini Place Apartments). This boundary change is minor and just smooths out the edge and the acreage would remain the same.

FIGURE 8: MINOR BOUNDARY REFINEMENT



Design Review

The Project includes the construction of 76 single family homes. All of the homes are proposed in a two-story configuration and range in size from 1,822 square feet to 2,221 square feet.

Three architectural styles (Modern Spanish, Italian Villa, and Modern Prairie) are proposed as described by the applicant submittal below. There are four plan types for all three architectural styles, with a variety of colors and materials as shown in the Applicant's submittal (Attachment 7).

- Modern Spanish* – Based on simple early Spanish missions, the style uses minimal decorative details borrowed from Spanish Revival homes that are most common in southwestern states, particularly California, Arizona, and Texas. Identifying features are low-pitched roofs, with little to no overhang, and tile roof covering. Recessed elements along with gable end details and trims; wall surface is usually stucco; and the facade normally asymmetrical.

- *Italian Villa* – This style provides a classic look. Roofs contain villa-shaped concrete tile and are gently pitched; the homes have two story massing with stucco exterior finish and stone veneer on columns.
- *Modern Prairie* – Roofs are a lower hip on hip design with flat concrete roof tiles. These roofs contribute to a grounded massing approach highlighted with vertically oriented feature windows. Elevation features are further highlighted with material transitions and color application. Windows kept intentionally without grids and masonry stone veneer styles are the most rectilinear and crisp for differentiation and contemporary theme. Color schemes work with massing design to provide an earthy feel with accent pops of color.

Example illustrations of the architectural styles applied to the designs are shown in Figure 9 on the following page.

FIGURE 9: ARCHITECTURAL STYLES



Typical floorplans are shown on the following pages. Refer to Attachment 7 for additional details. Only Plan 3 includes a downstairs bedroom.

FIGURE 10: FLOOR PLANS

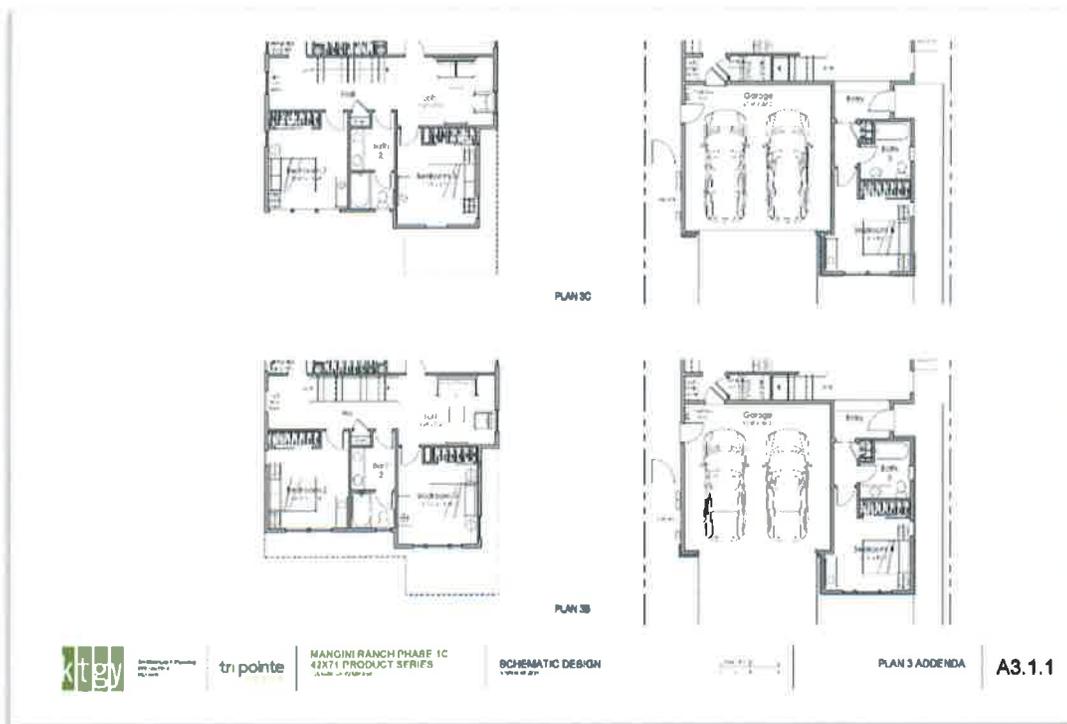
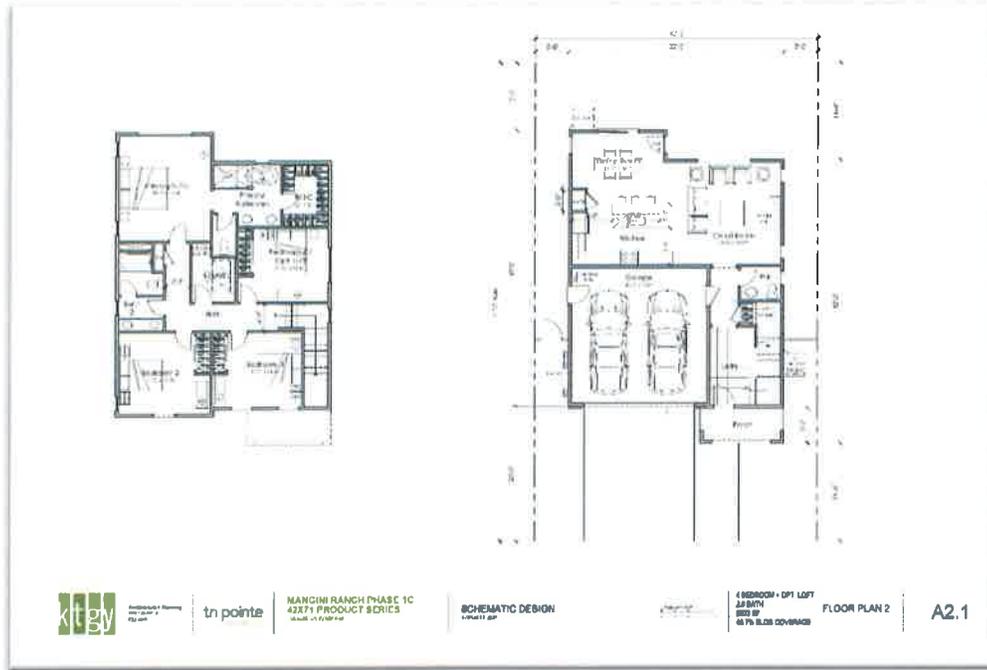
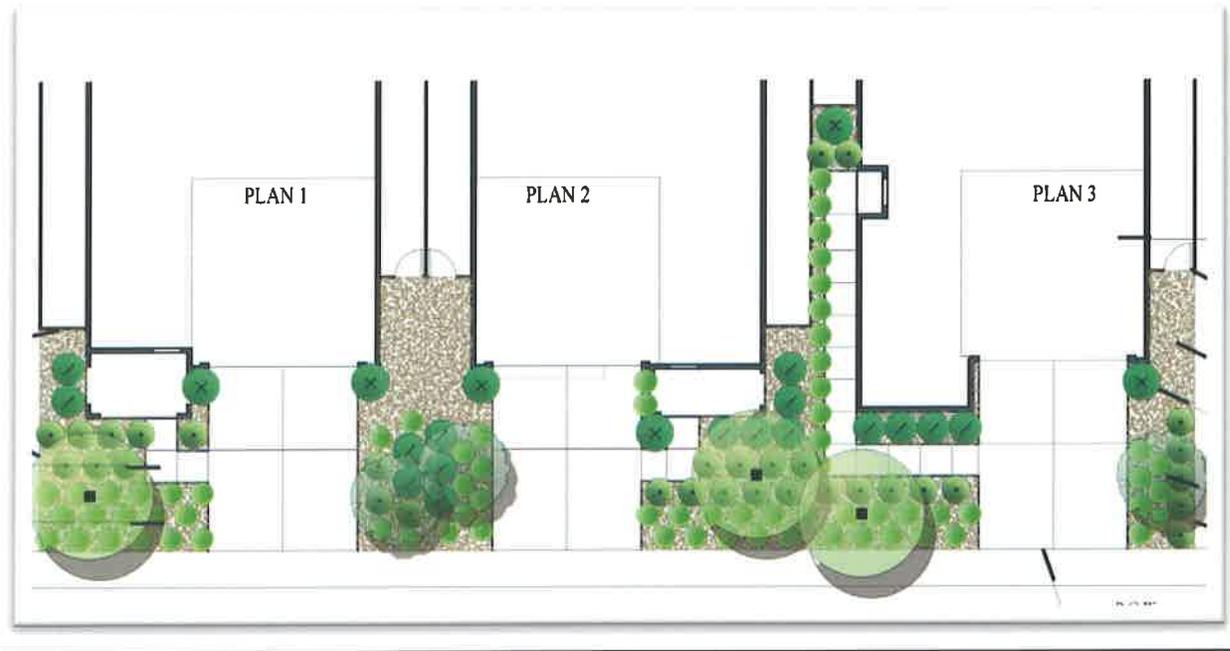


FIGURE 11: FRONT YARD LANDSCAPING

The lots have a 12.5-foot front yard with landscaping proposed as shown in Figure 10.

On June 2, 2021, the Planning Commission held a public hearing to consider the Mangini Ranch Phase 1C North Project. No members of the public provided comments. Planning Commission discussion was minimal and asked clarifying questions regarding landscaping pedestrian connections and the bike trail on Lot G. It was also clarified that there is a proposed Class I trail on Lot H that would connect to a Class I trail segment to the west, on the north side of the open space. The Commission voted 7-0 to recommend to the City Council approval of the Project as proposed, subject to findings and conditions.

POLICY / RULE

The Folsom Municipal Code (FMC) requires that applications for Tentative Subdivision Maps of five or more lots be forwarded to the City Council for final action. City Council actions regarding Tentative Subdivision Maps are covered under Section 16.16.080 of the Folsom Municipal Code.

ANALYSIS

Staff's analysis addresses the following:

- A. Small-Lot Vesting Tentative Subdivision Map to subdivide into 76 residential lots.
- B. Design Review (Architectural Review of Master Plans)
- C. Traffic/Access/Circulation

- D. Parking
- E. Noise Impacts
- F. Inclusionary Housing
- G. Minor Administrative Modification Land Use Boundary Refinement
- H. Minor Administrative Modification (Shift of Dwelling Units to Other Parcels)

This section also includes a discussion of the project’s performance with relation to relevant policies in the Folsom General Plan and the Folsom Plan Area Specific Plan:

- I. Conformance with relevant Folsom General Plan and Folsom Plan Area Specific Plan Objectives and Policies

A. Small Lot Vesting Tentative Subdivision Map

As shown on the submitted Small-Lot Vesting Tentative Subdivision Map (Attachment 4), the proposed subdivision includes 76- single family residential lots, ten open space and landscape lots, and nine internal public streets. The Project will be required to dedicate public right-of-way for the internal public streets.

Condition 6 requires the Applicant to dedicate public utility easements for underground facilities (i.e., SMUD, Pacific Gas and Electric, cable television, telephone) on properties adjacent to the streets. Staff has determined that the proposed Small-Lot Vesting Tentative Subdivision Map complies with all City requirements, as well as with the requirements of the State Subdivision Map Act.

As shown in Table 2, Development Standards, the Project conforms to all development standards established by the FPASP for the MLD land use category including minimum lot size, maximum lot coverage, and setbacks as shown in the table below. No deviations from these standards are proposed by the Applicant.

TABLE 2: SP-MLD DEVELOPMENT STANDARDS

SP-MLD Multi-Family Low Density Development Standards Table		
Development Standard	Requirement	Proposed Project
Front Porch Setback	12.5 Feet	12.5 Feet
Front Primary Structure Setback	15 Feet	15 Feet
Front Garage Setback	20 Feet	20 Feet
Side Yard Setbacks	5 Feet/5 Feet	5 Feet/5 Feet
Rear Yard Setback	10 Feet	10 Feet
Maximum Lot Coverage	50%	50%

B. Design Review (Architectural Review of Master Plans)

Proposed Residential Designs

The 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, and amended in 2018. The Design Guidelines are a complementary document to the Folsom Plan Area Specific Plan and the Folsom Plan Area Specific Plan Community Guidelines.

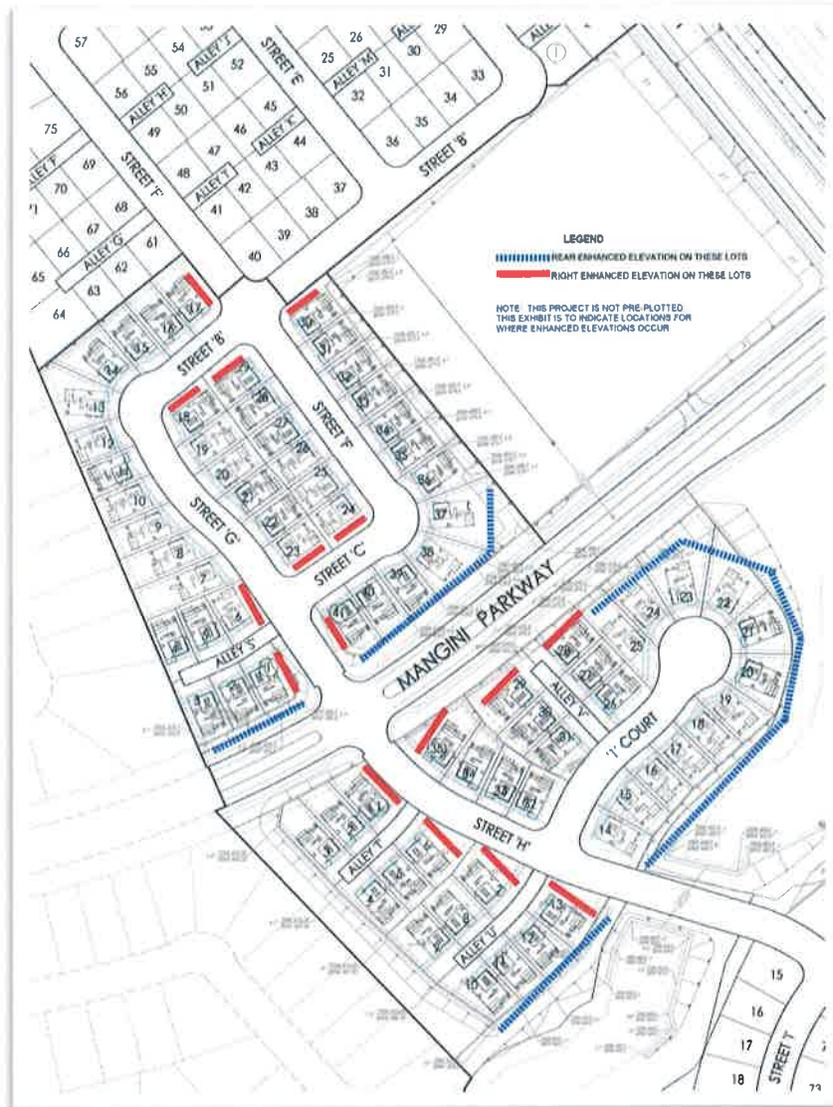
The following are the general architectural principles intended to guide the design of the Folsom Ranch, Central District to ensure quality development:

- 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 Design Guidelines require that specific homes within a subdivision that meet the definition of an “edge condition” lot are required to incorporate enhanced architectural details on the rear and side building elevations, like the enhanced architectural details provided on the front building elevation of the home. Figure 12 below shows the individual lots within the Phase 1C North Subdivision that are considered “edge condition” lots.

The Applicant has provided enhanced architectural features on the homes that are visible from street or open space views including additional windows and enhanced window details, siding details and materials (see Attachment 4, Residential Schematic Design)

FIGURE 12: EDGE CONDITION (ENHANCED) LOT EXHIBIT

In evaluating the proposed project, staff also took into consideration building and design elements that could be considered unique to the Folsom Plan Area. Staff has determined that the proposed architectural styles and master plans do include many unique building and design elements and are consistent with the Folsom Ranch Design Guidelines. Based on this analysis, staff forwards the following design recommendations to the Commission for consideration:

1. This approval is for two-story homes in four master plans and three architectural styles with 12 color and material options. The Applicant shall submit building plans that comply with this approval and the attached building elevations dated March 19, 2021.

2. The design, materials, and colors of the single-family residential units shall be consistent with the approved building elevations, materials samples, and color schemes 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.
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 elevation of each Master Plan to the satisfaction of the Community Development Department.
6. A minimum of one street 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. 51).

C. Traffic/Access/Circulation

The 2011 Folsom Plan Area Specific Plan Environmental Impact Report/Environmental Impact Statement included not only a detailed analysis of traffic-related impacts within the Plan Area, but also an evaluation of traffic-related impacts on the surrounding communities. In total, there are fifty-five (55) traffic-related mitigation measures associated with development of the FPASP which are included as conditions of approval for the Mangini Ranch Phase 1C North Subdivision project. Many of these mitigation measures are expected to reduce traffic impacts in the vicinity. Included among the mitigation measures are requirements to; fund and construct roadway improvements within the Plan Area, pay a fair-share contribution for construction of improvements north of U.S. Highway 50, participate in the City's Transportation System Management Fee Program, and Participate in the U.S. Highway 50 Corridor Transportation Management Association. The Mangini Ranch 1C North Subdivision project is subject to all traffic-related mitigation measures required by the 2011 FPASP EIR/EIS (Condition Nos. 54-25 to 54-79).

On May 21, 2021, Kimley Horn completed a Traffic Impact Analysis (included as Attachment 10 to this staff report). The analysis included two other pending projects located adjacent to this Project and within the SLVTM (Phase 1C -4-Pack located to the north and the proposed Mangini Apartments located easterly of the Project) to determine whether additional impacts would occur that were not previously identified and addressed by the 2011 FPASP EIR/EIS.

The Kimley Horn Traffic Impact Analysis concluded that the expected traffic would be minimal and consistent with the assumptions of the plan area, as considered in the FPASP EIR.

As shown on the submitted Small-Lot Vesting Tentative Subdivision Map (Attachment 4), primary access to the Project site is provided by Mangini Parkway.

Pedestrian Access/Circulation

An adjacent subdivision backs up to Lot G located on the southwest corner of Village 2, and homes (Lots 3, 4, 9 and 10) side on to this lot. Retaining walls are proposed on both sides of this lot. Mangini Ranch Village 6 is to the west, and the Project is proposing retaining walls of 2-14-feet along the eastern edge. An existing rock-line drainage swale is located in Lot G.

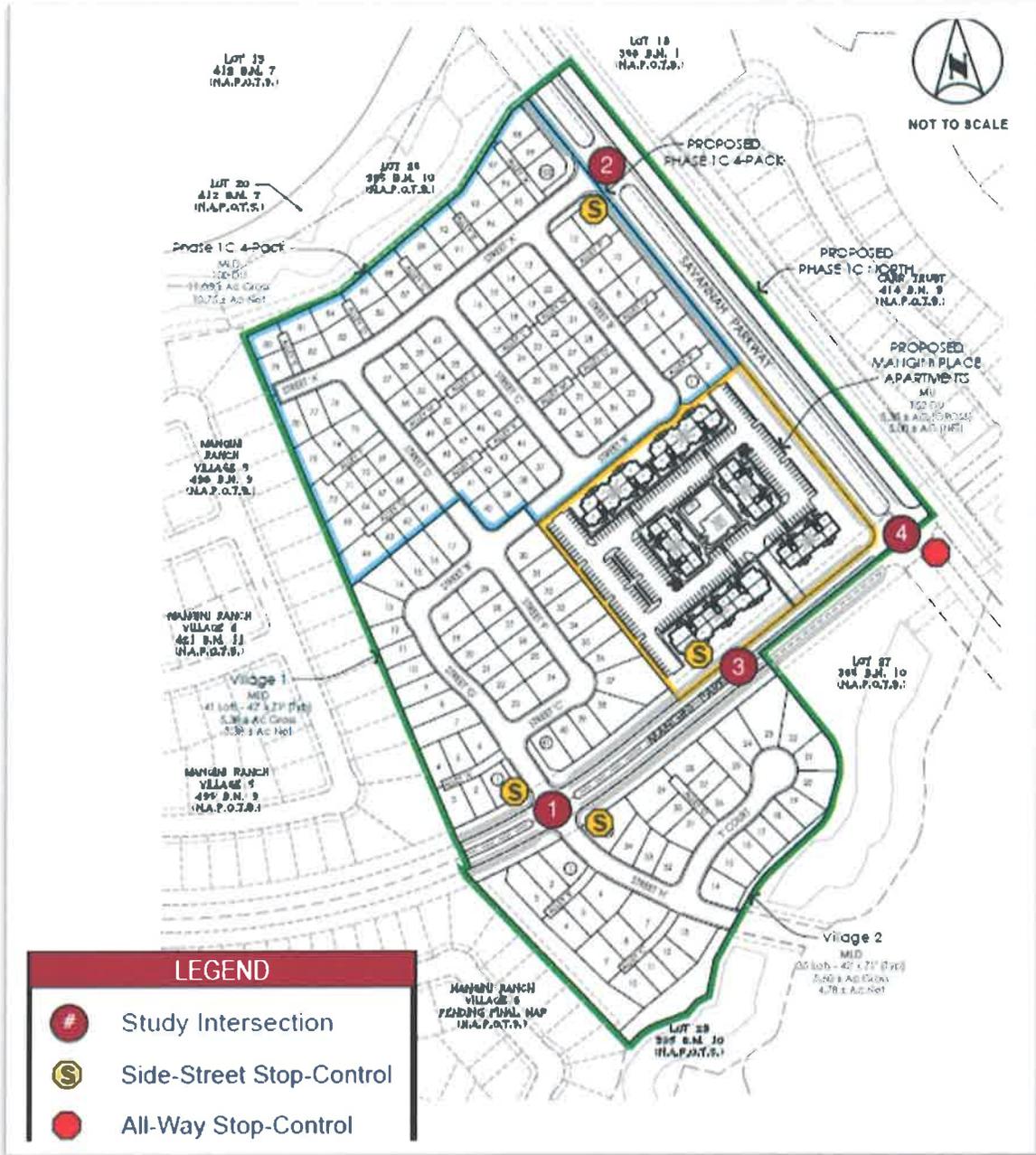
As a condition of approval (Condition No 39), Lot G shall be landscaped, and a pedestrian trail provided to link with the Class 1 trail to the south and would be dedicated to the City.

A condition of approval No. 39 also is requiring an offsite easement be provided with a separated sidewalk from the east side of Lot E in Village 2 along the open space frontage of Mangini Parkway to Savannah Parkway.

The following are recommendations which have been included as conditions (Condition No. 50) of approval for the 1C North Subdivision project.

- Emergency Vehicle Access shall be granted on Street D and Street A to provide and maintain secondary access to the north (via the Mangini Ranch Phase 1C North 4-Pack project) for a connection to Placerville Road.
- Required public and private subdivision improvements, including but not limited to street and frontage improvements on Mangini Parkway shall be completed prior to issuance of the first Certificate of Occupancy for the subdivision.

FIGURE 13: TRAFFIC STUDY AREA



D. Parking

The Folsom Plan Area Specific Plan requires that single-family residential units located within a Multi-Family Low Density (MLD) designated area provide two covered parking spaces per unit. The FPASP also requires that single-family residential units located within an MLD designated area provide a minimum of 0.8 guest parking spaces per unit.

As shown on the submitted residential schematic design (Attachment 7), each home will include a two-car attached garage, thus meeting the covered parking requirement of the FPASP. There will also be the opportunity for on-street parking spaces throughout the Project area, which exceeds the minimum of 0.8 parking spaces required by the FPASP.

E. Noise Impacts

A Noise Assessment (Attachment 11) was prepared by Bollard Acoustical Consultants on May 3, 2021 to determine whether Mangini Parkway traffic-related noise would cause noise levels at the Project site to exceed acceptable limits, as described in the Noise Element of the City of Folsom General Plan, and to evaluate compliance with the Folsom South of U.S. Highway 50 Specific Plan EIR Noise Mitigation Measures.

Outdoor Noise Levels

The noise analysis projected noise levels adjacent to Mangini Parkway (based on future traffic levels) to determine noise levels at homes adjacent to the roadway. The City's standards are:

- 60 dB L_{dn}^1 for outdoor activity areas (such as rear yards)
- 45 dB L_{dn} for interior areas in dwellings

The noise analysis concluded that, *without mitigation*, noise levels along Mangini Parkway in outdoor spaces of the homes would exceed 60 dB L_{dn} in the rear yards of homes (up to 67 dB L_{dn}) and thus exceed the City's standard for outdoor activity areas.

The Noise Analysis recommends that the Project design include additional solid noise barriers along Mangini Parkway. The noise barriers could take the form of masonry wall, earthen berm, or a combination of the two as outlined in the Noise Analysis-Attachment 13. This requirement is included as Condition of Approval No. 33.

Interior Noise Levels

The noise analysis concluded that standard residential construction adjacent to Mangini Parkway would reduce interior noise levels to acceptable levels. The noise analysis also recommended that standard residential construction (including STC 32 window assemblies) be utilized on the second floor of homes just as a conservative measure to ensure noise levels remain at 45 dB or lower in the future. In addition, mechanical ventilation (air conditioning) should be provided for all residences in this development to allow the occupants to close doors and windows as desired to achieve compliance with the applicable General Plan 45 dB DNL interior noise level standard. These measures are included as Condition No. 33. In addition, the recommended conditions of approval (Condition No. 19) require the Applicant to provide a final design for all walls and fences for review and approval by staff prior to construction.

¹ dB L_{dn} is average noise level over a 24-hour day, measured in decibels (dB). The average includes a +10 decibel weighting applied to noise occurring during nighttime (10:00 p.m. to 7:00 a.m.) hours.

F. Inclusionary Housing

The Applicant proposes to comply with Folsom Municipal Code Chapter 17.104 (Inclusionary Housing) by paying in-lieu fees per Municipal Code Section 17.104.060(G). (See the applicant's Inclusionary Housing letter, included as Attachment 16 to this staff report). Homes within the subdivision will be sold at market prices. Fees paid by the Applicant will help provide affordable housing elsewhere in the city. The Applicant is required to enter into an Inclusionary Housing Agreement with the City. The Final Inclusionary Housing Plan is subject to approval by the City Council. In addition, the Inclusionary Housing Agreement, which will be approved by the City Attorney, must be executed prior to recordation of the Final Map for the 1C North Subdivision project. Condition No. 41 is included to reflect these requirements.

G. Minor Administrative Modifications

The Project proposes two minor administrative modifications (MAMs) to refine a development edge and to reallocate residential units between parcels, respectively.

Boundary refinement

The boundary line between the MU site (Lot B) and the adjoining MLD parcel (Lot A) is shown slightly modified to maximize development efficiencies. The modification simply smooths the edge between the two parcels. Acreages of the various land uses remain the same although the edges have been modified.

Transfer of units

The Applicant is proposing to construct 76 residential units on the subject parcel, and therefore, a Minor Administrative Modification is being requested to reallocate 20 residential units from FPASP parcels 211 (-11 du) and 132 (-9 du) to the Project site (FPASP parcel 147). No change to the overall FPASP unit allocation or total population, will occur. The Project does not affect the overall amount of non-residential development in the FPASP.

The Folsom Plan Area Specific Plan provides for Minor Administrative Modifications, *"... that are consistent with and do not substantially change its overall intent, such as minor adjustments to the land use locations and parcel boundaries shown in Figure 4.1 – Land Use and Figure 4.4 – Plan Area Parcels and the land use acreages shown in Table 4.1 – Land Use Summary."* [FPASP Section 13.3].

Minor administrative modifications can be approved at a staff level, provided the following criteria are met:

- The proposed modification is within the Plan Area.
- The modification does not reduce the size of the proposed town center.
- The modification retains compliance with City Charter Article 7.08, previously known

as Measure W.

- The general land use pattern remains consistent with the intent and spirit of the FPASP.
- The proposed changes do not substantially alter the backbone infrastructure network.
- The proposed modification offers equal or superior improvements to development capacity or standards.
- The proposed modification does not increase environmental impacts beyond those identified in the EIR/EIS.

Based on staff's review, the proposed reallocation of 20 residential units meets all of the required criteria mentioned above. The General Plan and specific plan densities will remain the same. As a result, staff can approve the proposed Minor Administrative Modification.

H. Conformance with Relevant General Plan and Folsom Plan Area Specific Plan Objectives and Policies

The Applicant prepared a detailed analysis of the project's consistency with all of the policies in the Folsom Plan Area Specific Plan; that analysis is included in the CEQA Exemption and Streamlining Analysis in Attachment 13 to this report. Staff concurs with the Applicant's analysis that the project is consistent with the Specific Plan.

The following is a summary analysis of the project's consistency with the Folsom General Plan and with key policies of the Folsom Plan Area Specific Plan.

GP and SP OBJECTIVE H-1 (Housing)

To provide an adequate supply of suitable sites for the development of a range of housing types to meet the housing needs of all segments of the population.

GP and SP POLICY H-1.1

The City shall ensure that sufficient land is designated and zoned in a range of residential densities to accommodate the City's regional share of housing.

Analysis: The City provides residential lands at a variety of residential densities as specified in the General Plan and in the Folsom Municipal Code. The Folsom Plan Area Specific Plan includes specialized zoning (Specific Plan Designations) that are customized to the Plan Area as adopted in 2011 and as Amended over time. The FPASP provides residential lands at densities ranging from 1-4 dwelling unit per acre (SF), 4-7 dwelling units per acre (SFHD), 7-12 dwelling units per acre (MLD), 12-20 dwelling units per acre (MMD), 20-30 dwelling units per acre (MHD), and 9-30 dwelling units per acre (MU).

The Phase 1C North Subdivision project is designated MLD and is proposed to be developed at 7.3 units per acre, which is within the density range for the MLD designation.

SP POLICY 4.1

Create pedestrian-oriented neighborhoods through the use of a grid system of streets where feasible, sidewalks, bike paths and trails. Residential neighborhoods shall be linked, where appropriate, to encourage pedestrian and bicycle travel.

Analysis: The Project proposes a compact single-family neighborhood with a system of local streets linked with sidewalks and connection to the open space to the south. Biking and walking will be accommodated within the Project and will be connect via external sidewalks and Class II and Class III bicycle lanes with nearby neighborhoods, parks, schools, and open space trails with Class I bicycle trails.

SP POLICY 4.4

Provide a variety of housing opportunities for residents to participate in the home-ownership market.

Analysis: The Folsom Plan Area Specific Plan provides home ownership opportunities within the MLD (Multi-Family Low Density land use category). The Mangini Ranch Phase 1C North Subdivision project is consistent with this policy in that it will provide detached single family home ownership opportunities within the MLD designation zoned parcels at a more affordable price point than in other, less dense residential developments.

SP POLICY 4.6

As established by the Folsom Plan Area Specific Plan, the total number of dwelling units for the Plan Area shall not exceed 11,461. The number of units within individual land use parcels may vary, so long as the number of units falls within the allowable density range for a particular land use designation.

Analysis: There have been a number of Specific Plan Amendments approved by the City Council within the Folsom Plan Area, which has generally led to an increase in residentially zoned land and a decrease in commercially zoned land. As a result, the number of residential units within the Plan Area increased from 10,210 to 11,461. The various Specific Plan Amendment EIRs and Addenda analyzed impacts from the conversion of the commercial lands to residential lands; impacts and associated mitigations measures can be found in the individual project-specific environmental documents. The increase in population was analyzed and can be accommodated in the excess capacity of the school sites provided in the Plan Area.

The proposed project does not result in any change in total dwelling units in the FPASP. The reallocation of units to these parcels will not exceed the allowable density for the parcels.

SP OBJECTIVE 7.1 (Circulation)

Consistent with the California Complete Streets Act of 2008 and the Sustainable Communities and Climate Protection Act (SB 375), create a safe and efficient circulation system for all modes of travel.

SP POLICY 7.1

The roadway network in the Plan Area shall be organized in a grid-like pattern of streets and blocks, except where topography and natural features make it infeasible, for the majority of the Plan Area in order to create neighborhoods that encourage walking, biking, public transit, and other alternative modes of transportation.

Analysis: Consistent with the requirements of the California Complete Streets Act, the FPASP identified and planned for hierarchy of connect “complete streets” to ensure that pedestrian, bike, bus, and automobile modes of travel are designed to have direct and continuous connections throughout the Plan Area. Every option, from regional connector roadways to arterial and local streets, has been carefully planned and designed. Recent California legislation to reduce greenhouse gas emissions (AB 32 and SB 375) has resulted in an increased market demand for public transit and housing located closer to service needs and employment centers. In response to these changes, the FPASP includes a regional transit corridor that will provide public transportation links between the major commercial, public, and multi-family residential land uses in the Plan Area.

The Mangini Ranch 1C North Subdivision project has been designed with multiple modes of transportation options (vehicles, bicycle, walking, access to transit) and internal street organized pattern consistent with the approved FPASP circulation plan.

FINANCIAL IMPACT

No financial impact is anticipated with approval of the Mangini Ranch Phase 1C North Project as the Project will not result in any change in the total number of residential units within the Folsom Plan Area.

ENVIRONMENTAL REVIEW

The City, as lead agency, determined that the proposed land use, as well as other changes proposed by the Applicant, do not differ from the development scenario described in the Final EIR/EIS for the adopted FPASP.

The California Environmental Quality Act (CEQA) provides that residential Projects which are consistent with an approved Specific Plan for which an EIR was prepared are exempt from a requirement to prepare additional environmental analysis. CEQA Guidelines section 15182 (c) provides specific criteria to determine whether this exemption applies. The City has reviewed the analysis and concurs that the Project is exempt from additional environmental review as provided in CEQA Guidelines 15182 (c).

ATTACHMENTS

1. Resolution No. 10655 - A Resolution to Approve a Small-Lot Vesting Tentative Subdivision Map for 76-Residential Lots, and Minor Administrative Modifications for Transfer of Development Rights (20 Unit Transfer) and Land Use Boundary Refinements for the Mangini Ranch Phase 1C North Project and Design Review
2. Planning Commission Staff Report dated June 2, 2021
3. Vicinity Map
4. Small-Lot Vesting Tentative Subdivision Map dated May 19, 2021
5. Preliminary Grading and Drainage Plan dated March 19, 2021
6. Conceptual Front Yard Landscaping dated May 24, 2021
7. Residential Schematic Design dated March 19, 2021
8. Exterior Color/Materials Specification dated May 4, 2021
9. CEQA Exemption and Streamlining Analysis for the Phase 1C North Subdivision Project dated May 2021
10. Access and Circulation Analysis dated May 21, 2021
11. Environmental Noise Analysis dated May 3, 2021
12. Applicant's General Plan Consistency Analysis
13. Applicant's Inclusionary Housing Letter dated November 3, 2020

Submitted,



PAM JOHNS
Community Development Director

Attachment 1

Resolution No. 10655 – A Resolution to Approve a Small-Lot Vesting Tentative Subdivision Map to allow 76 Residential Units, and Minor Administrative Modifications for Transfer of Development Rights (Unit Transfer) and Land Use Boundary Refinements and Design Review for the Mangini Ranch Phase 1C North Project

RESOLUTION NO. 10655

**A RESOLUTION TO APPROVE A SMALL-LOT VESTING TENTATIVE
SUBDIVISION MAP FOR 76-RESIDENTIAL LOTS, AND MINOR ADMINISTRATIVE
MODIFICATIONS FOR TRANSFER OF DEVELOPMENT RIGHTS (20 UNIT
TRANSFER) AND LAND USE BOUNDARY REFINEMENTS FOR THE MANGINI
RANCH PHASE 1C NORTH PROJECT AND DESIGN REVIEW**

WHEREAS, the Planning Commission on June 2, 2021, held a public hearing on the proposed Small-Lot Vesting Tentative Subdivision Map, considered public comment and based on the proposed configuration of the 76 single-family residential lots, to subdivide large lots 11 and 12 into small lots to create 76 single-family residential lots, two lettered lots (A and B) and several landscape and open space lots (C, D, E, F, G H, I and J), determined the proposed subdivision complies with all City requirements, as well as with the requirements of the State Subdivision Map Act; and

WHEREAS, the Planning Commission on June 2, 2021, held a public hearing on the proposed Minor Administrative Modifications to transfer 20 residential units and refine a land use boundary, considered public comment and based on the proposed configuration of the 260 single-family residential lots, determined that the Project is consistent with the goals, policies, and objectives of the City of Folsom General Plan and will not result in a net loss of residential capacity within the Folsom Plan Area; and

WHEREAS, the Planning Commission on June 2, 2021, held a public hearing on the proposed architectural and site design and, determined that the Project is consistent with the goals, policies, and objectives of the City of Folsom General Plan, the Folsom Plan Area Specific Plan; and

WHEREAS notice has been given at the time and in the manner required by State Law and City Code; and

WHEREAS the City has determined that the impacts of the Mangini Ranch Phase 1C North subdivision Project are adequately addressed by the Final Environmental Impact Report for the Folsom Plan Area Specific Plan and associated Mitigation Measures and that the Mangini Ranch Phase 1C North Project is Exempt from the requirements of the California Environmental Quality Act (CEQA), pursuant to Government Code Section 65457 and CEQA Guidelines 15182 (c).

NOW, THEREFORE, BE IT RESOLVED that the City Council of the City of Folsom hereby Approve the Small Lot Vesting Tentative Map Mangini Ranch Phase 1C North creating 76 single-family residential lots, three open space parcels, eight lettered landscape lots, and one paseo lot and the Minor Administrative Modification for the transfer of 20 residential units and minor land use refinement and as set forth in the Conditions of Approval attached as Exhibit "A" and the following findings:

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 HAS DETERMINED THAT THE MANGINI RANCH PHASE 1C NORTH PROJECT IS UNDERTAKEN TO IMPLEMENT AND IS CONSISTENT WITH THE FOLSOM PLAN AREA SPECIFIC PLAN.
- E. THE CITY HAS DETERMINED THAT THE IMPACTS OF THE MANGINI RANCH PHASE 1C NORTH SUBDIVISION PROJECT ARE ADEQUATELY ADDRESSED BY THE FINAL ENVIRONMENTAL IMPACT REPORT FOR THE FOLSOM PLAN AREA SPECIFIC PLAN AND ASSOCIATED MITIGATION MEASURES AND THAT THE MANGINI RANCH PHASE 1C NORTH SUBDIVISION PROJECT IS EXEMPT FROM THE REQUIREMENTS OF CEQA PURSUANT TO GOVERNMENT CODE SECTION 65457 AND CEQA GUIDELINES 15182(c).
- F. NONE OF THE EVENTS SPECIFIED IN SECTION 21166 OF THE PUBLIC RESOURCES CODE OR SECTION 15162 OF THE CEQA GUIDELINES HAVE OCCURRED.
- G. THIS PROJECT IS EXEMPT FROM CEQA IN ACCORDANCE WITH GOVERNMENT CODE SECTION 65457 AND SECTION 15182 OF THE CEQA GUIDELINES.

TENTATIVE SUBDIVISION MAP FINDINGS

- H. 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.
- I. THE PROPOSED SUBDIVISION, 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.

- J. THE SITE IS PHYSICALLY SUITABLE FOR THE TYPE OF DEVELOPMENT PROPOSED.
- K. THE SITE IS PHYSICALLY SUITABLE FOR THE PROPOSED DENSITY OF THE DEVELOPMENT.
- L. AS CONDITIONED, THE DESIGN OF THE SMALL-LOT VESTING TENTATIVE SUBDIVISION MAP AND THE PROPOSED IMPROVEMENTS ARE NOT LIKELY TO CAUSE SUBSTANTIAL ENVIRONMENTAL DAMAGE OR SUBSTANTIALLY AND AVOIDABLY INJURE FISH OR WILDLIFE OR THEIR HABITAT.
- M. AS CONDITIONED, 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.
- N. 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.
- O. 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).

DESIGN REVIEW FINDINGS

- P. THE PROJECT IS IN COMPLIANCE WITH THE GENERAL PLAN, THE FOLSOM PLAN AREA SPECIFIC PLAN AND THE APPLICABLE ZONING ORDINANCES.
- Q. THE PROJECT IS IN CONFORMANCE WITH THE FOLSOM RANCH CENTRAL DISTRICT DESIGN GUIDELINES.
- R. 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.

PASSED AND ADOPTED this 22nd day of June, 2021, by the following roll-call vote:

AYES: Councilmember(s):
NOES: Councilmember(s):
ABSENT: Councilmember(s):
ABSTAIN: Councilmember(s):

Michael D. Kozlowski, MAYOR

ATTEST:

Christa Freemantle, CITY CLERK

Exhibit A

Small Lot Vesting Tentative Subdivision Map

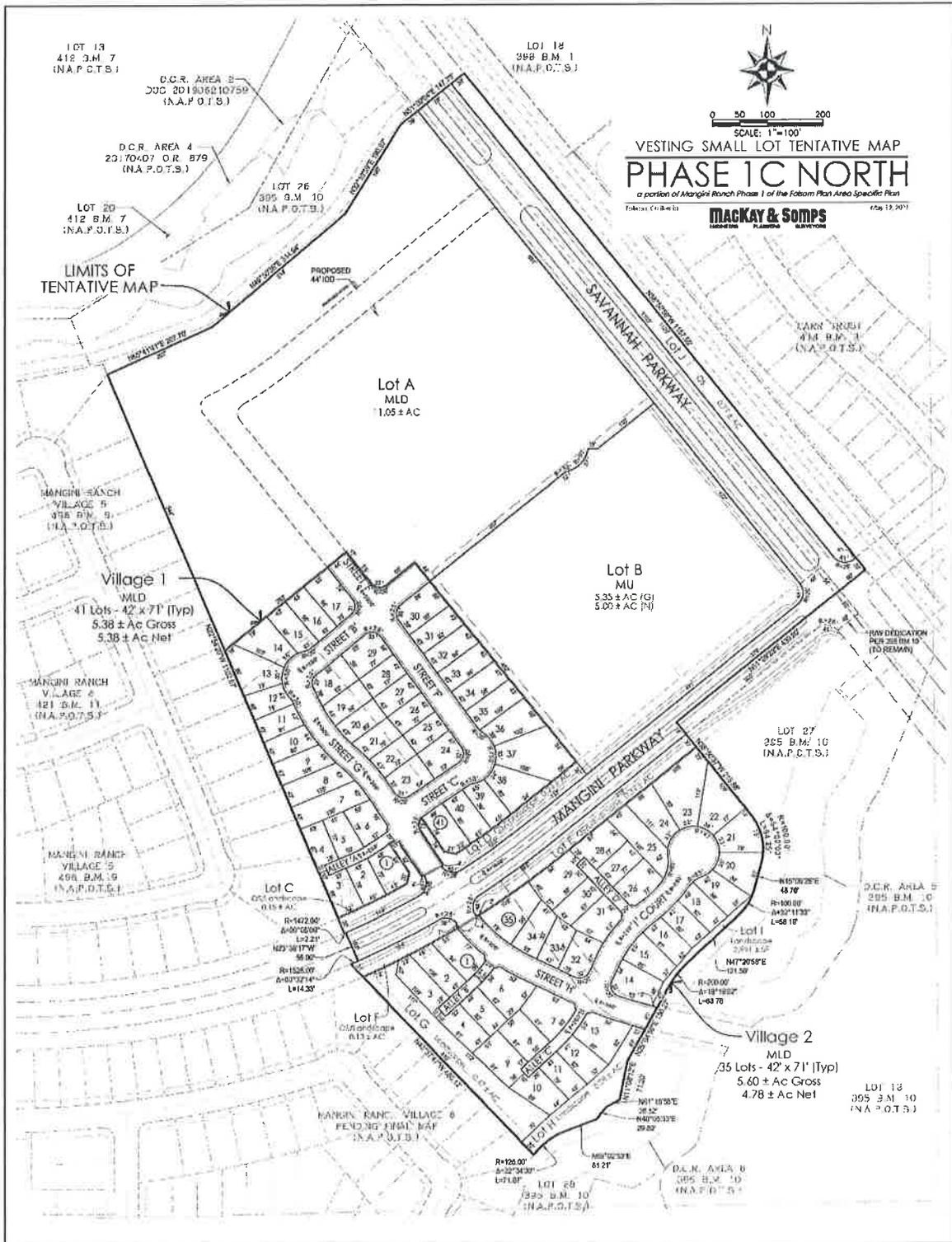


EXHIBIT B

Conditions of Approval

CONDITIONS OF APPROVAL FOR THE MANGINI RANCH PHASE 1C NORTH SUBDIVISION (PN 21-001) NORTH AND SOUTH OF MANGINI PARKWAY SMALL-LOT VESTING TENTATIVE SUBDIVISION MAP, DESIGN REVIEW, AND MINOR ADMINISTRATIVE MODIFICATION				
Condition No.	Mitigation Measure	Condition of Approval	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 May 19, 2021. 2. Preliminary Grading and Drainage Plan, dated March 19, 2021. 3. Conceptual Front Yard Landscaping, dated March 18, 2020. 4. Access and Circulation Analysis, dated May 21, 2021. 5. Environmental Noise Analysis, dated May 3, 2020. 6. Applicant's Inclusionary Housing Letter, November 3, 2020. <p>The Small-Lot Vesting Tentative Subdivision Map, Design Review, and Inclusionary Housing Plan are approved for the development of a 76-unit single-family residential subdivision (Mangini Ranch Phase 1C North 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	CD (P)(E)
3.		<p><i>Validity</i> This approval of the Small-Lot Vesting Tentative Subdivision Map shall be valid for a period of twenty-four (24) months pursuant to Section 16.16.110A of the Folsom Municipal Code and the Subdivision Map Act. The Inclusionary Housing Agreement shall track the term of the Small-Lot Vesting Tentative Subdivision Map, as may be extended from time to time pursuant to Section 16.16.110.A and 16.16.120 of the Folsom Municipal Code and the Subdivision Map Act.</p>	M	CD (P)

4.		<p>FMC Compliance The Small-Lot Final Map shall comply with the Folsom Municipal Code and the Subdivision Map Act.</p>	M	CD (E)
5.		<p>Development Rights The approval of this Small-Lot Vesting Tentative Subdivision Map conveys the right to develop. As noted in these conditions of approval for the Small-Lot Vesting Tentative Subdivision Map, the City has identified improvements necessary to develop the subject parcels. These improvements include on and off-site roadways, water, sewer, storm drainage, landscaping, soundwalls, and other improvements.</p>	OG	CD (P)(E)(B) PW, PR, FD, PD
6.		<p>Public Right of Way Dedication As provided for in the First Amended and Restated Development Agreement (ARDA) and the Amendments No. 1 and 2 thereto, and any approved amendments thereafter, the Owner/Applicant shall dedicate all public rights-of-way and corresponding public utility easements such that public access is provided to each and every lot within the Mangini Ranch 1C North Subdivision project as shown on the Small-Lot Vesting Tentative Subdivision Map (Lots 1-76).</p>	M	CD (E)(P)
7.		<p>Street Names The Applicant shall select street names from either the City's approved list or subsequently approved by the Planning Commission for the small lot final map.</p>	M	CD (E)(P)

8.		<p>Indemnity for City 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
9.		<p>Small-Lot Vesting Tentative Subdivision Map The Small-Lot Vesting Tentative Subdivision map is expressly conditioned upon compliance with all environmental mitigation measures identified in the Folsom Plan Area Specific Plan EIR/EIS as amended by the Revised Proposed Water Supply Facility Alternative (November 2012), the Folsom South of U.S. Highway 50 Backbone Infrastructure Mitigated Negative Declaration (December 2014).</p>	OG	CD
10.		<p>ARDA and Amendments The Owner/Applicant shall comply with all provisions of Amendments No. 1 and 2 to the First Amended and Restated Tier 1 Development Agreement and any approved amendments thereafter by and between the City and the Owner/Applicant of the project.</p>	M	CD (E)

11.	✓	<p>Mitigation Monitoring The Owner/Applicant shall 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).</p>	OG	CD (P)
12.		<p>The Owner/Applicant acknowledges that the State adopted amendments to Section 65850 of the California Government Code (specifically Section 65850(9)), effective January 1, 2018, to allow for the implementation of inclusionary housing requirements in residential rental units, upon adoption of an ordinance by the City. The Landowner is not currently contemplating any residential rental projects within the Subject Property; however, in the event the City amends its Inclusionary Housing Ordinance with respect to rental housing pursuant to Section 65850(9), Landowner (or successor in interest) agrees that the Subject Property shall be subject to said City Ordinance, as amended, should any residential rental project be proposed within the Subject Property.</p>	OG	CD (P)
POLICE/SECURITY REQUIREMENT				
13.		<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				
14.		<p>Taxes and Fees 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 Amendments No. 1 and No. 2 to the Amended and Restated Tier 1 Development Agreement.</p>	M	CD (P)(E)
15.		<p>Assessments If applicable, the owner/applicant shall pay off any existing assessments against the property, or file necessary segregation request and pay applicable fees.</p>	M	CD (E)
16.		<p>FPASP Development Impact Fees 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 (July 1, 2021), or otherwise shall be governed by the terms of Amendments No. 1 and 2 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
17.		<p>Legal Counsel 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)

18.		<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)
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GRADING PERMIT REQUIREMENTS				
19.		<p>Walls/Fences The final location, design, height, materials, and colors of the walls and fences subject to review and approval by the Community Development Department to ensure consistency with the Folsom Ranch Central District Design Guidelines.</p> <p>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>	G, I, B	CD (P)(E), FD
20.		<p>Mine Shaft Remediation 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)
21.		<p>Prepare Traffic Control Plan. Prior to construction, a Traffic Control Plan for roadways and intersections affected by construction shall be prepared by the Owner/Applicant. The Traffic Control Plan prepared by the Owner/Applicant 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 City 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)

22.	<p>State and Federal Permits 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)
23.	<p>Landslide /Slope Failure The Owner/Applicant shall retain an appropriately licensed engineer during 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
IMPROVEMENT PLAN REQUIREMENTS			
24.	<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>	I, M	CD (E)
25.	<p>Standard Construction Specifications and Details 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>Standard Construction Specifications and Details</u> and the <u>Design and Procedures Manual and Improvement Standards</u>.</p>	I	CD (P)(E)
26.	<p>Water and Sewer Infrastructure 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 shall 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. 	I	CD (E)

27.		<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 Ranch Central District 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, earth toned 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, B	CD (P)
28.		<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 the final map.</p>	M	CD (P)(E)
29.		<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)
30.		<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>	I, M	CD (E)

31.		<p>Water Meter Fixed Network System The 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
32.		<p>Class II Bike Lanes All Class II bike lanes on Mangini Parkway shall be striped, and the legends painted to the satisfaction of the Community Development Department. No parking shall be permitted within the Class II bike lanes.</p>	I	CD (E)(P)
33.		<p>Noise Barriers and Window Assemblies Based on the Environmental Noise Assessment prepared by Bollard Acoustical Consultants for the Mangini Ranch Phase 1C North Project on May 3, 2021, the following measures shall be implemented to the satisfaction of the Community Development Department:</p> <ul style="list-style-type: none"> a. To comply with the General Plan 60 dB DNL exterior noise level standard, it is recommended that the Project design include additional solid traffic noise barriers at the minimum heights (relative to backyard elevation) and locations illustrated on Figure 2 of the Noise Assessment. The noise barriers could take the form of masonry wall, earthen berm, or a combination of the two. b. To ensure compliance with the General Plan 45 dB DNL interior noise level standard <i>including</i> a factor of safety, it is recommended that all upper-floor bedroom windows of residences constructed adjacent to Mangini Parkway from which the roadway would be visible be upgraded to a minimum STC rating of 32. Figure 2 shows the lots with recommended window assembly upgrades. c. Mechanical ventilation (air conditioning) shall be provided for all residences in the development to allow the occupants to close doors and windows as desired to achieve compliance with the applicable General Plan 45 dB DNL interior noise level standard. 	I, O	CD (E)(P)

34.		<p>Master Plan Updates</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	CD(E), EWR, PW
35.		<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 standards 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>	G, I	CD (E)
36.		<p>Litter Control</p> <p>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 official start of the rainy season (October 15).</p>	OG	CD (E)

FIRE DEPT REQUIREMENTS				
37.		<p>All-Weather Access and Fire Hydrants 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 Department. 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 Department. (All-weather access is defined as six inches of compacted aggregate base from May 1 to September 30 and two inches asphalt concrete over six inches aggregate base from October 1 to April 30). The buildings 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 Department.</p> <ul style="list-style-type: none"> • Residential Fire-Flow with Automatic Fire Sprinkler System: The required fire-flow for the proposed subdivision is determined to be 500 gpm per minute for 30 minutes. • All public streets shall meet City of Folsom Street Standards. • 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). • The first Fire Station planned for the Folsom Plan Area may be required to 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

LANDSCAPE/TREE PRESERVATION REQUIREMENTS

<p>38.</p>	<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 the first building permit. Said plans shall include all on-site landscape specifications and details including a tree planting exhibit demonstrating sufficient diversity and appropriate species selection to the satisfaction of the Community Development Department. The tree exhibit shall include all street trees, accent trees, parking lot shading trees, and mitigation trees proposed within the development. Said plans 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.</p> <p>The Owner/Applicant shall comply with city-wide landscape rules or regulations on water usage. 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 on all landscaping in the Mangini Phase 1C North Subdivision Project.</p>	<p>B</p>	<p>CD (P)(E)</p>
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39.		<p><i>Landscaping Plans</i></p> <p>The Applicant shall provide for the following:</p> <ul style="list-style-type: none">a. An offsite public access easement landscaped with separated six-foot concrete sidewalk shall be provided from the east side of Lot E along the frontage of Mangini Parkway to Savannah Parkway.b. The Applicant shall landscape and provide a six-foot wide concrete pedestrian connection from Mangini Parkway to the future Class 1 trail to the south on Lot G.c. Lots G, H., I and J shall be graded and granted to the City in fee. Lot H shall be graded to include a Class 1 trail.d. Lot J adjoins the JPA corridor and shall be hydroseeded and dedicated to the City (non-landscaped).	B	CD (P)(E)
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MAP REQUIREMENTS

40.	<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.	M	CD (E)
41.	<i>The Final Inclusionary Housing Plan</i> The Final Inclusionary Housing Plan shall be approved by the City Council. The Inclusionary Housing Agreement, which will be approved by the City Attorney, shall be executed prior to recordation of the Final Map for the Mangini Phase 1C North Subdivision project.	M	CD (P)(E)

42.		<p>Department of Real Estate Public Report The owner/applicant shall disclose to the homebuyers in the Department of Real Estate Public Report and/or the CC&R's the following items:</p> <ol style="list-style-type: none">1) The soil in the subdivision may contain naturally occurring asbestos and naturally occurring arsenic.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 close to the Mather Airport flight path and 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) Owner/Applicant acknowledges the final design, location, grade and configuration of the Connector Project east of East Bidwell Street is not known. As such, Owner/Applicant will include a recorded disclosure to be provided to all potential buyers of homes within Mangini Ranch Phase 1C North Project advising of the future Connector Project and associated noise, grade changes, height, location, design, traffic and construction as eventually approved.6) Applicant shall ensure that the CC&Rs contain a notice that the side yard fencing can not be relocated and must remain as installed by Applicant.	M	CD (P)
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43.		<p>Public Utility Easements The Owner/Applicant shall dedicate public utility easements for underground facilities on properties adjacent to the public and private 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 public and private 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)
44.		<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 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 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)
45.		<p>New Permanent Benchmarks 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 project/subdivision 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)
46.		<p>Centralized Mail Delivery Units 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)

47.		<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. The exception to this requirement is model homes. Building permits for model homes only may be issued prior to recording of the Final Map, subject to approval by the Community Development Department.</p>	B	CD (E)
48.		<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
49.		<p>Credit Reimbursement Agreement Prior to the recordation of the first Small-Lot 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)
TRAFFIC/ACCESS/CIRCULATION/PARKING REQUIREMENTS				
50.		<p>The following conditions of approval are related to roadway and traffic related improvements for the Phase 1C North 4-Project. Refer to Attachment 12, Kimley Horn Memo dated May 21, 2021.</p> <ul style="list-style-type: none"> a. Emergency Vehicle Access shall be granted on Street D and Street A to provide and maintain secondary access to the north (via the Mangini Ranch Phase 1C North 4-Pack project) for a connection to Placerville Road. b. Required public and private subdivision improvements, including but not limited to street and frontage improvements on Mangini Parkway shall be completed prior to issuance of the first Certificate of Occupancy for the subdivision. 	B, O	CD (E), PW, FD

ARCHITECTURE/SITE DESIGN REQUIREMENTS				
51.		<p>The Mangini Phase 1C North Subdivision Project shall comply with the following architecture and design requirements:</p> <ol style="list-style-type: none"> 1. This approval is for three architectural styles with 12 color and material options. The applicant shall submit building plans that comply with this approval and the attached building elevations dated March 19, 2021. 2. The design, materials, and colors of the single-family residential units shall be consistent with the approved building elevations, materials samples, and color schemes 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 roofline, 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. 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 elevation of each Master Plan to the satisfaction of the Community Development Department. 6. A minimum of one tree is required 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 and Occupancy. 	B,O	CD (P) (B)
52.		<p><i>Trash/Recycling Containers and Air Conditioner Screening</i> Trash, recycling, and yard waste containers shall be placed behind the side yard fence so that they are not visible from the public right-of-way to the satisfaction of the Community Development Department. In addition, air conditioning units shall also be placed behind the side yard fence or located in the rear yard so that they are not visible from the public right-of-way to the satisfaction of the Community Development Department.</p>	OG	CD (P) (E)

53.		The proposed project shall comply with all State and local rules, regulations, Governor's Declarations, and restrictions relative to water usage and conservations, including but not limited to: requirements relative to water usage and conservation established by the State Water Resources Control Board, and water usage and conservation requirements established within the <u>Folsom Municipal Code, (Section 13.26 Water Conservation)</u> , or amended from time to time.	I, B, OG	CD (P)(E)
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MITIGATION MEASURES				
54.	✓	<i>Mangini Phase 1C North Subdivision Mitigation Monitoring Reporting Program (MMRP).</i> The conditions of approval below (numbered 55-1 to 55-89) implement the applicable mitigation measures from the FPASP (May 2011) MMRP, as amended by the Revised Proposed Water Supply Facility Alternative (November 2012), the Folsom South of U.S. Highway 50 Backbone Infrastructure Mitigated Negative Declaration (December 2014) and the Westland Eagle SPA Addendum (September 2015).		
Condition No.	Mitigation Number (Source)	Mitigation Measures	Timing	Responsible Agency
AESTHETICS				
55-1	3A.1-4 (FPASP EIR/EIS)	<i>Screen Construction Staging Areas.</i> The project applicant(s) for any particular discretionary development application 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 approved by the appropriate agency (identified below) before the approval of grading plans for all project phases and 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 such visual barriers such as berms or fences. The screen design shall be approved by the appropriate agency to further reduce visual effects to the extent possible. Mitigation for the off-site elements outside of the City of Folsom’s jurisdictional boundaries shall be developed by the project applicant(s) of each applicable project phase in consultation with the affected oversight agency(ies) (i.e., El Dorado and/or Sacramento Counties, and Caltrans) to reduce to the extent feasible the visual effects of construction activities on adjacent project land uses that have already been developed.	Before approval of grading plans and during construction for all project phases.	City of Folsom Community Development Department.
55-2	3A.1-5 (FPASP EIR/EIS)	<i>Establish and Require Conformance to Lighting Standards and Prepare and Implement a Lighting Plan.</i> To reduce impacts associated with light and glare, the City shall: ▶ Establish standards for on-site outdoor lighting to reduce high-intensity nighttime lighting and glare as part of the Folsom Specific Plan	Before approval of building permits.	City of Folsom Community Development Department

		<p>design guidelines/standards. Consideration shall be given to design features, namely directional shielding for street lighting, parking lot lighting, and other substantial light sources, that would reduce effects of nighttime lighting. In addition, consideration shall be given to the use of automatic shutoffs or motion sensors for lighting features to further reduce excess nighttime light.</p> <ul style="list-style-type: none">a. Use shielded or screened public lighting fixtures to prevent the light from shining off of the surface intended to be illuminated.b. To reduce impacts associated with light and glare, the project applicant(s) of all project phases shall:c. Shield or screen lighting fixtures to direct the light downward and prevent light spill on adjacent properties.d. Flood and area lighting needed for construction activities, nighttime sporting activities, and/or security shall be screened or aimed no higher than 45 degrees above straight down (half-way between straight down and straight to the side) when the source is visible from any off-site residential property or public roadway.e. For public lighting in residential neighborhoods, prohibit the use of light fixtures that are of unusually high intensity or brightness (e.g., harsh mercury vapor, low-pressure sodium, or fluorescent bulbs) or that blink or flash.f. Use appropriate building materials (such as low-glare glass, low-glare building glaze or finish, neutral, earth-toned 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.g. A lighting plan for all on- and off-site elements within each agency's jurisdictional boundaries (specified below) shall be submitted to the relevant jurisdictional agency for review and approval, which shall include the above elements. The lighting plan may be submitted concurrently with other improvement plans, and shall be submitted before the installation of any lighting or the approval of building permits for each phase. The project applicant(s) for any particular		
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		<p>discretionary development application shall implement the approved lighting plan.</p> <p>Mitigation for the off-site elements outside of the City of Folsom’s jurisdictional boundaries must be coordinated by the project Applicant(s) of each applicable project phase with the affected oversight agency(ies) (i.e., El Dorado and/or Sacramento Counties).</p>		
AIR QUALITY				
55-3	3A.2-1a (FPASP EIR/EIS)	<p><i>Implement Measures to Control Air Pollutant Emissions Generated by Construction of On-Site Elements.</i></p> <p>To reduce short-term construction emissions, the project applicant(s) for any particular discretionary development application shall require their contractors to implement SMAQMD’s list of Basic Construction Emission Control Practices, Enhanced Fugitive PM Dust Control Practices, and Enhanced Exhaust Control Practices (list below) in effect at the time individual portions of the site undergo construction. In addition to SMAQMD-recommended measures, construction operations shall comply with all applicable SMAQMD rules and regulations.</p> <p><i>Basic Construction Emission Control Practices</i></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. ▶ 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 should be covered. ▶ 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 pads should be laid as soon as possible after grading unless seeding or soil binders are used. 	<p>Before the approval of all grading plans by the City and throughout project construction, where applicable, for all project phases.</p>	<p>City of Folsom Community Development Department</p>

	<ul style="list-style-type: none">▶ 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 must be checked by a certified mechanic and determine to be running in proper condition before it is operated. <p><i>Enhanced Fugitive PM Dust Control Practices – Soil Disturbance Areas</i></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.▶ Plant vegetative ground cover (fast-germinating native grass seed) in disturbed areas as soon as possible. Water appropriately until vegetation is established. <p><i>Enhanced Fugitive PM Dust Control Practices – Unpaved Roads</i></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 SMAQMD and the City contact person shall also be posted to ensure compliance. <p><i>Enhanced Exhaust Control Practices</i></p> <ul style="list-style-type: none">▶ The project shall provide a plan, for approval by the City of Folsom Community Development Department and SMAQMD, demonstrating		
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	<p>that the heavy-duty (50 horsepower [hp] or more) 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 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. The project applicant(s) of each project phase or its representative shall submit to the City of Folsom Community Development Department and SMAQMD 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 SMAQMD with the anticipated construction timeline including start date, and name and phone number of the project manager and on-site foreman. SMAQMD's Construction Mitigation Calculator can be used to identify an equipment fleet that achieves this reduction (SMAQMD 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 SMAQMD shall be notified within 48 hours of identification of noncompliant 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. SMAQMD staff and/or other officials may conduct</p>		
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		<p>periodic site inspections to determine compliance. Nothing in this mitigation measure shall supersede other SMAQMD or state rules or regulations.</p> <p>► If at the time of construction, SMAQMD 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 SMAQMD so permits.</p>		
55-4	3A.2-1b (FPASP EIR/EIS)	<p><i>Pay Off-site Mitigation Fee to SMAQMD to Off-Set NOX Emissions Generated by Construction of On-Site Elements.</i></p> <p>Implementation of the project or the other four other action alternatives would 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). Additionally, Mitigation Measure 3A.4-1 (Implement Additional Measures to Control Construction-Generated GHG Emissions, pages 3A.4-14 to 15) has the potential to both reduce and increase NOX emissions, depending on the types of alternative fuels and engine types employed. Therefore, the project applicant(s) shall pay SMAQMD an off-site mitigation fee for implementation of any of the five action alternatives for the purpose of reducing NOX emissions to a less-than-significant level (i.e., less than 85 lb/day). All NOX emission reductions and increases associated with GHG mitigation shall be added to or subtracted from the amount above the construction threshold to determine off-site mitigation fees, when possible. The specific fee amounts shall be calculated when the daily construction emissions can be more accurately determined: that is, if the City/USACE select and certify the EIR/EIS and approves the Proposed Project or one of the other four other action alternatives, the City and the applicants must establish the phasing by which development would occur, and the applicants must develop a detailed construction schedule. Calculation of fees associated with each project development phase shall be conducted by the project applicant(s) in consultation with SMAQMD staff before the approval of grading plans by the City. The project applicant(s) for any particular discretionary development application shall pay into SMAQMD’s off-site construction mitigation fund to further mitigate construction generated emissions of NOX that exceed SMAQMD’s daily emission threshold of 85 lb/day. The</p>	<p>Before the approval of all grading plans by the City and throughout project construction for all project phases.</p>	<p>The City of Folsom Community Development Department shall not grant any grading permits to the respective project applicant(s) until the respective project applicant(s) have paid the appropriate off-site mitigation fee to SMAQMD.</p>

		<p>calculation of daily NOX emissions shall be based on the cost rate established by SMAQMD at the time the calculation and payment are made. At the time of writing this EIR/EIS the cost rate is \$16,000 to reduce 1 ton of NOX plus a 5% administrative fee (SMAQMD 2008c). The determination of the final mitigation fee shall be conducted in coordination with SMAQMD before any ground disturbance occurs for any project phase.</p>		
55-5	3A.2-1c (FPASP EIR/EIS)	<p>Analyze and Disclose Projected PM10 Emission Concentrations at Nearby Sensitive Receptors Resulting from Construction of On-Site Elements. Prior to construction of each discretionary development entitlement of on-site land uses, the project applicant shall perform a project-level CEQA analysis (e.g., supporting documentation for an exemption, negative declaration, or project-specific EIR) that includes detailed dispersion modeling of construction-generated PM10 to disclose what PM10 concentrations would be at nearby sensitive receptors. The dispersion modeling shall be performed in accordance with applicable SMAQMD guidance that is in place at the time the analysis is performed. At the time of writing this EIR/EIS, SMAQMD's most current and most detailed guidance for addressing construction-generated PM10 emissions is found in its Guide to Air Quality Assessment in Sacramento County (SMAQMD 2009a). The 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.</p>	<p>Before the approval of all grading plans by the City.</p>	<p>City of Folsom Community Development Department</p>
55-6	3A.2-2 (FPASP EIR/EIS)	<p><i>Implement All Measures Prescribed by the Air Quality Mitigation Plan to Reduce Operational Air Pollutant Emissions.</i></p> <p>To reduce operational emissions, the project applicant(s) for any particular discretionary development application shall implement all measures prescribed in the SMAQMD-approved Folsom Plan Area Specific Plan Air Quality Mitigation Plan (AQMP) (Torrence Planning 2008), a copy of which is included in Appendix C2. The AQMP is intended to improve mobility, reduce vehicle miles traveled, and improve air quality as required by AB 32 and SB 375. The AQMP includes, among others, measures designed to provide bicycle parking at commercial land uses, an integrated pedestrian/bicycle path network, transit stops with shelters, a prohibition against the use the wood-burning fireplaces, energy star roofing materials, electric lawnmowers provided to</p>	<p>Before issuance of subdivision maps or improvement plans.</p>	<p>City of Folsom Community Development Department</p>

		homeowners at no charge, and on-site transportation alternatives to passenger vehicles (including light rail) that provide connectivity with other local and regional alternative transportation networks.		
55-7	3A.2-4a (FPASP EIR/EIS)	<p><i>Develop and Implement a Plan to Reduce Exposure of Sensitive Receptors to Construction-Generated Toxic Air Contaminant Emissions.</i></p> <p>The project applicant(s) for any particular discretionary development application shall develop a plan to reduce the exposure of sensitive receptors to TACs generated by project construction activity associated with buildout of the selected alternative. Each plan shall be developed by the project 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. Applicable measures shall be included in all project plans and specifications for all project phases.</p> <p>The implementation and enforcement of all measures identified in each plan shall be funded by the project applicant(s) for the respective phase of development.</p>	Before the approval of all grading plans by the City and throughout project construction, where applicable, for all project phases.	City of Folsom Community Development Department
55-8	3A.2-6 (FPASP EIR/EIS)	<p><i>Implement Measures to Control Exposure of Sensitive Receptors to Operational Odorous Emissions.</i></p> <p>The project applicant(s) for any particular discretionary development application shall implement the following measure:</p> <ul style="list-style-type: none"> ▶ The deeds to all properties located within the plan area that are within one mile of an on- or off-site area zoned or used for agricultural use (including livestock grazing) shall be accompanied by a 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. 	Before the approval of building permits by the City and throughout project construction, where applicable, for all project phases.	City of Folsom Community Development Department
BIOLOGICAL RESOURCES				

<p>55-9</p>	<p>3A.3-1a (FPASP EIR/EIS)</p>	<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 project applicant(s) for any particular discretionary development application shall include stormwater drainage plans and erosion and sediment control plans in their improvement plans and shall submit these plans to the City Public Works Department for review and approval. For off-site elements within Sacramento County or El Dorado County jurisdiction (e.g., off-site detention basin and off-site roadway connections to El Dorado Hills), plans shall be submitted to the appropriate county planning department. Before approval of these improvement plans, the project applicant(s) for any particular discretionary development application shall obtain a NPDES MS4 Municipal Stormwater Permit and Grading Permit, comply with the City’s Grading Ordinance and County 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. Detailed information about stormwater runoff standards and relevant City and County regulation is provided in Chapter 3A.9, “Hydrology and Water Quality.”</p> <p>The project applicant(s) for any particular discretionary development entitlement 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</p>	<p>Before approval of improvement and drainage plans, and on an ongoing basis throughout and after project construction, as required for all project phases.</p>	<p>City of Folsom Public Works Department</p>
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	<p>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>In addition to compliance with City ordinances, the project applicant(s) for any particular discretionary development application 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 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 project applicant(s) 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 SPA. 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. 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> <p>See FEIR/FEIS Appendix S showing that the detention basin in the northeast corner of the SPA has been moved off stream.</p> <p>Mitigation for the off-site elements outside of the City of Folsom's jurisdictional boundaries must be coordinated by the project applicant(s) of each applicable project phase in consultation with the affected</p>		
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		<p>oversight agency(ies) (i.e., El Dorado County for the roadway connections, Sacramento County for the detention basin west of Prairie City Road, and Caltrans for the U.S. 50 interchange improvements) such that the performance standards described in Chapter 3A.9, “Hydrology and Water Quality,” are met.</p>		
<p>55-10</p>	<p>3A.3-2a (FPASP EIR/EIS)</p>	<p><i>Avoid Direct Loss of Swainson’s Hawk and Other Raptor Nests.</i> To mitigate impacts on Swainson’s hawk and other raptors (including burrowing owl), the project applicant(s) of all project phases shall retain a qualified biologist to conduct preconstruction surveys and to identify active nests on and within 0.5 mile of the project and active burrows on the project site. 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 construction for all project phases. To the extent feasible, guidelines provided in Recommended Timing and Methodology for Swainson’s Hawk Nesting Surveys in the Central Valley (Swainson’s Hawk Technical Advisory Committee 2000) shall be followed for surveys for Swainson’s hawk. If no nests are found, no further mitigation is required. If active nests are found, impacts on nesting Swainson’s hawks and other 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 consultation with DFG that reducing the buffer would not result in nest abandonment. DFG 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 DFG, 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. 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 DFG. 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, burrow owl exclusions may only be used if a qualified biologist verifies that the burrow does not contain eggs or</p>	<p>Before the approval of grading and improvement plans, before any ground disturbing activities, and during project construction as applicable for all project phases.</p>	<p>California Department of Fish and Game and City of Folsom Community Development Department.</p>

		<p>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> <p>Mitigation for the off-site elements outside of the City of Folsom’s jurisdictional boundaries must be developed by the project applicant(s) of each applicable project phase in consultation with the affected oversight agency(ies) (i.e., El Dorado and/or Sacramento Counties, or Caltrans), such that the performance criteria set forth in DFG’s guidelines are determined to be met.</p>		
GEOLOGY AND SOILS				
55-11	3A.7-1a (FPASP EIR/EIS)	<p>Prepare Site-Specific Geotechnical Report per CBC Requirements and Implement Appropriate Recommendations. Before building permits are issued and construction activities begin any project development phase, the project applicant(s) of each project phase shall hire a licensed geotechnical engineer to prepare a final geotechnical subsurface investigation report for the on- and off-site facilities, which shall be submitted for review and approval to the appropriate City or county department (identified below). The final geotechnical 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</p>	Before issuance of building permits and ground-disturbing activities.	City of Folsom Community Development Department

		<p>and groundwater conditions, and shall determine appropriate foundation designs that are consistent with the version of the CBC 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 project applicant(s) of each project phase. Special recommendations contained in the geotechnical engineering report shall be noted on the grading plans and implemented as appropriate before construction begins. Design and construction of all new project development shall be in accordance with the CBC. The project applicant(s) shall provide for engineering inspection and certification that earthwork has been performed in conformity with recommendations contained in the geotechnical report.</p>		
55-12	3A.7-1b (FPASP EIR/EIS)	<p><i>Monitor Earthwork during Earthmoving Activities.</i> All earthwork shall be monitored by a qualified geotechnical or soils engineer retained by the project applicant(s) of each project phase. The geotechnical or soils engineer shall provide oversight during all excavation, placement of fill, and disposal of materials removed from and deposited on both on- and off-site construction areas. Mitigation for the off-site elements outside of the City of Folsom’s jurisdictional boundaries must be coordinated by the project applicant(s) of each applicable project phase with the affected oversight agency(ies) (i.e., El Dorado and/or Sacramento Counties, or Caltrans).</p>	Before issuance of building permits and ground-disturbing activities.	City of Folsom Community Development Department
55-13	3A.7-3 (FPASP EIR/EIS)	<p><i>Prepare and Implement the Appropriate Grading and Erosion Control Plan.</i> Before grading permits are issued, the project applicant(s) of each project phase that would be located within the City of Folsom shall retain a California Registered Civil Engineer to prepare a grading and erosion control plan. The grading and erosion control plan shall be submitted to the City Public Works Department before issuance of grading permits for all new development. The plan shall be consistent with the City’s Grading Ordinance, the City’s Hillside Development Guidelines, and the state’s NPDES permit, and shall include the site-specific grading associated with development for all project phases. The plans referenced above shall include the location, implementation schedule, and maintenance schedule of all erosion and sediment control</p>	Before the start of construction activities.	City of Folsom Community Development Department

		<p>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 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. The project applicant(s) shall ensure that the construction contractor is responsible for securing a source of transportation and deposition of excavated materials.</p> <p>Mitigation for the off-site elements outside of the City of Folsom’s jurisdictional boundaries must be coordinated by the project applicant(s) of each applicable project phase with the affected oversight agency(ies) (i.e., El Dorado and/or Sacramento Counties).</p> <p>Implementation of Mitigation Measure 3A.9-1 (discussed in Section 3A.9, “Hydrology and Water Quality – Land”) would also help reduce erosion-related impacts.</p>		
55-14	3A.7-5 (FPASP EIR/EIS)	<p><i>Divert Seasonal Water Flows Away from Building Foundations.</i></p> <p>The project applicant(s) of all project phases 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>	Before and during earthmoving activities.	City of Folsom Community Development Department
55-15	3A.7-10 (FPASP EIR/EIS)	<p><i>Conduct Construction Personnel Education, 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>To minimize potential adverse impacts on previously unknown potentially unique, scientifically important paleontological resources, the project applicant(s) of all project phases where construction would occur in the Ione and Mehrten Formations shall do the following:</p> <ul style="list-style-type: none"> ▶ Before the start of any earthmoving activities for any project phase in the Ione or Mehrten Formations, the project applicant(s) shall retain a 	During earthmoving activities in the Ione and Mehrten Formations.	City of Folsom Community Development Department

		<p>qualified paleontologist or archaeologist 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.</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 appropriate lead agency (identified below). The project applicant(s) 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> <p>Mitigation for the off-site elements outside of the City of Folsom’s jurisdictional boundaries must be coordinated by the project applicant(s) of each applicable project phase with the affected oversight agency(ies) (i.e., Sacramento County).</p>		
GREENHOUSE GAS EMISSIONS AND CLIMATE CHANGE				
55-16	3A.4-1 (FPASP EIR/EIS)	<p><i>Implement Additional Measures to Control Construction-Generated GHG Emissions.</i></p> <p>To further reduce construction-generated GHG emissions, the project applicant(s) any particular discretionary development application shall implement all feasible measures for reducing GHG emissions associated with construction that are recommended by SMAQMD at the time individual portions of the site undergo construction. Such measures may reduce GHG exhaust emissions from the use of on-site equipment, worker commute trips, and truck trips carrying materials and equipment to and from the SPA, as well as GHG emissions embodied in the materials selected for construction (e.g., concrete). Other measures may pertain to the materials used in construction. Prior to releasing each request for bid to contractors for the construction of each discretionary development entitlement, the project applicant(s) shall obtain the most</p>	Before approval of small-lot final maps and building permits for all discretionary development project, including all on- and off-site elements and implementation throughout project construction.	City of Folsom Community Development Department

	<p>current list of GHG reduction measures that are recommended by SMAQMD and stipulate that these measures be implemented in the respective request for bid as well as the subsequent construction contract with the selected primary contractor. The project applicant(s) for any particular discretionary development application 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 GHG reduction measures, shall be approved by the City, in consultation with SMAQMD prior to the release of a request for bid by the project applicant(s) for seeking a primary contractor to manage the construction of each development project. By requiring that the list of feasible measures be established prior to the selection of a primary contractor, this measure requires that the ability of a contractor to effectively implement the selected GHG reduction measures be inherent to the selection process.</p> <p>SMAQMD's recommended measures for reducing construction-related GHG emissions at the time of writing this EIR/EIS are listed below and the project applicant(s) shall, at a minimum, be required to implement the following:</p> <ul style="list-style-type: none">▶ Improve fuel efficiency from construction equipment:<ul style="list-style-type: none">▪ reduce unnecessary idling (modify work practices, install auxiliary power for driver comfort);▪ perform equipment maintenance (inspections, detect failures early, corrections);▪ train equipment operators in proper use of equipment;▪ use the proper size of equipment for the job; and▪ use equipment with new technologies (repowered engines, electric drive trains).▶ Use alternative fuels for electricity generators and welders at construction sites such as propane or solar, or use electrical power.▶ Use an ARB-approved low-carbon fuel, such as biodiesel or renewable diesel for construction equipment. (Emissions of oxides of nitrogen [NOX] emissions from the use of low carbon fuel must be reviewed and increases mitigated.) Additional information about low		
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		<p>carbon fuels is available from ARB’s Low Carbon Fuel Standard Program (ARB 2009b).</p> <ul style="list-style-type: none"> ▶ Encourage and provide carpools, shuttle vans, transit passes and/or secure bicycle parking for construction worker commutes. ▶ Reduce electricity use in the construction office by using compact fluorescent bulbs, powering off computers every day, and replacing heating and cooling units with more efficient ones. ▶ Recycle or salvage non-hazardous construction and demolition debris (goal of at least 75% by weight). ▶ Use locally sourced or recycled materials for construction materials (goal of at least 20% based on costs for building materials, and based on volume for roadway, parking lot, sidewalk and curb materials). ▶ Minimize the amount of concrete used for paved surfaces or use a low carbon concrete option. ▶ Produce concrete on-site if determined to be less emissive than transporting ready mix. ▶ Use EPA-certified SmartWay trucks for deliveries and equipment transport. Additional information about the SmartWay Transport Partnership Program is available from ARB’s Heavy-Duty Vehicle Greenhouse Gas Measure (ARB 2009c) and EPA (EPA 2009). ▶ Develop a plan in consultation with SMAQMD to efficiently use water for adequate dust control. This may consist of the use of non-potable water from a local source. <p>In addition to SMAQMD-recommended measures, construction activity shall comply with all applicable rules and regulations established by SMAQMD and ARB.</p>		
55-17	3A.8-2 (FPASP EIR/EIS)	<p><i>Complete Investigations Related to the Extent to Which Soil and/or Groundwater May Have Been Contaminated in Areas Not Covered by the Phase I and II Environmental Site Assessments and Implement Required Measures.</i></p> <p>The project applicant(s) for any discretionary development application shall conduct Phase I Environmental Site Assessments (where an Phase I has not been conducted), and if necessary, Phase II Environmental Site Assessments, and/or other appropriate testing for all areas of the SPA and</p>	Before and during earth moving activities	City of Folsom Community Development Department

	<p>include, as necessary, analysis of soil and/or groundwater samples for the potential contamination sites that have not yet been covered by previous investigations (as shown in Exhibit 3A.8-1) before construction activities begin in those areas. Recommendations in the Phase I and II Environmental Site Assessments to address any contamination that is found shall be implemented before initiating ground-disturbing activities in these areas.</p> <p>The project applicant(s) shall implement the following measures before ground-disturbing activities to reduce health hazards associated with potential exposure to hazardous substances:</p> <ul style="list-style-type: none">▶ Prepare a plan that identifies any necessary remediation activities appropriate for proposed on- and off-site uses, including excavation and removal of on-site contaminated soils, redistribution of clean fill material in the SPA, and closure of any abandoned mine shafts. The plan shall include measures that ensure the safe transport, use, and disposal of contaminated soil and building debris removed from the site. In the event that contaminated groundwater is encountered during site excavation activities, the contractor shall report the contamination to the appropriate regulatory agencies, dewater the excavated area, and treat the contaminated groundwater to remove contaminants before discharge into the sanitary sewer system. The project applicant(s) shall be required to comply with the plan and applicable Federal, state, and local laws. The plan shall outline measures for specific handling and reporting procedures for hazardous materials and disposal of hazardous materials removed from the site at an appropriate off-site disposal facility.▶ Notify the appropriate Federal, state, and local agencies if evidence of previously undiscovered soil or groundwater contamination (e.g., stained soil, odorous groundwater) is encountered during construction activities. Any contaminated areas shall be remediated in accordance with recommendations made by the Sacramento County Environmental Management Department, Central Valley RWQCB, DTSC, and/or other appropriate Federal, state, or local regulatory agencies.▶ Obtain an assessment conducted by PG&E and SMUD pertaining to the contents of any existing pole-mounted transformers located in the SPA. The assessment shall determine whether existing on-site electrical transformers contain PCBs and whether there are any records of spills		
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		<p>from such equipment. If equipment containing PCB is identified, the maintenance and/or disposal of the transformer shall be subject to the regulations of the Toxic Substances Control Act under the authority of the Sacramento County Environmental Health Department.</p> <ul style="list-style-type: none"> ▶ Mitigation for the off-site elements outside of the City of Folsom’s jurisdictional boundaries must be coordinated by the project applicant(s) of each applicable project phase with the affected oversight agency(ies) (i.e., Sacramento County). 		
HYDROLOGY AND WATER QUALITY				
55-18	3A.9-1 (FPASP EIR/EIS)	<p><i>Acquire Appropriate Regulatory Permits and Prepare and Implement SWPPP and BMPs.</i></p> <p>Prior to the issuance of grading permits, the project 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 SWRCB’s NPDES stormwater permit for general construction activity (Order 2009-0009-DWQ), including preparation and submittal of a project-specific SWPPP at the time the NOI is filed. The project applicant(s) shall also prepare and submit any other necessary erosion and sediment control and engineering plans and specifications for pollution prevention and control to Sacramento County, City of Folsom, El Dorado County (for the off-site roadways into El Dorado Hills under the Proposed Project Alternative). The SWPPP 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 non-stormwater discharges, 	<p>Submittal of the State Construction General Permit NOI and SWPPP (where applicable) and development and submittal of any other locally required plans and specifications before the issuance of grading permits for all on-site project phases and off-site elements and implementation throughout project construction.</p>	<p>City of Folsom Community Development Department</p>

	<p>including fuels, lubricants, and other types of materials used for equipment operation;</p> <ul style="list-style-type: none">▶ 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;▶ 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 SWPPP; and▶ The appropriate personnel responsible for supervisory duties related to implementation of the SWPPP.▶ Where applicable, BMPs identified in the SWPPP shall be in place throughout all site work and construction/demolition activities and shall be used in all subsequent site development activities. BMPs may include, but are not limited to, such measures as those listed below.▶ 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 SWPPP shall be maintained and available at all times on the construction site.</p> <p>For those areas that would be disturbed as part of the U.S. 50 interchange improvements, Caltrans shall 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</p>		
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		<p>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 must be coordinated by the project applicant(s) of each applicable project phase with the affected oversight agency(ies) (i.e., El Dorado and/or Sacramento Counties, or Caltrans).</p>		
55-19	3A.9-2 (FPASP EIR/EIS)	<p><i>Prepare and Submit Final Drainage Plans and Implement Requirements Contained in Those Plans.</i></p> <p>Before the approval of grading plans and building permits, the project applicant(s) of all project phases shall submit final drainage plans to the City, and to El Dorado County for the off-site roadway connections into El Dorado Hills, demonstrating that off-site upstream runoff would be appropriately conveyed through the SPA, and that project-related on-site runoff would be appropriately contained in detention basins or managed with through other improvements (e.g., source controls, biotechnical stream stabilization) to reduce flooding and hydromodification impacts.</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 and El Dorado County 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 BMPs will be designed and constructed in accordance with the forthcoming SSQP Hydromodification Management 	Before approval of grading plans and building permits of all project phases.	City of Folsom Public Works Department

		<p>Plan (to be adopted by the RWQCB) and may include, but are not limited to, the following:</p> <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 and El Dorado County Department of Transportation 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 SPA 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 Public Works Department).</p>		
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		Mitigation for the off-site elements outside of the City of Folsom’s jurisdictional boundaries must be coordinated by the project applicant(s) of each applicable project phase with El Dorado County.		
55-20	3A.9-3 (FPASP EIR/EIS)	<p><i>Develop and Implement a BMP and Water Quality Maintenance Plan.</i> Before approval of the grading permits for any development project requiring a subdivision map, a detailed BMP and water quality maintenance plan shall be prepared by a qualified engineer retained by the project applicant(s) the development project. Drafts of the plan shall be submitted to the City of Folsom and El Dorado County for the off-site roadway connections into El Dorado Hills, for review and approval concurrently with development of tentative subdivision maps for all project phases. 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 “Stormwater Quality Design Manual for Sacramento and South Placer Regions” ([SSQP 2007b] per NPDES Permit No. CAS082597 WDR Order No. R5-2008-0142, 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 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; 	Prepare plans before the issuance of grading permits for all project phases and off-site elements and implementation throughout project construction.	City of Folsom Community Development Department and Public Works Department

		<ul style="list-style-type: none"> • Replacement of conventional impervious surfaces with pervious surfaces (e.g., porous pavement); • Impervious surfaces disconnection; and • Trees planted to intercept stormwater. <p>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> <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 must be coordinated by the project applicant(s) of each applicable project phase with El Dorado County and Caltrans.</p>		
NOISE AND VIBRATION				
55-21	3A.11-1 (FPASP EIR/EIS)	<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>To reduce impacts associated with noise generated during project related construction activities, the project applicant(s) and their primary contractors for engineering design and construction of all project phases shall ensure that the following requirements are implemented at each work site in any year of project construction to avoid and minimize construction noise effects on sensitive receptors. The project applicant(s) and primary construction contractor(s) shall employ noise-reducing construction practices. Measures that shall be used to limit noise shall include the measures listed below:</p>	Before and during construction activities on the SPA and within El Dorado Hills.	City of Folsom Community Development Department

	<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 6 p.m. on Saturdays and Sundays.▶ All construction equipment and equipment staging areas 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 offsite instead of on-site).▶ 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).		
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PUBLIC SERVICES				
55-22	3A.14-1 (FPASP EIR/EIS)	<p><i>Prepare and Implement a Construction Traffic Control Plan.</i></p> <p>The project applicant(s) of all project phases shall prepare and implement traffic control plans for construction activities that may affect road rights-of-way. The traffic control plans must follow any applicable standards of the agency responsible for the affected roadway and must be approved and signed by a professional engineer. 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. Traffic control plans shall be submitted to the appropriate City or County department or the California Department of Transportation (Caltrans) for review and approval before the approval of all project plans or permits, for all project phases where implementation may cause impacts on traffic.</p> <p>Mitigation for the off-site elements outside of the City of Folsom’s jurisdictional boundaries must be coordinated by the project applicant(s) of each applicable project phase with the affected oversight agency(ies) (i.e., El Dorado and/or Sacramento Counties and Caltrans).</p>	Before the approval of all relevant plans and/or permits and during construction of all project phases.	City of Folsom Public Works Department

<p>55-23</p>	<p>3A.14-2 (FPASP EIR/EIS)</p>	<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 project applicant(s) of all project phases shall do the following, as described below.</p> <p>1. 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.</p> <p>Improvement plans showing the incorporation 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> <p>2. Submit a Fire Systems New Buildings, Additions, and Alterations Document Submittal List to the City of Folsom Community Development Department Building Division for review and approval before the issuance of building permits.</p> <p>In addition to the above measures, the project applicant(s) of all project phases shall incorporate the provisions described below for the portion of the SPA within the EDHFD service area, if it is determined through City/El Dorado County negotiations that EDHFD would serve the 178-acre portion of the SPA.</p> <p>3. Incorporate into project designs applicable requirements based on the EDHFD fire prevention standards. For commercial development, improvement plans showing roadways, land splits, buildings, fire sprinkler systems, fire alarm systems, and other commercial building</p>	<p>Before issuance of building permits and issuance of occupancy permits or final inspections for all project phases.</p>	<p>City of Folsom Fire Department, City of Folsom Community Development Department</p>
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		<p>improvements shall be submitted to the EDHFD for review and approval. For residential development, improvement plans showing property lines and adjacent streets or roads; total acreage or square footage of the parcel; the footprint of all structures; driveway plan views describing width, length, turnouts, turnarounds, radiuses, and surfaces; and driveway profile views showing the percent grade from the access road to the structure and vertical clearance shall be submitted to the EDHFD for review and approval.</p> <p>4. Submit a Fire Prevention Plan Checklist to the EDHFD for review and approval before the issuance of building permits. In addition, residential development requiring automation fire sprinklers shall submit sprinkler design sheet(s) and hydraulic calculations from a California State Licensed C-16 Contractor.</p> <p>The City shall not authorize the occupancy of any structures until the project applicant(s) 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 and/or the EDHFD for the 178-acre area of the SPA within the EDHFD service area.</p>		
55-24	3A.14-3 (FPASP EIR/EIS)	<p><i>Incorporate Fire Flow Requirements into Project Designs.</i></p> <p>The project applicant(s) of all project phases shall incorporate into their project designs fire flow requirements based on the California Fire Code, Folsom Fire Code, and/or EDHFD for those areas of the SPA within the EDHFD service area and shall verify to 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>	Before issuance of building permits and issuance of occupancy permits or final inspections for all project phases.	City of Folsom Fire Department, City of Folsom Community Development Department
TRAFFIC AND TRANSPORTATION				
55-25	3A.15-1a (FPASP EIR/EIS)	<p><i>The Applicant Shall Pay a Fair Share to Fund the Construction of Improvements to the Folsom Boulevard/Blue Ravine Road Intersection (Intersection 1).</i></p> <p>To ensure that the Folsom Boulevard/Blue Ravine Road intersection operates at an acceptable LOS, the eastbound approach must be reconfigured to consist of two left-turn lanes, one through lane, and one right-turn lane. The applicant shall pay its proportionate share of funding</p>	A phasing analysis shall be performed prior to approval of the first subdivision map to determine when the improvement	City of Folsom Public Works Department

		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 the Folsom Boulevard/Blue Ravine Road intersection (Intersection 1).	should be implemented and when fair share funding should be paid.	
55-26	3A.15-1b (FPASP EIR/EIS)	<i>The Applicant Shall Pay a Fair Share to Fund the Construction of Improvements at the Sibley Street/Blue Ravine Road Intersection (Intersection 2).</i> To ensure that the Sibley Street/Blue Ravine Road intersection operates at an acceptable LOS, the northbound approach must be reconfigured to consist of two left-turn lanes, two through lanes, and one right-turn lane. 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 the Sibley Street/Blue Ravine Road intersection (Intersection 2).	A phasing analysis shall be performed prior to approval of the first subdivision map to determine when the improvement should be implemented and when fair share funding should be paid.	City of Folsom Public Works Department
55-27	3A.15-1c (FPASP EIR/EIS)	<i>The Applicant Shall Fund and Construct Improvements to the Scott Road (West)/White Rock Road Intersection (Intersection 28).</i> To ensure that the Scott Road (West)/White Rock Road intersection operates at an acceptable LOS, a traffic signal must be installed.	A phasing analysis shall be performed prior to approval of the first subdivision map to determine when the improvement should be implemented.	City of Folsom Public Works Department
55-28	3A.15-1e (FPASP EIR/EIS)	<i>Fund and Construct Improvements to the Hillside Drive/Easton Valley Parkway Intersection (Intersection 41).</i> To ensure that the Hillside Drive/Easton Valley Parkway intersection operates at an acceptable LOS, the eastbound approach must be reconfigured to consist of one dedicated left turn lane and two through lanes, and the westbound approach must be reconfigured to consist of two through lanes and one dedicated right-turn lane. The applicant shall fund and construct these improvements.	A phasing analysis shall be performed prior to approval of the first subdivision map to determine when the improvement should be implemented.	City of Folsom Public Works Department
55-29	3A.15-1f	<i>Fund and Construct Improvements to the Oak Avenue Parkway/Middle Road Intersection (Intersection 44).</i>	A phasing analysis shall be performed	City of Folsom Public Works Department

	(FPASP EIR/EIS)	To ensure that the Oak Avenue Parkway/Middle Road intersection operates at an acceptable LOS, control all movements with a stop sign. The applicant shall fund and construct these improvements.	prior to approval of the first subdivision map to determine when the improvement should be implemented.	
55-30	3A.15-1h (FPASP EIR/EIS)	<i>Participate in Fair Share Funding of Improvements to Reduce Impacts to the Hazel Avenue/Folsom Boulevard Intersection (Sacramento County Intersection 2).</i> To ensure that the Hazel Avenue/Folsom Boulevard intersection operates at an acceptable LOS, this intersection must be grade separated including “jug handle” ramps. No at grade improvement is feasible. Grade separating and extended (south) Hazel Avenue with improvements to the U.S. 50/Hazel Avenue interchange is a mitigation measure for the approved Easton-Glenbrough Specific Plan development project. 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/Folsom Boulevard intersection (Sacramento County Intersection 2).	A phasing analysis shall be performed prior to approval of the first subdivision map to determine when the improvement should be implemented.	Sacramento County Public Works Department and Caltrans
55-31	3A.15-1i (FPASP EIR/EIS)	<i>Participate in Fair Share Funding of Improvements to Reduce Impacts on the Grant Line Road/White Rock Road Intersection and to White Rock Road widening between the Rancho Cordova City limit to Prairie City Road (Sacramento County Intersection 3).</i> Improvements must 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	Before project build out. Design of the White Rock Road widening to four lanes, from Grant Line Road to Prairie City Road, with Intersection improvements has begun, and because this widening project is environmentally cleared and fully funded, it’s construction is expected to be complete before the	Sacramento County Public Works Department

		<p>intersection. With implementation of this improvement, the intersection would operate at an acceptable LOS A. 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 (Sacramento County Intersection 3).</p>	<p>first phase of the Proposed Project or alternative is built.</p>	
55-32	3A.15-1j (FPASP EIR/EIS)	<p><i>Participate in Fair Share Funding of Improvements to Reduce Impacts on Hazel Avenue between Madison Avenue and Curragh Downs Drive (Roadway Segment 10).</i></p> <p>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>	<p>Before project build out. Construction of phase two of the Hazel Avenue widening, from Madison Avenue to Curragh Downs Drive, is expected to be completed by year 2013, before the first phase of the Proposed Project or alternative is complete. 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 Hazel Avenue between Madison Avenue and Curragh Downs Drive (Sacramento</p>	<p>Sacramento County Public Works Department</p>

			County Roadway Segment 10).	
55-33	3A.15-11 (FPASP EIR/EIS)	<p><i>Participate in Fair Share Funding of Improvements to Reduce Impacts on the White Rock Road/Windfield Way Intersection (El Dorado County Intersection 3).</i></p> <p>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 (El Dorado County Intersection 3).</p>	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.	El Dorado County Department of Transportation
55-34	3A.15-1o (FPASP EIR/EIS)	<p><i>Participate in Fair Share Funding of Improvements to Reduce Impacts on Eastbound U.S. 50 as an alternative to improvements at the Folsom Boulevard/U.S. 50</i></p> <p>Eastbound Ramps Intersection (Caltrans Intersection 4). Congestion on eastbound U.S. 50 is causing vehicles to use Folsom Boulevard as an alternate parallel route until they reach U.S. 50, where they must get back on the freeway due to the lack of a parallel route. It is preferred to alleviate the congestion on U.S. 50 than to upgrade the intersection at the end of this reliever route. 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 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>	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.	City of Folsom Public Works Department and Sacramento County Department of Transportation
55-35	3A.15-1p (FPASP EIR/EIS)	<p><i>Participate in Fair Share Funding of Improvements to Reduce Impacts on the Grant Line Road/ State Route 16 Intersection (Caltrans Intersection 12).</i></p> <p>To ensure that the Grant Line Road/State Route 16 intersection operates at an acceptable LOS, the northbound and southbound approaches must be reconfigured to consist of one left-turn lane and one shared</p>	Before project build out. A phasing analysis should be performed prior to approval of the first	Sacramento County Department of Transportation and the City of Rancho Cordova Department of Public Works

		<p>through/right-turn lane. Protected left-turn signal phasing must 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.</p> <p>Improvements to this intersection must be implemented by Caltrans, 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 the Grant Line Road/State Route 16 intersection (Caltrans Intersection 12).</p>	<p>subdivision map to determine during which project phase the improvement should be built.</p>	
<p>55-36</p>	<p>3A.15-1q (FPASP EIR/EIS)</p>	<p><i>Participate in Fair Share Funding of Improvements to Reduce Impacts on Eastbound U.S. 50 between Zinfandel Drive and Sunrise Boulevard (Freeway Segment 1).</i></p> <p>To ensure that Eastbound U.S. 50 operates at an acceptable LOS between Zinfandel Drive and Sunrise Boulevard, a bus-carpool (HOV) lane must be constructed. This improvement is currently planned as part of the Sacramento 50 Bus-Carpool Lane and Community Enhancements Project. 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 (Freeway Segment 1).</p>	<p>Before project build out. Construction of the Sacramento 50 Bus-Carpool Lane and Community Enhancements Project is expected to be completed by year 2013, before the first phase of the Proposed Project or alternative is complete. Construction of the Sacramento 50 Bus-Carpool Lane and Community Enhancements Project has started since the writing of the Draft EIS/EIR.</p>	<p>Caltrans</p>

55-37	3A.15-1r (FPASP EIR/EIS)	<p><i>Participate in Fair Share Funding of Improvements to Reduce Impacts on Eastbound U.S. 50 between Hazel Avenue and Folsom Boulevard (Freeway Segment 3).</i></p> <p>To ensure that Eastbound U.S. 50 operates at an acceptable LOS between Hazel Avenue and Folsom Boulevard, an auxiliary lane must 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.</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 Eastbound U.S. 50 between Hazel Avenue and Folsom Boulevard (Freeway Segment 3).</p>	Before project build out. A phasing analysis should be performed to determine during which project phase the improvement should be built.	City of Folsom Public Works Department and Sacramento County Department of Transportation
55-38	3A.15-1s (FPASP EIR/EIS)	<p><i>Participate in Fair Share Funding of Improvements to Reduce Impacts on Eastbound U.S. 50 between Folsom Boulevard and Prairie City Road (Freeway Segment 4).</i></p> <p>To ensure that Eastbound U.S. 50 operates at an acceptable LOS between Folsom Boulevard and Prairie City Road, an auxiliary lane must 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 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 (Freeway Segment 4).</p>	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.	City of Folsom Public Works Department and Sacramento County Department of Transportation
55-39	3A.15-1u (FPASP EIR/EIS)	<p><i>Participate in Fair Share Funding of Improvements to Reduce Impacts on Westbound U.S. 50 between Prairie City Road and Folsom Boulevard (Freeway Segment 16).</i></p> <p>To ensure that Westbound U.S. 50 operates at an acceptable LOS between Prairie City Road and Folsom Boulevard, an auxiliary lane must 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 applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other</p>	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the	City of Folsom Public Works Department and Sacramento County Department of Transportation

		appropriate and reliable mechanism paid for by applicant, to reduce the impacts to Westbound U.S. 50 between Prairie City Road and Folsom Boulevard (Freeway Segment 16).	improvement should be built.	
55-40	3A.15-1v (FPASP EIR/EIS)	<i>Participate in Fair Share Funding of Improvements to Reduce Impacts on Westbound U.S. 50 between Hazel Avenue and Sunrise Boulevard (Freeway Segment 18).</i> To ensure that Westbound U.S. 50 operates at an acceptable LOS between Hazel Avenue and Sunrise Boulevard, an auxiliary lane must 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 must be implemented by Caltrans. 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 Westbound U.S. 50 between Hazel Avenue and Sunrise Boulevard (Freeway Segment 18).	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.	City of Rancho Cordova Department of Public Works and Sacramento County Department of Transportation
55-41	3A.15-1w (FPASP EIR/EIS)	<i>Participate in Fair Share Funding of Improvements to Reduce Impacts on U.S. 50 Eastbound/Folsom Boulevard Ramp Merge (Freeway Merge 4).</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 must 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 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 (Freeway Merge 4).	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.	City of Folsom Public Works Department and Sacramento County Department of Transportation
55-42	3A.15-1x (FPASP EIR/EIS)	<i>Participate in Fair Share Funding of Improvements to Reduce Impacts on U.S. 50 Eastbound/Prairie City Road Diverge (Freeway Diverge 5).</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 must 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	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to	City of Folsom Public Works Department and Sacramento County Department of Transportation

		the proposed 50 Corridor Mobility Fee Program. 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 the U.S. 50 Eastbound/Prairie City Road diverge (Freeway Diverge 5).	determine during which project phase the improvement should be built.	
55-43	3A.15-1y (FPASP EIR/EIS)	<i>Participate in Fair Share Funding of Improvements to Reduce Impacts on U.S. 50 Eastbound/Prairie City Road Direct Merge (Freeway Merge 6).</i> To ensure that Eastbound U.S. 50 operates at an acceptable LOS at the Prairie City Road onramp direct merge, an auxiliary lane to the East Bidwell Street – Scott Road diverge must be constructed. This auxiliary lane improvement is included in the proposed 50 Corridor Mobility Fee Program. 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 the U.S. 50 Eastbound/Prairie City Road direct merge (Freeway Merge 6).	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.	City of Folsom Public Works Department
55-44	3A.15-1z (FPASP EIR/EIS)	<i>Participate in Fair Share Funding of Improvements to Reduce Impacts on U.S. 50 Eastbound/Prairie City Road Flyover On-Ramp to Oak Avenue Parkway Off-Ramp Weave (Freeway Weave 8).</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 should be implemented to eliminate the unacceptable weaving conditions. Such an improvement may involve a “braided ramp”. 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 the U.S. 50 Eastbound / Prairie City Road flyover on-ramp to Oak Avenue Parkway off-ramp weave (Freeway Weave 8).	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.	City of Folsom Public Works Department
55-45	3A.15-1aa (FPASP EIR/EIS)	<i>Participate in Fair Share Funding of Improvements to Reduce Impacts on U.S. 50 Eastbound/Oak Avenue Parkway Loop Merge (Freeway Merge 9).</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	Before project build out. A phasing analysis should be performed prior to	City of Folsom Public Works Department

		Street – Scott Road diverge must be constructed. This auxiliary lane improvement is included in the proposed 50 Corridor Mobility Fee Program. 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 the U.S. 50 Eastbound/ Oak Avenue Parkway loop merge (Freeway Merge 9).	approval of the first subdivision map to determine during which project phase the improvement should be built.	
55-46	3A.15-1dd (FPASP EIR/EIS)	<i>Participate in Fair Share Funding of Improvements to Reduce Impacts on U.S. 50 Westbound/Empire Ranch Road Loop Ramp Merge (Freeway Merge 23).</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 must be implemented by Caltrans. 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 the U.S. 50 Westbound/Empire Ranch Road loop ramp merge (Freeway Merge 23).	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.	City of Folsom Public Works Department
55-47	3A.15-1ee (FPASP EIR/EIS)	<i>Participate in Fair Share Funding of Improvements to Reduce Impacts on U.S. 50 Westbound/Oak Avenue Parkway Loop Ramp Merge (Freeway Merge 29).</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 must be implemented by Caltrans. 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 the U.S. 50 Westbound/Oak Avenue Parkway loop ramp merge (Freeway Merge 29).	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.	City of Folsom Public Works Department
55-48	3A.15-1ff (FPASP EIR/EIS)	<i>Participate in Fair Share Funding of Improvements to Reduce Impacts on U.S. 50 Westbound/Prairie City Road Loop Ramp Merge (Freeway Merge 32).</i>	Before project build out. A phasing analysis should be	City of Folsom Public Works Department and Sacramento County Department of Transportation

		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 must be constructed. This auxiliary lane improvement is included in the proposed 50 Corridor Mobility Fee Program. 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 the U.S. 50 Westbound/Prairie City Road Loop Ramp Merge (Freeway Merge 32).	performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.	
55-49	3A.15-1gg (FPASP EIR/EIS)	<i>Participate in Fair Share Funding of Improvements to Reduce Impacts on U.S. 50 Westbound/Prairie City Road Direct Ramp Merge (Freeway Merge 33).</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 must be constructed. This auxiliary lane improvement is included in the proposed 50 Corridor Mobility Fee Program. 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 the U.S. 50 Westbound/Prairie City Road direct ramp merge (Freeway Merge 33).	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.	City of Folsom Public Works Department and Sacramento County Department of Transportation
55-50	3A.15-1hh (FPASP EIR/EIS)	<i>Participate in Fair Share Funding of Improvements to Reduce Impacts on U.S. 50 Eastbound/Folsom Boulevard Diverge (Freeway Diverge 34).</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 must be constructed. Improvements to this freeway segment must be implemented by Caltrans. This auxiliary lane improvement is included in the proposed 50 Corridor Mobility Fee Program. 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 the U.S. 50 Eastbound / Folsom Boulevard diverge (Freeway Diverge 34).	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.	City of Folsom Public Works Department and Sacramento County Department of Transportation
55-51	3A.15-1ii (FPASP EIR/EIS)	<i>Participate in Fair Share Funding of Improvements to Reduce Impacts on U.S. 50 Westbound/Hazel Avenue Direct Ramp Merge (Freeway Merge 38).</i>	Before project build out. A phasing analysis	Sacramento County Department of Transportation and City of

		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 must be constructed. This auxiliary lane improvement is included in the proposed 50 Corridor Mobility Fee Program. 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 U.S. 50 Westbound/Hazel Avenue direct ramp merge (Freeway Merge 38).	should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.	Rancho Cordova Department of Public Works
55-52	3A.15-2a (FPASP EIR/EIS)	<p><i>Develop Commercial Support Services and Mixed-use Development Concurrent with Housing Development and Develop and Provide Options for Alternative Transportation Modes.</i></p> <p>The project applicant(s) for any particular discretionary development application including commercial or mixed-use development along with residential uses shall develop commercial and mixed-use development concurrent with housing development, to the extent feasible in light of market realities and other considerations, to internalize vehicle trips. Pedestrian and bicycle facilities shall be implemented to the satisfaction of the City Public Works Department. To further minimize impacts from the increased demand on area roadways and intersections, the project applicant(s) for any particular discretionary development application involving schools or commercial centers shall develop and implement safe and secure bicycle parking to promote alternative transportation uses and reduce the volume of single-occupancy vehicles using area roadways and intersections. The project applicant(s) 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>	Before approval of improvement plans for all project phases any particular discretionary development application that includes residential and commercial or mixed-use development. As a condition of project approval and/or as a condition of the development agreement for all project phases.	City of Folsom Public Works Department
55-54	3A.15-2b (FPASP EIR/EIS)	<p><i>Participate in the City's Transportation System Management Fee Program.</i></p> <p>The project applicant(s) for any particular discretionary development application shall pay an appropriate amount into the City's existing</p>	Concurrent with construction for all project phases.	City of Folsom Public Works Department

		Transportation System Management Fee Program to reduce the number of single-occupant automobile travel on area roadways and intersections.		
55-54	3A.15-2c (FPASP EIR/EIS)	<i>Participate with the 50 Corridor Transportation Management Association.</i> The project applicant(s) for any particular discretionary development application shall join and participate with the 50 Corridor Transportation Management Association to reduce the number of single-occupant automobile travel on area roadways and intersections.	Concurrent with construction for all project phases.	City of Folsom Public Works Department
55-55	3A.15-3 (FPASP EIR/EIS)	<i>Pay Full Cost of Identified Improvements that Are Not Funded by the City's Fee Program.</i> In accordance with Measure W, the project applicant(s) 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.	As a condition of project approval and/or as a condition of the development agreement for all project phases.	City of Folsom Public Works Department
55-56	3A.15-4a (FPASP EIR/EIS)	<i>The Applicant Shall Pay a Fair Share to Fund the Construction of Improvements to the Sibley Street/Blue Ravine Road Intersection (Folsom Intersection 2).</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 must be reconfigured to consist of two left-turn lane, two through lanes, and one dedicated right-turn lane. 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 the Sibley Street/Blue Ravine Road intersection (Folsom Intersection 2).	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.	City of Folsom Public Works Department
55-57	3A.15-4b (FPASP EIR/EIS)	<i>The Applicant Shall Pay a Fair Share to Fund the Construction of Improvements to the Oak Avenue Parkway/East Bidwell Street Intersection (Folsom Intersection 6).</i> To ensure that the Oak Avenue Parkway/East Bidwell Street intersection operates at an acceptable LOS, the eastbound (East Bidwell Street) approach must be reconfigured to consist of two left-turn lanes, four through lanes and a right-turn lane, and the westbound (East Bidwell Street) approach must be reconfigured to consist of two left turn lanes, four through lanes, and a right-turn lane. It is against the City of Folsom	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project	City of Folsom Public Works Department

		policy to have eight lane roads because of the impacts to non-motorized traffic and adjacent development; therefore, this improvement is infeasible.	phase the improvement should be built.	
55-58	3A.15-4c (FPASP EIR/EIS)	<p><i>The Applicant Shall Pay a Fair Share to Fund the Construction of Improvements to the East Bidwell Street/College Street Intersection (Folsom Intersection 7).</i></p> <p>To ensure that the East Bidwell Street/College Street intersection operates at acceptable LOS C or better, the westbound approach must be reconfigured to consist of one left-turn lane, one left-through lane, and two dedicated right-turn lanes. 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 the East Bidwell Street/Nesmith Court intersection (Folsom Intersection 7).</p>	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.	City of Folsom Public Works Department
55-59	3A.15-4d (FPASP EIR/EIS)	<p><i>The Applicant Shall Pay a Fair Share to Fund the Construction of Improvements to the East Bidwell Street/Iron Point Road Intersection (Folsom Intersection 21).</i></p> <p>To ensure that the East Bidwell Street /Iron Point Road intersection operates at an acceptable LOS, the northbound approach must be reconfigured to consist of two left-turn lanes, four through lanes and a right-turn lane, and the southbound approach must be reconfigured to consist of two left-turn lanes, four through lanes and a right-turn lane. It is against the City of Folsom policy to have eight lane roads because of the impacts to non-motorized traffic and adjacent development; therefore, this improvement is infeasible.</p>	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.	City of Folsom Public Works Department
55-60	3A.15-4e (FPASP EIR/EIS)	<p><i>The Applicant Shall Pay a Fair Share to Fund the Construction of Improvements to the Serpa Way/ Iron Point Road Intersection (Folsom Intersection 23).</i></p> <p>To improve LOS at the Serpa Way/ Iron Point Road intersection, the northbound approaches must be restriped to consist of one left-turn lane, one shared left-through lanes, and one right-turn lane. 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</p>	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project	City of Folsom Public Works Department

		paid for by applicant, to reduce the impacts to the Serpa Way/Iron Point Road Intersection (Folsom Intersection 23).	phase the improvement should be built.	
55-61	3A.15-4f (FPASP EIR/EIS)	<p><i>The Applicant Shall Pay a Fair Share to Fund the Construction of Improvements to the Empire Ranch Road/Iron Point Road Intersection (Folsom Intersection 24).</i></p> <p>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: The eastbound approach must be reconfigured to consist of one left-turn lane, two through lanes, and a right-turn lane. The westbound approach must be reconfigured to consist of two left-turn lanes, one through lane, and a through-right lane. The northbound approach must be reconfigured to consist of two left-turn lanes, three through lanes, and a right-turn lane. The southbound approach must be reconfigured to consist of two left-turn lanes, three through lanes, and a right-turn lane. 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 the Empire Ranch Road / Iron Point Road Intersection Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built. (Folsom Intersection 24).</p>	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.	City of Folsom Public Works Department
55-62	3A.15-4g (FPASP EIR/EIS)	<p><i>The Applicant Shall Fund and Construct Improvements to the Oak Avenue Parkway/Easton Valley Parkway Intersection (Folsom Intersection 33).</i></p> <p>To ensure that the Oak Avenue Parkway/Easton Valley Parkway intersection operates at an acceptable LOS the southbound approach must be reconfigured to consist of two left-turn lanes, two through lanes, and two right-turn lanes. The applicant shall fund and construct these improvements.</p>	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.	City of Folsom Public Works Department
55-63	3A.15-4i (FPASP EIR/EIS)	<p><i>Participate in Fair Share Funding of Improvements to Reduce Impacts on the Grant Line Road/White Rock Road Intersection (Sacramento County Intersection 3).</i></p>	Before project build out. A phasing analysis	Sacramento County Department of Transportation.

		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 (Sacramento County Intersection 3).	should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.	
55-64	3A.15-4j (FPASP EIR/EIS)	<i>Participate in Fair Share Funding of Improvements to Reduce Impacts on Grant Line Road between White Rock Road and Kiefer Boulevard (Sacramento County Roadway Segments 5-7).</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. 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 (Sacramento County Roadway Segments 5-7). The identified improvement would more than offset the impacts specifically related to the Folsom South of U.S. 50 project on this roadway segment.	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.	Sacramento County Department of Transportation.
55-65	3A.15-4k (FPASP EIR/EIS)	<i>Participate in Fair Share Funding of Improvements to Reduce Impacts on Grant Line Road between Kiefer Boulevard and Jackson Highway (Sacramento County Roadway Segment 8).</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. The applicant shall	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the	Sacramento County Department of Transportation.

		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 (Sacramento County Roadway Segment 8). The identified improvement would more than offset the impacts specifically related to the Folsom South of U.S. 50 project on this roadway segment.	improvement should be built.	
55-66	3A.15-4l (FPASP EIR/EIS)	<p><i>Participate in Fair Share Funding of Improvements to Reduce Impacts on Hazel Avenue between Curragh Downs Drive and U.S. 50 Westbound Ramps (Sacramento County Roadway Segments 12-13).</i></p> <p>To improve operation on Hazel Avenue between Curragh Downs Drive and the U.S. 50 westbound ramps, this roadway segment could be widened to eight lanes. This improvement is inconsistent with Sacramento County’s general plan because the county’s policy requires a maximum roadway cross section of six lanes. Analysis shown later indicates that improvements at the impacted intersection in this segment can be mitigated (see Mitigation Measure 3A.15-4q). Improvements to impacted intersections on this segment will improve operations on this roadway segment and, therefore; mitigate this segment 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 Hazel Avenue between Curragh Downs Drive and U.S. 50 Westbound Ramps (Sacramento County Roadway Segments 12-13).</p>	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.	Sacramento County Department of Transportation.
55-67	3A.15-4m (FPASP EIR/EIS)	<p><i>Participate in Fair Share Funding of Improvements to Reduce Impacts on White Rock Road between Grant Line Road and Prairie City Road (Sacramento County Roadway Segment 22).</i></p> <p>To improve operation on White Rock Road between Grant Line Road and Prairie City Road, this roadway segment must 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. 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</p>	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.	Sacramento County Department of Transportation.

		to mitigate Folsom South of U.S. 50 impacts. 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 (Sacramento County Roadway Segment 22).		
55-68	3A.15-4n (FPASP EIR/EIS)	<i>Participate in Fair Share Funding of Improvements to Reduce Impacts on White Rock Road between Empire Ranch Road and Carson Crossing Road (Sacramento County Roadway Segment 28).</i> To improve operation on White Rock Road between Empire Ranch Road and Carson Crossing Road, this roadway segment must be widened to six lanes. Improvements to this roadway segment 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 White Rock Road between Empire Ranch Road and Carson Crossing Road (Sacramento County Roadway Segment 28).	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.	Sacramento County Department of Transportation.
55-69	3A.15-4o (FPASP EIR/EIS)	<i>Participate in Fair Share Funding of Improvements to Reduce Impacts on the White Rock Road/Carson Crossing Road Intersection (El Dorado County 1).</i> To ensure that the White Rock Road/Carson Crossing Road intersection operates at an acceptable LOS, the eastbound right turn lane must 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 (El Dorado County 1).	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.	Sacramento County Department of Transportation.
55-70	3A.15-4p (FPASP EIR/EIS)	<i>Participate in Fair Share Funding of Improvements to Reduce Impacts on the Hazel Avenue/U.S. 50 Westbound Ramps Intersection (Caltrans Intersection 1).</i> To ensure that the Hazel Avenue/U.S. 50 westbound ramps intersection operates at an acceptable LOS, the westbound approach must 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 must be implemented by Caltrans and Sacramento County.	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during	Sacramento County Department of Transportation.

		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 (Caltrans Intersection 1).	which project phase the improvement should be built.	
55-71	3A.15-4q (FPASP EIR/EIS)	<p><i>Participate in Fair Share Funding of Improvements to Reduce Impacts on Eastbound US 50 between Zinfandel Drive and Sunrise Boulevard (Freeway Segment 1).</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. 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 (Freeway Segment 1).</p>	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.	Sacramento County Department of Transportation.
55-72	3A.15-4r (FPASP EIR/EIS)	<p><i>Participate in Fair Share Funding of Improvements to Reduce Impacts on Eastbound US 50 between Rancho Cordova Parkway and Hazel Avenue (Freeway Segment 3).</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. 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 (Freeway Segment 3).</p>	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.	Sacramento County Department of Transportation.

<p>55-73</p>	<p>3A.15-4s (FPASP EIR/EIS)</p>	<p><i>Participate in Fair Share Funding of Improvements to Reduce Impacts on Eastbound US 50 between Folsom Boulevard and Prairie City Road (Freeway Segment 5).</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. 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, 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 (Freeway Segment 5).</p>	<p>Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.</p>	<p>Sacramento County Department of Transportation.</p>
<p>55-74</p>	<p>3A.15-4t (FPASP EIR/EIS)</p>	<p><i>Participate in Fair Share Funding of Improvements to Reduce Impacts on Eastbound US 50 between Prairie City Road and Oak Avenue Parkway (Freeway Segment 6).</i></p> <p>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 (see Mitigation Measures 3A.15-4u, v and w), 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 must be implemented by Caltrans. 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 Prairie City Road and Oak Avenue Parkway (Freeway Segment 6).</p>	<p>Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.</p>	<p>Sacramento County Department of Transportation.</p>

<p>55-75</p>	<p>3A.15-4u (FPASP EIR/EIS)</p>	<p><i>Participate in Fair Share Funding of Improvements to Reduce Impacts on the U.S. 50 Eastbound / Prairie City Road Slip Ramp Merge (Freeway Merge 6).</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, 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 must be implemented by Caltrans. 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 the U.S. 50 Eastbound / Prairie City Road slip ramp merge (Freeway Merge 6).</p>	<p>Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.</p>	<p>Sacramento County Department of Transportation.</p>
<p>55-76</p>	<p>3A.15-4v (FPASP EIR/EIS)</p>	<p><i>Participate in Fair Share Funding of Improvements to Reduce Impacts on the U.S. 50 Eastbound / Prairie City Road Flyover On Ramp to Oak Avenue Parkway Off Ramp Weave (Freeway Weave 7).</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 must be implemented by Caltrans. 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 the U.S. 50 Eastbound / Prairie City Road Flyover On Ramp to Oak Avenue Parkway Off Ramp Weave (Freeway Weave 7).</p>	<p>Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.</p>	<p>Sacramento County Department of Transportation.</p>
<p>55-77</p>	<p>3A.15-4w (FPASP EIR/EIS)</p>	<p><i>Participate in Fair Share Funding of Improvements to Reduce Impacts on U.S. 50 Eastbound / Oak Avenue Parkway Loop Ramp Merge (Freeway Merge 8).</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</p>	<p>Before project build out. A phasing analysis should be performed prior to approval of the first</p>	<p>Sacramento County Department of Transportation.</p>

		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 must be implemented by Caltrans. 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 U.S. 50 Eastbound / Oak Avenue Parkway Loop Ramp Merge (Freeway Merge 8).	subdivision map to determine during which project phase the improvement should be built.	
55-78	3A.15-4x (FPASP EIR/EIS)	<p><i>Participate in Fair Share Funding of Improvements to Reduce Impacts on U.S. 50 Westbound / Empire Ranch Road Loop Ramp Merge (Freeway Merge 27).</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 must be implemented by Caltrans. 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 the U.S. 50 Westbound / Empire Ranch Road loop ramp merge (Freeway Merge 27).</p>	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.	Sacramento County Department of Transportation.
55-79	3A.15-4y (FPASP EIR/EIS)	<p><i>Participate in Fair Share Funding of Improvements to Reduce Impacts on U.S. 50 Westbound / Prairie City Road Loop Ramp Merge (Freeway Merge 35).</i></p> <p>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 must be implemented by Caltrans. 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 the U.S. 50 Westbound / Prairie City Road Loop Ramp Merge (Freeway Merge 35).</p>	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.	Sacramento County Department of Transportation.

UTILITIES AND SERVICE SYSTEMS				
55-80	3A.16-1 (FPASP EIR/EIS)	<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>Before the approval of the final map and issuance of building permits for all project phases, the project applicant(s) of all project phases 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 for all project phases, or their financing shall be ensured to the satisfaction of the City.</p>	Before approval of final maps and issuance of building permits for any project phases.	City of Folsom Community Development Department and City of Folsom Public Works Department
55-81	3A.16-3 (FPASP EIR/EIS)	<p><i>Demonstrate Adequate SRWTP Wastewater Treatment Capacity.</i></p> <p>The project applicant(s) of all project phases shall demonstrate adequate capacity at the SRWTP 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 SRCSD. Approval of the final map and issuance of building permits for all project phases shall not be granted until the City verifies adequate SRWTP capacity is available for the amount of development identified in the tentative map.</p>	Before approval of final maps and issuance of building permits for any project phases.	City of Folsom Community Development Department and City of Folsom Public Works Department
55-82	3A.18-1 (FPASP EIR/EIS)	<p><i>Submit Proof of Surface Water Supply Availability.</i></p> <p>a. Prior to approval of any small-lot tentative subdivision map subject to Government Code Section 66473.7 (SB 221), the City shall comply with that statute. Prior to approval of any small-lot tentative subdivision map for a proposed residential project not subject to that statute, the City need not comply with Section 66473.7, or formally consult with any public water system that would provide water to the affected area; nevertheless, the City shall make a factual showing or impose conditions similar to those required by Section 66473.7 to ensure an adequate water supply for development authorized by the map.</p>	Before approval of final maps and issuance of building permits for any project phases.	City of Folsom Community Development Department and City of Folsom Public Works Department

		<p>b. Prior to recordation of each final subdivision map, or prior to City approval of any similar project-specific discretionary approval or entitlement required for nonresidential uses, the project applicant(s) of that project phase or activity shall demonstrate 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 or project-specific discretionary nonresidential approval or entitlement. 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.</p>		
55-83	3A.18-2a (FPASP EIR/EIS)	<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></p> <p>Before the approval of the final subdivision map and issuance of building permits for all project phases, the project applicant(s) of any particular discretionary development application shall submit proof to the City of Folsom that an adequate off-site water conveyance system either has been constructed or is ensured or other sureties 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 the 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 certificate of occupancy shall not be issued for any building within the SPA until the water conveyance infrastructure sufficient to serve such building has been constructed and is in place.</p>	Before approval of final maps and issuance of building permits for any project phases.	City of Folsom Community Development Department and City of Folsom Public Works Department
55-84	3A.18-2b (FPASP EIR/EIS)	<p><i>Demonstrate Adequate Off-Site Water Treatment Capacity (if the Off-Site Water Treatment Plant Option is Selected).</i></p> <p>If an off-site water treatment plant (WTP) alternative is selected (as opposed to the on-site WTP alternative), the project applicant(s) for any particular discretionary development application shall demonstrate adequate capacity at the off-site WTP. This shall involve preparing a tentative map–level study and paying connection and capacity fees as determined by the City. Approval of the final project map shall not be granted until the City verifies adequate water treatment capacity either is available or is certain to be available when needed for the amount of development identified in the tentative map before approval of the final</p>	Before approval of final maps and issuance of building permits for any project phases.	City of Folsom Community Development Department and City of Folsom Public Works Department

		map and issuance of building permits for all project phases. A certificate of occupancy shall not be issued for any building within the SPA until the water treatment capacity sufficient to serve such building has been constructed and is in place.		
55-85	4.4-1 (Westland/ Eagle SPA)	<p>Conduct Environmental Awareness Training for Construction Employees.</p> <p>Prior to beginning construction activities, the Project Applicant shall employ a qualified biologist to develop and conduct environmental awareness training for construction employees. The training shall describe the importance of onsite biological resources, including special-status wildlife habitats; potential nests of special-status birds; and roosting habitat for special-status bats. The biologist shall also explain the importance of other responsibilities related to the protection of wildlife during construction such as inspecting open trenches and looking under vehicles and machinery prior to moving them to ensure there are no lizards, snakes, small mammals, or other wildlife that could become trapped, injured, or killed in construction areas or under equipment.</p> <p>The environmental awareness program shall be provided to all construction personnel to brief them on the life history of special-status species in or adjacent to the project area, the need to avoid impacts on sensitive biological resources, any terms and conditions required by State and federal agencies, and the penalties for not complying with biological mitigation requirements. If new construction personnel are added to the project, the contractor’s superintendent shall ensure that the personnel receive the mandatory training before starting work. An environmental awareness handout that describes and illustrates sensitive resources to be avoided during project construction and identifies all relevant permit conditions shall be provided to each person.</p>	Before approval of grading or improvement plans or any ground disturbing activities, including grubbing or clearing, for any project phase.	City of Folsom Community Development Department
55-86	4.4-7 (Westland/ Eagle SPA)	<p>Preconstruction Nesting Bird Survey.</p> <p>The Project Applicant shall conduct a preconstruction nesting bird survey of all areas associated with construction activities on the project site within 14 days prior to commencement of construction during the nesting season (1 February through 31 August).</p> <p>If active nests are found, a no-disturbance buffer around the nest shall be established. The buffer distance shall be established by a qualified biologist in consultation with CDFW. The buffer shall be maintained until the fledglings are capable of flight and become independent of the nest, to be determined by a qualified biologist. Once the young are</p>	Before approval of grading or improvement plans or any ground disturbing activities, including grubbing or clearing, for any project phase.	California Department of Fish and Game, and City of Folsom Community Development Department

		independent of the nest, no further measures are necessary. Pre-construction nesting surveys are not required for construction activity outside of the nesting season.		
55-87	3A.5-1a (Westland/ Eagle SPA)	Comply with the Programmatic Agreement. The PA for the project is incorporated by reference. The PA provides a management framework for identifying historic properties, determining adverse effects, and resolving those adverse effects as required under Section 106 of the National Historic Preservation Act. This document is incorporated by reference. The PA is available for public inspection and review at the California Office of Historic Preservation 1725 23rd Street Sacramento, CA 95816.	During all construction phases	City of Folsom Community Development Department; U.S. Army Corp of Engineers;
55-88	3A.5-2 (Westland/ Eagle SPA)	Conduct Construction Personnel Education, 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. To reduce potential impacts to previously undiscovered cultural resources, the project applicant(s) of all project phases shall do the following: <ul style="list-style-type: none"> ▶ Before the start of ground-disturbing activities, the project applicant(s) of all project phases shall retain a qualified archaeologist to conduct training for construction workers as necessary based upon the sensitivity of the project APE, to educate them about the possibility of encountering buried cultural resources and inform them of the proper procedures should cultural resources be encountered. ▶ As a result of the work conducted for Mitigation Measures 3A.5-1a and 3A.5-1b, if the archaeologist determines that any portion of the SPA or the off-site elements should be monitored for potential discovery of as-yet-unknown cultural resources, the project applicant(s) of all project phases shall implement such monitoring in the locations specified by the archaeologist. USACE should review and approve any recommendations by archaeologists with respect to monitoring. ▶ Should any cultural resources, such as structural features, unusual amounts of bone or shell, artifacts, or architectural remains be encountered during any construction activities, work shall be suspended in the vicinity of the find and the appropriate oversight agency(ies) (identified below) shall be notified immediately. The appropriate oversight agency(ies) shall retain a qualified archaeologist who shall conduct a field investigation of the specific site and 	Before approval of grading or improvement plans or any ground disturbing activities, including grubbing or clearing, for any project phase.	City of Folsom Community Development Department; U.S. Army Corp of Engineers

		<p>shall assess the significance of the find by evaluating the resource for eligibility for listing on the CRHR and the NRHP. If the resource is eligible for listing on the CRHR or NRHP and it would be subject to disturbance or destruction, the actions required in Mitigation Measures 3A.5-1a and 3A.5-1b shall be implemented. The oversight agency shall be responsible for approval of recommended mitigation if it is determined to be feasible in light of the approved land uses and shall implement the approved mitigation before resuming construction activities at the archaeological site.</p> <p>Mitigation for the off-site elements outside of the City of Folsom’s jurisdictional boundaries must be coordinated by the project applicant(s) of each applicable project phase with the affected oversight agency(ies) (i.e., El Dorado and/or Sacramento Counties, or Caltrans).</p> <p>The project applicant, in coordination with USACE, shall ensure that an archaeological sensitivity training program is developed and implemented during a pre-construction meeting for construction supervisors. The sensitivity training program shall provide information about notification procedures when potential archaeological material is discovered, procedures for coordination between construction personnel and monitoring personnel, and information about other treatment or issues that may arise if cultural resources (including human remains) are discovered during project construction. This protocol shall be communicated to all new construction personnel during orientation and on a poster that is placed in a visible location inside the construction job trailer. The phone number of the USACE cultural resources staff member shall also be included.</p> <p>The on-site sensitivity training shall be carried out each time a new contractor will begin work in the APE and at the beginning of each construction season by each contractor.</p> <p>If unanticipated discoveries of additional historic properties, defined in 36 CFR 800.16 (l), are made during the construction of the project, the USACE shall ensure that they will be protected by implementing the following measures:</p> <ul style="list-style-type: none">▶ The Construction Manager, or archaeological monitor, if given the authority to halt construction activities, shall ensure that work in that area is immediately halted within a 100-foot radius of the unanticipated discovery until the find is examined by a person meeting the professional qualifications standards specified in Section 2.2 of Attachment G of the HPMP. The Construction Manager, or archaeological monitor, if present, shall notify the USACE within 24 hours of the discovery.		
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		<p>► The USACE shall notify the State Historic Preservation Officer (SHPO) within one working day of an unanticipated discovery and may initiate interim treatment measures in accordance with this HPTP. Once the USACE makes a formal determination of eligibility for the resource, the USACE will notify the SHPO within 48 hours of the determination and afford the SHPO an opportunity to comment on appropriate treatment. The SHPO shall respond within 72 hours of the request to consult. Failure of the SHPO to respond within 72 hours shall not prohibit the USACE from implementing the treatment measures.</p> <p>The project applicants shall be required to submit to the City proof of compliance in the form of a completed training roster and copy of training materials.</p>		
55-89	3A.5-3 (Westland/ Eagle SPA)	<p><i>Suspend Ground-Disturbing Activities if Human Remains are Encountered and Comply with California Health and Safety Code Procedures.</i></p> <p>In accordance with the California Health and Safety Code, if human remains are uncovered during ground-disturbing activities, including those associated with off-site elements, the project applicant(s) of all project phases shall immediately halt all ground-disturbing activities in the area of the find and notify the Sacramento County Coroner and a professional archaeologist skilled in osteological analysis to determine the nature of the remains. The coroner is required to examine all discoveries of human remains within 48 hours of receiving notice of a discovery on private or public lands (California Health and Safety Code Section 7050.5[b]). If the coroner determines that the remains are those of a Native American, he or she must contact the NAHC by phone within 24 hours of making that determination (California Health and Safety Code Section 7050[c]).</p> <p>After the coroner's findings are complete, the project applicant(s), an archaeologist, and the NAHC-designated Most Likely Descendant shall determine the ultimate treatment and disposition of the remains and take appropriate steps to ensure that additional human interments are not disturbed. The responsibilities for acting on notification of a discovery of Native American human remains are identified in Section 5097.9 of the California Public Resources Code.</p> <p>Upon the discovery of Native American remains, the procedures above regarding involvement of the applicable county coroner, notification of the NAHC, and identification of an Most Likely Descendant shall be followed. The project applicant(s) of all project phases shall ensure that the immediate vicinity (according to generally accepted cultural or archaeological standards and</p>	During all ground disturbing activities, for any project phase.	Sacramento County Coroner; Native American Heritage Commission; City of Folsom Community Development Department

	<p>practices) is not damaged or disturbed by further development activity until consultation with the Most Likely Descendant has taken place. The Most Likely Descendant shall have 48 hours after being granted access to the site to inspect the site and make recommendations. A range of possible treatments for the remains may be discussed: nondestructive removal and analysis, preservation in place, relinquishment of the remains and associated items to the descendants, or other culturally appropriate treatment. As suggested by AB 2641 (Chapter 863, Statutes of 2006), the concerned parties may extend discussions beyond the initial 48 hours to allow for the discovery of additional remains. AB 2641(e) includes a list of site protection measures and states that the project applicant(s) shall comply with one or more of the following requirements:</p> <ul style="list-style-type: none">▶ record the site with the NAHC or the appropriate Information Center,▶ use an open-space or conservation zoning designation or easement, or▶ record a reinternment document with the county. <p>The project applicant(s) or its authorized representative of all project phases shall rebury the Native American human remains and associated grave goods with appropriate dignity on the property in a location not subject to further subsurface disturbance if the NAHC is unable to identify an Most Likely Descendant or if the Most Likely Descendant fails to make a recommendation within 48 hours after being granted access to the site. The project applicant(s) or its authorized representative may also reinter the remains in a location not subject to further disturbance if it rejects the recommendation of the Most Likely Descendant and mediation by the NAHC fails to provide measures acceptable to the landowner. Ground disturbance in the zone of suspended activity shall not recommence without authorization from the archaeologist.</p> <p>Mitigation for the off-site elements outside of the City of Folsom’s jurisdictional boundaries must be coordinated by the project applicant(s) of each applicable project phase with the affected oversight agency(ies) (i.e., El Dorado and/or Sacramento Counties, or Caltrans).</p> <p>The project applicants shall be required to submit to the City proof of compliance in the form of a completed training roster and copy of training materials.</p>		
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Attachment 2

Planning Commission Staff Report dated June 2, 2021



CITY OF
FOLSOM
DISTINCTIVE BY NATURE

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

Planning Commission Staff Report

50 Natoma Street, Council Chambers
Folsom, CA 95630

Project: Mangini Ranch Phase 1C North

File #: PN-21-001

Requests: Small-Lot Vesting Tentative Subdivision Map
Minor Administrative Modification
Design Review

Location: The proposed Mangini Ranch Phase 1C North Subdivision Project is in the Folsom Plan Area Specific Plan on the north and south sides of Mangini Parkway, westerly of Placerville Road/Future Savannah Parkway.

Staff Contact: Kathy Pease, AICP, Contract Planner, 916-812-0749
kpease@masfirm.com

Property Owner
Arcadian Improvement Co., LLC
Address: 4370 Town Center Blvd, Suite 100,
El Dorado Hills, CA 95762

Applicant
Tri Pointe Homes, LLC
Address: 2990 Lava Ridge Court
Suite 190, Roseville, CA 95661

Recommendation: Conduct a public hearing and upon conclusion recommend that the Planning Commission recommend City Council approval of the following entitlements, subject to the proposed Findings (A-X) and Conditions of Approval (1-54) attached to this report:

- Small-Lot Vesting Tentative Subdivision Map
- Minor Administrative Modification for Land Use Edge Refinements
- Minor Administrative Modification for Transfer of Development Rights
- Design Review

Project Summary: The proposed project involves several related actions associated with a proposed residential development:

- A **Small-Lot Vesting Tentative Subdivision Map** seeks to subdivide the area (32.6-acres) into 76 residential lots.
- A **Minor Administrative Modification** to refine the Land Use edge



CITY OF
FOLSOM
DISTINCTIVE BY NATURE

AGENDA ITEM NO. 2

Type: Public Hearing

Date: June 2, 2021

- A **Minor Administrative Modification** to transfer 20 allocated dwelling units from the Project to three other locations within the Folsom Plan Area Specific Plan.
- **Design Review** of architecture and designs for the proposed homes.

These proposed actions are described in detail and analyzed later in this report.

Table of Contents:

Attachment 1 - Background and Setting

Attachment 2 - Project Description

- Small-Lot Vesting Tentative Subdivision Map
- Minor Administrative Modification Land Use Edge Refinement
- Minor Administrative Modification (Shift of 20 Dwelling Units to Other Parcels)
- Design Review

Attachment 3 - Analysis

- Small-Lot Vesting Tentative Subdivision Map
- Minor Administrative Modification Land Use Edge Refinement
- Minor Administrative Modification (Shift of 20 Dwelling Units)
- Design Review

Attachment 4 - Conditions of Approval

Attachment 5 - Vicinity Map

Attachment 6 - Small-Lot Vesting Tentative Subdivision Map, dated May 19, 2021.

Attachment 7- Preliminary Grading and Drainage Plan, dated March 19, 2021.

Attachment 8 - Conceptual Front Yard Landscaping, dated May 24, 2021.

Attachment 9- Residential Schematic Design, dated March 19, 2021.

Attachment 10 - Exterior Color/Materials Specification, dated May 4, 2021.

Attachment 11 - CEQA Exemption and Streamlining Analysis for the Phase 1C North Subdivision Project dated May 2021.

Attachment 12 - Access and Circulation Analysis, dated May 21, 2021.

Attachment 13- Environmental Noise Analysis, dated May 3, 2021.

Attachment 14 Applicant's General Plan Consistency Analysis



CITY OF
FOLSOM
DISTINCTIVE BY NATURE

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

Attachment 15 - Applicant's Inclusionary Housing Letter dated November 3, 2020

Submitted,

PAM JOHNS
Community Development Director

ATTACHMENT 1 BACKGROUND AND SETTING

A. Background: Folsom Plan Area Specific Plan

The proposed Project site is part of the approved Folsom Plan Area Specific Plan (FPASP), a comprehensively planned community that proposes new development based on “Smart Growth” and Transit Oriented Development principles.

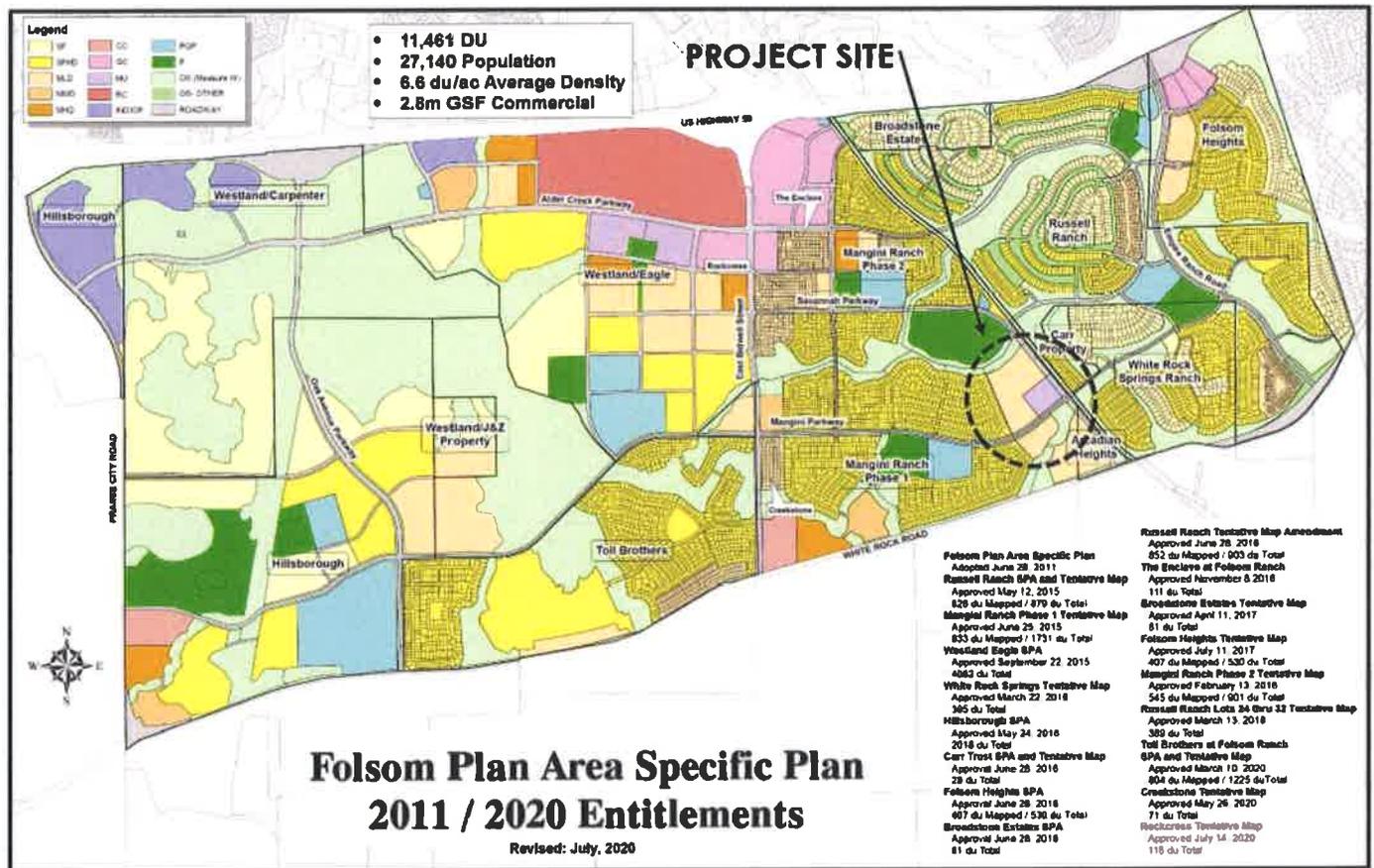
The FPASP, approved in 2011, is a development plan for over 3,500 acres of previously undeveloped land located south of Highway 50, north of White Rock Road, east of Prairie City Road, and adjacent to the Sacramento County/El Dorado County line in the southeastern portion of the City.

The FPASP includes a mix of residential, commercial, employment and public uses, complemented by recreational amenities including a significant system of parks and open space, all within proximity to one another and interconnected by a network of “complete streets”, trails and bikeways. The Specific Plan is consistent with the SACOG Blueprint Principles and the requirements of SB 375 (Sustainable Communities and Climate Protection Act).

The Project site was the subject of a Large Lot Tentative Map approval in 2017. The proposed Small Lot Vesting Tentative Map (SLVTM) area is designated SP-Multi-Family Low Density (MLD) residential, SP-MU Mixed Use, and SP-O2 Open Space in the FPASP. The Project proposes to develop a portion of the SLVTM with MLD uses (the remaining two parcels Lot A and Lot B are other pending development projects- Mangini Ranch Phase 1C 4-Pack project and the Mangini Place Apartments. The MLD zoning designation provides for development at 7.0 to 12.0 units per acre. An excerpt from the FPASP Land Use Map is shown below. The proposed land use designations are consistent with the Folsom General Plan.

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FIGURE 1: FPASP LAND USE MAP EXCERPT



B. Physical Setting

Figure 2, on the following page, shows an aerial photo Project site.

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FIGURE 2: AERIAL PHOTO (2020)



Mangini Parkway and Savannah Parkway provides access to the Project site. Adjacent to the Project, is Mangini Ranch Phase I and II, and White Rock Springs Ranch currently under construction. A new elementary school is being completed southwest of the Project site.

ATTACHMENT 2 PROJECT DESCRIPTION

APPLICANT'S PROPOSAL

The Applicant is requesting approval of several related actions to allow the development of 76 single family homes on a 32.26-acre site. This Attachment provides project information on the requested approvals:

- A. Small-Lot Vesting Tentative Subdivision Map (Creation of 76 Residential Lots, and two remainder parcels- Lot A and B).
- B. Minor Administrative Modification Land Use Boundary Refinement
- C. Minor Administrative Modification (Transfer of 20 Dwelling Units)
- D. Design Review (Architectural Review)

The Applicant's SLVTM proposal includes two other pending Projects, within the boundary of the SLVTM which will slightly modify the boundaries of the proposed Phase 1C 4-Pack Project also on the June 2, 2021 Planning Commission Agenda (shown as Lot A) and Mangini Place Apartments (shown as Lot B) on the SLVTM. The Mangini Place Apartment project is an 100% affordable housing project still under review by the City but will likely be on a future Planning Commission agenda in the next couple of months.

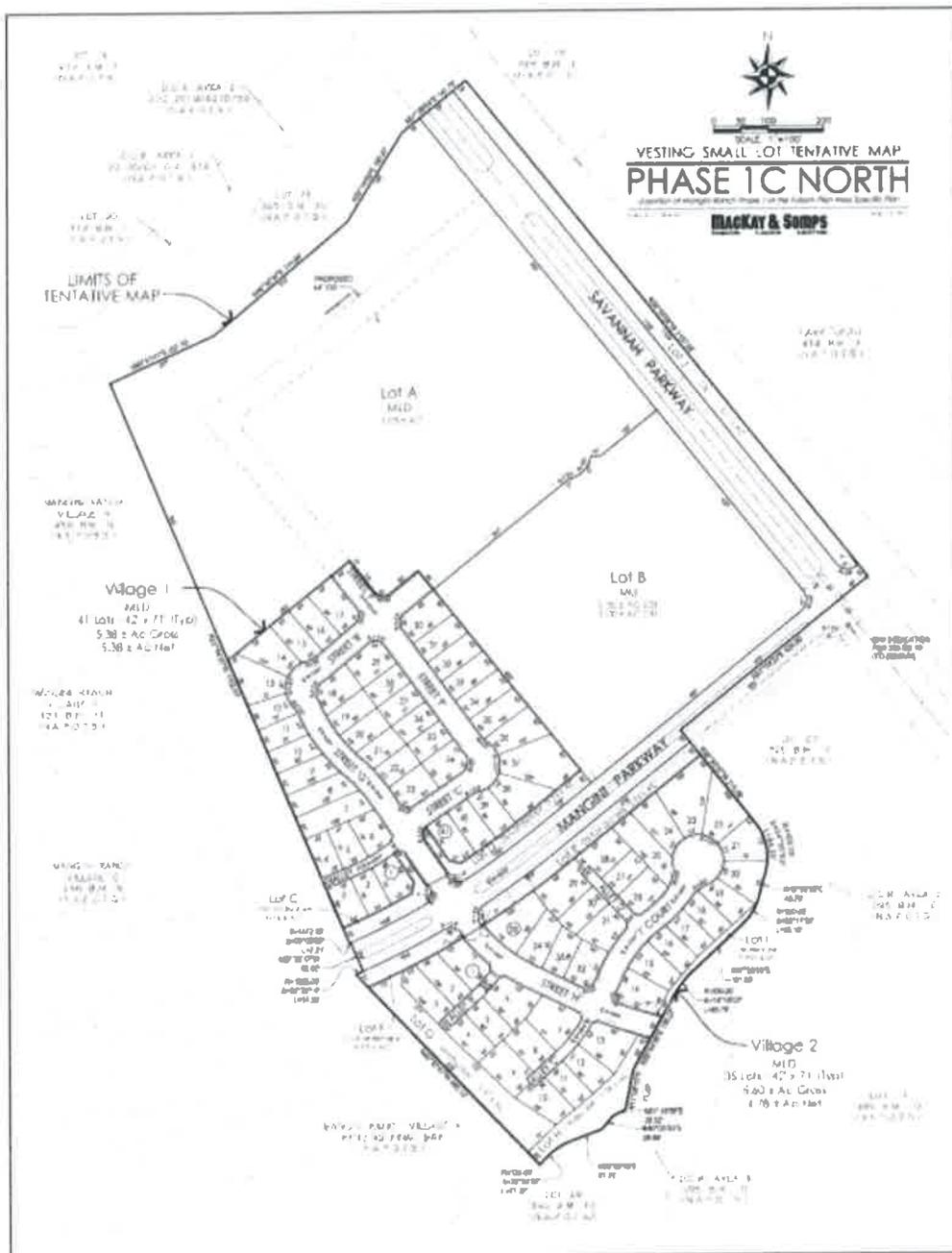
A. Small-Lot Vesting Tentative Subdivision Map

The first component of the Applicant's proposal is a Small-Lot Vesting Tentative Map to subdivide large lots 11 and 12 into small lots to create 76 single-family residential lots, and several landscape and open space lots (C D, E, F, G H, I and J). Lot A (Mangini Ranch Phase 1C 4-Pack) and Lot B (Mangini Place Apartments) are other pending development proposals, the boundaries of which would be slightly modified with the Minor Administrative Modification discussed below. The Mangini Ranch Phase 1C 4-Pack project is being considered at the same Planning Commission meeting as the subject project and the Mangini Place Apartments will be at a meeting in the near future.

The Project subdivision layout is shown in Figure 3 on the following page. (A more detailed version of the subdivision map is included as Attachment 6 to this staff report.)

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FIGURE 3: PROPOSED SUBDIVISION LAYOUT



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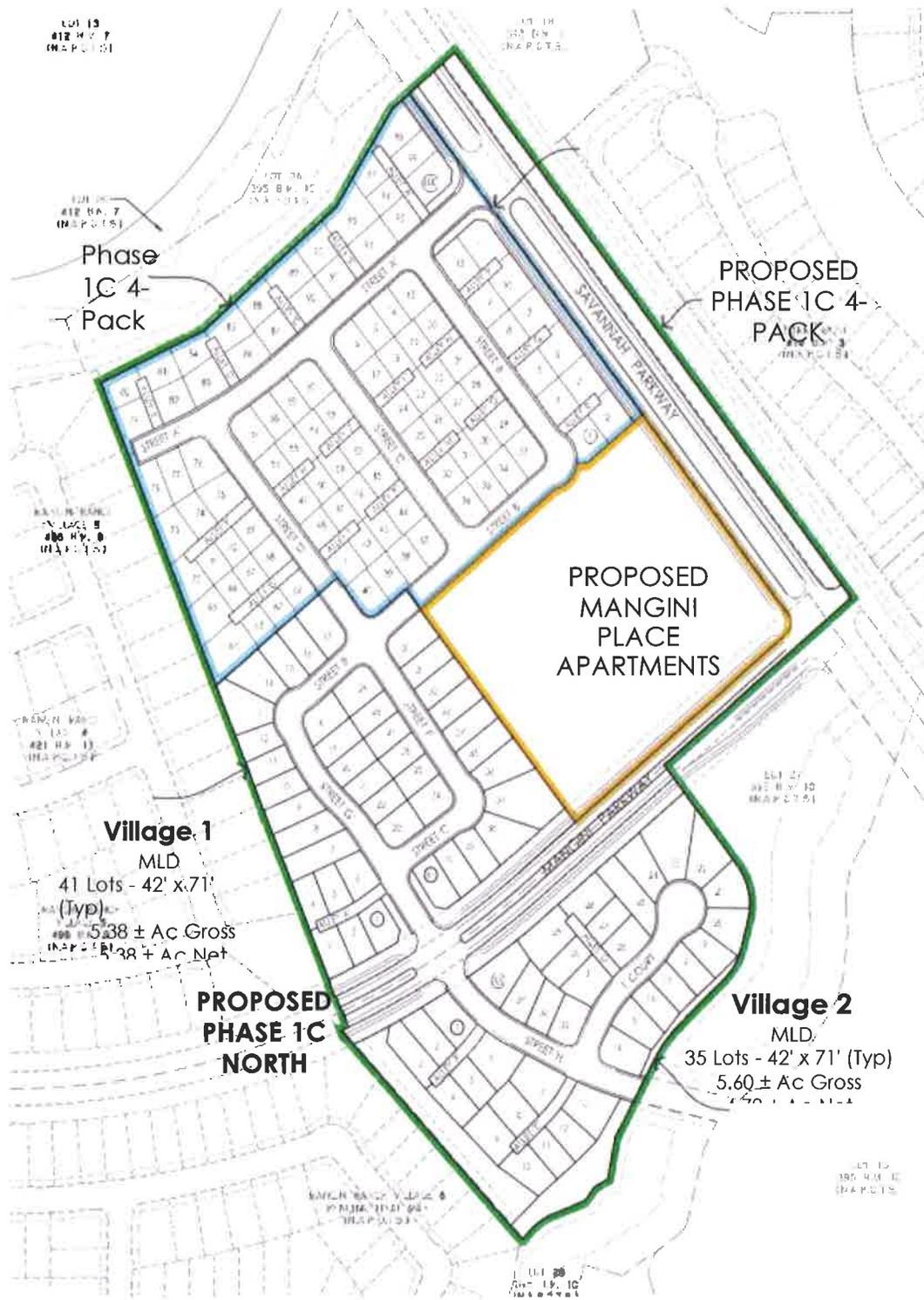
TABLE 1: LAND USE SUMMARY

Village	Zoning/ Land Use	Gross Acres	Net Acres	Units	Density
1	SP-MLD Multi-Family Low Density	5.38	5.38	41	7.6
2	SP-MLD Multi-Family Low Density	5.60	4.78	35	7.3
Lot A* Part of another Project	SP-MLD (Proposed 1C 4-Pack)	11.05	11.05	N/A	N/A
Lot B* Part of another Project	SP-MU Mixed Use (Proposed Mangini Place Apartments)	5.35	5.0	N/A	N/A
Lots C-F	SP-OS Open Space/Landscape	.86	0.86	0	0
Lots G-I	SP-MLD Landscape	0.0	0.82	0	0
Lot J	SP-OS2	0.77	0.77	0	0
Right of Way	Roads	3.25	3.25	0	0
Total		32.26	31.91	76	

Figure 4 below shows the relationship of the Phase 1C North Project, to other pending Projects that are within the boundaries of the SLVTM including the Mangini Ranch Phase 1C 4-Pack Project located to the north and the proposed Mangini Place Apartments to the northeast.

There are various landscape parcels that are being created by the SLVTM. Lots G-I would be deeded to the City at the time of Final Map. Lot G contains an existing waterline easement. Lot H contains a future trail, providing the connection to/from Mangini Ranch Village 6 to the south with Street H. The Applicant shall grade the Class 1 trail through Lot H.

FIGURE 4: RELATIONSHIP TO OTHER PROJECTS

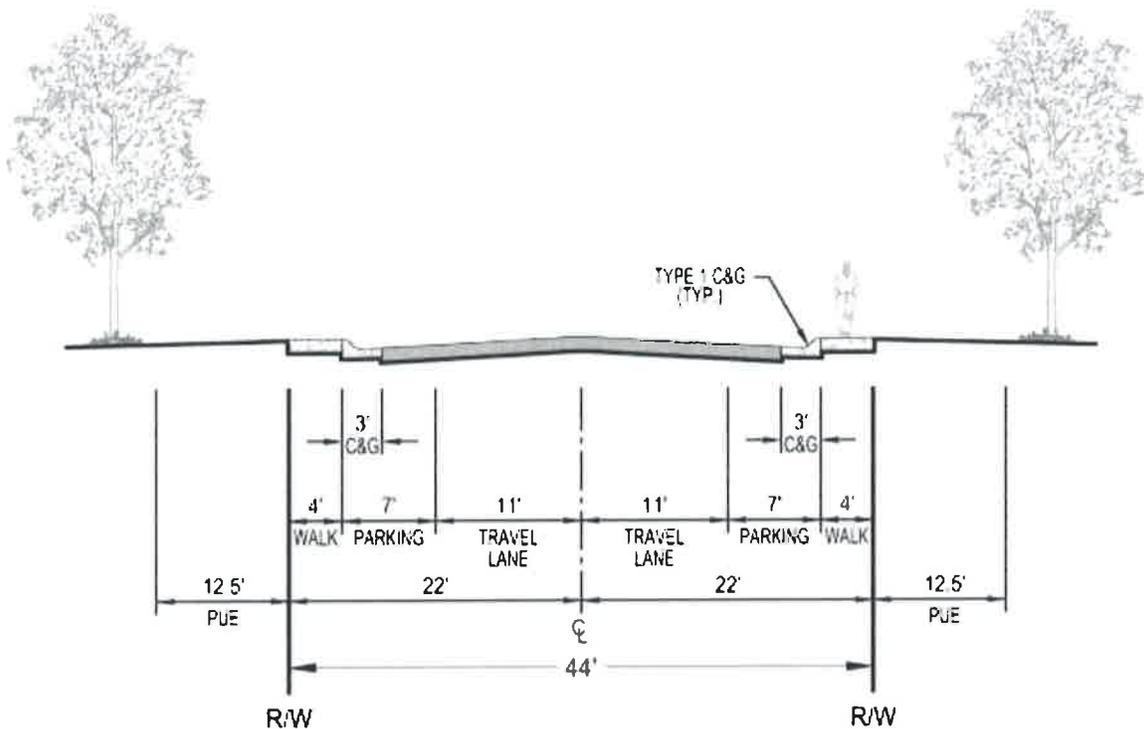


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The proposed subdivision features two "villages" with minimum lot sizes of 3,000 square feet (42'x71'). Corner lots as proposed generally range from 3,850 square feet (55'x70') to 4,720 square feet (59'x80'). All lots are consistent with the development standards for the MLD land use district of the FPASP. In addition, all lots will have a standard 12.5-foot-wide public utility easement in the front yard (and street side yard for corner lots).

The subdivision uses standard public street right-of-way dimensions, including an internal roadway system with attached sidewalks on both sides of the street, as shown in Figure 5 below.

FIGURE 5: INTERNAL ROADWAY CROSS SECTION



Typical residential street entries into the subdivision are provided from Mangini Parkway. These street entries correspond with street entries into the subdivisions to the north and south of the project site. The street entrances on Mangini Parkway will allow full turning movements, while also allowing direct access from the Project site through the Phase 1C 4-Pack Subdivision directly to the north, with a connection through the subdivision to Savannah Parkway as shown in Figure 6.

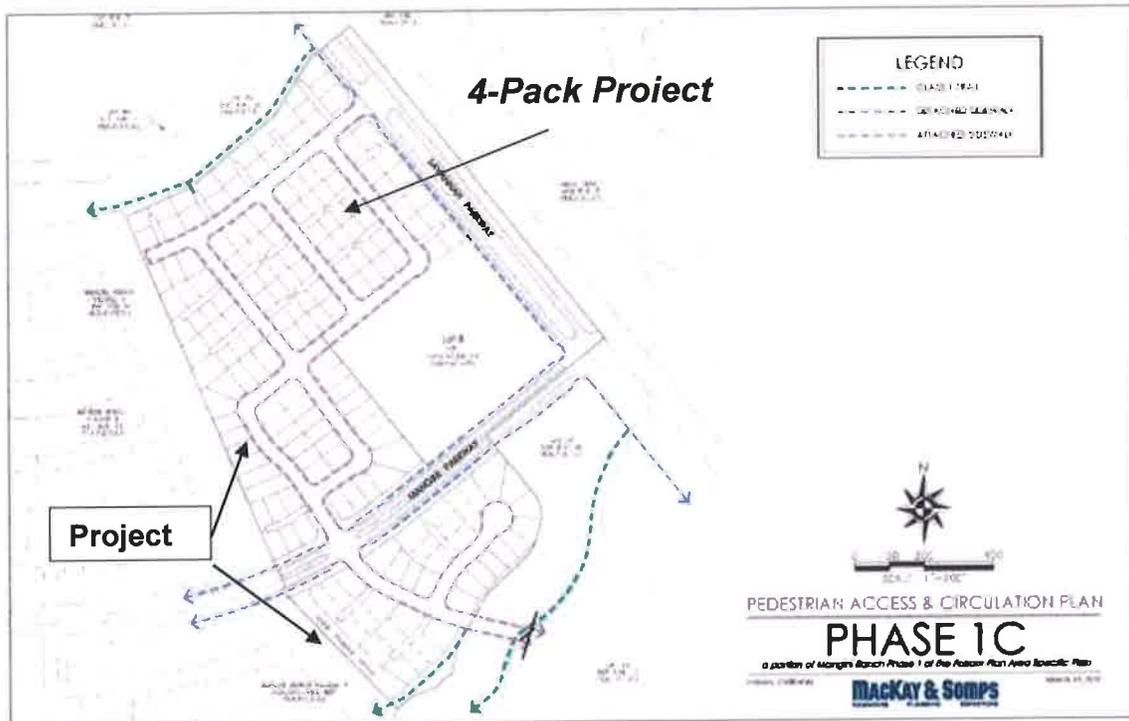
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Village 1 on the north side of Mangini Parkway includes a roadway that provides a loop system (with Road B, C, G and F), and a connection to the proposed Phase 1C 4-Pack project to the north via Road F. Village 1 also provides one alley loaded "I" court.

Village 2 provides three alley-loaded "I"- courts and one cul-de-sac on the south side of Mangini Parkway.

Pedestrian access and circulation are accommodated through the provision of attached sidewalks on all interior streets, and off-street Class I trails in open space to the south of Village 2. Class II bike lanes are provided on Savannah Parkway and Mangini Parkway (as required in the FPASP) and Class II bike routes are provided on all residential streets. The nearest access points to the Class I trail system are provided at Mangini Parkway and Street H in Village 2, and Savannah Parkway to a Class 1 trail to the north.

FIGURE 6: PEDESTRIAN ACCESS



B. Design Review

The Project includes the construction of 76 single family homes. All of the homes are

proposed in a two-story configuration and range in size from 1,822 square feet to 2,221 square feet.

Three architectural styles are proposed:

- Modern Spanish
- Italian Villa
- Modern Prairie

There are four plan types for all three architectural styles, with a variety of colors and materials as shown in the Applicant's submittal (Attachment 9).

The Applicant's submittal describes the architectural styles as follows:

- *Modern Spanish* – Based on simple early Spanish missions, the style uses minimal decorative details borrowed from Spanish Revival homes that are most common in southwestern states, particularly California, Arizona, and Texas. Identifying features are low-pitched roofs, with little to no overhang, and tile roof covering. Recessed elements along with gable end details and trims; wall surface is usually stucco; and the facade normally asymmetrical.
- *Italian Villa* – This style provides a classic look. Roofs contain villa-shaped concrete tile and are gently pitched; the homes have two story massing with stucco exterior finish and stone veneer on columns.
- *Modern Prairie* – Roofs are a lower hip on hip design with flat concrete roof tiles. These roofs contribute to a grounded massing approach highlighted with vertically oriented feature windows. Elevation features are further highlighted with material transitions and color application. Windows kept intentionally without grids and masonry stone veneer styles are the most rectilinear and crisp for differentiation and contemporary theme. Color schemes work with massing design to provide an earthy feel with accent pops of color.

Examples illustrations of the architectural styles applied to the designs are shown in Figure 7 on the following page.

FIGURE 7: ELEVATIONS



Front Elevation 1A - Modern Spanish



Front Elevation 1B - Italian Villa



Front Elevation 1C - Modern Prairie



an independent 4th Party
and not a TRU Pointe
agent



MANGINI RANCH PHASE 1C
42X71 PRODUCT SERIES
P. 4 OF 10 (See Appendix)

SCHEMATIC DESIGN
06/22/2021 4:15 PM



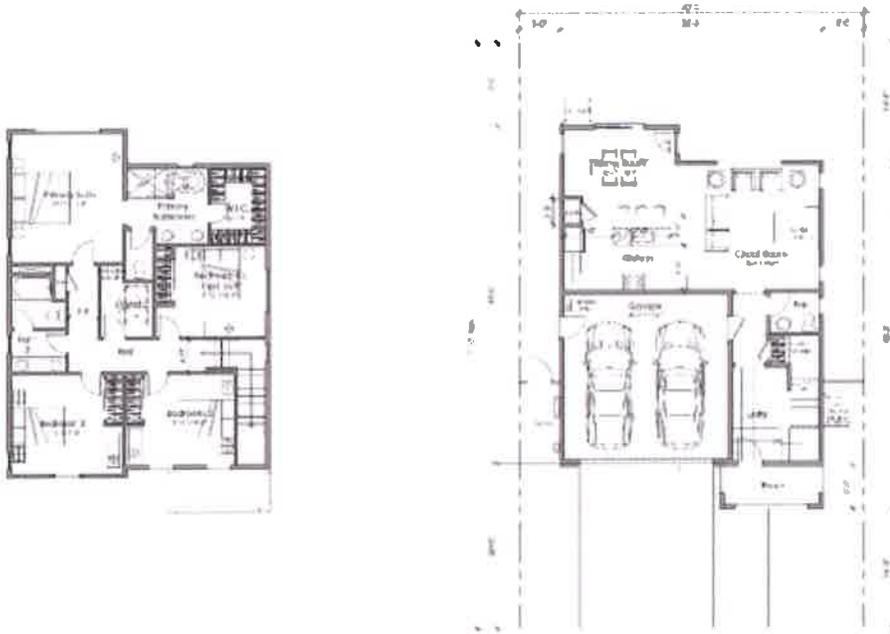
EXTERIOR ELEVATIONS - PLAN 1

A1.0

Typical floorplans are shown on the following pages. Refer to Attachment 9 for additional details. As noted earlier, only Plan 3 includes a downstairs bedroom.

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FIGURE 8: PLAN 1 FLOORPLAN 2



tr pointe

MANGINI RANCH PHASE 1C
43X11 PRODUCT SERIES
ready to assemble

SCHEMATIC DESIGN



4 BEDROOM + GFI LOFT
2200 SF
46 FT W. JULESVAUGHN

FLOOR PLAN 2

A2.1

FIGURE 9: PLAN 3 FLOORPLAN



  **MANHATTAN RANCH PHASE 1C**
RESIDENTIAL PRODUCT
TRUCKEE, CALIFORNIA

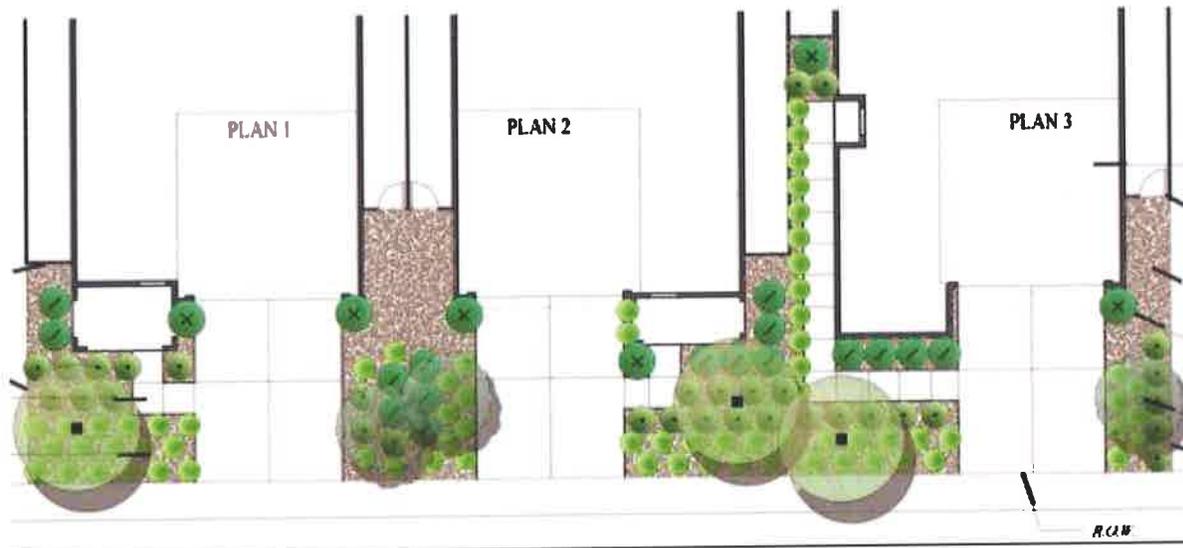
SCHEMATIC DESIGN

PLAN 3 AGENDA **A3.1.1**

The lots have a 12.5-foot front yard with landscaping proposed as shown in Figure 10.

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FIGURE 10: FRONT YARD LANDSCAPING



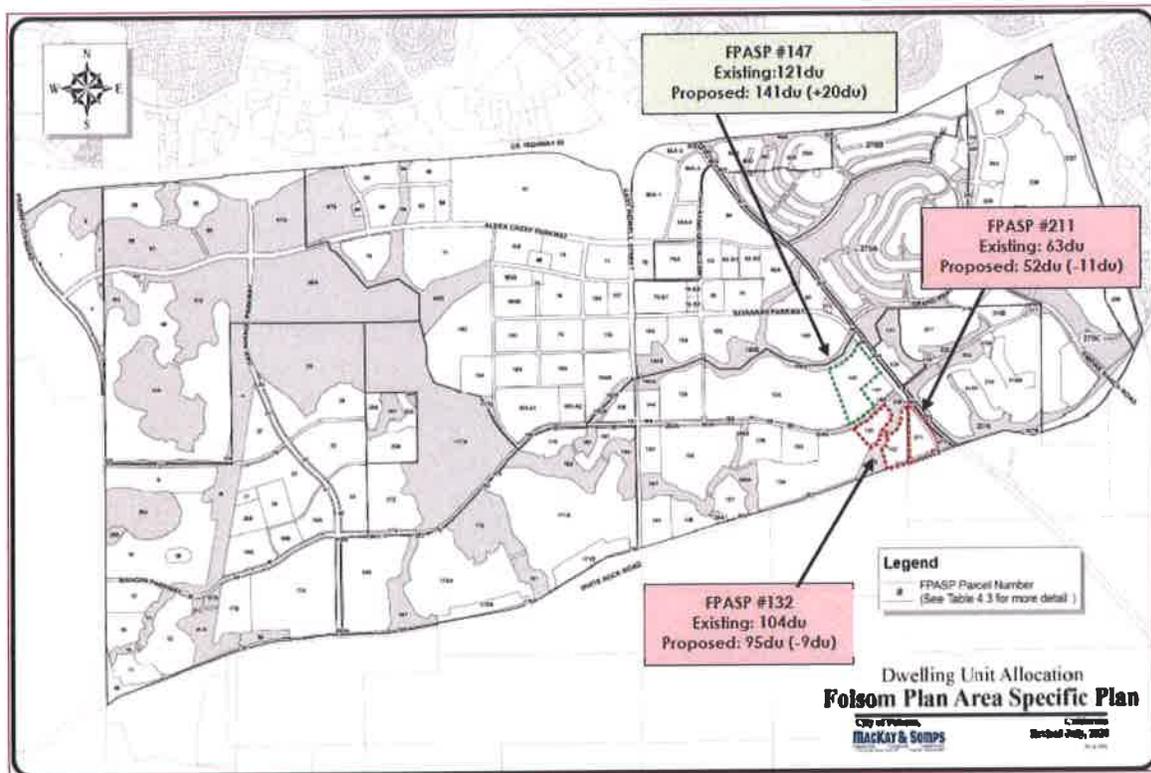
C. Minor Administrative Modification

The Project includes two Minor Administrative Modifications (MAMs). The first request is for approval of a MAM to transfer development rights to move 20 dwelling units among three parcels (147, 132, and 211), as shown on Figure 11. One transferring parcel is outside the boundaries of this Project (parcel 211), in proximity to the Project to the southeast.

The unit transfer supports the 76 units in the SLVTM. The transferring and receiving parcels are located within the FPASP and, after the transfer, they would remain within the General Plan and specific plan density ranges. The transferring and receiving parcels are owned and controlled by the Applicant and overall units for the parcels would remain at 288 total units.

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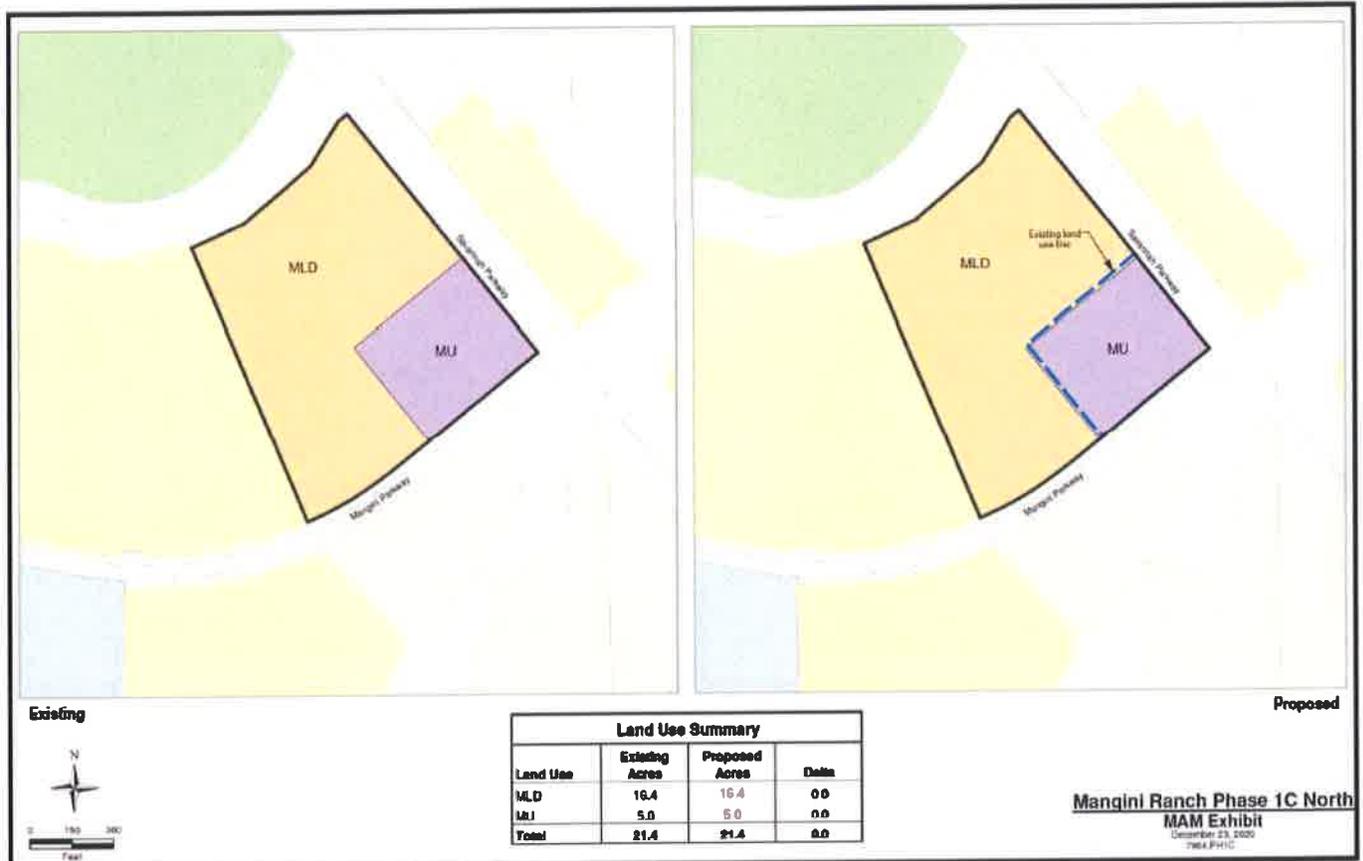
FIGURE 11: PROPOSED REALLOCATION OF 20 DWELLING UNITS



The second MAM is for minor adjustments to the land use boundaries of two FPASP parcels (shown as Lot A and Lot B on the SLVTM). The adjustments to the land use boundaries are requested to maximize development efficiencies.

As shown in Figure 12, a minor boundary change is proposed along the north edge of the Lot B (Mangini Place Apartments). This boundary change is minor and just smooths out the edge and the acreage would remain the same.

FIGURE 12: MINOR ADMINISTRATIVE MODIFICATION BOUNDARY REFINEMENT



ATTACHMENT 3 ANALYSIS

The following sections provide an analysis of the Applicant's proposal. Staff's analysis addresses the following:

- A. Small-Lot Vesting Tentative Subdivision Map to subdivide into 76 residential lots.
- B. Design Review (Architectural Review of Master Plans)
- C. Traffic/Access/Circulation
- D. Parking
- E. Noise Impacts
- F. Inclusionary Housing
- G. Minor Administrative Modification Land Use Boundary Refinement
- H. Minor Administrative Modification (Shift of Dwelling Units to Other Parcels)

This section also includes a discussion of the project's performance with relation to relevant policies in the Folsom General Plan and the Folsom Plan Area Specific Plan:

- I. Conformance with relevant Folsom General Plan and Folsom Plan Area Specific Plan Objectives and Policies

A. Small Lot Vesting Tentative Subdivision Map

As shown on the submitted Small-Lot Vesting Tentative Subdivision Map (Attachment 6), the proposed subdivision includes 76- single family residential lots, ten open space and landscape lots, and nine internal public streets. The Project will be required to dedicate public right-of-way for the internal public streets.

Condition 6 requires the Applicant to dedicate public utility easements for underground facilities (i.e., SMUD, Pacific Gas and Electric, cable television, telephone) on properties adjacent to the streets. Staff has determined that the proposed Small-Lot Vesting Tentative Subdivision Map complies with all City requirements, as well as with the requirements of the State Subdivision Map Act.

As shown in Table 2, Development Standards, the Project conforms to all development standards established by the FPASP for the MLD land use category including minimum lot size, maximum lot coverage, and setbacks as shown in the table below. No deviations from these standards are proposed by the Applicant.

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TABLE 2: SP-MLD Development Standards Table

SP-MLD Multi-Family Low Density Development Standards Table		
Development Standard	Requirement	Proposed Project
Front Porch Setback	12.5 Feet	12.5 Feet
Front Primary Structure Setback	15 Feet	15 Feet
Front Garage Setback	20 Feet	20 Feet
Side Yard Setbacks	5 Feet/5 Feet	5 Feet/5 Feet
Rear Yard Setback	10 Feet	10 Feet
Maximum Lot Coverage	50%	50%

B. Design Review (Architectural Review of Master Plans)

Proposed Residential Designs

The 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, and amended in 2018. The Design Guidelines are a complementary document to the Folsom Plan Area Specific Plan and the Folsom Plan Area Specific Plan Community 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 several 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.

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The Design Guidelines require that specific homes within a subdivision that meet the definition of an “edge condition” lot are required to incorporate enhanced architectural details on the rear and side building elevations, like the enhanced architectural details provided on the front building elevation of the home. Figure 13 below shows the individual lots within the Phase 1C North Subdivision that are considered “edge condition” lots.

FIGURE 13: EDGE CONDITION (ENHANCED) LOT EXHIBIT



The Applicant has provided enhanced architectural features on the homes that are visible from street or open space views including additional windows and enhanced window details, siding details and materials (see Attachment 9, Residential Schematic Design)

In evaluating the proposed project, staff also took into consideration building and design elements that could be considered unique to the Folsom Plan Area. Staff has determined that the proposed architectural styles and master plans do include many unique building and design elements and are consistent with the Folsom Ranch Design Guidelines. Based on this analysis, staff forwards the following design recommendations to the Commission for consideration:

1. This approval is for two-story homes in four master plans and three architectural styles with 12 color and material options. The Applicant shall submit building plans that comply with this approval and the attached building elevations dated March 19, 2021.
2. The design, materials, and colors of the single-family residential units shall be consistent with the approved building elevations, materials samples, and color schemes 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.
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 elevation of each Master Plan to the satisfaction of the Community Development Department.
6. A minimum of one street 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. 50).

E. Traffic/Access/Circulation

The 2011 Folsom Plan Area Specific Plan Environmental Impact Report/Environmental Impact Statement included not only a detailed analysis of traffic-related impacts within the

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Plan Area, but also an evaluation of traffic-related impacts on the surrounding communities. In total, there are fifty-five (55) traffic-related mitigation measures associated with development of the FPASP which are included as conditions of approval for the Mangini Ranch Phase 1C North Subdivision project. Many of these mitigation measures are expected to reduce traffic impacts to East Bidwell Street. Included among the mitigation measures are requirements to; fund and construct roadway improvements within the Plan Area, pay a fair-share contribution for construction of improvements north of U.S. Highway 50, participate in the City's Transportation System Management Fee Program, and Participate in the U.S. Highway 50 Corridor Transportation Management Association. The Mangini Ranch 1C North Subdivision project is subject to all traffic-related mitigation measures required by the 2011 FPASP EIR/EIS (Condition Nos 54-25 to 54-79).

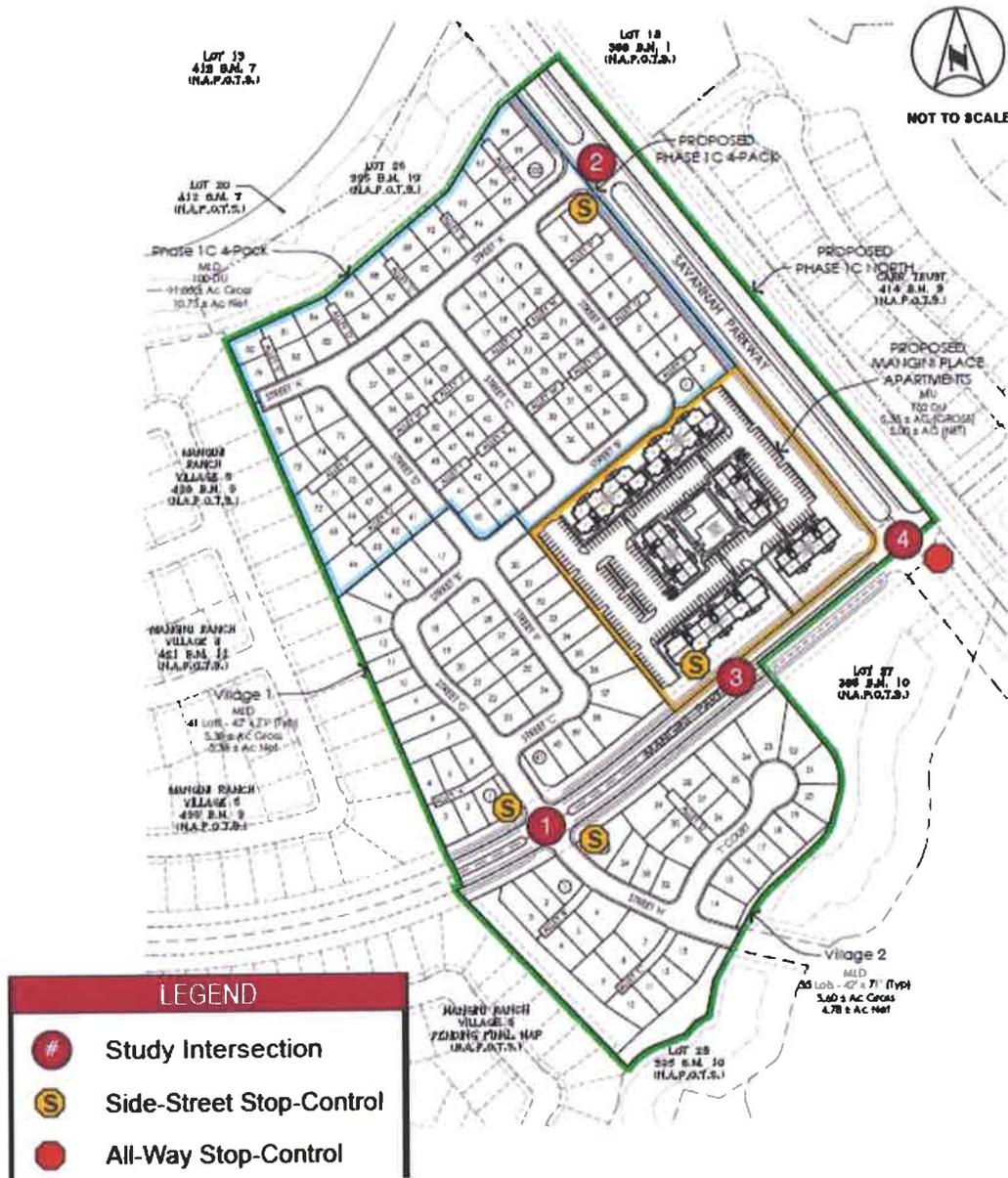
On May 21, 2021, Kimley Horn completed a Traffic Impact Analysis (included as Attachment 12 to this staff report). The analysis included two other pending projects located adjacent to this Project and within the SLVTM (Phase 1C -4-Pack located to the north and the proposed Mangini Apartments located easterly of the Project) to determine whether additional impacts would occur that were not previously identified and addressed by the 2011 FPASP EIR/EIS.

The Kimley Horn Traffic Impact Analysis concluded that the expected traffic would be minimal and consistent with the assumptions of the plan area, as considered in the FPASP EIR.

As shown on the submitted Small-Lot Vesting Tentative Subdivision Map (Attachment 6), primary access to the Project site is provided by Mangini Parkway.

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FIGURE 14: ACCESS AND CIRCULATION EXHIBIT



Pedestrian Access/Circulation

An adjacent subdivision backs up to Lot G located on the southwest corner of Village 2, and homes (Lots 3, 4, 9 and 10) side on to this lot. Retaining walls are proposed on

both sides of this lot. Mangini Ranch Village 6 is to the west, and the Project is proposing retaining walls of 2-14-feet along the eastern edge. An existing rock-line drainage swale is located in Lot G. As a condition of approval (Condition No 39), Lot G shall be landscaped, and a pedestrian trail provided to link with the Class 1 trail to the south and would be dedicated to the City. This will provide an additional trail connection and ensure that Lot G does not become a nuisance.

A condition of approval No. 39 also is requiring an offsite easement be provided with a separated sidewalk from the east side of Lot E in Village 2 along the open space frontage of Mangini Parkway to Savannah Parkway.

The following are recommendations which have been included as conditions (Condition No. 50) of approval for the 1C North Subdivision project.

- a. Emergency Vehicle Access shall be granted on Street D and Street A to provide and maintain secondary access to the north (via the Mangini Ranch Phase 1C North 4-Pack project) for a connection to Placerville Road.
- b. Required public and private subdivision improvements, including but not limited to street and frontage improvements on Mangini Parkway shall be completed prior to issuance of the first Certificate of Occupancy for the subdivision.

D. Parking

The Folsom Plan Area Specific Plan requires that single-family residential units located within a Multi-Family Low Density (MLD) designated area provide two covered parking spaces per unit. The FPASP also requires that single-family residential units located within an MLD designated area provide a minimum of 0.8 guest parking spaces per unit.

As shown on the submitted residential schematic design (Attachment 9), each home will include a two-car attached garage, thus meeting the covered parking requirement of the FPASP. There will also be the opportunity for on-street parking spaces throughout the Project area, which exceeds the minimum of 0.8 parking spaces required by the FPASP.

E. Noise Impacts

A Noise Assessment (Attachment 13) was prepared by Bollard Acoustical Consultants on May 3, 2021 to determine whether Mangini Parkway traffic-related noise would cause noise levels at the Project site to exceed acceptable limits, as described in the Noise Element of the City of Folsom General Plan, and to evaluate compliance with the Folsom South of U.S. Highway 50 Specific Plan EIR Noise Mitigation Measures.

Outdoor Noise Levels

The noise analysis projected noise levels adjacent to Mangini Parkway (based on future

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traffic levels) to determine noise levels at homes adjacent to the roadway. The City's standards are:

- 60 dB L_{dn}¹ for outdoor activity areas (such as rear yards)
- 45 dB L_{dn} for interior areas in dwellings

The noise analysis concluded that, *without mitigation*, noise levels along Mangini Parkway in outdoor spaces of the homes would exceed 60 dB L_{dn} in the rear yards of homes (up to 67 dB L_{dn}) and thus exceed the City's standard for outdoor activity areas.

The Noise Analysis recommends that the Project design include additional solid noise barriers along Mangini Parkway. The noise barriers could take the form of masonry wall, earthen berm, or a combination of the two as outlined in the Noise Analysis-Attachment 13. This requirement is included as Condition of Approval No. 33.

Interior Noise Levels

The noise analysis concluded that standard residential construction adjacent to Mangini Parkway would reduce interior noise levels to acceptable levels. The noise analysis also recommended that standard residential construction (including STC 32 window assemblies) be utilized on the second floor of homes just as a conservative measure to ensure noise levels remain at 45 dB or lower in the future. In addition, mechanical ventilation (air conditioning) should be provided for all residences in this development to allow the occupants to close doors and windows as desired to achieve compliance with the applicable General Plan 45 dB DNL interior noise level standard. These measures are included as Condition No. 33. In addition, the recommended conditions of approval (Condition No. 19) require the Applicant to provide a final design for all walls and fences for review and approval by staff prior to construction.

G. Inclusionary Housing

The Applicant proposes to comply with Folsom Municipal Code Chapter 17.104 (Inclusionary Housing) by paying in-lieu fees per Municipal Code Section 17.104.060(G). (See the applicant's Inclusionary Housing letter, included as Attachment 15 to this staff report). Homes within the subdivision will be sold at market prices. Fees paid by the Applicant will help provide affordable housing elsewhere in the city. The Applicant is required to enter into an Inclusionary Housing Agreement with the City. The Final Inclusionary Housing Plan is subject to approval by the City Council. In addition, the Inclusionary Housing Agreement, which will be approved by the City Attorney, must be

¹ dB L_{dn} is average noise level over a 24-hour day, measured in decibels (dB). The average includes a +10 decibel weighing applied to noise occurring during nighttime (10:00 p.m. to 7:00 a.m.) hours.

executed prior to recordation of the Final Map for the 1C North Subdivision project. Condition No. 41 is included to reflect these requirements.

H. Minor Administrative Modifications

The Project proposes two minor administrative modifications (MAMs) to refine a development edge and to reallocate residential units between parcels, respectively.

Boundary refinement

The boundary line between the MU site (Lot B) and the adjoining MLD parcel (Lot A) is shown slightly modified to maximize development efficiencies. The modification simply smooths the edge between the two parcels. Acreages of the various land uses remain the same although the edges have been modified.

Transfer of units

The Applicant is proposing to construct 76 residential units on the subject parcel, and therefore, a Minor Administrative Modification is being requested to reallocate 20 residential units from FPASP parcels 211 (-11 du) and 132 (-9 du) to the Project site (FPASP parcel 147). No change to the overall FPASP unit allocation or total population, will occur. The Project does not affect the overall amount of non-residential development in the FPASP.

The Folsom Plan Area Specific Plan provides for Minor Administrative Modifications, *"... that are consistent with and do not substantially change its overall intent, such as minor adjustments to the land use locations and parcel boundaries shown in Figure 4.1 – Land Use and Figure 4.4 – Plan Area Parcels and the land use acreages shown in Table 4.1 – Land Use Summary."* [FPASP Section 13.3].

Minor administrative modifications can be approved at a staff level, provided the following criteria are met:

- The proposed modification is within the Plan Area.
- The modification does not reduce the size of the proposed town center.
- The modification retains compliance with City Charter Article 7.08, previously known as Measure W.
- The general land use pattern remains consistent with the intent and spirit of the FPASP.
- The proposed changes do not substantially alter the backbone infrastructure network.
- The proposed modification offers equal or superior improvements to development capacity or standards.

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- The proposed modification does not increase environmental impacts beyond those identified in the EIR/EIS.
- Relocated park or school parcels continue to meet the standards for the type of park or school proposed.
- Relocated park or school parcels remain within walking distance of the residents they serve.

Based on staff's review, the proposed reallocation of 20 residential units meets all of the required criteria mentioned above. The General Plan and specific plan densities will remain the same. As a result, staff can approve the proposed Minor Administrative Modification.

J. Conformance with Relevant General Plan and Folsom Plan Area Specific Plan Objectives and Policies

The Applicant prepared a detailed analysis of the project's consistency with all of the policies in the Folsom Plan Area Specific Plan; that analysis is included in the CEQA Exemption and Streamlining Analysis in Attachment 13 to this report. Staff concurs with the Applicant's analysis that the project is consistent with the Specific Plan.

The following is a summary analysis of the project's consistency with the Folsom General Plan and with key policies of the Folsom Plan Area Specific Plan.

GP and SP OBJECTIVE H-1 (Housing)

To provide an adequate supply of suitable sites for the development of a range of housing types to meet the housing needs of all segments of the population.

GP and SP POLICY H-1.1

The City shall ensure that sufficient land is designated and zoned in a range of residential densities to accommodate the City's regional share of housing.

Analysis: The City provides residential lands at a variety of residential densities as specified in the General Plan and in the Folsom Municipal Code. The Folsom Plan Area Specific Plan includes specialized zoning (Specific Plan Designations) that are customized to the Plan Area as adopted in 2011 and as Amended over time. The FPASP provides residential lands at densities ranging from 1-4 dwelling unit per acre (SF), 4-7 dwelling units per acre (SFHD), 7-12 dwelling units per acre (MLD), 12-20 dwelling units per acre (MMD), 20-30 dwelling units per acre (MHD), and 9-30 dwelling units per acre (MU).

The Phase 1C North Subdivision project is designated MLD and is proposed to be developed at 7.3 units per acre, which is within the density range for the MLD designation.

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SP POLICY 4.1

Create pedestrian-oriented neighborhoods through the use of a grid system of streets where feasible, sidewalks, bike paths and trails. Residential neighborhoods shall be linked, where appropriate, to encourage pedestrian and bicycle travel.

Analysis: The Project proposes a compact single-family neighborhood with a system of local streets linked with sidewalks and connection to the open space to the south. Biking and walking will be accommodated within the Project and will be connect via external sidewalks and Class II and Class III bicycle lanes with nearby neighborhoods, parks, schools, and open space trails with Class I bicycle trails.

SP POLICY 4.4

Provide a variety of housing opportunities for residents to participate in the home-ownership market.

Analysis: The Folsom Plan Area Specific Plan provides home ownership opportunities within the MLD (Multi-Family Low Density land use category. The Mangini Ranch Phase 1C North Subdivision project is consistent with this policy in that it will provide detached single family home ownership opportunities within the MLD designation zoned parcels at a more affordable price point than in other, less dense residential developments.

SP POLICY 4.6

As established by the Folsom Plan Area Specific Plan, the total number of dwelling units for the Plan Area shall not exceed 11,461. The number of units within individual land use parcels may vary, so long as the number of units falls within the allowable density range for a particular land use designation.

Analysis: There have been a number of Specific Plan Amendments approved by the City Council within the Folsom Plan Area, which has generally led to an increase in residentially zoned land and a decrease in commercially zoned land. As a result, the number of residential units within the Plan Area increased from 10,210 to 11,461. The various Specific Plan Amendment EIRs and Addenda analyzed impacts from the conversion of the commercial lands to residential lands; impacts and associated mitigations measures can be found in the individual project-specific environmental documents. The increase in population was analyzed and can be accommodated in the excess capacity of the school sites provided in the Plan Area.

The proposed project does not result in any change in total dwelling units in the FPASP. The reallocation of units to these parcels will not exceed the allowable density for the parcels.

SP OBJECTIVE 7.1 (Circulation)

Consistent with the California Complete Streets Act of 2008 and the Sustainable

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Communities and Climate Protection Act (SB 375), create a safe and efficient circulation system for all modes of travel.

SP POLICY 7.1

The roadway network in the Plan Area shall be organized in a grid-like pattern of streets and blocks, except where topography and natural features make it infeasible, for the majority of the Plan Area in order to create neighborhoods that encourage walking, biking, public transit, and other alternative modes of transportation.

Analysis: Consistent with the requirements of the California Complete Streets Act, the FPASP identified and planned for hierarchy of connect “complete streets” to ensure that pedestrian, bike, bus, and automobile modes of travel are designed to have direct and continuous connections throughout the Plan Area. Every option, from regional connector roadways to arterial and local streets, has been carefully planned and designed. Recent California legislation to reduce greenhouse gas emissions (AB 32 and SB 375) has resulted in an increased market demand for public transit and housing located closer to service needs and employment centers. In response to these changes, the FPASP includes a regional transit corridor that will provide public transportation links between the major commercial, public, and multi-family residential land uses in the Plan Area.

The Mangini Ranch 1C North Subdivision project has been designed with multiple modes of transportation options (vehicles, bicycle, walking, access to transit) and internal street organized pattern consistent with the approved FPASP circulation plan.

ENVIRONMENTAL REVIEW

The California Environmental Quality Act (CEQA) provides that residential projects which are consistent with an approved Specific Plan for which an EIR was prepared are exempt from a requirement to prepare additional environmental analysis. CEQA Guidelines section 15182(c) provides specific criteria to determine whether this exemption applies:

(c) Residential Projects Implementing Specific Plans.

(1) Eligibility. Where a public agency has prepared an EIR on a specific plan after January 1, 1980, a residential project undertaken pursuant to and in conformity to that specific plan is exempt from CEQA if the project meets the requirements of this section. Residential projects covered by this section include but are not limited to land subdivisions, zoning changes, and residential planned unit developments. [CEQA Guidelines section 15182]

The Applicant has prepared an analysis (included as Attachment 11 to this staff report), which determined that the Mangini Ranch Phase 1C North Project qualifies for the

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exemption provided in CEQA Guidelines 15182(c), since it is consistent with the Folsom Plan Area Specific Plan.

The Applicant's analysis also includes a review of the impacts and mitigation measures addressed in the EIR for the FPASP, which concluded that the project will not result in any impacts not already identified, and that mitigation measures in the EIR will be sufficient to address project impacts. None of the events described in CEQA Guidelines 15162 which would require preparation of a subsequent EIR (substantial changes to the project, substantial changes in the circumstances under which the project is undertaken, or new information of substantial importance) have occurred, as detailed in the CEQA Exemption Analysis (Attachment 11 to this staff report).

The City has reviewed the Applicant's analysis and concurs that the project is exempt from additional environmental review as provided in CEQA Guidelines 15182(c).

RECOMMENDATION/PLANNING COMMISSION ACTION

Staff recommends that the Planning Commission recommend City Council approval of the proposed project, subject to the proposed Findings and Conditions of Approval attached to this report.

Move 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 76 single-family residential lots and ten lettered landscape lots,
- Approve a Minor Administrative Modification to reallocate 20 single family units (three parcels in the Project site and one immediately adjacent) within the FPASP area.
- Approve a Minor Administrative Modification to refine the parcel boundary between Lot A and Lot B.
- Approve Design Review of the Applicant's master plan residential designs.

These approvals are subject to the findings (Findings A-R) and the conditions of approval (Conditions 1-55) 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 HAS DETERMINED THAT THE MANGINI RANCH PHASE 1C NORTH PROJECT IS UNDERTAKEN TO IMPLEMENT AND IS CONSISTENT WITH THE FOLSOM PLAN AREA SPECIFIC PLAN.
- E. THE CITY HAS DETERMINED THAT THE IMPACTS OF THE MANGINI RANCH PHASE 1C NORTH SUBDIVISION PROJECT ARE ADEQUATELY ADDRESSED BY THE FINAL ENVIRONMENTAL IMPACT REPORT FOR THE FOLSOM PLAN AREA SPECIFIC PLAN AND ASSOCIATED MITIGATION MEASURES AND THAT THE MANGINI RANCH PHASE 1C NORTH SUBDIVISION PROJECT IS EXEMPT FROM THE REQUIREMENTS OF CEQA PURSUANT TO GOVERNMENT CODE SECTION 65457 AND CEQA GUIDELINES 15182(c).
- F. NONE OF THE EVENTS SPECIFIED IN SECTION 21166 OF THE PUBLIC RESOURCES CODE OR SECTION 15162 OF THE CEQA GUIDELINES HAVE OCCURRED.
- G. THIS PROJECT IS EXEMPT FROM CEQA IN ACCORDANCE WITH GOVERNMENT CODE SECTION 65457 AND SECTION 15182 OF THE CEQA GUIDELINES.

TENTATIVE SUBDIVISION MAP FINDINGS

- H. 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.

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- I. THE PROPOSED SUBDIVISION, 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.
- J. THE SITE IS PHYSICALLY SUITABLE FOR THE TYPE OF DEVELOPMENT PROPOSED.
- K. THE SITE IS PHYSICALLY SUITABLE FOR THE PROPOSED DENSITY OF THE DEVELOPMENT.
- L. AS CONDITIONED, THE DESIGN OF THE SMALL-LOT VESTING TENTATIVE SUBDIVISION MAP AND THE PROPOSED IMPROVEMENTS ARE NOT LIKELY TO CAUSE SUBSTANTIAL ENVIRONMENTAL DAMAGE OR SUBSTANTIALLY AND AVOIDABLY INJURE FISH OR WILDLIFE OR THEIR HABITAT.
- M. AS CONDITIONED, 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.
- N. 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.
- O. 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).

DESIGN REVIEW FINDINGS

- P. THE PROJECT IS IN COMPLIANCE WITH THE GENERAL PLAN, THE FOLSOM PLAN AREA SPECIFIC PLAN AND THE APPLICABLE ZONING ORDINANCES.
- Q. THE PROJECT IS IN CONFORMANCE WITH THE FOLSOM RANCH CENTRAL DISTRICT DESIGN GUIDELINES.
- R. 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 4

Conditions of Approval

CONDITIONS OF APPROVAL FOR THE MANGINI RANCH PHASE 1C NORTH SUBDIVISION (PN 21-001) NORTH AND SOUTH OF MANGINI PARKWAY SMALL-LOT VESTING TENTATIVE SUBDIVISION MAP, DESIGN REVIEW, AND MINOR ADMINISTRATIVE MODIFICATION				
Condition No.	Mitigation Measure	Condition of Approval	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 May 19, 2021. 2. Preliminary Grading and Drainage Plan, dated March 19, 2021. 3. Conceptual Front Yard Landscaping, dated March 18, 2020. 4. Access and Circulation Analysis, dated May 21, 2021. 5. Environmental Noise Analysis, dated May 3, 2020. 6. Applicant's Inclusionary Housing Letter, November 3, 2020. <p>The Small-Lot Vesting Tentative Subdivision Map, Design Review, and Inclusionary Housing Plan are approved for the development of a 76-unit single-family residential subdivision (Mangini Ranch Phase 1C North 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	CD (P)(E)
3.		<p><i>Validity</i> This approval of the Small-Lot Vesting Tentative Subdivision Map shall be valid for a period of twenty-four (24) months pursuant to Section 16.16.110A of the Folsom Municipal Code and the Subdivision Map Act. The Inclusionary Housing Agreement shall track the term of the Small-Lot Vesting Tentative Subdivision Map, as may be extended from time to time pursuant to Section 16.16.110.A and 16.16.120 of the Folsom Municipal Code and the Subdivision Map Act.</p>	M	CD (P)

4.		<p>FMC Compliance The Small-Lot Final Map shall comply with the Folsom Municipal Code and the Subdivision Map Act.</p>	M	CD (E)
5.		<p>Development Rights The approval of this Small-Lot Vesting Tentative Subdivision Map conveys the right to develop. As noted in these conditions of approval for the Small-Lot Vesting Tentative Subdivision Map, the City has identified improvements necessary to develop the subject parcels. These improvements include on and off-site roadways, water, sewer, storm drainage, landscaping, soundwalls, and other improvements.</p>	OG	CD (P)(E)(B) PW, PR, FD, PD
6.		<p>Public Right of Way Dedication As provided for in the First Amended and Restated Development Agreement (ARDA) and the Amendments No. 1 and 2 thereto, and any approved amendments thereafter, the Owner/Applicant shall dedicate all public rights-of-way and corresponding public utility easements such that public access is provided to each and every lot within the Mangini Ranch 1C North Subdivision project as shown on the Small-Lot Vesting Tentative Subdivision Map (Lots 1-76).</p>	M	CD (E)(P)
7.		<p>Street Names The Applicant shall select street names from either the City’s approved list or subsequently approved by the Planning Commission for the small lot final map.</p>	M	CD (E)(P)

8.		<p>Indemnity for City 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
9.		<p>Small-Lot Vesting Tentative Subdivision Map The Small-Lot Vesting Tentative Subdivision map is expressly conditioned upon compliance with all environmental mitigation measures identified in the Folsom Plan Area Specific Plan EIR/EIS as amended by the Revised Proposed Water Supply Facility Alternative (November 2012), the Folsom South of U.S. Highway 50 Backbone Infrastructure Mitigated Negative Declaration (December 2014).</p>	OG	CD
10.		<p>ARDA and Amendments The Owner/Applicant shall comply with all provisions of Amendments No. 1 and 2 to the First Amended and Restated Tier 1 Development Agreement and any approved amendments thereafter by and between the City and the Owner/Applicant of the project.</p>	M	CD (E)

11.	✓	<p>Mitigation Monitoring The Owner/Applicant shall 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).</p>	OG	CD (P)
12.		<p>The Owner/Applicant acknowledges that the State adopted amendments to Section 65850 of the California Government Code (specifically Section 65850(9)), effective January 1, 2018, to allow for the implementation of inclusionary housing requirements in residential rental units, upon adoption of an ordinance by the City. The Landowner is not currently contemplating any residential rental projects within the Subject Property; however, in the event the City amends its Inclusionary Housing Ordinance with respect to rental housing pursuant to Section 65850(9), Landowner (or successor in interest) agrees that the Subject Property shall be subject to said City Ordinance, as amended, should any residential rental project be proposed within the Subject Property.</p>	OG	CD (P)
POLICE/SECURITY REQUIREMENT				
13.		<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			
14.		<p>Taxes and Fees 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 Amendments No. 1 and No. 2 to the Amended and Restated Tier 1 Development Agreement.</p>	M CD (P)(E)
15.		<p>Assessments If applicable, the owner/applicant shall pay off any existing assessments against the property, or file necessary segregation request and pay applicable fees.</p>	M CD (E)
16.		<p>FPASP Development Impact Fees 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 (July 1, 2021), or otherwise shall be governed by the terms of Amendments No. 1 and 2 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

17.		<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)
18.		<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				
19.		<p><i>Walls/Fences</i> The final location, design, height, materials, and colors of the walls and fences subject to review and approval by the Community Development Department to ensure consistency with the Folsom Ranch Central District Design Guidelines.</p> <p>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>	G, I, B	CD (P)(E), FD
20.		<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)

21.		<p>Prepare Traffic Control Plan. Prior to construction, a Traffic Control Plan for roadways and intersections affected by construction shall be prepared by the Owner/Applicant. The Traffic Control Plan prepared by the Owner/Applicant 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 City 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)
22.		<p>State and Federal Permits 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)
23.		<p>Landslide /Slope Failure The Owner/Applicant shall retain an appropriately licensed engineer during 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
IMPROVEMENT PLAN REQUIREMENTS				
24.		<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>	I, M	CD (E)

25.		<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 <i>Standard Construction Specifications and Details</i> and the <i>Design and Procedures Manual and Improvement Standards</i>.</p>	I	CD (P)(E)
26.		<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 shall 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. 	I	CD (E)

27.		<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 Ranch Central District 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, earth toned 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, B	CD (P)
28.		<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 the final map.</p>	M	CD (P)(E)
29.		<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)

30.		<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, M	CD (E)
31.		<p><i>Water Meter Fixed Network System</i> The 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
32.		<p><i>Class II Bike Lanes</i> All Class II bike lanes on Mangini Parkway shall be striped, and the legends painted to the satisfaction of the Community Development Department. No parking shall be permitted within the Class II bike lanes.</p>	I	CD (E)(P)
33.		<p><i>Noise Barriers and Window Assemblies</i> Based on the Environmental Noise Assessment prepared by Bollard Acoustical Consultants for the Mangini Ranch Phase 1C North Project on May 3, 2021, the following measures shall be implemented to the satisfaction of the Community Development Department:</p> <ul style="list-style-type: none"> a. To comply with the General Plan 60 dB DNL exterior noise level standard, it is recommended that the Project design include additional solid traffic noise barriers at the minimum heights (relative to backyard elevation) and locations illustrated on Figure 2 of the Noise Assessment. The noise barriers could take the form of masonry wall, earthen berm, or a combination of the two. b. To ensure compliance with the General Plan 45 dB DNL interior noise level standard <i>including</i> a factor of safety, it is recommended that all upper-floor bedroom windows of residences constructed adjacent to Mangini Parkway from which the roadway would be visible be upgraded to a minimum STC rating of 32. Figure 2 shows the lots with recommended window assembly upgrades. c. Mechanical ventilation (air conditioning) shall be provided for all residences in the development to allow the occupants to close doors and windows as desired to achieve compliance with the applicable General Plan 45 dB DNL interior noise level standard. 	I, O	CD (E)(P)

34.	<p><i>Master Plan Updates</i></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><i>Standard Construction Specifications and Details</i></u>, and the <u><i>Design and Procedures Manual and Improvement Standards</i></u>.</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
35.	<p><i>Best Management Practices</i></p> <p>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>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>	G, I	CD (E)
36.	<p><i>Litter Control</i></p> <p>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 official start of the rainy season (October 15).</p>	OG	CD (E)

FIRE DEPT REQUIREMENTS

37.	<p><i>All-Weather Access and Fire Hydrants</i> 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 Department. 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 Department. (All-weather access is defined as six inches of compacted aggregate base from May 1 to September 30 and two inches asphalt concrete over six inches aggregate base from October 1 to April 30). The buildings 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 Department.</p> <ul style="list-style-type: none"> • Residential Fire-Flow with Automatic Fire Sprinkler System: The required fire-flow for the proposed subdivision is determined to be 500 gpm per minute for 30 minutes. • All public streets shall meet City of Folsom Street Standards. • 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). • The first Fire Station planned for the Folsom Plan Area may be required to 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
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LANDSCAPE/TREE PRESERVATION REQUIREMENTS				
38.		<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 the first building permit. Said plans shall include all on-site landscape specifications and details including a tree planting exhibit demonstrating sufficient diversity and appropriate species selection to the satisfaction of the Community Development Department. The tree exhibit shall include all street trees, accent trees, parking lot shading trees, and mitigation trees proposed within the development. Said plans 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.</p> <p>The Owner/Applicant shall comply with city-wide landscape rules or regulations on water usage. 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 on all landscaping in the Mangini Phase 1C North Subdivision Project.</p>	B	CD (P)(E)

39.		<p><i>Landscaping Plans</i></p> <p>The Applicant shall provide for the following:</p> <ul style="list-style-type: none">a. An offsite public access easement landscaped with separated six-foot concrete sidewalk shall be provided from the east side of Lot E along the frontage of Mangini Parkway to Savannah Parkway.b. The Applicant shall landscape and provide a six-foot wide concrete pedestrian connection from Mangini Parkway to the future Class 1 trail to the south on Lot G.c. Lots G, H., I and J shall be graded and granted to the City in fee. Lot H shall be graded to include a Class 1 trail.d. Lot J adjoins the JPA corridor and shall be hydroseeded and dedicated to the City (non-landscaped).	B	CD (P)(E)
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Planning Commission
 Mangini Ranch Phase 1C North Subdivision (PN 21-001)
 June 2, 2021

MAP REQUIREMENTS

40.		<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)
41.		<p><i>The Final Inclusionary Housing Plan</i> The Final Inclusionary Housing Plan shall be approved by the City Council. The Inclusionary Housing Agreement, which will be approved by the City Attorney, shall be executed prior to recordation of the Final Map for the Mangini Phase 1C North Subdivision project.</p>	M	CD (P)(E)

<p>42.</p>		<p>Department of Real Estate Public Report The owner/applicant shall disclose to the homebuyers in the Department of Real Estate Public Report and/or the CC&R's the following items:</p> <ol style="list-style-type: none"> 1) The soil in the subdivision may contain naturally occurring asbestos and naturally occurring arsenic. 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 close to the Mather Airport flight path and 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) Owner/Applicant acknowledges the final design, location, grade and configuration of the Connector Project east of East Bidwell Street is not known. As such, Owner/Applicant will include a recorded disclosure to be provided to all potential buyers of homes within Mangini Ranch Phase 1C North Project advising of the future Connector Project and associated noise, grade changes, height, location, design, traffic and construction as eventually approved. 6) Applicant shall ensure that the CC&Rs contain a notice that the side yard fencing can not be relocated and must remain as installed by Applicant. 	<p>M</p>	<p>CD (P)</p>
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43.		<p>Public Utility Easements The Owner/Applicant shall dedicate public utility easements for underground facilities on properties adjacent to the public and private 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 public and private 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)
44.		<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 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 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)
45.		<p>New Permanent Benchmarks 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 project/subdivision 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)
46.		<p>Centralized Mail Delivery Units 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)

47.		<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. The exception to this requirement is model homes. Building permits for model homes only may be issued prior to recording of the Final Map, subject to approval by the Community Development Department.</p>	B	CD (E)
48.		<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
49.		<p>Credit Reimbursement Agreement Prior to the recordation of the first Small-Lot 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)
TRAFFIC/ACCESS/CIRCULATION/PARKING REQUIREMENTS				
50.		<p>The following conditions of approval are related to roadway and traffic related improvements for the Phase 1C North 4-Project. Refer to Attachment 12, Kimley Horn Memo dated May 21, 2021.</p> <ul style="list-style-type: none"> c. Emergency Vehicle Access shall be granted on Street D and Street A to provide and maintain secondary access to the north (via the Mangini Ranch Phase 1C North 4-Pack project) for a connection to Placerville Road. d. Required public and private subdivision improvements, including but not limited to street and frontage improvements on Mangini Parkway shall be completed prior to issuance of the first Certificate of Occupancy for the subdivision. 	B, O	CD (E), PW, FD

ARCHITECTURE/SITE DESIGN REQUIREMENTS				
51.		<p>The Mangini Phase 1C North Subdivision Project shall comply with the following architecture and design requirements:</p> <ol style="list-style-type: none"> 1. This approval is for three architectural styles with 12 color and material options. The applicant shall submit building plans that comply with this approval and the attached building elevations dated March 19, 2021. 2. The design, materials, and colors of the single-family residential units shall be consistent with the approved building elevations, materials samples, and color schemes 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 roofline, 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. 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 elevation of each Master Plan to the satisfaction of the Community Development Department. 6. A minimum of one tree is required 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 and Occupancy. 	B,O	CD (P) (B)

52.		<p><i>Trash/Recycling Containers and Air Conditioner Screening</i> Trash, recycling, and yard waste containers shall be placed behind the side yard fence so that they are not visible from the public right-of-way to the satisfaction of the Community Development Department. In addition, air conditioning units shall also be placed behind the side yard fence or located in the rear yard so that they are not visible from the public right-of-way to the satisfaction of the Community Development Department.</p>	OG	CD (P) (E)
53.		<p>The proposed project shall comply with all State and local rules, regulations, Governor’s Declarations, and restrictions relative to water usage and conservations, including but not limited to: requirements relative to water usage and conservation established by the State Water Resources Control Board, and water usage and conservation requirements established within the <u>Folsom Municipal Code, (Section 13.26 Water Conservation)</u>, or amended from time to time.</p>	I, B, OG	CD (P)(E)

MITIGATION MEASURES				
54.	✓	<i>Mangini Phase 1C North Subdivision Mitigation Monitoring Reporting Program (MMRP).</i> The conditions of approval below (numbered 55-1 to 55-89) implement the applicable mitigation measures from the FPASP (May 2011) MMRP, as amended by the Revised Proposed Water Supply Facility Alternative (November 2012), the Folsom South of U.S. Highway 50 Backbone Infrastructure Mitigated Negative Declaration (December 2014) and the Westland Eagle SPA Addendum (September 2015).		
Condition No.	Mitigation Number (Source)	Mitigation Measures	Timing	Responsible Agency
AESTHETICS				
55-1	3A.1-4 (FPASP EIR/EIS)	<i>Screen Construction Staging Areas.</i> The project applicant(s) for any particular discretionary development application 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 approved by the appropriate agency (identified below) before the approval of grading plans for all project phases and 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 such visual barriers such as berms or fences. The screen design shall be approved by the appropriate agency to further reduce visual effects to the extent possible. Mitigation for the off-site elements outside of the City of Folsom’s jurisdictional boundaries shall be developed by the project applicant(s) of each applicable project phase in consultation with the affected oversight agency(ies) (i.e., El Dorado and/or Sacramento Counties, and Caltrans) to reduce to the extent feasible the visual effects of construction activities on adjacent project land uses that have already been developed.	Before approval of grading plans and during construction for all project phases.	City of Folsom Community Development Department.
55-2	3A.1-5 (FPASP EIR/EIS)	<i>Establish and Require Conformance to Lighting Standards and Prepare and Implement a Lighting Plan.</i> To reduce impacts associated with light and glare, the City shall:	Before approval of building permits.	City of Folsom Community Development Department

		<p>► Establish standards for on-site outdoor lighting to reduce high-intensity nighttime lighting and glare as part of the Folsom Specific Plan design guidelines/standards. Consideration shall be given to design features, namely directional shielding for street lighting, parking lot lighting, and other substantial light sources, that would reduce effects of nighttime lighting. In addition, consideration shall be given to the use of automatic shutoffs or motion sensors for lighting features to further reduce excess nighttime light.</p> <ul style="list-style-type: none">a. Use shielded or screened public lighting fixtures to prevent the light from shining off of the surface intended to be illuminated.b. To reduce impacts associated with light and glare, the project applicant(s) of all project phases shall:c. Shield or screen lighting fixtures to direct the light downward and prevent light spill on adjacent properties.d. Flood and area lighting needed for construction activities, nighttime sporting activities, and/or security shall be screened or aimed no higher than 45 degrees above straight down (half-way between straight down and straight to the side) when the source is visible from any off-site residential property or public roadway.e. For public lighting in residential neighborhoods, prohibit the use of light fixtures that are of unusually high intensity or brightness (e.g., harsh mercury vapor, low-pressure sodium, or fluorescent bulbs) or that blink or flash.f. Use appropriate building materials (such as low-glare glass, low-glare building glaze or finish, neutral, earth-toned 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.g. A lighting plan for all on- and off-site elements within each agency's jurisdictional boundaries (specified below) shall be submitted to the relevant jurisdictional agency for review and approval, which shall include the above elements. The lighting plan may be submitted		
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		<p>concurrently with other improvement plans, and shall be submitted before the installation of any lighting or the approval of building permits for each phase. The project applicant(s) for any particular discretionary development application shall implement the approved lighting plan.</p> <p>Mitigation for the off-site elements outside of the City of Folsom’s jurisdictional boundaries must be coordinated by the project Applicant(s) of each applicable project phase with the affected oversight agency(ies) (i.e., El Dorado and/or Sacramento Counties).</p>		
AIR QUALITY				
55-3	3A.2-1a (FPASP EIR/EIS)	<p><i>Implement Measures to Control Air Pollutant Emissions Generated by Construction of On-Site Elements.</i></p> <p>To reduce short-term construction emissions, the project applicant(s) for any particular discretionary development application shall require their contractors to implement SMAQMD’s list of Basic Construction Emission Control Practices, Enhanced Fugitive PM Dust Control Practices, and Enhanced Exhaust Control Practices (list below) in effect at the time individual portions of the site undergo construction. In addition to SMAQMD-recommended measures, construction operations shall comply with all applicable SMAQMD rules and regulations.</p> <p><i>Basic Construction Emission Control Practices</i></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. ▶ 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 should be covered. ▶ 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). 	<p>Before the approval of all grading plans by the City and throughout project construction, where applicable, for all project phases.</p>	<p>City of Folsom Community Development Department</p>

	<ul style="list-style-type: none">▶ All roadways, driveways, sidewalks, parking lots to be paved should be completed as soon as possible. In addition, building pads should 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 must be checked by a certified mechanic and determine to be running in proper condition before it is operated. <p><i>Enhanced Fugitive PM Dust Control Practices – Soil Disturbance Areas</i></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.▶ Plant vegetative ground cover (fast-germinating native grass seed) in disturbed areas as soon as possible. Water appropriately until vegetation is established. <p><i>Enhanced Fugitive PM Dust Control Practices – Unpaved Roads</i></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		
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	<p>number of SMAQMD and the City contact person shall also be posted to ensure compliance.</p> <p><i>Enhanced Exhaust Control Practices</i></p> <ul style="list-style-type: none">▶ The project shall provide a plan, for approval by the City of Folsom Community Development Department and SMAQMD, demonstrating that the heavy-duty (50 horsepower [hp] or more) 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 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. The project applicant(s) of each project phase or its representative shall submit to the City of Folsom Community Development Department and SMAQMD 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 SMAQMD with the anticipated construction timeline including start date, and name and phone number of the project manager and on-site foreman. SMAQMD's Construction Mitigation Calculator can be used to identify an equipment fleet that achieves this reduction (SMAQMD 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		
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		<p>SMAQMD shall be notified within 48 hours of identification of noncompliant 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. SMAQMD staff and/or other officials may conduct periodic site inspections to determine compliance. Nothing in this mitigation measure shall supersede other SMAQMD or state rules or regulations.</p> <p>► If at the time of construction, SMAQMD 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 SMAQMD so permits.</p>		
55-4	3A.2-1b (FPASP EIR/EIS)	<p><i>Pay Off-site Mitigation Fee to SMAQMD to Off-Set NOX Emissions Generated by Construction of On-Site Elements.</i></p> <p>Implementation of the project or the other four other action alternatives would 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). Additionally, Mitigation Measure 3A.4-1 (Implement Additional Measures to Control Construction-Generated GHG Emissions, pages 3A.4-14 to 15) has the potential to both reduce and increase NOX emissions, depending on the types of alternative fuels and engine types employed. Therefore, the project applicant(s) shall pay SMAQMD an off-site mitigation fee for implementation of any of the five action alternatives for the purpose of reducing NOX emissions to a less-than-significant level (i.e., less than 85 lb/day). All NOX emission reductions and increases associated with GHG mitigation shall be added to or subtracted from the amount above the construction threshold to determine off-site mitigation fees, when possible. The specific fee amounts shall be calculated when the daily construction emissions can be more accurately determined: that is, if the City/USACE select and certify the EIR/EIS and</p>	Before the approval of all grading plans by the City and throughout project construction for all project phases.	The City of Folsom Community Development Department shall not grant any grading permits to the respective project applicant(s) until the respective project applicant(s) have paid the appropriate off-site mitigation fee to SMAQMD.

		<p>approves the Proposed Project or one of the other four other action alternatives, the City and the applicants must establish the phasing by which development would occur, and the applicants must develop a detailed construction schedule. Calculation of fees associated with each project development phase shall be conducted by the project applicant(s) in consultation with SMAQMD staff before the approval of grading plans by the City. The project applicant(s) for any particular discretionary development application shall pay into SMAQMD's off-site construction mitigation fund to further mitigate construction generated emissions of NOX that exceed SMAQMD's daily emission threshold of 85 lb/day. 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. At the time of writing this EIR/EIS the cost rate is \$16,000 to reduce 1 ton of NOX plus a 5% administrative fee (SMAQMD 2008c). The determination of the final mitigation fee shall be conducted in coordination with SMAQMD before any ground disturbance occurs for any project phase.</p>		
55-5	3A.2-1c (FPASP EIR/EIS)	<p>Analyze and Disclose Projected PM10 Emission Concentrations at Nearby Sensitive Receptors Resulting from Construction of On-Site Elements. Prior to construction of each discretionary development entitlement of on-site land uses, the project applicant shall perform a project-level CEQA analysis (e.g., supporting documentation for an exemption, negative declaration, or project-specific EIR) that includes detailed dispersion modeling of construction-generated PM10 to disclose what PM10 concentrations would be at nearby sensitive receptors. The dispersion modeling shall be performed in accordance with applicable SMAQMD guidance that is in place at the time the analysis is performed. At the time of writing this EIR/EIS, SMAQMD's most current and most detailed guidance for addressing construction-generated PM10 emissions is found in its Guide to Air Quality Assessment in Sacramento County (SMAQMD 2009a). The 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.</p>	Before the approval of all grading plans by the City.	City of Folsom Community Development Department

<p>55-6</p>	<p>3A.2-2 (FPASP EIR/EIS)</p>	<p><i>Implement All Measures Prescribed by the Air Quality Mitigation Plan to Reduce Operational Air Pollutant Emissions.</i></p> <p>To reduce operational emissions, the project applicant(s) for any particular discretionary development application shall implement all measures prescribed in the SMAQMD-approved Folsom Plan Area Specific Plan Air Quality Mitigation Plan (AQMP) (Torrence Planning 2008), a copy of which is included in Appendix C2. The AQMP is intended to improve mobility, reduce vehicle miles traveled, and improve air quality as required by AB 32 and SB 375. The AQMP includes, among others, measures designed to provide bicycle parking at commercial land uses, an integrated pedestrian/bicycle path network, transit stops with shelters, a prohibition against the use the wood-burning fireplaces, energy star roofing materials, electric lawnmowers provided to homeowners at no charge, and on-site transportation alternatives to passenger vehicles (including light rail) that provide connectivity with other local and regional alternative transportation networks.</p>	<p>Before issuance of subdivision maps or improvement plans.</p>	<p>City of Folsom Community Development Department</p>
<p>55-7</p>	<p>3A.2-4a (FPASP EIR/EIS)</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 project applicant(s) for any particular discretionary development application shall develop a plan to reduce the exposure of sensitive receptors to TACs generated by project construction activity associated with buildout of the selected alternative. Each plan shall be developed by the project 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. Applicable measures shall be included in all project plans and specifications for all project phases.</p> <p>The implementation and enforcement of all measures identified in each plan shall be funded by the project applicant(s) for the respective phase of development.</p>	<p>Before the approval of all grading plans by the City and throughout project construction, where applicable, for all project phases.</p>	<p>City of Folsom Community Development Department</p>

55-8	3A.2-6 (FPASP EIR/EIS)	<p><i>Implement Measures to Control Exposure of Sensitive Receptors to Operational Odorous Emissions.</i></p> <p>The project applicant(s) for any particular discretionary development application shall implement the following measure:</p> <ul style="list-style-type: none"> ▶ The deeds to all properties located within the plan area that are within one mile of an on- or off-site area zoned or used for agricultural use (including livestock grazing) shall be accompanied by a 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. 	Before the approval of building permits by the City and throughout project construction, where applicable, for all project phases.	City of Folsom Community Development Department
BIOLOGICAL RESOURCES				
55-9	3A.3-1a (FPASP EIR/EIS)	<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 project applicant(s) for any particular discretionary development application shall include stormwater drainage plans and erosion and sediment control plans in their improvement plans and shall submit these plans to the City Public Works Department for review and approval. For off-site elements within Sacramento County or El Dorado County jurisdiction (e.g., off-site detention basin and off-site roadway connections to El Dorado Hills), plans shall be submitted to the appropriate county planning department. Before approval of these improvement plans, the project applicant(s) for any particular discretionary development application shall obtain a NPDES MS4 Municipal Stormwater Permit and Grading Permit, comply with the City's Grading Ordinance and County 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. Detailed information about stormwater runoff</p>	Before approval of improvement and drainage plans, and on an ongoing basis throughout and after project construction, as required for all project phases.	City of Folsom Public Works Department

		<p>standards and relevant City and County regulation is provided in Chapter 3A.9, "Hydrology and Water Quality."</p> <p>The project applicant(s) for any particular discretionary development entitlement 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>In addition to compliance with City ordinances, the project applicant(s) for any particular discretionary development application 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 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 project applicant(s) 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</p>		
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		<p>conditions shall be used to develop monitoring standards for the stormwater system on the SPA. 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. 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> <p>See FEIR/FEIS Appendix S showing that the detention basin in the northeast corner of the SPA has been moved off stream.</p> <p>Mitigation for the off-site elements outside of the City of Folsom's jurisdictional boundaries must be coordinated by the project applicant(s) of each applicable project phase in consultation with the affected oversight agency(ies) (i.e., El Dorado County for the roadway connections, Sacramento County for the detention basin west of Prairie City Road, and Caltrans for the U.S. 50 interchange improvements) such that the performance standards described in Chapter 3A.9, "Hydrology and Water Quality," are met.</p>		
55-10	3A.3-2a (FPASP EIR/EIS)	<p><i>Avoid Direct Loss of Swainson's Hawk and Other Raptor Nests.</i></p> <p>To mitigate impacts on Swainson's hawk and other raptors (including burrowing owl), the project applicant(s) of all project phases shall retain a qualified biologist to conduct preconstruction surveys and to identify active nests on and within 0.5 mile of the project and active burrows on the project site. 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 construction for all project phases. To the extent feasible, guidelines provided in Recommended Timing and Methodology for Swainson's Hawk Nesting Surveys in the Central Valley (Swainson's Hawk Technical Advisory</p>	Before the approval of grading and improvement plans, before any ground disturbing activities, and during project construction as applicable for all project phases.	California Department of Fish and Game and City of Folsom Community Development Department.

		<p>Committee 2000) 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 and other 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 consultation with DFG that reducing the buffer would not result in nest abandonment. DFG 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 DFG, 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> <p>If active burrows are found, a mitigation plan shall be submitted to the City for review and approval before any ground-disturbing activities.</p> <p>The City shall consult with DFG. 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, burrow 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> <p>Mitigation for the off-site elements outside of the City of Folsom’s jurisdictional boundaries must be developed by the project applicant(s) of each applicable project phase in consultation with the affected oversight agency(ies) (i.e., El Dorado and/or Sacramento Counties, or Caltrans), such that the performance criteria set forth in DFG’s guidelines are determined to be met.</p>		
GEOLOGY AND SOILS				
55-11	3A.7-1a (FPASP EIR/EIS)	Prepare Site-Specific Geotechnical Report per CBC Requirements and Implement Appropriate Recommendations. Before building permits are issued and construction activities begin any project development phase,	Before issuance of building permits and ground-	City of Folsom Community Development Department

		<p>the project applicant(s) of each project phase shall hire a licensed geotechnical engineer to prepare a final geotechnical subsurface investigation report for the on- and off-site facilities, which shall be submitted for review and approval to the appropriate City or county department (identified below). The final geotechnical 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 CBC 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 project applicant(s) of each project phase. Special recommendations contained in the geotechnical engineering report shall be noted on the grading plans and implemented as appropriate before construction begins. Design and construction of all new project development shall be in accordance with the CBC. The project applicant(s) shall provide for engineering inspection and certification that earthwork has been</p>	disturbing activities.	
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		performed in conformity with recommendations contained in the geotechnical report.		
55-12	3A.7-1b (FPASP EIR/EIS)	<p><i>Monitor Earthwork during Earthmoving Activities.</i></p> <p>All earthwork shall be monitored by a qualified geotechnical or soils engineer retained by the project applicant(s) of each project phase. The geotechnical or soils engineer shall provide oversight during all excavation, placement of fill, and disposal of materials removed from and deposited on both on- and off-site construction areas.</p> <p>Mitigation for the off-site elements outside of the City of Folsom’s jurisdictional boundaries must be coordinated by the project applicant(s) of each applicable project phase with the affected oversight agency(ies) (i.e., El Dorado and/or Sacramento Counties, or Caltrans).</p>	Before issuance of building permits and ground-disturbing activities.	City of Folsom Community Development Department
55-13	3A.7-3 (FPASP EIR/EIS)	<p><i>Prepare and Implement the Appropriate Grading and Erosion Control Plan.</i></p> <p>Before grading permits are issued, the project applicant(s) of each project phase that would be located within the City of Folsom shall retain a California Registered Civil Engineer to prepare a grading and erosion control plan. The grading and erosion control plan shall be submitted to the City Public Works Department before issuance of grading permits for all new development. The plan shall be consistent with the City’s Grading Ordinance, the City’s Hillside Development Guidelines, and the state’s NPDES permit, 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 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. The</p>	Before the start of construction activities.	City of Folsom Community Development Department

		<p>project applicant(s) shall ensure that the construction contractor is responsible for securing a source of transportation and deposition of excavated materials.</p> <p>Mitigation for the off-site elements outside of the City of Folsom’s jurisdictional boundaries must be coordinated by the project applicant(s) of each applicable project phase with the affected oversight agency(ies) (i.e., El Dorado and/or Sacramento Counties).</p> <p>Implementation of Mitigation Measure 3A.9-1 (discussed in Section 3A.9, “Hydrology and Water Quality – Land”) would also help reduce erosion-related impacts.</p>		
55-14	3A.7-5 (FPASP EIR/EIS)	<p><i>Divert Seasonal Water Flows Away from Building Foundations.</i></p> <p>The project applicant(s) of all project phases 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>	Before and during earthmoving activities.	City of Folsom Community Development Department
55-15	3A.7-10 (FPASP EIR/EIS)	<p><i>Conduct Construction Personnel Education, 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>To minimize potential adverse impacts on previously unknown potentially unique, scientifically important paleontological resources, the project applicant(s) of all project phases where construction would occur in the Ione and Mehrten Formations shall do the following:</p> <ul style="list-style-type: none"> ▶ Before the start of any earthmoving activities for any project phase in the Ione or Mehrten Formations, the project applicant(s) shall retain a qualified paleontologist or archaeologist 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. ▶ If paleontological resources are discovered during earthmoving activities, the construction crew shall immediately cease work in the vicinity of the find and notify the appropriate lead agency (identified 	During earthmoving activities in the Ione and Mehrten Formations.	City of Folsom Community Development Department

		<p>below). The project applicant(s) 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. Mitigation for the off-site elements outside of the City of Folsom’s jurisdictional boundaries must be coordinated by the project applicant(s) of each applicable project phase with the affected oversight agency(ies) (i.e., Sacramento County).</p>		
GREENHOUSE GAS EMISSIONS AND CLIMATE CHANGE				
55-16	3A.4-1 (FPASP EIR/EIS)	<p><i>Implement Additional Measures to Control Construction-Generated GHG Emissions.</i></p> <p>To further reduce construction-generated GHG emissions, the project applicant(s) any particular discretionary development application shall implement all feasible measures for reducing GHG emissions associated with construction that are recommended by SMAQMD at the time individual portions of the site undergo construction. Such measures may reduce GHG exhaust emissions from the use of on-site equipment, worker commute trips, and truck trips carrying materials and equipment to and from the SPA, as well as GHG emissions embodied in the materials selected for construction (e.g., concrete). Other measures may pertain to the materials used in construction. Prior to releasing each request for bid to contractors for the construction of each discretionary development entitlement, the project applicant(s) shall obtain the most current list of GHG reduction measures that are recommended by SMAQMD and stipulate that these measures be implemented in the respective request for bid as well as the subsequent construction contract with the selected primary contractor. The project applicant(s) for any particular discretionary development application may submit to the City and SMAQMD a report that substantiates why specific measures are considered infeasible for construction of that particular development</p>	<p>Before approval of small-lot final maps and building permits for all discretionary development project, including all on- and off-site elements and implementation throughout project construction.</p>	<p>City of Folsom Community Development Department</p>

	<p>phase and/or at that point in time. The report, including the substantiation for not implementing particular GHG reduction measures, shall be approved by the City, in consultation with SMAQMD prior to the release of a request for bid by the project applicant(s) for seeking a primary contractor to manage the construction of each development project. By requiring that the list of feasible measures be established prior to the selection of a primary contractor, this measure requires that the ability of a contractor to effectively implement the selected GHG reduction measures be inherent to the selection process.</p> <p>SMAQMD's recommended measures for reducing construction-related GHG emissions at the time of writing this EIR/EIS are listed below and the project applicant(s) shall, at a minimum, be required to implement the following:</p> <ul style="list-style-type: none">▶ Improve fuel efficiency from construction equipment:<ul style="list-style-type: none">▪ reduce unnecessary idling (modify work practices, install auxiliary power for driver comfort);▪ perform equipment maintenance (inspections, detect failures early, corrections);▪ train equipment operators in proper use of equipment;▪ use the proper size of equipment for the job; and▪ use equipment with new technologies (repowered engines, electric drive trains).▶ Use alternative fuels for electricity generators and welders at construction sites such as propane or solar, or use electrical power.▶ Use an ARB-approved low-carbon fuel, such as biodiesel or renewable diesel for construction equipment. (Emissions of oxides of nitrogen [NOX] emissions from the use of low carbon fuel must be reviewed and increases mitigated.) Additional information about low carbon fuels is available from ARB's Low Carbon Fuel Standard Program (ARB 2009b).▶ Encourage and provide carpools, shuttle vans, transit passes and/or secure bicycle parking for construction worker commutes.		
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		<ul style="list-style-type: none"> ▶ Reduce electricity use in the construction office by using compact fluorescent bulbs, powering off computers every day, and replacing heating and cooling units with more efficient ones. ▶ Recycle or salvage non-hazardous construction and demolition debris (goal of at least 75% by weight). ▶ Use locally sourced or recycled materials for construction materials (goal of at least 20% based on costs for building materials, and based on volume for roadway, parking lot, sidewalk and curb materials). ▶ Minimize the amount of concrete used for paved surfaces or use a low carbon concrete option. ▶ Produce concrete on-site if determined to be less emissive than transporting ready mix. ▶ Use EPA-certified SmartWay trucks for deliveries and equipment transport. Additional information about the SmartWay Transport Partnership Program is available from ARB’s Heavy-Duty Vehicle Greenhouse Gas Measure (ARB 2009c) and EPA (EPA 2009). ▶ Develop a plan in consultation with SMAQMD to efficiently use water for adequate dust control. This may consist of the use of non-potable water from a local source. <p>In addition to SMAQMD-recommended measures, construction activity shall comply with all applicable rules and regulations established by SMAQMD and ARB.</p>		
55-17	3A.8-2 (FPASP EIR/EIS)	<p><i>Complete Investigations Related to the Extent to Which Soil and/or Groundwater May Have Been Contaminated in Areas Not Covered by the Phase I and II Environmental Site Assessments and Implement Required Measures.</i></p> <p>The project applicant(s) for any discretionary development application shall conduct Phase I Environmental Site Assessments (where an Phase I has not been conducted), and if necessary, Phase II Environmental Site Assessments, and/or other appropriate testing for all areas of the SPA and include, as necessary, analysis of soil and/or groundwater samples for the potential contamination sites that have not yet been covered by previous investigations (as shown in Exhibit 3A.8-1) before construction activities</p>	Before and during earth moving activities	City of Folsom Community Development Department

		<p>begin in those areas. Recommendations in the Phase I and II Environmental Site Assessments to address any contamination that is found shall be implemented before initiating ground-disturbing activities in these areas.</p> <p>The project applicant(s) shall implement the following measures before ground-disturbing activities to reduce health hazards associated with potential exposure to hazardous substances:</p> <ul style="list-style-type: none">▶ Prepare a plan that identifies any necessary remediation activities appropriate for proposed on- and off-site uses, including excavation and removal of on-site contaminated soils, redistribution of clean fill material in the SPA, and closure of any abandoned mine shafts. The plan shall include measures that ensure the safe transport, use, and disposal of contaminated soil and building debris removed from the site. In the event that contaminated groundwater is encountered during site excavation activities, the contractor shall report the contamination to the appropriate regulatory agencies, dewater the excavated area, and treat the contaminated groundwater to remove contaminants before discharge into the sanitary sewer system. The project applicant(s) shall be required to comply with the plan and applicable Federal, state, and local laws. The plan shall outline measures for specific handling and reporting procedures for hazardous materials and disposal of hazardous materials removed from the site at an appropriate off-site disposal facility.▶ Notify the appropriate Federal, state, and local agencies if evidence of previously undiscovered soil or groundwater contamination (e.g., stained soil, odorous groundwater) is encountered during construction activities. Any contaminated areas shall be remediated in accordance with recommendations made by the Sacramento County Environmental Management Department, Central Valley RWQCB, DTSC, and/or other appropriate Federal, state, or local regulatory agencies.▶ Obtain an assessment conducted by PG&E and SMUD pertaining to the contents of any existing pole-mounted transformers located in the SPA. The assessment shall determine whether existing on-site electrical transformers contain PCBs and whether there are any records of spills from such equipment. If equipment containing PCB is identified, the		
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		<p>maintenance and/or disposal of the transformer shall be subject to the regulations of the Toxic Substances Control Act under the authority of the Sacramento County Environmental Health Department.</p> <ul style="list-style-type: none"> ▶ Mitigation for the off-site elements outside of the City of Folsom’s jurisdictional boundaries must be coordinated by the project applicant(s) of each applicable project phase with the affected oversight agency(ies) (i.e., Sacramento County). 		
HYDROLOGY AND WATER QUALITY				
55-18	3A.9-1 (FPASP EIR/EIS)	<p><i>Acquire Appropriate Regulatory Permits and Prepare and Implement SWPPP and BMPs.</i></p> <p>Prior to the issuance of grading permits, the project 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 SWRCB’s NPDES stormwater permit for general construction activity (Order 2009-0009-DWQ), including preparation and submittal of a project-specific SWPPP at the time the NOI is filed. The project applicant(s) shall also prepare and submit any other necessary erosion and sediment control and engineering plans and specifications for pollution prevention and control to Sacramento County, City of Folsom, El Dorado County (for the off-site roadways into El Dorado Hills under the Proposed Project Alternative). The SWPPP 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; 	<p>Submittal of the State Construction General Permit NOI and SWPPP (where applicable) and development and submittal of any other locally required plans and specifications before the issuance of grading permits for all on-site project phases and off-site elements and implementation throughout project construction.</p>	<p>City of Folsom Community Development Department</p>

	<ul style="list-style-type: none">▶ The pollutants that are likely to be used during construction that could be present in stormwater drainage and non-stormwater 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;▶ 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 SWPPP; and▶ The appropriate personnel responsible for supervisory duties related to implementation of the SWPPP.▶ Where applicable, BMPs identified in the SWPPP shall be in place throughout all site work and construction/demolition activities and shall be used in all subsequent site development activities. BMPs may include, but are not limited to, such measures as those listed below.▶ 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 SWPPP shall be maintained and available at all times on the construction site.</p>		
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		<p>For those areas that would be disturbed as part of the U.S. 50 interchange improvements, Caltrans shall 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 must be coordinated by the project applicant(s) of each applicable project phase with the affected oversight agency(ies) (i.e., El Dorado and/or Sacramento Counties, or Caltrans).</p>		
55-19	3A.9-2 (FPASP EIR/EIS)	<p><i>Prepare and Submit Final Drainage Plans and Implement Requirements Contained in Those Plans.</i></p> <p>Before the approval of grading plans and building permits, the project applicant(s) of all project phases shall submit final drainage plans to the City, and to El Dorado County for the off-site roadway connections into El Dorado Hills, demonstrating that off-site upstream runoff would be appropriately conveyed through the SPA, and that project-related on-site runoff would be appropriately contained in detention basins or managed with through other improvements (e.g., source controls, biotechnical stream stabilization) to reduce flooding and hydromodification impacts.</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; 	Before approval of grading plans and building permits of all project phases.	City of Folsom Public Works Department

		<ul style="list-style-type: none">▶ City and El Dorado County 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 BMPs will be designed and constructed in accordance with the forthcoming SSQP Hydromodification Management Plan (to be adopted by the RWQCB) and may include, but are not limited to, the following:<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 and El Dorado County Department of Transportation that 100-year (0.01 AEP) flood flows would be appropriately channeled and contained, such that</p>		
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		<p>the risk to people or damage to structures within or down gradient of the SPA 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 Public Works Department).</p> <p>Mitigation for the off-site elements outside of the City of Folsom’s jurisdictional boundaries must be coordinated by the project applicant(s) of each applicable project phase with El Dorado County.</p>		
55-20	3A.9-3 (FPASP EIR/EIS)	<p><i>Develop and Implement a BMP and Water Quality Maintenance Plan.</i> Before approval of the grading permits for any development project requiring a subdivision map, a detailed BMP and water quality maintenance plan shall be prepared by a qualified engineer retained by the project applicant(s) the development project. Drafts of the plan shall be submitted to the City of Folsom and El Dorado County for the off-site roadway connections into El Dorado Hills, for review and approval concurrently with development of tentative subdivision maps for all project phases. 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 “Stormwater Quality Design Manual for Sacramento and South Placer Regions” ([SSQP 2007b] per NPDES Permit No. CAS082597 WDR Order No. R5-2008-0142, 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 limited to recycling, street sweeping, 	Prepare plans before the issuance of grading permits for all project phases and off-site elements and implementation throughout project construction.	City of Folsom Community Development Department and Public Works Department

		<p>storm drain cleaning, household hazardous waste collection, waste minimization, prevention of spills and illegal dumping, and effective management of public trash collection areas.</p> <ul style="list-style-type: none">▶ 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. <p>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> <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 must be coordinated by the project applicant(s) of each applicable project phase with El Dorado County and Caltrans.</p>		
NOISE AND VIBRATION				

<p>55-21</p>	<p>3A.11-1 (FPASP EIR/EIS)</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>To reduce impacts associated with noise generated during project related construction activities, the project applicant(s) and their primary contractors for engineering design and construction of all project phases shall ensure that the following requirements are implemented at each work site in any year of project construction to avoid and minimize construction noise effects on sensitive receptors. The project applicant(s) and primary construction contractor(s) shall employ noise-reducing construction practices. Measures that shall be used to limit noise shall include the measures listed below:</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 6 p.m. on Saturdays and Sundays. ▶ All construction equipment and equipment staging areas 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 offsite instead of on-site). ▶ 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 	<p>Before and during construction activities on the SPA and within El Dorado Hills.</p>	<p>City of Folsom Community Development Department</p>
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		<p>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.</p> <ul style="list-style-type: none"> ▶ 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. ▶ The primary contractor shall prepare and implement a construction noise management plan. This plan shall identify specific measures to ensure compliance with the noise control measures specified above. The noise control plan shall be submitted to the City of Folsom before any noise-generating construction activity begins. Construction shall not commence until the construction noise management plan is approved by the City of Folsom. Mitigation for the two off-site roadway connections into El Dorado County must be coordinated by the project applicant(s) of the applicable project phase with El Dorado County, since the roadway extensions are outside of the City of Folsom’s jurisdictional boundaries. 		
PUBLIC SERVICES				
55-22	3A.14-1 (FPASP EIR/EIS)	<p><i>Prepare and Implement a Construction Traffic Control Plan.</i></p> <p>The project applicant(s) of all project phases shall prepare and implement traffic control plans for construction activities that may affect road rights-of-way. The traffic control plans must follow any applicable standards of the agency responsible for the affected roadway and must be approved</p>	Before the approval of all relevant plans and/or permits and during construction	City of Folsom Public Works Department

		<p>and signed by a professional engineer. 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. Traffic control plans shall be submitted to the appropriate City or County department or the California Department of Transportation (Caltrans) for review and approval before the approval of all project plans or permits, for all project phases where implementation may cause impacts on traffic.</p> <p>Mitigation for the off-site elements outside of the City of Folsom’s jurisdictional boundaries must be coordinated by the project applicant(s) of each applicable project phase with the affected oversight agency(ies) (i.e., El Dorado and/or Sacramento Counties and Caltrans).</p>	<p>of all project phases.</p>	
<p>55-23</p>	<p>3A.14-2 (FPASP EIR/EIS)</p>	<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 project applicant(s) of all project phases shall do the following, as described below.</p> <p>1. 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.</p> <p>Improvement plans showing the incorporation 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</p>	<p>Before issuance of building permits and issuance of occupancy permits or final inspections for all project phases.</p>	<p>City of Folsom Fire Department, City of Folsom Community Development Department</p>

	<p>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> <p>2. Submit a Fire Systems New Buildings, Additions, and Alterations Document Submittal List to the City of Folsom Community Development Department Building Division for review and approval before the issuance of building permits.</p> <p>In addition to the above measures, the project applicant(s) of all project phases shall incorporate the provisions described below for the portion of the SPA within the EDHFD service area, if it is determined through City/El Dorado County negotiations that EDHFD would serve the 178-acre portion of the SPA.</p> <p>3. Incorporate into project designs applicable requirements based on the EDHFD fire prevention standards. For commercial development, improvement plans showing roadways, land splits, buildings, fire sprinkler systems, fire alarm systems, and other commercial building improvements shall be submitted to the EDHFD for review and approval. For residential development, improvement plans showing property lines and adjacent streets or roads; total acreage or square footage of the parcel; the footprint of all structures; driveway plan views describing width, length, turnouts, turnarounds, radiuses, and surfaces; and driveway profile views showing the percent grade from the access road to the structure and vertical clearance shall be submitted to the EDHFD for review and approval.</p> <p>4. Submit a Fire Prevention Plan Checklist to the EDHFD for review and approval before the issuance of building permits. In addition, residential development requiring automation fire sprinklers shall submit sprinkler design sheet(s) and hydraulic calculations from a California State Licensed C-16 Contractor.</p> <p>The City shall not authorize the occupancy of any structures until the project applicant(s) 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 and/or the EDHFD for the 178-acre area of the SPA within the EDHFD service area.</p>		
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55-24	3A.14-3 (FPASP EIR/EIS)	<p><i>Incorporate Fire Flow Requirements into Project Designs.</i></p> <p>The project applicant(s) of all project phases shall incorporate into their project designs fire flow requirements based on the California Fire Code, Folsom Fire Code, and/or EDHFD for those areas of the SPA within the EDHFD service area and shall verify to 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>	Before issuance of building permits and issuance of occupancy permits or final inspections for all project phases.	City of Folsom Fire Department, City of Folsom Community Development Department
TRAFFIC AND TRANSPORTATION				
55-25	3A.15-1a (FPASP EIR/EIS)	<p><i>The Applicant Shall Pay a Fair Share to Fund the Construction of Improvements to the Folsom Boulevard/Blue Ravine Road Intersection (Intersection 1).</i></p> <p>To ensure that the Folsom Boulevard/Blue Ravine Road intersection operates at an acceptable LOS, the eastbound approach must be reconfigured to consist of two left-turn lanes, one through lane, and one right-turn lane. 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 the Folsom Boulevard/Blue Ravine Road intersection (Intersection 1).</p>	A phasing analysis shall be performed prior to approval of the first subdivision map to determine when the improvement should be implemented and when fair share funding should be paid.	City of Folsom Public Works Department
55-26	3A.15-1b (FPASP EIR/EIS)	<p><i>The Applicant Shall Pay a Fair Share to Fund the Construction of Improvements at the Sibley Street/Blue Ravine Road Intersection (Intersection 2).</i></p> <p>To ensure that the Sibley Street/Blue Ravine Road intersection operates at an acceptable LOS, the northbound approach must be reconfigured to consist of two left-turn lanes, two through lanes, and one right-turn lane. 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 the Sibley Street/Blue Ravine Road intersection (Intersection 2).</p>	A phasing analysis shall be performed prior to approval of the first subdivision map to determine when the improvement should be implemented and when fair share funding should be paid.	City of Folsom Public Works Department

55-27	3A.15-1c (FPASP EIR/EIS)	<p><i>The Applicant Shall Fund and Construct Improvements to the Scott Road (West)/White Rock Road Intersection (Intersection 28).</i></p> <p>To ensure that the Scott Road (West)/White Rock Road intersection operates at an acceptable LOS, a traffic signal must be installed.</p>	A phasing analysis shall be performed prior to approval of the first subdivision map to determine when the improvement should be implemented.	City of Folsom Public Works Department
55-28	3A.15-1e (FPASP EIR/EIS)	<p><i>Fund and Construct Improvements to the Hillside Drive/Easton Valley Parkway Intersection (Intersection 41).</i></p> <p>To ensure that the Hillside Drive/Easton Valley Parkway intersection operates at an acceptable LOS, the eastbound approach must be reconfigured to consist of one dedicated left turn lane and two through lanes, and the westbound approach must be reconfigured to consist of two through lanes and one dedicated right-turn lane. The applicant shall fund and construct these improvements.</p>	A phasing analysis shall be performed prior to approval of the first subdivision map to determine when the improvement should be implemented.	City of Folsom Public Works Department
55-29	3A.15-1f (FPASP EIR/EIS)	<p><i>Fund and Construct Improvements to the Oak Avenue Parkway/Middle Road Intersection (Intersection 44).</i></p> <p>To ensure that the Oak Avenue Parkway/Middle Road intersection operates at an acceptable LOS, control all movements with a stop sign. The applicant shall fund and construct these improvements.</p>	A phasing analysis shall be performed prior to approval of the first subdivision map to determine when the improvement should be implemented.	City of Folsom Public Works Department

55-30	3A.15-1h (FPASP EIR/EIS)	<p><i>Participate in Fair Share Funding of Improvements to Reduce Impacts to the Hazel Avenue/Folsom Boulevard Intersection (Sacramento County Intersection 2).</i></p> <p>To ensure that the Hazel Avenue/Folsom Boulevard intersection operates at an acceptable LOS, this intersection must be grade separated including “jug handle” ramps. No at grade improvement is feasible. Grade separating and extended (south) Hazel Avenue with improvements to the U.S. 50/Hazel Avenue interchange is a mitigation measure for the approved Easton-Glenbrough Specific Plan development project. 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/Folsom Boulevard intersection (Sacramento County Intersection 2).</p>	A phasing analysis shall be performed prior to approval of the first subdivision map to determine when the improvement should be implemented.	Sacramento County Public Works Department and Caltrans
55-31	3A.15-1i (FPASP EIR/EIS)	<p><i>Participate in Fair Share Funding of Improvements to Reduce Impacts on the Grant Line Road/White Rock Road Intersection and to White Rock Road widening between the Rancho Cordova City limit to Prairie City Road (Sacramento County Intersection 3).</i></p> <p>Improvements must 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 applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a program established by that</p>	Before project build out. Design of the White Rock Road widening to four lanes, from Grant Line Road to Prairie City Road, with Intersection improvements has begun, and because this widening project is environmentally cleared and fully funded, it’s construction is expected to be complete before the first phase of the Proposed Project or alternative is built.	Sacramento County Public Works Department

		agency to reduce the impacts to the Grant Line Road/White Rock Road intersection (Sacramento County Intersection 3).		
55-32	3A.15-1j (FPASP EIR/EIS)	<p><i>Participate in Fair Share Funding of Improvements to Reduce Impacts on Hazel Avenue between Madison Avenue and Curragh Downs Drive (Roadway Segment 10).</i></p> <p>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>	<p>Before project build out. Construction of phase two of the Hazel Avenue widening, from Madison Avenue to Curragh Downs Drive, is expected to be completed by year 2013, before the first phase of the Proposed Project or alternative is complete. 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 Hazel Avenue between Madison Avenue and Curragh Downs Drive (Sacramento County Roadway Segment 10).</p>	Sacramento County Public Works Department

55-33	3A.15-11 (FPASP EIR/EIS)	<p><i>Participate in Fair Share Funding of Improvements to Reduce Impacts on the White Rock Road/Windfield Way Intersection (El Dorado County Intersection 3).</i></p> <p>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 (El Dorado County Intersection 3).</p>	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.	El Dorado County Department of Transportation
55-34	3A.15-10 (FPASP EIR/EIS)	<p><i>Participate in Fair Share Funding of Improvements to Reduce Impacts on Eastbound U.S. 50 as an alternative to improvements at the Folsom Boulevard/U.S. 50</i></p> <p>Eastbound Ramps Intersection (Caltrans Intersection 4). Congestion on eastbound U.S. 50 is causing vehicles to use Folsom Boulevard as an alternate parallel route until they reach U.S. 50, where they must get back on the freeway due to the lack of a parallel route. It is preferred to alleviate the congestion on U.S. 50 than to upgrade the intersection at the end of this reliever route. 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 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>	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.	City of Folsom Public Works Department and Sacramento County Department of Transportation
55-35	3A.15-1p (FPASP EIR/EIS)	<p><i>Participate in Fair Share Funding of Improvements to Reduce Impacts on the Grant Line Road/ State Route 16 Intersection (Caltrans Intersection 12).</i></p> <p>To ensure that the Grant Line Road/State Route 16 intersection operates at an acceptable LOS, the northbound and southbound approaches must be reconfigured to consist of one left-turn lane and one shared</p>	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to	Sacramento County Department of Transportation and the City of Rancho Cordova Department of Public Works

		<p>through/right-turn lane. Protected left-turn signal phasing must 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.</p> <p>Improvements to this intersection must be implemented by Caltrans, 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 the Grant Line Road/State Route 16 intersection (Caltrans Intersection 12).</p>	<p>determine during which project phase the improvement should be built.</p>	
55-36	3A.15-1q (FPASP EIR/EIS)	<p><i>Participate in Fair Share Funding of Improvements to Reduce Impacts on Eastbound U.S. 50 between Zinfandel Drive and Sunrise Boulevard (Freeway Segment 1).</i></p> <p>To ensure that Eastbound U.S. 50 operates at an acceptable LOS between Zinfandel Drive and Sunrise Boulevard, a bus-carpool (HOV) lane must be constructed. This improvement is currently planned as part of the Sacramento 50 Bus-Carpool Lane and Community Enhancements Project. 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 (Freeway Segment 1).</p>	<p>Before project build out. Construction of the Sacramento 50 Bus-Carpool Lane and Community Enhancements Project is expected to be completed by year 2013, before the first phase of the Proposed Project or alternative is complete. Construction of the Sacramento 50 Bus-Carpool Lane and Community Enhancements Project has started since the writing of the Draft EIS/EIR.</p>	Caltrans

55-37	3A.15-1r (FPASP EIR/EIS)	<p><i>Participate in Fair Share Funding of Improvements to Reduce Impacts on Eastbound U.S. 50 between Hazel Avenue and Folsom Boulevard (Freeway Segment 3).</i></p> <p>To ensure that Eastbound U.S. 50 operates at an acceptable LOS between Hazel Avenue and Folsom Boulevard, an auxiliary lane must 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.</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 Eastbound U.S. 50 between Hazel Avenue and Folsom Boulevard (Freeway Segment 3).</p>	Before project build out. A phasing analysis should be performed to determine during which project phase the improvement should be built.	City of Folsom Public Works Department and Sacramento County Department of Transportation
55-38	3A.15-1s (FPASP EIR/EIS)	<p><i>Participate in Fair Share Funding of Improvements to Reduce Impacts on Eastbound U.S. 50 between Folsom Boulevard and Prairie City Road (Freeway Segment 4).</i></p> <p>To ensure that Eastbound U.S. 50 operates at an acceptable LOS between Folsom Boulevard and Prairie City Road, an auxiliary lane must 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 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 (Freeway Segment 4).</p>	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.	City of Folsom Public Works Department and Sacramento County Department of Transportation
55-39	3A.15-1u (FPASP EIR/EIS)	<p><i>Participate in Fair Share Funding of Improvements to Reduce Impacts on Westbound U.S. 50 between Prairie City Road and Folsom Boulevard (Freeway Segment 16).</i></p> <p>To ensure that Westbound U.S. 50 operates at an acceptable LOS between Prairie City Road and Folsom Boulevard, an auxiliary lane must 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</p>	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during	City of Folsom Public Works Department and Sacramento County Department of Transportation

		Program. 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 Westbound U.S. 50 between Prairie City Road and Folsom Boulevard (Freeway Segment 16).	which project phase the improvement should be built.	
55-40	3A.15-1v (FPASP EIR/EIS)	<i>Participate in Fair Share Funding of Improvements to Reduce Impacts on Westbound U.S. 50 between Hazel Avenue and Sunrise Boulevard (Freeway Segment 18).</i> To ensure that Westbound U.S. 50 operates at an acceptable LOS between Hazel Avenue and Sunrise Boulevard, an auxiliary lane must 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 must be implemented by Caltrans. 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 Westbound U.S. 50 between Hazel Avenue and Sunrise Boulevard (Freeway Segment 18).	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.	City of Rancho Cordova Department of Public Works and Sacramento County Department of Transportation
55-41	3A.15-1w (FPASP EIR/EIS)	<i>Participate in Fair Share Funding of Improvements to Reduce Impacts on U.S. 50 Eastbound/Folsom Boulevard Ramp Merge (Freeway Merge 4).</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 must 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 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 (Freeway Merge 4).	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.	City of Folsom Public Works Department and Sacramento County Department of Transportation
55-42	3A.15-1x (FPASP EIR/EIS)	<i>Participate in Fair Share Funding of Improvements to Reduce Impacts on U.S. 50 Eastbound/Prairie City Road Diverge (Freeway Diverge 5).</i> To ensure that Eastbound U.S. 50 operates at an acceptable LOS at the	Before project build out. A phasing analysis	City of Folsom Public Works Department and Sacramento

		Prairie City Road off-ramp diverge, an auxiliary lane from the Folsom Boulevard merge must 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 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 the U.S. 50 Eastbound/Prairie City Road diverge (Freeway Diverge 5).	should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.	County Department of Transportation
55-43	3A.15-1y (FPASP EIR/EIS)	<i>Participate in Fair Share Funding of Improvements to Reduce Impacts on U.S. 50 Eastbound/Prairie City Road Direct Merge (Freeway Merge 6).</i> To ensure that Eastbound U.S. 50 operates at an acceptable LOS at the Prairie City Road onramp direct merge, an auxiliary lane to the East Bidwell Street – Scott Road diverge must be constructed. This auxiliary lane improvement is included in the proposed 50 Corridor Mobility Fee Program. 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 the U.S. 50 Eastbound/Prairie City Road direct merge (Freeway Merge 6).	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.	City of Folsom Public Works Department
55-44	3A.15-1z (FPASP EIR/EIS)	<i>Participate in Fair Share Funding of Improvements to Reduce Impacts on U.S. 50 Eastbound/Prairie City Road Flyover On-Ramp to Oak Avenue Parkway Off-Ramp Weave (Freeway Weave 8).</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 should be implemented to eliminate the unacceptable weaving conditions. Such an improvement may involve a “braided ramp”. 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 the U.S. 50 Eastbound / Prairie City Road flyover on-ramp to Oak Avenue Parkway off-ramp weave (Freeway Weave 8).	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.	City of Folsom Public Works Department

55-45	3A.15-1aa (FPASP EIR/EIS)	<p><i>Participate in Fair Share Funding of Improvements to Reduce Impacts on U.S. 50 Eastbound/Oak Avenue Parkway Loop Merge (Freeway Merge 9).</i></p> <p>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 must be constructed. This auxiliary lane improvement is included in the proposed 50 Corridor Mobility Fee Program. 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 the U.S. 50 Eastbound/ Oak Avenue Parkway loop merge (Freeway Merge 9).</p>	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.	City of Folsom Public Works Department
55-46	3A.15-1dd (FPASP EIR/EIS)	<p><i>Participate in Fair Share Funding of Improvements to Reduce Impacts on U.S. 50 Westbound/Empire Ranch Road Loop Ramp Merge (Freeway Merge 23).</i></p> <p>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 must be implemented by Caltrans. 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 the U.S. 50 Westbound/Empire Ranch Road loop ramp merge (Freeway Merge 23).</p>	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.	City of Folsom Public Works Department
55-47	3A.15-1ee (FPASP EIR/EIS)	<p><i>Participate in Fair Share Funding of Improvements to Reduce Impacts on U.S. 50 Westbound/Oak Avenue Parkway Loop Ramp Merge (Freeway Merge 29).</i></p> <p>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 must be implemented by Caltrans. The applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus</p>	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the	City of Folsom Public Works Department

		study or other appropriate and reliable mechanism paid for by applicant, to reduce the impacts to the U.S. 50 Westbound/Oak Avenue Parkway loop ramp merge (Freeway Merge 29).	improvement should be built.	
55-48	3A.15-1ff (FPASP EIR/EIS)	<i>Participate in Fair Share Funding of Improvements to Reduce Impacts on U.S. 50 Westbound/Prairie City Road Loop Ramp Merge (Freeway Merge 32).</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 must be constructed. This auxiliary lane improvement is included in the proposed 50 Corridor Mobility Fee Program. 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 the U.S. 50 Westbound/Prairie City Road Loop Ramp Merge (Freeway Merge 32).	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.	City of Folsom Public Works Department and Sacramento County Department of Transportation
55-49	3A.15-1gg (FPASP EIR/EIS)	<i>Participate in Fair Share Funding of Improvements to Reduce Impacts on U.S. 50 Westbound/Prairie City Road Direct Ramp Merge (Freeway Merge 33).</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 must be constructed. This auxiliary lane improvement is included in the proposed 50 Corridor Mobility Fee Program. 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 the U.S. 50 Westbound/Prairie City Road direct ramp merge (Freeway Merge 33).	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.	City of Folsom Public Works Department and Sacramento County Department of Transportation
55-50	3A.15-1hh (FPASP EIR/EIS)	<i>Participate in Fair Share Funding of Improvements to Reduce Impacts on U.S. 50 Eastbound/Folsom Boulevard Diverge (Freeway Diverge 34).</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 must be constructed. Improvements to this freeway segment must be implemented by Caltrans. This auxiliary lane improvement is included in the proposed 50 Corridor Mobility Fee	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during	City of Folsom Public Works Department and Sacramento County Department of Transportation

		Program. 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 the U.S. 50 Eastbound / Folsom Boulevard diverge (Freeway Diverge 34).	which project phase the improvement should be built.	
55-51	3A.15-1ii (FPASP EIR/EIS)	<i>Participate in Fair Share Funding of Improvements to Reduce Impacts on U.S. 50 Westbound/Hazel Avenue Direct Ramp Merge (Freeway Merge 38).</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 must be constructed. This auxiliary lane improvement is included in the proposed 50 Corridor Mobility Fee Program. 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 U.S. 50 Westbound/Hazel Avenue direct ramp merge (Freeway Merge 38).	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.	Sacramento County Department of Transportation and City of Rancho Cordova Department of Public Works
55-52	3A.15-2a (FPASP EIR/EIS)	<i>Develop Commercial Support Services and Mixed-use Development Concurrent with Housing Development and Develop and Provide Options for Alternative Transportation Modes.</i> The project applicant(s) for any particular discretionary development application including commercial or mixed-use development along with residential uses shall develop commercial and mixed-use development concurrent with housing development, to the extent feasible in light of market realities and other considerations, to internalize vehicle trips. Pedestrian and bicycle facilities shall be implemented to the satisfaction of the City Public Works Department. To further minimize impacts from the increased demand on area roadways and intersections, the project applicant(s) for any particular discretionary development application involving schools or commercial centers shall develop and implement safe and secure bicycle parking to promote alternative transportation uses and reduce the volume of single-occupancy vehicles using area roadways and intersections. The project applicant(s) 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	Before approval of improvement plans for all project phases any particular discretionary development application that includes residential and commercial or mixed-use development. As a condition of project approval and/or as a condition of the development agreement for all project phases.	City of Folsom Public Works Department

		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.		
55-54	3A.15-2b (FPASP EIR/EIS)	<i>Participate in the City’s Transportation System Management Fee Program.</i> The project applicant(s) 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.	Concurrent with construction for all project phases.	City of Folsom Public Works Department
55-54	3A.15-2c (FPASP EIR/EIS)	<i>Participate with the 50 Corridor Transportation Management Association.</i> The project applicant(s) for any particular discretionary development application shall join and participate with the 50 Corridor Transportation Management Association to reduce the number of single-occupant automobile travel on area roadways and intersections.	Concurrent with construction for all project phases.	City of Folsom Public Works Department
55-55	3A.15-3 (FPASP EIR/EIS)	<i>Pay Full Cost of Identified Improvements that Are Not Funded by the City’s Fee Program.</i> In accordance with Measure W, the project applicant(s) 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.	As a condition of project approval and/or as a condition of the development agreement for all project phases.	City of Folsom Public Works Department
55-56	3A.15-4a (FPASP EIR/EIS)	<i>The Applicant Shall Pay a Fair Share to Fund the Construction of Improvements to the Sibley Street/Blue Ravine Road Intersection (Folsom Intersection 2).</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 must be reconfigured to consist of two left-turn lane, two through lanes, and one dedicated right-turn lane. 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 the Sibley Street/Blue Ravine Road intersection (Folsom Intersection 2).	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.	City of Folsom Public Works Department

55-57	3A.15-4b (FPASP EIR/EIS)	<p><i>The Applicant Shall Pay a Fair Share to Fund the Construction of Improvements to the Oak Avenue Parkway/East Bidwell Street Intersection (Folsom Intersection 6).</i></p> <p>To ensure that the Oak Avenue Parkway/East Bidwell Street intersection operates at an acceptable LOS, the eastbound (East Bidwell Street) approach must be reconfigured to consist of two left-turn lanes, four through lanes and a right-turn lane, and the westbound (East Bidwell Street) approach must be reconfigured to consist of two left turn lanes, four through lanes, and a right-turn lane. It is against the City of Folsom policy to have eight lane roads because of the impacts to non-motorized traffic and adjacent development; therefore, this improvement is infeasible.</p>	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.	City of Folsom Public Works Department
55-58	3A.15-4c (FPASP EIR/EIS)	<p><i>The Applicant Shall Pay a Fair Share to Fund the Construction of Improvements to the East Bidwell Street/College Street Intersection (Folsom Intersection 7).</i></p> <p>To ensure that the East Bidwell Street/College Street intersection operates at acceptable LOS C or better, the westbound approach must be reconfigured to consist of one left-turn lane, one left-through lane, and two dedicated right-turn lanes. 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 the East Bidwell Street/Nesmith Court intersection (Folsom Intersection 7).</p>	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.	City of Folsom Public Works Department
55-59	3A.15-4d (FPASP EIR/EIS)	<p><i>The Applicant Shall Pay a Fair Share to Fund the Construction of Improvements to the East Bidwell Street/Iron Point Road Intersection (Folsom Intersection 21).</i></p> <p>To ensure that the East Bidwell Street /Iron Point Road intersection operates at an acceptable LOS, the northbound approach must be reconfigured to consist of two left-turn lanes, four through lanes and a right-turn lane, and the southbound approach must be reconfigured to consist of two left-turn lanes, four through lanes and a right-turn lane. It is against the City of Folsom policy to have eight lane roads because of</p>	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the	City of Folsom Public Works Department

		the impacts to non-motorized traffic and adjacent development; therefore, this improvement is infeasible.	improvement should be built.	
55-60	3A.15-4e (FPASP EIR/EIS)	<p><i>The Applicant Shall Pay a Fair Share to Fund the Construction of Improvements to the Serpa Way/ Iron Point Road Intersection (Folsom Intersection 23).</i></p> <p>To improve LOS at the Serpa Way/ Iron Point Road intersection, the northbound approaches must be restriped to consist of one left-turn lane, one shared left-through lanes, and one right-turn lane. 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 the Serpa Way/Iron Point Road Intersection (Folsom Intersection 23).</p>	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.	City of Folsom Public Works Department
55-61	3A.15-4f (FPASP EIR/EIS)	<p><i>The Applicant Shall Pay a Fair Share to Fund the Construction of Improvements to the Empire Ranch Road/Iron Point Road Intersection (Folsom Intersection 24).</i></p> <p>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: The eastbound approach must be reconfigured to consist of one left-turn lane, two through lanes, and a right-turn lane. The westbound approach must be reconfigured to consist of two left-turn lanes, one through lane, and a through-right lane. The northbound approach must be reconfigured to consist of two left-turn lanes, three through lanes, and a right-turn lane. The southbound approach must be reconfigured to consist of two left-turn lanes, three through lanes, and a right-turn lane. 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 the Empire Ranch Road / Iron Point Road Intersection Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built. (Folsom Intersection 24).</p>	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.	City of Folsom Public Works Department

55-62	3A.15-4g (FPASP EIR/EIS)	<p><i>The Applicant Shall Fund and Construct Improvements to the Oak Avenue Parkway/Easton Valley Parkway Intersection (Folsom Intersection 33).</i></p> <p>To ensure that the Oak Avenue Parkway/Easton Valley Parkway intersection operates at an acceptable LOS the southbound approach must be reconfigured to consist of two left-turn lanes, two through lanes, and two right-turn lanes. The applicant shall fund and construct these improvements.</p>	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.	City of Folsom Public Works Department
55-63	3A.15-4i (FPASP EIR/EIS)	<p><i>Participate in Fair Share Funding of Improvements to Reduce Impacts on the Grant Line Road/White Rock Road Intersection (Sacramento County Intersection 3).</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. 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 (Sacramento County Intersection 3).</p>	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.	Sacramento County Department of Transportation.
55-64	3A.15-4j (FPASP EIR/EIS)	<p><i>Participate in Fair Share Funding of Improvements to Reduce Impacts on Grant Line Road between White Rock Road and Kiefer Boulevard (Sacramento County Roadway Segments 5-7).</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</p>	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project	Sacramento County Department of Transportation.

		Sacramento County and the City of Rancho Cordova. 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 (Sacramento County Roadway Segments 5-7). The identified improvement would more than offset the impacts specifically related to the Folsom South of U.S. 50 project on this roadway segment.	phase the improvement should be built.	
55-65	3A.15-4k (FPASP EIR/EIS)	<i>Participate in Fair Share Funding of Improvements to Reduce Impacts on Grant Line Road between Kiefer Boulevard and Jackson Highway (Sacramento County Roadway Segment 8).</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. 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 (Sacramento County Roadway Segment 8). The identified improvement would more than offset the impacts specifically related to the Folsom South of U.S. 50 project on this roadway segment.	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.	Sacramento County Department of Transportation.
55-66	3A.15-4l (FPASP EIR/EIS)	<i>Participate in Fair Share Funding of Improvements to Reduce Impacts on Hazel Avenue between Curragh Downs Drive and U.S. 50 Westbound Ramps (Sacramento County Roadway Segments 12-13).</i> To improve operation on Hazel Avenue between Curragh Downs Drive and the U.S. 50 westbound ramps, this roadway segment could be widened to eight lanes. This improvement is inconsistent with Sacramento County’s general plan because the county’s policy requires a maximum roadway cross section of six lanes. Analysis shown later indicates that improvements at the impacted intersection in this segment can be mitigated (see Mitigation Measure 3A.15-4q). Improvements to impacted intersections on this segment will improve operations on this	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the	Sacramento County Department of Transportation.

		roadway segment and, therefore; mitigate this segment 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 Hazel Avenue between Curragh Downs Drive and U.S. 50 Westbound Ramps (Sacramento County Roadway Segments 12-13).	improvement should be built.	
55-67	3A.15-4m (FPASP EIR/EIS)	<p><i>Participate in Fair Share Funding of Improvements to Reduce Impacts on White Rock Road between Grant Line Road and Prairie City Road (Sacramento County Roadway Segment 22).</i></p> <p>To improve operation on White Rock Road between Grant Line Road and Prairie City Road, this roadway segment must 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. 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 South of U.S. 50 impacts. 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 (Sacramento County Roadway Segment 22).</p>	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.	Sacramento County Department of Transportation.
55-68	3A.15-4n (FPASP EIR/EIS)	<p><i>Participate in Fair Share Funding of Improvements to Reduce Impacts on White Rock Road between Empire Ranch Road and Carson Crossing Road (Sacramento County Roadway Segment 28).</i></p> <p>To improve operation on White Rock Road between Empire Ranch Road and Carson Crossing Road, this roadway segment must be widened to six lanes. Improvements to this roadway segment 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 White Rock Road between Empire Ranch Road and Carson Crossing Road (Sacramento County Roadway Segment 28).</p>	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the	Sacramento County Department of Transportation.

			improvement should be built.	
55-69	3A.15-4o (FPASP EIR/EIS)	<p><i>Participate in Fair Share Funding of Improvements to Reduce Impacts on the White Rock Road/Carson Crossing Road Intersection (El Dorado County 1).</i></p> <p>To ensure that the White Rock Road/Carson Crossing Road intersection operates at an acceptable LOS, the eastbound right turn lane must 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 (El Dorado County 1).</p>	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.	Sacramento County Department of Transportation.
55-70	3A.15-4p (FPASP EIR/EIS)	<p><i>Participate in Fair Share Funding of Improvements to Reduce Impacts on the Hazel Avenue/U.S. 50 Westbound Ramps Intersection (Caltrans Intersection 1).</i></p> <p>To ensure that the Hazel Avenue/U.S. 50 westbound ramps intersection operates at an acceptable LOS, the westbound approach must 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 must 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 (Caltrans Intersection 1).</p>	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.	Sacramento County Department of Transportation.
55-71	3A.15-4q (FPASP EIR/EIS)	<p><i>Participate in Fair Share Funding of Improvements to Reduce Impacts on Eastbound US 50 between Zinfandel Drive and Sunrise Boulevard (Freeway Segment 1).</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. Construction of the Capitol South East Connector,</p>	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project	Sacramento County Department of Transportation.

		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 (Freeway Segment 1).	phase the improvement should be built.	
55-72	3A.15-4r (FPASP EIR/EIS)	<i>Participate in Fair Share Funding of Improvements to Reduce Impacts on Eastbound US 50 between Rancho Cordova Parkway and Hazel Avenue (Freeway Segment 3).</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. 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 (Freeway Segment 3).	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.	Sacramento County Department of Transportation.
55-73	3A.15-4s (FPASP EIR/EIS)	<i>Participate in Fair Share Funding of Improvements to Reduce Impacts on Eastbound US 50 between Folsom Boulevard and Prairie City Road (Freeway Segment 5).</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. Construction of the Capitol South East Connector, including widening White Rock Road and	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.	Sacramento County Department of Transportation.

		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, 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 (Freeway Segment 5).		
55-74	3A.15-4t (FPASP EIR/EIS)	<i>Participate in Fair Share Funding of Improvements to Reduce Impacts on Eastbound US 50 between Prairie City Road and Oak Avenue Parkway (Freeway Segment 6).</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 (see Mitigation Measures 3A.15-4u, v and w), 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 must be implemented by Caltrans. 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 Prairie City Road and Oak Avenue Parkway (Freeway Segment 6).	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.	Sacramento County Department of Transportation.
55-75	3A.15-4u (FPASP EIR/EIS)	<i>Participate in Fair Share Funding of Improvements to Reduce Impacts on the U.S. 50 Eastbound / Prairie City Road Slip Ramp Merge (Freeway Merge 6).</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 must be implemented by Caltrans. The applicant shall pay its proportionate share of funding of improvements, as may be determined	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.	Sacramento County Department of Transportation.

		by a nexus study or other appropriate and reliable mechanism paid for by applicant, to reduce the impacts to the U.S. 50 Eastbound / Prairie City Road slip ramp merge (Freeway Merge 6).		
55-76	3A.15-4v (FPASP EIR/EIS)	<p><i>Participate in Fair Share Funding of Improvements to Reduce Impacts on the U.S. 50 Eastbound / Prairie City Road Flyover On Ramp to Oak Avenue Parkway Off Ramp Weave (Freeway Weave 7).</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 must be implemented by Caltrans. 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 the U.S. 50 Eastbound / Prairie City Road Flyover On Ramp to Oak Avenue Parkway Off Ramp Weave (Freeway Weave 7).</p>	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.	Sacramento County Department of Transportation.
55-77	3A.15-4w (FPASP EIR/EIS)	<p><i>Participate in Fair Share Funding of Improvements to Reduce Impacts on U.S. 50 Eastbound / Oak Avenue Parkway Loop Ramp Merge (Freeway Merge 8).</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 must be implemented by Caltrans. 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 U.S. 50 Eastbound / Oak Avenue Parkway Loop Ramp Merge (Freeway Merge 8).</p>	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.	Sacramento County Department of Transportation.
55-78	3A.15-4x (FPASP EIR/EIS)	<p><i>Participate in Fair Share Funding of Improvements to Reduce Impacts on U.S. 50 Westbound / Empire Ranch Road Loop Ramp Merge (Freeway Merge 27).</i></p>	Before project build out. A phasing analysis	Sacramento County Department of Transportation.

		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 must be implemented by Caltrans. 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 the U.S. 50 Westbound / Empire Ranch Road loop ramp merge (Freeway Merge 27).	should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.	
55-79	3A.15-4y (FPASP EIR/EIS)	<i>Participate in Fair Share Funding of Improvements to Reduce Impacts on U.S. 50 Westbound / Prairie City Road Loop Ramp Merge (Freeway Merge 35).</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 must be implemented by Caltrans. 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 the U.S. 50 Westbound / Prairie City Road Loop Ramp Merge (Freeway Merge 35).	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.	Sacramento County Department of Transportation.
UTILITIES AND SERVICE SYSTEMS				
55-80	3A.16-1 (FPASP EIR/EIS)	<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> Before the approval of the final map and issuance of building permits for all project phases, the project applicant(s) of all project phases 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-	Before approval of final maps and issuance of building permits for any project phases.	City of Folsom Community Development Department and City of Folsom Public Works Department

		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.		
55-81	3A.16-3 (FPASP EIR/EIS)	<i>Demonstrate Adequate SRWTP Wastewater Treatment Capacity.</i> The project applicant(s) of all project phases shall demonstrate adequate capacity at the SRWTP 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 SRCSD. Approval of the final map and issuance of building permits for all project phases shall not be granted until the City verifies adequate SRWTP capacity is available for the amount of development identified in the tentative map.	Before approval of final maps and issuance of building permits for any project phases.	City of Folsom Community Development Department and City of Folsom Public Works Department
55-82	3A.18-1 (FPASP EIR/EIS)	<i>Submit Proof of Surface Water Supply Availability.</i> a. Prior to approval of any small-lot tentative subdivision map subject to Government Code Section 66473.7 (SB 221), the City shall comply with that statute. Prior to approval of any small-lot tentative subdivision map for a proposed residential project not subject to that statute, the City need not comply with Section 66473.7, or formally consult with any public water system that would provide water to the affected area; nevertheless, the City shall make a factual showing or impose conditions similar to those required by Section 66473.7 to ensure an adequate water supply for development authorized by the map. b. Prior to recordation of each final subdivision map, or prior to City approval of any similar project-specific discretionary approval or entitlement required for nonresidential uses, the project applicant(s) of that project phase or activity shall demonstrate 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 or project-specific discretionary nonresidential approval or entitlement. 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.	Before approval of final maps and issuance of building permits for any project phases.	City of Folsom Community Development Department and City of Folsom Public Works Department

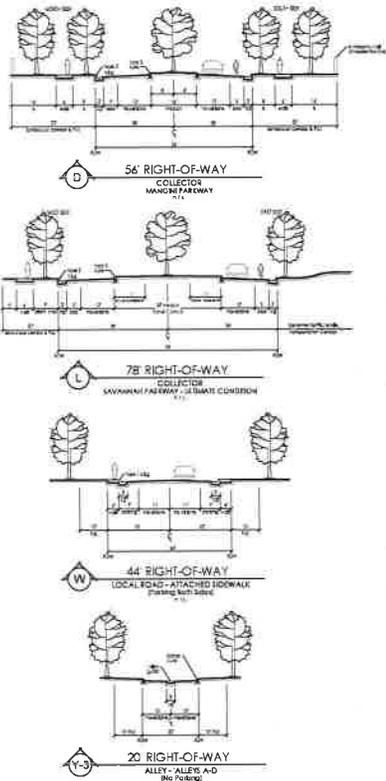
55-83	3A.18-2a (FPASP EIR/EIS)	<p><i>Submit Proof of Adequate Off-Site Water Conveyance Facilities and Implement Off-Site Infrastructure Service System or Ensure That Adequate Financing Is Secured.</i></p> <p>Before the approval of the final subdivision map and issuance of building permits for all project phases, the project applicant(s) of any particular discretionary development application shall submit proof to the City of Folsom that an adequate off-site water conveyance system either has been constructed or is ensured or other sureties 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 the 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 certificate of occupancy shall not be issued for any building within the SPA until the water conveyance infrastructure sufficient to serve such building has been constructed and is in place.</p>	Before approval of final maps and issuance of building permits for any project phases.	City of Folsom Community Development Department and City of Folsom Public Works Department
55-84	3A.18-2b (FPASP EIR/EIS)	<p><i>Demonstrate Adequate Off-Site Water Treatment Capacity (if the Off-Site Water Treatment Plant Option is Selected).</i></p> <p>If an off-site water treatment plant (WTP) alternative is selected (as opposed to the on-site WTP alternative), the project applicant(s) for any particular discretionary development application shall demonstrate adequate capacity at the off-site WTP. This shall involve preparing a tentative map–level study and paying connection and capacity fees as determined by the City. Approval of the final project map shall not be granted until the City verifies adequate water treatment capacity either is available or is certain to be available when needed 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. A certificate of occupancy shall not be issued for any building within the SPA until the water treatment capacity sufficient to serve such building has been constructed and is in place.</p>	Before approval of final maps and issuance of building permits for any project phases.	City of Folsom Community Development Department and City of Folsom Public Works Department
55-85	4.4-1 (Westland/ Eagle SPA)	<p><i>Conduct Environmental Awareness Training for Construction Employees.</i></p> <p>Prior to beginning construction activities, the Project Applicant shall employ a qualified biologist to develop and conduct environmental awareness training for construction employees. The training shall describe</p>	Before approval of grading or improvement plans or any ground	City of Folsom Community Development Department

Attachment 3

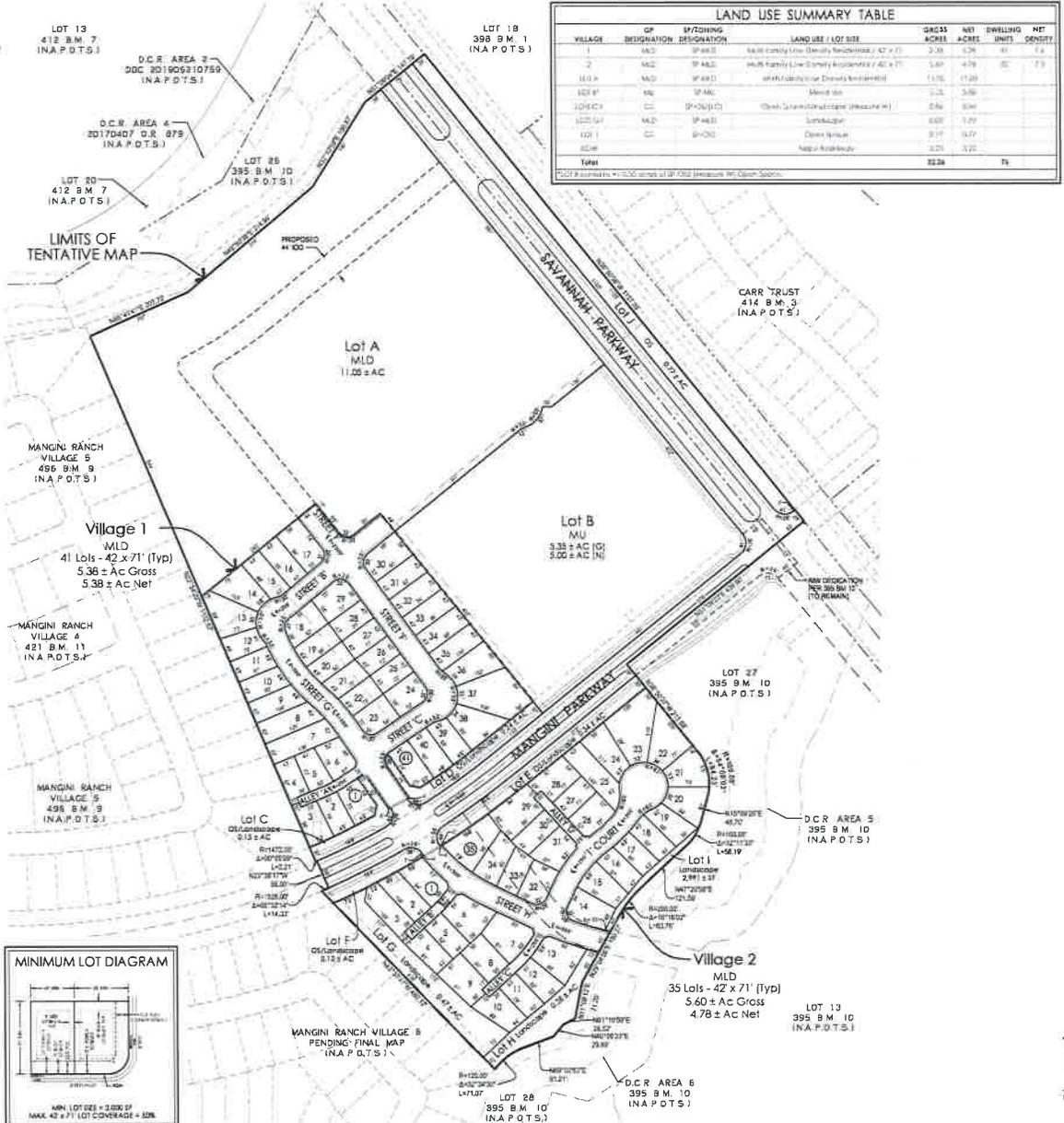
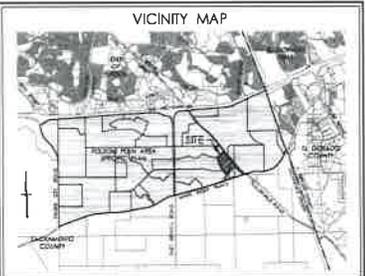
Vicinity Map

Attachment 4

Small Lot Vesting Subdivision Map dated May 19, 2021



BENCHMARK
 IDENTIFICATION NO.: City of Folsom Benchmark "18-25"
 ELEVATION: 414.53 (MVD 88)
 78' TAG AND NAIL IN HEADWALL AT NORTH-EAST CORNER OF IRON POINT ROAD AND EAST BEMWELL STREET. BASED ON A LEVEL RUN BY MACKAY & SOMPS IN FEBRUARY 2014.



LAND USE SUMMARY TABLE

VILLAGE	GP	SP/ZONING DESIGNATION	LAND USE / LOT SIZE	GROSS ACRES	NET ACRES	NET DWELLING UNITS	NET DENSITY
1	MLD	SP-4818	Multi-family (Low Density Residential) 42' x 71'	3.29	3.29	81	7.9
2	MLD	SP-4818	Multi-family (Low Density Residential) 42' x 71'	1.89	1.78	46	7.9
3	MLD	SP-4818	Multi-family (Low Density Residential) 42' x 71'	11.70	11.69	291	7.9
4	MLD	SP-4818	Multi-family (Low Density Residential) 42' x 71'	2.24	2.24	56	7.9
5	MLD	SP-4818	Multi-family (Low Density Residential) 42' x 71'	2.64	2.64	66	7.9
6	MLD	SP-4818	Multi-family (Low Density Residential) 42' x 71'	6.00	5.99	149	7.9
7	MLD	SP-4818	Multi-family (Low Density Residential) 42' x 71'	8.97	8.97	224	7.9
8	MLD	SP-4818	Multi-family (Low Density Residential) 42' x 71'	3.23	3.22	81	7.9
Total				32.24	32.24	791	

Footnote: 1.00 acre = 43,560 sq. ft. All areas are in feet and inches. All areas are in feet and inches.

TENTATIVE MAP INFORMATION

OWNER/DEVELOPER: FOLSOM REAL ESTATE SOLUTIONS, LLC
 4370 Town Center Blvd, Suite 100
 95660 Hill, CA 95712

ENGINEER: MACKAY & SOMPS CIVIL ENGINEERS, INC.
 1025 Creekside Ridge Drive, Suite 150
 Roseville, CA 95678
 (916) 775-1189

ASSIGNOR PARCEL NO: 073-3270-007 & -008 and 073-3290-014

SITE AREA: 32.24 ± AC

EXISTING LAND USE CODE: A portion of the Folsom Plan Area Specific Plan

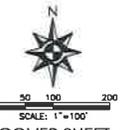
NUMBER OF LOTS: 86 TOTAL LOTS
 78 Single-family residential lots (M/D)
 1 M/D lot (Lot A)
 1 M/D lot (Lot B)
 4 Landscape lots
 4 Open Space/Landscape lots (Measure W)

SERVICE PROVIDERS:
 SCHOOLS/DISTRICTS: Folsom-Citrus Unified School District
 PARKS & RECREATION: City of Folsom
 POLICE & FIRE PROTECTION: City of Folsom
 SANITARY SEWER: City of Folsom
 DOMESTIC WATER: City of Folsom
 STORM DRAIN: City of Folsom
 ELECTRICITY: S&W
 GAS: AT&T
 CABLE: FOLCOM
 COUNCIL: COUNCIL

- NOTES**
- Lot dimensions and acreages are approximate and subject to change.
 - Proposed map is intended to show a general location of lots. On-site proposed lots are shown by M/D. A M/D is a measure of lot block.
 - Lot lines and lot areas may be adjusted at the time of the Final Map provided no additional lots are created. Subject to the approval of the City of Folsom, flexibility in lot configuration or shown herein is allowed provided the new configuration is in substantial compliance with the approved Specific Plan, subject to the approval of the City of Folsom.
 - The Final Map and subsequent development of lots may be phased. Phasing is to be consistent with the Development Agreement.
 - Phasing and lot numbering is for identification purposes only and does not indicate phasing order of development. Ultimate development phasing shall be orderly and will be determined at Final Map and improvement plan stages.
 - Pursuant to Government Code Section 65454.1, the subdivision map shall be a Final Map based upon the Tentative Map. The Final Map shall be a portion of the Tentative Map and shall not include any portion of the Tentative Map.
 - Pursuant to California Government Code Section 6499.202, the land shown herein may be merged and subdivided without revision to acreage and may constitute abandonment of portions of the existing public streets, subject to the approval of the City of Folsom, including the following:
 a. A 12' wide (E), 8'-12' wide (S) or a 12' wide (W) per 20' x 10' lot; along Mangini Parkway.
 b. A portion of 44' M/D per 295' M/D.
 c. A 7' wide Arroyo Parkway per 295' M/D.
 - Street names shown herein are for identification purposes only. A street name list will be prepared with Tentative Map. Final street names and locations will be determined at the time of Final Map and improvement plan stages.
 - Additional easements to accommodate new public utility improvements, access required for lot development or other utility mapping requirements needed to accomplish the Final design may be added prior to each Final Map date on the Tentative Map.
 - A 10' public utility easement will be located adjacent to the residential right-of-way easement as approved by the City Engineer.
 - The entire property contained within the Tentative Subdivision Map is covered by an Assessor's Parcel Map for the benefit of the City of Folsom and County of Sacramento, recorded August 20, 2014 on Book 20140828 at page 3278, Official Records of Sacramento County.
 - For development standards that apply to this project see the Folsom Plan Area Specific Plan Development Standards (Appendix A).

ABBREVIATION KEY

DE	DRAINAGE EASEMENT
SE	SEWER EASEMENT
WE	WATER EASEMENT
PUE	PUBLIC UTILITY EASEMENT

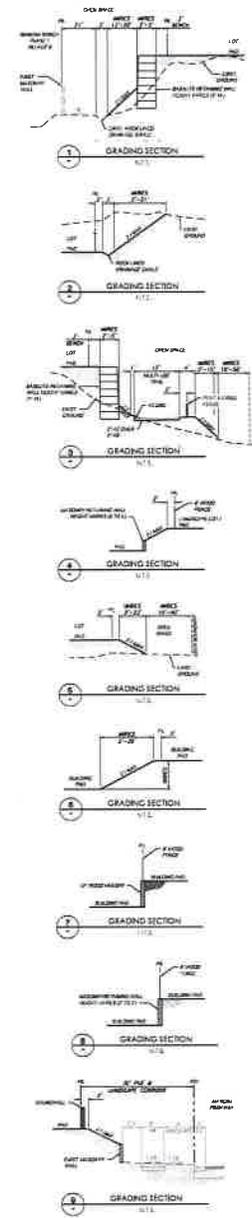
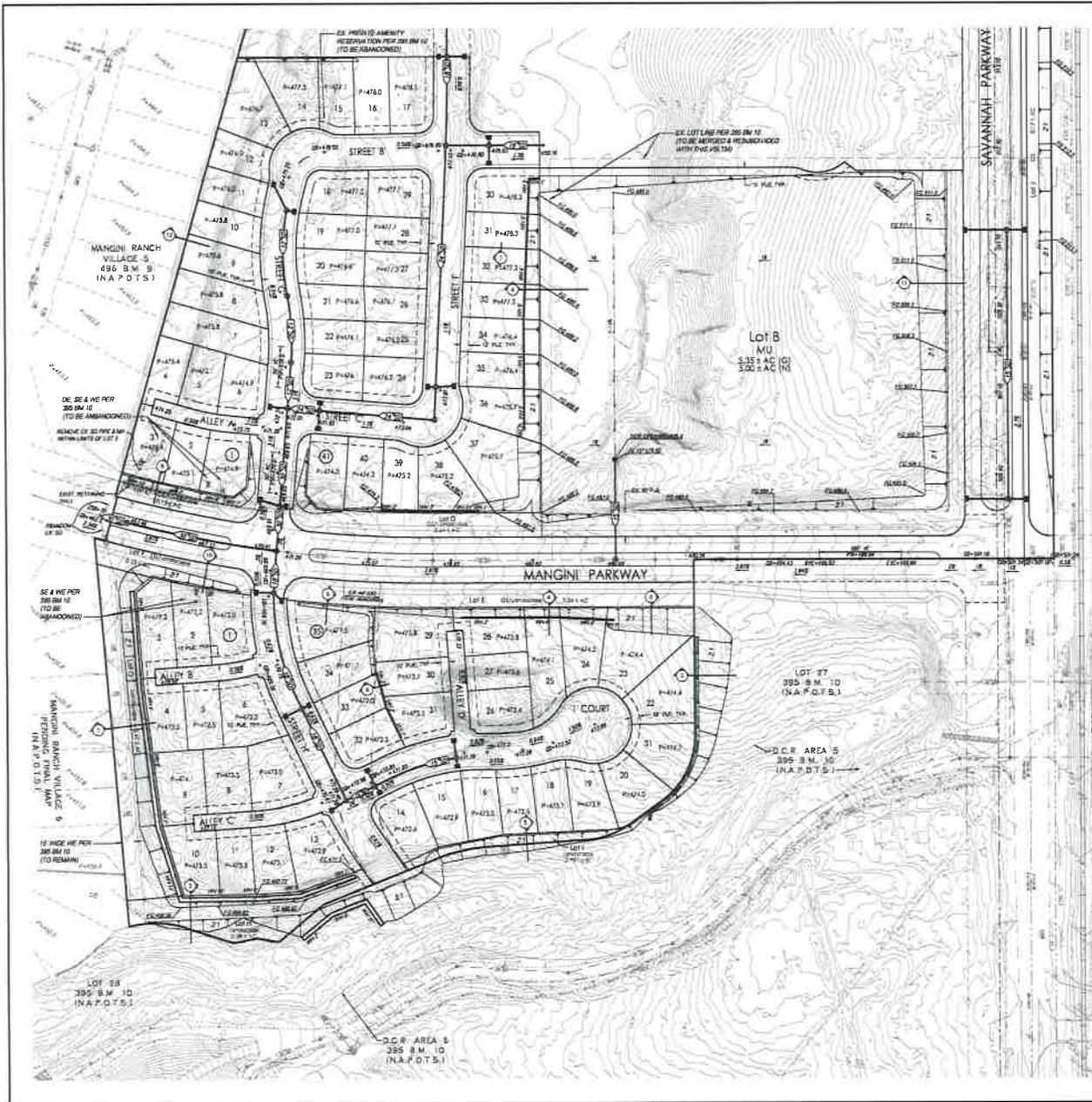


COVER SHEET
VESTING SMALL LOT TENTATIVE MAP
PHASE 1C NORTH
 a portion of Mangini Ranch Phase 1 of the Folsom Plan Area Specific Plan

Folsom, California **MACKAY & SOMPS** May 19, 2021

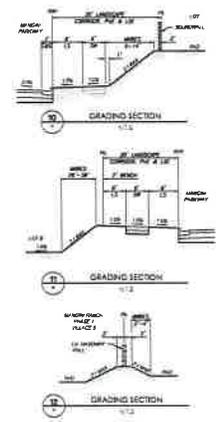
Attachment 5

Preliminary Grading and Drainage Plan dated March 19, 2021



PROPOSED	DESCRIPTION	EXISTING
	SEWER LINE (SEE SCHEDULE)	
	SEWER MANHOLE	
	CANYON DRAIN LINE (NOT INDICATED)	
	STORM DRAIN MANHOLE	
	DROP INLET	
	STORM DRAIN LINE (NOT INDICATED)	
	INLET/OUTLET	
	WATER LINE (PROPOSED ONLY)	
	BLOW OFF VALVE	
	BUTTERFLY VALVE	
	GATE VALVE	
	FIRE HYDRANT ASSEMBLY	
	AIR RELEASE VALVE	
	SLOPE	
	P-477.3	
	5.45	
	10.03	
	STREET GRADE	
	CENTERLINE ELEVATION	
	RETAINING WALL	

- NOTES
1. ALL EXISTING UTILITY LOCATIONS SHOWN ARE APPROXIMATE.
 2. THE PROPOSED UTILITIES AND INFRASTRUCTURE SHOWN ARE CONCEPTUAL ONLY AND ARE SUBJECT TO PERMITS.
 3. UTILITIES MAY BE PHASED DEPENDING UPON THE DEVELOPMENT SEQUENCE OF THE PROJECT, SUBJECT TO THE REVIEW OF THE CITY OF FOLSOM.
 4. THE EXISTING GRADING CONTOURS SHOWN ON THE EXHIBIT REPRESENT THE EXISTING GRADE CONTOURS AND ARE FOR PLANNING PURPOSES ONLY.



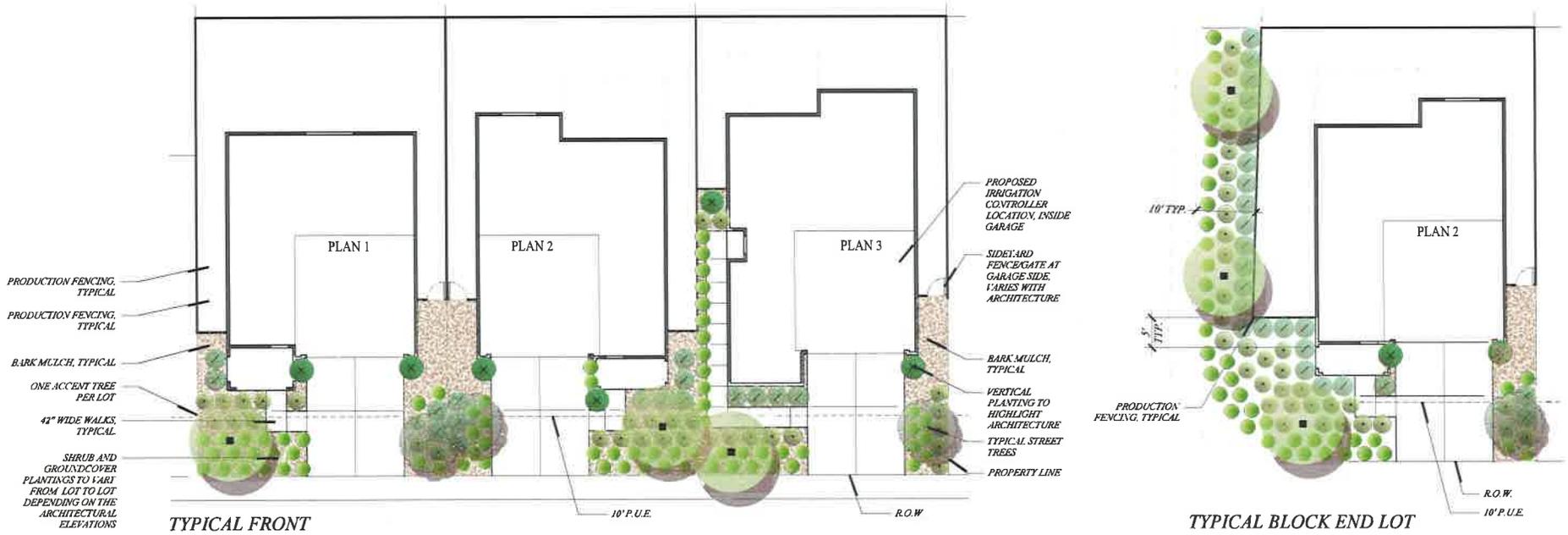
PRELIMINARY GRADING & STORM DRAINAGE PLAN
 VESTING SMALL LOT TENTATIVE MAP
PHASE 1C NORTH
 a portion of Mangini Ranch Phase 1 of the Folsom Plan Area Specific Plan
 Folsom, California **MacKay & Somp** March 19, 2021

Attachment 6

Conceptual Front Yard Landscaping dated May 24, 2021

Mangini Ranch Phase 1C

42X71 Product Series

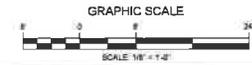


PLANT PALETTE

PLANT PALETTE (SOUTH & WEST)									
SYM	BOTANICAL NAME	COMMON NAME	SIZE	PF	SYM	BOTANICAL NAME	COMMON NAME	SIZE	PF
SPANISH COLONIAL									
[SYM]	PRUNUS CAROLINIANA	CAROLINA LAUREL CHERRY	15 GALLON	L	[SYM]	LAVANDULA S. 'OTTO QUEST'	SPANISH LAVENDER	1 GAL.	L
								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									
[SYM]	LAGERSTROEMIA INDICA 'MUSKOGEE'	CRAPE MYRTLE	15 GALLON	L	[SYM]	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									
[SYM]	GEUKERA PARVIFOLIA	AUSTRALIAN WILLOW	15 GALLON	L	[SYM]	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									
[SYM]	PRUNUS CAROLINIANA	CAROLINA LAUREL CHERRY	15 GALLON	L	[SYM]	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									
[SYM]	LAGERSTROEMIA INDICA 'MUSKOGEE'	CRAPE MYRTLE	15 GALLON	L	[SYM]	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									
[SYM]	GEUKERA PARVIFOLIA	AUSTRALIAN WILLOW	15 GALLON	L	[SYM]	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
Arbutus unedo 'Marina'	Strawberry Tree	15 Gallon	L
Lagerstroemia Hybrid 'Natchez'	Crape Myrtle	15 Gallon	L
Magnolia G. 'Little Gem'	Magnolia	15 Gallon	M



CONCEPTUAL FRONT YARDS

Attachment 7

Residential Schematic Design dated March 19, 2021



Front Elevation 2B - Italian Villa

Front Elevation 1A - Modern Spanish

Front Elevation 3C - Modern Prairie

Mangini Ranch Phase 1C - 42X71 Product Series

SHEET INDEX:

ARCHITECTURE:

- A0.0 TITLE SHEET
- A0.1 ENHANCED LOTS MAP

PLAN 1

- A1.0 PLAN 1 FRONT ELEVATIONS
- A1.1 PLAN 1 FLOOR PLANS
- A1.1.1 PLAN 1 ADDENDA
- A1.2 PLAN 1A EXTERIOR ELEVATIONS
- A1.3 PLAN 1B EXTERIOR ELEVATIONS
- A1.4 PLAN 1C EXTERIOR ELEVATIONS

PLAN 2

- A2.0 PLAN 2 FRONT ELEVATIONS
- A2.1 PLAN 2 FLOOR PLANS
- A2.1.1 PLAN 2 ADDENDA
- A2.2 PLAN 2A EXTERIOR ELEVATIONS
- A2.3 PLAN 2B EXTERIOR ELEVATIONS
- A2.4 PLAN 2C EXTERIOR ELEVATIONS

PLAN 3

- A3.0 PLAN 3 FRONT ELEVATIONS
- A3.1 PLAN 3 FLOOR PLANS
- A3.1.1 PLAN 3 ADDENDA
- A3.2 PLAN 3A EXTERIOR ELEVATIONS
- A3.3 PLAN 3B EXTERIOR ELEVATIONS
- A3.4 PLAN 3C EXTERIOR ELEVATIONS

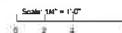


Architecture + Planning
668.456.5649
ktgy.com



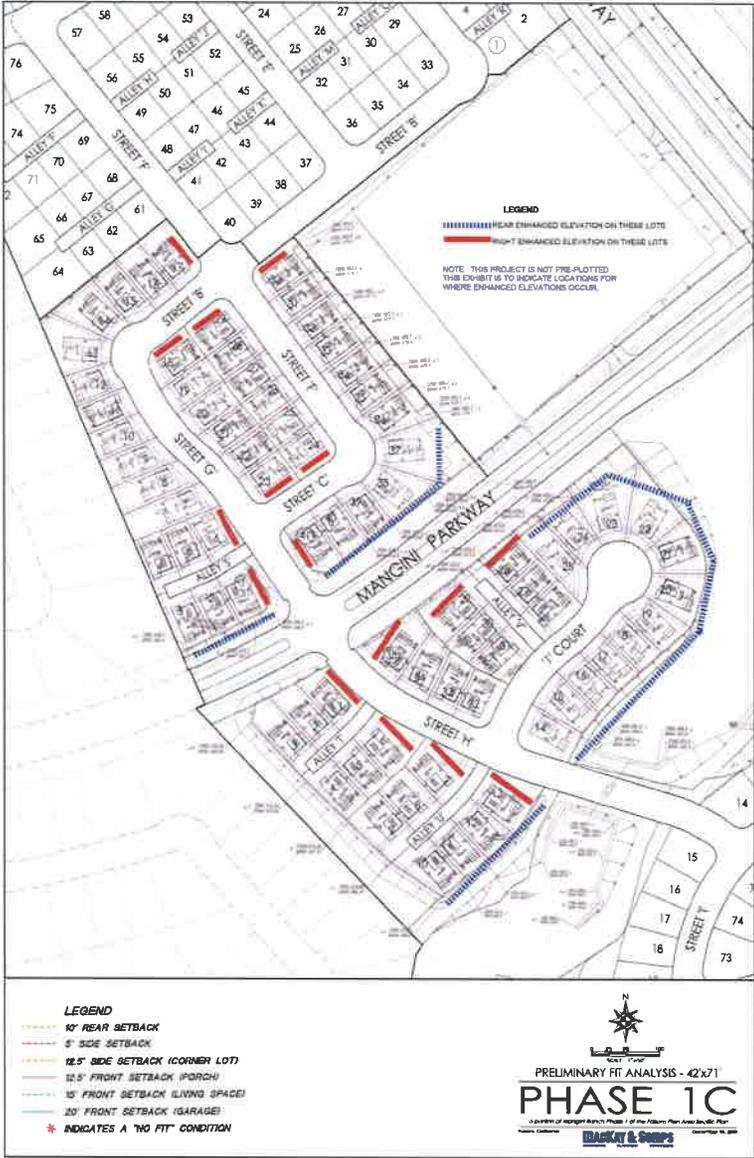
MANGINI RANCH PHASE 1C
42X71 PRODUCT SERIES
FOLSOM, CA #2020-0783

SCHEMATIC DESIGN
MARCH 19, 2021



STREET SCENE

A0.0



Architecture • Planning
 916.456.5649
 ktgy.com



MANGINI RANCH PHASE 1C
42X71 PRODUCT SERIES
 FOLSOM, CA #2020-0783

SCHEMATIC DESIGN
 MARCH 18, 2021

Scale: 1/4" = 1'-0"

ENHANCED LOTS MAP

A0.1



Front Elevation 1A - Modern Spanish



Front Elevation 1B - Italian Villa



Front Elevation 1C - Modern Prairie

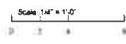


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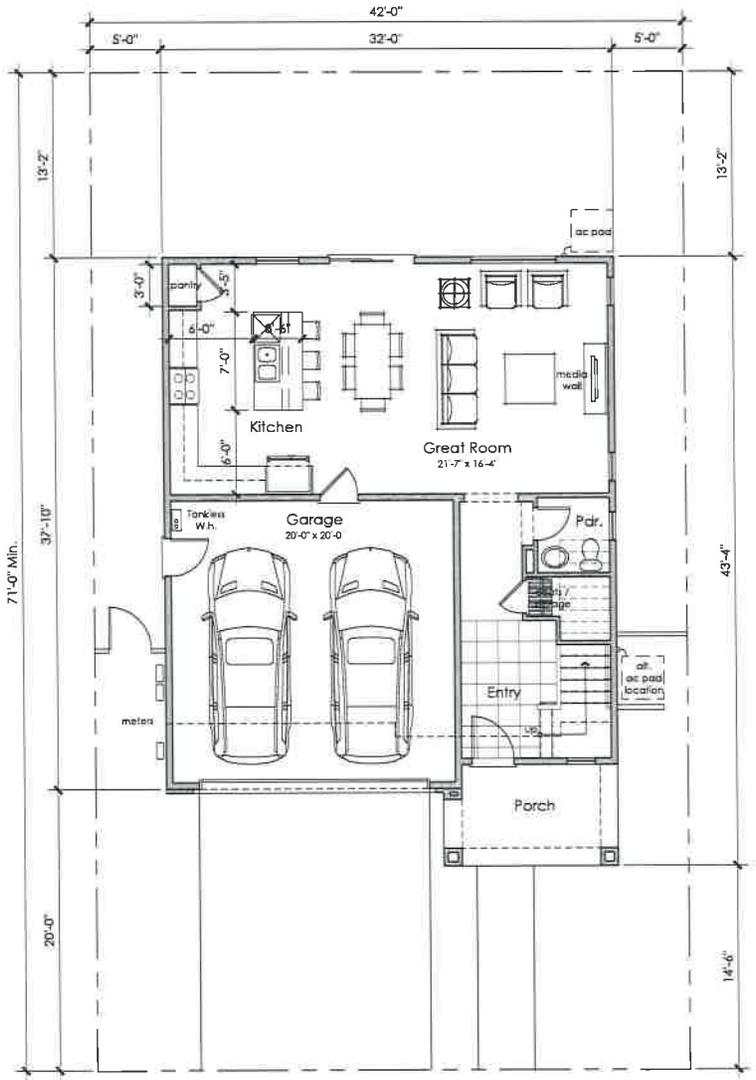
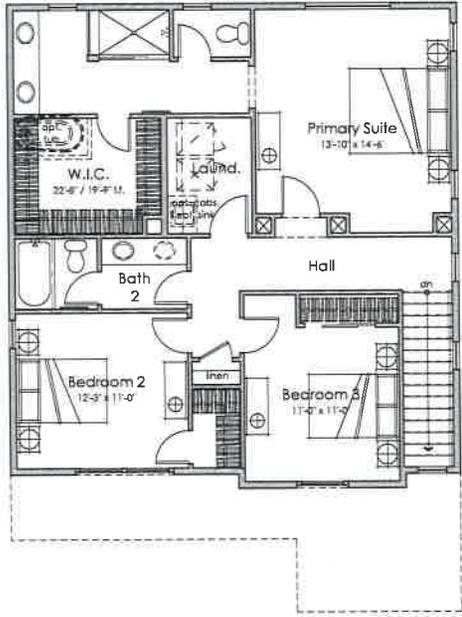
MANGINI RANCH PHASE 1C
42X71 PRODUCT SERIES
FOLSOM CA #2020-0783

SCHEMATIC DESIGN
MARCH 19, 2021



EXTERIOR ELEVATIONS - PLAN 1

A1.0

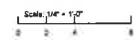


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MANGINI RANCH PHASE 1C
42X71 PRODUCT SERIES
FOLSOM, CA. #2020-0782

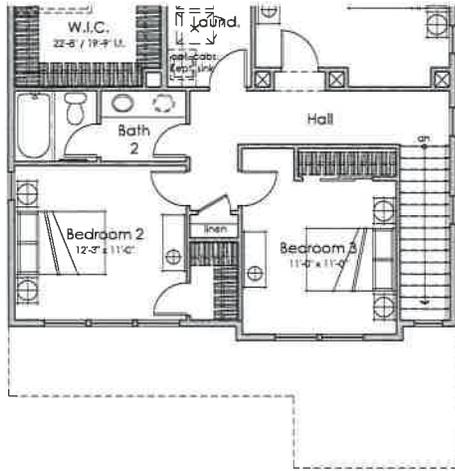
SCHEMATIC DESIGN
MARCH 19, 2021



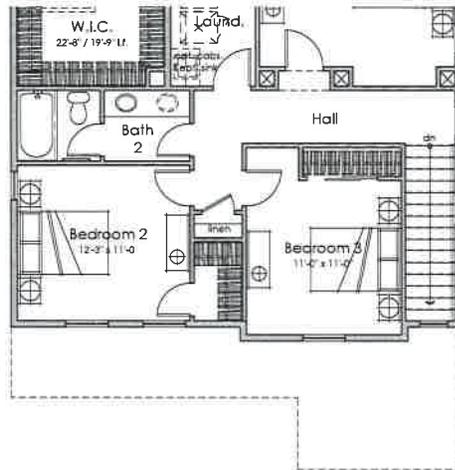
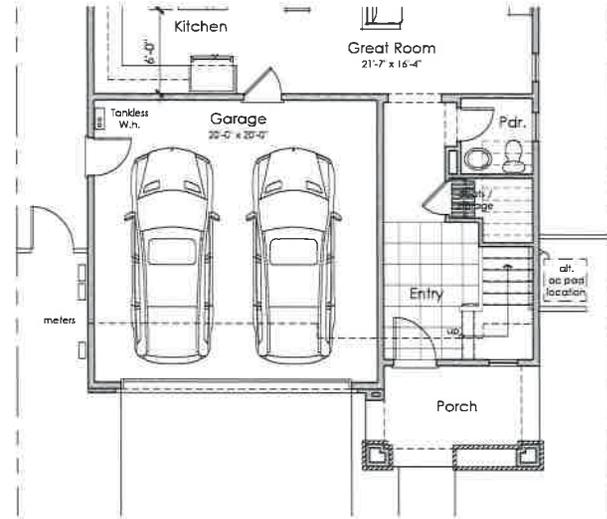
3 BEDROOM
2.5 BATH
1822 SF
45.8% BLDG COVERAGE

FLOOR PLAN 1

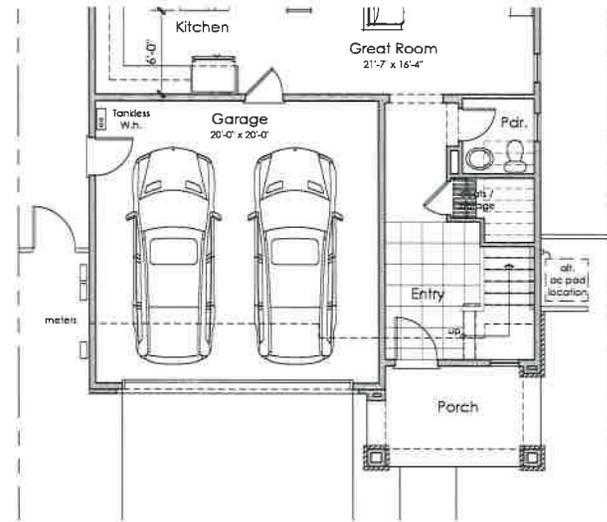
A1.1



PLAN 1C



PLAN 1B

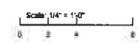


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MANGINI RANCH PHASE 1C
42X71 PRODUCT SERIES
FOLSOM, CA. #2020-0783

SCHEMATIC DESIGN
MARCH 19, 2021



PLAN 1 ADDENDA

A1.1.1

MODERN SPANISH
Characterized by simply articulated details and adaptability

DESIGN ELEMENTS

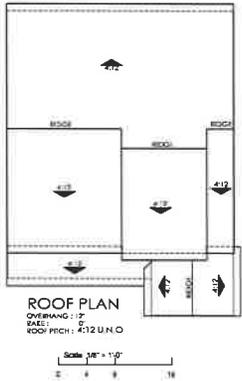
Two Story Massing
Stucco Exterior Finish
Villa Shaped Concrete Tile
Gently Pitched Roofs

ENHANCED DESIGN ELEMENTS

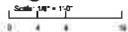
Recessed Windows
Gable Details



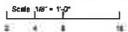
Front Elevation 1A - Modern Spanish



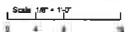
Right Elevation



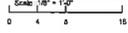
Rear Elevation



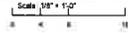
Left Elevation



Right Elevation at Enhanced Lots



Rear Elevation at Enhanced Lots

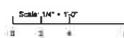


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MANGINI RANCH PHASE 1C
42X71 PRODUCT SERIES
FOLSOM, CA. #2020-0783

SCHEMATIC DESIGN
MARCH 19, 2021



EXTERIOR ELEVATIONS - PLAN 1A

A1.2

ITALIAN VILLA
Characterized by a formal and elegant facade.

DESIGN ELEMENTS

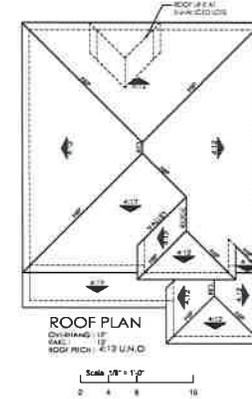
- Two Story Massing
- Stucco Exterior Finish
- Villa Shaped Concrete Tile
- Gently Pitched Roofs

ENHANCED DESIGN ELEMENTS

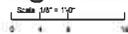
- Stone Veneer



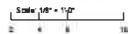
Front Elevation 1B - Italian Villa



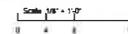
Right Elevation



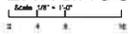
Rear Elevation



Left Elevation



Right Elevation at Enhanced Lots



Rear Elevation at Enhanced Lots

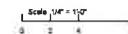


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MANGINI RANCH PHASE 1C
42X71 PRODUCT SERIES
FOLSOM, CA. #2020-0783

SCHEMATIC DESIGN
MARCH 19, 2021



EXTERIOR ELEVATIONS - PLAN 1B

A1.3

MODERN PRAIRIE
Characterized by an asymmetrical, contemporary cottage look. It represents a practical and picturesque prairie home.

DESIGN ELEMENTS

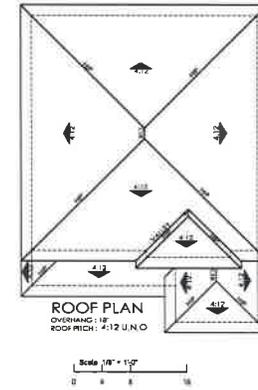
Two Story Massing
Stucco Exterior Finish
Flat Concrete Tile
Gently Pitched Roofs

ENHANCED DESIGN ELEMENTS

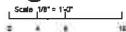
Lap Siding
Stone Veneer



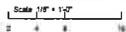
Front Elevation 1C - Modern Prairie



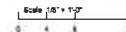
Right Elevation



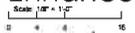
Rear Elevation



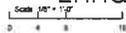
Left Elevation



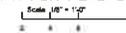
Right Elevation at Enhanced Lots



Rear Elevation at Enhanced Lots



Left Elevation at Enhanced Lots



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MANGINI RANCH PHASE 1C
42X71 PRODUCT SERIES
FOLSOM, CA. #2020-0783

SCHEMATIC DESIGN
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EXTERIOR ELEVATIONS - PLAN 1C

A1.4



Front Elevation 2A - Modern Spanish



Front Elevation 2B - Italian Villa



Front Elevation 2C - Modern Prairie

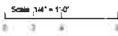


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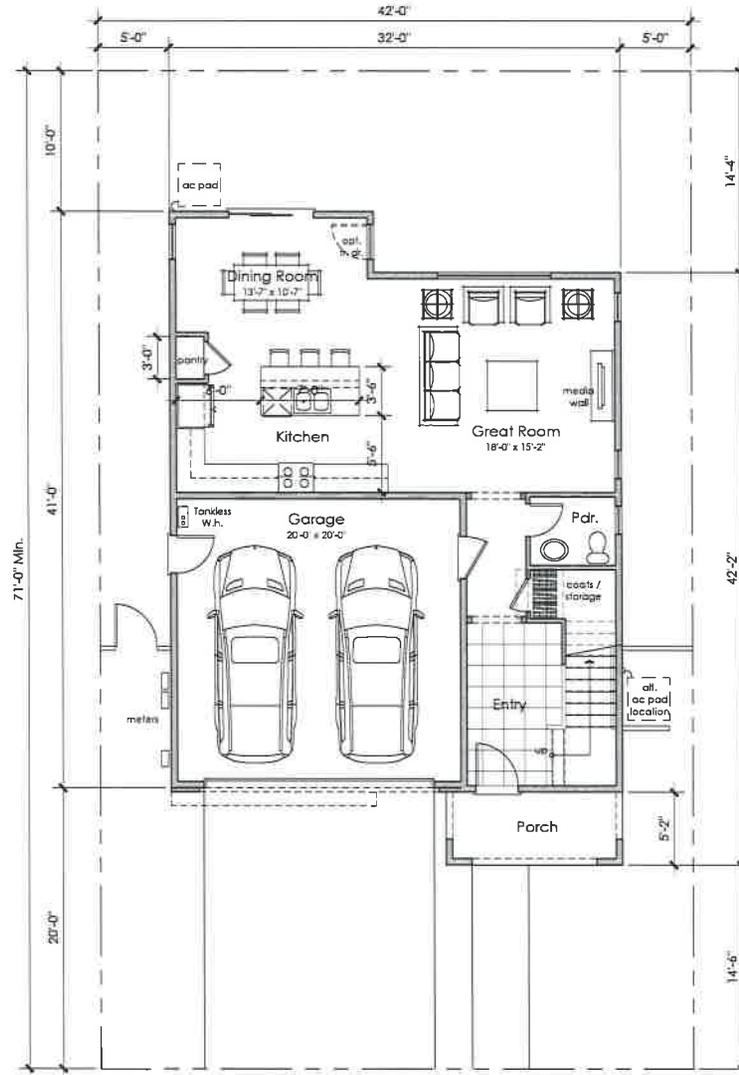
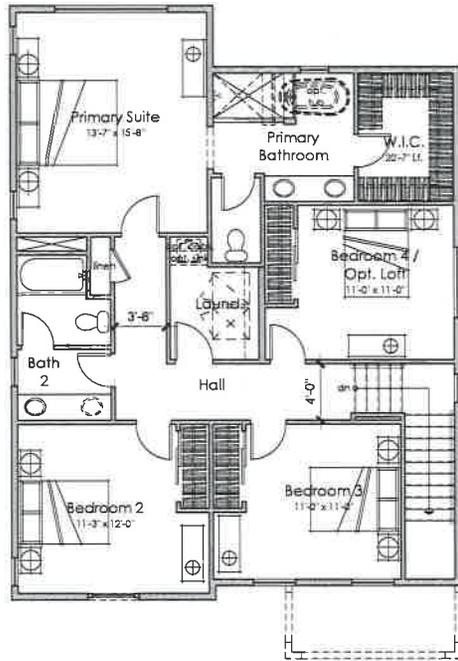
MANGINI RANCH PHASE 1C
42X71 PRODUCT SERIES
FOLSOM, CA #2020-0783

SCHEMATIC DESIGN
MARCH 19, 2021



EXTERIOR ELEVATIONS - PLAN 2

A2.0

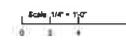


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MANGINI RANCH PHASE 1C
42X71 PRODUCT SERIES
FOLSOM, CA. #2020-0783

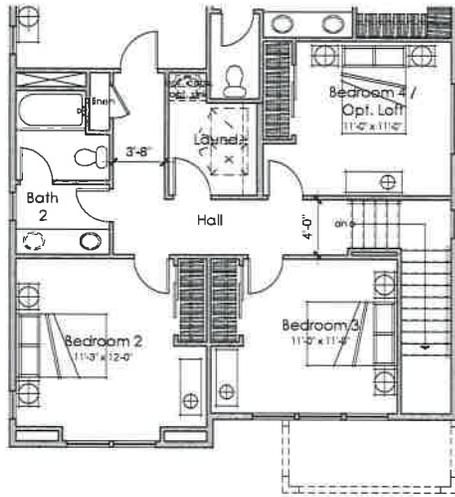
SCHEMATIC DESIGN
MARCH 19, 2021



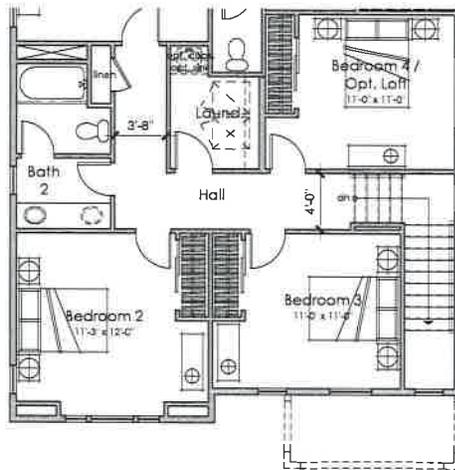
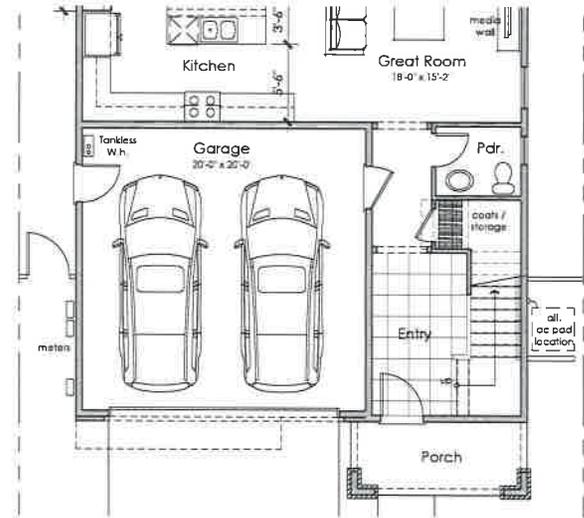
4 BEDROOM + OPT. LOFT
2.5 BATH
2033 SF
46.7% BLDG COVERAGE

FLOOR PLAN 2

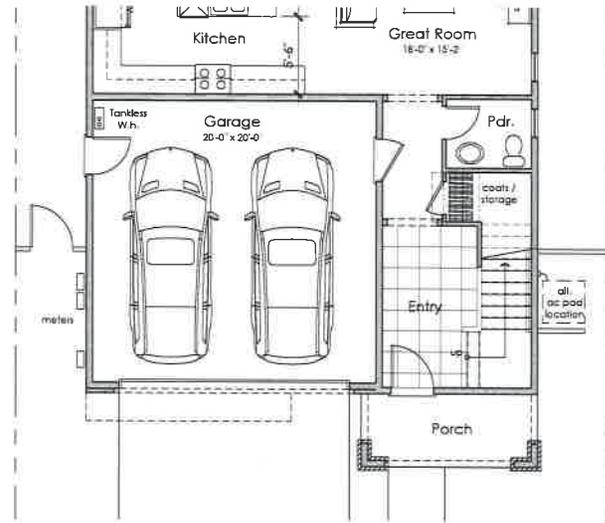
A2.1



PLAN 1C



PLAN 1B



PLAN 2 ADDENDA

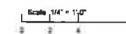


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MANGINI RANCH PHASE 1C
 42X71 PRODUCT SERIES
 FOLSOM, CA. #2020-0783

SCHEMATIC DESIGN
 MARCH 18, 2021



A2.1.1

MODERN SPANISH
Characterized by simply articulated details and adaptability

DESIGN ELEMENTS

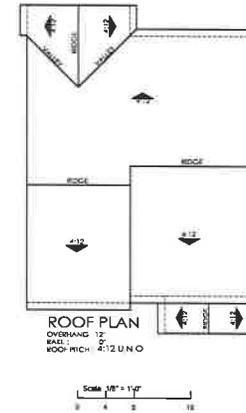
Two Story Massing
Stucco Exterior Finish
Villa Shaped Concrete Tile
Gently Pitched Roofs

ENHANCED DESIGN ELEMENTS

Recessed Windows
Gable Details



Front Elevation 2A - Modern Spanish



Right Elevation



Rear Elevation



Left Elevation



Right Elevation at Enhanced Lots



Rear Elevation at Enhanced Lots

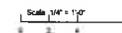


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MANGINI RANCH PHASE 1C
42X71 PRODUCT SERIES
FOLSOM, CA. #2020-0793

SCHEMATIC DESIGN
MARCH 19, 2021



EXTERIOR ELEVATIONS - PLAN 2A

A2.2

ITALIAN VILLA

Characterized by a formal and elegant facade.

DESIGN ELEMENTS

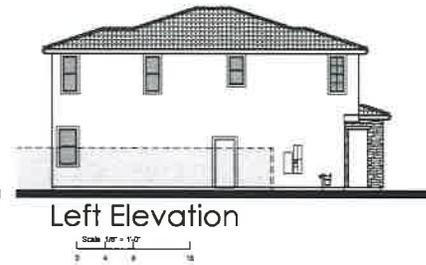
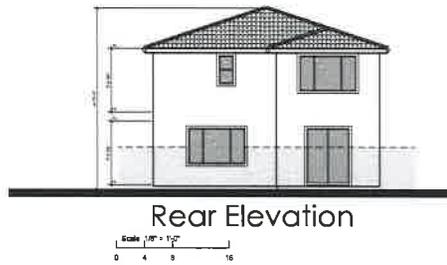
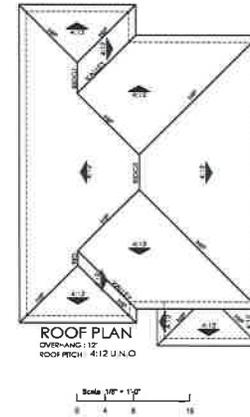
- Two Story Massing
- Stucco Exterior Finish
- Villa Shaped Concrete Tile
- Gently Pitched Roofs

ENHANCED DESIGN ELEMENTS

- Stone Veneer



Front Elevation 2B - Italian Villa

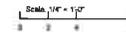


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MANGINI RANCH PHASE 1C
42X71 PRODUCT SERIES
FOLSOM, CA. #2020-07B3

SCHEMATIC DESIGN
MARCH 19, 2021



EXTERIOR ELEVATIONS - PLAN 2B

A2.3

MODERN PRAIRIE

Characterized by an asymmetrical, contemporary cottage look. It represents a practical and picturesque prairie home.

DESIGN ELEMENTS

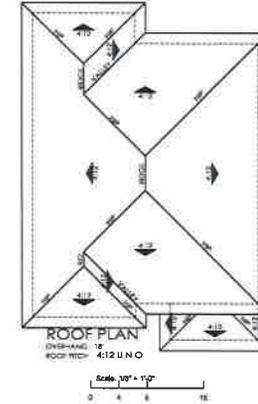
- Two Story Massing
- Stucco Exterior Finish
- Flat Concrete Tile
- Gently Pitched Roofs

ENHANCED DESIGN ELEMENTS

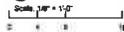
- Lap Siding
- Stone Veneer



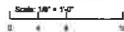
Front Elevation 2C - Modern Prairie



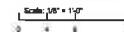
Right Elevation



Rear Elevation



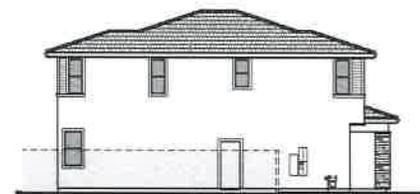
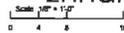
Left Elevation



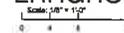
Right Elevation at Enhanced Lots



Rear Elevation at Enhanced Lots



Left Elevation at Enhanced Lots

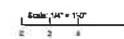


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MANGINI RANCH PHASE 1C
42X71 PRODUCT SERIES
FOLSOM, CA. #2020-0783

SCHEMATIC DESIGN
MARCH 19, 2021



EXTERIOR ELEVATIONS - PLAN 2C

A2.4



Front Elevation 3A - Modern Spanish



Front Elevation 3B - Italian Villa



Front Elevation 3C - Modern Prairie

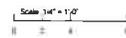


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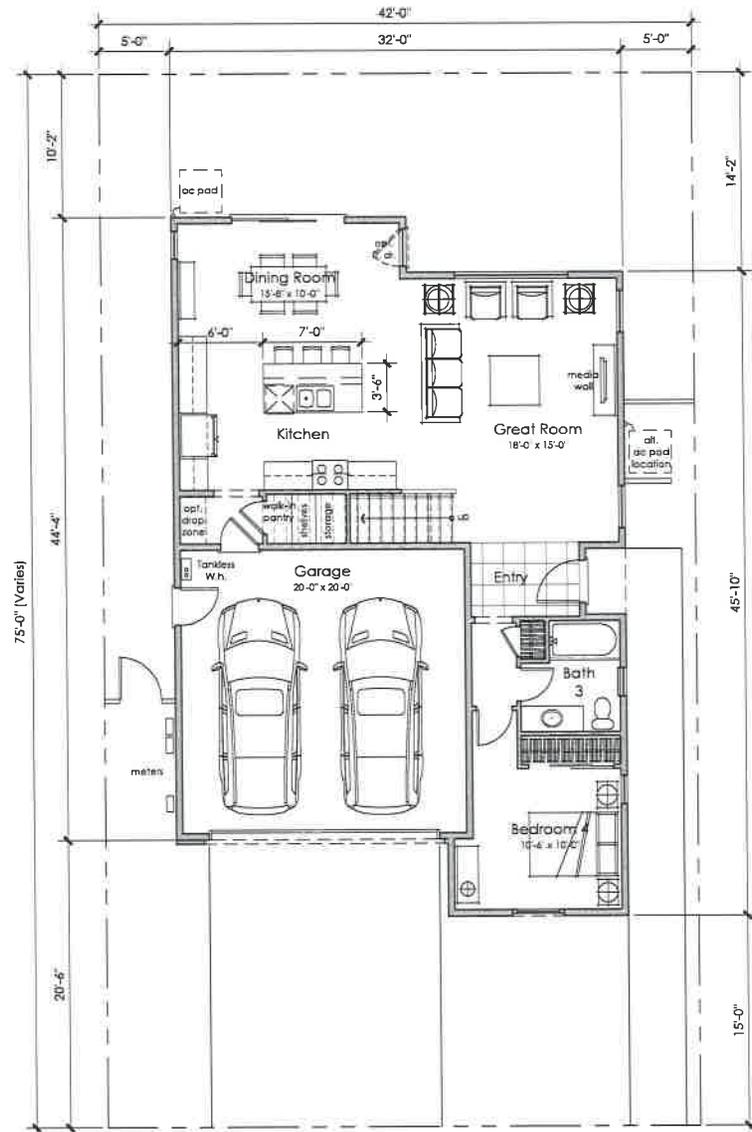
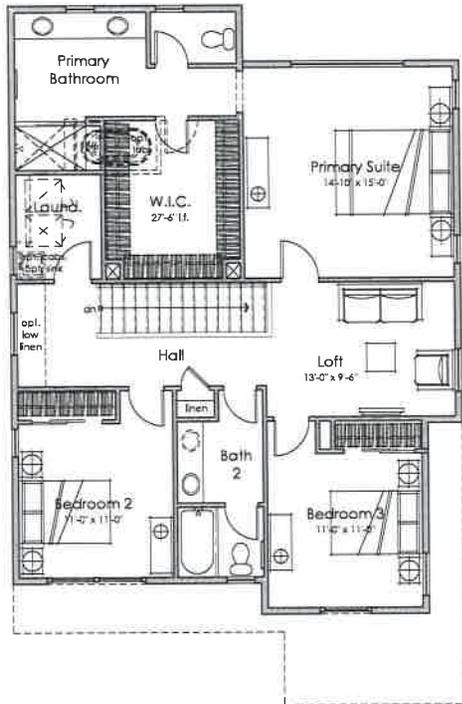
MANGINI RANCH PHASE 1C
42X71 PRODUCT SERIES
FOLSOM, CA #2020-0793

SCHEMATIC DESIGN
MARCH 19, 2021



EXTERIOR ELEVATIONS - PLAN 3

A3.0

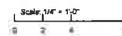


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MANGINI RANCH PHASE 1C
42X71 PRODUCT SERIES
FOLSOM, CA. #2020-0763

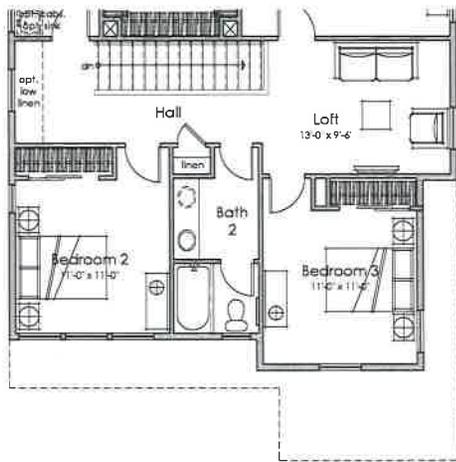
SCHEMATIC DESIGN
MARCH 19, 2021



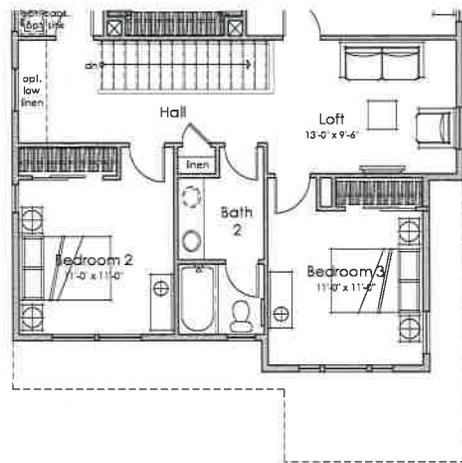
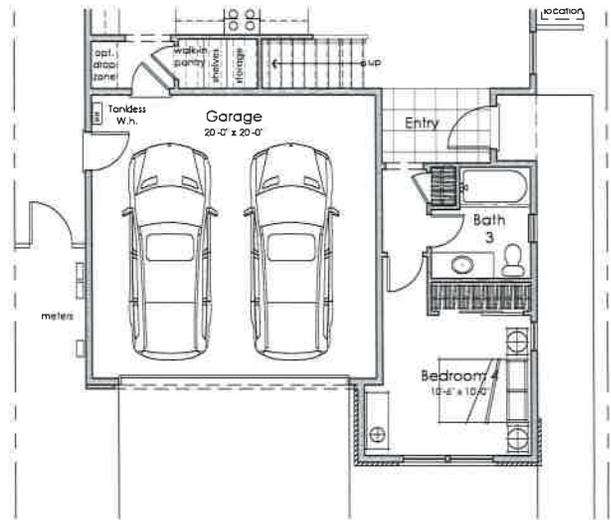
4 BEDROOM + OPT. LOFT
3 BATH
2221 SF
47.6% BLDG COVERAGE

FLOOR PLAN 3

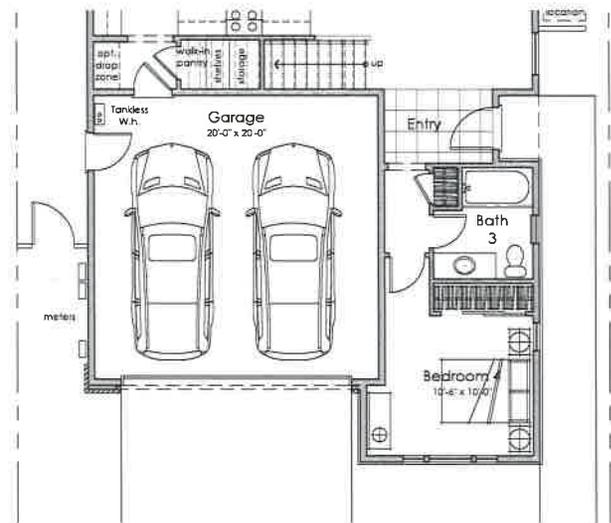
A3.1



PLAN 3C



PLAN 3B



Scale 1/4" = 1'-0"

PLAN 3 ADDENDA

A3.1.1



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MANGINI RANCH PHASE 1C
42X71 PRODUCT SERIES
FOLSOM, CA. #2020-0763

SCHEMATIC DESIGN
MARCH 19, 2021

MODERN SPANISH
Characterized by simply articulated details and adaptability

DESIGN ELEMENTS

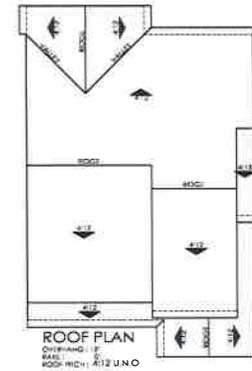
Two Story Massing
Stucco Exterior Finish
Villa Shaped Concrete Tile
Gently Pitched Roofs

ENHANCED DESIGN ELEMENTS

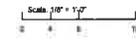
Recessed Windows
Gable Details



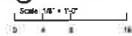
Front Elevation 3A - Modern Spanish



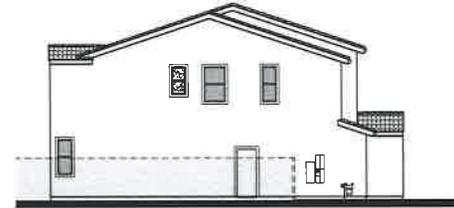
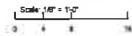
ROOF PLAN
OVERHANG: 1'-0"
BASE: 2'-0"
ROOF PITCH: 12/12 U.N.O.



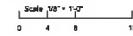
Right Elevation



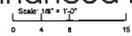
Rear Elevation



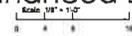
Left Elevation



Right Elevation at Enhanced Lots



Rear Elevation at Enhanced Lots

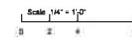


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MANGINI RANCH PHASE 1C
42X71 PRODUCT SERIES
FOLSOM, CA. #2020-0793

SCHEMATIC DESIGN
MARCH 19, 2021



EXTERIOR ELEVATIONS - PLAN 3A

A3.2

ITALIAN VILLA
Characterized by a formal and elegant facade.

DESIGN ELEMENTS

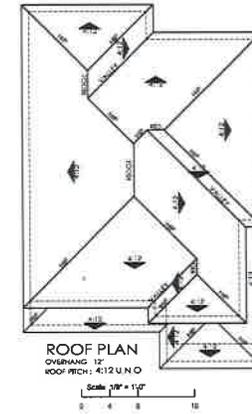
- Two Story Massing
- Stucco Exterior Finish
- Villa Shaped Concrete Tile
- Gently Pitched Roofs

ENHANCED DESIGN ELEMENTS

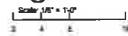
- Stone Veneer



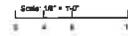
Front Elevation 3B - Italian Villa



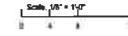
Right Elevation



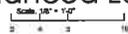
Rear Elevation



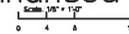
Left Elevation



Right Elevation at Enhanced Lots



Rear Elevation at Enhanced Lots

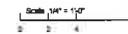


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558.458.5849
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MANGINI RANCH PHASE 1C
42X71 PRODUCT SERIES
FOLSOM, CA. #2020-0763

SCHEMATIC DESIGN
MARCH 18, 2021



EXTERIOR ELEVATIONS - PLAN 3B

A3.3

MODERN PRAIRIE
Characterized by an asymmetrical, contemporary cottage look. It represents a practical and picturesque prairie home.

DESIGN ELEMENTS

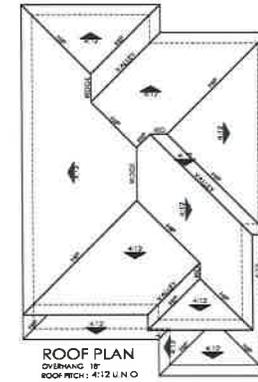
Two Story Massing
Stucco Exterior Finish
Flat Concrete Tile
Gently Pitched Roofs

ENHANCED DESIGN ELEMENTS

Lap Siding
Stone Veneer



Front Elevation 3C - Modern Prairie



ROOF PLAN
DRAWING 18
ROOF PITCH: 4:12 U.N.O.

Scale: 1/8" = 1'-0"
0 4 8 16



Right Elevation

Scale: 1/8" = 1'-0"
0 4 8 16



Rear Elevation

Scale: 1/8" = 1'-0"
0 4 8 16



Left Elevation

Scale: 1/8" = 1'-0"
0 4 8 16



Right Elevation at
Enhanced Lots

Scale: 1/8" = 1'-0"
0 4 8 16



Rear Elevation at
Enhanced Lots

Scale: 1/8" = 1'-0"
0 4 8 16



Left Elevation at
Enhanced Lots

Scale: 1/8" = 1'-0"
0 4 8 16



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MANGINI RANCH PHASE 1C
42X71 PRODUCT SERIES
FOLSOM, CA. #2020-0783

SCHEMATIC DESIGN
MARCH 18, 2021

Scale: 1/8" = 1'-0"
0 4 8 16

EXTERIOR ELEVATIONS - PLAN 3C

A3.4

Attachment 8

Exterior Color/Materials Specification dated May 4, 2021



42x70, Phase 1C at Mangini Ranch

FOLSOM, CA

PRELIMINARY | 05.04.2021

Exterior Color/Material Boards & Specifications



AT DESIGN CONSULTING

COLOR+MATERIAL DESIGN

2211 Michelson Dr. Suite 450 Irvine CA 92612
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Exterior Color + Material Specifications

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HOMES

42x70, Phase 1C
MANGINI RANCH

EXTERIOR COLOR/MATERIAL BOARDS & SPECIFICATIONS

AT DESIGN CONSULTING

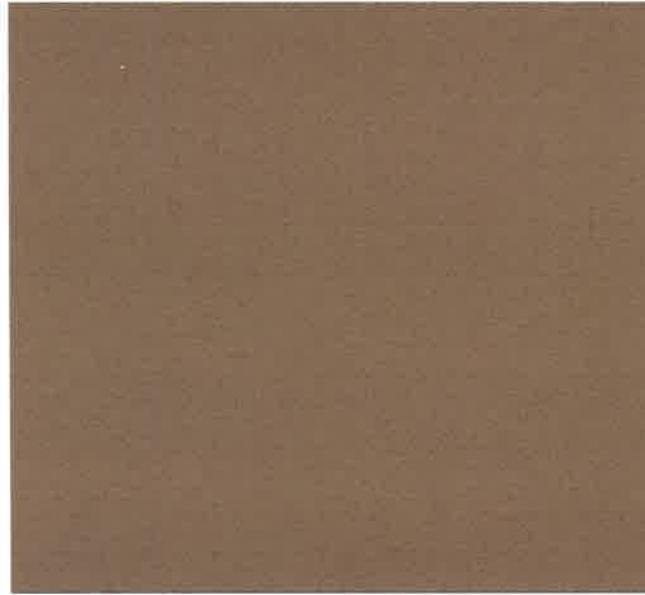
SCHEME 1: Elevation A, Modern Spanish

PREL 06/22/2021 Item No. 15.

MAIN BODY
SW 6133, Muslin



TRIM & GARAGE DOOR
SW 7034, Status Bronze



FRONT DOOR
SW 2861, Avocado



CONCRETE ROOF TILE ("S"-TILE)
Eagle Roof: Malibu - 2814, San Pablo Blend

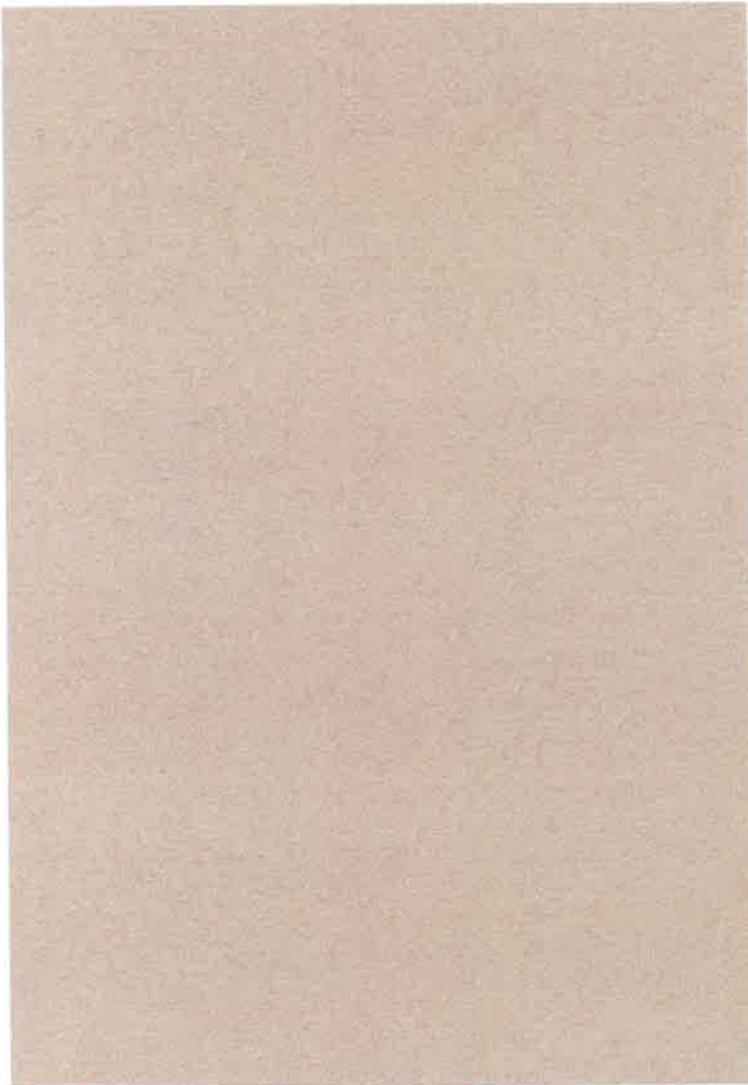


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SCHEME 2: Elevation A, Modern Spanish

PRELIM 06/22/2021 Item No. 15.

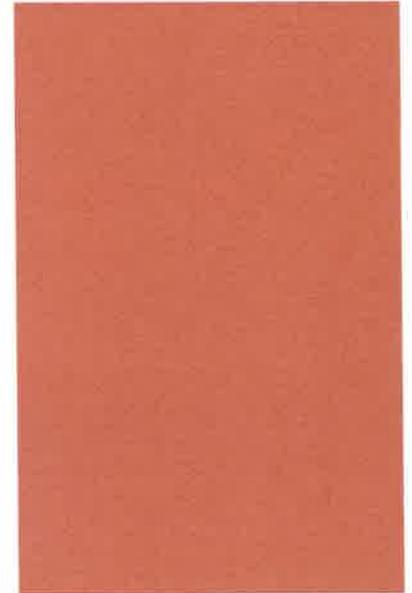
MAIN BODY
SW 7549, Studio Taupe



TRIM & GARAGE DOOR
SW 7541, Grecian Ivory



FRONT DOOR
SW 0040, Roycroft Adobe



CONCRETE ROOF TILE ("S"-TILE)
Eagle Roof: Malibu - 2605, San Benito Blend

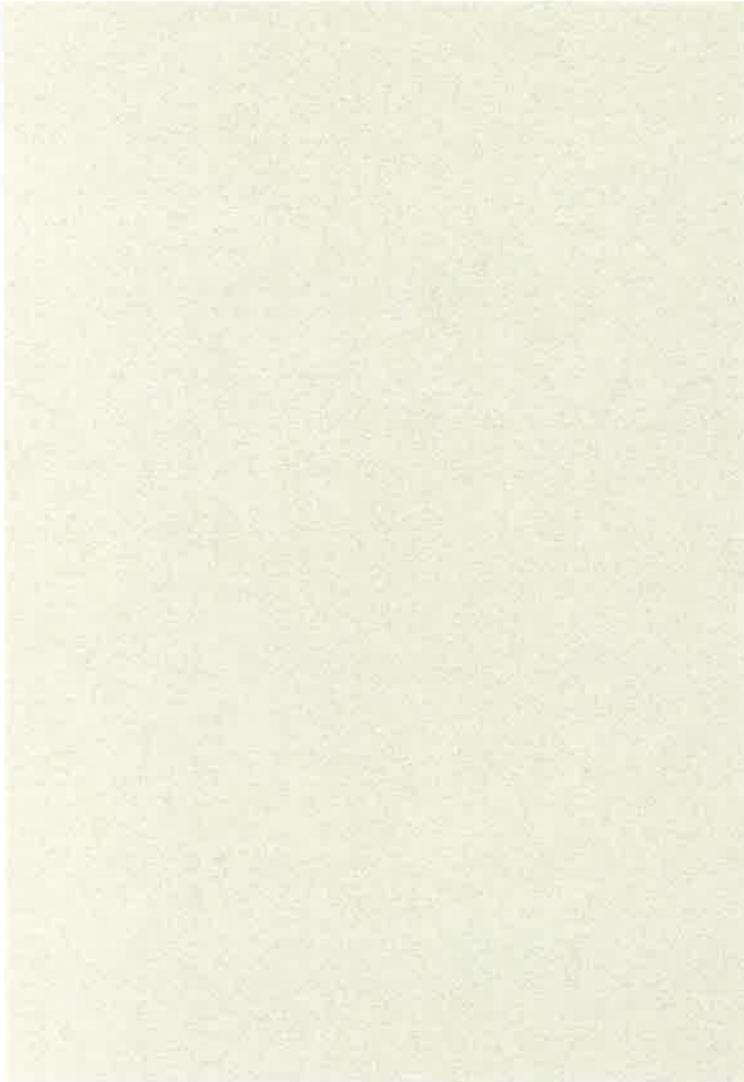


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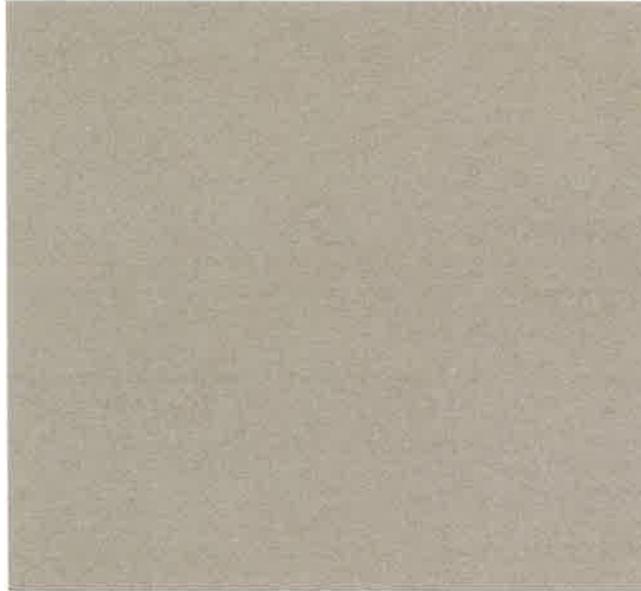
SCHEME 3: Elevation A, Modern Spanish

PRELIMINARY 06/22/2021 Item No. 15.

MAIN BODY
SW 6149, Relaxed Khaki



TRIM & GARAGE DOOR
SW 7053, Adaptive Shade



FRONT DOOR
SW 6214, Underseas



CONCRETE ROOF TILE ("S"-TILE)
Eagle Roof: Malibu - 2646, Sunset Blend

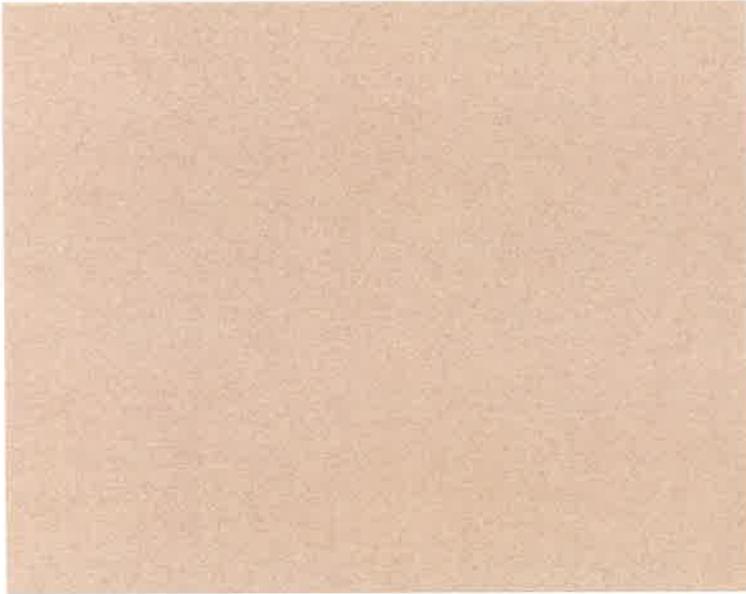


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SCHEME 4: Elevation B, Italian Villa

PRELIM 06/22/2021 Item No. 15.

MAIN BODY
SW 6101, Sands of Time



ACCENT BODY
SW 7516, Kestrel White



TRIM & GARAGE DOOR
SW 7516, Kestrel White



FRONT DOOR
SW 7041, Van Dyke Brown



STONE
Cultured Stone: Cast Fit, Parchment



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



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SCHEME 5: Elevation B, Italian Villa

PRELIM 06/22/2021 Item No. 15.

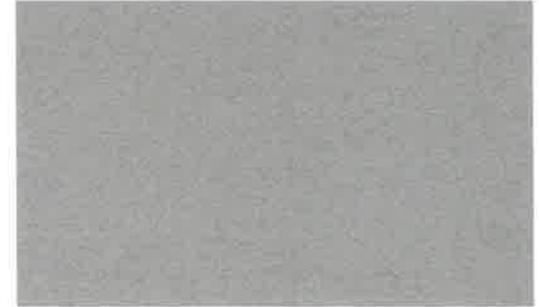
MAIN BODY
SW 7516, Kestrel White



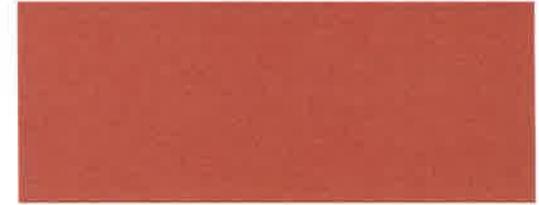
ACCENT BODY
SW 6080, Utterly Beige



TRIM & GARAGE DOOR
SW 7019, Gauntlet Gray



FRONT DOOR
SW 0006, Toile Red



STONE
Cultured Stone: Cast Fit, French Gray



CONCRETE ROOF TILE ("S"-TILE)
Eagle Roof: Malibu - SMM 8816, San Gabriel Blend

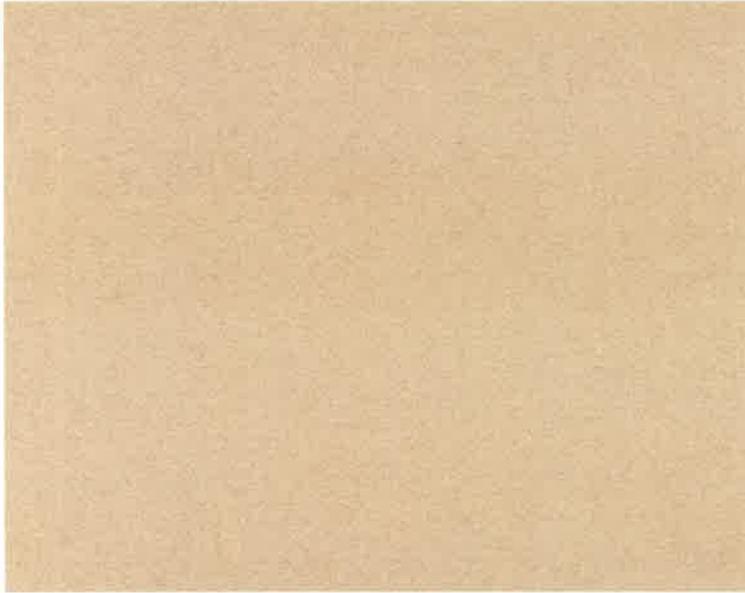


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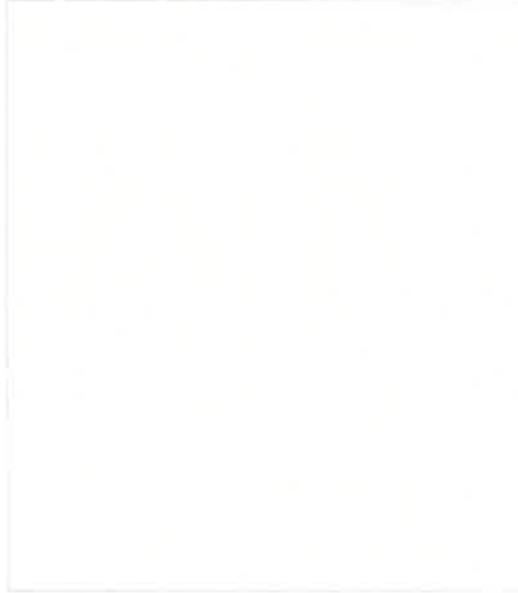
SCHEME 6: Elevation B, Italian Villa

PREP 06/22/2021 Item No. 15.

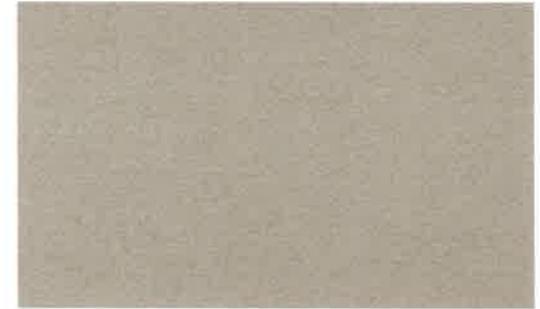
MAIN BODY
SW 7539, Cork Wedge



ACCENT BODY
SW 7010, Duck White



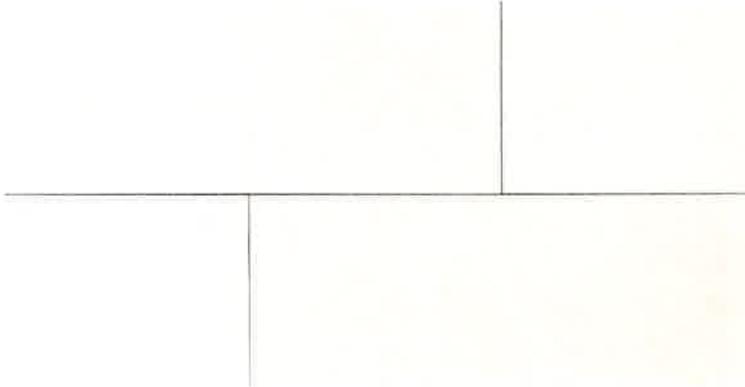
TRIM & GARAGE DOOR
SW 7053, Adaptive Shade



FRONT DOOR
SW 9100, Umber Rust



STONE
Eldorado Stone: Longitude24, Snowdrift



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



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PHASES

42x70, Phase 1C
MANGINI RANCH

EXTERIOR COLOR/MATERIAL BOARDS & SPECIFICATIONS



SCHEME 7: Elevation C, Modern Prairie

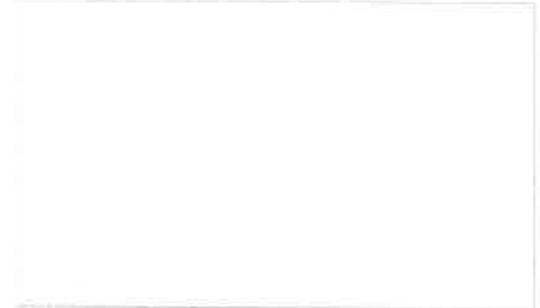
MAIN BODY
SW 7547, Sandbar



SECONDARY BODY & TRIM 1
SW 0038, Library Pewter



TRIM 2 & GARAGE DOOR
SW 6147, Panda White



FRONT DOOR
SW 0039, Portrait Tone



STONE
Eldorado Stone: European Ledge, Zinc



CONCRETE ROOF TILE (FLAT TILE)
Eagle Roof: Bel Air - 4679, Light Gray Range

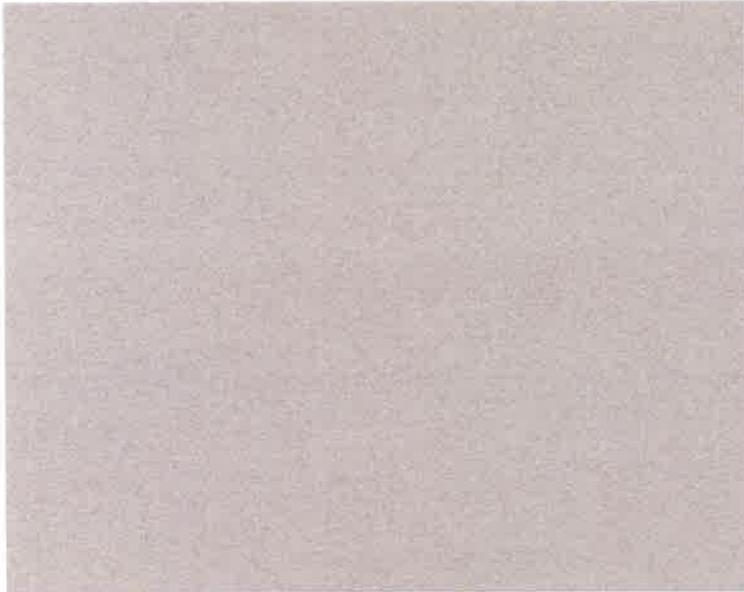


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SCHEME 8: Elevation C, Modern Prairie

PRELIM 06/22/2021 Item No. 15.

MAIN BODY
SW 7031, Mega Greige



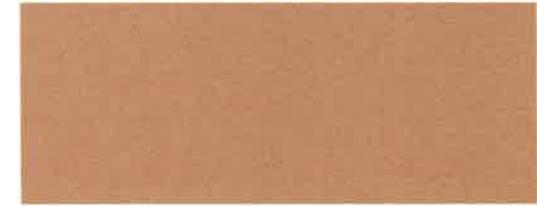
SECONDARY BODY & TRIM 1
SW 7067, Cityscape



TRIM 2 & GARAGE DOOR
SW 7632, Modern Gray



FRONT DOOR
SW 6117, Smokey Topaz



STONE
Eldorado Stone: European Ledge, Cottonwood



CONCRETE ROOF TILE (FLAT TILE)
Eagle Roof: Double Eagle Bel Air - 4097, Slate Range



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SCHEME 9: Elevation C, Modern Prairie

PRELIMINARY 06/22/2021 Item No. 15.

MAIN BODY
SW 7562, Roman Column



SECONDARY BODY & TRIM 1
SW 2824, Renwick Golden Oak



TRIM 2 & GARAGE DOOR
SW 7054, Suitable Brown



FRONT DOOR
SW 7054, Suitable Brown



STONE
Creative Mines: Craft Chop Ledge, Seapearl



CONCRETE ROOF TILE (FLAT TILE)
Eagle Roof: Bel Air - 4814, San Pablo Blend



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Attachment 9

CEQA Exemption and Streamlining Analysis for the Phase 1C North Subdivision Project dated May 2021

CITY OF FOLSOM

**CEQA Exemption and Streamlining Analysis for Mangini Ranch
Phase 1C North (Mangini Ranch Phase 1, Lots 11 and 12)**

1. Application No: PN 21-001
2. Project Title: Mangini Ranch Phase 1C North (Mangini Ranch Phase 1, Lots 11 and 12)
3. Lead Agency Name and Address:
City of Folsom
50 Natoma Street
Folsom, CA 95630
4. Contact Person and Phone Number:
Scott Johnson, AICP, Planning Manager
Community Development Department
(916) 355-7222
5. Project Location:
32.6 acres located north of White Rock Road and west of Savannah Parkway.
APN: 072-3370-007, 072-3370-036, & -72-3390-014 (32.6 acres, Folsom Real Estate South, LLC.)
6. Project Applicant's/Sponsor's Name and Address:

CMB Improvement Company, LLC.
4370 Town Center Blvd. Ste. 100
El Dorado Hills, CA 95762
7. General Plan Designation: MLD
8. Zoning: SP-MLD
9. Other public agencies whose approval may be required or agencies that may rely on this document for implementing project:

California Department of Fish and Wildlife (for Section 1602 agreement)
Capital Southeast Connector Joint Powers Authority
Central Valley Regional Water Quality Control Board
Folsom-Cordova Unified School District
Sacramento Metropolitan Air Quality Management District

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I. INTRODUCTION

The Mangini Ranch Phase 1C North development proposal (project or Project) is located in the Folsom Plan Area Specific Plan (FPASP) area. As discussed later in this document, the project is consistent with the FPASP.

As a project that is consistent with an existing Specific Plan, Mangini Ranch Phase 1C North is eligible for the exemption from review under the California Environmental Quality Act¹ (“CEQA”) provided in Government Code section 65457 and CEQA Guidelines² section 15182, subdivision (c), as well as the streamlining provisions in Public Resources Code section 21083.3 and CEQA Guidelines section 15183.

Because the Project is exempt from CEQA, the City is not required to provide the following CEQA analysis. Nonetheless, the City provides the following checklist exploring considerations raised by sections 15182 and 15183 to disclose the City’s evidence and reasoning for determining the project’s consistency with the Folsom Plan Area Specific Plan (“FPASP”) and eligibility for the claimed CEQA exemption.

II. PROJECT DESCRIPTION

A. PROJECT OVERVIEW

Mangini Ranch Phase 1C North includes a small lot vesting tentative subdivision map (SLVTSM) to further subdivide a 32.6-acre portion of Mangini Ranch Phase 1 lots 11 and 12 into 76 detached residential lots for future development, consistent with the land use designations in the FPASP. Proposed lot size is MLD single-family detached 42’ x 71’. Class I multi-purpose trails are located along the drainage corridors in the Open Space areas, consistent with the trails identified on the FPASP Trails Exhibit. Trail connections are provided at Mangini Parkway and Savannah Parkway.

The requested land use entitlements for the Mangini Ranch Phase 1C North project are:

- (1) Small Lot Vesting Tentative Subdivision Map;
- (2) Design Review;
- (3) a Minor Administrative Modification – Minor Land Use Boundary Refinements; and
- (4) a Minor Administrative Modification – Transfer of Development Rights – Dwelling Units Transferred Between Parcels.

¹ California Environmental Quality Act, Pub. Resources Code, § 21000 et seq. (hereafter “CEQA”).

² The Guidelines for the Implementation of the California Environmental Quality Act, Cal. Code Regs., tit. 14, § 15000 et seq. (hereafter “CEQA Guidelines” or “Guidelines”).

A Minor Administrative Modification (MAM) is requested to refine the boundaries of the MLD Project site and adjacent MU development parcels to maximize development efficiencies and ease site grading for both parcels. Acreages of the various land uses remain the same although the edges have been modified.

A Minor Administrative Amendment – Transfer of Development Rights to move 20 dwelling units (du) from FPASP parcels 211 (-11 du) and 132 (-9 du) to the Project site (FPASP parcel 147). No change to the overall FPASP unit allocation, total population, will occur. The proposed project does not affect the overall amount of non-residential development in the FPASP.

Infrastructure to serve the Project is proximate and available to the site.

The Project is located within the Folsom Ranch Central District and is designed to comply with the Folsom Ranch Central District Design Guidelines (approved 2015, amended 2018). No deviations from the FPASP Appendix A: Development Standards are sought with this application.

B. PROJECT LOCATION

The Project site consists of a 32.6-acre portion of several parcels in the FPASP plan area that are within the approved Mangini Ranch Phase 1 development area, south of U.S. Highway 50 and west of Savannah Parkway. The project site is known as Mangini Ranch Phase 1 Lots 11 & 12.

Mangini Parkway provides access to the site. Public street access would be provided at proposed Street G and Street H which are centrally located on the site and connect to Mangini Parkway. Adjacent to the project is the Mangini Ranch Phase 1 subdivision at Folsom Ranch, which is under construction.

The FPASP is a 3,513.4-acre comprehensively planned community that creates new development patterns based on the principles of smart growth and transit-oriented development. The Specific Plan zoning for the Project site is Multi-Family Low Density (SP-MLD).

See the Project Narrative for exhibits of the proposed project and surrounding land uses.

C. EXISTING SITE CONDITIONS

Currently, the 32.6-acre project site is undeveloped. There are no native trees located within the bounds of the project site, therefore no trees are proposed for removal with this application.

D. CONSISTENCY WITH THE FPASP

The Project is consistent with and aims to fulfill the specific policies and objectives in the Folsom Plan

Mangini Ranch Phase 1C North (Mangini Ranch Phase 1 Lots 11 & 12)
CEQA Exemption and Streamlining Analysis

May 2021

Area Specific Plan. An analysis of the proposed project's consistency with the FPASP is provided in Exhibit 3, the Applicant's FPASP Policy Consistency Analysis.

1. Land Use Designation and Unit Types

The application intends to develop Mangini Ranch Phase 1C North (as shown and described in the Project Narrative) as a Multi-Family Low Density (MLD) Residential site, consistent with the FPASP. A SLVTSM and Design Review-MF Architecture entitlements are sought with this application.

An open space drainage corridor is located on the southern boundary of the subject property; drainage runoff north of this drainage corridor flows to Mangini Parkway and then to Hydromodification Basin 22 located westerly of the Project area, south of the elementary school (the school is currently under construction). Not a part of this application, however, future drainage runoff south of the drainage corridor flows to Hydromodification Basin 24 located immediately west of southern area of the Project.

Mangini Ranch Phase 1C North proposes to create 76 detached residential lots. The FPASP defines the MLD residential designation as "one of the most flexible residential land use designations in the Plan Area[,]," which includes "single family dwellings (small lot detached, zero-lot-line and patio homes), two family dwellings and multi-family dwellings." (FPASP, p. 4-14.) The density range for MLD is 7 to 12 dwelling units per gross acre. (FPASP, p. 4-14.)

The detached, residential lots proposed by Mangini Ranch Phase 1C North are permitted uses as shown on Table 4.3 of the FPASP. (See also FPASP DEIR, Table 3A.10-4.)

In summary, the proposed land use and the density of residential use proposed for Mangini Ranch Phase 1C North are consistent with the FPASP.

2. Circulation

Mangini Ranch Phase 1C North includes vehicular access to the Project via Mangini Parkway, which runs between lot 11 and 12. Pedestrian access and circulation are accommodated through the provision of attached and detached sidewalks on all streets, and off-street Class I trails in open space. Class II bike lanes are provided on Savannah Parkway and Mangini Parkway (as required in the FPASP) and Class II bike routes are provided on all residential streets. The nearest access points to the Class I trail system are provided at Mangini Parkway, Street H, and Savannah Parkway.

The proposed project is consistent with roadway and transit master plans for the FPASP.

3. Water, Sewer, and Storm Drainage Infrastructure

Water infrastructure

Mangini Ranch Phase 1C North (Mangini Ranch Phase 1 Lots 11 & 12)
CEQA Exemption and Streamlining Analysis

May 2021

The Mangini Ranch Phase 1C North project is being served by Zone 3 water from the north via Mangini Parkway and Savannah Parkway. The project is located within the Zone 3 pressure zone. Water mains are provided within the perimeter streets, including Mangini Parkway.

Sewer infrastructure

The Mangini Ranch Phase 1C North project will be served by the sewer infrastructure within Mangini Parkway.

Storm drainage infrastructure

The Mangini Ranch Phase 1C North project site stormwater system will connect to existing HMB#22.

The proposed project is consistent with planned infrastructure for the FPASP.

III. EXEMPTION AND STREAMLINING ANALYSIS

A. Folsom Plan Area Specific Plan

The City adopted the Folsom Plan Area Specific Plan on June 28, 2011 (Resolution No. 8863).

The City of Folsom and the U.S. Army Corps of Engineers prepared a joint environmental impact report/environmental impact statement (“EIR/EIS” or “EIR”) for the Folsom South of U.S. Highway 50 Specific Plan Project (“FPASP”). (See FPASP EIR/EIS, SCH #2008092051). The Draft EIR/EIS (DEIR) was released on June 28, 2010. The City certified the Final EIR/EIS (FEIR) on June 14, 2011 (Resolution No. 8860). For each impact category requiring environmental analysis, the EIR provided two separate analyses: one for the “Land” component of the FPASP project, and a second for the “Water” component. (FPASP DEIR, p. 1-1 to 1-2.) The analysis in this document is largely focused on and cites to the “Land” sections of the FPASP EIR.

On December 7, 2012, the City certified an Addendum to the EIR for the FPASP for purposes of analyzing an alternative water supply for the project. The revisions to the “Water” component of the FPASP project included: (1) Leak Fixes, (2) Implementation of Metered Rates, (3) Exchange of Water Supplies, (4) New Water Conveyance Facilities. (Water Addendum, pp. 3-1 to 3-4.) The City concluded that, with implementation of certain mitigation measures from the FPASP EIR’s “Water” sections, the water supply and infrastructure changes would not result in any new significant impacts, substantially increase the severity of previously disclosed impacts or involve any of the other conditions related to changed circumstances or new information that can require a subsequent or supplemental EIR. (See Pub. Resources Code, § 21166; Guidelines, § 15162.) The analysis in portions of the FPASP EIR’s “Water” sections that have not been superseded by the Water Addendum are still applicable.

Mangini Ranch Phase 1C North (Mangini Ranch Phase 1 Lots 11 & 12)
CEQA Exemption and Streamlining Analysis

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B. Documents Incorporated by Reference

The analysis in this document incorporates by reference the following environmental documents that have been certified by the Folsom City Council:

- i. Folsom South of U.S. Highway 50 Specific Plan Project EIR/EIS and Findings of Fact and Statement of Overriding Considerations, certified by the Folsom City Council on June 14, 2011, a copy of which is available for viewing at the City of Folsom Planning Public Counter located on the 2nd floor of the City Hall Building at 50 Natoma Street in Folsom, CA (from 8:00 a.m. to 1:00 p.m. Monday through Friday).
- ii. CEQA Addendum for the Folsom South of U.S. 50 Specific Plan Project- Revised Proposed Off-site Water Facility Alternative prepared November, 2012, (“Water Addendum”), certified by the Folsom City Council on December 11, 2012, a copy of which is available for viewing at the City of Folsom Planning Public Counter located on the 2nd floor of the City Hall Building at 50 Natoma Street in Folsom, CA (from 8:00 a.m. to 1:00 p.m. Monday through Friday);
- iii. South of Highway 50 Backbone Infrastructure Project Initial Study/Mitigated Negative Declaration (Backbone Infrastructure MND), dated December 9, 2014, adopted by the City Council on February 24, 2015, a copy of which is available for viewing at the City of Folsom Planning Public Counter located on the 2nd floor of the City Hall Building at 50 Natoma Street in Folsom, CA (from 8:00 a.m. to 1:00 p.m. Monday through Friday).

Each of the environmental documents listed above includes mitigation measures imposed on the FPASP and activities authorized therein and in subsequent projects to mitigate plan-level environmental impacts, which are, therefore, applicable to the proposed project. The mitigation measures are referenced specifically throughout this document and are incorporated by reference in the environmental analysis. The Applicant will be required to agree, as part of the conditions of approval for the proposed project, to comply with each of those mitigation measures.

Pursuant to Public Resources Code section 21083.3, subdivision (c), the City will make a finding at a public hearing that the feasible mitigation measures specified in the FPASP EIR will be undertaken.

Moreover, for those mitigation measures with a financial component that apply plan-wide, the approved Public Facilities Financing Plan and Amended and Restated Development Agreement bind the Applicant to a fair share contribution for funding those mitigation measures.

The May 22, 2014, Record of Decision (ROD) for the Folsom South of U.S. Highway 50 Specific Plan Project—City of Folsom Backbone Infrastructure (Exhibit 2) by the U.S. Army Corps of Engineers is also incorporated by reference.

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All impacts from both on-site and off-site features of the Mangini Ranch Phase 1C North project have been analyzed and addressed in the CEQA analysis and other regulatory permits required for the Mangini Ranch Phase 1C North project and/or the Backbone Infrastructure project.

C. Introduction to CEQA Exemption and Streamlining Provisions

The City finds that the Mangini Ranch Phase 1C North development proposal is consistent with the FPASP and therefore exempt from CEQA under Government Code section 65457 and CEQA Guidelines section 15182, subdivision (c), as a residential project undertaken pursuant to and in conformity with a specific plan.

The City also finds that the Mangini Ranch Phase 1C North project is eligible for streamlined CEQA review provided in Public Resources Code section 21083.3, and CEQA Guidelines section 15183 for projects consistent with a community plan, general plan, or zoning. Because the Project is exempt from CEQA, the City is not required to provide the following streamlined CEQA analysis. Nonetheless, the City provides the following checklist exploring considerations raised by sections 15182 and 15183 because the checklist provides a convenient vehicle for disclosing the City's substantial evidence and reasoning underlying its consistency determination.

As mentioned above, the City prepared an addendum to the FPASP EIR in December 2012 for purposes of analyzing an alternative water supply for the FPASP. Although this Water Addendum was prepared and adopted by the City after the certification of the FPASP EIR/EIS, it would not change any of the analysis under Public Resources Code section 21083.3 and CEQA Guidelines section 15183 because it gave the Plan Area a more feasible and reliable water supply.

The City has prepared or will be completing site-specific studies pursuant to the requirements set forth in the mitigation measures and conditions of approval adopted for the FPASP under the FPASP EIR and Water Addendum for subsequent development projects. (See Exhibits 4 [Noise Assessment] and 5 [Access Evaluation Memo].) These studies support the conclusion that the Mangini Ranch Phase 1C North development proposal would not have any new significant or substantially more severe impacts (CEQA Guidelines, § 15162), nor would it result in any new significant impacts that are peculiar to the project or its site (CEQA Guidelines, § 15183).

1. Exemption provided by Government Code, § 65457, and CEQA Guidelines, § 15182, subdivision (c)

Government Code section 65457, and CEQA Guidelines section 15182, subdivision (c), exempt residential projects that are undertaken pursuant to a specific plan for which an EIR was previously prepared if the projects are in conformity with that specific plan and the conditions described in CEQA Guidelines section 15162 (relating to the preparation of a supplemental EIR) are not present. (Gov.

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Code, § 65457, subd. (a); CEQA Guidelines, §§ 15182, subd. (c), 15162, subd. (a).)

The Applicant's FPASP Policy Consistency Analysis attached as Exhibit 3 supports the determination that the Project is undertaken pursuant to and in conformity with the FPASP.

2. Streamlining provided by Public Resources Code, § 21083.3 and CEQA Guidelines, § 15183

Public Resources Code section 21083.3 provides a streamlined CEQA process where a subdivision map application is made for a parcel for which prior environmental review of a zoning or planning approval was adopted. If the proposed development is consistent with that zoning or plan, any further environmental review of the development shall be limited to effects upon the environment which are peculiar to the parcel or to the project and which were not addressed as significant effects in the prior EIR or which substantial new information shows will be more significant than described in the prior EIR. Effects are not to be considered peculiar to the parcel or the project if uniformly applied development policies or standards have been previously adopted by the city, which were found to substantially mitigate that effect when applied to future projects.

CEQA Guidelines section 15183 provides further detail and guidance for the implementation of the exemption set forth in Public Resources Code section 21083.3.

D. Environmental Checklist Review

The row titles of the checklist include the full range of environmental topics, as presented in Appendix G of the CEQA Guidelines.

The column titles of the checklist have been modified from the Appendix G presentation to assess the Project's qualifications for streamlining provided by Public Resources Code section 21083.3 and CEQA Guidelines sections 15183, as well as to evaluate whether the conditions described in Guidelines section 15162 are present.

Pursuant to Guidelines section 15162, one of the purposes of this checklist is to evaluate the categories in terms of any "changed condition" (i.e. changed circumstances, project changes, or new information of substantial importance) that may result in a different environmental impact significance conclusion. If the situations described in Guidelines section 15162 are not present, then the exemption provided by Government Code section 65457 and Guidelines section 15182 can be applied to the Project. Therefore, the checklist does the following: a) identifies the earlier analyses and states where they are available for review; b) discusses whether proposed changes to the previously-analyzed program, including new site specific operations, would involve new or substantially more severe significant impacts; c) discusses whether new circumstances surrounding the previously-analyzed program would involve new or substantially more severe significant impacts; d) discusses any substantially important new information requiring new analysis; and e) describes the mitigation measures which were incorporated

or refined from the earlier document and the extent to which they address site-specific conditions for the project. (Guidelines, § 15162, subd. (a).)

The checklist serves a second purpose. Public Resources Code section 21083.3 and its parallel Guidelines provision, section 15183, provide for streamlined environmental review for projects consistent with the development densities established by existing zoning, general plan, or community plan policies for which an EIR was certified. Such projects require no further environmental review except as might be necessary to address effects that (a) are peculiar to the project or the parcel on which the project would be located, (b) were not analyzed as significant effects in the prior EIR, (c) are potentially significant off-site impacts or cumulative impacts not discussed in the prior EIR, or (d) were previously identified significant effects but are more severe than previously assumed in light of substantial new information not known when the prior EIR was certified. If an impact is not peculiar to the parcel or to the project, has been addressed as a significant impact in the prior EIR, or can be substantially mitigated by the imposition of uniformly applied development policies or standards, then an additional EIR need not be prepared for the project solely on the basis of that impact.

A “no” answer does not necessarily mean that there are no potential impacts relative to the environmental category, but that there is no change in the condition or status of the impact since it was analyzed and addressed with mitigation measures in the prior environmental documents approved for the zoning action, general plan, or community plan. The environmental categories might be answered with a “no” in the checklist since the Mangini Ranch Phase 1C North project does not introduce changes that would result in a modification to the conclusion of the FPASP EIR.

The purpose of each column of the checklist is described below.

1. Where Impact Was Analyzed

This column provides a cross-reference to the pages of the environmental documents for the zoning action, general plan, or community plan where information and analysis may be found relative to the environmental issue listed under each topic.

2. Do Proposed Changes Involve New or More Severe Impacts?

Pursuant to Section 15162(a)(1) of the CEQA Guidelines, this column indicates whether the changes represented by the proposed project will result in new significant impacts not disclosed in the prior EIR or negative declaration or that the proposed project will result in substantial increases the severity of a previously identified significant impact. A yes answer is only required if such new or worsened significant impacts will require “major revisions of the previous EIR or negative declaration.” If a “yes” answer is given, additional mitigation measures or alternatives may be needed.

3. Any New Circumstances Involving New or More Severe Impacts?

Pursuant to Section 15162(a)(2) of the CEQA Guidelines, this column indicates whether changed circumstances affecting the proposed project will result in new significant impacts not disclosed in **Mangini Ranch Phase 1C North (Mangini Ranch Phase 1 Lots 11 & 12)**

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the prior EIR or negative declaration or will result in substantial increases the severity of a previously identified significant impact. A yes answer is only required if such new or worsened significant impacts will require "major revisions of the previous EIR or negative declaration." If a "yes" answer is given, additional mitigation measures or alternatives may be needed.

4. Any New Information of Substantial Importance Requiring New Analysis or Verification?

Pursuant to Section 15162(a)(3) of the CEQA Guidelines, this column indicates whether new information "of substantial importance" is available requiring an update to the analysis of a previous EIR to verify that the environmental conclusions and mitigations remain valid. Any such information is only relevant if it "was not known and could not have been known with reasonable diligence at the time of the previous EIR." To be relevant in this context, such new information must show one or more of the following:

- (A) The project will have one or more significant effects not discussed in the previous EIR or negative declaration;
- (B) Significant effects previously examined will be substantially more severe than shown in the previous EIR;
- (C) Mitigation measures or alternatives previously found not to be feasible would in fact be feasible and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measure or alternative; or
- (D) Mitigation measures or alternatives which are considerably different from those analyzed in the previous EIR would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the mitigation measure or alternative.

This category of new information may apply to any new regulations, enacted after certification of the prior EIR or adoption of the prior negative declaration, which might change the nature of analysis of impacts or the specifications of a mitigation measure. If the new information shows the existence of new significant effects or significant effects that are substantially more severe than were previously disclosed, then new mitigation measures should be considered. If the new information shows that previously rejected mitigation measures or alternatives are now feasible, such measures or alternatives should be considered anew. If the new information shows the existence of mitigation measures or alternatives that are (i) considerably different from those included in the prior EIR, (ii) able to substantially reduce one or more significant effects, and (iii) unacceptable to the project proponents, then such mitigation measures or alternatives should also be considered.

5. Are There Effects That Are Peculiar To The Project Or The Parcel On Which The Project Would Be Located That Have Not Been Disclosed In A Prior EIR On The Zoning Action, General Plan, Or Community Plan With Which the Project is Consistent?

Pursuant to Section 15183, subdivision (b)(1), of the CEQA Guidelines, this column indicates whether **Mangini Ranch Phase 1C North (Mangini Ranch Phase 1 Lots 11 & 12)**

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there are project-specific significant effects that are peculiar to the project or its site. Although neither section 21083.3 nor section 15183 defines the term “effects on the environment which are peculiar to the parcel or to the project,” a definition can be gleaned from what is now the leading case interpreting section 21083.3, *Wal-Mart Stores, Inc. v. City of Turlock* (2006) 138 Cal.App.4th 273 (*Wal-Mart Stores*). In that case, the court upheld the respondent city’s decision to adopt an ordinance banning discount “superstores.” The city appropriately found that the adoption of the ordinance was wholly exempt from CEQA review under CEQA Guidelines section 15183 as a zoning action consistent with the general plan, where there were no project-specific impacts – of any kind – associated with the ordinance that were peculiar to the project. The court concluded that “a physical change in the environment will be peculiar to [a project] if that physical change belongs exclusively and especially to the [project] or it is characteristic of only the [project].” (*Id.* at p. 294.) As noted by the court, this definition “illustrate[s] how difficult it will be for a zoning amendment or other land use regulation that does not have a physical component to have a sufficiently close connection to a physical change to allow the physical change to be regarded as ‘peculiar to’ the zoning amendment or other land use regulation.” (*Ibid.*)

A “yes” answer in the checklist indicates that the project has effects peculiar to the project relative to the environmental category that were not discussed in the prior environmental documentation for the zoning action, general plan or community plan. A “yes” answer will be followed by an indication of whether the impact is “potentially significant”, “less than significant with mitigation incorporated”, or “less than significant”. An analysis of the determination will appear in the Discussion section following the checklist.

6. Are There Effects Peculiar To The Project That Will Not Be Substantially Mitigated By Application Of Uniformly Applied Development Policies Or Standards That Have Been Previously Adopted?

Sections 21083.3 and 15183 include a separate, though complementary, means of defining the term “effects on the environment which are peculiar to the parcel or to the project.” Subdivision (f) of section 15183 provides as follows:

An effect of a project on the environment shall not be considered peculiar to the project or the parcel for the purposes of this section if uniformly applied development policies or standards have been previously adopted by the city or county with a finding that the development policies or standards will substantially mitigate that environmental effect when applied to future projects, unless substantial new information shows that the policies or standards will not substantially mitigate the environmental effect. The finding shall be based on substantial evidence which need not include an EIR.

This language explains that an agency can dispense with CEQA compliance for environmental impacts that will be “substantially mitigated” by the uniform application of “development policies or standards” adopted as part of, or in connection with, previous plan-level or zoning-level decisions, or

otherwise – unless “substantial new information” shows that the standards or policies will not be effective in “substantially mitigating” the effects in question. Section 15183, subdivision (f), goes on to add the following considerations regarding the kinds of policies and standards at issue:

Such development policies or standards need not apply throughout the entire city or county but can apply only within the zoning district in which the project is located, or within the area subject to the community plan on which the lead agency is relying. Moreover, such policies or standards need not be part of the general plan or any community plan but can be found within another pertinent planning document such as a zoning ordinance. Where a city or county, in previously adopting uniformly applied development policies or standards for imposition on future projects, failed to make a finding as to whether such policies or standards would substantially mitigate the effects of future projects, the decision-making body of the city or county, prior to approving such a future project pursuant to this section, may hold a public hearing for the purpose of considering whether, as applied to the project, such standards or policies would substantially mitigate the effects of the project. Such a public hearing need only be held if the city or county decides to apply the standards or policies as permitted in this section.

Subdivision (g) provides concrete examples of “uniformly applied development policies or standards”: (1) parking ordinances; (2) public access requirements; (3) grading ordinances; (4) hillside development ordinances; (5) flood plain ordinances; (6) habitat protection or conservation ordinances; (7) view protection ordinances.

A “yes” answer in the checklist indicates that the project has effects peculiar to the project relative to the environmental category that were not discussed in the prior environmental documentation for the zoning action, general plan or community plan and that cannot be mitigated through application of uniformly applied development policies or standards that have been previously adopted by the agency. A “yes” answer will be followed by an indication of whether the impact is “potentially significant”, “less than significant with mitigation incorporated”, or “less than significant”. An analysis of the determination will appear in the Discussion section following the checklist.

7. Are There Effects That Were Not Analyzed As Significant Effects In A Prior EIR On The Zoning Action, General Plan Or Community Plan With Which The Project Is Consistent?

Pursuant to Section 15183, subdivision (b)(2) of the CEQA Guidelines, this column indicates whether there are any effects that were not analyzed as significant effects in the prior EIR for the zoning action, general plan, or community plan with which the project is consistent.

This provision indicates that, if the prior EIR for a general plan, community plan, or zoning action failed to analyze a potentially significant effect then such effects must be addressed in the site-specific CEQA analysis.

A “yes” answer in the checklist indicates that the project has effects relative to the environmental category that were not analyzed as significant effects in the prior environmental documentation for the zoning action, general plan or community plan. A “yes” answer will be followed by an indication

of whether the impact is “potentially significant”, “less than significant with mitigation incorporated”, or “less than significant”. An analysis of the determination will appear in the Discussion section following the checklist.

8. Are There Potentially Significant Off-Site Impacts and Cumulative Impacts That Were Not Discussed In The Prior EIR Prepared For The General Plan, Community Plan, Or Zoning Action?

Pursuant to Section 15183, subdivision (b)(3), of the CEQA Guidelines, this column indicates whether there are any potentially significant off-site impacts and cumulative impacts that were not discussed in the prior EIR prepared for the general plan, community plan or zoning action with which the project is consistent.

Subdivision (j) of CEQA Guidelines section 15183 makes it clear that, where the prior EIR has adequately discussed potentially significant offsite or cumulative impacts, the project-specific analysis need not revisit such impacts:

This section does not affect any requirement to analyze potentially significant offsite or cumulative impacts if those impacts were not adequately discussed in the prior EIR. If a significant offsite or cumulative impact was adequately discussed in the prior EIR, then this section may be used as a basis for excluding further analysis of that offsite or cumulative impact.

This provision indicates that, if the prior EIR for a general plan, community plan, or zoning action failed to analyze the “potentially significant offsite impacts and cumulative impacts of the [new site-specific] project,” then such effects must be addressed in the site-specific CEQA analysis. (Pub. Resources Code, § 21083.3, subd. (c); see also CEQA Guidelines, § 15183, subd. (j).)

A “yes” answer in the checklist indicates that the project has potentially significant off-site impacts or cumulative impacts relative to the environmental category that were not discussed in the prior environmental documentation for the zoning action, general plan or community plan. A “yes” answer will be followed by an indication of whether the impact is “potentially significant”, “less than significant with mitigation incorporated”, or “less than significant”. An analysis of the determination will appear in the Discussion section following the checklist.

9. Are There Previously Identified Significant Effects That, As A Result Of Substantial New Information Not Known At The Time The EIR Was Certified, Are Now Determined To Have A More Severe Adverse Impact?

Pursuant to Section (b)(4) of the CEQA Guidelines, this column indicates whether there are previously identified significant effects that are now determined to be more severe than previously assumed based on substantial information not known at the time the EIR for the zoning action, general plan or community plan was certified.

This provision indicates that, if substantial new information has arisen since preparation of the prior EIR for a general plan, community plan, or zoning action with respect to an effect that the prior EIR identified as significant, and the new information indicates that the adverse impact will be more severe, then such effects must be addressed in the site-specific CEQA analysis.

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A “yes” answer in the checklist indicates that the project has significant impacts relative to the environmental category that were previously identified in the prior environmental documentation for the zoning action, general plan or community plan but, as a result of new information not previously known, are now determined to be more severe than previously assumed. A “yes” answer will be followed by an indication of whether the impact is “potentially significant”, “less than significant with mitigation incorporated”, or “less than significant”. An analysis of the determination will appear in the Discussion section following the checklist.

10. Mitigation Measures Addressing Impacts.

Pursuant to Public Resources Code section 21083.3, this column indicates whether the prior environmental document and/or the findings adopted by the lead agency decision-making body provides mitigation measures to address effects in the related impact category. In some cases, the mitigation measures have already been implemented. A “yes” response will be provided in either instance. If “NA” is indicated, this Environmental Review concludes that the impact does not occur with this project and therefore no mitigations are needed.

Subdivision (c) of Public Resources Code section 21083.3 further limits the partial exemption for projects consistent with general plans, community plans, and zoning by providing that:

[A]ll public agencies with authority to mitigate the significant effects shall undertake or require the undertaking of any feasible mitigation measures specified in the prior [EIR] relevant to a significant effect which the project will have on the environment or, if not, then the provisions of this section shall have no application to that effect. The lead agency shall make a finding, at a public hearing, as to whether those mitigation measures will be undertaken.

(Pub. Resources Code, § 21083.3, subd. (c).) Accordingly, to avoid having to address a previously identified significant effect in a site-specific CEQA document, a lead agency must “undertake or require the undertaking of any feasible mitigation measures specified in the prior [EIR] relevant to a significant effect which the project will have on the environment.” (Pub. Resources Code, § 21083.3, subd. (c).) Thus, the mere fact that a prior EIR has analyzed certain significant cumulative or off-site effects does not mean that site-specific CEQA analysis can proceed as though such effects do not exist. Rather, to take advantage of the streamlining provisions of section 21083.3, a lead agency must commit itself to carry out all relevant feasible mitigation measures adopted in connection with the general plan, community plan, or zoning action for which the prior EIR was prepared. This commitment must be expressed as a finding adopted at a public hearing. (See *Gentry v. City of Murrieta* (1995) 36 Cal.App.4th 1359, 1408 [court rejected respondent city’s argument that it had complied with this requirement because it made a finding at the time of project approval “that the Project complied with all ‘applicable’ laws”; such a finding “was not the equivalent of a finding that the mitigation measures in the [pertinent] Plan EIR were actually being undertaken”].)

E. Checklist and Discussion

1. AESTHETICS

Environmental Issue Area	Where Impact Was Analyzed in Prior Environmental Documents.	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information of Substantial Importance Requiring New Analysis or Verification?	Are There Effects That Are Peculiar To The Project Or The Parcel On Which The Project Would Be Located That Have Not Been Disclosed In a Prior EIR On The Zoning Action, General Plan, Or Community Plan With Which the Project is Consistent?	Are There Effects That Are Peculiar To The Project That Will Not Be Substantially Mitigated By Application Of Uniformly Applied Development Policies Or Standards That Have Been Previously Adopted?	Are There Effects That Were Not Analyzed As Significant Effects In A Prior EIR On The Zoning Action, General Plan Or Community Plan With Which The Project Is Consistent?	Are There Potentially Significant Off-Site Impacts And Cumulative Impacts Which Were Not Discussed In The Prior EIR Prepared For The General Plan, Community Plan Or Zoning Action?	Are There Previously Identified Significant Effects That, As A Result Of Substantial New Information Not Known At The Time The EIR Was Certified, Are Now Determined To Have A More Severe Adverse Impact?	Prior Environmental Document's Mitigation Measures Addressing Impacts.
I. Aesthetics. Would the Project	FPASF Draft EIR pp. 3A.1-1 to -34									
a. Have a substantial adverse effect on a scenic vista?	pp. 3A.1-24 to -25	No	No	No	No	No	No	No	No	MM 3A.1-1
b. Substantially damage scenic resources, including but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	pp. 3A.1-26 to -27	No	No	No	No	No	No	No	No	No feasible MM
c. Substantially degrade the existing visual character or quality of the site and its surroundings?	pp. 3A.1-27 to -30	No	No	No	No	No	No	No	No	MM 3A.1-1 3A.7-4 3A.1-4
d. Create a new source of substantial light or glare which would	pp. 3A.1-31 to -33	No	No	No	No	No	No	No	No	MM 3A.1-5

Environmental Issue Area	Where Impact Was Analyzed in Prior Environmental Documents.	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information of Substantial Importance Requiring New Analysis or Verification?	Are There Effects That Are Peculiar To The Project Or The Parcel On Which The Project Would Be Located That Have Not Been Disclosed In a Prior EIR On The Zoning Action, General Plan, Or Community Plan With Which the Project is Consistent?	Are There Effects That Are Peculiar To The Project That Will Not Be Substantially Mitigated By Application Of Uniformly Applied Development Policies Or Standards That Have Been Previously Adopted?	Are There Effects That Were Not Analyzed As Significant Effects In A Prior EIR On The Zoning Action, General Plan Or Community Plan With Which The Project Is Consistent?	Are There Potentially Significant Off-Site Impacts And Cumulative Impacts Which Were Not Discussed In The Prior EIR Prepared For The General Plan, Community Plan Or Zoning Action?	Are There Previously Identified Significant Effects That, As A Result Of Substantial New Information Not Known At The Time The EIR Was Certified, Are Now Determined To Have A More Severe Adverse Impact?	Prior Environmental Document's Mitigation Measures Addressing Impacts.
1. Aesthetics. Would the Project adversely affect day or nighttime views in the area?	FPASP Draft EIR pp. 3A.1-1 to -34									
<p>Discussion: The FPASP EIR concluded that implementation of the mitigation measures in the EIR would reduce all except the following aesthetic and visual impacts to less than significant levels: Impact 3A.1-1 (Substantial Adverse Effect on a Scenic Vista); Impact 3A.1-2 (Damage to Scenic Resources Within a Designated Scenic Corridor); Impact 3A.1-4 (Temporary, Short-Term Degradation of Visual Character for Developed Project Land Uses During Construction); Impact 3A.1-6 (New Skyglow Effects); and impacts from the off-site improvements constructed in areas under the jurisdiction of El Dorado and Sacramento Counties (Impacts 3A.1-4 and 3A.1-5). (FEIR, pp. 1-15 to 1-19; DEIR, p. 3A.1-34.) The pages indicated in the table above contain the relevant analysis of the potential impacts.</p> <p>Additionally, the 2012 Water Addendum includes a short discussion of how the changes to the water facilities aspects of the FPASP project would have the same or less impacts to aesthetic resources when compared to the FPASP project as analyzed in the 2011 EIR after implementation of the following mitigation measures: MM 3B.1-2a, MM 3B.1-2b, MM 3B.1-3a, and MM 3B.1-3b. (Water Addendum, p. 3-5.)</p> <p>See Exhibit 1 (the Folsom Ranch Central District Design Guidelines) for more discussion of the architectural design guidelines and landscape design guidelines that apply to the Project. (Exh. 1, pp. 15-94.) See Exhibit 3 for discussion of the Mangini Ranch Phase 1C North project's consistency with landscaping policies in the FPASP that may be relevant to aesthetic and visual impacts. (Exh. 3, p. 31.)</p> <p>Mitigation Measures:</p> <ul style="list-style-type: none"> • MM 3A.1-1 • MM 3A.1-4 • MM 3A.1-5 • MM 3A.7-4 • MM 3B.1-2a • MM 3B.1-2b • MM 3B.1-3a • MM 3B.1-3b <p>Conclusion:</p> <p>With implementation of the above mitigation measures identified in the FPASP EIR and Water Addendum, the Mangini Ranch Phase 1C North project would not have any new significant or substantially more severe aesthetic impacts (Guidelines, § 15162), nor would it result in any new significant impacts that are peculiar to the project or its site (Guidelines, § 15183).</p>										

2. AGRICULTURE AND FOREST RESOURCES

Environmental Issue Area	Where Impact Was Analyzed in Prior Environmental Documents.	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information of Substantial Importance Requiring New Analysis or Verification?	Are There Effects That Are Peculiar To The Project Or The Parcel On Which The Project Would Be Located That Have Not Been Disclosed In a Prior EIR On The Zoning Action, General Plan, Or Community Plan With Which The Project is Consistent?	Are There Effects That Are Peculiar To The Project That Will Not Be Substantially Mitigated By Application Of Uniformly Applied Development Policies Or Standards That Have Been Previously Adopted?	Are There Effects That Were Not Analyzed As Significant Effects In A Prior EIR On The Zoning Action, General Plan Or Community Plan With Which The Project Is Consistent?	Are There Potentially Significant Off-Site Impacts And Cumulative Impacts Which Were Not Discussed In The Prior EIR Prepared For The General Plan, Community Plan Or Zoning Action?	Are There Previously Identified Significant Effects That, As A Result Of Substantial New Information Not Known At The Time The EIR Was Certified, Are Now Determined To Have A More Severe Adverse Impact?	Prior Environmental Document's Mitigation Measures Addressing Impacts.
2. Agriculture. Would the project:	FPASP Draft EIR pp. 3A.10-1 to -49									
a. Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural	p. 3A.10-29	No	No	No	No	No	No	No	No	None required
b. Conflict with existing zoning for agricultural use, or a Williamson Act contract?	pp. 3A.10-41 to -43	No	No	No	No	No	No	No	No	No feasible MM
c. Involve other changes in the existing environment which, due to their location or nature,	p. 3A.10-29	No	No	No	No	No	No	No	No	None required

Environmental Issue Area	Where Impact Was Analyzed in Prior Environmental Documents.	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information of Substantial Importance Requiring New Analysis or Verification?	Are There Effects That Are Peculiar To The Project Or The Parcel On Which The Project Would Be Located That Have Not Been Disclosed In a Prior EIR On The Zoning Action, General Plan, Or Community Plan With Which the Project is Consistent?	Are There Effects That Are Peculiar To The Project That Will Not Be Substantially Mitigated By Application Of Uniformly Applied Development Policies Or Standards That Have Been Previously Adopted?	Are There Effects That Were Not Analyzed As Significant Effects In A Prior EIR On The Zoning Action, General Plan Or Community Plan With Which The Project Is Consistent?	Are There Potentially Significant Off-Site Impacts And Cumulative Impacts Which Were Not Discussed In The Prior EIR Prepared For The General Plan, Community Plan Or Zoning Action?	Are There Previously Identified Significant Effects That, As A Result Of Substantial New Information Not Known At The Time The EIR Was Certified, Are Now Determined To Have A More Severe Adverse Impact?	Prior Environmental Document's Mitigation Measures Addressing Impacts.
2. Agriculture. Would the project:	FPASP Draft EIR pp. 3A.10-1 to -49									
could result in conversion of Farmland, to non-agricultural use?										
<p>Discussion:</p> <p>The FPASP EIR concluded that there were no feasible mitigation measures that would reduce the two agriculture impacts to less than significant levels. Impacts 3A.10-3 (Cancellation of Existing On-Site Williamson Act Contracts) and 3.10-4 (Potential Conflict with Existing Off-Site Williamson Act Contracts) remain significant and unavoidable. (FEIR, pp. 1-123 to 1- 124; DEIR, pp. 3A.10-41 to -43.) The pages indicated in the table above contain the relevant analysis of the potential impacts.</p> <p>Additionally, the 2012 Water Addendum includes a short discussion of how the changes to the water facilities aspects of the FPASP project would have the same or less impacts to agricultural resources when compared to the FPASP project as analyzed in the 2011 EIR after implementation of the following mitigation measures: MM 3B.10-5. (Water Addendum, p. 3-12.)</p> <p>See Exhibit 3 for discussion of the Mangini Ranch Phase 1C North project's consistency with open space policies in the FPASP that may be relevant to agriculture and forest resources impacts. (Exh. 3, pp. 4-5, 14-16.)</p> <p>Mitigation Measures:</p> <ul style="list-style-type: none"> MM 3B.10-5 <p>Conclusion:</p> <p>With implementation of the above mitigation measures identified in the FPASP EIR and Water Addendum, the Mangini Ranch Phase 1C North project would not have any new significant or substantially more severe agriculture and forest resources impacts (Guidelines, § 15162), nor would it result in any new significant impacts that are peculiar to the project or its site (Guidelines, § 15183).</p>										

3. AIR QUALITY

Environmental Issue Area	Where Impact Was Analyzed in Prior Environmental Documents.	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information of Substantial Importance Requiring New Analysis or Verification?	Are There Effects That Are Peculiar To The Project Or The Parcel On Which The Project Would Be Located That Have Not Been Disclosed In a Prior EIR On The Zoning Action, General Plan, Or Community Plan With Which The Project is Consistent?	Are There Effects That Are Peculiar To The Project That Will Not Be Substantially Mitigated By Application Of Uniformly Applied Development Policies Or Standards That Have Been Previously Adopted?	Are There Effects That Were Not Analyzed As Significant Effects In A Prior EIR On The Zoning Action, General Plan Or Community Plan With Which The Project Is Consistent?	Are There Potentially Significant Off-Site Impacts And Cumulative Impacts Which Were Not Discussed In The Prior EIR Prepared For The General Plan, Community Plan Or Zoning Action?	Are There Previously Identified Significant Effects That, As A Result Of Substantial New Information Not Known At The Time The EIR Was Certified, Are Now Determined To Have A More Severe Adverse Impact?	Prior Environmental Document's Mitigation Measures Addressing Impacts.
3. Air Quality. Would the project:	FPASP Draft EIR pp. 3A.2-1 to -63									
a. Conflict with or obstruct implementation of the applicable air quality plan?	pp. 3A.2-23 to -59	No	No	No	No	No	No	No	No	MM 3A.2-1a 3A.2-1b 3A.2-1c 3A.2-1d 3A.2-1e 3A.2-1f 3A.2-1g 3A.2-1h 3A.2-2 3A.2-4a 3A.2-4b 3A.2-5
b. Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	Same as (a) above	No	No	No	No	No	No	No	No	Same as (a) above
c. Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an	Same as (a) above	No	No	No	No	No	No	No	No	Same as (a) above

Environmental Issue Area	Where Impact Was Analyzed in Prior Environmental Documents.	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information of Substantial Importance Requiring New Analysis or Verification?	Are There Effects That Are Peculiar To The Project Or The Parcel On Which The Project Would Be Located That Have Not Been Disclosed In a Prior EIR On The Zoning Action, General Plan, Or Community Plan With Which The Project is Consistent?	Are There Effects That Are Peculiar To The Project That Will Not Be Substantially Mitigated By Application Of Uniformly Applied Development Policies Or Standards That Have Been Previously Adopted?	Are There Effects That Were Not Analyzed As Significant Effects In A Prior EIR On The Zoning Action, General Plan Or Community Plan With Which The Project Is Consistent?	Are There Potentially Significant Off-Site Impacts And Cumulative Impacts Which Were Not Discussed In The Prior EIR Prepared For The General Plan, Community Plan Or Zoning Action?	Are There Previously Identified Significant Effects That, As A Result Of Substantial New Information Not Known At The Time The EIR Was Certified, Are Now Determined To Have A More Severe Adverse Impact?	Prior Environmental Document's Mitigation Measures Addressing Impacts.
3. Air Quality. Would the project:	PPASP Draft EIR pp. 3A.2-1 to -63									
applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?										
d. Expose sensitive receptors to substantial pollutant concentrations?	Same as (a) above	No	No	No	No	No	No	No	No	Same as (a) above
e. Create objectionable odors affecting a substantial number of people?	pp. 3A.2-59 to -63	No	No	No	No	No	No	No	No	MM 3A.2-6

Environmental Issue Area	Where Impact Was Analyzed in Prior Environmental Documents.	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information of Substantial Importance Requiring New Analysis or Verification?	Are There Effects That Are Peculiar To The Project Or The Parcel On Which The Project Would Be Located That Have Not Been Disclosed In a Prior EIR On The Zoning Action, General Plan, Or Community Plan With Which the Project is Consistent?	Are There Effects That Are Peculiar To The Project That Will Not Be Substantially Mitigated By Application Of Uniformly Applied Development Policies Or Standards That Have Been Previously Adopted?	Are There Effects That Were Not Analyzed As Significant Effects In A Prior EIR On The Zoning Action, General Plan Or Community Plan With Which The Project Is Consistent?	Are There Potentially Significant Off-Site Impacts And Cumulative Impacts Which Were Not Discussed In The Prior EIR Prepared For The General Plan, Community Plan Or Zoning Action?	Are There Previously Identified Significant Effects That, As A Result Of Substantial New Information Not Known At The Time The EIR Was Certified, Are Now Determined To Have A More Severe Adverse Impact?	Prior Environmental Document's Mitigation Measures Addressing Impacts
3. Air Quality. Would the project:	FPASP Draft EIR pp. 3A.2-1 to -63									
<p>Discussion:</p> <p>The FPASP EIR concluded that implementation of the mitigation measures in the EIR would reduce all except the following air quality impacts to less than significant levels: temporary short-term construction-related emissions of criteria air pollutants and precursors (Impact 3A.2-1, for PM₁₀ concentrations); long-term operation-related, regional emissions of criteria air pollutants and precursors (Impact 3A.2-2); exposure to TACs (Impact 3A.2-4); and exposure to odorous emissions from construction activity (Impact 3A.2-6, for construction diesel odors and for corporation yard odors); and exposure to odorous emissions from operation of the proposed corporation yard (Impact 3A.2-6). (FEIR, pp. 1-22 to 1-34; DEIR, p. 3A.2-63.) The pages indicated in the table above contain the relevant analysis of the potential impacts.</p> <p>Additionally, the 2012 Water Addendum includes a short discussion of how the changes to the water facilities aspects of the FPASP project would have the same or less impacts to air quality when compared to the FPASP project as analyzed in the 2011 EIR after implementation of the following mitigation measures: MM 3B.2-1a, MM 3B.2-1b, MM 3B.2-1c, MM 3B.2-3a, MM 3B.2-3b. (Water Addendum, pp. 3-5 to 3-6.)</p> <p>See Exhibit 3 for discussion of the Mangini Ranch Phase 1C North project's consistency with energy efficiency quality policies in the FPASP that may be relevant to air quality impacts. (Exh. 3, pp. 27-28.)</p> <p>The land use mix in the Mangini Ranch Phase 1C North project is consistent with the FPASP, and the mitigation measures in the MMRP for the FPASP EIR are applicable to and will be implemented for the Mangini Ranch Phase 1C North development.</p> <p>Mitigation Measures:</p> <ul style="list-style-type: none"> • MM 3A.2-1a • MM 3A.2-1b • MM 3A.2-1c • MM 3A.2-1d • MM 3A.2-1e • MM 3A.2-1f • MM 3A.2-1g • MM 3A.2-1h • MM 3A.2-2 • MM 3A.2-4a • MM 3A.2-4b • MM 3A.2-5 • MM 3A.2-6 • MM 3B.2-1a 										

Environmental Issue Area	Where Impact Was Analyzed in Prior Environmental Documents.	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information of Substantial Importance Requiring New Analysis or Verification?	Are There Effects That Are Peculiar To The Project Or The Parcel On Which The Project Would Be Located That Have Not Been Disclosed In a Prior EIR On The Zoning Action, General Plan, Or Community Plan With Which the Project is Consistent?	Are There Effects That Are Peculiar To The Project That Will Not Be Substantially Mitigated By Application Of Uniformly Applied Development Policies Or Standards That Have Been Previously Adopted?	Are There Effects That Were Not Analyzed As Significant Effects In A Prior EIR On The Zoning Action, General Plan Or Community Plan With Which The Project Is Consistent?	Are There Potentially Significant Off-Site Impacts And Cumulative Impacts Which Were Not Discussed In The Prior EIR Prepared For The General Plan, Community Plan Or Zoning Action?	Are There Previously Identified Significant Effects That, As A Result Of Substantial New Information Not Known At The Time The EIR Was Certified, Are Now Determined To Have A More Severe Adverse Impact?	Prior Environmental Document's Mitigation Measures Addressing Impacts
3. Air Quality. Would the project	FPASP Draft EIR pp. 3A.2-1 to -63									
<ul style="list-style-type: none"> • MM 3B.2-1b • MM 3B.2-1c • MM 3B.2-3a • MM 3B.2-3b <p>Conclusion:</p> <p>With implementation of the above mitigation measures identified in the FPASP EIR and Water Addendum, the Mangini Ranch Phase 1C North project would not have any new significant or substantially more severe air quality impacts (Guidelines, § 15162), nor would it result in any new significant impacts that are peculiar to the project or its site (Guidelines, § 15183).</p>										

4. BIOLOGICAL RESOURCES

Environmental Issue Area	Where Impact Was Analyzed in Prior Environmental Documents.	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information of Substantial Importance Requiring New Analysis or Verification?	Are There Effects That Are Peculiar To The Project Or The Parcel On Which The Project Would Be Located That Have Not Been Disclosed In a Prior EIR On The Zoning Action, General Plan, Or Community Plan With Which The Project is Consistent?	Are There Effects That Are Peculiar To The Project That Will Not Be Substantially Mitigated By Application Of Uniformly Applied Development Policies Or Standards That Have Been Previously Adopted?	Are There Effects That Were Not Analyzed As Significant Effects In A Prior EIR On The Zoning Action, General Plan Or Community Plan With Which The Project Is Consistent?	Are There Potentially Significant Off-Site Impacts And Cumulative Impacts Which Were Not Discussed In The Prior EIR Prepared For The General Plan, Community Plan Or Zoning Action?	Are There Previously Identified Significant Effects That, As A Result Of Substantial New Information Not Known At The Time The EIR Was Certified, Are Now Determined To Have A More Severe Adverse Impact?	Prior Environmental Document's Mitigation Measures Addressing Impacts.
4. Biological Resources. Would the project:	FPASP Draft EIR pp. 3A.3-1 to -94									
a. Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	pp. 3A.3-50 to -72	No	No	No	No	No	No	No	No	MM 3A.3-1a 3A.3-1b 3A.3-2a 3A.3-2b 3A.3-2c 3A.3-2d 3A.3-2g 3A.3-2h 3A.3-3
b. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans,	pp. 3A.3-72 to -75	No	No	No	No	No	No	No	No	MM 3A.3-1a 3A.3-1b 3A.3-4a 3A.3-4b

Environmental Issue Area	Where Impact Was Analyzed in Prior Environmental Documents.	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information of Substantial Importance Requiring New Analysis or Verification?	Are There Effects That Are Peculiar To The Project Or The Parcel On Which The Project Would Be Located That Have Not Been Disclosed In a Prior EIR On The Zoning Action, General Plan, Or Community Plan With Which the Project is Consistent?	Are There Effects That Are Peculiar To The Project That Will Not Be Substantially Mitigated By Application Of Uniformly Applied Development Policies Or Standards That Have Been Previously Adopted?	Are There Effects That Were Not Analyzed As Significant Effects In A Prior EIR On The Zoning Action, General Plan Or Community Plan With Which The Project Is Consistent?	Are There Potentially Significant Off-Site Impacts And Cumulative Impacts Which Were Not Discussed In The Prior EIR Prepared For The General Plan, Community Plan Or Zoning Action?	Are There Previously Identified Significant Effects That, As A Result Of Substantial New Information Not Known At The Time The EIR Was Certified, Are Now Determined To Have A More Severe Adverse Impact?	Prior Environmental Document's Mitigation Measures Addressing Impacts.
4. Biological Resources. Would the project	FPASP Draft EIR pp. 3A.3-1 to -94									
policies, regulations or by the California Department of Fish and Game or US Fish and Wildlife Service?										
c. Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	pp. 3A.3-28 to -50	No	No	No	No	No	No	No	No	MM 3A.3-1a 3A.3-1b
d. Interfere substantially with the movement of any native resident or migratory fish and wildlife	pp. 3A.3-88 to -93	No	No	No	No	No	No	No	No	None required

Environmental Issue Area	Where Impact Was Analyzed in Prior Environmental Documents.	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information of Substantial Importance Requiring New Analysis or Verification?	Are There Effects That Are Peculiar To The Project Or The Parcel On Which The Project Would Be Located That Have Not Been Disclosed In a Prior EIR On The Zoning Action, General Plan, Or Community Plan With Which The Project is Consistent?	Are There Effects That Are Peculiar To The Project That Will Not Be Substantially Mitigated By Application Of Uniformly Applied Development Policies Or Standards That Have Been Previously Adopted?	Are There Effects That Were Not Analyzed As Significant Effects In A Prior EIR On The Zoning Action, General Plan Or Community Plan With Which The Project Is Consistent?	Are There Potentially Significant Off-Site Impacts And Cumulative Impacts Which Were Not Discussed In The Prior EIR Prepared For The General Plan, Community Plan Or Zoning Action?	Are There Previously Identified Significant Effects That, As A Result Of Substantial New Information Not Known At The Time The EIR Was Certified, Are Now Determined To Have A More Severe Adverse Impact?	Prior Environmental Document's Mitigation Measures Addressing Impacts.
4. Biological Resources. Would the project:	FPASP Draft EIR pp. 3A.3-1 to -94									
species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?										
e. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance.	pp. 3A.3-75 to -88 (oak woodland and trees)	No	No	No	No	No	No	No	No	MM 3A.3-5
f. Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	pp. 3A.3-93 to -94	No	No	No	No	No	No	No	No	None required

Environmental Issue Area	Where Impact Was Analyzed in Prior Environmental Documents.	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information of Substantial Importance Requiring New Analysis or Verification?	Are There Effects That Are Peculiar To The Project Or The Parcel On Which The Project Would Be Located That Have Not Been Disclosed In a Prior EIR On The Zoning Action, General Plan, Or Community Plan With Which the Project is Consistent?	Are There Effects That Are Peculiar To The Project That Will Not Be Substantially Mitigated By Application Of Uniformly Applied Development Policies Or Standards That Have Been Previously Adopted?	Are There Effects That Were Not Analyzed As Significant Effects In A Prior EIR On The Zoning Action, General Plan Or Community Plan With Which The Project Is Consistent?	Are There Potentially Significant Off-Site Impacts And Cumulative Impacts Which Were Not Discussed In The Prior EIR Prepared For The General Plan, Community Plan Or Zoning Action?	Are There Previously Identified Significant Effects That, As A Result Of Substantial New Information Not Known At The Time The EIR Was Certified, Are Now Determined To Have A More Severe Adverse Impact?	Prior Environmental Document's Mitigation Measures Addressing Impacts.
4. Biological Resources. Would the project:	FPASP Draft EIR pp. 3A.3-1 to -94									

Discussion:

The FPASP EIR concluded that implementation of the mitigation measures in the EIR would reduce all except the following biological resources impacts to less than significant levels: impacts on jurisdictional waters of the United States, including wetlands (Impact 3A.3-1); cumulative impacts on aquatic resources, oak woodlands, nesting and foraging habitat for raptors, including Swainson's hawk, and potential habitat for special-status plant species (Impact 3A.3-2); impacts on blue oak woodlands and on trees protected under Folsom Municipal Code and County Tree Preservation Ordinance (Impact 3A.3-5); as well as the impacts of off-site improvements which would be located in the jurisdiction of El Dorado County, Sacramento County, or Caltrans. (FEIR, pp. 1-38 to 1-63; DEIR, p. 3A.3-94.)

The pages indicated in the table above contain the relevant analysis of the potential impacts.

Additionally, the 2012 Water Addendum includes a short discussion of how the changes to the water facilities aspects of the FPASP project would have the same or less impacts to biological resources when compared to the FPASP project as analyzed in the 2011 EIR after implementation of the following mitigation measures: MM 3B.3-1a, MM 3B.3-1b, MM 3B.3-1c, MM 3A.3-1a, and MM 3B.3-2. (Water Addendum, p. 3-7.)

See Exhibit 3 for discussion of the Mangini Ranch Phase 1C North project's consistency with wetlands and wildlife policies in the FPASP that may be relevant to biological resources impacts. (Exh. 3, pp. 20-23.)

The South Sacramento HCP, which is referenced in the FPASP EIR has been approved and adopted. But the South Sacramento HCP is not relevant to the Mangini Ranch Phase 1C North Project because the City did not choose to participate in the South Sacramento HCP and the project site is outside of the boundaries of the South Sacramento HCP plan area. (See South Sacramento HCP, available at <https://www.southsachcp.com/sshcp-chapters—final.html> (last visited April 15, 2021).)

Mitigation Measures:

- MM 3A.3-1a
- MM 3A.3-1b
- MM 3A.3-2a
- MM 3A.3-2b
- MM 3A.3-2c
- MM 3A.3-2d
- MM 3A.3-2e
- MM 3A.3-2f
- MM 3A.3-2g

Environmental Issue Area	Where Impact Was Analyzed in Prior Environmental Documents.	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information of Substantial Importance Requiring New Analysis or Verification?	Are There Effects That Are Peculiar To The Project Or The Parcel On Which The Project Would Be Located That Have Not Been Disclosed In a Prior EIR On The Zoning Action, General Plan, Or Community Plan With Which the Project is Consistent?	Are There Effects That Are Peculiar To The Project That Will Not Be Substantially Mitigated By Application Of Uniformly Applied Development Policies Or Standards That Have Been Previously Adopted?	Are There Effects That Were Not Analyzed As Significant Effects In A Prior EIR On The Zoning Action, General Plan Or Community Plan With Which The Project Is Consistent?	Are There Potentially Significant Off-Site Impacts And Cumulative Impacts Which Were Not Discussed In The Prior EIR Prepared For The General Plan, Community Plan Or Zoning Action?	Are There Previously Identified Significant Effects That, As A Result Of Substantial New Information Not Known At The Time The EIR Was Certified, Are Now Determined To Have A More Severe Adverse Impact?	Prior Environmental Document's Mitigation Measures Addressing Impacts.
4. Biological Resources. Would the project:	FPASP Draft EIR pp. 3A.3-1 to -94									
<ul style="list-style-type: none"> • MM 3A.3-2h • MM 3A.3-3 • MM 3A.3-4a • MM 3A.3-4b • MM 3A.3-5 • MM 3B.3-1a • MM 3B.3-1b • MM 3B.3-1c • MM 3A.3-1a • MM 3B.3-2 <p>Conclusion:</p> <p>With implementation of the above mitigation measures identified in the FPASP EIR and Water Addendum, the Mangini Ranch Phase 1C North project would not have any new significant or substantially more severe biological resources impacts (Guidelines, § 15162), nor would it result in any new significant impacts that are peculiar to the project or its site (Guidelines, § 15183).</p>										

5. CULTURAL RESOURCES

Environmental Issue Area	Where Impact Was Analyzed in Prior Environmental Documents.	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information of Substantial Importance Requiring New Analysis or Verification?	Are There Effects That Are Peculiar To The Project Or The Parcel On Which The Project Would Be Located That Have Not Been Disclosed In a Prior EIR On The Zoning Action, General Plan, Or Community Plan With Which the Project is Consistent?	Are There Effects That Are Peculiar To The Project That Will Not Be Substantially Mitigated By Application Of Uniformly Applied Development Policies Or Standards That Have Been Previously Adopted?	Are There Effects That Were Not Analyzed As Significant Effects In A Prior EIR On The Zoning Action, General Plan Or Community Plan With Which The Project Is Consistent?	Are There Potentially Significant Off-Site Impacts And Cumulative Impacts Which Were Not Discussed In The Prior EIR Prepared For The General Plan, Community Plan Or Zoning Action?	Are There Previously Identified Significant Effects That, As A Result Of Substantial New Information Not Known At The Time The EIR Was Certified, Are Now Determined To Have A More Severe Adverse Impact?	Prior Environmental Document's Mitigation Measures Addressing Impacts.
5. Cultural Resources. Would the project	FPASP Draft EIR pp. 3A.5-1 to -25									
a. Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?	pp. 3A.5-17 to -23	No	No	No	No	No	No	No	No	MM 3A.5-1a 3A.5-1b 3A.5-2
b. Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	Same as (a) above	No	No	No	No	No	No	No	No	Same as (a) above
c. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	Same as (a) above	No	No	No	No	No	No	No	No	Same as (a) above
d. Disturb any human remains, including those interred outside the formal cemeteries?	pp. 3A.5-23 to -24	No	No	No	No	No	No	No	No	MM 3A.5-3

Environmental Issue Area	Where Impact Was Analyzed in Prior Environmental Documents.	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information of Substantial Importance Requiring New Analysis or Verification?	Are There Effects That Are Peculiar To The Project Or The Parcel On Which The Project Would Be Located That Have Not Been Disclosed In a Prior EIR On The Zoning Action, General Plan, Or Community Plan With Which The Project is Consistent?	Are There Effects That Are Peculiar To The Project That Will Not Be Substantially Mitigated By Application Of Uniformly Applied Development Policies Or Standards That Have Been Previously Adopted?	Are There Effects That Were Not Analyzed As Significant Effects In A Prior EIR On The Zoning Action, General Plan Or Community Plan With Which The Project Is Consistent?	Are There Potentially Significant Off-Site Impacts And Cumulative Impacts Which Were Not Discussed In The Prior EIR Prepared For The General Plan, Community Plan Or Zoning Action?	Are There Previously Identified Significant Effects That, As A Result Of Substantial New Information Not Known At The Time The EIR Was Certified, Are Now Determined To Have A More Severe Adverse Impact?	Prior Environmental Document's Mitigation Measures Addressing Impacts.
5. Cultural Resources. Would the project:	FPASP Draft EIR pp. 3A.5-1 to -25									
<p>Discussion:</p> <p>The FPASP EIR concluded that implementation of the mitigation measures in the EIR would reduce all except the following cultural resources impacts to less than significant levels: impacts on identified and previously undiscovered cultural resources (Impacts 3A.5-1 and 3A.5-2); and impacts from off-site improvements constructed in areas under the jurisdiction of El Dorado County, Sacramento County, or Caltrans (Impacts 3A.5-1 through 3A.5-3). (FEIR, pp. 1-81 to 1- 86; DEIR, p. 3A.5-25.) The pages indicated in the table above contain the relevant analysis of the potential impacts.</p> <p>Additionally, the 2012 Water Addendum includes a short discussion of how the changes to the water facilities aspects of the FPASP project would have the same or less impacts to cultural resources when compared to the FPASP project as analyzed in the 2011 EIR after implementation of the following mitigation measures: MM 3A.5-1a, MM 3A.5-1b, MM 3A.5-2, MM 3A.5-3. (Water Addendum, pp. 3-8 to 3-9.)</p> <p>See Exhibit 3 for discussion of the Mangini Ranch Phase 1C North project's consistency with cultural resources policies in the FPASP that may be relevant to cultural resources impacts. (Exh. 3, p. 24.)</p> <p>Mitigation Measures:</p> <ul style="list-style-type: none"> • MM 3A.5-1a • MM 3A.5-1b • MM 3A.5-2 • MM 3A.5-3 <p>Conclusion:</p> <p>With implementation of the above mitigation measures identified in the FPASP EIR and Water Addendum, the Mangini Ranch Phase 1C North project would not have any new significant or substantially more severe cultural resources impacts (Guidelines, § 15162), nor would it result in any new significant impacts that are peculiar to the project or its site (Guidelines, § 15183).</p>										

6. GEOLOGY AND SOILS

Environmental Issue Area	Where Impact Was Analyzed in Prior Environmental Documents.	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information of Substantial Importance Requiring New Analysis or Verification?	Are There Effects That Are Peculiar To The Project Or The Parcel On Which The Project Would Be Located That Have Not Been Disclosed In a Prior EIR On The Zoning Action, General Plan, Or Community Plan With Which The Project is Consistent?	Are There Effects That Are Peculiar To The Project That Will Not Be Substantially Mitigated By Application Of Uniformly Applied Development Policies Or Standards That Have Been Previously Adopted?	Are There Effects That Were Not Analyzed As Significant Effects In A Prior EIR On The Zoning Action, General Plan Or Community Plan With Which The Project Is Consistent?	Are There Potentially Significant Off-Site Impacts And Cumulative Impacts Which Were Not Discussed In The Prior EIR Prepared For The General Plan, Community Plan Or Zoning Action?	Are There Previously Identified Significant Effects That, As A Result Of Substantial New Information Not Known At The Time The EIR Was Certified, Are Now Determined To Have A More Severe Adverse Impact?	Prior Environmental Document's Mitigation Measures Addressing Impacts.
6. Geology and Soils. Would the project:	FPASP Draft EIR pp. 3A.7-1 to -40									
a. Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving: 1. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42. 2. Strong seismic ground shaking?	pp. 3A.7-24 to -28	No	No	No	No	No	No	No	No	MM 3A.7-1a 3A.7-1b

Environmental Issue Area	Where Impact Was Analyzed in Prior Environmental Documents.	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information of Substantial Importance Requiring New Analysis or Verification?	Are There Effects That Are Peculiar To The Project Or The Parcel On Which The Project Would Be Located That Have Not Been Disclosed In a Prior EIR On The Zoning Action, General Plan, Or Community Plan With Which The Project is Consistent?	Are There Effects That Are Peculiar To The Project That Will Not Be Substantially Mitigated By Application Of Uniformly Applied Development Policies Or Standards That Have Been Previously Adopted?	Are There Effects That Were Not Analyzed As Significant Effects In A Prior EIR On The Zoning Action, General Plan Or Community Plan With Which The Project Is Consistent?	Are There Potentially Significant Off-Site Impacts And Cumulative Impacts Which Were Not Discussed In The Prior EIR Prepared For The General Plan, Community Plan Or Zoning Action?	Are There Previously Identified Significant Effects That, As A Result Of Substantial New Information Not Known At The Time The EIR Was Certified, Are Now Determined To Have A More Severe Adverse Impact?	Prior Environmental Document's Mitigation Measures Addressing Impacts.
6. Geology and Soils. Would the project:	FPASP Draft EIR pp. 3A.7-1 to -40									
3. Seismic-related ground failure, including liquefaction? 4. Landslides?										
b. Result in substantial soil erosion or the loss of topsoil?	pp. 3A.7-28 to -31	No	No	No	No	No	No	No	No	MM 3A.7-3
c. Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on-or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	pp. 3A.7-31 to -34	No	No	No	No	No	No	No	No	MM 3A.7-1a 3A.7-4 3A.7-5
d. Be located on expansive soil, as defined in Table 18- 1-B of the Uniform Building Code (1994),	pp. 3A.7-34 to -35	No	No	No	No	No	No	No	No	MM 3A.7-1a 3A.7-1b

Environmental Issue Area	Where Impact Was Analyzed in Prior Environmental Documents.	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information of Substantial Importance Requiring New Analysis or Verification?	Are There Effects That Are Peculiar To The Project Or The Parcel On Which The Project Would Be Located That Have Not Been Disclosed In a Prior EIR On The Zoning Action, General Plan, Or Community Plan With Which the Project is Consistent?	Are There Effects That Are Peculiar To The Project That Will Not Be Substantially Mitigated By Application Of Uniformly Applied Development Policies Or Standards That Have Been Previously Adopted?	Are There Effects That Were Not Analyzed As Significant Effects In A Prior EIR On The Zoning Action, General Plan Or Community Plan With Which The Project Is Consistent?	Are There Potentially Significant Off-Site Impacts And Cumulative Impacts Which Were Not Discussed In The Prior EIR Prepared For The General Plan, Community Plan Or Zoning Action?	Are There Previously Identified Significant Effects That, As A Result Of Substantial New Information Not Known At The Time The EIR Was Certified, Are Now Determined To Have A More Severe Adverse Impact?	Prior Environmental Document's Mitigation Measures Addressing Impacts.
6. Geology and Soils. Would the project:	FPASP Draft EIR pp. 3A.7-1 to -40									
creating substantial risks to life or property?										
e. Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	pp. 3A.7-35 to -36	No	No	No	No	No	No	No	No	None required

Environmental Issue Area	Where Impact Was Analyzed in Prior Environmental Documents.	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information of Substantial Importance Requiring New Analysis or Verification?	Are There Effects That Are Peculiar To The Project Or The Parcel On Which The Project Would Be Located That Have Not Been Disclosed In a Prior EIR On The Zoning Action, General Plan, Or Community Plan With Which the Project is Consistent?	Are There Effects That Are Peculiar To The Project That Will Not Be Substantially Mitigated By Application Of Uniformly Applied Development Policies Or Standards That Have Been Previously Adopted?	Are There Effects That Were Not Analyzed As Significant Effects In A Prior EIR On The Zoning Action, General Plan Or Community Plan With Which The Project Is Consistent?	Are There Potentially Significant Off-Site Impacts And Cumulative Impacts Which Were Not Discussed In The Prior EIR Prepared For The General Plan, Community Plan Or Zoning Action?	Are There Previously Identified Significant Effects That, As A Result Of Substantial New Information Not Known At The Time The EIR Was Certified, Are Now Determined To Have A More Severe Adverse Impact?	Prior Environmental Document's Mitigation Measures Addressing Impacts
6. Geology and Soils. Would the project:	FPASP Draft EIR pp. 3A.7-1 to -40									
<p>Discussion:</p> <p>The FPASP EIR concluded that implementation of the mitigation measures in the EIR would reduce all except the following geology impacts to less than significant levels: impacts from off-site elements under the jurisdiction of El Dorado and Sacramento Counties and Caltrans. (FEIR, pp. 1-89 to 1- 95; DEIR, p. 3A.7-40.) The pages indicated in the table above contain the relevant analysis of the potential impacts.</p> <p>Additionally, the 2012 Water Addendum includes a short discussion of how the changes to the water facilities aspects of the FPASP project would have the same or less impacts to geology and soils resources when compared to the FPASP project as analyzed in the 2011 EIR after implementation of the following mitigation measures: MM 3B.7-1a, MM 3B.7-1b, MM 3B.7-4, MM 3B.7-5. (Water Addendum, p. 3-10.)</p> <p>See Exhibit 3 for discussion of the Mangini Ranch Phase 1C North project's consistency with floodplain protection policies in the FPASP that may be relevant to geology and soils impacts. (Exh. 3, pp. 25-27.)</p> <p>Mitigation Measures:</p> <ul style="list-style-type: none"> • MM 3A.7-1a • MM 3A.7-1b • MM 3A.7-3 • MM 3A.7-4 • MM 3A.7-5 • MM 3B.7-1a • MM 3B.7-1b • MM 3B.7-4 • MM 3B.7-5 <p>Conclusion:</p> <p>With implementation of the above mitigation measures identified in the FPASP EIR and Water Addendum, the Mangini Ranch Phase 1C North project would not have any new significant or substantially more severe geology and soils impacts (Guidelines, § 15162), nor would it result in any new significant impacts that are peculiar to the project or its site (Guidelines, § 15183).</p>										

7. GREENHOUSE GAS EMISSIONS

Environmental Issue Area	Where Impact Was Analyzed in Prior Environmental Documents.	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information of Substantial Importance Requiring New Analysis or Verification?	Are There Effects That Are Peculiar To The Project Or The Parcel On Which The Project Would Be Located That Have Not Been Disclosed In a Prior EIR On The Zoning Action, General Plan, Or Community Plan With Which the Project is Consistent?	Are There Effects That Are Peculiar To The Project That Will Not Be Substantially Mitigated By Application Of Uniformly Applied Development Policies Or Standards That Have Been Previously Adopted?	Are There Effects That Were Not Analyzed As Significant Effects In A Prior EIR On The Zoning Action, General Plan Or Community Plan With Which The Project Is Consistent?	Are There Potentially Significant Off-Site Impacts And Cumulative Impacts Which Were Not Discussed In The Prior EIR Prepared For The General Plan, Community Plan Or Zoning Action?	Are There Previously Identified Significant Effects That, As A Result Of Substantial New Information Not Known At The Time The EIR Was Certified, Are Now Determined To Have A More Severe Adverse Impact?	Prior Environmental Document's Mitigation Measures Addressing Impacts.
7. Greenhouse Gas Emissions. Would the project:	FPASP Draft EIR pp. 3A.4-1 to -49									
a. Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment??	pp. 3A.4-13 to -30	No	No	No	No	No	No	No	No	MM 3A.2-1a 3A.2-1b 3A.4-1 3A.2-2 3A.4-2a 3A.4-2b
b. Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	pp. 3A.4-10 to -13	No	No	No	No	No	No	No	No	None required

Environmental Issue Area	Where Impact Was Analyzed in Prior Environmental Documents	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information of Substantial Importance Requiring New Analysis or Verification?	Are There Effects That Are Peculiar To The Project Or The Parcel On Which The Project Would Be Located That Have Not Been Disclosed In a Prior EIR On The Zoning Action, General Plan, Or Community Plan With Which The Project is Consistent?	Are There Effects That Are Peculiar To The Project That Will Not Be Substantially Mitigated By Application Of Uniformly Applied Development Policies Or Standards That Have Been Previously Adopted?	Are There Effects That Were Not Analyzed As Significant Effects In A Prior EIR On The Zoning Action, General Plan Or Community Plan With Which The Project Is Consistent?	Are There Potentially Significant Off-Site Impacts And Cumulative Impacts Which Were Not Discussed In The Prior EIR Prepared For The General Plan, Community Plan Or Zoning Action?	Are There Previously Identified Significant Effects That, As A Result Of Substantial New Information Not Known At The Time The EIR Was Certified, Are Now Determined To Have A More Severe Adverse Impact?	Prior Environmental Document's Mitigation Measures Addressing Impacts.
7. Greenhouse Gas Emissions. Would the project:	FPASP Draft EIR pp. 3A.4-1 to -49									
<p>Discussion:</p> <p>The FPASP EIR concluded that FPASP project's incremental contributions to greenhouse gas (GHG) emissions from project-related construction (Impact 3A.4-1) and from long-term operation (Impact 3A.4-2) are cumulatively considerable and significant and unavoidable. (FEIR, pp. 1-70 to 1-79; DEIR, pp. 3A.4-23, 3A.4-30.) The pages indicated in the table above contain the relevant analysis of the potential impacts.</p> <p>Additionally, the 2012 Water Addendum includes a short discussion of how the changes to the water facilities aspects of the FPASP project would have the same or less impacts to GHG emissions and climate change when compared to the FPASP project as analyzed in the 2011 EIR after implementation of the following mitigation measures: MM 3B.4-1a, MM 3B.4-1b. (Water Addendum, p. 3-8.)</p> <p>See Exhibit 3 for discussion of the Mangini Ranch Phase 1C North project's consistency with air quality, low impact development, environmental quality, and energy efficiency policies in the FPASP that may be relevant to GHG emissions and climate change impacts. (Exh. 3, pp. 27-28, 31-37.)</p> <p>Mitigation Measures:</p> <ul style="list-style-type: none"> • MM 3A.2-1a • MM 3A.2-1b • MM 3A.4-1 • MM 3A.2-2 • MM 3A.4-2a • MM 3A.4-2b • MM 3B.4-1a • MM 3B.4-1b <p>Conclusion:</p> <p>With implementation of the above mitigation measures identified in the FPASP EIR and Water Addendum, the Mangini Ranch Phase 1C North project would not have any new significant or substantially more severe GHG emissions and climate change impacts (Guidelines, § 15162), nor would it result in any new significant impacts that are peculiar to the project or its site (Guidelines, § 15183).</p>										

8. HAZARDS AND HAZARDOUS MATERIALS

Environmental Issue Area	Where Impact Was Analyzed in Prior Environmental Documents.	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information of Substantial Importance Requiring New Analysis or Verification?	Are There Effects That Are Peculiar To The Project Or The Parcel On Which The Project Would Be Located That Have Not Been Disclosed In a Prior EIR On The Zoning Action, General Plan, Or Community Plan With Which the Project is Consistent?	Are There Effects That Are Peculiar To The Project That Will Not Be Substantially Mitigated By Application Of Uniformly Applied Development Policies Or Standards That Have Been Previously Adopted?	Are There Effects That Were Not Analyzed As Significant Effects In A Prior EIR On The Zoning Action, General Plan Or Community Plan With Which The Project Is Consistent?	Are There Potentially Significant Off-Site Impacts And Cumulative Impacts Which Were Not Discussed In The Prior EIR Prepared For The General Plan, Community Plan Or Zoning Action?	Are There Previously Identified Significant Effects That, As A Result Of Substantial New Information Not Known At The Time The EIR Was Certified, Are Now Determined To Have A More Severe Adverse Impact?	Prior Environmental Document's Mitigation Measures Addressing Impacts.
8. Hazards and Hazardous Materials. Would the project:	FPASP Draft EIR pp. 3A.8-1 to -36									
a. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	pp. 3A.8-19 to -20	No	No	No	No	No	No	No	No	None required
b. Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	pp. 3A.8-20 to -22	No	No	No	No	No	No	No	No	MM 3A.8-2 3A.9-1

Environmental Issue Area	Where Impact Was Analyzed in Prior Environmental Documents.	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information of Substantial Importance Requiring New Analysis or Verification?	Are There Effects That Are Peculiar To The Project Or The Parcel On Which The Project Would Be Located That Have Not Been Disclosed In a Prior EIR On The Zoning Action, General Plan, Or Community Plan With Which the Project is Consistent?	Are There Effects That Are Peculiar To The Project That Will Not Be Substantially Mitigated By Application Of Uniformly Applied Development Policies Or Standards That Have Been Previously Adopted?	Are There Effects That Were Not Analyzed As Significant Effects In A Prior EIR On The Zoning Action, General Plan Or Community Plan With Which The Project Is Consistent?	Are There Potentially Significant Off-Site Impacts And Cumulative Impacts Which Were Not Discussed In The Prior EIR Prepared For The General Plan, Community Plan Or Zoning Action?	Are There Previously Identified Significant Effects That, As A Result Of Substantial New Information Not Known At The Time The EIR Was Certified, Are Now Determined To Have A More Severe Adverse Impact?	Prior Environmental Document's Mitigation Measures Addressing Impacts.
8. Hazards and Hazardous Materials. Would the project:	FPASP Draft EIR pp. 3A.8-1 to -36									
c. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	pp. 3A.8-31 to -33	No	No	No	No	No	No	No	No	MM 3A.8-6
d. Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	pp. 3A.8-22 to -28	No	No	No	No	No	No	No	No	MM 3A.8-3a 3A.8-3b 3A.8-3c
e. For a project located within an airport land use plan or, where	pp. 3A.8-18 to -19	No	No	No	No	No	No	No	No	None required

Environmental Issue Area	Where Impact Was Analyzed in Prior Environmental Documents.	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information of Substantial Importance Requiring New Analysis or Verification?	Are There Effects That Are Peculiar To The Project Or The Parcel On Which The Project Would Be Located That Have Not Been Disclosed In a Prior EIR On The Zoning Action, General Plan, Or Community Plan With Which the Project is Consistent?	Are There Effects That Are Peculiar To The Project That Will Not Be Substantially Mitigated By Application Of Uniformly Applied Development Policies Or Standards That Have Been Previously Adopted?	Are There Effects That Were Not Analyzed As Significant Effects In A Prior EIR On The Zoning Action, General Plan Or Community Plan With Which The Project Is Consistent?	Are There Potentially Significant Off-Site Impacts And Cumulative Impacts Which Were Not Discussed In The Prior EIR Prepared For The General Plan, Community Plan Or Zoning Action?	Are There Previously Identified Significant Effects That, As A Result Of Substantial New Information Not Known At The Time The EIR Was Certified, Are Now Determined To Have A More Severe Adverse Impact?	Prior Environmental Document's Mitigation Measures Addressing Impacts
8. Hazards and Hazardous Materials. Would the project:	FPASP Draft EIR pp. 3A.8-1 to -36									
such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?										
f. For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working on the project area?	pp. 3A.8-18 to -19	No	No	No	No	No	No	No	No	None required
g. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	p. 3A.8-29	No	No	No	No	No	No	No	No	None required

Environmental Issue Area	Where Impact Was Analyzed in Prior Environmental Documents.	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information of Substantial Importance Requiring New Analysis or Verification?	Are There Effects That Are Peculiar To The Project Or The Parcel On Which The Project Would Be Located That Have Not Been Disclosed In a Prior EIR On The Zoning Action, General Plan, Or Community Plan With Which the Project is Consistent?	Are There Effects That Are Peculiar To The Project That Will Not Be Substantially Mitigated By Application Of Uniformly Applied Development Policies Or Standards That Have Been Previously Adopted?	Are There Effects That Were Not Analyzed As Significant Effects In A Prior EIR On The Zoning Action, General Plan Or Community Plan With Which The Project Is Consistent?	Are There Potentially Significant Off-Site Impacts And Cumulative Impacts Which Were Not Discussed In The Prior EIR Prepared For The General Plan, Community Plan Or Zoning Action?	Are There Previously Identified Significant Effects That, As A Result Of Substantial New Information Not Known At The Time The EIR Was Certified, Are Now Determined To Have A More Severe Adverse Impact?	Prior Environmental Document's Mitigation Measures Addressing Impacts.
8. Hazards and Hazardous Materials. Would the project:	FPASP Draft EIR pp. 3A.8-1 to -36									
h. Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	pp. 3A.8-18 to -19	No	No	No	No	No	No	No	No	None require

Environmental Issue Area	Where Impact Was Analyzed in Prior Environmental Documents.	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information of Substantial Importance Requiring New Analysis or Verification?	Are There Effects That Are Peculiar To The Project Or The Parcel On Which The Project Would Be Located That Have Not Been Disclosed In a Prior EIR On The Zoning Action, General Plan, Or Community Plan With Which the Project is Consistent?	Are There Effects That Are Peculiar To The Project That Will Not Be Substantially Mitigated By Application Of Uniformly Applied Development Policies Or Standards That Have Been Previously Adopted?	Are There Effects That Were Not Analyzed As Significant Effects In A Prior EIR On The Zoning Action, General Plan Or Community Plan With Which The Project Is Consistent?	Are There Potentially Significant Off-Site Impacts And Cumulative Impacts Which Were Not Discussed In The Prior EIR Prepared For The General Plan, Community Plan Or Zoning Action?	Are There Previously Identified Significant Effects That, As A Result Of Substantial New Information Not Known At The Time The EIR Was Certified, Are Now Determined To Have A More Severe Adverse Impact?	Prior Environmental Document's Mitigation Measures Addressing Impacts.
8. Hazards and Hazardous Materials. Would the project:	FPASP Draft EIR pp. 3A.8-1 to -36									

Discussion:

The FPASP EIR concluded that implementation of the mitigation measures in the EIR would reduce all hazards and hazardous materials impacts to less than significant levels, except for the impacts from off-site elements that fall under the jurisdiction of El Dorado and Sacramento Counties (Impacts 3A.8-2, 3A.8-3, 3A.8-5, 3A.8-7). (FEIR, pp. 1-99 to 1- 108; DEIR, pp. 3A.8-35 to -36.) The pages indicated in the table above contain the relevant analysis of the potential impacts. The DEIR also analyzes Impact 3A.8-7 related to mosquito and vector control. (See pp. 3A.8-33 to -35; MM 3A.8-7.)

Additionally, the 2012 Water Addendum includes a short discussion of how the changes to the water facilities aspects of the FPASP project would have the same or less hazards and hazardous materials impacts when compared to the FPASP project as analyzed in the 2011 EIR after implementation of the following mitigation measures: MM 3B.8-1a, MM 3B.8-1b, MM 3B.16-3a, MM 3B.16-3b, MM 3B.8-5a, MM 3B.8-5b. (Water Addendum, pp. 3-10 to 3-11.)

Mitigation Measures:

- MM 3A.8-2
- MM 3A.9-1
- MM 3A.8-6
- MM 3A.8-3a
- MM 3A.8-3b
- MM 3A.8-3c
- MM 3A.8-7
- MM 3B.8-1a
- MM 3B.8-1b
- MM 3B.16-3a
- MM 3B.16-3b
- MM 3B.8-5a
- MM 3B.8-5b

Conclusion:

With implementation of the above mitigation measures identified in the FPASP EIR and Water Addendum, the Mangini Ranch Phase 1C North project would not have any new significant or substantially more severe hazards and hazardous materials impacts (Guidelines, § 15162), nor would it result in any new significant impacts that are peculiar to the project or its site (Guidelines, § 15183).

9. HYDROLOGY AND WATER QUALITY

Environmental Issue Area	Where Impact Was Analyzed in Prior Environmental Documents.	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information of Substantial Importance Requiring New Analysis or Verification?	Are There Effects That Are Peculiar To The Project Or The Parcel On Which The Project Would Be Located That Have Not Been Disclosed In a Prior EIR On The Zoning Action, General Plan, Or Community Plan With Which the Project is Consistent?	Are There Effects That Are Peculiar To The Project That Will Not Be Substantially Mitigated By Application Of Uniformly Applied Development Policies Or Standards That Have Been Previously Adopted?	Are There Effects That Were Not Analyzed As Significant Effects In A Prior EIR On The Zoning Action, General Plan Or Community Plan With Which The Project Is Consistent?	Are There Potentially Significant Off-Site Impacts And Cumulative Impacts Which Were Not Discussed In The Prior EIR Prepared For The General Plan, Community Plan Or Zoning Action?	Are There Previously Identified Significant Effects That, As A Result Of Substantial New Information Not Known At The Time The EIR Was Certified, Are Now Determined To Have A More Severe Adverse Impact?	Prior Environmental Document's Mitigation Measures Addressing Impacts.
9. Hydrology and Water Quality. Would the Project:	FPASP Draft EIR pp. 3A.9-1 to -51									
a. Violate any water quality standards or waste discharge requirements?	pp. 3A.9-24 to -28	No	No	No	No	No	No	No	No	MM 3A.9-1
b. Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have	pp. 3A.9-45 to -50	No	No	No	No	No	No	No	No	None required

Environmental Issue Area	Where Impact Was Analyzed in Prior Environmental Documents.	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information of Substantial Importance Requiring New Analysis or Verification?	Are There Effects That Are Peculiar To The Project Or The Parcel On Which The Project Would Be Located That Have Not Been Disclosed In a Prior EIR On The Zoning Action, General Plan, Or Community Plan With Which The Project is Consistent?	Are There Effects That Are Peculiar To The Project That Will Not Be Substantially Mitigated By Application Of Uniformly Applied Development Policies Or Standards That Have Been Previously Adopted?	Are There Effects That Were Not Analyzed As Significant Effects In A Prior EIR On The Zoning Action, General Plan Or Community Plan With Which The Project Is Consistent?	Are There Potentially Significant Off-Site Impacts And Cumulative Impacts Which Were Not Discussed In The Prior EIR Prepared For The General Plan, Community Plan Or Zoning Action?	Are There Previously Identified Significant Effects That, As A Result Of Substantial New Information Not Known At The Time The EIR Was Certified, Are Now Determined To Have A More Severe Adverse Impact?	Prior Environmental Document's Mitigation Measures Addressing Impacts.
9. Hydrology and Water Quality. Would the Project be granted?	FPASP Draft EIR pp. 3A.9-1 to -51									
c. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?	pp. 3A.9-24 to -28	No	No	No	No	No	No	No	No	MM 3A.9-1
d. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?	pp. 3A.9-28 to -37	No	No	No	No	No	No	No	No	MM 3A.9-2

Environmental Issue Area	Where Impact Was Analyzed in Prior Environmental Documents.	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information of Substantial Importance Requiring New Analysis or Verification?	Are There Effects That Are Peculiar To The Project Or The Parcel On Which The Project Would Be Located That Have Not Been Disclosed In a Prior EIR On The Zoning Action, General Plan, Or Community Plan With Which The Project is Consistent?	Are There Effects That Are Peculiar To The Project That Will Not Be Substantially Mitigated By Application Of Uniformly Applied Development Policies Or Standards That Have Been Previously Adopted?	Are There Effects That Were Not Analyzed As Significant Effects In A Prior EIR On The Zoning Action, General Plan Or Community Plan With Which The Project is Consistent?	Are There Potentially Significant Off-Site Impacts And Cumulative Impacts Which Were Not Discussed In The Prior EIR Prepared For The General Plan, Community Plan Or Zoning Action?	Are There Previously Identified Significant Effects That, As A Result Of Substantial New Information Not Known At The Time The EIR Was Certified, Are Now Determined To Have A More Severe Adverse Impact?	Prior Environmental Document's Mitigation Measures Addressing Impacts.
9. Hydrology and Water Quality. Would the Project:	FPASP Draft EIR pp. 3A.9-1 to -51									
e. Create or contribute runoff water which would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff?	pp. 3A.9-28-42 Also see generally Backbone Infrastructure MND	No	No	No	No	No	No	No	No	MM 3A.9-1 MM 3A.9-2
f. Otherwise substantially degrade water quality?	See generally pp. 3A.9-1 to -51	No	No	No	No	No	No	No	No	None required
g. Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	p. 3A.9-45	No	No	No	No	No	No	No	No	None required
h. Place within a 100-year flood hazard area structures which	p. 3A.9-45	No	No	No	No	No	No	No	No	None required

Environmental Issue Area	Where Impact Was Analyzed in Prior Environmental Documents, ...	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information of Substantial Importance Requiring New Analysis or Verification?	Are There Effects That Are Peculiar To The Project Or The Parcel On Which The Project Would Be Located That Have Not Been Disclosed In a Prior EIR On The Zoning Action, General Plan, Or Community Plan With Which the Project is Consistent?	Are There Effects That Are Peculiar To The Project That Will Not Be Substantially Mitigated By Application Of Uniformly Applied Development Policies Or Standards That Have Been Previously Adopted?	Are There Effects That Were Not Analyzed As Significant Effects In A Prior EIR On The Zoning Action, General Plan Or Community Plan With Which The Project Is Consistent?	Are There Potentially Significant Off-Site Impacts And Cumulative Impacts Which Were Not Discussed In The Prior EIR Prepared For The General Plan, Community Plan Or Zoning Action?	Are There Previously Identified Significant Effects That, As A Result Of Substantial New Information Not Known At The Time The EIR Was Certified, Are Now Determined To Have A More Severe Adverse Impact?	Prior Environmental Document's Mitigation Measures Addressing Impacts.
9. Hydrology and Water Quality. Would the Project:	FPASP Draft EIR pp. 3A.9-1 to -51									
would impede or redirect flood flows?										
i. Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	pp. 3A.9-43 to -44	No	No	No	No	No	No	No	No	MM 3A.9-4
j. Inundation by seiche, tsunami, or mudflow?	Not relevant	No	No	No	No	No	No	No	No	None required

Environmental Issue Area	Where Impact Was Analyzed in Prior Environmental Documents.	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information of Substantial Importance Requiring New Analysis or Verification?	Are There Effects That Are Peculiar To The Project Or The Parcel On Which The Project Would Be Located That Have Not Been Disclosed In a Prior EIR On The Zoning Action, General Plan, Or Community Plan With Which The Project is Consistent?	Are There Effects That Are Peculiar To The Project That Will Not Be Substantially Mitigated By Application Of Uniformly Applied Development Policies Or Standards That Have Been Previously Adopted?	Are There Effects That Were Not Analyzed As Significant Effects In A Prior EIR On The Zoning Action, General Plan Or Community Plan With Which The Project is Consistent?	Are There Potentially Significant Off-Site Impacts And Cumulative Impacts Which Were Not Discussed In The Prior EIR Prepared For The General Plan, Community Plan Or Zoning Action?	Are There Previously Identified Significant Effects That, As A Result Of Substantial New Information Not Known At The Time The EIR Was Certified, Are Now Determined To Have A More Severe Adverse Impact?	Prior Environmental Document's Mitigation Measures Addressing Impacts.
9. Hydrology and Water Quality. Would the Project:	FPASP Draft EIR pp. 3A.9-1 to -51									
<p>Discussion: The FPASP EIR concluded that implementation of the mitigation measures in the EIR would reduce all hydrology and water quality impacts to less than significant levels, except for the impacts from off-site elements that fall under the jurisdiction of El Dorado and Sacramento Counties and Caltrans (Impacts 3.10-1, 3.10-2, 3.10-3, 3.10-5). (FEIR, pp. 1-113 to 1-118; DEIR, p. 3A.9-51.) The pages indicated in the table above contain the relevant analysis of the potential impacts.</p> <p>Additionally, the 2012 Water Addendum includes a short discussion of how the changes to the water facilities aspects of the FPASP project would have the same or less impacts to hydrology and water quality when compared to the FPASP project as analyzed in the 2011 EIR after implementation of the following mitigation measures: MM 3B.9-1a, MM 3B.9-1b, MM 3A.3-1a, MM 3A.3-1b, MM 3B.9-3a, MM 3B.9-3b. (Water Addendum, pp. 3-11 to 3-12.)</p> <p>See Exhibit 3 for discussion of the Mangini Ranch Phase 1C North project's consistency with water efficiency and low impact development policies in the FPASP that may be relevant to hydrology and water quality impacts. (Exh. 3, pp. 30-31, 35.)</p> <p>Mitigation Measures:</p> <ul style="list-style-type: none"> • MM 3A.9-1 • MM 3A.9-2 • MM 3A.9-4 • MM 3B.9-1a • MM 3B.9-1b • MM 3A.3-1a • MM 3A.3-1b • MM 3B.9-3a • MM 3B.9-3b <p>Conclusion: With implementation of the above mitigation measures identified in the FPASP EIR and Water Addendum, the Mangini Ranch Phase 1C North project would not have any new significant or substantially more severe hydrology and water quality impacts (Guidelines, § 15162), nor would it result in any new significant impacts that are peculiar to the project or its site (Guidelines, § 15183).</p>										

10. LAND USE AND PLANNING

Environmental Issue Area	Where Impact Was Analyzed in Prior Environmental Documents.	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information of Substantial Importance Requiring New Analysis or Verification?	Are There Effects That Are Peculiar To The Project Or The Parcel On Which The Project Would Be Located That Have Not Been Disclosed In a Prior EIR On The Zoning Action, General Plan, Or Community Plan With Which the Project is Consistent?	Are There Effects That Are Peculiar To The Project That Will Not Be Substantially Mitigated By Application Of Uniformly Applied Development Policies Or Standards That Have Been Previously Adopted?	Are There Effects That Were Not Analyzed As Significant Effects In A Prior EIR On The Zoning Action, General Plan Or Community Plan With Which The Project Is Consistent?	Are There Potentially Significant Off-Site Impacts And Cumulative Impacts Which Were Not Discussed In The Prior EIR Prepared For The General Plan, Community Plan Or Zoning Action?	Are There Previously Identified Significant Effects That, As A Result Of Substantial New Information Not Known At The Time The EIR Was Certified, Are Now Determined To Have A More Severe Adverse Impact?	Prior Environmental Document's Mitigation Measures Addressing Impacts.
10. Land Use and Planning. Would the project:	FPASP Draft EIR pp. 3A.10-1 to -49									
a. Physically divide an established community?	p. 3A.10-29	No	No	No	No	No	No	No	No	None required
b. Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	pp. 3A.10-34 to -41	No	No	No	No	No	No	No	No	None require

Environmental Issue Area	Where Impact Was Analyzed in Prior Environmental Documents.	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information of Substantial Importance Requiring New Analysis or Verification?	Are There Effects That Are Peculiar To The Project Or The Parcel On Which The Project Would Be Located That Have Not Been Disclosed In a Prior EIR On The Zoning Action, General Plan, Or Community Plan With Which the Project is Consistent?	Are There Effects That Are Peculiar To The Project That Will Not Be Substantially Mitigated By Application Of Uniformly Applied Development Policies Or Standards That Have Been Previously Adopted?	Are There Effects That Were Not Analyzed As Significant Effects In A Prior EIR On The Zoning Action, General Plan Or Community Plan With Which The Project Is Consistent?	Are There Potentially Significant Off-Site Impacts And Cumulative Impacts Which Were Not Discussed In The Prior EIR Prepared For The General Plan, Community Plan Or Zoning Action?	Are There Previously Identified Significant Effects That, As A Result Of Substantial New Information Not Known At The Time The EIR Was Certified, Are Now Determined To Have A More Severe Adverse Impact?	Prior Environmental Document's Mitigation Measures Addressing Impacts.
10. Land Use and Planning. Would the project:	FPASP Draft EIR pp. 3A.10-1 to -49									
c. Conflict with any applicable habitat conservation plan or natural community conservation plan?	pp. 3A.3-93 to -94	No	No	No	No	No	No	No	No	None required
d. Contribute to the decay of an existing urban center?	Not relevant; also see Folsom South of U.S. Highway 50 Specific Plan Project's CEQA Findings of Fact and Statement of Overriding Considerations, pp. 361-363	No	No	No	No	No	No	No	No	

Environmental Issue Area	Where Impact Was Analyzed in Prior Environmental Documents.	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information of Substantial Importance Requiring New Analysis or Verification?	Are There Effects That Are Peculiar To The Project Or The Parcel On Which The Project Would Be Located That Have Not Been Disclosed In a Prior EIR On The Zoning Action, General Plan, Or Community Plan With Which the Project is Consistent?	Are There Effects That Are Peculiar To The Project That Will Not Be Substantially Mitigated By Application Of Uniformly Applied Development Policies Or Standards That Have Been Previously Adopted?	Are There Effects That Were Not Analyzed As Significant Effects In A Prior EIR On The Zoning Action, General Plan Or Community Plan With Which The Project Is Consistent?	Are There Potentially Significant Off-Site Impacts And Cumulative Impacts Which Were Not Discussed In The Prior EIR Prepared For The General Plan, Community Plan Or Zoning Action?	Are There Previously Identified Significant Effects That, As A Result Of Substantial New Information Not Known At The Time The EIR Was Certified, Are Now Determined To Have A More Severe Adverse Impact?	Prior Environmental Document's Mitigation Measures Addressing Impacts.
10. Land Use and Planning. Would the project:	FPASP Draft EIR pp. 3A.10-1 to -49									

Discussion:

The FPASP EIR concluded that the following land use impacts were less than significant and no mitigation was required: Impacts 3A.10-1 (Consistency with Sacramento LAFCo Guidelines) and 3.10-2 (Consistency with the SACOG Sacramento Region Blueprint). (FEIR, pp. 1-123 to 1- 124; DEIR, pp. 3A.10-36, 3A.10-39.) But impacts from off-site elements that fall under the jurisdiction of El Dorado and Sacramento Counties and Caltrans would be potentially significant and unavoidable. The pages indicated in the table above contain the relevant analysis of the potential impacts.

Additionally, the 2012 Water Addendum includes a short discussion of how the changes to the water facilities aspects of the FPASP project would have the same or less impacts to land use when compared to the FPASP project as analyzed in the 2011 EIR after implementation of the following mitigation measures: MM 3B.10-5. (Water Addendum, p. 3-12.)

See Exhibit 3 for discussion of the Mangini Ranch Phase 1C North project's consistency with land use policies in the FPASP that may be relevant to land use impacts. (Exh. 3, pp. 1-6.) The Folsom Ranch Central District Design Guidelines (Exhibit 1) is a complementary document to the Folsom Plan Area Specific Plan and the Folsom Plan Area Specific Plan Community Guidelines.

The South Sacramento HCP, which is referenced in the FPASP EIR has been approved and adopted, but the South Sacramento HCP is not relevant to the Mangini Ranch Phase 1C North Project because the City did not choose to participate in the South Sacramento HCP and the project site is outside of the boundaries of the South Sacramento HCP plan area. (See South Sacramento HCP, available at <https://www.southsachcp.com/sshcp-chapters—final.html> (last visited April 15, 2021).) In any event, the Mangini Ranch Phase 1C North project would not impede the implementation of the South Sacramento HCP.

Mitigation Measures:

- MM 3B.10-5

Conclusion:

With implementation of the above mitigation measures identified in the FPASP EIR and Water Addendum, the Mangini Ranch Phase 1C North project would not have any new significant or substantially more severe land use impacts (Guidelines, § 15162), nor would it result in any new significant impacts that are peculiar to the project or its site (Guidelines, § 15183).

11. MINERAL RESOURCES

Environmental Issue Area	Where Impact Was Analyzed in Prior Environmental Documents.	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information of Substantial Importance Requiring New Analysis or Verification?	Are There Effects That Are Peculiar To The Project Or The Parcel On Which The Project Would Be Located That Have Not Been Disclosed In a Prior EIR On The Zoning Action, General Plan, Or Community Plan With Which the Project is Consistent?	Are There Effects That Are Peculiar To The Project That Will Not Be Substantially Mitigated By Application Of Uniformly Applied Development Policies Or Standards That Have Been Previously Adopted?	Are There Effects That Were Not Analyzed As Significant Effects In A Prior EIR On The Zoning Action, General Plan Or Community Plan With Which The Project Is Consistent?	Are There Potentially Significant Off-Site Impacts And Cumulative Impacts Which Were Not Discussed In The Prior EIR Prepared For The General Plan, Community Plan Or Zoning Action?	Are There Previously Identified Significant Effects That, As A Result Of Substantial New Information Not Known At The Time The EIR Was Certified, Are Now Determined To Have A More Severe Adverse Impact?	Prior Environmental Document's Mitigation Measures Addressing Impacts.
11. Mineral Resources. Would the Project:	FPASP Draft EIR pp. 3A.7-1 to -40									
a. Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	pp. 3A.7-36 to -38	No	No	No	No	No	No	No	No	MM 3A.7-9
b. Result in the loss of availability of a locally- important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	Same as (a) above	No	No	No	No	No	No	No	No	Same as (a) above

Environmental Issue Area	Where Impact Was Analyzed in Prior Environmental Documents.	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information of Substantial Importance Requiring New Analysis or Verification?	Are There Effects That Are Peculiar To The Project Or The Parcel On Which The Project Would Be Located That Have Not Been Disclosed In a Prior EIR On The Zoning Action, General Plan, Or Community Plan With Which the Project is Consistent?	Are There Effects That Are Peculiar To The Project That Will Not Be Substantially Mitigated By Application Of Uniformly Applied Development Policies Or Standards That Have Been Previously Adopted?	Are There Effects That Were Not Analyzed As Significant Effects In A Prior EIR On The Zoning Action, General Plan Or Community Plan With Which The Project Is Consistent?	Are There Potentially Significant Off-Site Impacts And Cumulative Impacts Which Were Not Discussed In The Prior EIR Prepared For The General Plan, Community Plan Or Zoning Action?	Are There Previously Identified Significant Effects That, As A Result Of Substantial New Information Not Known At The Time The EIR Was Certified, Are Now Determined To Have A More Severe Adverse Impact?	Prior Environmental Document's Mitigation Measures Addressing Impacts.
11. Mineral Resources. Would the Project	FPASP Draft EIR pp. 3A.7-1 to -40									

Discussion:

The FPASP EIR concluded that implementation of the mitigation measures in the EIR would reduce all except one of the impacts to mineral resources to less than significant levels. Impact 3A.7-9 (Possible Loss of Mineral Resources-Kaolin Clay) remains significant and unavoidable. (FEIR, pp. 1-89 to 1-95; DEIR, pp. 3A.7-37 to -38.) The pages indicated in the table above contain the relevant analysis of the potential impacts.

Additionally, the 2012 Water Addendum includes a short discussion of how the changes to the water facilities aspects of the FPASP project would have the same or less impacts to mineral resources when compared to the FPASP project as analyzed in the 2011 EIR and that no mitigation measures were necessary to address the water supply and water facilities aspect of the FPASP project. (Water Addendum, p. 3-13.)

Mitigation Measures:

- None required

Conclusion:

With implementation of the above mitigation measures identified in the FPASP EIR and Water Addendum, the Mangini Ranch Phase 1C North project would not have any new significant or substantially more severe mineral resources impacts (Guidelines, § 15162), nor would it result in any new significant impacts that are peculiar to the project or its site (Guidelines, § 15183).

12. NOISE

Environmental Issue Area	Where Impact Was Analyzed in Prior Environmental Documents.	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information of Substantial Importance Requiring New Analysis or Verification?	Are There Effects That Are Peculiar To The Project Or The Parcel On Which The Project Would Be Located That Have Not Been Disclosed In a Prior EIR On The Zoning Action, General Plan, Or Community Plan With Which The Project is Consistent?	Are There Effects That Are Peculiar To The Project That Will Not Be Substantially Mitigated By Application Of Uniformly Applied Development Policies Or Standards That Have Been Previously Adopted?	Are There Effects That Were Not Analyzed As Significant Effects In A Prior EIR On The Zoning Action, General Plan Or Community Plan With Which The Project Is Consistent?	Are There Potentially Significant Off-Site Impacts And Cumulative Impacts Which Were Not Discussed In The Prior EIR Prepared For The General Plan, Community Plan Or Zoning Action?	Are There Previously Identified Significant Effects That, As A Result Of Substantial New Information Not Known At The Time The EIR Was Certified, Are Now Determined To Have A More Severe Adverse Impact?	Prior Environmental Document's Mitigation Measures Addressing Impacts.
12. Noise. Would the project result in:	FPASP Draft EIR pp. 3A.11-1 to -52									
a. Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	pp. 3A.11-50 to -51	No	No	No	No	No	No	No	No	MM 3A.11-4
b. Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	pp. 3A.11-33 to -35	No	No	No	No	No	No	No	No	MM 3A.11-3
c. A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	pp. 3A.11-36 to -48	No	No	No	No	No	No	No	No	MM 3A.11-4 3A.11-5

Environmental Issue Area	Where Impact Was Analyzed in Prior Environmental Documents.	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information of Substantial Importance Requiring New Analysis or Verification?	Are There Effects That Are Peculiar To The Project Or The Parcel On Which The Project Would Be Located That Have Not Been Disclosed In a Prior EIR On The Zoning Action, General Plan, Or Community Plan With Which the Project is Consistent?	Are There Effects That Are Peculiar To The Project That Will Not Be Substantially Mitigated By Application Of Uniformly Applied Development Policies Or Standards That Have Been Previously Adopted?	Are There Effects That Were Not Analyzed As Significant Effects In A Prior EIR On The Zoning Action, General Plan Or Community Plan With Which The Project is Consistent?	Are There Potentially Significant Off-Site Impacts And Cumulative Impacts Which Were Not Discussed In The Prior EIR Prepared For The General Plan, Community Plan Or Zoning Action?	Are There Previously Identified Significant Effects That, As A Result Of Substantial New Information Not Known At The Time The EIR Was Certified, Are Now Determined To Have A More Severe Adverse Impact?	Prior Environmental Document's Mitigation Measures Addressing Impacts.
12. Noise. Would the project result in:	FPASP Draft EIR pp. 3A.11-1 to -52									
d. A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	pp. 3A.11-27 to -35	No	No	No	No	No	No	No	No	MM 3A.11-1 3A.11-3
e. For a project located within an airport land use plan or where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	pp. 3A.11-27 and 3A.11-49	No	No	No	No	No	No	No	No	None required

Environmental Issue Area	Where Impact Was Analyzed in Prior Environmental Documents.	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information of Substantial Importance Requiring New Analysis or Verification?	Are There Effects That Are Peculiar To The Project Or The Parcel On Which The Project Would Be Located That Have Not Been Disclosed In a Prior EIR On The Zoning Action, General Plan, Or Community Plan With Which the Project is Consistent?	Are There Effects That Are Peculiar To The Project That Will Not Be Substantially Mitigated By Application Of Uniformly Applied Development Policies Or Standards That Have Been Previously Adopted?	Are There Effects That Were Not Analyzed As Significant Effects In A Prior EIR On The Zoning Action, General Plan Or Community Plan With Which The Project Is Consistent?	Are There Potentially Significant Off-Site Impacts And Cumulative Impacts Which Were Not Discussed In The Prior EIR Prepared For The General Plan, Community Plan Or Zoning Action?	Are There Previously Identified Significant Effects That, As A Result Of Substantial New Information Not Known At The Time The EIR Was Certified, Are Now Determined To Have A More Severe Adverse Impact?	Prior Environmental Document's Mitigation Measures Addressing Impacts.
12. Noise. Would the project result in:	FPASP Draft EIR pp. 3A.11-1 to -52									
f. For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	pp. 3A.11-27	No	No	No	No	No	No	No	No	None required

Environmental Issue Area	Where Impact Was Analyzed in Prior Environmental Documents.	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information of Substantial Importance Requiring New Analysis or Verification?	Are There Effects That Are Peculiar To The Project Or The Parcel On Which The Project Would Be Located That Have Not Been Disclosed In a Prior EIR On The Zoning Action, General Plan, Or Community Plan With Which the Project is Consistent?	Are There Effects That Are Peculiar To The Project That Will Not Be Substantially Mitigated By Application Of Uniformly Applied Development Policies Or Standards That Have Been Previously Adopted?	Are There Effects That Were Not Analyzed As Significant Effects In A Prior EIR On The Zoning Action, General Plan Or Community Plan With Which The Project Is Consistent?	Are There Potentially Significant Off-Site Impacts And Cumulative Impacts Which Were Not Discussed In The Prior EIR Prepared For The General Plan, Community Plan Or Zoning Action?	Are There Previously Identified Significant Effects That, As A Result Of Substantial New Information Not Known At The Time The EIR Was Certified, Are Now Determined To Have A More Severe Adverse Impact?	Prior Environmental Document's Mitigation Measures Addressing Impacts.
12. Noise. Would the project result in:	FPASP Draft EIR pp. 3A.11-1 to -52									

Discussion:

The FPASP EIR concluded that implementation of the mitigation measures in the EIR would reduce all except the following noise impacts to less than significant levels: temporary, short-term exposure of sensitive receptors to increased equipment noise and groundborne noise and vibration from project construction (Impacts 3A.11-1, 3A.11-3); long-term exposure of sensitive receptors to increased operational traffic noise levels from project operation (Impact 3A.11-4); and impacts from off-site elements that are under the jurisdiction of El Dorado County, Sacramento County, or Caltrans. (FEIR, pp. 1-127 to 1- 132; DEIR, pp. 3A.11-51 to -52.) The pages indicated in the table above contain the relevant analysis of the potential impacts.

Additionally, the 2012 Water Addendum includes a short discussion of how the changes to the water facilities aspects of the FPASP project would have the same or less noise impacts when compared to the FPASP project as analyzed in the 2011 EIR after implementation of the following mitigation measures: MM 3B.11-1a, MM 3B.11-1b, MM 3B.11-1c, MM 3B.11-1d, MM 3B.11-1e, and MM 3B.11-3. (Water Addendum, p. 3-14.)

See Exhibit 3 for discussion of the Mangini Ranch Phase 1C North project's consistency with noise policies in the FPASP that may be relevant to noise impacts. (Exh. 3, p. 29.)

Mitigation Measures:

- MM 3A.11-1
- MM 3A.11-3
- MM 3A.11-4
- MM 3A.11-5
- MM 3B.11-1a
- MM 3B.11-1b
- MM 3B.11-1c
- MM 3B.11-1d
- MM 3B.11-1e
- MM 3B.11-3
- MM 4.12-1

The May 3, 2021, Noise Study completed by Bollard Acoustical Consultants (attached as Exhibit 4) found that, consistent with the noise impact analysis in the FPASP EIR, a portion of the Mangini Ranch Phase 1C North Residential Development project site will be exposed to future traffic noise levels in excess of the City of Folsom's 45 dB Ldn interior noise level standard. The impacts analyzed in the Noise Study are of the same type, scope, and scale as those impacts addressed in the FPASP EIR. In other words, the Noise Study did not find any new impacts, any effects that are peculiar to the project or project site, or any substantially more severe impacts than those analyzed in the FPASP EIR. The Noise Study provides recommendations to implement the FPASP EIR's mitigation measures to achieve compliance with the City's exterior and interior noise standards. These recommendations, which are listed below, are consistent with the mitigation measures in the FPASP EIR and simply add new details about noise barriers (e.g., required height and materials) and building materials required in the previously adopted mitigation measures.

Environmental Issue Area	Where Impact Was Analyzed in Prior Environmental Documents.	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information of Substantial Importance Requiring New Analysis or Verification?	Are There Effects That Are Peculiar To The Project Or The Parcel On Which The Project Would Be Located That Have Not Been Disclosed In a Prior EIR On The Zoning Action, General Plan, Or Community Plan With Which the Project is Consistent?	Are There Effects That Are Peculiar To The Project That Will Not Be Substantially Mitigated By Application Of Uniformly Applied Development Policies Or Standards That Have Been Previously Adopted?	Are There Effects That Were Not Analyzed As Significant Effects In A Prior EIR On The Zoning Action, General Plan Or Community Plan With Which The Project Is Consistent?	Are There Potentially Significant Off-Site Impacts And Cumulative Impacts Which Were Not Discussed In The Prior EIR Prepared For The General Plan, Community Plan Or Zoning Action?	Are There Previously Identified Significant Effects That, As A Result Of Substantial New Information Not Known At The Time The EIR Was Certified, Are Now Determined To Have A More Severe Adverse Impact?	Prior Environmental Document's Mitigation Measures Addressing Impacts.
12. Noise. Would the project result in:	FPASP Draft EIR pp. 3A.11-1 to -52									

The following Noise Study recommendations implement the FPASP EIR's mitigation measures will be required as conditions of approval:

- To comply with the General Plan 60 dB DNL exterior noise level standard, it is recommended that the project design include additional solid traffic noise barriers at the minimum heights (relative to backyard elevation) and locations illustrated on Figure 2 of Exhibit 4. The noise barriers could take the form of masonry wall, earthen berm, or a combination of the two.
- To ensure for compliance with the General Plan 45 dB DNL interior noise level standard including a factor of safety, it is recommended that all upper-floor bedroom windows of residences constructed adjacent to Mangini Parkway from which the roadway would be visible be upgraded to a minimum STC rating of 32. Figure 2 of Exhibit 4 shows the lots with recommended window assembly upgrades.
- Mechanical ventilation (air conditioning) should be provided for all residences in this development to allow the occupants to close doors and windows as desired to achieve compliance with the applicable General Plan 45 dB DNL interior noise level standard. (Exh. 4, pp. 9-10.)

Conclusion:

With implementation of the above mitigation measures identified in the FPASP EIR and Water Addendum, the Mangini Ranch Phase 1C North project would not have any new significant or substantially more severe noise impacts (Guidelines, § 15162), nor would it result in any new significant impacts that are peculiar to the project or its site (Guidelines, § 15183).

13. POPULATION AND HOUSING

Environmental Issue Area	Where Impact Was Analyzed in Prior Environmental Documents.	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information of Substantial Importance Requiring New Analysis or Verification?	Are There Effects That Are Peculiar To The Project Or The Parcel On Which The Project Would Be Located That Have Not Been Disclosed In a Prior EIR On The Zoning Action, General Plan, Or Community Plan With Which The Project is Consistent?	Are There Effects That Are Peculiar To The Project That Will Not Be Substantially Mitigated By Application Of Uniformly Applied Development Policies Or Standards That Have Been Previously Adopted?	Are There Effects That Were Not Analyzed As Significant Effects In A Prior EIR On The Zoning Action, General Plan Or Community Plan With Which The Project Is Consistent?	Are There Potentially Significant Off-Site Impacts And Cumulative Impacts Which Were Not Discussed In The Prior EIR Prepared For The General Plan, Community Plan Or Zoning Action?	Are There Previously Identified Significant Effects That, As A Result Of Substantial New Information Not Known At The Time The EIR Was Certified, Are Now Determined To Have A More Severe Adverse Impact?	Prior Environmental Document's Mitigation Measures Addressing Impacts.
13. Population and Housing, Would the Project:	FPASP Draft EIR pp. 3A.13-1 to -16									
a. Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	pp. 3A.13-11 to -15	No	No	No	No	No	No	No	No	None required
b. Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	p. 3A.13-16	No	No	No	No	No	No	No	No	None required

Environmental Issue Area	Where Impact Was Analyzed in Prior Environmental Documents.	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information of Substantial Importance Requiring New Analysis or Verification?	Are There Effects That Are Peculiar To The Project Or The Parcel On Which The Project Would Be Located That Have Not Been Disclosed In a Prior EIR On The Zoning Action, General Plan, Or Community Plan With Which the Project is Consistent?	Are There Effects That Are Peculiar To The Project That Will Not Be Substantially Mitigated By Application Of Uniformly Applied Development Policies Or Standards That Have Been Previously Adopted?	Are There Effects That Were Not Analyzed As Significant Effects In A Prior EIR On The Zoning Action, General Plan Or Community Plan With Which The Project Is Consistent?	Are There Potentially Significant Off-Site Impacts And Cumulative Impacts Which Were Not Discussed In The Prior EIR Prepared For The General Plan, Community Plan Or Zoning Action?	Are There Previously Identified Significant Effects That, As A Result Of Substantial New Information Not Known At The Time The EIR Was Certified, Are Now Determined To Have A More Severe Adverse Impact?	Prior Environmental Document's Mitigation Measures Addressing Impacts.
13. Population and Housing. Would the Project	FPASP Draft EIR pp. 3A.13-1 to -16									
c. Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	p. 3A.13-16	No	No	No	No	No	No	No	No	None required
<p>Discussion:</p> <p>The FPASP EIR concluded that all population, employment and housing impacts are less than significant and do not require mitigation. (FEIR, pp. 1-137 to 1- 138; DEIR, p. 3A.13-16.) The pages indicated in the table above contain the relevant analysis of the potential impacts.</p> <p>Additionally, the 2012 Water Addendum includes a short discussion of how the changes to the water facilities aspects of the FPASP project would have the same or less impacts to population and housing when compared to the FPASP project as analyzed in the 2011 EIR and, thus, no new mitigation was required. (Water Addendum, p. 3-15.)</p> <p>See Exhibit 3 for discussion of the Mangini Ranch Phase 1C North project's consistency with housing policies in the FPASP that may be relevant to population and housing impacts. (Exh. 3, pp. 7-10.)</p> <p>Mitigation Measures:</p> <ul style="list-style-type: none"> • None required <p>Conclusion:</p> <p>With implementation of the above mitigation measures identified in the FPASP EIR and Water Addendum, the Mangini Ranch Phase 1C North project would not have any new significant or substantially more severe population and housing impacts (Guidelines, § 15162), nor would it result in any new significant impacts that are peculiar to the project or its site (Guidelines, § 15183).</p>										

14. PUBLIC SERVICES

Environmental Issue Area	Where Impact Was Analyzed in Prior Environmental Documents.	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information of Substantial Importance Requiring New Analysis or Verification?	Are There Effects That Are Peculiar To The Project Or The Parcel On Which The Project Would Be Located That Have Not Been Disclosed In a Prior EIR On The Zoning Action, General Plan, Or Community Plan With Which The Project is Consistent?	Are There Effects That Are Peculiar To The Project That Will Not Be Substantially Mitigated By Application Of Uniformly Applied Development Policies Or Standards That Have Been Previously Adopted?	Are There Effects That Were Not Analyzed As Significant Effects In A Prior EIR On The Zoning Action, General Plan Or Community Plan With Which The Project Is Consistent?	Are There Potentially Significant Off-Site Impacts And Cumulative Impacts Which Were Not Discussed In The Prior EIR Prepared For The General Plan, Community Plan Or Zoning Action?	Are There Previously Identified Significant Effects That, As A Result Of Substantial New Information Not Known At The Time The EIR Was Certified, Are Now Determined To Have A More Severe Adverse Impact?	Prior Environmental Document's Mitigation Measures Addressing Impacts.
14. Public Services.	FPASP Draft EIR pp. 3A.14-1 to -30									
a. Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any the public services:	pp. 3A.14-12 to -13	No	No	No	No	No	No	No	No	MM 3A.14-1
Fire protection?	pp. 3A.14-13 to -20	No	No	No	No	No	No	No	No	MM 3A.14-2 3A.14-3

Environmental Issue Area	Where Impact Was Analyzed in Prior Environmental Documents.	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information of Substantial Importance Requiring New Analysis or Verification?	Are There Effects That Are Peculiar To The Project Or The Parcel On Which The Project Would Be Located That Have Not Been Disclosed In a Prior EIR On The Zoning Action, General Plan, Or Community Plan With Which The Project is Consistent?	Are There Effects That Are Peculiar To The Project That Will Not Be Substantially Mitigated By Application Of Uniformly Applied Development Policies Or Standards That Have Been Previously Adopted?	Are There Effects That Were Not Analyzed As Significant Effects In A Prior EIR On The Zoning Action, General Plan Or Community Plan With Which The Project Is Consistent?	Are There Potentially Significant Off-Site Impacts And Cumulative Impacts Which Were Not Discussed In The Prior EIR Prepared For The General Plan, Community Plan Or Zoning Action?	Are There Previously Identified Significant Effects That, As A Result Of Substantial New Information Not Known At The Time The EIR Was Certified, Are Now Determined To Have A More Severe Adverse Impact?	Prior Environmental Document's Mitigation Measures Addressing Impacts.
14. Public Services.	FPASP Draft EIR pp. 3A.14-1 to -30									
Police protection?	pp. 3A.14-20 to -23	No	No	No	No	No	No	No	No	None required
Schools?	pp. 3A.14-24 to -30	No	No	No	No	No	No	No	No	None required
Parks?	pp. 3A.12-14 to -17 (in Parks and Recreation chapter, not the Public Services chapter)	No	No	No	No	No	No	No	No	None required
Other public facilities?	Same as (a) above	No	No	No	No	No	No	No	No	Same as (a) above

Environmental Issue Area	Where Impact Was Analyzed in Prior Environmental Documents.	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information of Substantial Importance Requiring New Analysis or Verification?	Are There Effects That Are Peculiar To The Project Or The Parcel On Which The Project Would Be Located That Have Not Been Disclosed In a Prior EIR On The Zoning Action, General Plan, Or Community Plan With Which The Project is Consistent?	Are There Effects That Are Peculiar To The Project That Will Not Be Substantially Mitigated By Application Of Uniformly Applied Development Policies Or Standards That Have Been Previously Adopted?	Are There Effects That Were Not Analyzed As Significant Effects In A Prior EIR On The Zoning Action, General Plan Or Community Plan With Which The Project Is Consistent?	Are There Potentially Significant Off-Site Impacts And Cumulative Impacts Which Were Not Discussed In The Prior EIR Prepared For The General Plan, Community Plan Or Zoning Action?	Are There Previously Identified Significant Effects That, As A Result Of Substantial New Information Not Known At The Time The EIR Was Certified, Are Now Determined To Have A More Severe Adverse Impact?	Prior Environmental Document's Mitigation Measures Addressing Impacts.
14. Public Services.	FPASP Draft EIR pp. 3A.14-1 to -30									
<p>Discussion:</p> <p>The FPASP EIR concluded that implementation of the mitigation measures in the EIR would reduce all public services impacts to less than significant levels, except for impacts from off-site elements constructed in areas under the jurisdiction of El Dorado and Sacramento Counties, or Caltrans (Impact 3A.14-1). (FEIR, pp. 1-138 to 1- 141; DEIR, p. 3A.14-30.) The pages indicated in the table above contain the relevant analysis of the potential impacts.</p> <p>Additionally, the 2012 Water Addendum includes a short discussion of how the changes to the water facilities aspects of the FPASP project would have the same or less impacts to public services when compared to the FPASP project as analyzed in the 2011 EIR and, thus, no new mitigation was required. (Water Addendum, p. 3-16.)</p> <p>See Exhibit 3 for discussion of the Mangini Ranch Phase 1C North project's consistency with public services and utilities policies in the FPASP that may be relevant to public services impacts. (Exh. 3, pp. 37-39.)</p> <p>Mitigation Measures:</p> <ul style="list-style-type: none"> • MM 3A.14-1 • MM 3A.14-2 • MM 3A.14-3 <p>Conclusion:</p> <p>With implementation of the above mitigation measures identified in the FPASP EIR and Water Addendum, the Mangini Ranch Phase 1C North project would not have any new significant or substantially more severe public services impacts (Guidelines, § 15162), nor would it result in any new significant impacts that are peculiar to the project or its site (Guidelines, § 15183).</p>										

15. RECREATION

Environmental Issue Area	Where Impact Was Analyzed in Prior Environmental Documents.	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information of Substantial Importance Requiring New Analysis or Verification?	Are There Effects That Are Peculiar To The Project Or The Parcel On Which The Project Would Be Located That Have Not Been Disclosed In a Prior EIR On The Zoning Action, General Plan, Or Community Plan With Which the Project is Consistent?	Are There Effects That Are Peculiar To The Project That Will Not Be Substantially Mitigated By Application Of Uniformly Applied Development Policies Or Standards That Have Been Previously Adopted?	Are There Effects That Were Not Analyzed As Significant Effects In A Prior EIR On The Zoning Action, General Plan Or Community Plan With Which The Project Is Consistent?	Are There Potentially Significant Off-Site Impacts And Cumulative Impacts Which Were Not Discussed In The Prior EIR Prepared For The General Plan, Community Plan Or Zoning Action?	Are There Previously Identified Significant Effects That, As A Result Of Substantial New Information Not Known At The Time The EIR Was Certified, Are Now Determined To Have A More Severe Adverse Impact?	Prior Environmental Document's Mitigation Measures Addressing Impacts.
15. Recreation.	FPASP Draft EIR pp. 3A.12-1 to -17									
a. Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	pp. 3A.12-12 to -17	No	No	No	No	No	No	No	No	None required
b. Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	Same as (a) above	No	No	No	No	No	No	No	No	Same as (a) above

Environmental Issue Area	Where Impact Was Analyzed in Prior Environmental Documents.	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information of Substantial Importance Requiring New Analysis or Verification?	Are There Effects That Are Peculiar To The Project Or The Parcel On Which The Project Would Be Located That Have Not Been Disclosed In a Prior EIR On The Zoning Action, General Plan, Or Community Plan With Which The Project is Consistent?	Are There Effects That Are Peculiar To The Project That Will Not Be Substantially Mitigated By Application Of Uniformly Applied Development Policies Or Standards That Have Been Previously Adopted?	Are There Effects That Were Not Analyzed As Significant Effects In A Prior EIR On The Zoning Action, General Plan Or Community Plan With Which The Project Is Consistent?	Are There Potentially Significant Off-Site Impacts And Cumulative Impacts Which Were Not Discussed In The Prior EIR Prepared For The General Plan, Community Plan Or Zoning Action?	Are There Previously Identified Significant Effects That, As A Result Of Substantial New Information Not Known At The Time The EIR Was Certified, Are Now Determined To Have A More Severe Adverse Impact?	Prior Environmental Document's Mitigation Measures Addressing Impacts.
15. Recreation.	FPASP Draft EIR pp. 3A.12-1 to -17									

Discussion:

The FPASP EIR concluded that all parks and recreation impacts are less than significant and, thus, no mitigation was necessary. (FEIR, p. 1-136; DEIR, p. 3A.12-17.) The pages indicated in the table above contain the relevant analysis of the potential impacts.

Additionally, the 2012 Water Addendum includes a short discussion of how the changes to the water facilities aspects of the FPASP project would have the same or less impacts to recreation when compared to the FPASP project as analyzed in the 2011 EIR after implementation of the following mitigation measure: MM 3B.12-1. (Water Addendum, p. 3-15.)

See Exhibit 3 for discussion of the Mangini Ranch Phase 1C North project's consistency with parks policies in the FPASP that may be relevant to recreation impacts. (Exh. 3, pp. 16-17.)

Mitigation Measures:

- MM 3B.12-1

Conclusion:

With implementation of the above mitigation measures identified in the FPASP EIR and Water Addendum, the Mangini Ranch Phase 1C North project would not have any new significant or substantially more severe recreation impacts (Guidelines, § 15162), nor would it result in any new significant impacts that are peculiar to the project or its site (Guidelines, § 15183).

16. TRANSPORTATION/ TRAFFIC

Environmental Issue Area	Where Impact Was Analyzed in Prior Environmental Documents.	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information of Substantial Importance Requiring New Analysis or Verification?	Are There Effects That Are Peculiar To The Project Or The Parcel On Which The Project Would Be Located That Have Not Been Disclosed In a Prior EIR On The Zoning Action, General Plan, Or Community Plan With Which the Project is Consistent?	Are There Effects That Are Peculiar To The Project That Will Not Be Substantially Mitigated By Application Of Uniformly Applied Development Policies Or Standards That Have Been Previously Adopted?	Are There Effects That Were Not Analyzed As Significant Effects In A Prior EIR On The Zoning Action, General Plan Or Community Plan With Which The Project Is Consistent?	Are There Potentially Significant Off-Site Impacts And Cumulative Impacts Which Were Not Discussed In The Prior EIR Prepared For The General Plan, Community Plan Or Zoning Action?	Are There Previously Identified Significant Effects That, As A Result Of Substantial New Information Not Known At The Time The EIR Was Certified, Are Now Determined To Have A More Severe Adverse Impact?	Prior Environmental Document's Mitigation Measures Addressing Impacts.
16. Transportation/Traffic. Would the project:	FPASP Draft EIR pp. 3A.15-1 to -157									
a. Cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ration on roads, or congestion at intersections)?	pp. 3A.15-25 to -157	No	No	No	No	No	No	No	No	MM 3A.15-1a 3A.15-1b 3A.15-1c 3A.15-1f 3A.15-1i 3A.15-1j 3A.15-1l 3A.15-1o 3A.15-1p 3A.15-1q 3A.15-1r 3A.15-1s 3A.15-1u 3A.15-1v 3A.15-1w 3A.15-1x 3A.15-1y 3A.15-1z 3A.15-1aa 3A.15-1dd 3A.15-1ee 3A.15-1ff 3A.15-1gg 3A.15-1hh 3A.15-1ii 3A.15-2a 3A.15-2b

Environmental Issue Area	Where Impact Was Analyzed in Prior Environmental Documents.	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information of Substantial Importance Requiring New Analysis or Verification?	Are There Effects That Are Peculiar To The Project Or The Parcel On Which The Project Would Be Located That Have Not Been Disclosed In a Prior EIR On The Zoning Action, General Plan, Or Community Plan With Which The Project is Consistent?	Are There Effects That Are Peculiar To The Project That Will Not Be Substantially Mitigated By Application Of Uniformly Applied Development Policies Or Standards That Have Been Previously Adopted?	Are There Effects That Were Not Analyzed As Significant Effects In A Prior EIR On The Zoning Action, General Plan Or Community Plan With Which The Project is Consistent?	Are There Potentially Significant Off-Site Impacts And Cumulative Impacts Which Were Not Discussed In The Prior EIR Prepared For The General Plan, Community Plan Or Zoning Action?	Are There Previously Identified Significant Effects That, As A Result Of Substantial New Information Not Known At The Time The EIR Was Certified, Are Now Determined To Have A More Severe Adverse Impact?	Prior Environmental Document's Mitigation Measures Addressing Impacts.
16. Transportation/Traffic. Would the project:	FPASP Draft EIR pp. 3A.15-1 to -157									
										3A.15-3 3A.15-4a 3A.15-4b 3A.15-4c 3A.15-4d 3A.15-4f 3A.15-4g 3A.15-4j 3A.15-4k 3A.15-4l 3A.15-4m 3A.15-4n 3A.15-4o 3A.15-4p 3A.15-4q 3A.15-4r 3A.15-4s 3A.15-4t 3A.15-4u 3A.15-4v 3A.15-4w 3A.15-4x 3A.15-4y
b. Exceed, either individually or cumulatively, a level of service standard established by the	Same as (a) above	No	No	No	No	No	No	No	No	Same as (a) above

Environmental Issue Area	Where Impact Was Analyzed in Prior Environmental Documents.	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information of Substantial Importance Requiring New Analysis or Verification?	Are There Effects That Are Peculiar To The Project Or The Parcel On Which The Project Would Be Located That Have Not Been Disclosed In a Prior EIR On The Zoning Action, General Plan, Or Community Plan With Which The Project is Consistent?	Are There Effects That Are Peculiar To The Project That Will Not Be Substantially Mitigated By Application Of Uniformly Applied Development Policies Or Standards That Have Been Previously Adopted?	Are There Effects That Were Not Analyzed As Significant Effects In A Prior EIR On The Zoning Action, General Plan Or Community Plan With Which The Project Is Consistent?	Are There Potentially Significant Off-Site Impacts And Cumulative Impacts Which Were Not Discussed In The Prior EIR Prepared For The General Plan, Community Plan Or Zoning Action?	Are There Previously Identified Significant Effects That, As A Result Of Substantial New Information Not Known At The Time The EIR Was Certified, Are Now Determined To Have A More Severe Adverse Impact?	Prior Environmental Document's Mitigation Measures Addressing Impacts.
16. Transportation/Traffic. Would the project	FPASP Draft EIR pp. 3A.15-1 to -157									
county congestion management agency for designated roads or highways?										
c. Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	Not relevant; no changes to air traffic would result from the Project	No	No	No	No	No	No	No	No	
d. Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	No significant traffic hazards were identified in the EIR	No	No	No	No	No	No	No	No	
e. Result in inadequate emergency access?	3A.14-12 to -13 (in Public Services chapter, not Transportation chapter)	No	No	No	No	No	No	No	No	MM 3A.14-1

Environmental Issue Area	Where Impact Was Analyzed in Prior Environmental Documents.	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information of Substantial Importance Requiring New Analysis or Verification?	Are There Effects That Are Peculiar To The Project Or The Parcel On Which The Project Would Be Located That Have Not Been Disclosed In a Prior EIR On The Zoning Action, General Plan, Or Community Plan With Which the Project is Consistent?	Are There Effects That Are Peculiar To The Project That Will Not Be Substantially Mitigated By Application Of Uniformly Applied Development Policies Or Standards That Have Been Previously Adopted?	Are There Effects That Were Not Analyzed As Significant Effects In A Prior EIR On The Zoning Action, General Plan Or Community Plan With Which The Project Is Consistent?	Are There Potentially Significant Off-Site Impacts And Cumulative Impacts Which Were Not Discussed In The Prior EIR Prepared For The General Plan, Community Plan Or Zoning Action?	Are There Previously Identified Significant Effects That, As A Result Of Substantial New Information Not Known At The Time The EIR Was Certified, Are Now Determined To Have A More Severe Adverse Impact?	Prior Environmental Document's Mitigation Measures Addressing Impacts.
16. Transportation/Traffic. Would the project:	FPASP Draft EIR pp. 3A.15-1 to -157									
f. Result in inadequate parking capacity?	Development will be required to follow City parking standards	No	No	No	No	No	No	No	No	
g. Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?	3A.15-27	No	No	No	No	No	No	No	No	None required

Environmental Issue Area	Where Impact Was Analyzed in Prior Environmental Documents.	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information of Substantial Importance Requiring New Analysis or Verification?	Are There Effects That Are Peculiar To The Project Or The Parcel On Which The Project Would Be Located That Have Not Been Disclosed In a Prior EIR On The Zoning Action, General Plan, Or Community Plan With Which The Project is Consistent?	Are There Effects That Are Peculiar To The Project That Will Not Be Substantially Mitigated By Application Of Uniformly Applied Development Policies Or Standards That Have Been Previously Adopted?	Are There Effects That Were Not Analyzed As Significant Effects In A Prior EIR On The Zoning Action, General Plan Or Community Plan With Which The Project is Consistent?	Are There Potentially Significant Off-Site Impacts And Cumulative Impacts Which Were Not Discussed In The Prior EIR Prepared For The General Plan, Community Plan Or Zoning Action?	Are There Previously Identified Significant Effects That, As A Result Of Substantial New Information Not Known At The Time The EIR Was Certified, Are Now Determined To Have A More Severe Adverse Impact?	Prior Environmental Document's Mitigation Measures Addressing Impacts.
16. Transportation/Traffic. Would the project:	FPASP Draft EIR pp. 3A.15-1 to -157									
<p>Discussion:</p> <p>The FPASP EIR concluded that implementation of the mitigation measures in the EIR would reduce all except the following traffic and transportation impacts to less than significant levels: Impacts 3A.15-1i, 3A.15-1j, 3A.15-1l, 3A.15-1o, 3A.15-1p, 3A.15-1q, 3A.15-1r, 3A.15-1s, 3A.15-1u, 3A.15-1v, 3A.15-1w, 3A.15-1x, 3A.15-1y, 3A.15-1z, 3A.15-1aa, 3A.15-1dd, 3A.15-1ee, 3A.15-1ff, 3A.15-1gg, 3A.15-1hh, 3A.15-1ii, 3A.15-2, 3A.15-4b, 3A.15-4d, 3A.15-4i, 3A.15-4l, 3A.15-4m, 3A.15-4n, 3A.15-4o, 3A.15-4p, 3A.15-4r, 3A.15-4s, 3A.15-4t, 3A.15-4u, 3A.15-4v, 3A.15-4w, 3A.15-4x, 3A.15-4y. (FEIR, pp. 1-142 to 1-175.) These impacts include intersection impacts, such as the intersections at Oak Avenue Parkway/East Bidwell Street and East Bidwell Street/Iron Point Road; and impacts at roadway segments, such as on eastbound U.S. 50, including the Zinfandel Drive to Sunrise Boulevard segment, the Rancho Cordova Parkway to Hazel Avenue segment, and the Folsom Boulevard to Prairie City Road segment. (DEIR, pp. 3A.15-157.) The pages indicated in the table above contain the relevant analysis of the potential impacts.</p> <p>Additionally, the 2012 Water Addendum includes a short discussion of how the changes to the water facilities aspects of the FPASP project would have the same or less transportation and traffic impacts when compared to the FPASP project as analyzed in the 2011 EIR after implementation of the following mitigation measures: MM 3B.15-1a, MM 3B.15-1b. (Water Addendum, p. 3-16.)</p> <p>See Exhibit 3 for discussion of the Mangini Ranch Phase 1C North project's consistency with circulation policies in the FPASP that may be relevant to traffic and transportation impacts. (Exh. 3, pp. 3-4.)</p> <p>The May 21, 2021, Access Evaluation Memo by Kimley-Horn (attached as Exhibit 5), which incorporates the transportation and traffic analysis in the FPASP EIR/EIS, updates the intersection and roadway segment analysis performed for the Mangini Phase 1 project, approved in 2015, analyzes the ingress and egress needs of Mangini Ranch Phase 1C North, the separately proposed Mangini Ranch Phase 1C 4-Pack project, and the forthcoming Mangini Place Apartments project, and determined that the addition of the Mangini Ranch Phase 1C North project would not result in any additional significant impacts. (Exh. 5, pp. 3-4.) The Kimley-Horn Memo reached this conclusion, in part, based on improvements being constructed by other Projects including the City's approval of the construction of Mangini Parkway through the Project site, including the intersection of Streets 'G' and 'H' with Mangini Parkway and intersection of Mangini Parkway and Savannah Parkway, as well as improvements that the 1C North, 4-Pack, and Apartments projects should be conditioned upon, including the intersection of Street 'A' with Savannah Parkway and improvements of the Project site's frontage along Savannah Parkway. (Exh. 5, p. 2-4.) These are not new significant impacts, however, because these improvements were already analyzed and found necessary. (Exh. 5, pp. 2-3, 4.) Thus, the Mangini Ranch Phase 1C North would not result in any new or substantially more severe significant transportation and traffic impacts. (See Exh. 5, p. 4.)</p> <p>Mitigation Measures:</p> <ul style="list-style-type: none"> • MM 3A.14-1 • MM 3A.15-1a through MM 3A.15-1c • MM 3A.15-1f • MM 3A.15-1i through MM 3A.15-1j • MM 3A.15-1l • MM 3A.15-1o through MM 3A.15-1s • MM 3A.15-1u through MM 3A.15-1z • MM 3A.15-1aa 										

Environmental Issue Area	Where Impact Was Analyzed in Prior Environmental Documents.	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information of Substantial Importance Requiring New Analysis or Verification?	Are There Effects That Are Peculiar To The Project Or The Parcel On Which The Project Would Be Located That Have Not Been Disclosed In a Prior EIR On The Zoning Action, General Plan, Or Community Plan With Which the Project is Consistent?	Are There Effects That Are Peculiar To The Project That Will Not Be Substantially Mitigated By Application Of Uniformly Applied Development Policies Or Standards That Have Been Previously Adopted?	Are There Effects That Were Not Analyzed As Significant Effects In A Prior EIR On The Zoning Action, General Plan Or Community Plan With Which The Project Is Consistent?	Are There Potentially Significant Off-Site Impacts And Cumulative Impacts Which Were Not Discussed In The Prior EIR Prepared For The General Plan, Community Plan Or Zoning Action?	Are There Previously Identified Significant Effects That, As A Result Of Substantial New Information Not Known At The Time The EIR Was Certified, Are Now Determined To Have A More Severe Adverse Impact?	Prior Environmental Document's Mitigation Measures Addressing Impacts.
16. Transportation/Traffic. Would the project	FPASP Draft EIR pp. 3A.15-1 to -157									
<ul style="list-style-type: none"> • MM 3A.15-1dd through MM 3A.15-1ii • MM 3A.15-2a through MM 3A.15-2b • MM 3A.15-3 • MM 3A.15-4a through MM 3A.15-4d • MM 3A.15-4f through MM 3A.15-4g • MM 3A.15-4i through MM 3A.15-4y • MM 3B.15-1a • MM 3B.15-1b <p>Conclusion: With implementation of the above mitigation measures identified in the FPASP EIR and Water Addendum, the Mangini Ranch Phase 1C North project would not have any new significant or substantially more severe transportation/traffic impacts (Guidelines, § 15162), nor would it result in any new significant impacts that are peculiar to the project or its site (Guidelines, § 15183).</p>										

17. UTILITIES

Environmental Issue Area	Where Impact Was Analyzed in Prior Environmental Documents.	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information of Substantial Importance Requiring New Analysis or Verification?	Are There Effects That Are Peculiar To The Project Or The Parcel On Which The Project Would Be Located That Have Not Been Disclosed In a Prior EIR On The Zoning Action, General Plan, Or Community Plan With Which The Project is Consistent?	Are There Effects That Are Peculiar To The Project That Will Not Be Substantially Mitigated By Application Of Uniformly Applied Development Policies Or Standards That Have Been Previously Adopted?	Are There Effects That Were Not Analyzed As Significant Effects In A Prior EIR On The Zoning Action, General Plan Or Community Plan With Which The Project Is Consistent?	Are There Potentially Significant Off-Site Impacts And Cumulative Impacts Which Were Not Discussed In The Prior EIR Prepared For The General Plan, Community Plan Or Zoning Action?	Are There Previously Identified Significant Effects That, As A Result Of Substantial New Information Not Known At The Time The EIR Was Certified, Are Now Determined To Have A More Severe Adverse Impact?	Prior Environmental Document's Mitigation Measures Addressing Impacts.
17. Utilities and Service Systems. Would the Project:	FPASP Draft EIR pp. 3A.16-1 to -43									
a. Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	pp. 3A.16-13 to -28	No	No	No	No	No	No	No	No	MM 3A.16-1 3A.16-3 3A.16-4 3A.16-5
b. Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	Same as (a) above	No	No	No	No	No	No	No	No	Same as (a) above
c. Require or result in the construction of new storm water drainage facilities or expansion of existing facilities,	pp. 3A.9-28 to -43 Also see generally Backbone Infrastructure MND	No	No	No	No	No	No	No	No	

Environmental Issue Area	Where Impact Was Analyzed in Prior Environmental Documents.	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information of Substantial Importance Requiring New Analysis or Verification?	Are There Effects That Are Peculiar To The Project Or The Parcel On Which The Project Would Be Located That Have Not Been Disclosed In a Prior EIR On The Zoning Action, General Plan, Or Community Plan With Which the Project is Consistent?	Are There Effects That Are Peculiar To The Project That Will Not Be Substantially Mitigated By Application Of Uniformly Applied Development Policies Or Standards That Have Been Previously Adopted?	Are There Effects That Were Not Analyzed As Significant Effects In A Prior EIR On The Zoning Action, General Plan Or Community Plan With Which The Project Is Consistent?	Are There Potentially Significant Off-Site Impacts And Cumulative Impacts Which Were Not Discussed In The Prior EIR Prepared For The General Plan, Community Plan Or Zoning Action?	Are There Previously Identified Significant Effects That, As A Result Of Substantial New Information Not Known At The Time The EIR Was Certified, Are Now Determined To Have A More Severe Adverse Impact?	Prior Environmental Document's Mitigation Measures Addressing Impacts.
17. Utilities and Service Systems. Would the Project:	FPASP Draft EIR pp. 3A.16-1 to -43									
the construction of which could cause significant environmental effects?										
d. Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	Water Addendum, pp. 2-1 to 4-1. See generally DEIR, pp. 3A.18-7 to -53	No	No	No	No	No	No	No	No	
e. Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	Same as (a) above	No	No	No	No	No	No	No	No	Same as (a) above

Environmental Issue Area	Where Impact Was Analyzed in Prior Environmental Documents.	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information of Substantial Importance Requiring New Analysis or Verification?	Are There Effects That Are Peculiar To The Project Or The Parcel On Which The Project Would Be Located That Have Not Been Disclosed In a Prior EIR On The Zoning Action, General Plan, Or Community Plan With Which the Project is Consistent?	Are There Effects That Are Peculiar To The Project That Will Not Be Substantially Mitigated By Application Of Uniformly Applied Development Policies Or Standards That Have Been Previously Adopted?	Are There Effects That Were Not Analyzed As Significant Effects In A Prior EIR On The Zoning Action, General Plan Or Community Plan With Which The Project Is Consistent?	Are There Potentially Significant Off-Site Impacts And Cumulative Impacts Which Were Not Discussed In The Prior EIR Prepared For The General Plan, Community Plan Or Zoning Action?	Are There Previously Identified Significant Effects That, As A Result Of Substantial New Information Not Known At The Time The EIR Was Certified, Are Now Determined To Have A More Severe Adverse Impact?	Prior Environmental Document's Mitigation Measures Addressing Impacts.
17. Utilities and Service Systems. Would the Project:	FPASP Draft EIR pp. 3A.16-1 to -43									
f. Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	pp. 3A.16-28 to -32	No	No	No	No	No	No	No	No	None required
g. Comply with federal, state, and local statutes and regulations related to solid waste?	pp. 3A.16-28 to -32	No	No	No	No	No	No	No	No	None required

Environmental Issue Area	Where Impact Was Analyzed in Prior Environmental Documents.	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information of Substantial Importance Requiring New Analysis or Verification?	Are There Effects That Are Peculiar To The Project Or The Parcel On Which The Project Would Be Located That Have Not Been Disclosed In a Prior EIR On The Zoning Action, General Plan, Or Community Plan With Which the Project is Consistent?	Are There Effects That Are Peculiar To The Project That Will Not Be Substantially Mitigated By Application Of Uniformly Applied Development Policies Or Standards That Have Been Previously Adopted?	Are There Effects That Were Not Analyzed As Significant Effects In A Prior EIR On The Zoning Action, General Plan Or Community Plan With Which The Project Is Consistent?	Are There Potentially Significant Off-Site Impacts And Cumulative Impacts Which Were Not Discussed In The Prior EIR Prepared For The General Plan, Community Plan, Or Zoning Action?	Are There Previously Identified Significant Effects That, As A Result Of Substantial New Information Not Known At The Time The EIR Was Certified, Are Now Determined To Have A More Severe Adverse Impact?	Prior Environmental Document's Mitigation Measures Addressing Impacts.
17. Utilities and Service Systems. Would the Project:	FPASP Draft EIR pp. 3A.16-1 to -43									
<p>Discussion:</p> <p>The FPASP EIR concluded that implementation of the mitigation measures in the EIR would reduce all except the following utilities impacts to less than significant levels: impacts that result from increased demand for SRWTP facilities and that are related to air quality impacts identified in the 2020 Master Plan EIR (Impact 3A.16-3); and impacts associated with improvements to treatment plant facilities for which feasible mitigation may not be available to reduce impacts to a less-than-significant level (Impacts 3A.16-4, 3A.16-5). (FEIR, pp. 1-177 to 1-182; DEIR, p. 3A.16-43.) The pages indicated in the table above contain the relevant analysis of the potential impacts.</p> <p>In the Utilities and Service Systems chapter, the DEIR also addresses energy impacts, citing Appendix F of the CEQA Guidelines. See Impact 3A.16-8 (Electricity Demand and Infrastructure, pp. 3A.16-33 to -36); Impact 3A.16-9 (Natural Gas, pp. 3A.16-36 to -39); Impact 3A.16-10 (Telecommunications, pp. 3A.16-39 to -40); Impact 3A.16-11 (Cable TV, pp. 3A.16-40 to -41); Impact 3A.16-12 (Increased Energy Demand, pp. 3A.16-41 to -43).</p> <p>Additionally, the 2012 Water Addendum includes a short discussion of how the changes to the water facilities aspects of the FPASP project would have the same or less impacts to utilities and service systems when compared to the FPASP project as analyzed in the 2011 EIR after implementation of the following mitigation measures: MM 3B.16-3a, MM 3B.16-3b. (Water Addendum, p. 3-17.)</p> <p>See Exhibit 3 for discussion of the Mangini Ranch Phase 1C North project's consistency with utilities, water efficiency, and energy efficiency policies in the FPASP that may be relevant to utilities and service systems impacts. (Exh. 3, pp. 31-35, 38-39.) All the permanent, offsite water and storm drainage infrastructure elements are consistent with and were included in pre-existing City plans – such as the Backbone Infrastructure Project – that have been considered in the FPASP EIR and Water Addendum.</p> <p>Mitigation Measures:</p> <ul style="list-style-type: none"> ▪ MM 3A.16-1 ▪ MM 3A.16-3 ▪ MM 3A.16-4 ▪ MM 3A.16-5 ▪ MM 3B.16-3a ▪ MM 3B.16-3b <p>Conclusion:</p> <p>With implementation of the above mitigation measures identified in the FPASP EIR and Water Addendum, the Mangini Ranch Phase 1C North project would not have any new significant or substantially more severe utilities and service systems impacts (Guidelines, § 15162), nor would it result in any new significant impacts that are peculiar to the project or its site (Guidelines, § 15183).</p>										

18. MANDATORY FINDINGS OF SIGNIFICANCE

Environmental Issue Area	Where Impact Was Analyzed in Prior Environmental Documents.	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information of Substantial Importance Requiring New Analysis or Verification?	Are There Effects That Are Peculiar To The Project Or The Parcel On Which The Project Would Be Located That Have Not Been Disclosed In a Prior EIR On The Zoning Action, General Plan, Or Community Plan With Which the Project is Consistent?	Are There Effects That Are Peculiar To The Project That Will Not Be Substantially Mitigated By Application Of Uniformly Applied Development Policies Or Standards That Have Been Previously Adopted?	Are There Effects That Were Not Analyzed As Significant Effects In A Prior EIR On The Zoning Action, General Plan Or Community Plan With Which The Project Is Consistent?	Are There Potentially Significant Off-Site Impacts And Cumulative Impacts Which Were Not Discussed In The Prior EIR Prepared For The General Plan, Community Plan Or Zoning Action?	Are There Previously Identified Significant Effects That, As A Result Of Substantial New Information Not Known At The Time The EIR Was Certified, Are Now Determined To Have A More Severe Adverse Impact?	Prior Environmental Document's Mitigation Measures Addressing Impacts.
18. Mandatory Findings of Significance.										
a. Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of an endangered, rare or threatened species, or eliminate important examples of the	See Folsom South of U.S. Highway 50 Specific Plan Project's CEQA Findings of Fact and Statement of Overriding Considerations, pp. 45-316	No	No	No	No	No	No	No	No	n/a

Environmental Issue Area	Where Impact Was Analyzed in Prior Environmental Documents.	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information of Substantial Importance Requiring New Analysis or Verification?	Are There Effects That Are Peculiar To The Project Or The Parcel On Which The Project Would Be Located That Have Not Been Disclosed In a Prior EIR On The Zoning Action, General Plan, Or Community Plan With Which the Project is Consistent?	Are There Effects That Are Peculiar To The Project That Will Not Be Substantially Mitigated By Application Of Uniformly Applied Development Policies Or Standards That Have Been Previously Adopted?	Are There Effects That Were Not Analyzed As Significant Effects In A Prior EIR On The Zoning Action, General Plan Or Community Plan With Which The Project Is Consistent?	Are There Potentially Significant Off-Site Impacts And Cumulative Impacts Which Were Not Discussed In The Prior EIR Prepared For The General Plan, Community Plan Or Zoning Action?	Are There Previously Identified Significant Effects That, As A Result Of Substantial New Information Not Known At The Time The EIR Was Certified, Are Now Determined To Have A More Severe Adverse Impact?	Prior Environmental Document's Mitigation Measures Addressing Impacts.
18. Mandatory Findings of Significance.										
major periods of California history or prehistory?										
b. Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when view in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	Folsom South of U.S. Highway 50 Specific Plan Project's CEQA Findings of Fact and Statement of Overriding Considerations, pp. 316-345	No	No	No	No	No	No	No	No	n/a

Environmental Issue Area	Where Impact Was Analyzed in Prior Environmental Documents.	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information of Substantial Importance Requiring New Analysis or Verification?	Are There Effects That Are Peculiar To The Project Or The Parcel On Which The Project Would Be Located That Have Not Been Disclosed In a Prior EIR On The Zoning Action, General Plan, Or Community Plan With Which The Project is Consistent?	Are There Effects That Are Peculiar To The Project That Will Not Be Substantially Mitigated By Application Of Uniformly Applied Development Policies Or Standards That Have Been Previously Adopted?	Are There Effects That Were Not Analyzed As Significant Effects In A Prior EIR On The Zoning Action, General Plan Or Community Plan With Which The Project Is Consistent?	Are There Potentially Significant Off-Site Impacts And Cumulative Impacts Which Were Not Discussed In The Prior EIR Prepared For The General Plan, Community Plan Or Zoning Action?	Are There Previously Identified Significant Effects That, As A Result Of Substantial New Information Not Known At The Time The EIR Was Certified, Are Now Determined To Have A More Severe Adverse Impact?	Prior Environmental Document's Mitigation Measures Addressing Impacts.
18. Mandatory Findings of Significance.										
c. Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	Folsom South of U.S. Highway 50 Specific Plan Project's CEQA Findings of Fact and Statement of Overriding Considerations, pp.	No	No	No	No	No	No	No	No	n/a
<p>Discussion:</p> <p>The City finds that:</p> <p>(a) impacts on the environment under a wide range of topics, including extensive detail regarding on-site biological resources and their habitats, were analyzed and disclosed in the FPASP EIR;</p> <p>(b) cumulative impacts were analyzed for each impact topic throughout the FPASP EIR; and</p> <p>(c) adverse impacts on humans were included and analyzed where relevant as part of the environmental impact analysis of all required topics under CEQA in the FPASP EIR (e.g., air quality, hazards, noise, etc.).</p> <p>Mitigation Measures:</p> <p>See those listed in sections E.1 (Aesthetics) to E.17 (Utilities) above.</p>										

F. Conclusion

As indicated above, the City finds that the Mangini Ranch Phase 1C North Project is exempt from CEQA under Government Code section 65457 and Guidelines section 15182, subdivision (c).

Though not required to do so, the City also makes the following additional findings to facilitate informed decision-making:

- Based on the preceding review, the City's FPASP EIR and Water Addendum have adequately addressed the following issues, and no further environmental review is required pursuant to CEQA Guidelines section 15183: Aesthetics, Agriculture and Forestry Resources, Air Quality, Biological Resources, Cultural Resources, Geology and Soils, Greenhouse Gas Emissions, Hazards and Hazardous Materials, Hydrology and Water Quality, Mineral Resources, Population and Housing, Public Services, and Recreation.
- The following site-specific impacts have been analyzed and determined to be less than significant: Land Use and Planning, Noise, and Transportation/Traffic. Thus, pursuant to CEQA Guidelines section 15183, no further environmental analysis is required.
- The following site-specific issues reviewed in this document were within the scope of issues and impacts analyzed in the FPASP EIR, and site-specific analyses did not identify new significant impacts: Land Use and Planning, Noise, and Transportation/Traffic.

IV. REFERENCES

1. City of Folsom. City of Folsom General Plan. January 1993.
2. City of Folsom. Folsom Plan Area Specific Plan. June 28, 2011.
3. City of Folsom. Folsom South of U.S. Highway 50 Specific Plan Project Public Draft EIR/EIS (June 2010) and Final EIR/EIS (May 2011).
4. City of Folsom. Folsom South of U.S. Highway 50 Specific Plan Project's CEQA Findings of Fact and Statement of Overriding Considerations (May 2011).
5. City of Folsom. CEQA Addendum for the Folsom South of U.S. 50 Specific Plan Project- Revised Proposed Off-site Water Facility Alternative. November, 2012.
6. City of Folsom. South of Highway 50 Backbone Infrastructure Project Initial Study/Mitigated Negative Declaration. December 9, 2014.

Exhibit 1: Folsom Ranch Central District Design Guidelines (Amended 2018)

Exhibit 2: ROD for the Folsom South of U.S. Highway 50 Specific Plan Project—City of Folsom Backbone Infrastructure (May 22, 2014)

Exhibit 3: Applicant's Policy Consistency Analysis (May 2021)

Exhibit 4: Noise Assessment by Bollard Acoustical Consultants (May 3, 2021)

Exhibit 5: Mangini Ranch Mangini Ranch Phase 1C North Access Evaluation Memo by Kimley-Horn (May 21, 2021)

Attachment 10

Access and Circulation Analysis dated May 21, 2021

Memorandum

To: Kris Steward

From: Matt Weir, P.E., T.E., PTOE, RSP₁

Re: *Access Evaluation*
Mangini Ranch – Phases 1C North & 1C Four Pack

Date: May 21, 2021

Per your request, we have prepared this access evaluation specific to Phases 1C North and 1C Four Pack of the above referenced project in Folsom. The assumptions upon which this evaluation was prepared were identified by the City of Folsom¹ and the project team. The following is discussion of our evaluation, findings, and recommendations.

As a framework for this evaluation, the City specifically requested¹ the following:

- Consider all three projects (1C North, 1C Four Pack, and Mangini Place Apartments) together. By evaluating the three projects together, the City can more easily condition the completion of the various internal roadways to ensure adequate access and circulation are provided.
- Consider that the City is going to authorize the construction of Mangini Parkway along the project frontage, east to the future Savannah Parkway intersection in the near future. Consideration is required for the traffic control and lane configuration at the Mangini Parkway intersection with “Street G”/“Street H” that serves Phase 1C North, as well as the access driveway for the Mangini Place Apartments project.
- Consider Street “A” intersection with Savannah Parkway (i.e., turn movements, traffic control etc.), and its proximity to and interaction with the adjacent Grand Prairie intersection.
- Consider the ultimate Savannah Parkway roadway will be constructed along the projects’ frontage, including the Mangini Parkway/Savannah Parkway intersection. Consideration should be given to the transition, both north and south, to existing Placerville Road.

I. Land Use, Trip Generation, and Primary Access

- Phase 1C North, 76-unit single-family detached residential units
- Phase 1C Four Pack, 100-unit single-family detached residential units
- Mangini Place Apartments, 150-units²
 - Highest peak-hour volume³:
 - 163-trips IN (PM)
 - 152-trips OUT (AM)

A previously completed traffic study⁴ is understood to form the basis of the ultimate Savannah Parkway corridor, including traffic control at the Mangini Parkway intersection. This, and other prior efforts are included by reference allowing this access evaluation to focus exclusively on ingress and egress for the combination of the three projects (1C North, 1C Four Pack, and Mangini Place Apartments). Accordingly, in addition to the assumptions summarized above, the following considerations were also incorporated as part of this evaluation:

¹ Telephone conferences with Steve Krahn, City of Folsom, December 9, 2020, and April 5, 2021.

² A standalone access evaluation will be prepared for the apartment project. This evaluation will more comprehensively evaluate the apartments’ intermediate driveway in addition to the considerations noted in this memorandum.

³ *Trip Generation Manual, 10th Edition*, Land Use 210 Single-Family Detached Housing and 220 Multifamily Housing (Low-Rise) regression equations, Institute of Transportation Engineers (ITE). Combination of all three projects’ trips.

⁴ *Folsom South of U.S. Highway 50 Specific Plan DEIR/DEIS*, City of Folsom and USACE, June 2010.

- *Project Sites' Land Use*
The projects are understood to be consistent with the Specific Plan's land use. This consistency is specified in the projects' narratives⁵.
- *Mangini Parkway and Savannah Parkway Access*
Exhibit 3A.15-103 (Cumulative Plus Project (with Mitigated Network) Conditions) of the prior traffic study⁴ specifies the lane configuration, including the addition of traffic signal control, at the Mangini Parkway intersection with Savannah Parkway. At the time of this memorandum, the City is in the process of approving the construction of Mangini Parkway along the project frontage. These improvements, including the construction of the Street "G"/Street "H" intersection within the Phase 1C North project and the access driveway for the Mangini Place Apartments, are assumed to be constructed prior to the projects' occupancy. The projects' Savannah Parkway frontage is also anticipated to be improved to its ultimate width, including completion of the Mangini Parkway intersection with Savannah Parkway intersection. As discussed later in this memorandum, transitions are required north and south of the immediate project area to provide appropriate transition between the existing/un-improved and improved sections of this facility.

II. Access Conditions and Trip Assignment

- *Combined Projects (176 single-family detached residential units and 150 apartment units) (see Exhibit 1)*
 1. Mangini Parkway @ Street "G"/Street "H": full access, side-street stop control (SSSC)*
 2. Savannah Parkway @ Street "A": full access, SSSC
 3. Mangini Parkway @ Mangini Place Apartments Driveway: full access, SSSC*
 4. Mangini Parkway @ Savannah Parkway: full access, all-way stop control (AWSC)**

* At the time of this memorandum, the City is in the process of approving the construction of Mangini Parkway along the project frontage. These improvements are assumed to be constructed prior to the projects' occupancy.

** This evaluation considers the triggers for the conversion from AWSC to traffic signal control.

Lastly it was necessary to approximate the peak-hour turning movements associated with the combined projects at the four noted access locations to allow for an evaluation and recommendation of treatments. These trips were developed as summarized below:

- *Global Trip Assignment*
Per other traffic studies in the general project area:
 - 80% of the trips originate from or are destined for points north
 - 20% trips originating from or destined for points assumed to access White Rock Rd (Capital SouthEast Connector) south of the project site
- *Approximate "Project Only" Peak-Hour Intersection Volumes⁶ (see Exhibit 1)*

III. Access Review

Based on our coordination with the City and project team, and review of the prior study⁴ and related project documentation, we offer the following recommendations for the conditions anticipated to result from the completion of the three projects:

- *Exterior Roadways*
As previously discussed, the City is in the process of approving the construction of Mangini Parkway along the project frontage. These improvements, including the

⁵ *Mangini Ranch Phase 1C North Project Narrative (March 19, 2020) and Mangini Ranch Phase 1 C 4-Pack Project Narrative (March 25, 2020)*, MacKay & Soms Civil Engineers, Inc.

⁶ Other adjacent and regional projects will also contribute traffic to the Mangini Parkway intersection with Savannah Parkway. The effect of those developments' traffic has been/will be analyzed separately, at the time those projects' applications come forward and trigger for conversion from AWSC to traffic signal control will also be considered as part of those evaluations.

construction of the Street "G"/Street "H" intersection within the Phase 1C North project and the access driveway for the Mangini Place Apartments⁸, are assumed to be constructed prior to the projects' occupancy. The projects' Savannah Parkway frontage is also anticipated to be improved its ultimate configuration, including completion of the Mangini Parkway intersection with Savannah Parkway.

- These projects should be conditioned to construct these Mangini Parkway and Savannah Parkway frontage improvements, including their intersection (unsignalized), prior to the first occupancy permit should their completion be delayed from what has been assumed in this evaluation.
- o *Savannah Parkway Access (Street "A")*
As shown in Exhibit 2, this project driveway is located approximately 600-feet south of the existing Placerville Road intersection with Grand Prairie Road, a location that is approximately equidistance between the adjacent intersections (Mangini Parkway to the south). This intersection spacing, coupled with the relatively low driveway trips, is anticipated to facilitate full access with side-street stop control. Adequate corner sight distance (unobstructed sight lines of sufficient length to allow for safe, conflicting movements) should be provided, and maintained at this intersection for vehicles exiting and entering the project site in a manner consistent with published City standards.
- o *Mangini Parkway Access*
The Mangini Parkway improvement plans (MacKay & Soms, April 2021) depict the Street "G"/Street "H" intersection with left-turn pockets in a manner generally consistent with the existing intersections previously constructed to the west. Although these plans indicate all-way stop control (AWSC), it is anticipated that this intersection will operate adequately with SSSC, as the other intersections to the west. The same configuration (SSSC with an eastbound left-turn pocket) is anticipated to adequately serve the Mangini Place Apartments⁸. This configuration and traffic control are anticipated to be adequate considering the mix of volumes and speeds at both locations. Adequate corner sight distance (unobstructed sight lines of sufficient length to allow for safe, conflicting movements) should be provided, and maintained at this intersection for vehicles exiting on both sides of Mangini Parkway in a manner consistent with published City standards.
- o *Mangini Parkway @ Savannah Parkway Intersection*
This interaction is anticipated to be signalized as development in the overall Plan Area advances. At this time, considering the projects' relatively low contribution to the peak-hour volumes (89 total trips or ~7-percent of the total volume expected), the Mangini Parkway improvement plans' indication of AWSC is considered to be adequate for the addition of these three projects.

IV. Summary of Findings and Recommendations

Based on the assessment documented above, the following is a summary of our findings and recommendations:

- o The consideration of the three projects together, and the resulting internal connectivity linking the projects and providing access to both Mangini Parkway and Savannah Parkway, allows for a comprehensive review of the combined traffic volumes and localized traffic access and circulation considerations.
- o The City is in the process of approving the construction of Mangini Parkway and Savannah Parkway along the project frontage, including completion of the Mangini Parkway intersection with Savannah Parkway (unsignalized). These projects should be

⁸ The Mangini Place Apartments' access driveway should be relocated south to a point that is approximately equidistance between the Street "G"/Street "H" and Savannah Parkway intersections. This spacing will allow for the left-turn movements needed and as described herein.

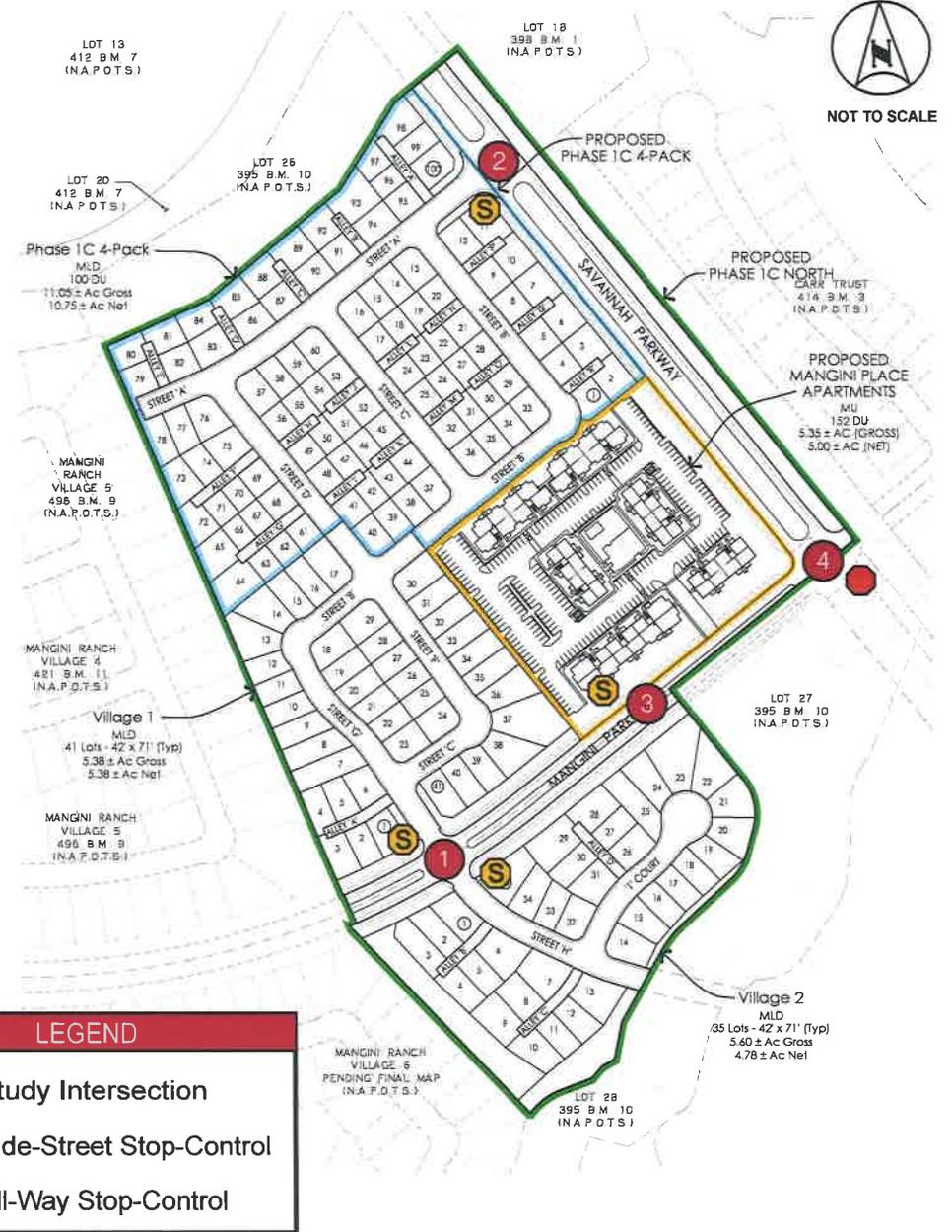
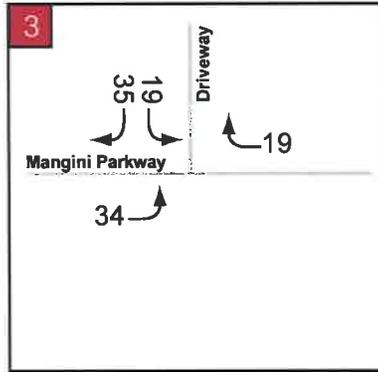
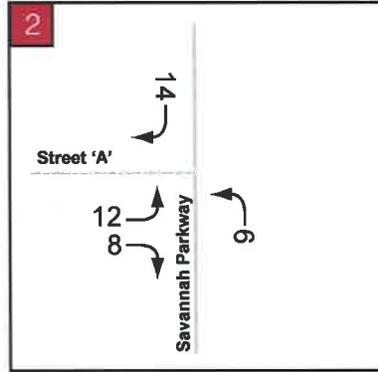
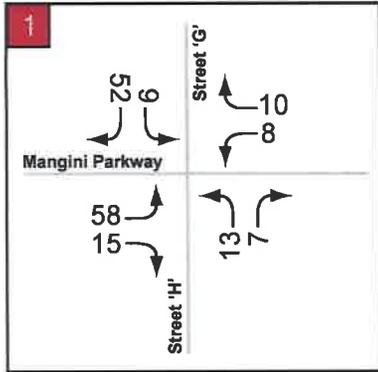
- conditioned to construct these improvements prior to the first occupancy permit should their completion be delayed from what has been assumed in this evaluation.
- Because these three projects are only anticipated to contribute ~7-percent of the total anticipated volumes at the Mangini Parkway intersection with Savannah Parkway, the all-way stop control to be constructed as part of the Mangini Parkway improvement plans is appropriate for these conditions. Future projects will be required to consider traffic signal warrants and to identify when this conversion is required.
 - The Savannah Parkway frontage improvements will require transitions to safely connect the improved and un-improved facilities (see **Exhibit 2**).
 - The Savannah Parkway intersection with Street “A” is anticipated to be adequately served with full-access, side-street stop control. The construction of this intersection should consider appropriate transitions (in particular to accommodate the outbound left-turn) as part of the Savannah Parkway transitions.
 - The Mangini Parkway intersections with Street “G”/Street “H” and the Mangini Place Apartments driveway are anticipated to operate adequately with full access, side-street stop control. As noted, the Mangini Place Apartments’ driveway should be relocated south to a point that is approximately equidistance between the Street “G”/Street “H” and Savannah Parkway intersections. This spacing will allow for the left-turn movements needed and as described herein.

Attachments:

Exhibit 1 – Study Intersections and Traffic Control

Exhibit 2 – Savannah Parkway Transitions

Turn Movements - Highest Peak Hour Volume



LEGEND

- # Study Intersection
- S Side-Street Stop-Control
- All-Way Stop-Control

Attachment 11

Environmental Noise Analysis dated May 21, 2021

Traffic Noise Assessment

Mangini Ranch Phase 1C North

Folsom, California

BAC Job # 2021-063

Prepared For:

CMB Improvement Company, LLC

Attn: Mr. William B. Bunce
4370 Town Center Blvd., #100
El Dorado Hills, CA 95762

Prepared By:

Bollard Acoustical Consultants, Inc.



Dario Gotchet, Senior Consultant

May 3, 2021



Introduction

The Mangini Ranch development is located within the Folsom South of U.S. Highway 50 Specific Plan in Folsom, California. The specific component of the overall Mangini Ranch development analyzed in this study is Phase 1C North (project) which includes single-family residential lots. The Phase 1C North component of the Mangini Ranch development is located west of Savannah Parkway, north of White Rock Road, and is bisected by Mangini Parkway. The project area and site plan are shown on Figures 1 and 2, respectively.

Due to the potential for elevated Savannah Parkway, Mangini Parkway, and White Rock Road traffic noise levels at the Phase 1C North component of the development, Bollard Acoustical Consultants, Inc. (BAC) was retained by the project applicant to prepare this noise assessment. Specifically, this assessment was prepared to determine whether future traffic noise levels would exceed acceptable limits of the Folsom General Plan. This assessment also includes an evaluation of compliance with the Folsom South of U.S. Highway 50 Specific Plan EIR Noise Mitigation Measures.

Noise Fundamentals and Terminology

Noise is often described as unwanted sound. Sound is defined as any pressure variation in air that the human ear can detect. If the pressure variations occur frequently enough (at least 20 times per second), they can be heard, and thus are called sound. Measuring sound directly in terms of pressure would require a very large and awkward range of numbers. To avoid this, the decibel scale was devised. The decibel scale allows a million-fold increase in pressure to be expressed as 120 dB. Another useful aspect of the decibel scale is that changes in levels (dB) correspond closely to human perception of relative loudness. Appendix A contains definitions of Acoustical Terminology. Figure 3 shows common noise levels associated with various sources.

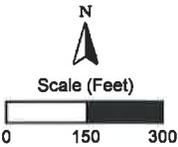
The perceived loudness of sounds is dependent upon many factors, including sound pressure level and frequency content. However, within the usual range of environmental noise levels, perception of loudness is relatively predictable, and can be approximated by weighing the frequency response of a sound level meter by means of the standardized A-weighting network. There is a strong correlation between A-weighted sound levels (expressed as dBA) and community response to noise. For this reason, the A-weighted sound level has become the standard tool of environmental noise assessment. All noise levels reported in this section are in terms of A-weighted levels in decibels.

Community noise is commonly described in terms of the "ambient" noise level, which is defined as the all-encompassing noise level associated with a given noise environment. A common statistical tool to measure the ambient noise level is the average, or equivalent, sound level (L_{eq}) over a given time period (usually one hour). The L_{eq} is the foundation of the Day-Night Average Level noise descriptor, L_{dn} or DNL, and shows very good correlation with community response to noise. The median noise level descriptor, denoted L_{50} , represents the noise level which is



Legend

- - Mangini Ranch Phase 1C Boundary (Approximate)
- Project Boundary (Approximate)

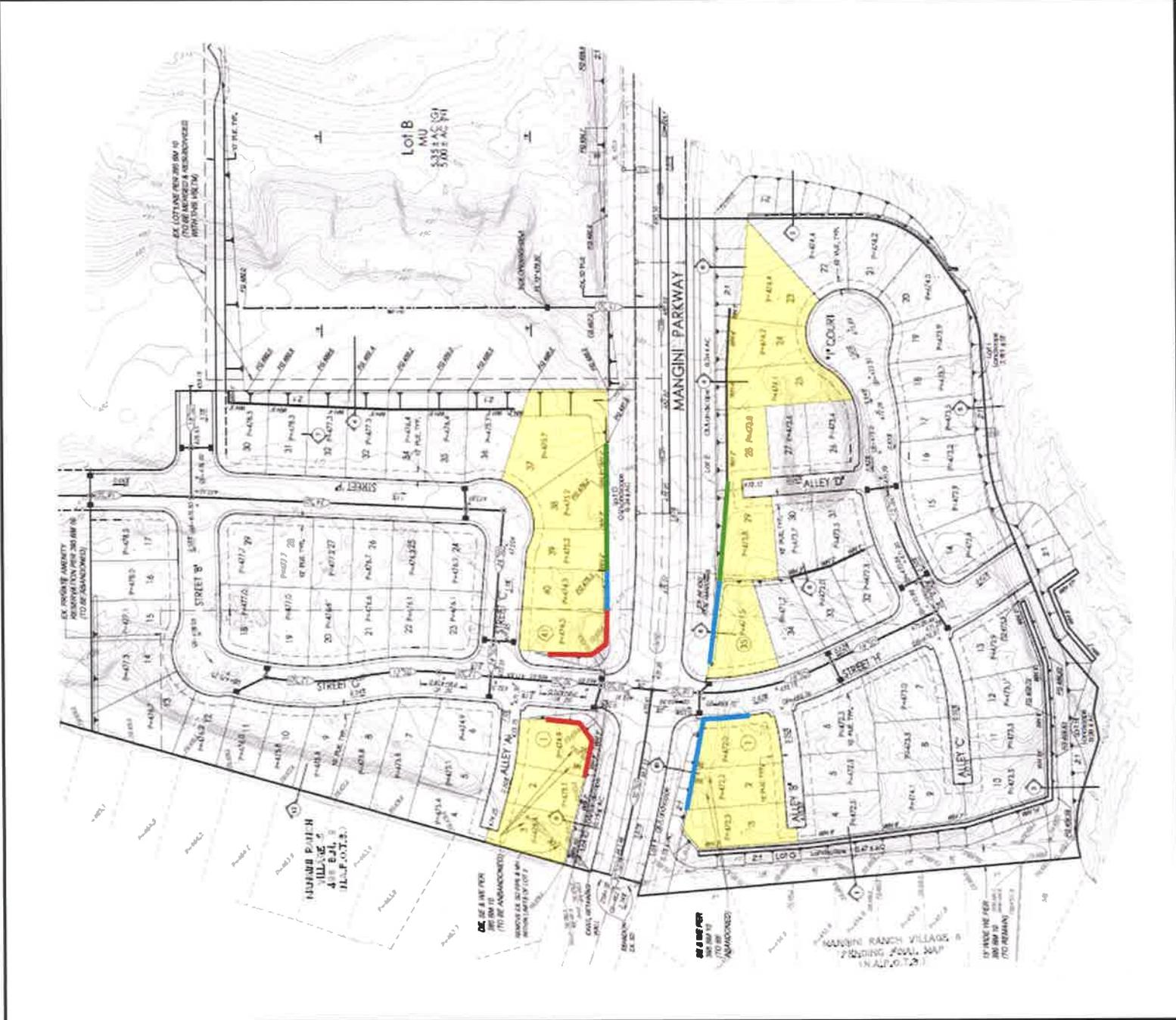


Mangini Ranch Phase 1C North
Folsom, California

Project Area

Figure 1





Mangini Ranch Phase 1C North
 Folsom, California

Project Site Plan

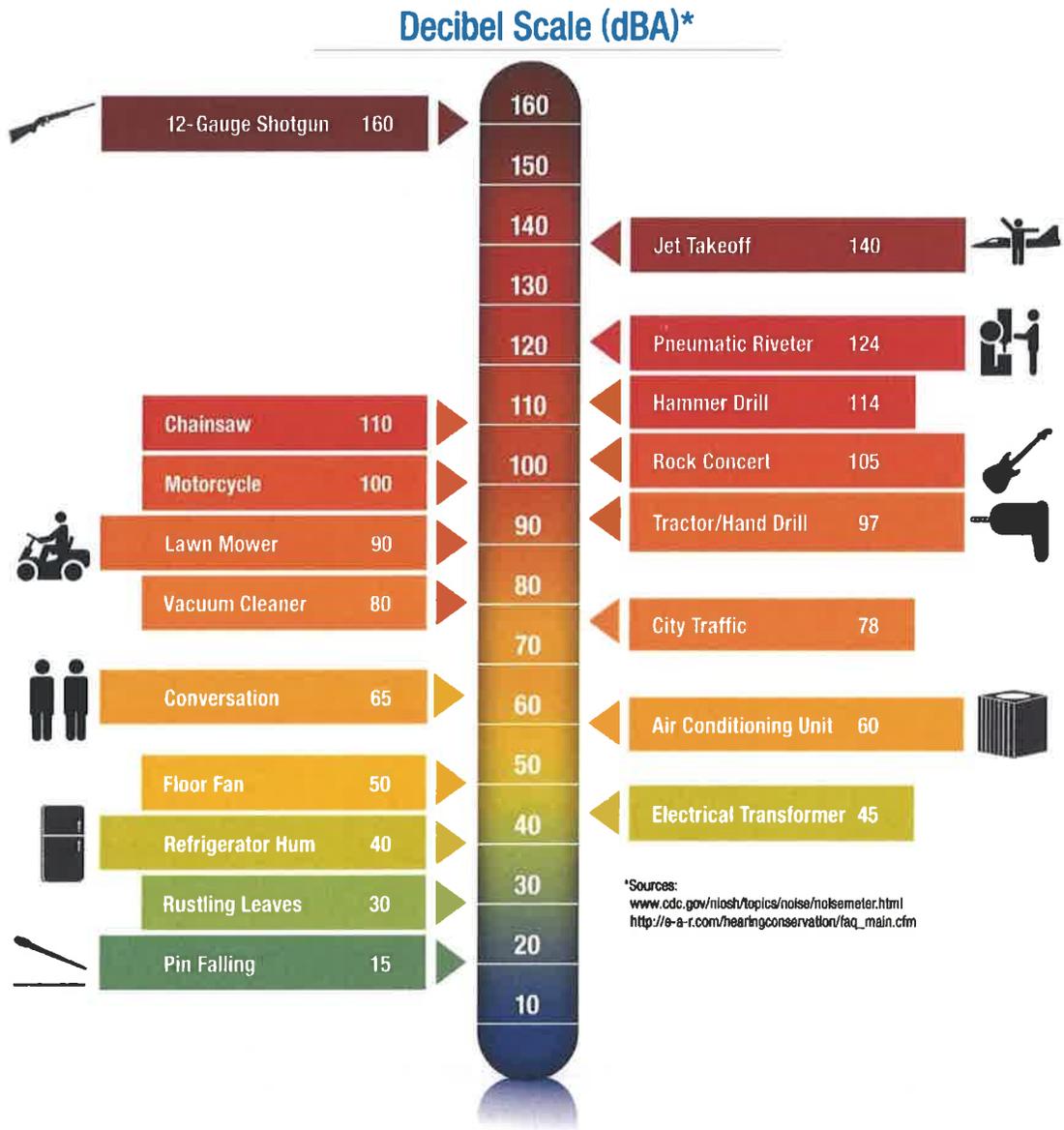
Figure 2

Legend

- Recommended Solid Noise Barriers
 - 3'
 - 4'
 - 6'
- Recommended Window Construction Upgrades
 - STC 32 (Upper-Floors Only)

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 Acoustical Consultants

Figure 3
Typical A-Weighted Sound Levels of Common Noise Sources



*Sources:
www.cdc.gov/niosh/topics/noise/noisemeter.html
http://e-a-r.com/hearingconservation/faq_main.cfm

exceeded 50% of the hour. In other words, half of the hour ambient conditions are higher than the L₅₀ and the other half are lower than the L₅₀.

DNL is based upon the average noise level over a 24-hour day, with a +10-decibel weighting applied to noise occurring during nighttime (10:00 p.m. to 7:00 a.m.) hours. The nighttime penalty is based upon the assumption that people react to nighttime noise exposures as though they were twice as loud as daytime exposures. Because DNL represents a 24-hour average, it tends to disguise short-term variations in the noise environment. DNL-based noise standards are commonly used to assess noise impacts associated with traffic, railroad, and aircraft noise sources.

Criteria for Acceptable Noise Exposure

Folsom 2035 General Plan - Transportation Noise Sources

The Safety and Noise Element of the Folsom 2035 General Plan establishes exterior noise level standards for residential outdoor activity areas exposed to transportation noise sources (i.e., traffic). For single-family residential uses, such as those proposed by the project (Phase 1C North), the General Plan applies an exterior noise level limit of 60 dB DNL at the outdoor activity areas (i.e., backyards). The intent of this criteria is to provide an acceptable exterior noise environment for outdoor activities. The General Plan utilizes an interior noise level standard of 45 dB DNL or less within noise-sensitive project dwellings. The intent of this interior noise limit is to provide a suitable environment for indoor communication and sleep.

Folsom South of U.S. Highway 50 Specific Plan Noise Mitigation Measures

The noise mitigation measures shown below have been incorporated into the Folsom South of U.S. Highway 50 Specific Plan to mitigate identified environmental impacts. The noise-related mitigation measure which is applicable to the development of residential land uses within the Mangini Ranch development are reproduced below. Following the mitigation measure is a brief discussion as to the applicability of the measure to this project.

MM 3A.11-4 Implement Measures to Prevent Exposure of Sensitive Receptors to Increases in Noise from Project-Generated Operational Traffic on Off-Site and On-Site Roadways.

To meet applicable noise standards as set forth in the appropriate General Plan or Code (e.g., City of Folsom, County of Sacramento, and County of El Dorado) and to reduce increases in traffic-generated noise levels at noise-sensitive uses, the project applicant(s) of all project phases shall implement the following:

- Obtain the services of a consultant (such as a licensed engineer or licensed architect) to develop noise-attenuation measures for the proposed construction of on-site noise-sensitive land uses (i.e., residential dwellings and school classrooms) that will produce a minimum composite Sound Transmission Class (STC) rating for buildings of 30 or greater, individually computed for the walls and the floor/ceiling construction of buildings, for the

proposed construction of on-site noise-sensitive land uses (i.e., residential dwellings and school classrooms).

- Prior to submittal of tentative subdivision maps and improvement plans, the project applicant(s) shall conduct a site-specific acoustical analysis to determine predicted roadway noise impacts attributable to the project, taking into account site-specific conditions (e.g., site design, location of structures, building characteristics). The acoustical analysis shall evaluate stationary- and mobile-source noise attributable to the proposed use or uses and impacts on nearby noise-sensitive land uses, in accordance with adopted City noise standards. Feasible measures shall be identified to reduce project-related noise impacts. These measures may include, but are not limited to, the following:
 - Limiting noise-generating operational activities associated with proposed commercial land uses, including truck deliveries;
 - Constructing exterior sound walls;
 - Constructing barrier walls and/or berms with vegetation;
 - Using "quiet pavement" (e.g., rubberized asphalt) construction methods on local roadways; and,
 - Using increased noise-attenuation measures in building construction (e.g., dual-pane, sound-rated windows; exterior wall insulation).

Pursuant to this mitigation measure, this report includes an analysis of future traffic noise impacts at the single-family residential lots within the Phase 1C North component of the Mangini Ranch development. As determined in the following assessment, a portion of the development is expected to be exposed to future Mangini Parkway traffic noise level exposure in excess of the applicable Folsom General Plan 60 dB DNL exterior noise level standard for residential uses, including consideration of the noise level reduction that would be provided by proposed grade elevation differences, retaining walls, and sound walls adjacent to the roadway (as indicated in the project grading plans dated March 19, 2021). As a result, this assessment prescribes specific noise control measures as required to achieve satisfaction with the General Plan's 60 dB DNL exterior noise level standard.

In addition, although future traffic noise levels are predicted to satisfy the applicable Folsom General Plan 45 dB DNL interior noise level standard within the residential interior areas of Phase 1C North, this assessment also includes a recommendation for window assembly upgrades for a portion of the development to ensure for satisfaction of the interior noise level limit with a factor of safety.

Evaluation of Future Traffic Noise Levels at the Project Site

Traffic Noise Prediction Methodology

The Federal Highway Administration Highway Traffic Noise Prediction Model (FHWA-RD-77-108) was used to predict traffic noise levels at the project site. The FHWA Model is based upon the CALVENO noise emission factors for automobiles, medium trucks and heavy trucks, with consideration given to vehicle volume, speed, roadway configuration, distance to the receiver, and the acoustical characteristics of the site. The FHWA Model was developed to predict hourly L_{eq} values for free-flowing traffic conditions and is considered to be accurate within 1.5 dB in most situations.

Predicted Future Exterior Traffic Noise Levels

The FHWA Model was used with future traffic data to predict future traffic noise levels at the Phase 1C North component of the Mangini Ranch development. Future traffic volumes for Savannah Parkway, Mangini Parkway, and White Rock Road were obtained from the Folsom South of Highway 50 Specific Plan EIR. The day/night distribution, truck percentages, and traffic speeds for the roadways were also obtained from the Specific Plan EIR. The FHWA Model inputs and predicted future traffic noise levels at Phase 1C North are shown in Appendix B and are summarized in Table 1.

Table 1
Predicted Future Exterior Traffic Noise Levels at Mangini Ranch Phase 1C North¹

Roadway	Nearest Lots	Receiver Location	Predicted DNL (dBA) ²
Savannah Parkway	21 & 22 (South of Mangini)	Outdoor activity areas	55
		First-floor facades	55
		Upper-floor facades	58
Mangini Parkway	1-3, 37-41 (North of Mangini)	Outdoor activity areas	65
		First-floor facades	64
		Upper-floor facades	67
	1-3, 23-25, 28, 29, 35 (South of Mangini)	Outdoor activity areas	65
		First-floor facades	64
		Upper-floor facades	67
White Rock Road	10 (South of Mangini)	Outdoor activity area	58
		First-floor facade	58
		Upper-floor facade	61

¹ A complete listing of FHWA Model inputs and results for the roadways are provided in Appendix B.
² An offset of +3 dB was applied at upper-floor building facades due to reduced ground absorption of sound at elevated positions.
Source: Bollard Acoustical Consultants, Inc. (2021)

Analysis of Future Exterior Traffic Noise Level Exposure at Outdoor Activity Areas

As indicated in Table 1, future Savannah Parkway and White Rock Road traffic noise levels are predicted to comply with the applicable Folsom General Plan 60 dB DNL exterior noise level

standard at the nearest outdoor activity areas (backyards) to the roadways. However, future Mangini Parkway traffic noise levels are predicted to exceed the General Plan 60 dB DNL exterior noise level limit at the nearest outdoor activity areas to the roadway. As a result, further consideration of exterior traffic noise reduction measures would be warranted for future Mangini Parkway.

Based on a review of the provided preliminary grading plan (dated March 19, 2021), the lots proposed nearest to Mangini Parkway will vary in grade elevation relative to the roadway. The grading plan further indicates that masonry sound walls (existing and proposed) and retaining walls will be part of the site design. To account for the roadway noise level reduction that would be provided by project site topography (i.e., grade elevation differences) and solid masonry features at the nearest residential lots, a barrier analysis was conducted. Barrier insertion loss calculation worksheets are provided as Appendix C.

The results from the barrier analysis conclude that the combination of intervening topography (grade elevation differences), retaining walls, and/or proposed sound walls would fail to reduce future Savannah Parkway traffic noise levels to 60 dB DNL or less at a portion of the nearest outdoor activity areas to the roadway. To satisfy the General Plan 60 dB DNL exterior noise level standard at those lots, it is recommended that the project design include additional solid noise barriers at the minimum heights (relative to backyard elevation) and locations illustrated on Figure 2. The noise barriers could take the form of masonry wall, earthen berm, or a combination of the two. Provided that the lots and barriers adjacent to Mangini Parkway are constructed as presented in the referenced project grading plan, and as recommended in this report, no further consideration of Mangini Parkway traffic noise mitigation measures would be warranted relative to the General Plan 60 dB DNL exterior noise level standard.

Analysis of Future Interior Traffic Noise Level Exposure within Residences

As shown in Table 1, future Savannah Parkway and White Rock Road traffic noise levels are predicted to range from 55 to 58 dB DNL at the first-floor facades of residences proposed nearest to the roadways. Due to reduced ground absorption of sound at elevated positions, noise levels at the upper-floor facades of those residences are predicted to range from 58 to 61 dB DNL.

After consideration of the shielding that would be provided by the combination of grade elevation differences, retaining walls, and sound walls adjacent to Mangini Parkway (as proposed and recommended in this report), future exterior traffic noise levels are predicted to be 60 dB DNL or below at the first-floor facades of the residences constructed nearest to the roadway. Due to reduced ground absorption and lack of shielding at elevated positions, noise levels at the upper-floor facades of those residences are predicted to approach 67 dB DNL.

Standard residential construction (i.e., stucco siding, STC-27 windows, door weather-stripping, exterior wall insulation, composition plywood roof), typically results in an exterior to interior noise reduction of approximately 25 dB with windows closed and approximately 15 dB with windows open. This level of noise reduction would be adequate to reduce future Savannah Parkway and White Rock Road traffic noise levels to 45 dB DNL or less within all floors of residences constructed nearest to the roadways. Further, standard residential construction is also expected

to be adequate to reduce future Mangini Parkway traffic noise levels to 45 dB DNL or less within the first-floors of residences constructed nearest to the roadway. However, although standard residential construction *should* also be adequate to reduce future Mangini Parkway traffic noise levels to 45 dB DNL or less within the upper-floors of the nearest residences, it would not provide for a factor of safety.

To ensure for satisfaction of the General Plan 45 dB DNL interior noise level standard *including* a factor of safety, it is recommended that all upper-floor bedroom windows of residences constructed adjacent to Mangini Parkway with a view of the roadway be upgraded to a minimum Sound Transmission Class (STC) rating of 32. The location of lots with recommended window assembly upgrades are illustrated on Figure 2. In addition, mechanical ventilation (air conditioning) should be provided for all residences of the development to allow the occupants to close doors and windows as desired for additional acoustical isolation.

Conclusions and Recommendations

A portion of the Mangini Ranch Phase 1C North development is predicted to be exposed to future Mangini Parkway traffic noise levels in excess of the applicable Folsom General Plan 60 dB DNL exterior noise level standard for single-family residential uses, including consideration of the noise level reduction that would be provided by proposed grade elevation differences, retaining walls, and sound walls along the roadway as indicated in the project grading plan dated March 19, 2021.

In addition, standard residential construction (i.e., stucco siding, STC-27 windows, door weatherstripping, exterior wall insulation, composition plywood roof) is expected to be adequate to reduce future Savannah Parkway, Mangini Parkway, and White Rock Road traffic noise levels to 45 dB DNL or less within the first-floors of all residences within Phase 1C North, which would satisfy the applicable Folsom General Plan 45 dB DNL interior noise level standard. Although this level of noise reduction *should* also be adequate to reduce future traffic noise levels to 45 dB DNL or less within the upper-floors of all residences of the development, it would not provide for a factor of safety within the upper-floors residences proposed nearest to Mangini Parkway.

To satisfy the General Plan exterior noise level standard, and to achieve compliance with the General Plan interior noise level standard with a factor of safety, the following specific noise mitigation measures are recommended for this project:

- 1) To comply with the General Plan 60 dB DNL exterior noise level standard, it is recommended that the project design include additional solid traffic noise barriers at the minimum heights (relative to backyard elevation) and locations illustrated on Figure 2. The noise barriers could take the form of masonry wall, earthen berm, or a combination of the two.
- 2) To ensure for compliance with the General Plan 45 dB DNL interior noise level standard *including* a factor of safety, it is recommended that all upper-floor bedroom windows of residences constructed adjacent to Mangini Parkway from which the roadway would be

visible be upgraded to a minimum STC rating of 32. Figure 2 shows the lots with recommended window assembly upgrades.

- 3) Mechanical ventilation (air conditioning) should be provided for all residences in this development to allow the occupants to close doors and windows as desired to achieve compliance with the applicable General Plan 45 dB DNL interior noise level standard.

These conclusions are based on the traffic assumptions cited in Appendix B, the project grading plans dated March 19, 2021, and on noise reduction data for standard residential dwellings and for typical STC rated window data. Deviations from the resources cited above, or the project grading plans, could cause future traffic noise levels to differ from those predicted in this assessment. In addition, Bollard Acoustical Consultants, Inc. is not responsible for degradation in acoustic performance of the residential construction due to poor construction practices, failure to comply with applicable building code requirements, or for failure to adhere to the minimum building practices cited in this report.

This concludes BAC's traffic noise assessment for the proposed Mangini Ranch Phase 1C North development. Please contact BAC at (916) 663-0500 or darioq@bacnoise.com with any questions regarding this assessment.

Appendix A Acoustical Terminology

Acoustics	The science of sound.
Ambient Noise	The distinctive acoustical characteristics of a given space consisting of all noise sources audible at that location. In many cases, the term ambient is used to describe an existing or pre-project condition such as the setting in an environmental noise study.
Attenuation	The reduction of an acoustic signal.
A-Weighting	A frequency-response adjustment of a sound level meter that conditions the output signal to approximate human response.
Decibel or dB	Fundamental unit of sound. A Bell is defined as the logarithm of the ratio of the sound pressure squared over the reference pressure squared. A Decibel is one-tenth of a Bell.
CNEL	Community Noise Equivalent Level. Defined as the 24-hour average noise level with noise occurring during evening hours (7 - 10 p.m.) weighted by a factor of three and nighttime hours weighted by a factor of 10 prior to averaging.
Frequency	The measure of the rapidity of alterations of a periodic signal, expressed in cycles per second or hertz.
IIC	Impact Insulation Class (IIC): A single-number representation of a floor/ceiling partition's impact generated noise insulation performance. The field-measured version of this number is the FIIC.
L_{dn}	Day/Night Average Sound Level. Similar to CNEL but with no evening weighting.
L_{eq}	Equivalent or energy-averaged sound level.
L_{max}	The highest root-mean-square (RMS) sound level measured over a given period of time.
Loudness	A subjective term for the sensation of the magnitude of sound.
Masking	The amount (or the process) by which the threshold of audibility is for one sound is raised by the presence of another (masking) sound.
Noise	Unwanted sound.
Peak Noise	The level corresponding to the highest (not RMS) sound pressure measured over a given period of time. This term is often confused with the "Maximum" level, which is the highest RMS level.
RT₆₀	The time it takes reverberant sound to decay by 60 dB once the source has been removed.
STC	Sound Transmission Class (STC): A single-number representation of a partition's noise insulation performance. This number is based on laboratory-measured, 16-band (1/3-octave) transmission loss (TL) data of the subject partition. The field-measured version of this number is the FSTC.



Appendix B-1
FHWA Traffic Noise Prediction Model (FHWA-RD-77-108)
Noise Prediction Worksheet

Project Information:

Job Number: 2021-063
 Project Name: Mangini Ranch Phase 1C North
 Roadway Name: Savannah Parkway

Traffic Data:

Year: Future
 Average Daily Traffic Volume: 15,700
 Percent Daytime Traffic: 83
 Percent Nighttime Traffic: 17
 Percent Medium Trucks (2 axle): 2
 Percent Heavy Trucks (3+ axle): 1
 Assumed Vehicle Speed (mph): 40
 Intervening Ground Type (hard/soft): **Soft**

Traffic Noise Levels:

Nearest Lots	Receiver Description	Distance	Offset (dB)	----- DNL (dB) -----			
				Autos	Medium Trucks	Heavy Trucks	Total
21 & 22 (South of Mangini)	Outdoor activity areas	380		54	46	47	55
	First-floor facades	390		53	45	47	55
	Upper-floor facades	390	3	56	48	50	58

Traffic Noise Contours (No Calibration Offset):

DNL Contour (dB)	Distance from Centerline (feet)
75	18
70	38
65	83
60	178

Notes:

1. Future ADT, day/night percentages, truck percentages, and vehicle speed obtained from the Folsom South of Highway 50 Specific Plan EIR.
2. Distances scaled from the centerline of roadway to said locations using provided site plans.
3. A +3 dB offset was applied to upper-floor facades to account for reduced ground absorption of sound at elevated locations.



Appendix B-2
FHWA Traffic Noise Prediction Model (FHWA-RD-77-108)
Noise Prediction Worksheet

Project Information:

Job Number: 2021-063
 Project Name: Mangini Ranch Phase 1C North
 Roadway Name: Mangini Parkway

Traffic Data:

Year: Future
 Average Daily Traffic Volume: 12,200
 Percent Daytime Traffic: 83
 Percent Nighttime Traffic: 17
 Percent Medium Trucks (2 axle): 1
 Percent Heavy Trucks (3+ axle): 1
 Assumed Vehicle Speed (mph): 40
 Intervening Ground Type (hard/soft): **Soft**

Traffic Noise Levels:

Nearest Lots	Receiver Description	Distance	Offset (dB)	----- DNL (dB) -----			Total
				Autos	Medium Trucks	Heavy Trucks	
1-3, 37-41 (North of Mangini)	Nearest outdoor activity areas	70		64	53	57	65
	Nearest first-floor facades	80		63	52	57	64
	Nearest upper-floor facades	80	3	66	55	60	67

Traffic Noise Contours (No Calibration Offset):

DNL Contour (dB)	Distance from Centerline (feet)
75	15
70	31
65	68
60	146

Notes:

1. Future ADT, day/night percentages, truck percentages, and vehicle speed obtained from the Folsom South of Highway 50 Specific Plan EIR.
2. Distances scaled from the centerline of roadway to said locations using provided site plans.
3. A +3 dB offset was applied to upper-floor facades to account for reduced ground absorption of sound at elevated locations.



Appendix B-3
FHWA Traffic Noise Prediction Model (FHWA-RD-77-108)
Noise Prediction Worksheet

Project Information:

Job Number: 2021-063
 Project Name: Mangini Ranch Phase 1C North
 Roadway Name: Mangini Parkway

Traffic Data:

Year: Future
 Average Daily Traffic Volume: 12,200
 Percent Daytime Traffic: 83
 Percent Nighttime Traffic: 17
 Percent Medium Trucks (2 axle): 1
 Percent Heavy Trucks (3+ axle): 1
 Assumed Vehicle Speed (mph): 40
 Intervening Ground Type (hard/soft): **Soft**

Traffic Noise Levels:

Nearest Lots	Receiver Description	Distance	Offset (dB)	----- DNL (dB) -----			
				Autos	Medium Trucks	Heavy Trucks	Total
1-3, 23-25, 28, 29, 35 (South of Mangini)	Nearest outdoor activity areas	70		64	53	57	65
	Nearest first-floor facades	80		63	52	57	64
	Nearest upper-floor facades	80	3	66	55	60	67

Traffic Noise Contours (No Calibration Offset):

DNL Contour (dB)	Distance from Centerline (feet)
75	15
70	31
65	68
60	146

Notes:

1. Future ADT, day/night percentages, truck percentages, and vehicle speed obtained from the Folsom South of Highway 50 Specific Plan EIR.
2. Distances scaled from the centerline of roadway to said locations using provided site plans.
3. A +3 dB offset was applied to upper-floor facades to account for reduced ground absorption of sound at elevated locations.



Appendix B-4
FHWA Traffic Noise Prediction Model (FHWA-RD-77-108)
Noise Prediction Worksheet

Project Information:

Job Number: 2021-063
 Project Name: Mangini Ranch Phase 1C North
 Roadway Name: White Rock Road

Traffic Data:

Year: Future
 Average Daily Traffic Volume: 31,100
 Percent Daytime Traffic: 83
 Percent Nighttime Traffic: 17
 Percent Medium Trucks (2 axle): 2
 Percent Heavy Trucks (3+ axle): 1
 Assumed Vehicle Speed (mph): 55
 Intervening Ground Type (hard/soft): **Soft**

Traffic Noise Levels:

Nearest Lots	Receiver Description	Distance	Offset (dB)	----- DNL (dB) -----			
				Autos	Medium Trucks	Heavy Trucks	Total
10 (South of Mangini)	Outdoor activity area	650		57	47	48	58
	First-floor facade	660		57	47	48	58
	Upper-floor facades	660	3	60	50	51	61

Traffic Noise Contours (No Calibration Offset):

DNL Contour (dB)	Distance from Centerline (feet)
75	48
70	102
65	221
60	476

Notes:

1. Future ADT, day/night percentages, truck percentages, and vehicle speed obtained from the Folsom South of Highway 50 Specific Plan EIR.
2. Distances scaled from the centerline of roadway to said locations using provided site plans.
3. A +3 dB offset was applied to upper-floor facades to account for reduced ground absorption of sound at elevated locations.



Appendix C-1
FHWA Traffic Noise Prediction Model (FHWA-RD-77-108)
Noise Barrier Effectiveness Prediction Worksheet

Project Information: Job Number: 2021-063
 Project Name: Mangini Ranch Phase 1C North
 Roadway Name: Mangini Parkway

Noise Level Data: Year: Future
 Auto DNL (dB): 64
 Medium Truck DNL (dB): 53
 Heavy Truck DNL (dB): 57

Site Geometry: Receiver Description: Outdoor Activity Area - Lot 1 (North of Mangini)
 Centerline to Barrier Distance (C₁): 60
 Barrier to Receiver Distance (C₂): 10
 Automobile Elevation: 467
 Medium Truck Elevation: 469
 Heavy Truck Elevation: 475
 Pad/Ground Elevation at Receiver: 475
 Receiver Elevation: 480
 Base of Barrier Elevation: 475
 Starting Barrier Height 6

Barrier Effectiveness:

Top of Barrier Elevation (ft)	Barrier Height (ft)	----- DNL (dB) -----				Barrier Breaks Line of Sight to...		
		Autos	Medium Trucks	Heavy Trucks	Total	Autos?	Medium Trucks?	Heavy Trucks?
481	6	55	45	51	57	Yes	Yes	Yes
482	7	54	43	49	55	Yes	Yes	Yes
483	8	53	42	48	54	Yes	Yes	Yes
484	9	52	41	47	53	Yes	Yes	Yes
485	10	51	40	46	52	Yes	Yes	Yes
486	11	50	39	44	51	Yes	Yes	Yes
487	12	49	38	44	50	Yes	Yes	Yes
488	13	48	38	43	50	Yes	Yes	Yes
489	14	48	37	43	49	Yes	Yes	Yes

- Notes:**
- Standard receiver elevation is five feet above grade/pad elevations at the receiver location(s).
 - Roadway and lot elevations obtained from the provided grading plans dated 3/19/2021.



Appendix C-2
FHWA Traffic Noise Prediction Model (FHWA-RD-77-108)
Noise Barrier Effectiveness Prediction Worksheet

Project Information: Job Number: 2021-063
 Project Name: Mangini Ranch Phase 1C North
 Roadway Name: Mangini Parkway

Noise Level Data: Year: Future
 Auto DNL (dB): 64
 Medium Truck DNL (dB): 53
 Heavy Truck DNL (dB): 57

Site Geometry: Receiver Description: Outdoor Activity Area - Lot 3 (North of Mangini)
 Centerline to Barrier Distance (C₁): 60
 Barrier to Receiver Distance (C₂): 10
 Automobile Elevation: 463
 Medium Truck Elevation: 465
 Heavy Truck Elevation: 471
 Pad/Ground Elevation at Receiver: 475
 Receiver Elevation: 480
 Base of Barrier Elevation: 476
 Starting Barrier Height 2

Barrier Effectiveness:

Top of Barrier Elevation (ft)	Barrier Height (ft)	----- DNL (dB) -----				Barrier Breaks Line of Sight to...		
		Autos	Medium Trucks	Heavy Trucks	Total	Autos?	Medium Trucks?	Heavy Trucks?
478	2	59	48	53	60	Yes	Yes	No
479	3	58	47	52	59	Yes	Yes	Yes
480	4	56	45	51	58	Yes	Yes	Yes
481	5	54	44	50	56	Yes	Yes	Yes
482	6	53	42	48	55	Yes	Yes	Yes
483	7	52	41	47	54	Yes	Yes	Yes
484	8	51	40	46	52	Yes	Yes	Yes
485	9	50	39	45	51	Yes	Yes	Yes
486	10	49	38	44	51	Yes	Yes	Yes

- Notes:**
1. Standard receiver elevation is five feet above grade/pad elevations at the receiver location(s).
 2. Roadway and lot elevations obtained from the provided grading plans dated 3/19/2021.



Appendix C-3
FHWA Traffic Noise Prediction Model (FHWA-RD-77-108)
Noise Barrier Effectiveness Prediction Worksheet

Project Information: Job Number: 2021-063
 Project Name: Mangini Ranch Phase 1C North
 Roadway Name: Mangini Parkway

Noise Level Data: Year: Future
 Auto DNL (dB): 64
 Medium Truck DNL (dB): 53
 Heavy Truck DNL (dB): 57

Site Geometry: Receiver Description: Outdoor Activity Area - Lot 37 (North of Mangini)
 Centerline to Barrier Distance (C₁): 60
 Barrier to Receiver Distance (C₂): 10
 Automobile Elevation: 483
 Medium Truck Elevation: 485
 Heavy Truck Elevation: 491
 Pad/Ground Elevation at Receiver: 476
 Receiver Elevation: 481
 Base of Barrier Elevation: 483
 Starting Barrier Height 0.1

Barrier Effectiveness: Results below include topography screening only.

Top of Barrier Elevation (ft)	Barrier Height (ft)	----- DNL (dB) -----				Barrier Breaks Line of Sight to...		
		Autos	Medium Trucks	Heavy Trucks	Total	Autos?	Medium Trucks?	Heavy Trucks?
483.1	0.1	57	46	52	58	Yes	Yes	Yes
484.1	1.1	55	45	51	57	Yes	Yes	Yes
485.1	2.1	54	43	50	56	Yes	Yes	Yes
486.1	3.1	53	42	48	54	Yes	Yes	Yes
487.1	4.1	52	41	47	53	Yes	Yes	Yes
488.1	5.1	51	40	46	52	Yes	Yes	Yes
489.1	6.1	50	39	45	51	Yes	Yes	Yes
490.1	7.1	49	38	44	51	Yes	Yes	Yes
491.1	8.1	49	38	43	50	Yes	Yes	Yes

- Notes:** 1. Standard receiver elevation is five feet above grade/pad elevations at the receiver location(s).
 2. Roadway and lot elevations obtained from the provided grading plans dated 3/19/2021.



Appendix C-4
FHWA Traffic Noise Prediction Model (FHWA-RD-77-108)
Noise Barrier Effectiveness Prediction Worksheet

Project Information: Job Number: 2021-063
 Project Name: Mangini Ranch Phase 1C North
 Roadway Name: Mangini Parkway

Noise Level Data: Year: Future
 Auto DNL (dB): 64
 Medium Truck DNL (dB): 53
 Heavy Truck DNL (dB): 57

Site Geometry: Receiver Description: Outdoor Activity Area - Lot 38 (North of Mangini)
 Centerline to Barrier Distance (C₁): 60
 Barrier to Receiver Distance (C₂): 10
 Automobile Elevation: 479
 Medium Truck Elevation: 481
 Heavy Truck Elevation: 487
 Pad/Ground Elevation at Receiver: 475
 Receiver Elevation: 480
 Base of Barrier Elevation: 479
 Starting Barrier Height 1

Barrier Effectiveness:

Top of Barrier Elevation (ft)	Barrier Height (ft)	----- DNL (dB) -----				Barrier Breaks Line of Sight to...		
		Autos	Medium Trucks	Heavy Trucks	Total	Autos?	Medium Trucks?	Heavy Trucks?
480	1	59	48	53	60	Yes	No	No
481	2	58	47	52	59	Yes	Yes	No
482	3	56	46	52	58	Yes	Yes	Yes
483	4	55	44	51	57	Yes	Yes	Yes
484	5	53	43	49	55	Yes	Yes	Yes
485	6	52	42	48	54	Yes	Yes	Yes
486	7	51	41	47	53	Yes	Yes	Yes
487	8	50	40	45	52	Yes	Yes	Yes
488	9	50	39	44	51	Yes	Yes	Yes

- Notes:**
1. Standard receiver elevation is five feet above grade/pad elevations at the receiver location(s).
 2. Roadway and lot elevations obtained from the provided grading plans dated 3/19/2021.



Appendix C-5
FHWA Traffic Noise Prediction Model (FHWA-RD-77-108)
Noise Barrier Effectiveness Prediction Worksheet

Project Information: Job Number: 2021-063
 Project Name: Mangini Ranch Phase 1C North
 Roadway Name: Mangini Parkway

Noise Level Data: Year: Future
 Auto DNL (dB): 64
 Medium Truck DNL (dB): 53
 Heavy Truck DNL (dB): 57

Site Geometry: Receiver Description: Outdoor Activity Area - Lot 39 (North of Mangini)
 Centerline to Barrier Distance (C₁): 60
 Barrier to Receiver Distance (C₂): 10
 Automobile Elevation: 477
 Medium Truck Elevation: 479
 Heavy Truck Elevation: 485
 Pad/Ground Elevation at Receiver: 475
 Receiver Elevation: 480
 Base of Barrier Elevation: 477
 Starting Barrier Height 2

Barrier Effectiveness:

Top of Barrier Elevation (ft)	Barrier Height (ft)	----- DNL (dB) -----				Barrier Breaks Line of Sight to...		
		Autos	Medium Trucks	Heavy Trucks	Total	Autos?	Medium Trucks?	Heavy Trucks?
479	2	59	48	55	61	No	No	No
480	3	58	48	53	60	Yes	Yes	No
481	4	58	47	52	59	Yes	Yes	Yes
482	5	56	45	51	58	Yes	Yes	Yes
483	6	54	44	50	56	Yes	Yes	Yes
484	7	53	42	48	55	Yes	Yes	Yes
485	8	52	41	47	54	Yes	Yes	Yes
486	9	51	40	46	53	Yes	Yes	Yes
487	10	50	39	45	52	Yes	Yes	Yes

- Notes:**
1. Standard receiver elevation is five feet above grade/pad elevations at the receiver location(s).
 2. Roadway and lot elevations obtained from the provided grading plans dated 3/19/2021.



Appendix C-6
FHWA Traffic Noise Prediction Model (FHWA-RD-77-108)
Noise Barrier Effectiveness Prediction Worksheet

Project Information: Job Number: 2021-063
 Project Name: Mangini Ranch Phase 1C North
 Roadway Name: Mangini Parkway

Noise Level Data: Year: Future
 Auto DNL (dB): 64
 Medium Truck DNL (dB): 53
 Heavy Truck DNL (dB): 57

Site Geometry: Receiver Description: Outdoor Activity Area - Lot 40 (North of Mangini)
 Centerline to Barrier Distance (C₁): 60
 Barrier to Receiver Distance (C₂): 10
 Automobile Elevation: 475
 Medium Truck Elevation: 477
 Heavy Truck Elevation: 483
 Pad/Ground Elevation at Receiver: 474
 Receiver Elevation: 479
 Base of Barrier Elevation: 475
 Starting Barrier Height 3

Barrier Effectiveness:

Top of Barrier Elevation (ft)	Barrier Height (ft)	----- DNL (dB) -----				Barrier Breaks Line of Sight to...		
		Autos	Medium Trucks	Heavy Trucks	Total	Autos?	Medium Trucks?	Heavy Trucks?
478	3	59	48	55	61	No	No	No
479	4	58	48	53	60	Yes	Yes	No
480	5	57	47	52	59	Yes	Yes	Yes
481	6	56	45	51	57	Yes	Yes	Yes
482	7	54	44	50	56	Yes	Yes	Yes
483	8	53	42	48	55	Yes	Yes	Yes
484	9	52	41	47	54	Yes	Yes	Yes
485	10	51	40	46	52	Yes	Yes	Yes
486	11	50	39	45	51	Yes	Yes	Yes

- Notes:**
1. Standard receiver elevation is five feet above grade/pad elevations at the receiver location(s).
 2. Roadway and lot elevations obtained from the provided grading plans dated 3/19/2021.



Appendix C-7
FHWA Traffic Noise Prediction Model (FHWA-RD-77-108)
Noise Barrier Effectiveness Prediction Worksheet

Project Information: Job Number: 2021-063
 Project Name: Mangini Ranch Phase 1C North
 Roadway Name: Mangini Parkway

Noise Level Data: Year: Future
 Auto DNL (dB): 64
 Medium Truck DNL (dB): 53
 Heavy Truck DNL (dB): 57

Site Geometry: Receiver Description: Outdoor Activity Area - Lot 41 (North of Mangini)
 Centerline to Barrier Distance (C₁): 60
 Barrier to Receiver Distance (C₂): 10
 Automobile Elevation: 473
 Medium Truck Elevation: 475
 Heavy Truck Elevation: 481
 Pad/Ground Elevation at Receiver: 474
 Receiver Elevation: 479
 Base of Barrier Elevation: 473
 Starting Barrier Height 6

Barrier Effectiveness:

Top of Barrier Elevation (ft)	Barrier Height (ft)	----- DNL (dB) -----				Barrier Breaks Line of Sight to...		
		Autos	Medium Trucks	Heavy Trucks	Total	Autos?	Medium Trucks?	Heavy Trucks?
479	6	58	47	52	59	Yes	Yes	No
480	7	57	46	52	58	Yes	Yes	Yes
481	8	55	45	51	57	Yes	Yes	Yes
482	9	54	43	49	55	Yes	Yes	Yes
483	10	53	42	48	54	Yes	Yes	Yes
484	11	52	41	47	53	Yes	Yes	Yes
485	12	51	40	46	52	Yes	Yes	Yes
486	13	50	39	45	51	Yes	Yes	Yes
487	14	49	38	44	50	Yes	Yes	Yes

- Notes:**
1. Standard receiver elevation is five feet above grade/pad elevations at the receiver location(s).
 2. Roadway and lot elevations obtained from the provided grading plans dated 3/19/2021.



Appendix C-8
FHWA Traffic Noise Prediction Model (FHWA-RD-77-108)
Noise Barrier Effectiveness Prediction Worksheet

Project Information: Job Number: 2021-063
 Project Name: Mangini Ranch Phase 1C North
 Roadway Name: Mangini Parkway

Noise Level Data: Year: Future
 Auto DNL (dB): 64
 Medium Truck DNL (dB): 53
 Heavy Truck DNL (dB): 57

Site Geometry: Receiver Description: Outdoor Activity Area - Lot 1 (South of Mangini)
 Centerline to Barrier Distance (C₁): 60
 Barrier to Receiver Distance (C₂): 10
 Automobile Elevation: 467
 Medium Truck Elevation: 469
 Heavy Truck Elevation: 475
 Pad/Ground Elevation at Receiver: 472
 Receiver Elevation: 477
 Base of Barrier Elevation: 472
 Starting Barrier Height 3

Barrier Effectiveness:

Top of Barrier Elevation (ft)	Barrier Height (ft)	----- DNL (dB) -----				Barrier Breaks Line of Sight to...		
		Autos	Medium Trucks	Heavy Trucks	Total	Autos?	Medium Trucks?	Heavy Trucks?
475	3	59	48	55	61	No	No	No
476	4	58	48	53	60	Yes	Yes	No
477	5	58	47	52	59	Yes	Yes	Yes
478	6	56	45	51	58	Yes	Yes	Yes
479	7	54	44	50	56	Yes	Yes	Yes
480	8	53	42	48	55	Yes	Yes	Yes
481	9	52	41	47	54	Yes	Yes	Yes
482	10	51	40	46	52	Yes	Yes	Yes
483	11	50	39	45	51	Yes	Yes	Yes

- Notes:**
1. Standard receiver elevation is five feet above grade/pad elevations at the receiver location(s).
 2. Roadway and lot elevations obtained from the provided grading plans dated 3/19/2021.



Appendix C-9
FHWA Traffic Noise Prediction Model (FHWA-RD-77-108)
Noise Barrier Effectiveness Prediction Worksheet

Project Information: Job Number: 2021-063
 Project Name: Mangini Ranch Phase 1C North
 Roadway Name: Mangini Parkway

Noise Level Data: Year: Future
 Auto DNL (dB): 64
 Medium Truck DNL (dB): 53
 Heavy Truck DNL (dB): 57

Site Geometry: Receiver Description: Outdoor Activity Area - Lot 2 (South of Mangini)
 Centerline to Barrier Distance (C₁): 60
 Barrier to Receiver Distance (C₂): 10
 Automobile Elevation: 467
 Medium Truck Elevation: 469
 Heavy Truck Elevation: 475
 Pad/Ground Elevation at Receiver: 472
 Receiver Elevation: 477
 Base of Barrier Elevation: 472
 Starting Barrier Height 3

Barrier Effectiveness:

Top of Barrier Elevation (ft)	Barrier Height (ft)	----- DNL (dB) -----				Barrier Breaks Line of Sight to...		
		Autos	Medium Trucks	Heavy Trucks	Total	Autos?	Medium Trucks?	Heavy Trucks?
475	3	59	48	55	61	No	No	No
476	4	58	48	53	60	Yes	Yes	No
477	5	58	47	52	59	Yes	Yes	Yes
478	6	56	45	51	58	Yes	Yes	Yes
479	7	54	44	50	56	Yes	Yes	Yes
480	8	53	42	48	55	Yes	Yes	Yes
481	9	52	41	47	54	Yes	Yes	Yes
482	10	51	40	46	52	Yes	Yes	Yes
483	11	50	39	45	51	Yes	Yes	Yes

- Notes:**
1. Standard receiver elevation is five feet above grade/pad elevations at the receiver location(s).
 2. Roadway and lot elevations obtained from the provided grading plans dated 3/19/2021.



Appendix C-10
FHWA Traffic Noise Prediction Model (FHWA-RD-77-108)
Noise Barrier Effectiveness Prediction Worksheet

Project Information: Job Number: 2021-063
 Project Name: Mangini Ranch Phase 1C North
 Roadway Name: Mangini Parkway

Noise Level Data: Year: Future
 Auto DNL (dB): 64
 Medium Truck DNL (dB): 53
 Heavy Truck DNL (dB): 57

Site Geometry: Receiver Description: Outdoor Activity Area - Lot 3 (South of Mangini)
 Centerline to Barrier Distance (C₁): 60
 Barrier to Receiver Distance (C₂): 10
 Automobile Elevation: 464
 Medium Truck Elevation: 466
 Heavy Truck Elevation: 472
 Pad/Ground Elevation at Receiver: 472
 Receiver Elevation: 477
 Base of Barrier Elevation: 472
 Starting Barrier Height 3

Barrier Effectiveness:

Top of Barrier Elevation (ft)	Barrier Height (ft)	----- DNL (dB) -----				Barrier Breaks Line of Sight to...		
		Autos	Medium Trucks	Heavy Trucks	Total	Autos?	Medium Trucks?	Heavy Trucks?
475	3	59	48	54	60	No	No	No
476	4	58	47	52	59	Yes	Yes	No
477	5	57	46	52	58	Yes	Yes	Yes
478	6	55	45	51	57	Yes	Yes	Yes
479	7	54	43	49	55	Yes	Yes	Yes
480	8	53	42	48	54	Yes	Yes	Yes
481	9	52	41	47	53	Yes	Yes	Yes
482	10	51	40	46	52	Yes	Yes	Yes
483	11	50	39	44	51	Yes	Yes	Yes

- Notes:**
1. Standard receiver elevation is five feet above grade/pad elevations at the receiver location(s).
 2. Roadway and lot elevations obtained from the provided grading plans dated 3/19/2021.



Appendix C-11
FHWA Traffic Noise Prediction Model (FHWA-RD-77-108)
Noise Barrier Effectiveness Prediction Worksheet

Project Information: Job Number: 2021-063
 Project Name: Mangini Ranch Phase 1C North
 Roadway Name: Mangini Parkway

Noise Level Data: Year: Future
 Auto DNL (dB): 64
 Medium Truck DNL (dB): 53
 Heavy Truck DNL (dB): 57

Site Geometry: Receiver Description: Outdoor Activity Area - Lot 23 (South of Mangini)
 Centerline to Barrier Distance (C₁): 60
 Barrier to Receiver Distance (C₂): 10
 Automobile Elevation: 488
 Medium Truck Elevation: 490
 Heavy Truck Elevation: 496
 Pad/Ground Elevation at Receiver: 474
 Receiver Elevation: 479
 Base of Barrier Elevation: 488
 Starting Barrier Height 0.1

Barrier Effectiveness: Results below include topography screening only.

Top of Barrier Elevation (ft)	Barrier Height (ft)	----- DNL (dB) -----				Barrier Breaks Line of Sight to...		
		Autos	Medium Trucks	Heavy Trucks	Total	Autos?	Medium Trucks?	Heavy Trucks?
488.1	0.1	50	39	45	52	Yes	Yes	Yes
489.1	1.1	49	39	44	51	Yes	Yes	Yes
490.1	2.1	49	38	44	50	Yes	Yes	Yes
491.1	3.1	48	38	43	50	Yes	Yes	Yes
492.1	4.1	48	37	43	50	Yes	Yes	Yes
493.1	5.1	48	37	42	49	Yes	Yes	Yes
494.1	6.1	47	36	42	49	Yes	Yes	Yes
495.1	7.1	47	36	41	48	Yes	Yes	Yes
496.1	8.1	47	36	41	48	Yes	Yes	Yes

- Notes:**
1. Standard receiver elevation is five feet above grade/pad elevations at the receiver location(s).
 2. Roadway and lot elevations obtained from the provided grading plans dated 3/19/2021.



**Appendix C-12
FHWA Traffic Noise Prediction Model (FHWA-RD-77-108)
Noise Barrier Effectiveness Prediction Worksheet**

Project Information: Job Number: 2021-063
Project Name: Mangini Ranch Phase 1C North
Roadway Name: Mangini Parkway

Noise Level Data: Year: Future
Auto DNL (dB): 64
Medium Truck DNL (dB): 53
Heavy Truck DNL (dB): 57

Site Geometry: Receiver Description: Outdoor Activity Area - Lot 28 (South of Mangini)
Centerline to Barrier Distance (C₁): 60
Barrier to Receiver Distance (C₂): 10
Automobile Elevation: 480
Medium Truck Elevation: 482
Heavy Truck Elevation: 488
Pad/Ground Elevation at Receiver: 474
Receiver Elevation: 479
Base of Barrier Elevation: 480
Starting Barrier Height 0.1

Barrier Effectiveness: Results below include topography screening only.

Top of Barrier Elevation (ft)	Barrier Height (ft)	----- DNL (dB) -----				Barrier Breaks Line of Sight to...		
		Autos	Medium Trucks	Heavy Trucks	Total	Autos?	Medium Trucks?	Heavy Trucks?
480.1	0.1	58	47	52	59	Yes	Yes	No
481.1	1.1	57	46	52	58	Yes	Yes	Yes
482.1	2.1	55	45	51	57	Yes	Yes	Yes
483.1	3.1	54	43	49	55	Yes	Yes	Yes
484.1	4.1	53	42	48	54	Yes	Yes	Yes
485.1	5.1	52	41	47	53	Yes	Yes	Yes
486.1	6.1	51	40	46	52	Yes	Yes	Yes
487.1	7.1	50	39	45	51	Yes	Yes	Yes
488.1	8.1	49	38	44	51	Yes	Yes	Yes

- Notes:**
1. Standard receiver elevation is five feet above grade/pad elevations at the receiver location(s).
 2. Roadway and lot elevations obtained from the provided grading plans dated 3/19/2021.



Appendix C-13
FHWA Traffic Noise Prediction Model (FHWA-RD-77-108)
Noise Barrier Effectiveness Prediction Worksheet

Project Information: Job Number: 2021-063
 Project Name: Mangini Ranch Phase 1C North
 Roadway Name: Mangini Parkway

Noise Level Data: Year: Future
 Auto DNL (dB): 64
 Medium Truck DNL (dB): 53
 Heavy Truck DNL (dB): 57

Site Geometry: Receiver Description: Outdoor Activity Area - Lot 29 (South of Mangini)
 Centerline to Barrier Distance (C₁): 60
 Barrier to Receiver Distance (C₂): 10
 Automobile Elevation: 476
 Medium Truck Elevation: 478
 Heavy Truck Elevation: 484
 Pad/Ground Elevation at Receiver: 474
 Receiver Elevation: 479
 Base of Barrier Elevation: 476
 Starting Barrier Height 3

Barrier Effectiveness:

Top of Barrier Elevation (ft)	Barrier Height (ft)	----- DNL (dB) -----				Barrier Breaks Line of Sight to...		
		Autos	Medium Trucks	Heavy Trucks	Total	Autos?	Medium Trucks?	Heavy Trucks?
479	3	58	48	53	60	Yes	Yes	No
480	4	58	47	52	59	Yes	Yes	Yes
481	5	56	45	51	58	Yes	Yes	Yes
482	6	54	44	50	56	Yes	Yes	Yes
483	7	53	42	48	55	Yes	Yes	Yes
484	8	52	41	47	54	Yes	Yes	Yes
485	9	51	40	46	53	Yes	Yes	Yes
486	10	50	39	45	52	Yes	Yes	Yes
487	11	49	39	44	51	Yes	Yes	Yes

- Notes:**
1. Standard receiver elevation is five feet above grade/pad elevations at the receiver location(s).
 2. Roadway and lot elevations obtained from the provided grading plans dated 3/19/2021.



Appendix C-14
FHWA Traffic Noise Prediction Model (FHWA-RD-77-108)
Noise Barrier Effectiveness Prediction Worksheet

Project Information: Job Number: 2021-063
 Project Name: Mangini Ranch Phase 1C North
 Roadway Name: Mangini Parkway

Noise Level Data: Year: Future
 Auto DNL (dB): 64
 Medium Truck DNL (dB): 53
 Heavy Truck DNL (dB): 57

Site Geometry: Receiver Description: Outdoor Activity Area - Lot 35 (South of Mangini)
 Centerline to Barrier Distance (C₁): 60
 Barrier to Receiver Distance (C₂): 10
 Automobile Elevation: 473
 Medium Truck Elevation: 475
 Heavy Truck Elevation: 481
 Pad/Ground Elevation at Receiver: 472
 Receiver Elevation: 477
 Base of Barrier Elevation: 473
 Starting Barrier Height 4

Barrier Effectiveness:

Top of Barrier Elevation (ft)	Barrier Height (ft)	----- DNL (dB) -----				Barrier Breaks Line of Sight to...		
		Autos	Medium Trucks	Heavy Trucks	Total	Autos?	Medium Trucks?	Heavy Trucks?
477	4	58	48	53	60	Yes	Yes	No
478	5	57	47	52	59	Yes	Yes	Yes
479	6	56	45	51	57	Yes	Yes	Yes
480	7	54	44	50	56	Yes	Yes	Yes
481	8	53	42	48	55	Yes	Yes	Yes
482	9	52	41	47	54	Yes	Yes	Yes
483	10	51	40	46	52	Yes	Yes	Yes
484	11	50	39	45	51	Yes	Yes	Yes
485	12	49	38	44	51	Yes	Yes	Yes

- Notes:**
1. Standard receiver elevation is five feet above grade/pad elevations at the receiver location(s).
 2. Roadway and lot elevations obtained from the provided grading plans dated 3/19/2021.



Attachment 12

Applicant's General Plan Consistency Analysis

Mangini Ranch Phase 1C North: Applicant's FPASP Policy Consistency Analysis

FPASP Policy No.	FPASP Policy Description	Map Consistent	Remarks
Section 4 - Land Use			
4.1	Create pedestrian-oriented neighborhoods through the use of a grid system of streets where feasible, sidewalks, bike paths and trails. Residential neighborhoods shall be linked, where appropriate, to encourage pedestrian and bicycle travel.	Yes	The street and trail system is based on an efficient grid system that connects the project with nearby park, school, and open space with roadways, sidewalks, and trails.
4.2	Residential neighborhoods shall include neighborhood focal points such as schools, parks, and trails. Neighborhood parks shall be centrally located and easily accessible, where appropriate.	Yes	The project is part of a residential neighborhood, and connects to schools, trails, and parks via the roadway, sidewalk, and trail network.
4.3	Residential neighborhoods that are directly adjacent to open space shall provide at least two defined points of pedestrian access into the open space area.	Yes	Two defined points of access to adjacent open space is provided.
4.4	Provide a variety of housing opportunities for residents to participate in the home-ownership market.	Yes	The project contains housing types within the allowable density range of the MLD zoning, which is the zoning for the project site.
4.5	All multi-family high density residential sites shall provide on-site recreational amenities for its residents, unless directly adjacent to a park site.	n/a	The project does not include multi-family, high-density residential uses.

Mangini Ranch Phase 1C North: Applicant's FPASP Policy Consistency Analysis

FPASP Policy No.	FPASP Policy Description	Map Consistent	Remarks
4.6	As established by the FPASP, the total number of dwelling units for the Plan Area is 11,461 and the total commercial square footage is 2,788,8441. The number of units within individual residential land use parcels may vary, so long as the number of dwelling units falls within the allowable density range for a particular land use designation. For purposes of CEQA compliance for discretionary projects, the combination of the total maximum number of residential units and commercial square footage analyzed in the Folsom Plan Area Specific Plan Environmental Report/Environmental Impact Statement (SCH#200092051) shall not be exceeded without requiring further CEQA compliance.	Yes	The project does not exceed the total number of dwelling units for the Plan Area and does not include commercial uses.
4.6A	A maximum of 937 low, medium and high density residential dwelling units are allowed only in the three General Commercial (SP-GC) parcels and the Regional Commercial (SP-RC) parcel located at the intersection of East Bidwell Street and Alder Creek Parkway. No more and no less than 377 high density residential dwelling units on a minimum of 15.7 acres shall be provided on these parcels. Other than the SP-RC and three SP-GC parcels specifically identified herein, this policy 4.6A shall not apply to any other Plan Area SP-RC or SP-GC parcels.	n/a	The project is not located at the intersection of East Bidwell Street and Alder Creek Parkway.
4.7	Transfer of dwelling units is permitted between residential parcels, or the residential component of SP-RC and SP-GC parcels, as long as 1) the maximum density within each land use designation is not exceeded, unless the land use designation is revised by a specific plan amendment, and 2) the total number of Plan Area dwelling units does not exceed 11,461.	Yes	The proposed transfer of 20 MHD development units will not exceed the maximum density (7-12 units per acre) permitted within those land use categories, nor will the overall FPASP dwelling unit maximum be exceeded.
4.8	Each new residential development shall be designed with a system of local streets, collector streets, and access to an arterial road that protects the residents from through traffic.	Yes	The project has a heircharial street layout to provide an efficient circulation system consistent with the Specific Plan.

Mangini Ranch Phase 1C North: Applicant's FPASP Policy Consistency Analysis

FPASP Policy No.	FPASP Policy Description	Map Consistent	Remarks
4.9	Subdivisions of 200 dwellings units or more not immediately adjacent to a neighborhood or community park are encouraged to develop one or more local parks as needed to provide convenient resident access to children’s plan areas, picnic areas and unprogrammed open turf area. If provided, these local parks shall be maintained by a landscape and lighting district or homeowner’s association and shall not receive or provide substitute park land dedication credit for parks required by the FPASP.	n/a	The project includes 76 residential lots, and thus, this policy is not applicable to the Project. Additionally, the Project does provide two points of access to the public trail system on adjacent open space, which connects to nearby parks.
<i>Commercial Policies</i>			
4.10	The mixed-use town center should contain unique retail, entertainment and service-based establishments, as well as public gathering spaces.	n/a	The Project does not propose any mixed-use development. Therefore the policy does not apply to the project.
4.11	The mixed-use neighborhood center should contain retail and service-based establishments that are intended to serve the immediate area in which it is located.	n/a	The Project does not propose any mixed-use development. Therefore the policy does not apply to the project.
4.12	Commercial and office areas should be accessible via public transit routes, where feasible.	n/a	The Project does not propose any commercial development. Therefore the policy does not apply to the project.
4.13	The Plan Area land use plan should include commercial, light industrial/office park and public/quasipublic land uses in order to create employment.	n/a	The Project does not propose any commercial development. Therefore the policy does not apply to the project.
4.14	The transfer of commercial intensity is permitted as provided in Section 13.3 - Administrative Procedures.	n/a	The Project does not propose any commercial development. Therefore the policy does not apply to the project.
<i>Open Space Policies</i>			

Mangini Ranch Phase 1C North: Applicant's FPASP Policy Consistency Analysis

FPASP Policy No.	FPASP Policy Description	Map Consistent	Remarks
4.15	Thirty percent (30%) of the Plan Area shall be preserved and maintained as natural open space, consistent with Article 7.08.C of the Folsom City Charter.	Yes	The project will not reduce the amount of preserved natural open space.
4.16	The open space land use designation shall provide for the permanent protection of preserved wetlands.	n/a	The project does not include open space land uses. Therefore the policy does not apply to the project.

Mangini Ranch Phase 1C North: Applicant's FPASP Policy Consistency Analysis

FPASP Policy No.	FPASP Policy Description	Map Consistent	Remarks
<i>Parks Policies</i>			
4.17	Land shall be reserved for parks as shown in Figure 4.3 – Specific Plan Land Use Designations and Table 4.2 – Land Use Summary. On future tentative subdivision maps or planned development applications, park sites shall be within 1/8 of a mile of the locations shown in Figure 4.3 – Specific Plan Land Use Designations. Park sites adjacent to school sites should remain adjacent to schools to provide for joint use opportunities with the Folsom-Cordova Unified School District. Park sites adjacent to open space shall remain adjacent to open space to provide staging areas and access points to the open space for the public.	n/a	No park sites are proposed, and no proposed park sites will be altered by the project. Therefore the policy does not apply to the project.
4.18	Sufficient land shall be dedicated for parks to meet the City of Folsom requirement (General Plan Policy 35.8) of 5-acres of parks for every 1,000 residents.	Yes	The project does not reduce the land to be dedicated for parks.
4.19	Parks shall be located throughout the Plan Area and linked to residential neighborhoods via sidewalks, bike paths and trails, where appropriate. During the review of tentative maps or planned development applications, the city shall verify that parks are provided in the appropriate locations and that they are accessible to resident via sidewalks, bike paths and trails.	Yes	Nearby parks will be accessible by all residents in the project via sidewalks and public trails.
4.20	Elementary school sites shall be co-located with parks to encourage joint-use of parks where feasible.	n/a	The project does not propose school or park uses. Therefore the policy does not apply to the project.

Mangini Ranch Phase 1C North: Applicant's FPASP Policy Consistency Analysis

FPASP Policy No.	FPASP Policy Description	Map Consistent	Remarks
<i>Public/Quasi-Public Policies</i>			
4.21	Land shall be reserved for public services and facilities, as required by the City of Folsom. Public services and facilities sites shall be in the general locations as shown in Figure 4.3 – Specific Plan Land Use Designations.	Yes	The infrastructure needed to serve the Project area is consistent with the adopted Specific Plan and the updated infrastructure plans.
4.22	Land shall be reserved for schools as required by the City of Folsom and the Folsom Cordova Unified School District in accordance with state law. School sites shall be in the general locations shown in Figure 4.3 – Specific Plan Land Use Designations and have comparable acreages as established in Table 4.2 – Land Use Summary.	Yes	The project would not alter the location of proposed school sites.
4.23	Elementary school sites shall be co-located with parks to encourage joint-use of parks.	n/a	The project does not propose school or park uses. Therefore the policy does not apply to the project.
4.24	All Public/Quasi-Public sites shown in Figure 4.3 – Specific Plan Land Use Designations may be relocated or abandoned as a minor administrative modification of the FPASP. The land use designation of the vacated site or sites will revert to the lowest density adjacent residential land use. In no event shall the maximum number of Plan Area dwelling units exceed 11,461 and the total commercial building area exceed 2,788,884 square feet. For purposes of CEQA compliance for discretionary projects, the combination of the total maximum number of residential units and commercial square footage analyzed in the Folsom Plan Area Specific Plan Environmental Impact Report/Environmental Impact Statement (SCH#200809205) shall not be exceeded without requiring further CEQA compliance.	Yes	The project would not alter the location of proposed public/quasi-public sites.

Mangini Ranch Phase 1C North: Applicant's FPASP Policy Consistency Analysis

FPASP Policy No.	FPASP Policy Description	Map Consistent	Remarks
Section 5 - Housing Strategies			
<i>City of Folsom General Plan Housing Element Policies Incorporated in the FPASP</i>			
H-1.1	The city shall ensure that sufficient land is designated and zoned in a range of residential densities to accommodate the city's regional share of housing.	n/a	This policy directs the City in its decision-making and planning processes. The project proposes residential land uses that comply with the existing zoning and land use designation at the project site.
H-1.2	The city shall endeavor to designate future sites for higher density housing near transit stops, commercial services, and schools where appropriate and feasible.	n/a	This policy directs the City in its decision-making and planning processes. The project proposes residential land uses that comply with the existing zoning and land use designation at the project site.
H-1.3	The city shall encourage home builders to develop their projects on multi-family designated land at the high end of the applicable density range.	n/a	This policy directs the City in its decision-making and planning processes. The project proposes a density of 7.3 and 7.6 units per acre, which is within the applicable range of 7-12 units per acre.
H-1.4	The City shall support and facilitate the development of second units on single-family designated and zoned parcels.	n/a	This policy directs the City in its decision-making and planning processes. The project site is zoned MLD.

Mangini Ranch Phase 1C North: Applicant's FPASP Policy Consistency Analysis

FPASP Policy No.	FPASP Policy Description	Map Consistent	Remarks
H-1.6	The city shall ensure that new development pays its fair share in financing public facilities and services and pursues financial assistance techniques to reduce the cost impact on the production of affordable housing.	n/a	This policy directs the City in its decision-making and planning processes. The project will comply with all mitigation measures in the FPASP EIR and Addendums. See MMRP.
H-1.8	The city shall strive to create additional opportunities for mixed-use and transit oriented development.	n/a	This policy directs the City in its decision-making and planning processes.
H-3.1	The city shall encourage residential projects affordable to a mix of household incomes and disperse affordable housing projects throughout the city to achieve a balance of housing in all neighborhoods and communities.	n/a	This policy directs the City in its decision-making and planning processes. The Project proposes residential development within the overall mix of household incomes.
H-3.2	The city shall continue to use federal and state subsidies, as well as inclusionary housing in-lieu fees, affordable housing impact fees on non-residential development, and other fees collected into the Housing Trust Fund in a cost-efficient manner to meet the needs of lower-income households, including extremely low-income households.	n/a	This policy directs the City in its decision-making and planning processes. The Project proposes residential development.
H-3.3	The city shall continue to make density bonuses available to affordable and senior housing projects, consistent with State law and Chapter 17.102 of the Folsom Municipal Code.	n/a	This policy directs the City in its decision-making and planning processes. The Project does not seek a density bonus.
H-3.4	Where appropriate, the city shall use development agreements to assist housing developers in complying with city affordable housing goals.	n/a	This policy directs the City in its decision-making and planning processes. The Project is subject to the Amended and Revised Development Agreement.

Mangini Ranch Phase 1C North: Applicant's FPASP Policy Consistency Analysis

FPASP Policy No.	FPASP Policy Description	Map Consistent	Remarks
H-3.5	The city shall make incentives available to property owners with existing development agreements to encourage the development of affordable housing.	n/a	This policy directs the City in its decision-making and planning processes. The Project is subject to the Amended and Restated Development Agreement.
H-5.2	The city shall encourage housing for seniors and persons with disabilities to be located near public transportation, shopping, medical, and other essential services and facilities.	n/a	This policy directs the City in its decision-making and planning processes. The project does not propose housing for seniors or persons with disabilities.
H-5.4	The city shall encourage private efforts to remove physical barriers and improve accessibility for housing units and residential neighborhoods to meet the needs of person with disabilities.	n/a	This policy directs the City in its decision-making and planning processes. The Project complies with the Folsom Ranch, Central District Design Guidelines and City standards for residential neighborhoods.
H-5.7	The city shall continue to provide zoning to accommodate future need for facilities to serve city residents in need of emergency shelter.	n/a	This policy directs the City in its decision-making and planning processes.
H-5.10	The city shall encourage developers to include spaces in proposed buildings or sites on which child care facilities could be developed or leased by a child care operator.	n/a	This policy directs the City in its decision-making and planning processes. The Project does not propose non-residential uses.
H-6.2	The city shall assist in the enforcement of fair housing laws by providing information and referrals to organizations that can receive and investigate fair housing allegations, monitor compliance with fair housing laws, and refer possible violations to enforcing agencies.	n/a	This policy directs the City in its decision-making and planning processes.
H-7.1	The city shall continue to implement state energy-efficient standards to new residential development.	n/a	This policy directs the City in its decision-making and planning processes.

Mangini Ranch Phase 1C North: Applicant's FPASP Policy Consistency Analysis

FPASP Policy No.	FPASP Policy Description	Map Consistent	Remarks
H-7.2	The city shall include energy conservation guidelines as part of the development standards for the specific plan area.	n/a	This policy directs the City in its decision-making and planning processes.
H-7.3	The city shall reduce residential cooling needs associated with the urban heat island effect.	n/a	This policy directs the City in its decision-making and planning processes.
H-7.4	The city shall promote an increase in the energy efficiency of new and existing housing beyond minimum state requirements.	n/a	This policy directs the City in its decision-making and planning processes.
H-7.5	The city shall encourage the increased use of renewable energy.	n/a	This policy directs the City in its decision-making and planning processes.
H-7.6	The city shall encourage "smart growth" that accommodates higher density residential uses near transit, bicycle and pedestrian friendly areas of the city that encourage and facilitate the conservation of resources by reducing the need for automobile use.	n/a	This policy directs the City in its decision-making and planning processes. East Bidwell Street is part of the FPASP transit corridor.
Section 7 - Circulation			
<i>Circulation Policies</i>			
7.1	The roadway network in the Plan Area shall be organized in a grid-like pattern of streets and blocks, except where topography and natural features make it infeasible, for the majority of the Plan Area in order to create neighborhoods that encourage walking, biking, public transit and other alternative modes of transportation.	Yes	Topography and natural features make grid layout infeasible, but the proposed roadway connects future residents of the project to adjacent school, park, open space, and commercial uses. East Bidwell Street is part of the FPASP transit corridor.
7.2	Circulation within the Plan Area shall be ADA accessible and minimize barriers to access by pedestrians, the disabled, seniors and bicyclists. Physical barriers such as walls, berms, and landscaping that separate residential and nonresidential uses and impede bicycle or pedestrian access or circulation shall be minimized.	Yes	The Project complies with the Folsom Ranch, Central District Design Guidelines and City standards for residential neighborhoods.

Mangini Ranch Phase 1C North: Applicant's FPASP Policy Consistency Analysis

FPASP Policy No.	FPASP Policy Description	Map Consistent	Remarks
7.3	The Plan Area shall apply for permanent membership in the 50 Corridor TMA. Funding to be provided by a Community Facilities District or other non-revocable funding mechanism.	n/a	The Project does not effect the Plan Area's permanent membership in the 50 Corridor TMA.
7.4	Submit a General Plan Amendment to the city to modify General Plan Policy 17.17 regarding Traffic Level of Service 'C'. This level of service may not be achieved throughout the entire Plan Area at buildout.	n/a	The applicable Level of Service under the General Plan is 'D.' The streets are designed to meet traffic requirements and are consistent with the Specific Plan.
<i>Roadway Classification Policies</i>			
7.5	A framework of arterial and collector roadways shall be developed that accommodate Plan Area traffic while accommodating through-traffic demands to adjoining city areas.	n/a	Project street layout is consistent with the Specific Plan.
7.6	Major and minor arterials, collectors, and minor collectors shall be provided with sidewalks that safely separate pedestrians from vehicular traffic and class II bicycle lanes that encourage transportation choices within the Plan Area.	n/a	Mangini Parkway and Savannah Parkway have separated sidewalks from the street to enhance pedestrian design.
7.7	Traffic calming measures shall be utilized, where appropriate, to minimize neighborhood cut-through traffic and excessive speeds in residential neighborhoods. Roundabouts and traffic circles shall be considered on low volume neighborhood streets as an alternative to four-way stops or where traffic signals will be required at project build-out. Traffic calming features included in the City of Folsom's Neighborhood Traffic Management Program Guidelines (NTMP) may also be utilized in the Plan Area.	Yes	The street system has been designed to discourage traffic through the neighborhood.
7.8	Roadway improvements shall be constructed to coincide with the demands of new development, as required to satisfy city minimum level of service standards.	Yes	The streets are designed to meet traffic requirements and are consistent with the Specific Plan.
<i>Public Transit Policies</i>			

Mangini Ranch Phase 1C North: Applicant's FPASP Policy Consistency Analysis

FPASP Policy No.	FPASP Policy Description	Map Consistent	Remarks
7.8A	<p>Concurrent with development of the SP-RC and SP-GC parcels located at the intersection of East Bidwell Street and Alder Creek Parkway, the following roadway improvements will be constructed:</p> <ul style="list-style-type: none"> • Alder Creek Parkway from Prairie City Road to East Bidwell Street. • East Bidwell Street from White Rock Road to U.S. Highway 50. • Rowberry Road (including the over-crossing of U.S. Highway 50). <p>The timing, extent of improvements and interim improvements shall be predicated on the extent and type of development proposed for the above referenced parcels</p>	n/a	The project is not located at the intersection of East Bidwell Street and Alder Creek Parkway. Therefore the policy does not apply to the project.
7.9	Public transportation opportunities to, from, and within the Plan Area shall be coordinated with the City Public Works Transit Division and the Sacramento Regional Transit District (RT). Regional and local fixed and circulator bus routes through the Plan Area shall be an integral part of the overall circulation network to guarantee public transportation service to major destinations for employment, shopping, public institutions, multi-family housing and other land uses likely to attract public transit use.	Yes	The project is consistent with the adopted Specific Plan, which addresses public transportation opportunities.
7.10	Consistent with the most recent update of the RT master plan and the Plan Area Master Transit Plan, a transit corridor shall be provided through the Plan Area for future regional 'Hi-Bus's service (refer to Figure 7.29 and the FPASP Transit Master Plan). Sufficient right-of-way shall be dedicated for the transit corridor as described in Section 7.3 and Figures 7.2, 7.3, 7.14 & 7.15.	Yes	The project is consistent with the adopted Specific Plan, which addresses public transportation opportunities.
7.11	Future transit bus stops and associated amenities shall be placed at key locations in the Plan Area according to the recommendation of the FPASP Transit Master Plan.	Yes	The project is consistent with the adopted Specific Plan, which addresses public transportation opportunities.
7.12	Provide interim park-and-ride facilities for public transit use as shown in the FPASP Transit Master Plan.	Yes	The project is consistent with the adopted Specific Plan, which addresses public transportation opportunities.

Mangini Ranch Phase 1C North: Applicant's FPASP Policy Consistency Analysis

FPASP Policy No.	FPASP Policy Description	Map Consistent	Remarks
7.13	The City of Folsom shall participate with the El Dorado County Transportation Commission in an update of the "Folsom El Dorado Corridor Transit Strategy Final Report dated December 2005. The update shall include the Plan Area and Sacramento County.	n/a	This policy directs the City in its decision-making and planning processes. Therefore the policy does not apply to the project.
7.14	The City of Folsom shall participate with the Sacramento Area Council of Government in a revision of the City of Folsom Short-Range Transit Plan Update Final Report, dated September 2005. The update shall include the Plan Area.	n/a	This policy directs the City in its decision-making and planning processes. Therefore the policy does not apply to the project.
7.15	The Sacramento Regional Transit District (RT) "A Guide to Transit Oriented Development (TOD)" shall be used as a design guideline for subsequent project level approvals for all projects along the Plan Area transit corridor.	Yes	The guideline was used in the preparation of the Specific Plan. The project is consistent with the Specific Plan.

Mangini Ranch Phase 1C North: Applicant's FPASP Policy Consistency Analysis

FPASP Policy No.	FPASP Policy Description	Map Consistent	Remarks
<i>Sidewalks, Trails and Bikeway Policies</i>			
7.16	A system of sidewalks, trails, and bikeways shall internally link all land uses and connect to all existing or planned external street and trail facilities contiguous with the Plan Area to provide safe routes of travel for pedestrians and bicyclists as depicted in Figure 7.32 and as indicated on the applicable roadway sections. Pedestrian and bicycle facilities shall be designed in accordance with City design standards, including the latest version of the Bikeway Master Plan, the FPASP and the FPASP Community Design Guidelines.	Yes	The project includes sidewalks that are consistent with the adopted Specific Plan and City standards.
7.17	Public accessibility to open space and scenic areas within the Plan Area shall be provided via roadway, sidewalks, trail and bikeway connections, where appropriate.	Yes	Access to nearby open space areas is provided via roadways, sidewalks, and trails.
7.18	Traffic calming measures and signage shall be used to enhance the safety of sidewalk, trail and bikeway crossings of arterial and collector streets.	n/a	The project does not include sidewalk, trail, or bikeway crossings of arterial or collector streets.
7.19	Class I bike path and trail crossings of Alder Creek and intermittent drainages channels shall be minimized and located and designed to cause the least amount of disturbance to the creek environment.	n/a	Alder Creek is not located in this phase. Therefore the policy does not apply to the project.
7.20	Per state and federal programs, safe routes to schools shall be identified and signed.	Yes	The proposed project connects to the separated sidewalk along Mangini Parkway, which serves as the Safe Route to School. Signage shall be identified in the improvements plans.
7.21	All Plan Area land uses shall be located within approximately 1/2 mile of a Class I bike path or a Class II bike lane.	Yes	The project is within 1/2 mile of Mangini Parkway, which will be developed with class II bike lanes as part of the planned Bicycle network.

Mangini Ranch Phase 1C North: Applicant's FPASP Policy Consistency Analysis

FPASP Policy No.	FPASP Policy Description	Map Consistent	Remarks
7.22	Site design and building placement shall minimize barriers to pedestrian access and interconnectivity. Physical barriers such as walls, berms, landscaping and slopes between residential and non-residential land uses that unnecessarily impede bicycle or pedestrian circulation shall be minimized. Clearly marked shaded paths shall be provided through commercial and mixed use parking lots.	n/a	The Project does not include commercial or mixed use development and complies with the Folsom Ranch, Central District Design Guidelines and City standards for residential neighborhoods.
7.23	Adequate short and long term bicycle parking shall be provided for all Plan Area land uses (except for single-family and single-family high density residential uses) as specified in Table A.14.	Yes	The project includes adequate bicycle parking, as specified in Table A.14.
Section 8 - Open Space			
8.1	Open Space areas shall be created throughout the entirety of the Plan Area.	n/a	The project does not include open space uses. Therefore the policy does not apply to the project.
8.2	Create a preserve open space zone that will include all of the preserved wetlands and required buffers that are under the jurisdiction of the U.S. Army Corp of Engineers (USACE).	n/a	The project does not include open space uses. Therefore the policy does not apply to the project.
8.3	Create a passive open space zone that may contain limited recreation uses and facilities, storm water quality detention basins, water quality structures, wetland and tree mitigation areas and limited public utilities.	n/a	The project does not include open space uses. Therefore the policy does not apply to the project.
8.4	Where feasible, locate schools and parks adjacent or near to open space.	n/a	The project does not include school or park uses. Therefore the policy does not apply to the project.
8.5	Open space areas shall incorporate sensitive Plan Area natural resources, including oak woodlands, Alder Creek and its tributaries, hillside areas, cultural resources, and tributaries of Carson, Buffalo and Coyote Creeks within the boundaries of the Plan Area.	n/a	The project does not include open space uses. Therefore the policy does not apply to the project.

Mangini Ranch Phase 1C North: Applicant's FPASP Policy Consistency Analysis

FPASP Policy No.	FPASP Policy Description	Map Consistent	Remarks
8.6	Open space improvements shall comply with City of Folsom General Plan Policy 27.1 and the Americans with Disabilities Act (ADA) standards.	n/a	The project does not include open space uses. Therefore the policy does not apply to the project.
8.7	Natural parkways, thirty-feet (30') in width or larger, shall be considered part of the required thirty percent (30%) Plan Area natural open space provided the following minimum criteria is met: 8.7.a: They include a paved path or trail. 8.7.b: They have the ability to be utilized for tree mitigation plantings or other appropriate mitigation measures and; 8.7.c: They are planted primarily with California central valley and foothills native plants as described in the most current edition of River-Friendly Landscape Guidelines.	n/a	No natural parkways are proposed in the project area. Therefore the policy does not apply to the project.
8.8	Locate Class I bicycle paths and paved and unpaved trails throughout the open space.	n/a	The project does not include open space uses. Therefore the policy does not apply to the project.
8.9	Carefully site infrastructure, including roads, wastewater and water facilities, trailheads, equestrian trails and the like to minimize impact to the oak woodlands, Alder Creek and its tributaries, hillside areas, cultural resources and intermittent tributaries of Carson, Buffalo and Coyote Creeks within the boundaries of the Plan Area.	Yes	No cultural resources identified to be preserved, oak woodlands/trees, or hillsides are present in the project. The project has been designed to avoid the wetland areas to the extent feasible.
8.10	Provide the opportunity for educational programs that highlight the value of the various natural features of the Plan Area.	n/a	The project does not include open space uses. Therefore the policy does not apply to the project.
8.11	All open space improvements, including erosion control planting and landscaping, within the 200-year flood plain shall be designed to withstand inundation during a 200-year flood event.	n/a	The project does not include open space uses. Therefore the policy does not apply to the project.

Mangini Ranch Phase 1C North: Applicant's FPASP Policy Consistency Analysis

FPASP Policy No.	FPASP Policy Description	Map Consistent	Remarks
8.12	All open space improvements, including erosion control planting and landscaping adjacent to Alder Creek and its tributaries shall be consistent with Section 10.2.6 - Alder Creek & Floodplain Protection.	n/a	Alder Creek is not located in this phase. Therefore the policy does not apply to the project.
8.13	The FASP Open Space Management Plan shall describe the ownership, funding, and maintenance of open space areas.	n/a	The project does not propose open space uses. Therefore the policy does not apply to the project.
8.14	The FPASP Community Design Guidelines shall include recommendations for the design of natural parkways and other passive open space recreation facilities, storm water quality detention basins, water quality structures, wetland and tree mitigation areas, and public utilities.	n/a	The document submitted to the City contains this information. Therefore the policy does not apply to the project.
8.15	All entitlements within the FPASP shall be reviewed to ensure that thirty percent (30%) of the Plan Area is maintained as natural open space to preserve oak woodlands and sensitive habitat areas.	Yes	The project does not reduce the amount of open space in the Plan Area.
Section 9 - Parks			
9.1	To promote walking and cycling, community and neighborhood parks shall be connected to the pedestrian and bicycle network.	Yes	The project's sidewalks and bike routes are consistent with the connected pedestrian network in the Specific Plan.
9.2	Park designs shall accommodate a variety of active and passive recreational facilities and activities that meet the needs of Plan Area residents of all ages, abilities and special interest groups, including the disabled.	n/a	The project does not propose park uses. Therefore the policy does not apply to the project.
9.3	Neighborhood parks shall feature active recreational uses as a priority and provide field lighting for nighttime sports uses and other activities as deemed appropriate by the City of Folsom Parks and Recreation Department.	n/a	The project does not propose park uses. Therefore the policy does not apply to the project.
9.4	The sports facilities listed in Table 9.1 are suggested facilities for inclusion in community, neighborhood and local parks. The City may amend Table 9.1 as City needs change without amending the FPASP.	n/a	The project does not propose park uses. Therefore the policy does not apply to the project.
9.5	All park master plans shall include a lighting plan and all park lighting fixtures shall be shielded and energy efficient.	n/a	The project does not propose park uses. Therefore the policy does not apply to the project.

Mangini Ranch Phase 1C North: Applicant's FPASP Policy Consistency Analysis

FPASP Policy No.	FPASP Policy Description	Map Consistent	Remarks
9.6	Parks shall be designed and landscaped to provide shade, easy maintenance, water efficiency, and to accommodate a variety of recreational uses. Park improvements will comply with Folsom Municipal Code Chapter 13.26 Water Conservation and all applicable mitigations measures set forth in the FPASP EIR/EIS.	n/a	The project does not propose park uses. Therefore the policy does not apply to the project.
9.7	Park furniture and structures shall be selected based on durability, vandal resistance and long term maintenance, as approved by the City.	n/a	The project does not propose park uses. Therefore the policy does not apply to the project.
9.8	Public art is encouraged in parks where appropriate and feasible in compliance with the City's Arts and Culture Master Plan.	n/a	The project does not propose park uses. Therefore the policy does not apply to the project.
9.9	Easements and designated open space shall not be credited as parkland acreage. These areas may be used for park activities, but not to satisfy Quimby park land dedication requirements.	n/a	The project Therefore the policy does not apply to the project. The Proeject does not propose park uses.
9.10	Placement of stand alone cell towers or antennae in parks in strongly discouraged. Cell towers or antennae are permitted to be located on sports field lighting poles with a use permit.	n/a	Cell towers are not proposed with this application. Therefore the policy does not apply to the project.
9.11	All parks shall be sited and designed with special attention to safety and visibility. Park designs shall follow the use restrictions as outlined in the Folsom Municipal Code Chapter 9.68: Use of Park Facilities. The Parks and Recreation Commission shall review all park master development plans and make recommendations to the City Council for approval.	n/a	The project does not propose park uses. Therefore the policy does not apply to the project.
9.12	A Parks Master Plan shall be prepared for the Plan Area.	n/a	This policy affects the City and does not apply to individual developers.

Mangini Ranch Phase 1C North: Applicant's FPASP Policy Consistency Analysis

FPASP Policy No.	FPASP Policy Description	Map Consistent	Remarks
9.13	If the existing slope of a park site shown on Figure 9.1 exceeds five percent, the site shall be rough graded by owner/developer/builder dedicating the park land in accordance with grading plans approved by the City of Folsom Parks and Recreation Department. The cost to grade sites may be credited against park impact fees subject to city approval.	n/a	The project does not propose park uses. Therefore the policy does not apply to the project.
9.14	Park land dedications are net areas in acres and exclude easements, wetlands, public rights-of-way and steep slopes or structures.	n/a	The project does not propose park uses. Therefore the policy does not apply to the project.
Section 10 - Resource Management & Sustainable Design			
<i>Wetland Policies</i>			
10.1	Delineated wetlands shall be preserved to the greatest extent possible within open space areas and corridors, or otherwise provided for in protected areas.	Yes	Wetland permit has been issued for the project.
10.2	Where preservation is not feasible, mitigation measures shall be carried out as specified in the FPASP EIR/EIS.	Yes	Wetland permit has been issued for the project.

Mangini Ranch Phase 1C North: Applicant's FPASP Policy Consistency Analysis

FPASP Policy No.	FPASP Policy Description	Map Consistent	Remarks
10.3	Water quality certification based on Section 401 of the Clean Water Act shall be obtained before issuance of the Section 404 permit.	Yes	A water quality certification was issued.
10.4	<p>Construction, maintenance, and monitoring of compensation wetlands shall be in accordance with requirements of the USACE, pursuant to the issuance of a Section 404 permit. Compensation wetlands may consist of one of the following:</p> <p>10.4a: Constructed wetlands within designated open space areas or corridors in the Plan Area;</p> <p>10.4b: Wetland credits purchased from a mitigation bank; and /or;</p> <p>10.4c: The purchase of land at an off-site location to preserve or construct mitigation wetlands.</p> <p>To ensure successful compensation wetlands, wetland feasibility studies shall be carried out in conjunction with request for permits from regulatory agencies prior to any construction.</p>	Yes	Wetland permit has been issued for the project.
10.5	As part of the Section 404 permitting process, the project applicants shall prepare a wetland mitigation and monitoring plan (MMP). The plan shall include detailed information on the habitats present within the preservation and mitigation areas, the long-term management and monitoring of these habitats, legal protection for the preservation and mitigation areas (e.g., conservation easement, declaration of restrictions), and funding mechanism information (e.g., endowment). The plan shall identify participation within mitigation banks.	Yes	Wetland permit has been issued for the project.
10.6	Maintenance and monitoring of all compensation wetlands, whether constructed or purchased, shall be carried out by an approved monitoring agency or organization, and shall be in accordance with all federal, state, and local regulations. Monitoring shall continue for a minimum of 5 years from completion of mitigation or until performance standards have been met, whichever is longer	Yes	Wetland permit has been issued for the project.

Mangini Ranch Phase 1C North: Applicant's FPASP Policy Consistency Analysis

FPASP Policy No.	FPASP Policy Description	Map Consistent	Remarks
10.7	Special status vernal pool invertebrates shall be protected as required by State and federal regulatory agencies. Where protection is not feasible, vernal pool invertebrates shall be mitigated per the wetland mitigation and monitoring plan.	Yes	No special status species were identified in the project area and any impacts to offsite areas are covered by the Biological Opinion.
<i>Wildlife Policies</i>			
10.8	Tricolored blackbird nesting colony habitat, if any, shall be protected as required by State and federal regulatory agencies.	Yes	The Project will comply with mitigation measures in the FPASP EIR, including conducting preconstruction surveys. See MMRP.
10.9	A Swainson's Hawk mitigation plan shall be prepared to avoid loss of nesting areas if applicable.	Yes	It is the applicant's understanding that the City will soon approve a Swainson's Hawk Mitigation Plan. The project will comply with all relevant mitigation measures in this plan.
10.10	An incidental take permit shall be obtained to avoid impacts on the Valley Elderberry Longhorn Beetle (VELB), unless delisting has occurred.	Yes	The Project will comply with mitigation measures in the FPASP EIR. See MMRP. No Valley Elderberry Longhorn Beetle (VELB) were identified on the proposed project site.
10.11	Special-status bat roosts shall be protected as required by State and federal regulatory agencies.	Yes	The Project will comply with mitigation measures in the FPASP EIR, including conducting preconstruction surveys. See MMRP.
10.12	The Sacramento-Yolo Mosquito and Vector Control District will provide year-round mosquito and vector control in accordance with state regulations and its Mosquito Management Plan.	n/a	This policy applies to the Sacramento-Yolo Mosquito and Vector Control District. Therefore the policy does not apply to the project.

Mangini Ranch Phase 1C North: Applicant's FPASP Policy Consistency Analysis

FPASP Policy No.	FPASP Policy Description	Map Consistent	Remarks
<i>Oak Woodlands & Isolated Oak Tree Policies</i>			
10.13	Preserve and protect in perpetuity approximately 399-acres of existing oak woodlands.	n/a	The proposed project does not have any oak woodlands or oak tree canopy to be preserved. Therefore the policy does not apply to the project.
10.14	The details of ownership, long term maintenance and monitoring of the preserved and mitigated oak woodlands and isolated oak tree canopy shall be specified in the FPASP Open Space Management Plan approved concurrently with the FPASP.	n/a	The proposed project does not have any oak woodlands or oak tree canopy to be preserved. Therefore the policy does not apply to the project.

Mangini Ranch Phase 1C North: Applicant's FPASP Policy Consistency Analysis

FPASP Policy No.	FPASP Policy Description	Map Consistent	Remarks																								
10.15	<p>Oak trees included in residential and non-residential development parcel impacted oak woodlands are encouraged to be preserved wherever practical, provided preservation does not:</p> <ul style="list-style-type: none"> a) Cause a reduction in the number of lots or a significant reduction in the size of residential lots. b) Require mass grading that eliminates level pads or requires specialized foundations. c) Require the use of retaining wall or extended earthen slopes greater than 4 feet in height, as measured from the bottom of the footing to the top of the retaining wall. d) Require the preservation of any trees certified by an arborist to be dead or in poor or hazardous or non-correctable condition or trees the pose a safety risk to the public. e) Cost more to preserve the tree than to mitigate for its loss, based on the Isolated Oak Tree Mitigation requirements listed below. 	n/a	The proposed project does not have any oak woodlands or oak tree canopy to be preserved. Therefore the policy does not apply to the project.																								
10.16	<p>Isolated oak trees in residential and non-residential development parcels shall be rated according to the following national rating system developed by the American Society of Consulting Arborists (ASCA):</p> <table border="1" data-bbox="380 1016 1247 1328"> <thead> <tr> <th colspan="3">TABLE 10.1 ASCA TREE RATING SYSTEM</th> </tr> <tr> <th>RATING</th> <th>RATING No.</th> <th>RATING DESCRIPTION</th> </tr> </thead> <tbody> <tr> <td>Excellent</td> <td>5</td> <td>No problem(s)</td> </tr> <tr> <td>Good</td> <td>4</td> <td>No apparent problem(s)</td> </tr> <tr> <td>Fair</td> <td>3</td> <td>Minor problem(s)</td> </tr> <tr> <td>Poor</td> <td>2</td> <td>Major problem(s)</td> </tr> <tr> <td>Hazardous or non-correctable</td> <td>1</td> <td>Extreme problem(s)</td> </tr> <tr> <td>Dead</td> <td>0</td> <td>Dead</td> </tr> </tbody> </table>	TABLE 10.1 ASCA TREE RATING SYSTEM			RATING	RATING No.	RATING DESCRIPTION	Excellent	5	No problem(s)	Good	4	No apparent problem(s)	Fair	3	Minor problem(s)	Poor	2	Major problem(s)	Hazardous or non-correctable	1	Extreme problem(s)	Dead	0	Dead	n/a	The proposed project does not have any oak woodlands or oak tree canopy to be preserved. Therefore the policy does not apply to the project.
TABLE 10.1 ASCA TREE RATING SYSTEM																											
RATING	RATING No.	RATING DESCRIPTION																									
Excellent	5	No problem(s)																									
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Mangini Ranch Phase 1C North: Applicant's FPASP Policy Consistency Analysis

FPASP Policy No.	FPASP Policy Description	Map Consistent	Remarks
10.17	As part of any small lot tentative subdivision map application submittal, prepare and submit a site map, a tree preservation program and arborist's report and both a canopy survey of oak trees in the development parcel as well as a survey of individual free standing oak trees. The surveys will show trees to be preserved and trees to be removed consistent with the requirements of FMC Chapter 12.16.	n/a	The proposed project does not have any oak woodlands or oak tree canopy to be preserved. Therefore the policy does not apply to the project.
10.18	For small lot tentative subdivision parcels that contain oak trees, a pre-application and conceptual project review is required to ensure that every reasonable and practical effort has been made by the applicant to preserve oak trees. At a minimum, the submittal shall consist of a completed application form, the site map, the tree preservation program, the arborist's report, an aerial photograph of the project site, the oak tree surveys, and a conceptual site plan and grading plan showing road and lot layouts and oak trees to be preserved or removed.	n/a	The proposed project does not contain oak trees. Therefore the policy does not apply to the project.
10.19	Minor administrative modifications to the FPASP development standards, including but not limited to reduced parking requirements, reduced landscape requirement, reduced front and rear yard building setbacks, modified drainage requirements, increased building heights; and variations in lot area, width, depth and site coverage are permitted as part of the Design Review approval process in order to preserve additional oak trees within development parcels.	n/a	The proposed project does not have any oak woodlands or oak tree canopy to be preserved. Therefore the policy does not apply to the project.
10.20	When oak trees are proposed for preservation in a development parcel, ensure their protection during and after construction as outlined in FMC Chapter 12.16 – Tree Preservation. Once an individual residence or commercial building has received an occupancy permit, preserved trees on the property are subject to the requirements of FMC Chapter 12.16 – Tree Preservation.	n/a	The proposed project does not have any oak woodlands or oak tree canopy to be preserved. Therefore the policy does not apply to the project.

Mangini Ranch Phase 1C North: Applicant's FPASP Policy Consistency Analysis

FPASP Policy No.	FPASP Policy Description	Map Consistent	Remarks
<i>Cultural Resources Policies</i>			
10.21	<p>The following shall be prepared prior to extensive grading or excavation:</p> <p>10.21a: Existing archeological reports relevant to the Plan Area shall be reviewed by a qualified archaeologist. fully surveyed, to the extent required, to characterize and record the site. Any</p> <p>10.21c: An Archaeological Resources Report shall be prepared, as appropriate.</p> <p>10.21d: Copies of all records shall be submitted to the appropriate information center in the California Historical Resource Information System (CHRIS).</p>	Yes	The proposed project has completed the archaeological surveys and reports described here and they have been submitted to the California Historical Resource Information System (CHRIS).
10.22	Publicly accessible trails and facilities in open space areas shall be located so as to ensure the integrity and preservation of historical and cultural resources as specified in the FPASP Community Design Guidelines and the Open Space Management Plan.	n/a	The project does not propose open space uses. Therefore the policy does not apply to the project.
10.23	Views toward cultural resources from publicly accessible trails and facilities shall be protected, where appropriate.	n/a	The project proposes connections to trails, but does not propose publicly accessible trails or facilities. Therefore the policy does not apply to the project.
10.24	Interpretive displays near cultural resources shall be unobtrusive and compatible with the visual form of the resources.	n/a	There are no cultural resources that require displays on the project site. Therefore the policy does not apply to the project.
<i>Water Quality Policies</i>			
10.25	Natural drainage courses within the Plan Area along Alder, Carson, Coyote, and Buffalo Creeks and their tributaries shall be preserved as required by state and federal regulatory agencies and incorporated into the overall storm water drainage system.	Yes	The proposed project is consistent with the drainage master plan, including the preservation measures for the referenced drainage features and waterways.

Mangini Ranch Phase 1C North: Applicant's FPASP Policy Consistency Analysis

FPASP Policy No.	FPASP Policy Description	Map Consistent	Remarks
10.26	Trails located within open space corridors and areas shall be designed to include soil erosion control measures to minimize sedimentation of nearby creeks and maintain the natural state of drainage courses.	n/a	The project does not propose trails. Therefore the policy does not apply to the project.
10.27	Public recreational facilities (e.g., picnic areas and trails) located within open space corridors or areas shall be subject to urban storm water best management practices, as defined in Section 10.3 – Sustainable Design.	n/a	The project does not propose open space uses. Therefore the policy does not apply to the project.
10.28	Best management practices shall be incorporated into construction practices to minimize the transfer of water borne particulates and pollutants into the storm water drainage system in conformance with FMC Chapters 8.70 – Stormwater Management & Discharge Control and 14.29 – Grading as well as current NPDES permit requirements and State Water Resources Control Board's Construction General Permit requirements.	Yes	The described BMPs will be incorporated in the notes section for the final improvement plans for the proposed project.
10.29	All mitigation specified in the FPASP EIR/EIS shall be implemented.	Yes	Mitigation Measures will be implemented.
10.30	Preference shall be given to biotechnical or non-structural alternatives, over alternatives involving revetments, bank regrading or installation of stream training structures.	Yes	Project will include measures in improvement plans.
<i>Alder Creek & Floodplain Protection Policies</i>			
10.31	Alder Creek shall be preserved in its natural state, to the extent feasible, to maintain the riparian and wetland habitat adjacent to the creek.	n/a	The proposed project does not impact Alder Creek. Therefore the policy does not apply to the project.
10.32	All improvements and maintenance activity, including creek bank stabilization, adjacent to Alder Creek shall comply with the Clean Water Act Section 404 permits and the Central Valley Flood Protection Act of 2008 (SB 5).	n/a	The proposed project does not impact Alder Creek. Therefore the policy does not apply to the project.
10.33	Bank stabilization and other erosion control measure shall have a natural appearance, wherever feasible. The use of biotechnical stabilization methods is required within Alder Creek where it is technically suitable can be used instead of mechanical stabilization.	n/a	The proposed project does not impact Alder Creek. Therefore the policy does not apply to the project.

Mangini Ranch Phase 1C North: Applicant's FPASP Policy Consistency Analysis

FPASP Policy No.	FPASP Policy Description	Map Consistent	Remarks
10.34	New drainage outfalls within or near Alder Creek, or improvements to existing outfalls, shall be designed and constructed utilizing low impact development (LID) practices in conformance with the most current National Pollutant Discharge Elimination (NPDE) regulations. Consistent with these practices, storm water collection shall be decentralized, its quality improved and its peak flow contained in detention facilities that will slowly release it back into the creek drainage outfalls and improvements shall be unobtrusive and natural in appearance (refer to Section 12.6 - Stormwater).	n/a	The proposed project does not impact Alder Creek. Therefore the policy does not apply to the project.
10.35	All Plan Area development projects shall avoid encroaching on the Alder Creek 200-year flood plain to ensure that no adverse alterations to the creek or the floodplain occur where practical. However, in the event encroachment is unavoidable, construction shall comply with the FPASP EIR/EIS mitigation measures, and all relevant provisions of the Central Valley Flood Protection Plan and FMC Chapter 14.23 – Flood Damage Prevention.	n/a	The proposed project does not impact Alder Creek. Therefore the policy does not apply to the project.
10.36	Plan Area streets that cross Alder Creek may be grade-separated from the creek to allow uninterrupted passage of wildlife and trail users. Adequate vertical clearance shall be provided under all such street crossings to allow safe, visible bicycle, pedestrian and equestrian travel. Any streets that cross Alder Creek and are grade-separated shall follow the standards established in FMC Chapter 10.28 – Bridges.	n/a	The proposed project does not impact Alder Creek. Therefore the policy does not apply to the project.
10.37	Emergency vehicle access along Alder Creek may be provided on Class I bike paths and/or separately designated emergency access roads (refer to Figure 7.29).	n/a	The proposed project does not impact Alder Creek. Therefore the policy does not apply to the project.
10.38	All lighting adjacent to Alder Creek shall be limited to bridges, underpasses, trailheads, public facilities and for other public safety purposes. Lighting fixtures shall be fully shielded and energy efficient.	n/a	The proposed project does not impact Alder Creek. Therefore the policy does not apply to the project.

Mangini Ranch Phase 1C North: Applicant's FPASP Policy Consistency Analysis

FPASP Policy No.	FPASP Policy Description	Map Consistent	Remarks
10.39	Class I bike paths and other paved and unpaved trails may be constructed near Alder Creek in the SP-OS2 passive open space zone consistent with the FPASP Community Design Guidelines.	n/a	The proposed project does not impact Alder Creek. Therefore the policy does not apply to the project.
10.40	Public access points shall be located in areas where they have the least impact to the Alder Creek environment and designed to avoid sensitive plant wildlife habitat areas.	n/a	The proposed project does not impact Alder Creek. Therefore the policy does not apply to the project.
10.41	Re-vegetation and new planting along Alder Creek shall use California central valley and foothills native plants as described in the most current edition of River-Friendly Landscape Guidelines.	n/a	The proposed project does not impact Alder Creek. Therefore the policy does not apply to the project.
10.42	Adhere to the recommendations and policies of the Alder Creek Watershed Management Action Plan where feasible.	n/a	The proposed project does not impact Alder Creek. Therefore the policy does not apply to the project.
<i>Air Quality Policies</i>			
10.43	An Operational Air Quality Mitigation Plan has been prepared and approved by the Sacramento Metropolitan Air Quality Management District based on the District's CEQA guidelines dated July 2004. As required by LAFCO Resolution 1195 (dated 6 June 2001) the plan achieves a 35% reduction in potential emissions than could occur without a mitigation program.	Yes	The proposed project will comply with all applicable air quality mitigation measures.
10.44	The approved Operational Air Quality Mitigation measures shall be included as policies in the relevant sections of the FPASP.	Yes	The proposed project will comply with all applicable air quality mitigation measures.
10.45	Based on advisory recommendations included in Table 1-1 of the California Air Resources Board document entitled Air Quality and Land Use Handbook, avoid locating residential land uses within 500-feet of U.S. Highway 50.	Yes	Proposed residential land uses are more than 500-feet from U.S. Highway 50.

Mangini Ranch Phase 1C North: Applicant's FPASP Policy Consistency Analysis

FPASP Policy No.	FPASP Policy Description	Map Consistent	Remarks
10.46	Prohibit wood burning fireplaces in all residential construction.	Yes	Consistent with the Specific Plan and the Air Quality Management Plan, Wood burning fireplaces are not included in the project.
10.47	Provide complimentary electric lawnmowers to each residential buyer in the SF, SFHD and the MLD land uses.	Yes	The Project Site is zoned MLD and will comply with all applicable air quality mitigation measures.

Mangini Ranch Phase 1C North: Applicant's FPASP Policy Consistency Analysis

FPASP Policy No.	FPASP Policy Description	Map Consistent	Remarks
<i>Noise Policies</i>			
10.48	Residential developments must be designed and/or located to reduce outdoor noise levels generated by traffic to less than 60 dB.	Yes	The Project will comply with mitigation measures in the FPASP EIR, including noise reduction measures. See MMRP.
10.49	Noise from Aerojet propulsion system and routine component testing facilities affecting sensitive receptor areas shall be mitigated based on recommendations in the acoustical study.	n/a	The project will not be impacted by the Aerojet facilities. Therefore the policy does not apply to the project.
10.50	The Conditions, Covenants and Restrictions in the Department of Real Estate Public Report shall disclose that the Plan Area is within the Mather Airport flight path and that over flight noise may be present at various times.	Yes	Avigation easements have been recorded on the property and disclosures will be provided in CC&R's.
10.51	Landowner shall, prior to Tier 2 Development Agreement, record an easement over the property relating to noise caused by aircraft arriving or departing from Mather Airport.	Yes	Avigation easements have been recorded on the property.

Mangini Ranch Phase 1C North: Applicant's FPASP Policy Consistency Analysis

FPASP Policy No.	FPASP Policy Description	Map Consistent	Remarks
<i>Low Impact Development Policies</i>			
10.52	<p>Site specific development projects shall incorporate LID design strategies that include:</p> <p>10.52a: Minimizing and reducing the impervious surface of site development by reducing the paved area of roadways, sidewalks, driveways, parking areas, and roof tops;</p> <p>10.2b: Breaking up large areas of impervious surface area and directing stormwater flows away from these areas to stabilized vegetated areas;</p> <p>10.52c: Minimizing the impact of development on sensitive site features such as streams, floodplains, wetlands, woodlands, and significant on-site vegetation;</p> <p>10.52d: Maintaining natural drainage courses; and</p> <p>10.52e: Provide runoff storage dispersed uniformly throughout the site, using a variety of LID detention, retention, and runoff techniques that may include:</p> <ul style="list-style-type: none"> · Bioretention facilities and swales (shallow vegetated depressions engineered to collect, store, and infiltrate runoff); and 	Yes	<p>The project is consistent with the City's Backbone Infrastructure Master Plan, which includes stormwater requirements. The portion of the proposed project that includes site-specific development has incorporated LID design strategies as described in section 10.52 of the EIR for the FPASP.</p>

Mangini Ranch Phase 1C North: Applicant's FPASP Policy Consistency Analysis

FPASP Policy No.	FPASP Policy Description	Map Consistent	Remarks
	· Landscape buffers, parkways, parking medians, filter strips, vegetated curb extensions, and planter boxes (containing grass or other close-growing vegetation planted between polluting sources (such as a roadway or site development) and downstream receiving water bodies).		
Landscaping Policies			
10.53	The Plan Area landscape palette shall consist of California Central Valley and foothills native plant species as described in the most current edition of River-Friendly Landscape Guidelines and drought tolerant adaptive plant species except at neighborhood entry gateways and similar high visibility locations where ornamental plant species may be preferred.	Yes	The project is designed to be consistent with the applicable design guidelines.
10.54	The use of turf is not allowed on slopes greater than 25% where the toe of the slope is adjacent to an impermeable hardscape. Consistent with CALGreen Tier 2 voluntary recommendations, all development projects within the Plan Area shall be encouraged to limit the use of turf to 25% of the total landscaped area.	n/a	The project does not include any slopes greater than 25%. Therefore the policy does not apply to the project.
10.55	Open space areas adjacent to buildings and development parcels shall maintain a fuel modification and vegetation management area in order to provide the minimum fuel modification fire break as required by State and local laws and ordinances. Additionally, development parcels adjacent to open space areas may be required to provide emergency access through the property to the open space by means of gates, access roads or other means approved by the City of Folsom Fire Department. Ownership and maintenance of open space areas, including fuel modification requirements and fire hazard reduction measures are outlined in the FPASP Open Space Management Plan.	Yes	The FPASP Open Space Management Plan provides for fuel modification measures.
10.56	Trees shall be interspersed throughout parking lots so that in fifteen (15) years, forty (40) percent of the parking lot will be in shade at high noon. At planting, trees shall be equivalent to a #15 container or larger.	n/a	The project does not include any parking lots. Therefore the policy does not apply to the project.
Energy Efficiency Policies			

Mangini Ranch Phase 1C North: Applicant's FPASP Policy Consistency Analysis

FPASP Policy No.	FPASP Policy Description	Map Consistent	Remarks
10.57	Conservation of energy resources will be encouraged through site and building development standards.	Yes	The proposed project will comply with all applicable energy conservation development standards.
10.58	Buildings shall incorporate site design measures that reduce heating and cooling needs by orienting buildings on the site to reduce heat loss and gain depending on the time of day and season of the year.	Yes	Where site conditions permit, the project incorporates site design measures that reduce heating and cooling needs through building orientation.
10.59	Solar access to homes shall be considered in the design of residential neighborhoods to optimize the opportunity for passive and active solar energy strategies.	Yes	The project will comply with applicable residential building codes, including providing solar access.
10.60	Multi-family and attached residential units shall be oriented toward southern exposures, where site conditions permit.	n/a	The Project proposes single-family, detached residential uses.
10.61	Buildings shall be designed to incorporate the use of high quality, energy efficient glazing to reduce heat loss and gain.	Yes	The project is designed to comply with the applicable Design Guidelines and standards. The required features will be verified during the building plan check process.
10.62	Energy efficient appliances, windows, insulation, and other available technologies to reduce energy demands will be encouraged.	Yes	The project is designed to comply with the applicable Design Guidelines and standards. The required features will be verified during the building plan check process.
10.63	Office park uses shall install automatic lighting and thermostat features.	n/a	The project does not include office uses. Therefore the policy does not apply to the project.

Mangini Ranch Phase 1C North: Applicant's FPASP Policy Consistency Analysis

FPASP Policy No.	FPASP Policy Description	Map Consistent	Remarks
10.64	Commercial and public buildings shall use energy efficient lighting with automatic controls to minimize energy use.	n/a	The project does not include commercial or public buildings. Therefore the policy does not apply to the project.
10.65	Energy Star certified equipment and appliances shall be installed, to include: 10.65a - Residential appliances; heating and cooling systems; and roofing; and 10.65b - Nonresidential appliances and office equipment; heating, cooling, and lighting control systems; and roofing	Yes	The project is designed to comply with the applicable Design Guidelines and standards. The required features will be verified during the building plan check process.
10.66	Commercial, residential, and public projects shall be designed to allow for the possible installation of alternative energy technologies including active solar, wind, or other emerging technologies, and shall comply with the following standards: 10.66a - Installation of solar technology on buildings such as rooftop photovoltaic cell arrays shall be installed in accordance with the State Fire Marshal safety regulations and guidelines. 10.66b - Standard rooftop mechanical equipment shall be located in such a manner so as not to preclude the installation of solar panels. 10.66c - Alternative energy mechanical equipment and accessories installed on the roof of a building, they shall be integrated with roofing materials and/or blend with the structure's architectural form.	Yes	The project will comply with applicable residential building codes, including providing solar access.
10.67	Radiant solar heating or similar types of energy efficient technologies, shall be installed in all swimming pools.	Yes	The project is designed to comply with the applicable Design Guidelines and standards. The required features will be verified during the building plan check process.

Mangini Ranch Phase 1C North: Applicant's FPASP Policy Consistency Analysis

FPASP Policy No.	FPASP Policy Description	Map Consistent	Remarks
10.68	Electrical outlets shall be provided along the front and rear exterior walls of all single family homes to allow for the use of electric landscape maintenance tools.	Yes	The project is designed to comply with the applicable Design Guidelines and standards. The required features will be verified during the building plan check process.
10.69	The city will strive to ensure that all new publicly owned buildings within the Plan Area will be designed, constructed and certified at LEED-NC certification levels.	n/a	The project does not propose any publicly owned buildings. Therefore the policy does not apply to the project.
10.70	The City of Folsom shall undertake all cost-effective operational and efficiency measures and consider the installation of onsite renewable energy technologies within appropriate portions of the Plan Area, including parks, landscape corridors and open space areas.	n/a	This is a City requirement, not a project-specific requirement. The City of Folsom has plans in place to undertake the described cost-effective operational and efficiency measures and consider the installation of onsite renewable energy technologies within appropriate portions of the Plan Area, including parks, landscape corridors and open space areas.
<i>Water Efficiency Policies</i>			
10.71	All office, commercial, and residential land uses shall be required to install water conservation devices that are generally accepted and used in the building industry at the time of development, including low-flow plumbing fixtures and low-water-use appliances.	Yes	The project is designed to comply with the applicable Design Guidelines and standards. The required features will be verified during the building plan check process.

Mangini Ranch Phase 1C North: Applicant's FPASP Policy Consistency Analysis

FPASP Policy No.	FPASP Policy Description	Map Consistent	Remarks
10.72	A backbone “purple pipe” non-potable water system shall be designed and installed where feasible and practical to supply non-potable water to park sites, landscape corridors, natural parkways and other public landscaped spaces within the Plan Area.	n/a	Purple pipe has been incorporated into the Specific Plan for major collector roadway landscaping and funding is provided in the PFFP. Purple pipe infrastructure is not the applicant's responsibility.
10.73	Water efficient irrigation systems, consistent with the requirements of the latest edition of the California Model Water Efficient Landscape Ordinance, or similar ordinance adopted by the City of Folsom, shall be mandatory for all public agency projects and all private development projects with a landscape area equal to or greater than 2,500 square feet requiring a building or landscape permit, plan check or design review.	Yes	The project is designed to comply with the applicable Design Guidelines. Water efficient irrigation systems will be employed for use in project-area landscaping.

Mangini Ranch Phase 1C North: Applicant's FPASP Policy Consistency Analysis

FPASP Policy No.	FPASP Policy Description	Map Consistent	Remarks
<i>Material Conservation & Resource Efficiency Policies</i>			
10.74	Use "Green" certified construction products whenever feasible.	Yes	Builders in the proposed project will be required to use "Green" certified construction products whenever feasible. The project will comply with all relevant requirements in the City Code and State Building Code.
10.75	Prepare a construction waste management plan for individual construction projects.	Yes	Prior to construction, a construction waste management plan will be prepared for individual construction projects within the proposed project.
10.76	A minimum of 50% of the non-hazardous construction waste generated at a construction site shall be recycled or salvaged for reuse.	Yes	The plan described in Section 10.75 will provide for a minimum of 50% of the non-hazardous construction waste generated at a construction site to be recycled or salvaged for reuse.
10.77	Topsoil displaced during grading and construction shall be stockpiled for reuse in the Plan Area.	Yes	Topsoil displaced during grading and construction of the proposed project shall be stockpiled for reuse in the Plan Area.
<i>Environmental Quality Policies</i>			
10.78	All HVAC and refrigeration equipment shall not contain chlorofluorocarbons (CFCs).	Yes	California outlawed the use of HFCs in 2018. The project is designed to comply with California law.

Mangini Ranch Phase 1C North: Applicant's FPASP Policy Consistency Analysis

FPASP Policy No.	FPASP Policy Description	Map Consistent	Remarks
10.79	All fire suppression systems and equipment shall not contain halons.	Yes	The project is designed to comply with the applicable Design Guidelines and standards. The required features will be verified during the building plan check process.
10.80	Provide accessible screened areas that are identified for the depositing, storage and collection of non-hazardous materials for recycling for commercial, industrial/office park, mixed-use, public-use and multi-family residential projects.	Yes	Same remark as in Section 10.79.
10.81	Particleboard, medium density fiberboard (MDF) and hardwood plywood shall comply with low formaldehyde emission standards.	Yes	Same remark as in Section 10.79.
10.82	Limit the use of volatile organic compounds (VOC) in all construction materials.	Yes	same remark as in Section 10.79.
Section 11 - Public Services and Facilities			
11.1	Public schools will be constructed in the Plan Area in accordance with the City Charter and state law.	n/a	There are no public schools or public service facilities in the proposed project. Therefore the policy does not apply to the project.
11.2	All public service facilities shall participate in the City's recycling program.	n/a	No public facilities are being proposed with this project. Therefore the policy does not apply to the project.
11.3	Energy efficient technologies shall be incorporated in all Public Service buildings	n/a	No public facilities are being proposed with this project. Therefore the policy does not apply to the project.

Mangini Ranch Phase 1C North: Applicant's FPASP Policy Consistency Analysis

FPASP Policy No.	FPASP Policy Description	Map Consistent	Remarks
11.4	Passive solar design and/or use of other types of solar technology shall be incorporated in all public service buildings.	n/a	No public facilities are being proposed with this project. Therefore the policy does not apply to the project.
11.5	The city shall strive to ensure that all public service buildings shall be built to silver LEED NC standards.	n/a	No public facilities are being proposed with this project.
11.6	Utilize Crime Prevention Through Environmental Design (CPTED) principles in the design of all public service buildings.	n/a	No public facilities are being proposed with this project. Therefore the policy does not apply to the project.
11.7	If the existing slope of a public facilities site shown on Figure 11.1 exceeds five percent, the site shall be rough graded by the owner/developer/builder dedicating the public facilities site in accordance with grading plans approved by the City of Folsom, subject to a credit and/or reimbursement agreement.	n/a	There are no public schools or public service facilities in the proposed project. Therefore the policy does not apply to the project.
11.8	Plan Area landowners shall, prior to approval of the annexation by LAFCo and prior to any Tier 2 Development Agreement, whichever comes first, comply with the schools provision in Measure W (Folsom Charter Provision Section 7.08D) and incorporate feasible school impact mitigation requirements as provided in LAFCo Resolution No. 1196, Section 13.	Yes	Project will comply with school district and charter requirements with respect to Measure W.
Section 12 - Utilities			
12.1	Consistent with the provisions of City Charter Article 7.08 (A), the FPASP shall "identify and secure the source of water supply(is) to serve the Plan Area. This new water supply shall not cause a reduction in the water supplies designated to serve existing water users north of Highway 50 and the new water supply shall not be paid for by Folsom residents north of Highway 50.	Yes	This is a City requirement, not a project-specific requirement. The project is consistent with the FPASP and complies with the City's water supply agreement.

Mangini Ranch Phase 1C North: Applicant's FPASP Policy Consistency Analysis

FPASP Policy No.	FPASP Policy Description	Map Consistent	Remarks
12.2	Design and construct the necessary potable water, non-potable water for irrigation, wastewater and stormwater infrastructure require to serve the Plan Area. All infrastructure improvements shall follow the requirements established in the Water Master Plan, Wastewater Master Plan and the Storm Drainage Master Plan. Improvements will be based on phasing of development.	n/a	The policy affects the City and does not apply to individual developers. Therefore the policy does not apply to the project.
12.3	Land shall be reserved for the construction of public utility facilities that are not planned within road rights-of-way, as required by the City of Folsom.	Yes	Land is being reserved for public utilities as described where needed.
12.4	Utilize Best Management Practices (BMPs) where feasible and appropriate.	Yes	BMPs will be utilized where feasible and appropriate.
12.5	Urban runoff will be treated prior to discharging to a water of the state (i.e. creek, wetland) in accordance with the City's most current Municipal Stormwater Permit requirements for new development.	Yes	The project complies with permit requirements.
12.6	Employ Low Impact Development (LID) practices, as required by the City of Folsom, in conformance with the City's stormwater quality development standards.	Yes	The project is consistent with the Specific Plan requirements and the City requirements as they are updated from time to time.
Section 13 - Implementation			
<i>Financing Policies</i>			
13.1	The Plan Area shall fund its proportional share of regional backbone infrastructure costs and the full costs for primary and secondary backbone infrastructure.	Yes	Project is consistent with Public Facilities Financing Plan.
13.2	The Plan Area shall fund the its proportional share of the costs for Plan Area public facilities including the municipal center, police and fire department stations, the city corp yard and community, neighborhood and local parks.	Yes	Project is consistent with Public Facilities Financing Plan.
13.3	The City of Folsom shall apply for Sacramento Countywide Transportation Mitigation fee funding to help fund all eligible regional road backbone infrastructure.	n/a	This is a City requirement. Therefore the policy does not apply to the project.

Mangini Ranch Phase 1C North: Applicant's FPASP Policy Consistency Analysis

FPASP Policy No.	FPASP Policy Description	Map Consistent	Remarks
13.4	A Plan Area fee will be created to fund backbone infrastructure and a proportional cost allocation system will be established for each of the Plan Area property owners.	n/a	The policy affects the City and does not apply to individual developers. Therefore the policy does not apply to the project.
13.5	City of Folsom impact and capital improvement fees shall be used to fund Plan Area backbone infrastructure and public facilities where allowed by law.	n/a	The policy affects the City and does not apply to individual developers. Therefore the policy does not apply to the project.
13.6	One or more Community Facilities Districts shall be created in the Plan Area to help finance backbone infrastructure and public facilities costs and other eligible improvements and/or fees.	n/a	The policy affects the City and does not apply to individual developers. Therefore the policy does not apply to the project.

Mangini Ranch Phase 1C North: Applicant's FPASP Policy Consistency Analysis

FPASP Policy No.	FPASP Policy Description	Map Consistent	Remarks
<i>Phasing Policies</i>			
13.7	Submit a conceptual backbone infrastructure phasing plan for the appropriate development area with the first tentative map or building permit submittal. Updating of the conceptual backbone infrastructure phasing plan shall be a requirement of subsequent tentative map or building permit applications for each development area.	n/a	The policy affects the City and does not apply to individual developers. Therefore the policy does not apply to the project.
<i>Maintenance Policies</i>			
13.8	Create one or more Landscaping and Lighting Districts in the Plan Area for the maintenance and operation of public improvements and facilities and open space.	Yes	A Community Facilities District will be formed to implement policy.

Attachment 13

Applicant's Inclusionary Housing Letter dated November 3, 2020

ARCADIAN IMPROVEMENT COMPANY, LLC

November 3, 2020

Mr. Scott Johnson
Planning Manager
Community Development Department
City of Folsom
50 Natoma Street
Folsom, CA 95630

**Re: Mangini Ranch – Phase 1C Tentative Map Compliance with Chapter 17.104-
Inclusionary Housing**

Dear Mr. Johnson,

In accordance with Chapter 17.104 of the Folsom Municipal Code, Arcadian Improvement Company, LLC hereby elects to satisfy the Inclusionary Housing Ordinance requirements for the proposed Small Lot Tentative Map (Mangini Phase 1C) with the payment of the In-Lieu Fee as permitted in Section 17.104.060(G).

If you have any questions or comments, please feel free to contact me.

Sincerely,

Arcadian Improvement Company, LLC
a California limited liability company

By: HBT IC, LLC,
a California limited liability company
Its: Manager

By: 
William B. Bunce, Member



CITY OF
FOLSOM
DISTINGUISHED BY NATURE

Folsom City Council Staff Report

MEETING DATE:	6/22/2021
AGENDA SECTION:	Public Hearing
SUBJECT:	<p>Mangini Ranch Phase 1C 4-Pack Project in the Folsom Plan Area Specific Plan. (PN 21-002)</p> <p>i. Resolution No. 10658 - A Resolution to Approve a Small-Lot Vesting Tentative Subdivision Map for 100 Residential Lots, and Planned Development Permit for MLD Development Standard Deviations and Design Review for the Mangini Ranch Phase 1C 4-Pack Project</p>
FROM:	Community Development Department

RECOMMENDATION / CITY COUNCIL ACTION

Move to adopt Resolution No. 10658 - A Resolution to Approve a Small-Lot Vesting Tentative Subdivision Map for 100-residential lots, and Planned Development Permit for MLD Development Standard Deviations and Design Review for the Mangini Ranch Phase 1C 4-Pack Project

BACKGROUND / ISSUE

The proposed Project site is part of the approved Folsom Plan Area Specific Plan (FPASP), a comprehensively planned community that proposes new development based on “Smart Growth” and Transit Oriented Development principles. See Figure 1 FPASP Land Use Plan.

Physical Setting

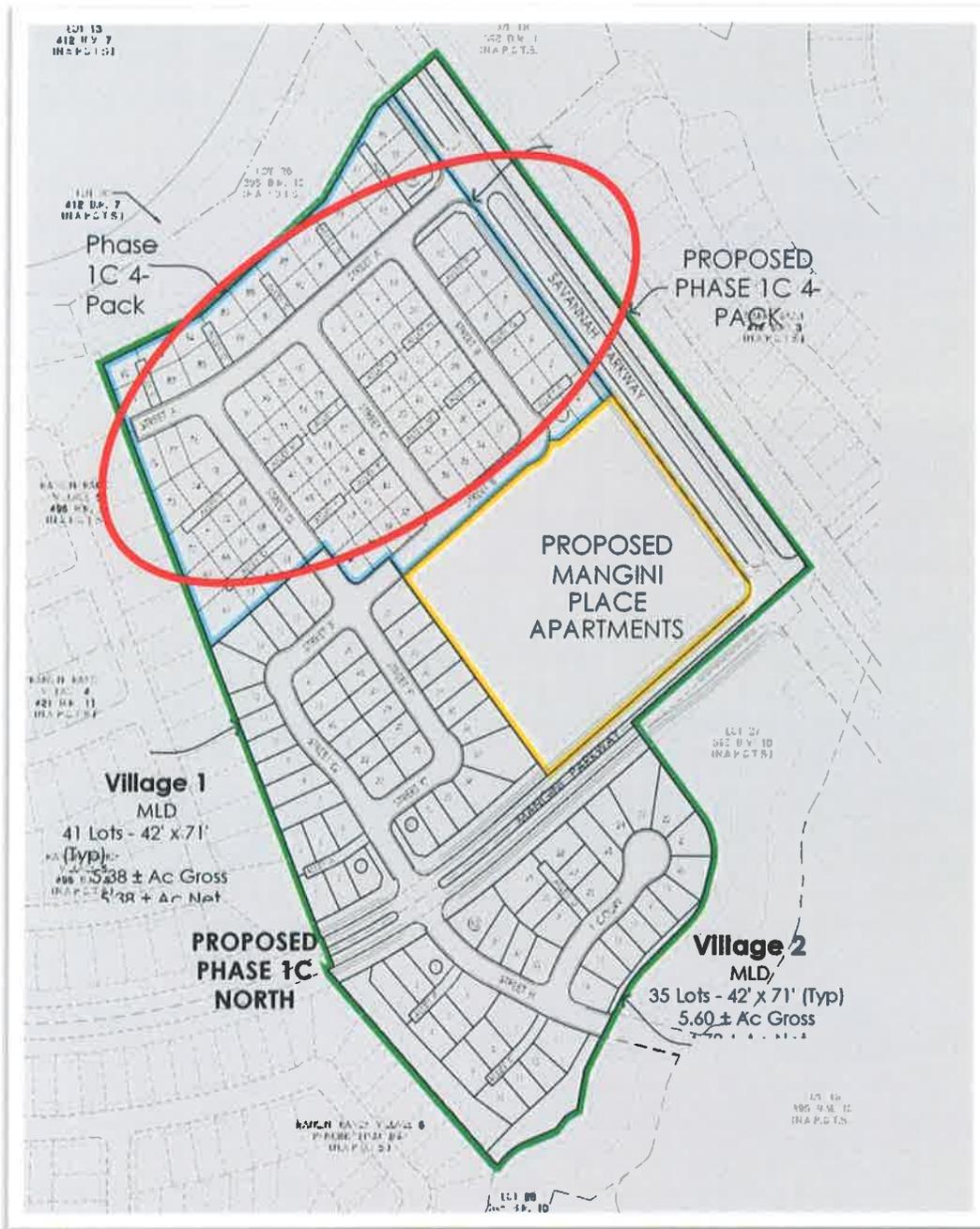
As shown on the aerial photograph, Figure 2, pre-existing vegetation (native/non-native grasses) on the site has been disturbed and was previously used as a material preparation site and includes rocky terrain that slopes to the west. No oaks trees are located on the Project site.

FIGURE 2: AERIAL PHOTO (2020)



Figure 3 shows the relationship of the Mangini Ranch Phase 1C 4-Pack Project, to other pending Projects including the 1C North Project and the proposed Mangini Place Apartments to the south.

FIGURE 3: RELATIONSHIP TO OTHER ADJACENT PROJECTS



A. Small-Lot Vesting Tentative Subdivision Map

The first component of the Applicant's proposal is a Small-Lot Vesting Tentative Subdivision Map (SLVTSM) to create 100 single-family residential lots and two landscape lots (Lots A and B) along Savannah Parkway. The proposed subdivision layout is shown in Figure 4 on the following page. (A more detailed version of the subdivision map is included as Attachment 4 to this staff report.)

The proposed subdivision features interior lots with minimum lot sizes of 2,290 square feet, which deviates from the MLD Development Standards (see discussion below regarding the Planned Development Permit). Corner lots as proposed generally range from 3,850 square feet (55'x70') to 4,720 square feet (59'x80'). The Phase 1C 4-Pack product strives to provide a compact development with homes at an affordable price point on a small lot. Table 1 shows that there is a mix of unit clusters that range from 4-Pack (unit) clusters to 8-pack (unit) clusters on alleys. In addition, 19 of the lots will be conventional in size and have standard street access.

Each cluster configuration includes the following:

- Four different lot sizes.
- Lots range from 2,296 to 5,898 square feet.
- Lot widths range from 41.5 to 53 feet.
- Four different floor plans.

FIGURE 4: PROPOSED SUBDIVISION LAYOUT

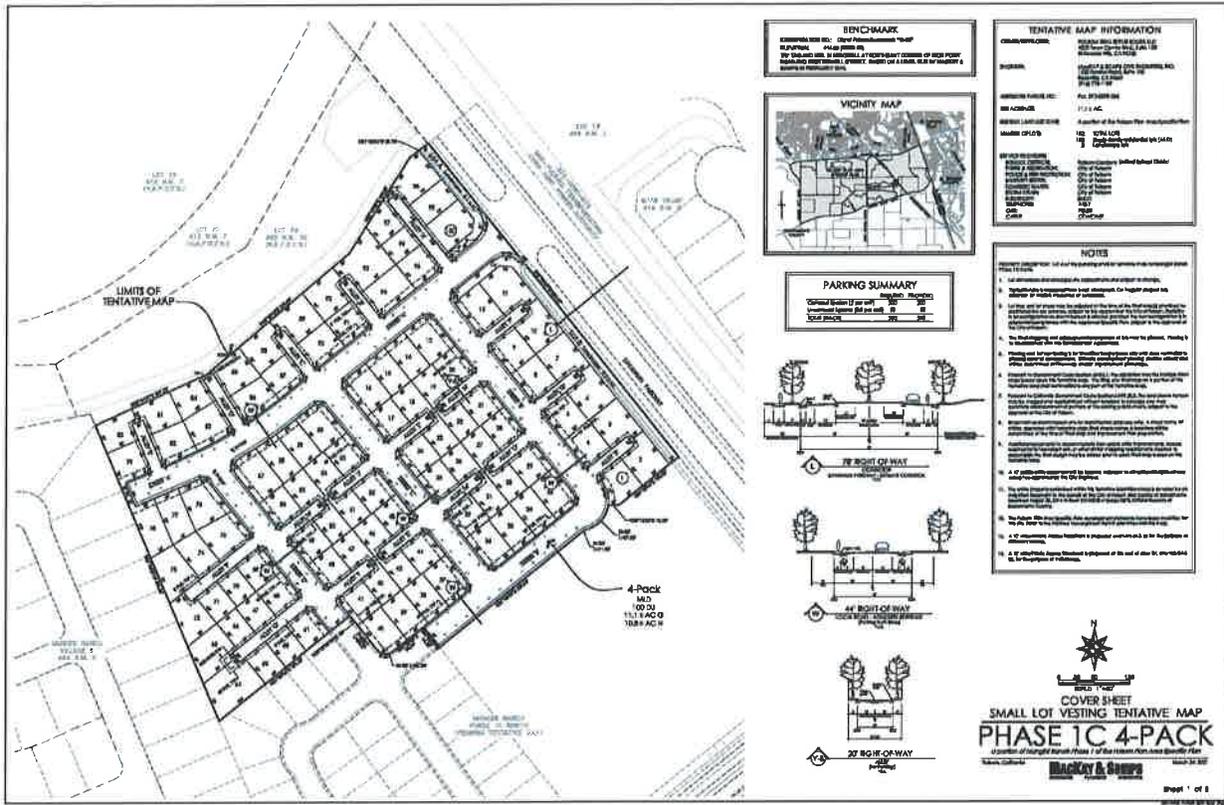


TABLE 1: UNIT CLUSTERS

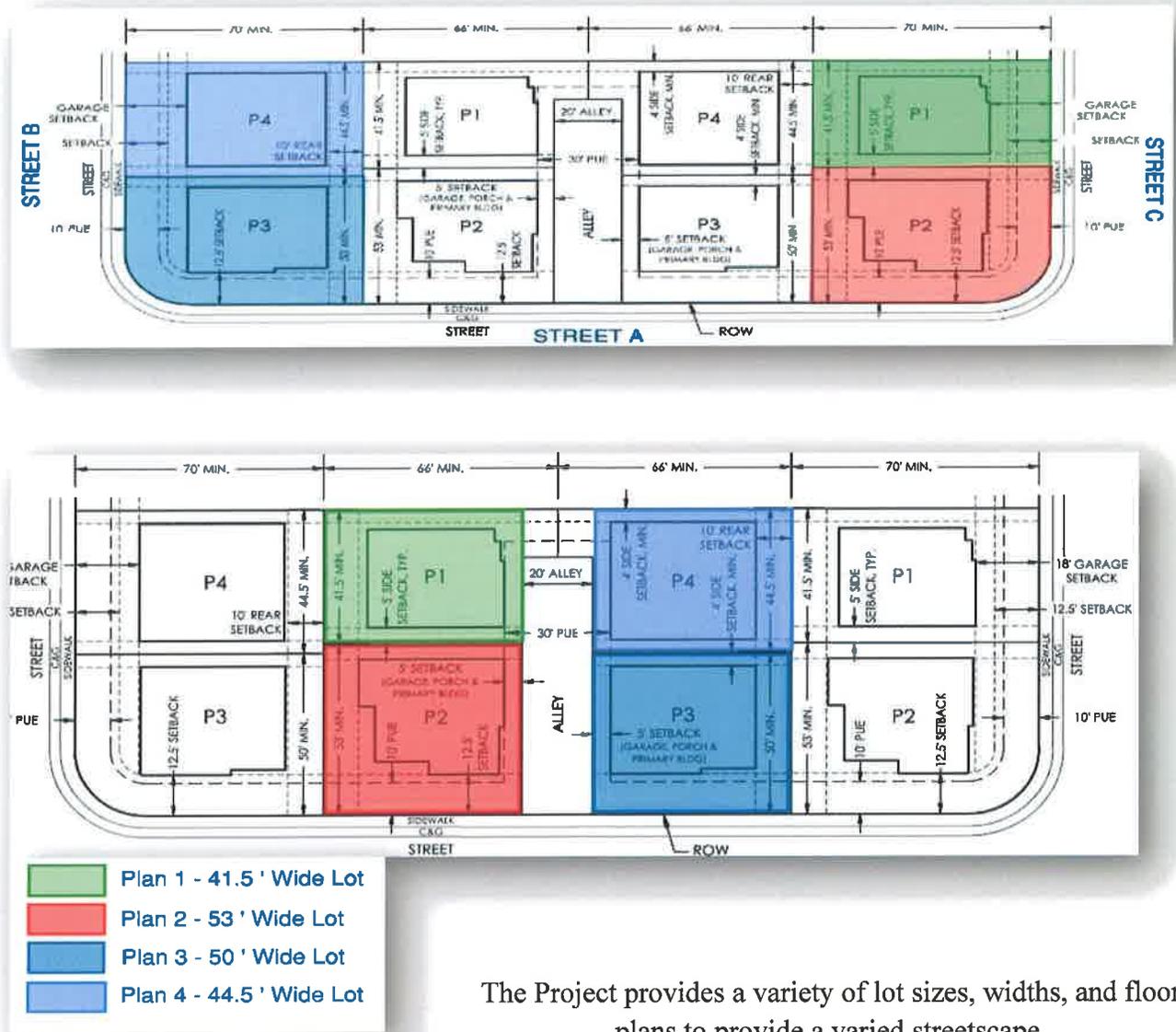
Unit Configuration	Number	Units
4-Pack Cluster	15	60
6-Pack Cluster	1	6
7-Pack Cluster	1	7
8- Pack Cluster	1	8
Typical/Conventional Lot (No Cluster)		19
Total Lots		100

Figure 5 below shows the location of each type of clustered units. Purple shows 4-Packs, salmon color shows a 6-pack configuration, blue shows a 7-pack configuration, yellow an 8-pack and 19 non-colored lots on the end of blocks are conventional lots.

FIGURE 5: SITE LAYOUT SHOWING TYPES OF CLUSTERED UNITS



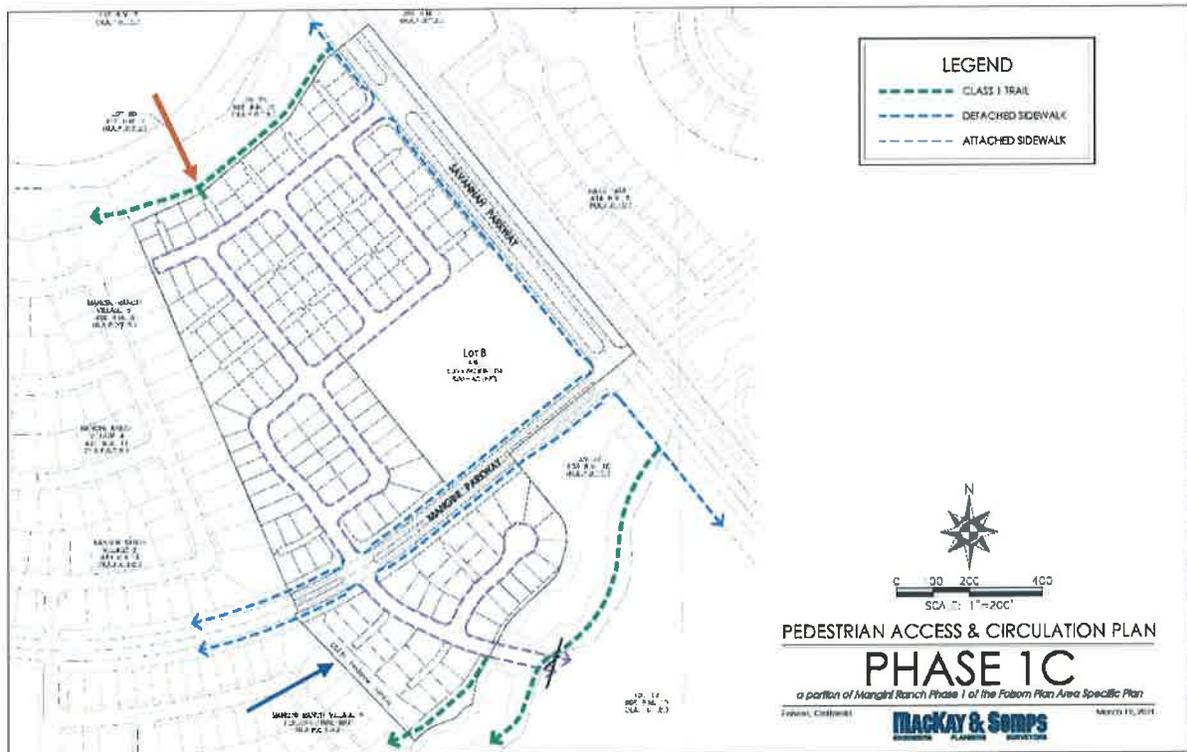
FIGURE 6: EXAMPLES OF VARIED LOT SIZES



The Project provides a variety of lot sizes, widths, and floor plans to provide a varied streetscape.

Access into and out of the subdivision will be provided at an entrance on Savannah Parkway and will not be gated because it will be required to provide secondary access for the Phase 1C North project to the south. Secondary access for this Project will also be provided through the 1C North Project to the south, which connects to Mangini Parkway. A pedestrian-only access point is located at the end of "D" Court (shown with a red arrow on Figure 7). Condition No. 49 requires the Applicant to provide a six-foot concrete sidewalk and landscaping within the ten-foot easement to provide access to the Class I trail/open space located on the northern boundary. A dark blue arrow shows an additional pedestrian access point would be provided to the south of the Project area, on Lot G in the proposed Phase 1C North Project.

FIGURE 7: PEDESTRIAN ACCESS



B. Planned Development Permit- Development Standards

The Planned Development Permit is designed to allow greater flexibility in the design of a project than otherwise possible through strict application of the land use regulations. The Planned Development Permit process is also designed to encourage creative and efficient uses of land. The following are proposed as part of the Applicant's Planned Development Permit:

- Deviations to Development Standards
- Building Architecture and Design

Deviations from Development Standards

The Applicant's desire is to provide a unique single family detached compact product that meets a land use density of 9 dwelling units per acre. As a result, the Applicant is requesting several deviations to the specific Plan MLD development standards to achieve this density. The request includes reduced minimum lot sizes, reduced front yard, garage, and side yard setbacks, and an increase in minimum lot coverage up to 60% on ten of the lots.

The following table outlines the areas that are proposed to deviate from the MLD Development Standards shown in red.

TABLE 2: SP-MLD MULTI-FAMILY LOW DENSITY DEVELOPMENT STANDARDS

Development Standard	Requirement	Proposed 4-Pack* Conventional* Lots	Majority of Project 4-Pack Lots
Minimum Lot Size	3,000	3,000	2,290
Corner Lot	3,500	3,500	3,500
Front Porch Setback	12.5 Feet	12.5 Feet	5
Front Primary Structure Setback	15 Feet	15 Feet	5
Front Garage Setback	20 Feet	20 Feet	5
Side Yard Setbacks	5 Feet/5 Feet	4 Feet	4
Rear Yard Setback	10 Feet	10 Feet	10
Maximum Lot Coverage	50%	50%	60%**

*Nineteen of the 4-Pack (Lots 13-16, 33-36, 37-40, and 57-60) are conventional lots that would meet all but the side yard setback MLD Development Standard.

**Only the following lots would be allowed to exceed the maximum lot coverage: Lots 18, 19, 26, 27, 46, 47, 54, 55, 62 and 67.

According to the Applicant ten lots would exceed the 50% lot coverage standard because the lots are in the center of the Project where grading and retaining wall conditions restrict shifting lot lines.

The Applicant has put together a package of amenities (Attachment 13) that will provide a public benefit to future residents in the community above what would normally be provided. While there are other areas of the City that contain 4- and 6-pack product, this community will be unique in terms of architectural style and increased energy efficiency. The proposed amenities included:

1. *Electric Vehicle Charging Station*- An electric vehicle charging station will be included with each unit supporting the use of electric vehicles, reduction in fossil fuel use, and clean air and lower cost driving for the community.
2. *Cool Roof* – Obligating the 4-Pack community to the high standard of a roof tile with a .17 SR value, makes the home more energy efficient and offsets the community heat index as a whole. This will help reduce heat in the neighborhood while still providing an attractive architectural tile roof.
3. *Increased insulation*-The design of the homes includes 2x6 exterior walls. This choice translates to up to 69% more uninterrupted insulation in the walls reducing the heat loss of the home and lowering overall energy consumption.
4. *Third Party Verification*. The 4-Pack community will include a voluntary Quality Insulation Inspection (QII). Performed by Certified HERS inspectors, the QII can deliver one of the biggest increases in calculated building performance in any California climate zone. California's rules for calculating heat transfer in insulated walls assumes that insulation will be installed poorly. When claiming HERS-verified QII, the energy model can use the full R-value of insulation when performing calculations. Depending on the climate zone, a single-family residence could see an improvement of up to 6-10% in its energy source. QII procedures ensure a tighter building envelope, uniform insulation installation techniques and reduction of thermal bridging.
5. *Compost Bin* –Under SB 1383, effective January 1, 2020, the City of Folsom will collect organic waste from residential and business customers. To facilitate organic waste sorting, residential units will include a system for sorting and storing organic waste. A compost bin would be provided to each homeowner in the rear yard to help facilitate organic waste collection.
6. *Pet Waste Stations* – A homeowner’s association (HOA) would manage the maintenance and stocking of pet stations placed within the community.
7. *Installation of Watersense controllers* that can save an average home up to 15,000 gallons of water annually.
8. Installation of Low Voltage Technology package includes:
 - a. Eero whole home WiFi system with two Beacons for full coverage provided to every home.
 - b. Amazon Echo Spot voice activated smart device facilitating hands-free control of connected devices throughout the home included in every home.
 - c. LiftMaster WiFi enabled garage door opener included in every home.

- d. Dual combination USB receptacle in kitchen for ease in charging devices included.
- e. Two Smart Leviton Decora light switches included in every home.
- f. RING Pro video doorbell for added security included in every home.

The first three Project amenities will ensure that the Project provides a higher level of energy efficiency than other standard subdivisions in the area.

C. Design Review

The Project includes the construction of 100 single family homes with four master plans and three different architectural styles, and 12 color schemes. All homes are two-story. In Plans 1-3, all bedrooms are on the second floor. The largest home (Plan 4) will include a downstairs bedroom/office.

The Applicant's submittal describes the architectural styles as follows:

- *Modern Spanish* -Based on simple early Spanish missions, the style uses minimal decorative details borrowed from Spanish Revival homes that are most common in southwestern states, particularly California, Arizona, and Texas. Identifying features are low-pitched roofs, with little to no overhang, and tile roof covering. Recessed elements along with gable end details and trims; wall surface is usually stucco; facade normally asymmetrical. Decorative tile provides accents.
- *Western Farmhouse*-The Farmhouse style dates back to 19th century America and encompasses a range of variations as it reflects local geography and climate. Throughout America the many examples of Farmhouse represent the key concept of a functional home that effortlessly combines informal and formal spaces. This style is defined by simply detailed, understated, and utilitarian features that reflect the concept of a simple agrarian lifestyle. Homes in this style are often simple in massing and can include a covered porch element, gable roof forms, and porch columns and posts.
- *Modern Prairie*- Roofs are a lower hip on hip design with flat concrete roof tiles. These roofs contribute to a grounded massing approach highlighted with vertically oriented feature windows. Elevation features are further highlighted with material transitions and color application. Windows kept intentionally without grids and masonry stone veneer styles are the most rectilinear and crisp for differentiation and contemporary theme. Color schemes work with massing design to provide an earthy feel with accent pops of color.

Illustrations of the architectural styles applied to the proposed residential designs are shown in Figure 8 on the following page.

FIGURE 8: PLAN ELEVATIONS



**PLAN 2BR
WESTERN FARMHOUSE**

**PLAN 3
MODERN PRAIRIE**



Front Elevation 1A - Modern Spanish



Front Elevation 1B - Western Farmhouse



Modern Spanish 2A

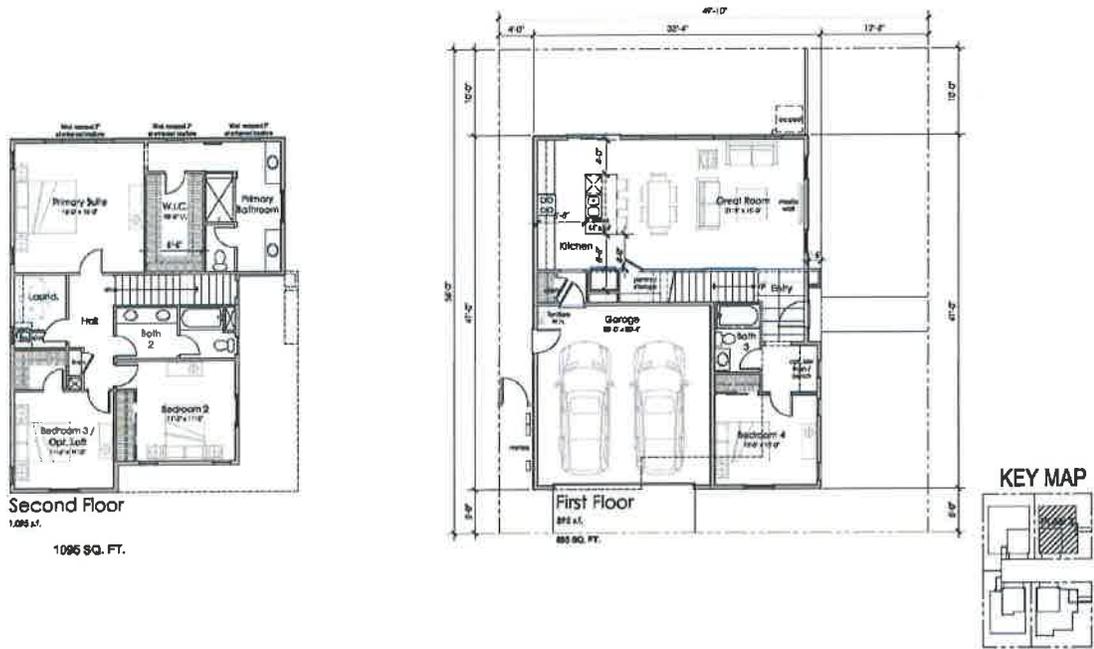
FIGURE 9: PLAN 2 STREETSCAPE VIEW



This elevation shows a conceptual view of the entrance to an alley.

Typical floorplans are shown on the following pages. Refer to Attachment 6 Residential Schematic Design for the individual floorplans.

FIGURE 10: PLAN 4 FLOORPLAN



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MANGINI RANCH PHASE 1C
4-PACK CLUSTER SERIES
HOLBROOK, CA 95026

SCHEMATIC DESIGN
MARCH 28, 2021

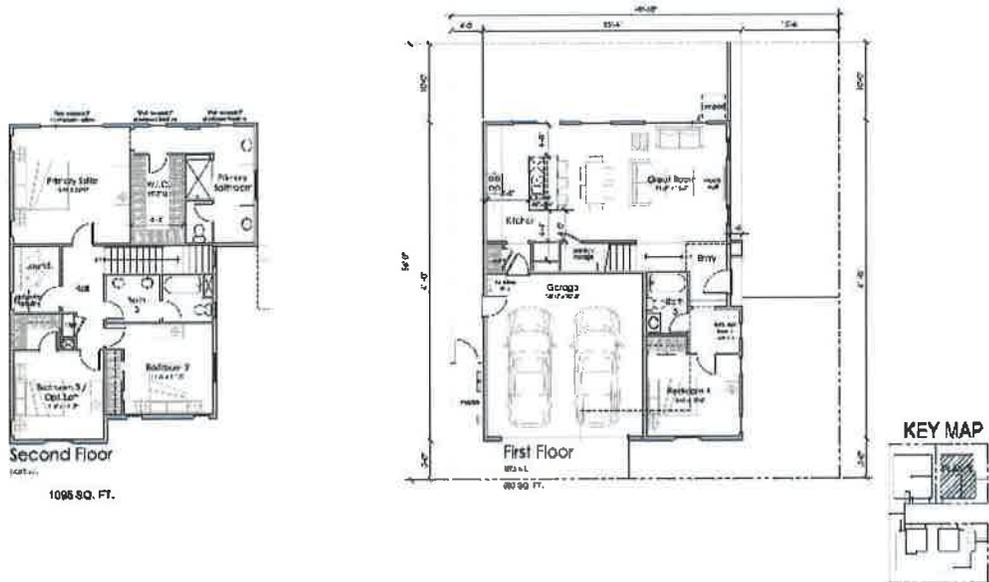


4 BEDROOMS
3 BATHS
1,096 SQ. FT.

FLOOR PLAN 3

A3.1

FIGURE 11: PLAN 2 FLOORPLAN



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FLOOR PLAN 3

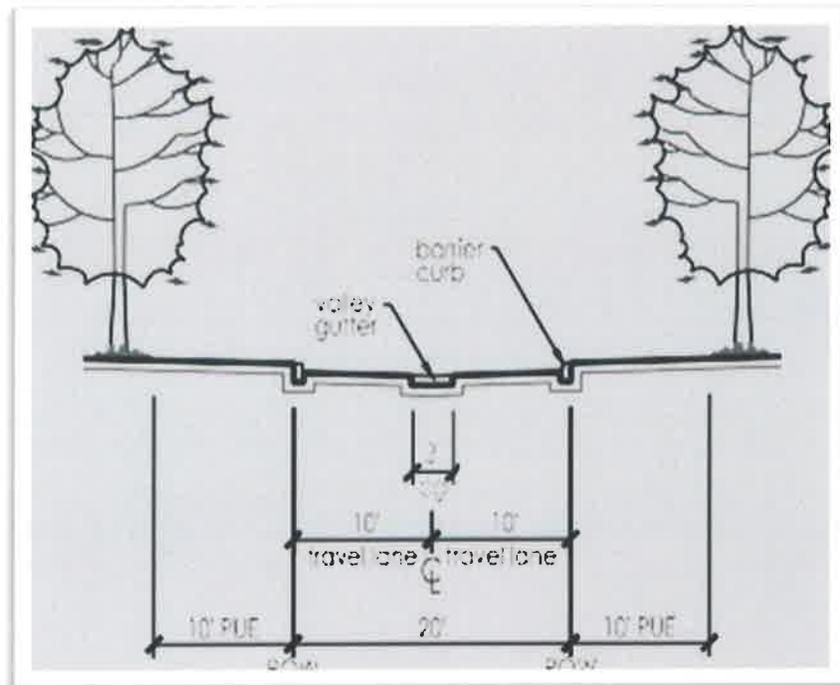
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Landscape Buffers and Proposed Landscaping

A 19-foot-wide landscape corridor and masonry walls will be located along the west side of Savannah Parkway. A Future Bus Rapid Transit corridor is planned in the median.

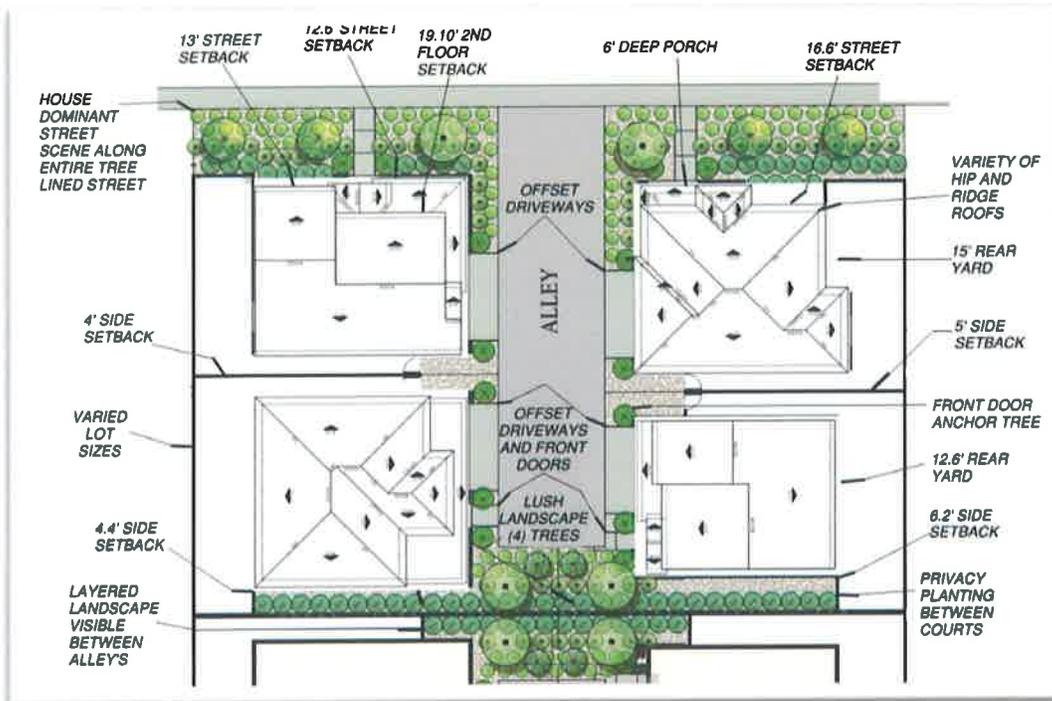
As shown in Figure 12, Alleys would be public and provide two 10-foot travel lanes which meets the City's standards.

FIGURE 12: ALLEY CROSS SECTION



The Applicant is proposing to install new landscaping in the front yards and street side yards of the new homes within the subdivision. Homeowners will be responsible for landscaping the rear yards of the individual homes, the Applicant will install front yard landscaping and a homeowner's association would maintain all front yard landscaping. Front yard landscaping has been designed by the Applicant to complement the proposed architecture and to work within the front yard areas available. An illustration of proposed front yard landscaping is shown in Figure 13 on the following page.

FIGURE 13: FRONT YARD LANDSCAPING



The Applicant has discussed appropriate tree species with the City's Arborist.

The Applicant is proposing enhanced fencing between the ends of the "I" courts to provide open fencing above the masonry wall to provide greater open views as shown in Figure 14 below.

FIGURE 14: BACK OF COURT VIEW OF UPGRADED WALL/OPEN VIEW FENCE

On June 2, 2021, the Planning Commission held a public hearing to consider the Mangini Ranch Phase 1C 4-Pack Project. No members of the public provided comments. Planning Commission discussion was minimal and the Commission asked clarifying questions about landscaping, setbacks and project amenities. The Commission voted 7-0 to recommend to the City Council approval of the Project.

POLICY / RULE

The Folsom Municipal Code (FMC) requires that applications for Tentative Subdivision Maps of five or more lots be forwarded to the City Council for final action. City Council actions regarding Tentative Subdivision Maps are covered under Section 16.16.080 of the Folsom Municipal Code.

ANALYSIS

Staff's analysis addresses the following:

- A. Small-Lot Vesting Tentative Subdivision Map to subdivide into 76 residential lots.
- B. Planned Development Permit- Development Standard Deviations and Design review
- C. Traffic/Access/Circulation
- D. Parking

- E. Noise Impacts
- F. Inclusionary Housing
- G. Minor Administrative Modification Land Use Boundary Refinement
- H. Minor Administrative Modification (Shift of Dwelling Units to Other Parcels)

This section also includes a discussion of the project's performance with relation to relevant policies in the Folsom General Plan and the Folsom Plan Area Specific Plan:

- I. Conformance with relevant Folsom General Plan and Folsom Plan Area Specific Plan Objectives and Policies

A. Small Lot Vesting Tentative Subdivision Map

As shown on the submitted Small-Lot Vesting Tentative Subdivision Map (Attachment 4), the proposed subdivision includes 100 single family residential lots, three landscape lots, and five internal public streets and 18 alleys. The Project will be required to dedicate public right-of-way for the internal public streets.

As mentioned previously, all roadways within the subdivision are proposed to be public streets (Condition No. 42) requires the Applicant to dedicate public utility easements for underground facilities (i.e., SMUD, Pacific Gas and Electric, cable television, telephone) on properties adjacent to the streets.

Staff has determined that the proposed Small-Lot Vesting Tentative Subdivision Map complies with all City requirements, as well as with the requirements of the State Subdivision Map Act.

B. Planned Development Permit- Development Standards and Design Review (Architectural Review of Master Plans)

The following are discussed below:

- Development Standards Deviations
- Proposed Residential Designs

Development Standard Deviations

As noted earlier within this staff report, the Project is proposing deviations from the development standards established by the FPASP for the MLD land use category including minimum lot size, maximum lot coverage, and setbacks as shown in Table 2. The Applicant's intent with the subject application is to create a unique set of development standards and design guidelines that will accommodate the development of 100 single-family detached homes.

The regulations of the underlying zone relating to height, setback, lot area and coverage, parking and other provisions may be varied when such variation will result in improved design of the development and will permit desirable arrangements of structures in relation to parking areas, parks and parkways, pedestrian walks and other such features.

In considering the Planned Development Permit, the proposed development project must be designed to provide open space, circulation, off-street parking and other conditions in such a way as to form a harmonious, integrated project of sufficient quality to justify exceptions to the normal regulations.

The City approved similar Development Standards when it approved the Russel Ranch 6-Pack Project in 2015. Below is an excerpt from the Russell Ranch 6-pack project, specifically the Planned Development section, where it shows the City allowed greater lot coverage, smaller lot size and other reduced standards as compared to the proposed Project.

TABLE 3: COMPARISON OF PROPOSED PROJECT TO RUSSELL RANCH APPROVED 6-PACK PROJECT MULTI-FAMILY LOW DENSITY DEVELOPMENT STANDARDS

Development Standard	Requirement	Proposed 1C North 4-Pack Project	Russell Ranch Approved 6-Packs Project
Minimum Lot Size	3,000	2,290	2,150
Corner Lot	3,500	3,500	
Front Porch Setback	12.5 Feet	5	4
Front Primary Structure Setback	15 Feet	5	4
Front Garage Setback	20 Feet	5	4
Side Yard Setbacks	5 Feet/5 Feet	4	3
Rear Yard Setback	10 Feet	10	3
Maximum Lot Coverage	50%	60%	60%

As shown in Table 3, the Project is proposing development standards that equal or are greater than approved by the Russel Ranch 6-Pack project. Approval of the Project Development Standards would not set a precedent because it is consistent with other approved projects in the City and would allow the Applicant to achieve its intent to provide a compact development at an affordable price point. There is high residential demand currently and the Applicant believes this product would meet the demand.

Staff has reviewed the Project and determined that the Project is proposing a product that provides adequate open space, circulation, off-street parking and that provides a quality neighborhood and homes at an affordable price point, with upgraded architectural features, and enhanced amenities.

The proposed amenities including the cool roof features that will reduce energy use and keep the neighborhood cooler than with standard roofs. The Project will also install increased insulation and with third-party verification for energy standards, will ensure that the Project reduces the heat effect of the compact development and saves energy at the same time. In addition, as outlined in Attachment 12 - 4-Pack Narrative, the Applicant states that all homes will include additional sustainable features as standard offerings in new homes, including:

- Energy Star dishwasher
- Tankless water heaters
- 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.

Condition No. 50. requires that the Applicant install the amenities per the proposal. Therefore, the findings can be made to support the Planned Development Permit to allow approval of the Project’s MLD Development Standards.

Proposed Residential Designs

The Project is subject to the Folsom Ranch Central District Design Guidelines, which were approved by the City Council in 2015, and amended in 2018. 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.

The Design Guidelines provide specific direction regarding “edge conditions” within a subdivision. Edge conditions refer to the rear and side building elevations of a home that are visible from open spaces and major roadways. The Design Guidelines require that specific homes within a subdivision that meet the definition of an “edge condition” lot are required to incorporate enhanced architectural details on the rear and side building elevations, like the enhanced architectural details provided on the front building elevation of the home. Individual lots within the Phase 1C 4-Pack Subdivision that are considered “edge condition” lots are those on the north and east boundaries of the Project site (Lots 2, 3, 6, 7, 10, 12, 80, 81, 84, 85, 88, 89, 92, 93, 97, 98, 99 and 100).

The Applicant has provided enhanced architectural features on the homes that are visible from street or open space views including additional windows and enhanced window details, siding details and materials (see Attachment 6, Residential Schematic Design)

In evaluating the Project, staff took into consideration building and design elements that could be considered unique to the Folsom Plan Area. Staff has determined that the proposed master plans do include many unique building and design elements and are consistent with the Folsom Ranch Central District Design Guidelines.

Infrastructure for water, sewer, and drainage is being provided and will all be in place before occupancy of any unit in this subdivision. Adequate provision is made for the furnishing of sanitation service and emergency public safety services to the Project. The Project is consistent with the Folsom Plan Area Specific Plan and Folsom Plan Area EIR/EAS. Accordingly, the proposed Project's water demand can be accommodated by the City's existing water supply allocated to serve the Folsom Plan Area.

Based on this analysis, the following is included as condition No.50:

The 1C 4-Pack subdivision Project shall comply with the following architecture and design requirements:

- a. This approval is for four product lines with three architectural styles and 12 color and material options, and enhanced building elevations shall be provided on individual lots that are considered "edge condition" lots on the north and east boundaries of the Project site (Lots 2, 3, 6, 7, 10, 12, 80, 81, 84, 85, 88, 89, 92, 93, 97, 98, 99 and 100). The Applicant shall submit building plans that comply with this approval and the attached building elevations dated March 19, 2021.
- b. Lots 18, 19, 26, 27, 46, 47, 54, 55, 62 and 67 are allowed building coverage up to 60%. The Applicant shall submit building plans that comply with this approval and the attached building elevations dated March 19, 2021.
- c. The design, materials, and colors of the single-family residential units shall be consistent with the approved building elevations, materials samples, and color schemes to the satisfaction of the Community Development Department.
- d. 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.
- e. All mechanical equipment shall be ground-mounted and concealed from view of public streets, neighboring properties and nearby higher buildings.
- f. 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 elevation of each Master Plan to the satisfaction of the Community Development Department.
- g. A minimum of one tree is required 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.

- h. The walls and fencing shall remain as proposed by the Applicant in Attachment 14 Wall and Fence Exhibit. Homeowners shall not move the location of the fencing.
- i. Amenities outlined on pages 17 and 18 in Attachment 13 4-Pack Narrative shall be provided to the homes by the Applicant.

These recommendations listed above are included as Condition No. 50.

C. Traffic/Access/Circulation

The Folsom Plan Area Specific Plan established a series of plans and policies for the circulation system within the entire Plan Area. The FPASP circulation system was designed with a sustainable community focus on the movement of people and provides a number of mobility alternatives such as walking, cycling, carpooling, and viable forms of public transportation in addition to vehicular circulation. The circulation plan evaluated regional travel, both in terms of connectivity and capacity as well as local internal connections and access. The circulation plan also addressed the concerns of regional traffic, including parallel capacity to U.S. Highway 50, and connectivity with surrounding jurisdictions while considering community-wide connectivity, alternative modes of travel, and the provision of complete streets.

The 2011 Folsom Plan Area Specific Plan Environmental Impact Report/Environmental Impact Statement included not only a detailed analysis of traffic-related impacts within the Plan Area, but also an evaluation of traffic-related impacts on the surrounding communities. In total, there are fifty-five (55) traffic-related mitigation measures associated with development of the FPASP which are included as conditions of approval for the Project. Many of these mitigation measures are expected to reduce traffic impacts to East Bidwell Street. Included among the mitigation measures are requirements to; fund and construct roadway improvements within the Plan Area, pay a fair-share contribution for construction of improvements north of U.S. Highway 50, participate in the City's Transportation System Management Fee Program, and Participate in the U.S. Highway 50 Corridor Transportation Management Association. The Project is subject to all traffic-related mitigation measures required by the 2011 FPASP EIR/EIS (Condition Nos. 53-25 to 53-79).

In order to facilitate pedestrian access to the Class I trail the Applicant is proposing a connection at Lot D to connect to the northern open space and Class I trail. Condition No. 38 is included to ensure a pedestrian path be provided within the ten-foot easement at the end of Court "D" to provide access to the open space and Class I trail to the north.

On May 21, 2021, Kimley Horn completed a Traffic Impact Analysis included as Attachment 9 to this staff report). The analysis included two other pending projects located adjacent to this Project and within the SLVTSM (Phase 1C North Project located to the south and the proposed Mangini Apartments located easterly of the Project) to determine whether additional impacts would occur that were not previously identified and addressed by the 2011 FPASP EIR/EIS.

The Kimley Horn Traffic Impact Analysis concluded that the expected traffic would be minimal and consistent with the assumptions of the plan area, as included in the EIR for the FPASP.

As shown on the submitted Small-Lot Vesting Tentative Subdivision Map (Attachment 4), primary access to the Project site is provided by Savannah Parkway.

The following are recommendations from the Access and Circulation Analysis which have been included as a condition (Condition Nos. 49) of approval for the 1C 4-Pack Subdivision Project.

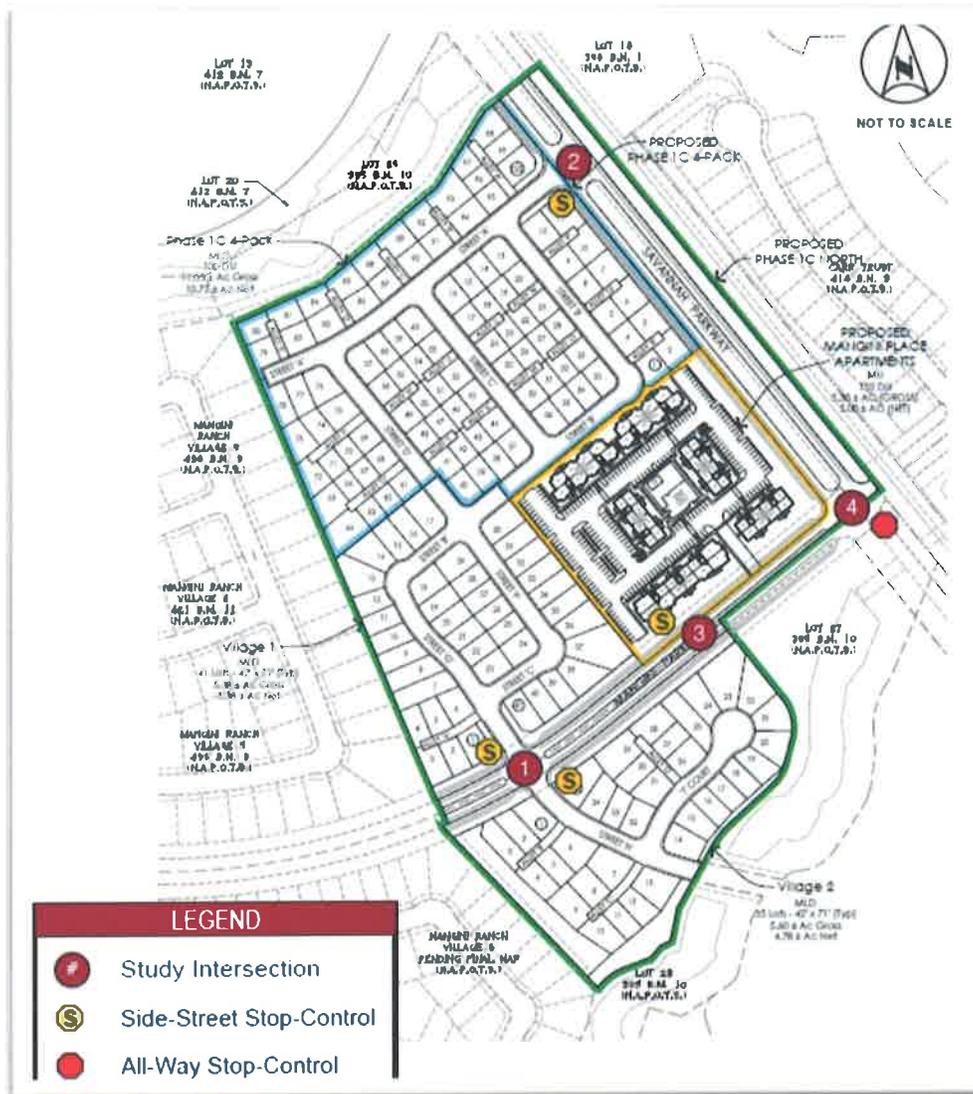
- a. Emergency Vehicle Access shall be granted on Streets F, C and D to provide and maintain secondary access to the south (via the Mangini Ranch Phase 1C North project) for a connection to Mangini Parkway.
- b. Required public and private subdivision improvements, including but not limited to street and frontage improvements on Savannah Parkway shall be completed prior to issuance of the first Certificate of Occupancy for the subdivision.
- c. The Project shall construct and dedicate right-of-way for Savannah Parkway consistent with Figure 7.15 Savannah Parkway in the FPASP; including transitions as shown in Exhibit 2 of the Kimley Horn Memo Dated May 21, 2021.

D. Parking

The Folsom Plan Area Specific Plan requires that single-family residential units located within a Multi-Family Low Density (MLD) designated area provide two covered parking spaces per unit. The FPASP also requires that single-family residential units located within an MLD designated area provide a minimum of 0.8 guest parking spaces per unit.

Each home in the subdivision will include a two-car attached garage, thus meeting the covered parking requirement of the FPASP. In addition, the Project provides 118 on-street parking spaces (one space per unit), which exceeds the minimum of 0.8 parking spaces required by the FPASP.

FIGURE 15: ACCESS AND CIRCULATION EXHIBIT



E. Noise Impacts

A Noise Assessment (Attachment 10) was prepared by Bollard Acoustical Consultants on May 3, 2021, to determine whether Savannah Parkway traffic-related noise would cause noise levels at the project site to exceed acceptable limits as described in the Noise Element of the City of Folsom Plan Area Specific Plan EIR Noise Mitigation Measures, as well as the Folsom Municipal Code Noise Ordinance.

Outdoor Noise Levels

The noise analysis projected noise levels adjacent to Savannah Parkway (based on future traffic levels and operational characteristics) and determined what types of measures would be needed to ensure that noise levels at homes adjacent to the roadways would not exceed City standards, which are:

- 60 dB L_{dn} ¹ for outdoor activity areas (such as rear yards)
- 45 dB L_{dn} for interior areas in dwellings

The noise analysis concluded that as proposed, *without mitigation*, noise levels along Savannah Parkway would meet the City's noise standards. Provided that the lots and masonry walls adjacent to Savannah Parkway are constructed as presented in the referenced project grading plan (as proposed), no further consideration of Savannah Parkway traffic noise mitigation measures would be warranted for the outdoor activity areas of the development.

To ensure for compliance with the General Plan interior noise level standard to be conservative, the following specific noise mitigation measures are recommended for this project:

1. The Applicant will be required to install a 6-foot-high masonry sound wall along Savannah Parkway.
2. All upper-floor bedroom windows of residences constructed adjacent to Savannah Parkway from which the roadway would be visible (i.e., north, south, and east-facing windows) be upgraded to a minimum STC rating of 32. Figure 17 shows the lots with recommended upper-floor window assembly upgrades (Lots 2, 3, 6, 7, 10, 11 and 98-100).
3. Mechanical ventilation (air conditioning) should be provided for all residences in this development to allow the occupants to close doors and windows as desired to achieve compliance with the applicable General Plan 45 dB DNL interior noise level standard.

Condition No. 33 requires sound walls for all homes that back up to Savannah Parkway and air conditioning to allow closed windows. With these measures traffic noise will meet City standards.

F. Walls/Fencing

The Applicant is proposing a combination of masonry walls and open decorative fencing between the "T" courts, and enhanced wood fencing for the Project:

The recommended conditions of approval (Condition No. 19) require the Applicant to provide a final design for all walls and fences for review and approval by staff prior to construction.

G. Frontage Improvements

The Applicant will be required to install all landscaping and the sidewalk along the Project's frontage adjacent to Savannah Parkway as well as a 6-foot-high masonry sound wall. The recommended conditions of approval require the Applicant to submit detailed plans for all landscaping and walls prior to construction to ensure compliance with the Folsom Ranch Central District Design Guidelines (Condition 19).

¹ dB Ldn is average noise level over a 24-hour day, measured in decibels (dB). The average includes a +10 decibel weighing applied to noise occurring during nighttime (10:00 p.m. to 7:00 a.m.) hours.

H. Inclusionary Housing

The Applicant proposes to comply with Folsom Municipal Code Chapter 17.104 (Inclusionary Housing) by paying in-lieu fees per Municipal Code Section 17.104.060(G). (See the applicant's Inclusionary Housing letter, included as Attachment 11 to this staff report). Homes within the subdivision will be sold at market prices. Fees paid by the applicant will help provide affordable housing elsewhere in the city. The applicant is required to enter into an Inclusionary Housing Agreement with the City. The Final Inclusionary Housing Plan is subject to approval by the City Council. In addition, the Inclusionary Housing Agreement, which will be approved by the City Attorney, must be executed prior to recordation of the Final Map for the Project. Condition No. 40 is included to reflect these requirements.

I. Conformance with Relevant General Plan and Folsom Plan Area Specific Plan Objectives and Policies

The Project is consistent with both the General Plan land use designation and the Specific Plan land use designation. However, the Project is requesting approval to deviate from the established development standards as discussed extensively above. Staff has reviewed the Project and determined that the Project is proposing a unique product that provides a quality neighborhood and homes at an affordable price point, with upgraded architectural features, and enhanced amenities. The Multi-family low density designation is intended to allow single family small lot detached, zero-lot-line and patio homes or two-family homes to multifamily dwellings. It is one of the most flexible residential land use designations in the Plan area. Densities range is 7 to 12 dwelling units per acre. As proposed the density is 9.3 dwelling units per acre.

The following is a summary analysis of the project's consistency with the Folsom General Plan and with key policies of the Folsom Plan Area Specific Plan.

GP and SP OBJECTIVE H-1 (Housing)

To provide an adequate supply of suitable sites for the development of a range of housing types to meet the housing needs of all segments of the population.

GP and SP POLICY H-1.1

The City shall ensure that sufficient land is designated and zoned in a range of residential densities to accommodate the City's regional share of housing.

Analysis: The City provides residential lands at a variety of residential densities as specified in the General Plan and in the Folsom Municipal Code. The Folsom Plan Area Specific Plan includes specialized zoning (Specific Plan Designations) that are customized to the Plan Area as adopted in 2011 and as Amended over time. The FPASP provides residential lands at densities ranging from 1-4 dwelling unit per acre (SF), 4-7 dwelling units per acre (SFHD), 7-12 dwelling units per acre (MLD), 12-20 dwelling units per acre (MMD), 20-30 dwelling units per acre (MHD), and 9-30 dwelling units per acre (MU).

The Project is designated MLD and is proposed to be developed at 9.3 units per acre, which is within the density range for the MLD designation.

SP POLICY 4.1

Create pedestrian-oriented neighborhoods through the use of a grid system of streets where feasible, sidewalks, bike paths and trails. Residential neighborhoods shall be linked, where appropriate, to encourage pedestrian and bicycle travel.

Analysis: The 1C 4-Pack Subdivision proposes a traditional single-family neighborhood with a grid system of local streets and alleys. Biking and walking will be accommodated within the project and will be connected via external sidewalks and Class II and Class III bicycle lanes with nearby neighborhoods, parks, schools, and open space trails with Class I bicycle trails.

SP POLICY 4.4

Provide a variety of housing opportunities for residents to participate in the home-ownership market.

Analysis: The Project is consistent with this policy in that it will provide detached single family home ownership opportunities within the MLD designation zoned parcels at a more affordable price point than in other, less dense residential developments. The substantial use of alley-loaded product on small lots, and clustered homes are a unique product.

SP POLICY 4.6

As established by the Folsom Plan Area Specific Plan, the total number of dwelling units for the Plan Area shall not exceed 11,461. The number of units within individual land use parcels may vary, so long as the number of units falls within the allowable density range for a particular land use designation.

Analysis: There have been a number of Specific Plan Amendments approved by the City Council within the Folsom Plan Area, which has generally led to an increase in residentially zoned land and a decrease in commercially zoned land. As a result, the number of residential units within the Plan Area increased from 10,210 to 11,461. The various Specific Plan Amendment EIRs and Addenda analyzed impacts from the conversion of the commercial lands to residential lands; impacts and associated mitigations measures can be found in the individual project-specific environmental documents. The increase in population was analyzed and can be accommodated in the excess capacity of the school sites provided in the Plan Area.

The proposed project does not result in any change in total dwelling units in the FPASP.

GP Goal M 4.1 (Vehicle Traffic and Parking)

Ensure a safe and efficient network of streets for car and trucks, as well as provide an adequate supply of vehicle parking.

GP Policy M 4.1.3 (Level of Service)

Strive to achieve at least a Level of Service "D" (or better) for local streets and roadways

throughout the City. In designing transportation improvements, the City will prioritize use of smart technologies and innovative solutions that maximize efficiencies and safety while minimizing the physical footprint. During the course of Plan buildout, it may occur that temporarily higher Levels of Service result where roadway improvements have not been adequately phased as development proceeds. However, this situation will be minimized based on annual traffic studies and monitoring programs. Staff will report to the City Council at regular intervals via the Capital Improvement Program process for the Council to prioritize projects integral to achieving Level of Service D or better.

Analysis: The Project is consistent with this policy in that the Project will not result in a change in the level of service at any of the study intersections with programmed roadway infrastructure improvements and with implementation of mitigation measures identified in the Folsom Plan Area Specific Plan EIR/EIS.

Consistent with the California Complete Streets Act of 2008 and the Sustainable Communities and Climate Protection Act (SB 375), create a safe and efficient circulation system for all modes of travel.

SP OBJECTIVE 7.1 (Circulation)

Consistent with the California Complete Streets Act of 2008 and the Sustainable Communities and Climate Protection Act (SB 375), create a safe and efficient circulation system for all modes of travel.

SP POLICY 7.1

The roadway network in the Plan Area shall be organized in a grid-like pattern of streets and blocks, except where topography and natural features make it infeasible, for the majority of the Plan Area to create neighborhoods that encourage walking, biking, public transit, and other alternative modes of transportation.

Analysis: Consistent with the requirements of the California Complete Streets Act, the FPASP identified and planned for hierarchy of connect “complete streets” to ensure that pedestrian, bike, bus, and automobile modes of travel are designed to have direct and continuous connections throughout the Plan Area. Every option, from regional connector roadways to arterial and local streets, has been carefully planned and designed. Recent California legislation to reduce greenhouse gas emissions (AB 32 and SB 375) has resulted in an increased market demand for public transit and housing located closer to service needs and employment centers. In response to these changes, the FPASP includes a regional transit corridor that will provide public transportation links between the major commercial, public, and multi-family residential land uses in the Plan Area.

The Project has been designed as a compact development, consistent with this policy which facilitates multiple modes of transportation options (vehicles, bicycle, walking, access to transit) and internal street organized in a grid pattern consistent with the approved FPASP circulation plan.

ENVIRONMENTAL REVIEW

The City, as lead agency, determined that the proposed land use, as well as other changes proposed by the Applicant, do not differ from the development scenario described in the Final EIR/EIS for the adopted FPASP.

The California Environmental Quality Act (CEQA) provides that residential Projects which are consistent with an approved Specific Plan for which an EIR was prepared are exempt from a requirement to prepare additional environmental analysis. CEQA Guidelines section 15182 (c) provides specific criteria to determine whether this exemption applies. The City has reviewed the analysis and concurs that the Project is exempt from additional environmental review as provided in CEQA Guidelines 15182 (c).

ATTACHMENTS

1. Resolution No 10658- A Resolution to Approve a Small-Lot Vesting Tentative Subdivision Map for 100 Residential Lots, and Planned Development Permit for MLD Development Standard Deviations and Design Review for the Mangini Ranch Phase 1C 4-Pack Project
2. Planning Commission Staff Report dated June 2, 2021
3. Vicinity Map
4. Small-Lot Vesting Tentative Subdivision Map dated May 19, 2021
5. Preliminary Grading and Drainage Plan dated May 19, 2021
6. Residential Schematic Design dated April 7, 2021
7. Exterior Color/Materials Specification dated May 18, 2021
8. CEQA Exemption and Streamlining Analysis, May 2021
9. Access and Circulation Analysis dated May 21, 2021
10. Environmental Noise Analysis dated April 24, 2021
11. Applicant's Inclusionary Housing Letter, November 3, 2020
12. Applicant's Mangini Ranch Phase 1C 4-Pack Narrative
13. Applicant's Proposed Amenities
14. Wall and Fence Exhibit dated May 24, 2021
15. Landscape Plan dated April 27, 2021
16. Front Yard Landscape Plan dated March 18, 2021

Submitted,



PAM JOHNS
Community Development Director

Attachment 1

Resolution No. 10658 – A Resolution to Approve a Small-Lot Vesting Tentative Subdivision Map for 100 Residential Lots, and Planned Development Permit for MLD Development Standard Deviations and Design Review for the Mangini Ranch Phase 1C 4-Pack Project

RESOLUTION NO. 10658**A RESOLUTION TO APPROVE A SMALL-LOT VESTING TENTATIVE SUBDIVISION MAP FOR 100 RESIDENTIAL LOTS, AND PLANNED DEVELOPMENT PERMIT FOR MLD DEVELOPMENT STANDARD DEVIATIONS AND DESIGN REVIEW FOR THE MANGINI RANCH PHASE 1C 4-PACK PROJECT**

WHEREAS, the Planning Commission on June 2, 2020, held a public hearing on the proposed Small-Lot Vesting Tentative Subdivision Map, considered public comment and based on the proposed configuration of the 100 single-family residential lots, determined the proposed subdivision complies with all City requirements, as well as with the requirements of the State Subdivision Map Act; and

WHEREAS, the Planning Commission on June 2, 2020, held a public hearing on the proposed Planned Development Permit to allow deviations to the MLD Development Standards and Design Review, considered public comment and based on the proposed configuration of the 100 single-family residential lots, determined that the Project is consistent with the goals, policies, and objectives of the City of Folsom General Plan, the Folsom Plan Area Specific Plan and the Folsom Ranch Central Design Guidelines; and

WHEREAS notice has been given at the time and in the manner required by State Law and City Code; and

WHEREAS the City has determined that the impacts of the Mangini Ranch Phase 1C 4-Pack Subdivision Project are adequately addressed by the Final Environmental Impact Report for the Folsom Plan Area Specific Plan and associated Mitigation Measures and that the Mangini Ranch Phase 1C 4-Pack Project is Exempt from the requirements of the California Environmental Quality Act (CEQA), pursuant to Government Code Section 65457 and CEQA Guidelines 15182 (c).

NOW, THEREFORE, BE IT RESOLVED that the City Council of the City of Folsom hereby Approve the Small Lot Vesting Tentative Map Mangini Ranch Phase 1C 4-Pack creating 100 single-family residential lots, and the Planned Development Permit to allow deviations to the MLD Development Standards, and Design Review as set forth in the Conditions of Approval attached as Exhibit "B" and the following findings:

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 HAS DETERMINED THAT THE MANGINI RANCH PHASE 1C NORTH PROJECT IS UNDERTAKEN TO IMPLEMENT AND IS CONSISTENT WITH THE FOLSOM PLAN AREA SPECIFIC PLAN.
- E. THE CITY HAS DETERMINED THAT THE IMPACTS OF THE MANGINI RANCH PHASE 1C NORTH SUBDIVISION PROJECT ARE ADEQUATELY ADDRESSED BY THE FINAL ENVIRONMENTAL IMPACT REPORT FOR THE FOLSOM PLAN AREA SPECIFIC PLAN AND ASSOCIATED MITIGATION MEASURES AND THAT THE MANGINI RANCH PHASE 1C NORTH SUBDIVISION PROJECT IS EXEMPT FROM THE REQUIREMENTS OF CEQA PURSUANT TO GOVERNMENT CODE SECTION 65457 AND CEQA GUIDELINES 15182(c).
- F. NONE OF THE EVENTS SPECIFIED IN SECTION 21166 OF THE PUBLIC RESOURCES CODE OR SECTION 15162 OF THE CEQA GUIDELINES HAVE OCCURRED.
- G. THIS PROJECT IS EXEMPT FROM CEQA IN ACCORDANCE WITH GOVERNMENT CODE SECTION 65457 AND SECTION 15182 OF THE CEQA GUIDELINES.

TENTATIVE SUBDIVISION MAP FINDINGS

- H. 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.
- I. THE PROPOSED SUBDIVISION, 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.
- J. THE SITE IS PHYSICALLY SUITABLE FOR THE TYPE OF DEVELOPMENT PROPOSED.
- K. THE SITE IS PHYSICALLY SUITABLE FOR THE PROPOSED DENSITY OF THE DEVELOPMENT.

- L. AS CONDITIONED, THE DESIGN OF THE SMALL-LOT VESTING TENTATIVE SUBDIVISION MAP AND THE PROPOSED IMPROVEMENTS ARE NOT LIKELY TO CAUSE SUBSTANTIAL ENVIRONMENTAL DAMAGE OR SUBSTANTIALLY AND AVOIDABLY INJURE FISH OR WILDLIFE OR THEIR HABITAT.
- M. AS CONDITIONED, 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.
- N. 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.
- O. 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).

PLANNED DEVELOPMENT PERMIT FINDINGS

- P. COMPLIES WITH THE INTENT AND PURPOSES OF CHAPTER 17.38 (PLANNED DEVELOPMENT DISTRICT) OF THE FOLSOM MUNICIPAL CODE AND OTHER APPLICABLE ORDINANCES OF THE CITY.
- Q. COMPLIES WITH THE INTENT AND PURPOSES OF CHAPTER 17.38 (PLANNED DEVELOPMENT DISTRICT) OF THE FOLSOM MUNICIPAL CODE AND OTHER APPLICABLE ORDINANCES OF THE CITY.
- R. THE PROPOSED PROJECT IS CONSISTENT WITH THE OBJECTIVES, POLICIES AND REQUIREMENTS OF THE DEVELOPMENT STANDARDS OF THE CITY.
- S. THE PHYSICAL, FUNCTIONAL AND VISUAL COMPATIBILITY BETWEEN THE PROPOSED PROJECT AND EXISTING AND FUTURE ADJACENT USES AND AREA CHARACTERISTICS IS ACCEPTABLE.
- T. THERE ARE AVAILABLE PUBLIC FACILITIES, INCLUDING BUT NOT LIMITED TO WATER, SEWER AND DRAINAGE TO ALLOW FOR THE DEVELOPMENT OF THE PROJECT SITE IN A MANNER CONSISTENT WITH THE PROPOSAL.
- U. THE PROPOSED PROJECT WILL NOT CAUSE UNACCEPTABLE VEHICULAR TRAFFIC LEVELS ON SURROUNDING ROADWAYS AND THE PROPOSED PROJECT WILL PROVIDE ADEQUATE INTERNAL CIRCULATION.
- V. THE PROPOSED PROJECT WILL NOT BE DETERIMENTAL TO THE HEALTH, SAFETY, AND GENERAL WELFARE OF THE PERSONS OR PROPERTY WITHIN

THE VICINITY OF THE PROJECT SITE AND THE CITY AS A WHOLE, ADEQUATE PROVISION IS MADE FOR THE FURNISHING OF SANITATION SERVICE AND EMERGENCY PUBLIC SAFETY SERVICES TO THE PROJECT.

- W. THE PROJECT IS CONSISTENT WITH THE FOLSOM PLAN AREA SPECIFIC PLAN AND FOLSOM PLAN AREA EIR/EIS. ACCORDING THE PROPOSED PROJECT’S WATER DEMAND CAN BE ACCOMODATED BY THE CITY’S EXISTING WATER SUPPLY ALLOCATED TO SERVE THE FOLSOM PLAN AREA.

DESIGN REVIEW FINDINGS

- X. THE PROJECT IS IN COMPLIANCE WITH THE GENERAL PLAN, THE FOLSOM PLAN AREA SPECIFIC PLAN AND THE APPLICABLE ZONING ORDINANCES.
- Y. THE PROJECT IS IN CONFORMANCE WITH THE FOLSOM RANCH CENTRAL DISTRICT DESIGN GUIDELINES.
- Z. 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.

PASSED AND ADOPTED this 22nd day of June, 2021, by the following roll-call vote:

- AYES:** Councilmember(s):
- NOES:** Councilmember(s):
- ABSENT:** Councilmember(s):
- ABSTAIN:** Councilmember(s):

Michael D. Kozlowski, MAYOR

ATTEST:

Christa Freemantle, CITY CLERK

Exhibit A

Small Lot Vesting Tentative Subdivision Map

EXHIBIT B

Conditions of Approval

CONDITIONS OF APPROVAL FOR THE MANGINI RANCH PHASE 1C 4-PACK SUBDIVISION (PN 21-002) WESTERLY OF SAVANNAH PARKWAY SMALL-LOT VESTING TENTATIVE SUBDIVISION MAP AND PLANNED DEVELOPMENT PERMIT				
Condition No.	Mitigation Measure	Condition of Approval	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 May 19, 2021. 2. Preliminary Grading, and Drainage Plan, dated May 19, 2021. 3. Conceptual Front Yard Landscaping, dated May 19, 2021. 4. Residential Schematic Design, dated May 19, 2021 5. Access and Circulation Analysis, dated May 21, 2021. 6. Environmental Noise Analysis dated May 3, 2021. 7. Applicant’s Inclusionary Housing Letter, November 3, 2020 8. Applicants Wall and Fence Plan 9. Applicant’s 1C 4-Pack Project Narrative <p>The Small-Lot Vesting Tentative Subdivision Map, Design Review, and Inclusionary Housing Plan are approved for the development of a 100-unit single-family residential subdivision (Mangini Ranch Phase 1C 4-Pack 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	CD (P)(E)

3.	<p>Validity This approval of the Small-Lot Vesting Tentative Subdivision Map shall be valid for a period of twenty-four (24) months pursuant to Section 16.16.110A of the Folsom Municipal Code and the Subdivision Map Act. The term of the Planned Development Permit and approved Inclusionary Housing Agreement shall track the term of the Small-Lot Vesting Tentative Subdivision Map, as may be extended from time to time pursuant to Section 16.16.110.A and 16.16.120 of the Folsom Municipal Code and the Subdivision Map Act.</p>	M	CD (P)
4.	<p>FMC Compliance The Small-Lot Final Map shall comply with the Folsom Municipal Code and the Subdivision Map Act.</p>	M	CD (E)
5.	<p>Development Rights The approval of this Small-Lot Vesting Tentative Subdivision Map conveys the right to develop. As noted in these conditions of approval for the Small-Lot Vesting Tentative Subdivision Map, the City has identified improvements necessary to develop the subject parcels. These improvements include on and off-site roadways, water, sewer, storm drainage, landscaping, soundwalls, and other improvements.</p>	OG	CD (P)(E)(B) PW, PR, FD, PD
6.	<p>Public Right of Way Dedication As provided for in the First Amended and Restated Development Agreement (ARDA) and the Amendments No. 1 and 2 thereto, and any approved amendments thereafter, the owner/applicant shall dedicate all public rights-of-way and corresponding public utility easements such that public access is provided to each and every lot within the 1C 4-Pack Subdivision Project as shown on the Small-Lot Vesting Tentative Subdivision Map (Lots 1-100).</p>	M	CD (E)(P)
7.	<p>Street Names The Applicant shall select street names from the City's approved list or subsequently approved by the Planning Commission for the small lot final map.</p>	M	CD (E)(P)

8.		<p>Indemnity for City 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
9.		<p>Small-Lot Vesting Tentative Subdivision Map The Small-Lot Vesting Tentative Subdivision map is expressly conditioned upon compliance with all environmental mitigation measures identified in the Folsom Plan Area Specific Plan EIR/EIS as amended by the Revised Proposed Water Supply Facility Alternative (November 2012), the Folsom South of U.S. Highway 50 Backbone Infrastructure Mitigated Negative Declaration (December 2014), and the Westland Eagle Specific Plan Amendment (September 2015).</p>	OG	CD
10.		<p>ARDA and Amendments The owner/applicant shall comply with all provisions of Amendments No. 1 and 2 to the First Amended and Restated Tier 1 Development Agreement and any approved amendments thereafter by and between the City and the owner/applicant of the project.</p>	M	CD (E)

11.	✓	<p>Mitigation Monitoring The owner/applicant shall 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).</p>	OG	CD (P)
12.		<p>The Owner/Applicant acknowledges that the State adopted amendments to Section 65850 of the California Government Code (specifically Section 65850(9)), effective January 1, 2018, to allow for the implementation of inclusionary housing requirements in residential rental units, upon adoption of an ordinance by the City. The Landowner is not currently contemplating any residential rental projects within the Subject Property; however, in the event the City amends its Inclusionary Housing Ordinance with respect to rental housing pursuant to Section 65850(9), Landowner (or successor in interest) agrees that the Subject Property shall be subject to said City Ordinance, as amended, should any residential rental project be proposed within the Subject Property.</p>	OG	CD (P)
POLICE/SECURITY REQUIREMENT				
13.		<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				
14.		<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 Amendments No. 1 and No. 2 to the Amended and Restated Tier 1 Development Agreement.</p>	M	CD (P)(E)
15.		<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>	M	CD (E)
16.		<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 (June 22, 2021), or otherwise shall be governed by the terms of Amendments No. 1 and 2 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
17.		<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)

18.	<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)
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GRADING PERMIT REQUIREMENTS				
19.		<p><i>Walls/Fences</i> The final location, design, height, materials, and colors of the walls and fences shall consistent with the submitted Wall and Fence Exhibit subject to review and approval by the Community Development Department to ensure consistency with the Folsom Ranch Central District Design Guidelines.</p> <p>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>	G, I, B	CD (P)(E), FD
20.		<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)
21.		<p><i>Prepare Traffic Control Plan.</i> Prior to construction, a Traffic Control Plan for roadways and intersections affected by construction shall be prepared by the owner/applicant. The Traffic Control Plan prepared by the owner/applicant 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 City 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)

22.	<p>State and Federal Permits 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)
23.	<p>Landslide /Slope Failure The owner/applicant shall retain an appropriately licensed engineer during 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
IMPROVEMENT PLAN REQUIREMENTS			
24.	<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)
25.	<p>Standard Construction Specifications and Details 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>Standard Construction Specifications and Details</u> and the <u>Design and Procedures Manual and Improvement Standards</u>.</p>	I	CD (P)(E)
26.	<p>Water and Sewer Infrastructure 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 shall 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. 	I, M	CD (E)

27.		<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 Ranch Central District 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, earth toned 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, B	CD (P)
28.		<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 the final map.</p>	I, M	CD (P)(E)
29.		<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)
30.		<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>	I, M	CD (E)

31.		<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
32.		<p>Class II Bike Lanes All Class II bike lanes (Savannah Parkway) shall be striped, and the legends painted to the satisfaction of the Community Development Department. No parking shall be permitted within the Class II bike lanes.</p>	I	CD (E)(P)
33.		<p>Noise Barriers and Window Assemblies Based on the Environmental Noise Assessment (the “Noise Assessment”) prepared by Bollard Acoustical Consultants on May 3, 2021, the following measures shall be implemented to the satisfaction of the Community Development Department:</p> <ul style="list-style-type: none"> a. Masonry walls along Savannah Parkway shall be a minimum of six-foot tall as shown on the Small Lot Vesting Tentative Preliminary Grading and Drainage Map dated May 19, 2021. b. All upper-floor bedroom windows of residences constructed adjacent to Savannah Parkway from which the roadway would be visible (i.e., north, south, and east-facing windows) be upgraded to a minimum STC rating of 32. Figure 2 of the Noise Study shows the lots with recommended upper-floor window assembly upgrades (Lots 2, 3, 6, 7, 10, 11 and 98-100). c. Mechanical ventilation (air conditioning) should be provided for all residences in this development to allow the occupants to close doors and windows as desired to achieve compliance with the applicable General Plan 45 dB DNL interior noise level standard. 	I, O	CD (E)(P)

34.		<p>Master Plan Updates</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	CD(E), EWR, PW
35.		<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 standards 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>	G, I	CD (E)
36.		<p>Litter Control</p> <p>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 official start of the rainy season (October 15).</p>	OG	CD (E)

FIRE DEPT REQUIREMENTS				
37.		<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 Department. 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 Department. (All-weather access is defined as six inches of compacted aggregate base from May 1 to September 30 and two inches asphalt concrete over six inches aggregate base from October 1 to April 30). The buildings 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 Department.</p> <ul style="list-style-type: none"> • Residential Fire-Flow with Automatic Fire Sprinkler System: The required fire-flow for the proposed subdivision is determined to be 500 gpm per minute for 30 minutes. • 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). • The first Fire Station planned for the Folsom Plan Area may be required to 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

LANDSCAPE/TREE PRESERVATION REQUIREMENTS

<p>38.</p>	<p>Landscaping Plans 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. Said plans shall include all on-site landscape specifications and details including a tree planting exhibit demonstrating sufficient diversity and appropriate species selection to the satisfaction of the Community Development Department. The tree exhibit shall include all street trees, accent trees, parking lot shading trees, and mitigation trees proposed within the development. Said plans 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. The owner/applicant shall comply with city-wide landscape rules or regulations on water usage. 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 on all landscaping in the 1C 4-Pack Subdivision project.</p> <ul style="list-style-type: none"> ○ Open fencing shall be provided in Lots 80, 81, 84, 85, 89, 90, 92, 93, 97, and 98 for any homes that back up to open space. ○ A six-foot landscaped, concrete pedestrian path shall be provided within the ten-foot easement at the end of Court “D” to provide access to the Class 1 trail to the north. 	<p>B</p>	<p>CD (P)(E)</p>
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MAP REQUIREMENTS				
39.		<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.	M	CD (E)
40.		<i>The Final Inclusionary Housing Plan</i> The Final Inclusionary Housing Plan shall be approved by the City Council. The Inclusionary Housing Agreement, which will be approved by the City Attorney, shall be executed prior to recordation of the Final Map for the 1C 4-Pack Subdivision project.	M	CD (P)(E)

41.		<p>Department of Real Estate Public Report The owner/applicant shall disclose to the homebuyers in the Department of Real Estate Public Report and/or the CC&R's the following items:</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 and naturally occurring arsenic.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 close to the Mather Airport flight path and 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.6) Owner/Applicant acknowledges the final design, location, grade and configuration of the Connector Project east of East Bidwell Street is not known. As such, owner/applicant will include a recorded disclosure to be provided to all potential buyers of homes within Mangini Ranch Phase 1C 4-Pack Project advising of the future Connector Project and associated noise, grade changes, height, location, design, traffic and construction as eventually approved.	M	CD (P)
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		<p>7) Applicant shall ensure that the CC&Rs contain a notice that the side yard fencing cannot be relocated and must remain as installed by Applicant as shown on Attachment 17-Wall and Fence Plan.</p>		
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42.		<p>Public Utility Easements The owner/applicant shall dedicate public utility easements for underground facilities on properties adjacent to the public and private 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 public and private 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)
43.		<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 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 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)
44.		<p>New Permanent Benchmarks 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 project/subdivision 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)
45.		<p>Centralized Mail Delivery Units 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)

46.		<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. The exception to this requirement is model homes. Building permits for model homes only may be issued prior to recording of the Final Map, subject to approval by the Community Development Department.</p>	B	CD (E)
47.		<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
48.		<p>Credit Reimbursement Agreement Prior to the recordation of the first Small-Lot 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)
TRAFFIC/ACCESS/CIRCULATION/PARKING REQUIREMENTS				
49.		<p>The following conditions of approval are related to roadway and traffic related improvements for the Phase 1C 4-Pack Project. Refer to Attachment 11 Kimley Horn Memo dated May 21, 2021.</p> <ul style="list-style-type: none"> a. Emergency Vehicle Access shall be granted on Streets F, C and D to provide and maintain secondary access to the south (via the Mangini Ranch Phase 1C North project) for a connection to Mangini Parkway. b. Required public and private subdivision improvements, including but not limited to street and frontage improvements on Savannah Drive shall be completed prior to issuance of the first Certificate of Occupancy for the subdivision. c. The Project shall construct and dedicate right-of-way for Savannah Parkway consistent with Figure 7.15 Savannah Parkway in the FPASP; including transitions as shown in Exhibit 2 of the Kimley Horn Memo Dated May 21, 2021. 	I,M,O	CD (E)

50.		<p>The IC 4-Pack subdivision Project shall comply with the following architecture and design requirements:</p> <ul style="list-style-type: none">a. This approval is for four product line with three architectural styles with 12 color and material options, and enhanced building elevations shall be provided on individual lots that are considered “edge condition” lots on the north and east boundaries of the Project site (Lots 2, 3 6, 7, 10, 12, 80, 81, 84, 85, 88, 89, 92, 93, 97, 98, 99 and 100). The Applicant shall submit building plans that comply with this approval and the attached building elevations dated March 19, 2021.b. Lots 15, 17, 18, 19, 26, 27, 46, 47, 54, 55, 62, and 67 are allowed building coverage up to 60%. The Applicant shall submit building plans that comply with this approval and the attached building elevations dated March 19, 2021.c. The design, materials, and colors of the single-family residential units shall be consistent with the approved building elevations, materials samples, and color schemes to the satisfaction of the Community Development Department.d. 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.e. All mechanical equipment shall be ground-mounted and concealed from view of public streets, neighboring properties and nearby higher buildings.f. 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 elevation of each Master Plan to the satisfaction of the Community Development Department.g. A minimum of one tree is required 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, O	CD (P) (B)
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		<p>h. The walls and fencing shall remain as proposed by the Applicant in Attachment 17-Wall and Fence Exhibit. Homeowners shall not move the location of the fencing.</p> <p>i. Proposed Amenities outlined on pages 17 and 18 in Attachment 18-4-Pack Narrative shall be provided to the homes by the Applicant.</p> <p><u>Modified by the Planning Commission at its June 2, 2021 meeting.</u></p>		
51.		<p><i>Trash/Recycling Containers and Air Conditioner Screening</i> Trash, recycling, and yard waste containers shall be placed behind the side yard fence so that they are not visible from the public right-of-way to the satisfaction of the Community Development Department. In addition, air conditioning units shall also be placed behind the side yard fence or located in the rear yard so that they are not visible from the public right-of-way to the satisfaction of the Community Development Department.</p>	OG	CD (P) (E)
52.		<p>The proposed project shall comply with all State and local rules, regulations, Governor’s Declarations, and restrictions relative to water usage and conservations, including but not limited to: requirements relative to water usage and conservation established by the State Water Resources Control Board, and water usage and conservation requirements established within the <u>Folsom Municipal Code, (Section 13.26 Water Conservation)</u>, or amended from time to time.</p>	I, B, OG	CD (P)(E)

MITIGATION MEASURES				
53.	✓	<i>Mangini Ranch Phase 1C 4-Pack Subdivision Mitigation Monitoring Reporting Program (MMRP).</i> The conditions of approval below (numbered 54-1 to 54-89) implement the applicable mitigation measures from the FPASP (May 2011) MMRP, as amended by the Revised Proposed Water Supply Facility Alternative (November 2012), the Folsom South of U.S. Highway 50 Backbone Infrastructure Mitigated Negative Declaration (December 2014) and the Westland Eagle Specific Plan Amendment Addendum (September 2015)		
Condition No.	Mitigation Number (Source)	Mitigation Measures	Timing	Responsible Agency
AESTHETICS				
54-1	3A.1-4 (FPASP EIR/EIS)	<p><i>Screen Construction Staging Areas.</i></p> <p>The project applicant(s) for any particular discretionary development application 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 approved by the appropriate agency (identified below) before the approval of grading plans for all project phases and 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 such visual barriers such as berms or fences. The screen design shall be approved by the appropriate agency to further reduce visual effects to the extent possible.</p> <p>Mitigation for the off-site elements outside of the City of Folsom’s jurisdictional boundaries shall be developed by the project applicant(s) of each applicable project phase in consultation with the affected oversight agency(ies) (i.e., El Dorado and/or Sacramento Counties, and Caltrans) to reduce to the extent feasible the visual effects of construction activities on adjacent project land uses that have already been developed.</p>	Before approval of grading plans and during construction for all project phases.	City of Folsom Community Development Department.
54-2	3A.1-5 (FPASP EIR/EIS)	<p><i>Establish and Require Conformance to Lighting Standards and Prepare and Implement a Lighting Plan.</i></p> <p>To reduce impacts associated with light and glare, the City shall:</p> <ul style="list-style-type: none"> ▶ Establish standards for on-site outdoor lighting to reduce high-intensity nighttime lighting and glare as part of the Folsom Specific Plan 	Before approval of building permits.	City of Folsom Community Development Department

	<p>design guidelines/standards. Consideration shall be given to design features, namely directional shielding for street lighting, parking lot lighting, and other substantial light sources, that would reduce effects of nighttime lighting. In addition, consideration shall be given to the use of automatic shutoffs or motion sensors for lighting features to further reduce excess nighttime light.</p> <ul style="list-style-type: none">▶ Use shielded or screened public lighting fixtures to prevent the light from shining off of the surface intended to be illuminated. <p>To reduce impacts associated with light and glare, the project applicant(s) of all project phases shall:</p> <ul style="list-style-type: none">▶ Shield or screen lighting fixtures to direct the light downward and prevent light spill on adjacent properties.▶ Flood and area lighting needed for construction activities, nighttime sporting activities, and/or security shall be screened or aimed no higher than 45 degrees above straight down (half-way between straight down and straight to the side) when the source is visible from any off-site residential property or public roadway.▶ For public lighting in residential neighborhoods, prohibit the use of light fixtures that are of unusually high intensity or brightness (e.g., harsh mercury vapor, low-pressure sodium, or fluorescent bulbs) or that blink or flash.▶ Use appropriate building materials (such as low-glare glass, low-glare building glaze or finish, neutral, earth-toned 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.▶ Design exterior on-site lighting as an integral part of the building and landscape design in the Folsom Specific Plan area. Lighting fixtures shall be architecturally consistent with the overall site design.▶ Lighting of off-site facilities within the City of Folsom shall be consistent with the City's General Plan standards.▶ Lighting of the off-site detention basin shall be consistent with Sacramento County General Plan standards.		
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		<p>A lighting plan for all on- and off-site elements within each agency’s jurisdictional boundaries (specified below) shall be submitted to the relevant jurisdictional agency for review and approval, which shall include the above elements. The lighting plan may be submitted concurrently with other improvement plans and shall be submitted before the installation of any lighting or the approval of building permits for each phase. The project applicant(s) for any discretionary development application shall implement the approved lighting plan.</p> <p>Mitigation for the off-site elements outside of the City of Folsom’s jurisdictional boundaries must be coordinated by the project applicant(s) of each applicable project phase with the affected oversight agency(ies) (i.e., El Dorado and/or Sacramento Counties).</p>		
AIR QUALITY				
54-3	3A.2-1a (FPASP EIR/EIS)	<p><i>Implement Measures to Control Air Pollutant Emissions Generated by Construction of On-Site Elements.</i></p> <p>To reduce short-term construction emissions, the project applicant(s) for any discretionary development application shall require their contractors to implement SMAQMD’s list of Basic Construction Emission Control Practices, Enhanced Fugitive PM Dust Control Practices, and Enhanced Exhaust Control Practices (list below) in effect at the time individual portions of the site undergo construction. In addition to SMAQMD-recommended measures, construction operations shall comply with all applicable SMAQMD rules and regulations.</p> <p><i>Basic Construction Emission Control Practices</i></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. ▶ 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 	Before the approval of all grading plans by the City and throughout project construction, where applicable, for all project phases.	City of Folsom Community Development Department

	<p>trucks that would be traveling along freeways or major roadways should be covered.</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 pads should 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 must be checked by a certified mechanic and determine to be running in proper condition before it is operated. <p><i>Enhanced Fugitive PM Dust Control Practices – Soil Disturbance Areas</i></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.▶ Plant vegetative ground cover (fast-germinating native grass seed) in disturbed areas as soon as possible. Water appropriately until vegetation is established. <p><i>Enhanced Fugitive PM Dust Control Practices – Unpaved Roads</i></p> <ul style="list-style-type: none">▶ Install wheel washers for all exiting trucks, or wash off all trucks and equipment leaving the site.		
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	<ul style="list-style-type: none">▶ 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 SMAQMD and the City contact person shall also be posted to ensure compliance. <p><i>Enhanced Exhaust Control Practices</i></p> <ul style="list-style-type: none">▶ The project shall provide a plan, for approval by the City of Folsom Community Development Department and SMAQMD, demonstrating that the heavy-duty (50 horsepower [hp] or more) 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 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. The project applicant(s) of each project phase or its representative shall submit to the City of Folsom Community Development Department and SMAQMD 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 SMAQMD with the anticipated construction timeline including start date, and name and phone number of the project manager and on-site foreman. SMAQMD's Construction Mitigation Calculator can be used to identify an equipment fleet that achieves this reduction (SMAQMD 2007a). The project shall		
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		<p>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 SMAQMD shall be notified within 48 hours of identification of noncompliant 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. SMAQMD staff and/or other officials may conduct periodic site inspections to determine compliance. Nothing in this mitigation measure shall supersede other SMAQMD or state rules or regulations.</p> <p>► If at the time of construction, SMAQMD 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 SMAQMD so permits.</p>		
54-4	3A.2-1b (FPASP EIR/EIS)	<p><i>Pay Off-site Mitigation Fee to SMAQMD to Off-Set NOX Emissions Generated by Construction of On-Site Elements.</i></p> <p>Implementation of the project or the other four other action alternatives would 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). Additionally, Mitigation Measure 3A.4-1 (Implement Additional Measures to Control Construction-Generated GHG Emissions, pages 3A.4-14 to 15) has the potential to both reduce and increase NOX emissions, depending on the types of alternative fuels and engine types employed. Therefore, the project applicant(s) shall pay SMAQMD an off-site mitigation fee for implementation of any of the five action alternatives for the purpose of reducing NOX emissions to a less-than-significant level (i.e., less than 85 lb/day). All NOX emission reductions and increases associated with GHG mitigation shall be added to or subtracted from the amount above the construction threshold to determine off-site mitigation fees, when possible. The specific fee amounts shall be</p>	Before the approval of all grading plans by the City and throughout project construction for all project phases.	The City of Folsom Community Development Department shall not grant any grading permits to the respective project applicant(s) until the respective project applicant(s) have paid the appropriate off-site mitigation fee to SMAQMD.

		<p>calculated when the daily construction emissions can be more accurately determined: that is, if the City/USACE select and certify the EIR/EIS and approves the Proposed Project or one of the other four other action alternatives, the City and the applicants must establish the phasing by which development would occur, and the applicants must develop a detailed construction schedule. Calculation of fees associated with each project development phase shall be conducted by the project applicant(s) in consultation with SMAQMD staff before the approval of grading plans by the City. The project applicant(s) for any discretionary development application shall pay into SMAQMD's off-site construction mitigation fund to further mitigate construction generated emissions of NOX that exceed SMAQMD's daily emission threshold of 85 lb/day. 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. At the time of writing this EIR/EIS the cost rate is \$16,000 to reduce 1 ton of NOX plus a 5% administrative fee (SMAQMD 2008c). The determination of the final mitigation fee shall be conducted in coordination with SMAQMD before any ground disturbance occurs for any project phase.</p>		
<p>54-5</p>	<p>3A.2-1c (FPASP EIR/EIS)</p>	<p>Analyze and Disclose Projected PM10 Emission Concentrations at Nearby Sensitive Receptors Resulting from Construction of On-Site Elements. Prior to construction of each discretionary development entitlement of on-site land uses, the project applicant shall perform a project-level CEQA analysis (e.g., supporting documentation for an exemption, negative declaration, or project-specific EIR) that includes detailed dispersion modeling of construction-generated PM10 to disclose what PM10 concentrations would be at nearby sensitive receptors. The dispersion modeling shall be performed in accordance with applicable SMAQMD guidance that is in place at the time the analysis is performed. At the time of writing this EIR/EIS, SMAQMD's most current and most detailed guidance for addressing construction generated PM10 emissions is found in its Guide to Air Quality Assessment in Sacramento County (SMAQMD 2009a). The 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.</p>	<p>Before the approval of all grading plans by the City.</p>	<p>City of Folsom Community Development Department</p>

54-6	3A.2-2 (FPASP EIR/EIS)	<p><i>Implement All Measures Prescribed by the Air Quality Mitigation Plan to Reduce Operational Air Pollutant Emissions.</i></p> <p>To reduce operational emissions, the project applicant(s) for any discretionary development application shall implement all measures prescribed in the SMAQMD-approved Folsom Plan Area Specific Plan Air Quality Mitigation Plan (AQMP) (Torrence Planning 2008), a copy of which is included in Appendix C2. The AQMP is intended to improve mobility, reduce vehicle miles traveled, and improve air quality as required by AB 32 and SB 375. The AQMP includes, among others, measures designed to provide bicycle parking at commercial land uses, an integrated pedestrian/bicycle path network, transit stops with shelters, a prohibition against the use the wood-burning fireplaces, energy star roofing materials, electric lawnmowers provided to homeowners at no charge, and on-site transportation alternatives to passenger vehicles (including light rail) that provide connectivity with other local and regional alternative transportation networks.</p>	Before issuance of subdivision maps or improvement plans.	City of Folsom Community Development Department
54-7	3A.2-4a (FPASP EIR/EIS)	<p><i>Develop and Implement a Plan to Reduce Exposure of Sensitive Receptors to Construction-Generated Toxic Air Contaminant Emissions.</i></p> <p>The project applicant(s) for any particular discretionary development application shall develop a plan to reduce the exposure of sensitive receptors to TACs generated by project construction activity associated with buildout of the selected alternative. Each plan shall be developed by the project 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. Applicable measures shall be included in all project plans and specifications for all project phases.</p> <p>The implementation and enforcement of all measures identified in each plan shall be funded by the project applicant(s) for the respective phase of development.</p>	Before the approval of all grading plans by the City and throughout project construction, where applicable, for all project phases.	City of Folsom Community Development Department
54-8	3A.2-6 (FPASP EIR/EIS)	<p><i>Implement Measures to Control Exposure of Sensitive Receptors to Operational Odorous Emissions.</i></p>	Before the approval of building permits by the City and	City of Folsom Community Development Department

		<p>The project applicant(s) for any particular discretionary development application shall implement the following measure:</p> <ul style="list-style-type: none"> ▶ The deeds to all properties located within the plan area that are within one mile of an on- or off-site area zoned or used for agricultural use (including livestock grazing) shall be accompanied by a 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. 	<p>throughout project construction, where applicable, for all project phases.</p>	
BIOLOGICAL RESOURCES				
<p>54-9</p>	<p>3A.3-1a (FPASP EIR/EIS)</p>	<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 project applicant(s) for any particular discretionary development application shall include stormwater drainage plans and erosion and sediment control plans in their improvement plans and shall submit these plans to the City Public Works Department for review and approval. For off-site elements within Sacramento County or El Dorado County jurisdiction (e.g., off-site detention basin and off-site roadway connections to El Dorado Hills), plans shall be submitted to the appropriate county planning department. Before approval of these improvement plans, the project applicant(s) for any particular discretionary development application shall obtain a NPDES MS4 Municipal Stormwater Permit and Grading Permit, comply with the City’s Grading Ordinance and County 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. Detailed information about stormwater runoff standards and relevant City and County regulation is provided in Chapter 3A.9, “Hydrology and Water Quality.”</p> <p>The project applicant(s) for any particular discretionary development entitlement shall implement stormwater quality treatment controls</p>	<p>Before approval of improvement and drainage plans, and on an ongoing basis throughout and after project construction, as required for all project phases.</p>	<p>City of Folsom Public Works Department</p>

	<p>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>In addition to compliance with City ordinances, the project applicant(s) for any particular discretionary development application 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 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 project applicant(s) 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 SPA. 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</p>		
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		<p>and shall be designed as off-stream detention basins. 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> <p>See FEIR/FEIS Appendix S showing that the detention basin in the northeast corner of the SPA has been moved off stream.</p> <p>Mitigation for the off-site elements outside of the City of Folsom’s jurisdictional boundaries must be coordinated by the project applicant(s) of each applicable project phase in consultation with the affected oversight agency(ies) (i.e., El Dorado County for the roadway connections, Sacramento County for the detention basin west of Prairie City Road, and Caltrans for the U.S. 50 interchange improvements) such that the performance standards described in Chapter 3A.9, “Hydrology and Water Quality,” are met.</p>		
<p>54-10</p>	<p>3A.3-2a (FPASP EIR/EIS)</p>	<p><i>Avoid Direct Loss of Swainson’s Hawk and Other Raptor Nests.</i></p> <p>To mitigate impacts on Swainson’s hawk and other raptors (including burrowing owl), the project applicant(s) of all project phases shall retain a qualified biologist to conduct preconstruction surveys and to identify active nests on and within 0.5 mile of the project and active burrows on the project site. 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 construction for all project phases. To the extent feasible, guidelines provided in Recommended Timing and Methodology for Swainson’s Hawk Nesting Surveys in the Central Valley (Swainson’s Hawk Technical Advisory Committee 2000) 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 and other 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 consultation with DFG that reducing the buffer would not result in nest abandonment. DFG guidelines recommend implementation of 0.25- or 0.5-mile-wide buffers, but the size of the</p>	<p>Before the approval of grading and improvement plans, before any ground disturbing activities, and during project construction as applicable for all project phases.</p>	<p>California Department of Fish and Game and City of Folsom Community Development Department.</p>

		<p>buffer may be adjusted if a qualified biologist and the City, in consultation with DFG, 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> <p>If active burrows are found, a mitigation plan shall be submitted to the City for review and approval before any ground-disturbing activities.</p> <p>The City shall consult with DFG. 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, burrow 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> <p>Mitigation for the off-site elements outside of the City of Folsom’s jurisdictional boundaries must be developed by the project applicant(s) of each applicable project phase in consultation with the affected oversight agency(ies) (i.e., El Dorado and/or Sacramento Counties, or Caltrans), such that the performance criteria set forth in DFG’s guidelines are determined to be met.</p>		
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GEOLOGY AND SOILS

<p>54-11</p>	<p>3A.7-1a (FPASP EIR/EIS)</p>	<p>Prepare Site-Specific Geotechnical Report per CBC Requirements and Implement Appropriate Recommendations. Before building permits are issued and construction activities begin any project development phase, the project applicant(s) of each project phase shall hire a licensed geotechnical engineer to prepare a final geotechnical subsurface investigation report for the on- and off-site facilities, which shall be submitted for review and approval to the appropriate City or county department (identified below). The final geotechnical 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; 	<p>Before issuance of building permits and ground-disturbing activities.</p>	<p>City of Folsom Community Development Department</p>
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		<ul style="list-style-type: none"> ▶ 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 CBC 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 project applicant(s) of each project phase. Special recommendations contained in the geotechnical engineering report shall be noted on the grading plans and implemented as appropriate before construction begins. Design and construction of all new project development shall be in accordance with the CBC. The project applicant(s) shall provide for engineering inspection and certification that earthwork has been performed in conformity with recommendations contained in the geotechnical report.</p>		
54-12	3A.7-1b (FPASP EIR/EIS)	<p><i>Monitor Earthwork during Earthmoving Activities.</i></p> <p>All earthwork shall be monitored by a qualified geotechnical or soils engineer retained by the project applicant(s) of each project phase. The geotechnical or soils engineer shall provide oversight during all excavation, placement of fill, and disposal of materials removed from and deposited on both on- and off-site construction areas.</p> <p>Mitigation for the off-site elements outside of the City of Folsom’s jurisdictional boundaries must be coordinated by the project applicant(s) of each applicable project phase with the affected oversight agency(ies) (i.e., El Dorado and/or Sacramento Counties, or Caltrans).</p>	Before issuance of building permits and ground-disturbing activities.	City of Folsom Community Development Department

<p>54-13</p>	<p>3A.7-3 (FPASP EIR/EIS)</p>	<p><i>Prepare and Implement the Appropriate Grading and Erosion Control Plan.</i></p> <p>Before grading permits are issued, the project applicant(s) of each project phase that would be located within the City of Folsom shall retain a California Registered Civil Engineer to prepare a grading and erosion control plan. The grading and erosion control plan shall be submitted to the City Public Works Department before issuance of grading permits for all new development. The plan shall be consistent with the City’s Grading Ordinance, the City’s Hillside Development Guidelines, and the state’s NPDES permit, 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 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. The project applicant(s) shall ensure that the construction contractor is responsible for securing a source of transportation and deposition of excavated materials.</p> <p>Mitigation for the off-site elements outside of the City of Folsom’s jurisdictional boundaries must be coordinated by the project applicant(s) of each applicable project phase with the affected oversight agency(ies) (i.e., El Dorado and/or Sacramento Counties).</p> <p>Implementation of Mitigation Measure 3A.9-1 (discussed in Section 3A.9, “Hydrology and Water Quality – Land”) would also help reduce erosion-related impacts.</p>	<p>Before the start of construction activities.</p>	<p>City of Folsom Community Development Department</p>
<p>54-14</p>	<p>3A.7-5 (FPASP EIR/EIS)</p>	<p><i>Divert Seasonal Water Flows Away from Building Foundations.</i></p> <p>The project applicant(s) of all project phases shall either install subdrains (which typically consist of perforated pipe and gravel, surrounded by nonwoven geotextile fabric), or take such other actions as recommended</p>	<p>Before and during earthmoving activities.</p>	<p>City of Folsom Community Development Department</p>

		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.		
54-15	3A.7-10 (FPASP EIR/EIS)	<p><i>Conduct Construction Personnel Education, 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>To minimize potential adverse impacts on previously unknown potentially unique, scientifically important paleontological resources, the project applicant(s) of all project phases where construction would occur in the Ione and Mehrten Formations shall do the following:</p> <ul style="list-style-type: none"> ▶ Before the start of any earthmoving activities for any project phase in the Ione or Mehrten Formations, the project applicant(s) shall retain a qualified paleontologist or archaeologist 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. ▶ If paleontological resources are discovered during earthmoving activities, the construction crew shall immediately cease work in the vicinity of the find and notify the appropriate lead agency (identified below). The project applicant(s) 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>Mitigation for the off-site elements outside of the City of Folsom’s jurisdictional boundaries must be coordinated by the project applicant(s) of each applicable project phase with the affected oversight agency(ies) (i.e., Sacramento County).</p>	During earthmoving activities in the Ione and Mehrten Formations.	City of Folsom Community Development Department
GREENHOUSE GAS EMISSIONS AND CLIMATE CHANGE				

<p>54-16</p>	<p>3A.4-1 (FPASP EIR/EIS)</p>	<p><i>Implement Additional Measures to Control Construction-Generated GHG Emissions.</i></p> <p>To further reduce construction-generated GHG emissions, the project applicant(s) any particular discretionary development application shall implement all feasible measures for reducing GHG emissions associated with construction that are recommended by SMAQMD at the time individual portions of the site undergo construction. Such measures may reduce GHG exhaust emissions from the use of on-site equipment, worker commute trips, and truck trips carrying materials and equipment to and from the SPA, as well as GHG emissions embodied in the materials selected for construction (e.g., concrete). Other measures may pertain to the materials used in construction. Prior to releasing each request for bid to contractors for the construction of each discretionary development entitlement, the project applicant(s) shall obtain the most current list of GHG reduction measures that are recommended by SMAQMD and stipulate that these measures be implemented in the respective request for bid as well as the subsequent construction contract with the selected primary contractor. The project applicant(s) for any particular discretionary development application 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 GHG reduction measures, shall be approved by the City, in consultation with SMAQMD prior to the release of a request for bid by the project applicant(s) for seeking a primary contractor to manage the construction of each development project. By requiring that the list of feasible measures be established prior to the selection of a primary contractor, this measure requires that the ability of a contractor to effectively implement the selected GHG reduction measures be inherent to the selection process.</p> <p>SMAQMD’s recommended measures for reducing construction-related GHG emissions at the time of writing this EIR/EIS are listed below and the project applicant(s) shall, at a minimum, be required to implement the following:</p> <ul style="list-style-type: none"> ▶ Improve fuel efficiency from construction equipment: <ul style="list-style-type: none"> ▪ reduce unnecessary idling (modify work practices, install auxiliary power for driver comfort); 	<p>Before approval of small-lot final maps and building permits for all discretionary development project, including all on- and off-site elements and implementation throughout project construction.</p>	<p>City of Folsom Community Development Department</p>
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	<ul style="list-style-type: none">▪ perform equipment maintenance (inspections, detect failures early, corrections);▪ train equipment operators in proper use of equipment;▪ use the proper size of equipment for the job; and▪ use equipment with new technologies (repowered engines, electric drive trains).▶ Use alternative fuels for electricity generators and welders at construction sites such as propane or solar, or use electrical power.▶ Use an ARB-approved low-carbon fuel, such as biodiesel or renewable diesel for construction equipment. (Emissions of oxides of nitrogen [NOX] emissions from the use of low carbon fuel must be reviewed and increases mitigated.) Additional information about low carbon fuels is available from ARB’s Low Carbon Fuel Standard Program (ARB 2009b).▶ Encourage and provide carpools, shuttle vans, transit passes and/or secure bicycle parking for construction worker commutes.▶ Reduce electricity use in the construction office by using compact fluorescent bulbs, powering off computers every day, and replacing heating and cooling units with more efficient ones.▶ Recycle or salvage non-hazardous construction and demolition debris (goal of at least 75% by weight).▶ Use locally sourced or recycled materials for construction materials (goal of at least 20% based on costs for building materials, and based on volume for roadway, parking lot, sidewalk and curb materials).▶ Minimize the amount of concrete used for paved surfaces or use a low carbon concrete option.▶ Produce concrete on-site if determined to be less emissive than transporting ready mix.▶ Use EPA-certified SmartWay trucks for deliveries and equipment transport. Additional information about the SmartWay Transport Partnership Program is available from ARB’s Heavy-Duty Vehicle Greenhouse Gas Measure (ARB 2009c) and EPA (EPA 2009).		
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		<p>► Develop a plan in consultation with SMAQMD to efficiently use water for adequate dust control. This may consist of the use of non-potable water from a local source.</p> <p>In addition to SMAQMD-recommended measures, construction activity shall comply with all applicable rules and regulations established by SMAQMD and ARB.</p>		
54-17	3A.8-2 (FPASP EIR/EIS)	<p><i>Complete Investigations Related to the Extent to Which Soil and/or Groundwater May Have Been Contaminated in Areas Not Covered by the Phase I and II Environmental Site Assessments and Implement Required Measures.</i></p> <p>The project applicant(s) for any discretionary development application shall conduct Phase I Environmental Site Assessments (where an Phase I has not been conducted), and if necessary, Phase II Environmental Site Assessments, and/or other appropriate testing for all areas of the SPA and include, as necessary, analysis of soil and/or groundwater samples for the potential contamination sites that have not yet been covered by previous investigations (as shown in Exhibit 3A.8-1) before construction activities begin in those areas. Recommendations in the Phase I and II Environmental Site Assessments to address any contamination that is found shall be implemented before initiating ground-disturbing activities in these areas.</p> <p>The project applicant(s) shall implement the following measures before ground-disturbing activities to reduce health hazards associated with potential exposure to hazardous substances:</p> <p>► Prepare a plan that identifies any necessary remediation activities appropriate for proposed on- and off-site uses, including excavation and removal of on-site contaminated soils, redistribution of clean fill material in the SPA, and closure of any abandoned mine shafts. The plan shall include measures that ensure the safe transport, use, and disposal of contaminated soil and building debris removed from the site. In the event that contaminated groundwater is encountered during site excavation activities, the contractor shall report the contamination to the appropriate regulatory agencies, dewater the excavated area, and treat the contaminated groundwater to remove contaminants before discharge into the sanitary sewer system. The project applicant(s) shall be required to comply with the plan and applicable Federal, state, and local laws. The</p>	Before and during earth moving activities	City of Folsom Community Development Department

		<p>plan shall outline measures for specific handling and reporting procedures for hazardous materials and disposal of hazardous materials removed from the site at an appropriate off-site disposal facility.</p> <ul style="list-style-type: none"> ▶ Notify the appropriate Federal, state, and local agencies if evidence of previously undiscovered soil or groundwater contamination (e.g., stained soil, odorous groundwater) is encountered during construction activities. Any contaminated areas shall be remediated in accordance with recommendations made by the Sacramento County Environmental Management Department, Central Valley RWQCB, DTSC, and/or other appropriate Federal, state, or local regulatory agencies. ▶ Obtain an assessment conducted by PG&E and SMUD pertaining to the contents of any existing pole-mounted transformers located in the SPA. The assessment shall determine whether existing on-site electrical transformers contain PCBs and whether there are any records of spills from such equipment. If equipment containing PCB is identified, the maintenance and/or disposal of the transformer shall be subject to the regulations of the Toxic Substances Control Act under the authority of the Sacramento County Environmental Health Department. ▶ Mitigation for the off-site elements outside of the City of Folsom’s jurisdictional boundaries must be coordinated by the project applicant(s) of each applicable project phase with the affected oversight agency(ies) (i.e., Sacramento County). 		
HYDROLOGY AND WATER QUALITY				
54-18	3A.9-1 (FPASP EIR/EIS)	<p><i>Acquire Appropriate Regulatory Permits and Prepare and Implement SWPPP and BMPs.</i></p> <p>Prior to the issuance of grading permits, the project 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 SWRCB’s NPDES stormwater permit for general construction activity (Order 2009-0009-DWQ), including preparation and submittal of a project-specific SWPPP at the time the NOI is filed. The project applicant(s) shall also prepare and submit any other necessary erosion and sediment control and engineering plans and specifications for pollution prevention and control to Sacramento County, City of Folsom, El Dorado County (for the off-site roadways into El Dorado Hills under</p>	Submittal of the State Construction General Permit NOI and SWPPP (where applicable) and development and submittal of any other locally required plans and specifications before the issuance of grading permits for all on-site	City of Folsom Community Development Department

	<p>the Proposed Project Alternative). The SWPPP 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 non-stormwater 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;▶ 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 SWPPP; and▶ The appropriate personnel responsible for supervisory duties related to implementation of the SWPPP.▶ Where applicable, BMPs identified in the SWPPP shall be in place throughout all site work and construction/demolition activities and shall be used in all subsequent site development activities. BMPs may include, but are not limited to, such measures as those listed below.▶ 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	<p>project phases and off-site elements and implementation throughout project construction.</p>	
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		<p>straw bales or wattles, sediment/silt basins and traps, geofabric, sandbag dikes, and temporary vegetation.</p> <ul style="list-style-type: none"> ▶ 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 SWPPP shall be maintained and available at all times on the construction site.</p> <p>For those areas that would be disturbed as part of the U.S. 50 interchange improvements, Caltrans shall 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 must be coordinated by the project applicant(s) of each applicable project phase with the affected oversight agency(ies) (i.e., El Dorado and/or Sacramento Counties, or Caltrans).</p>		
54-19	3A.9-2 (FPASP EIR/EIS)	<p><i>Prepare and Submit Final Drainage Plans and Implement Requirements Contained in Those Plans.</i></p> <p>Before the approval of grading plans and building permits, the project applicant(s) of all project phases shall submit final drainage plans to the City, and to El Dorado County for the off-site roadway connections into El Dorado Hills, demonstrating that off-site upstream runoff would be appropriately conveyed through the SPA, and that project-related on-site runoff would be appropriately contained in detention basins or managed with through other improvements (e.g., source controls, biotechnical stream stabilization) to reduce flooding and hydromodification impacts.</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 	Before approval of grading plans and building permits of all project phases.	City of Folsom Public Works Department

	<p>accurately evaluates potential changes to runoff, including increased surface runoff;</p> <ul style="list-style-type: none">▶ 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 and El Dorado County 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 BMPs will be designed and constructed in accordance with the forthcoming SSQP Hydromodification Management Plan (to be adopted by the RWQCB) and may include, but are not limited to, the following:<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		
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		<ul style="list-style-type: none"> 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 and El Dorado County Department of Transportation 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 SPA 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 Public Works Department).</p> <p>Mitigation for the off-site elements outside of the City of Folsom’s jurisdictional boundaries must be coordinated by the project applicant(s) of each applicable project phase with El Dorado County.</p>		
54-20	3A.9-3 (FPASP EIR/EIS)	<p><i>Develop and Implement a BMP and Water Quality Maintenance Plan.</i> Before approval of the grading permits for any development project requiring a subdivision map, a detailed BMP and water quality maintenance plan shall be prepared by a qualified engineer retained by the project applicant(s) the development project. Drafts of the plan shall be submitted to the City of Folsom and El Dorado County for the off-site roadway connections into El Dorado Hills, for review and approval concurrently with development of tentative subdivision maps for all project phases. 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 	Prepare plans before the issuance of grading permits for all project phases and off-site elements and implementation throughout project construction.	City of Folsom Community Development Department and Public Works Department

	<p>the “Stormwater Quality Design Manual for Sacramento and South Placer Regions” ([SSQP 2007b] per NPDES Permit No. CAS082597 WDR Order No. R5-2008-0142, page 46) and El Dorado County’s NPDES SWMP (County of El Dorado 2004).</p> <ul style="list-style-type: none">▶ Source control programs to control water quality pollutants on the SPA, which may include but are 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. <p>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> <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>		
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		Mitigation for the off-site elements outside of the City of Folsom’s jurisdictional boundaries must be coordinated by the project applicant(s) of each applicable project phase with El Dorado County and Caltrans.		
NOISE AND VIBRATION				
54-21	3A.11-1 (FPASP EIR/EIS)	<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>To reduce impacts associated with noise generated during project related construction activities, the project applicant(s) and their primary contractors for engineering design and construction of all project phases shall ensure that the following requirements are implemented at each work site in any year of project construction to avoid and minimize construction noise effects on sensitive receptors. The project applicant(s) and primary construction contractor(s) shall employ noise-reducing construction practices. Measures that shall be used to limit noise shall include the measures listed below:</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 6 p.m. on Saturdays and Sundays. ▶ All construction equipment and equipment staging areas 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 offsite instead of on-site). ▶ 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. 	Before and during construction activities on the SPA and within El Dorado Hills.	City of Folsom Community Development Department

		<ul style="list-style-type: none"> ▶ 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. ▶ The primary contractor shall prepare and implement a construction noise management plan. This plan shall identify specific measures to ensure compliance with the noise control measures specified above. The noise control plan shall be submitted to the City of Folsom before any noise-generating construction activity begins. Construction shall not commence until the construction noise management plan is approved by the City of Folsom. Mitigation for the two off-site roadway connections into El Dorado County must be coordinated by the project applicant(s) of the applicable project phase with El Dorado County, since the roadway extensions are outside of the City of Folsom’s jurisdictional boundaries. 		
PUBLIC SERVICES				
54-22	3A.14-1 (FPASP EIR/EIS)	<p><i>Prepare and Implement a Construction Traffic Control Plan.</i></p> <p>The project applicant(s) of all project phases shall prepare and implement traffic control plans for construction activities that may affect road rights-</p>	Before the approval of all relevant plans and/or permits and during construction	City of Folsom Public Works Department

		<p>of-way. The traffic control plans must follow any applicable standards of the agency responsible for the affected roadway and must be approved and signed by a professional engineer. 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. Traffic control plans shall be submitted to the appropriate City or County department or the California Department of Transportation (Caltrans) for review and approval before the approval of all project plans or permits, for all project phases where implementation may cause impacts on traffic.</p> <p>Mitigation for the off-site elements outside of the City of Folsom’s jurisdictional boundaries must be coordinated by the project applicant(s) of each applicable project phase with the affected oversight agency(ies) (i.e., El Dorado and/or Sacramento Counties and Caltrans).</p>	<p>of all project phases.</p>	
<p>54-23</p>	<p>3A.14-2 (FPASP EIR/EIS)</p>	<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 project applicant(s) of all project phases shall do the following, as described below.</p> <p>1. 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.</p> <p>Improvement plans showing the incorporation 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</p>	<p>Before issuance of building permits and issuance of occupancy permits or final inspections for all project phases.</p>	<p>City of Folsom Fire Department, City of Folsom Community Development Department</p>

		<p>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> <p>2. Submit a Fire Systems New Buildings, Additions, and Alterations Document Submittal List to the City of Folsom Community Development Department Building Division for review and approval before the issuance of building permits.</p> <p>In addition to the above measures, the project applicant(s) of all project phases shall incorporate the provisions described below for the portion of the SPA within the EDHFD service area, if it is determined through City/El Dorado County negotiations that EDHFD would serve the 178-acre portion of the SPA.</p> <p>3. Incorporate into project designs applicable requirements based on the EDHFD fire prevention standards. For commercial development, improvement plans showing roadways, land splits, buildings, fire sprinkler systems, fire alarm systems, and other commercial building improvements shall be submitted to the EDHFD for review and approval. For residential development, improvement plans showing property lines and adjacent streets or roads; total acreage or square footage of the parcel; the footprint of all structures; driveway plan views describing width, length, turnouts, turnarounds, radiuses, and surfaces; and driveway profile views showing the percent grade from the access road to the structure and vertical clearance shall be submitted to the EDHFD for review and approval.</p> <p>4. Submit a Fire Prevention Plan Checklist to the EDHFD for review and approval before the issuance of building permits. In addition, residential development requiring automation fire sprinklers shall submit sprinkler design sheet(s) and hydraulic calculations from a California State Licensed C-16 Contractor.</p> <p>The City shall not authorize the occupancy of any structures until the project applicant(s) 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 and/or the EDHFD for the 178-acre area of the SPA within the EDHFD service area.</p>		
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54-24	3A.14-3 (FPASP EIR/EIS)	<p><i>Incorporate Fire Flow Requirements into Project Designs.</i></p> <p>The project applicant(s) of all project phases shall incorporate into their project designs fire flow requirements based on the California Fire Code, Folsom Fire Code, and/or EDHFD for those areas of the SPA within the EDHFD service area and shall verify to 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>	Before issuance of building permits and issuance of occupancy permits or final inspections for all project phases.	City of Folsom Fire Department, City of Folsom Community Development Department
TRAFFIC AND TRANSPORTATION				
54-25	3A.15-1a (FPASP EIR/EIS)	<p><i>The Applicant Shall Pay a Fair Share to Fund the Construction of Improvements to the Folsom Boulevard/Blue Ravine Road Intersection (Intersection 1).</i></p> <p>To ensure that the Folsom Boulevard/Blue Ravine Road intersection operates at an acceptable LOS, the eastbound approach must be reconfigured to consist of two left-turn lanes, one through lane, and one right-turn lane. 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 the Folsom Boulevard/Blue Ravine Road intersection (Intersection 1).</p>	A phasing analysis shall be performed prior to approval of the first subdivision map to determine when the improvement should be implemented and when fair share funding should be paid.	City of Folsom Public Works Department
54-26	3A.15-1b (FPASP EIR/EIS)	<p><i>The Applicant Shall Pay a Fair Share to Fund the Construction of Improvements at the Sibley Street/Blue Ravine Road Intersection (Intersection 2).</i></p> <p>To ensure that the Sibley Street/Blue Ravine Road intersection operates at an acceptable LOS, the northbound approach must be reconfigured to consist of two left-turn lanes, two through lanes, and one right-turn lane. 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 the Sibley Street/Blue Ravine Road intersection (Intersection 2).</p>	A phasing analysis shall be performed prior to approval of the first subdivision map to determine when the improvement should be implemented and when fair share funding should be paid.	City of Folsom Public Works Department
54-27	3A.15-1c (FPASP EIR/EIS)	<p><i>The Applicant Shall Fund and Construct Improvements to the Scott Road (West)/White Rock Road Intersection (Intersection 28).</i></p>	A phasing analysis shall be performed prior to approval of the first subdivision	City of Folsom Public Works Department

		To ensure that the Scott Road (West)/White Rock Road intersection operates at an acceptable LOS, a traffic signal must be installed.	map to determine when the improvement should be implemented.	
54-28	3A.15-1e (FPASP EIR/EIS)	<i>Fund and Construct Improvements to the Hillside Drive/Easton Valley Parkway Intersection (Intersection 41).</i> To ensure that the Hillside Drive/Easton Valley Parkway intersection operates at an acceptable LOS, the eastbound approach must be reconfigured to consist of one dedicated left turn lane and two through lanes, and the westbound approach must be reconfigured to consist of two through lanes and one dedicated right-turn lane. The applicant shall fund and construct these improvements.	A phasing analysis shall be performed prior to approval of the first subdivision map to determine when the improvement should be implemented.	City of Folsom Public Works Department
54-29	3A.15-1f (FPASP EIR/EIS)	<i>Fund and Construct Improvements to the Oak Avenue Parkway/Middle Road Intersection (Intersection 44).</i> To ensure that the Oak Avenue Parkway/Middle Road intersection operates at an acceptable LOS, control all movements with a stop sign. The applicant shall fund and construct these improvements.	A phasing analysis shall be performed prior to approval of the first subdivision map to determine when the improvement should be implemented.	City of Folsom Public Works Department

54-30	3A.15-1h (FPASP EIR/EIS)	<p><i>Participate in Fair Share Funding of Improvements to Reduce Impacts to the Hazel Avenue/Folsom Boulevard Intersection (Sacramento County Intersection 2).</i></p> <p>To ensure that the Hazel Avenue/Folsom Boulevard intersection operates at an acceptable LOS, this intersection must be grade separated including “jug handle” ramps. No at grade improvement is feasible. Grade separating and extended (south) Hazel Avenue with improvements to the U.S. 50/Hazel Avenue interchange is a mitigation measure for the approved Easton–Glenbrough Specific Plan development project. 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/Folsom Boulevard intersection (Sacramento County Intersection 2).</p>	A phasing analysis shall be performed prior to approval of the first subdivision map to determine when the improvement should be implemented.	Sacramento County Public Works Department and Caltrans
54-31	3A.15-1i (FPASP EIR/EIS)	<p><i>Participate in Fair Share Funding of Improvements to Reduce Impacts on the Grant Line Road/White Rock Road Intersection and to White Rock Road widening between the Rancho Cordova City limit to Prairie City Road (Sacramento County Intersection 3).</i></p> <p>Improvements must 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 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 (Sacramento County Intersection 3).</p>	Before project build out. Design of the White Rock Road widening to four lanes, from Grant Line Road to Prairie City Road, with Intersection improvements has begun, and because this widening project is environmentally cleared and fully funded, it’s construction is expected to be complete before the first phase of the Proposed Project or alternative is built.	Sacramento County Public Works Department

54-32	3A.15-1j (FPASP EIR/EIS)	<p><i>Participate in Fair Share Funding of Improvements to Reduce Impacts on Hazel Avenue between Madison Avenue and Curragh Downs Drive (Roadway Segment 10).</i></p> <p>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>	<p>Before project build out. Construction of phase two of the Hazel Avenue widening, from Madison Avenue to Curragh Downs Drive, is expected to be completed by year 2013, before the first phase of the Proposed Project or alternative is complete. 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 Hazel Avenue between Madison Avenue and Curragh Downs Drive (Sacramento County Roadway Segment 10).</p>	Sacramento County Public Works Department
54-33	3A.15-11 (FPASP EIR/EIS)	<p><i>Participate in Fair Share Funding of Improvements to Reduce Impacts on the White Rock Road/Windfield Way Intersection (El Dorado County Intersection 3).</i></p>	<p>Before project build out. A phasing analysis should be</p>	El Dorado County Department of Transportation

		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 (El Dorado County Intersection 3).	performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.	
54-34	3A.15-1o (FPASP EIR/EIS)	<i>Participate in Fair Share Funding of Improvements to Reduce Impacts on Eastbound U.S. 50 as an alternative to improvements at the Folsom Boulevard/U.S. 50</i> Eastbound Ramps Intersection (Caltrans Intersection 4). Congestion on eastbound U.S. 50 is causing vehicles to use Folsom Boulevard as an alternate parallel route until they reach U.S. 50, where they must get back on the freeway due to the lack of a parallel route. It is preferred to alleviate the congestion on U.S. 50 than to upgrade the intersection at the end of this reliever route. 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 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.	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.	City of Folsom Public Works Department and Sacramento County Department of Transportation
54-35	3A.15-1p (FPASP EIR/EIS)	<i>Participate in Fair Share Funding of Improvements to Reduce Impacts on the Grant Line Road/ State Route 16 Intersection (Caltrans Intersection 12).</i> To ensure that the Grant Line Road/State Route 16 intersection operates at an acceptable LOS, the northbound and southbound approaches must be reconfigured to consist of one left-turn lane and one shared through/right-turn lane. Protected left-turn signal phasing must 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.	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.	Sacramento County Department of Transportation and the City of Rancho Cordova Department of Public Works

		<p>Improvements to this intersection must be implemented by Caltrans, 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 the Grant Line Road/State Route 16 intersection (Caltrans Intersection 12).</p>		
54-36	3A.15-1q (FPASP EIR/EIS)	<p><i>Participate in Fair Share Funding of Improvements to Reduce Impacts on Eastbound U.S. 50 between Zinfandel Drive and Sunrise Boulevard (Freeway Segment 1).</i></p> <p>To ensure that Eastbound U.S. 50 operates at an acceptable LOS between Zinfandel Drive and Sunrise Boulevard, a bus-carpool (HOV) lane must be constructed. This improvement is currently planned as part of the Sacramento 50 Bus-Carpool Lane and Community Enhancements Project. 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 (Freeway Segment 1).</p>	<p>Before project build out. Construction of the Sacramento 50 Bus-Carpool Lane and Community Enhancements Project is expected to be completed by year 2013, before the first phase of the Proposed Project or alternative is complete. Construction of the Sacramento 50 Bus-Carpool Lane and Community Enhancements Project has started since the writing of the Draft EIS/EIR.</p>	Caltrans
54-37	3A.15-1r (FPASP EIR/EIS)	<p><i>Participate in Fair Share Funding of Improvements to Reduce Impacts on Eastbound U.S. 50 between Hazel Avenue and Folsom Boulevard (Freeway Segment 3).</i></p> <p>To ensure that Eastbound U.S. 50 operates at an acceptable LOS between Hazel Avenue and Folsom Boulevard, an auxiliary lane must be constructed. This improvement was recommended in the Traffic Operations Analysis Report for the U.S. 50 Auxiliary Lane Project. This</p>	<p>Before project build out. A phasing analysis should be performed to determine during which project</p>	City of Folsom Public Works Department and Sacramento County Department of Transportation

		<p>improvement is included in the proposed 50 Corridor Mobility Fee Program.</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 Eastbound U.S. 50 between Hazel Avenue and Folsom Boulevard (Freeway Segment 3).</p>	<p>phase the improvement should be built.</p>	
54-38	3A.15-1s (FPASP EIR/EIS)	<p><i>Participate in Fair Share Funding of Improvements to Reduce Impacts on Eastbound U.S. 50 between Folsom Boulevard and Prairie City Road (Freeway Segment 4).</i></p> <p>To ensure that Eastbound U.S. 50 operates at an acceptable LOS between Folsom Boulevard and Prairie City Road, an auxiliary lane must 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 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 (Freeway Segment 4).</p>	<p>Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.</p>	<p>City of Folsom Public Works Department and Sacramento County Department of Transportation</p>
54-39	3A.15-1u (FPASP EIR/EIS)	<p><i>Participate in Fair Share Funding of Improvements to Reduce Impacts on Westbound U.S. 50 between Prairie City Road and Folsom Boulevard (Freeway Segment 16).</i></p> <p>To ensure that Westbound U.S. 50 operates at an acceptable LOS between Prairie City Road and Folsom Boulevard, an auxiliary lane must 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 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 Westbound U.S. 50 between Prairie City Road and Folsom Boulevard (Freeway Segment 16).</p>	<p>Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.</p>	<p>City of Folsom Public Works Department and Sacramento County Department of Transportation</p>
54-40	3A.15-1v (FPASP EIR/EIS)	<p><i>Participate in Fair Share Funding of Improvements to Reduce Impacts on Westbound U.S. 50 between Hazel Avenue and Sunrise Boulevard (Freeway Segment 18).</i></p>	<p>Before project build out. A phasing analysis should be</p>	<p>City of Rancho Cordova Department of Public Works and Sacramento County Department of Transportation</p>

		<p>To ensure that Westbound U.S. 50 operates at an acceptable LOS between Hazel Avenue and Sunrise Boulevard, an auxiliary lane must 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 must be implemented by Caltrans. 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 Westbound U.S. 50 between Hazel Avenue and Sunrise Boulevard (Freeway Segment 18).</p>	<p>performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.</p>	
54-41	3A.15-1w (FPASP EIR/EIS)	<p><i>Participate in Fair Share Funding of Improvements to Reduce Impacts on U.S. 50 Eastbound/Folsom Boulevard Ramp Merge (Freeway Merge 4).</i></p> <p>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 must 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 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 (Freeway Merge 4).</p>	<p>Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.</p>	<p>City of Folsom Public Works Department and Sacramento County Department of Transportation</p>
54-42	3A.15-1x (FPASP EIR/EIS)	<p><i>Participate in Fair Share Funding of Improvements to Reduce Impacts on U.S. 50 Eastbound/Prairie City Road Diverge (Freeway Diverge 5).</i></p> <p>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 must 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 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 the U.S. 50 Eastbound/Prairie City Road diverge (Freeway Diverge 5).</p>	<p>Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.</p>	<p>City of Folsom Public Works Department and Sacramento County Department of Transportation</p>

54-43	3A.15-1y (FPASP EIR/EIS)	<p><i>Participate in Fair Share Funding of Improvements to Reduce Impacts on U.S. 50 Eastbound/Prairie City Road Direct Merge (Freeway Merge 6).</i></p> <p>To ensure that Eastbound U.S. 50 operates at an acceptable LOS at the Prairie City Road onramp direct merge, an auxiliary lane to the East Bidwell Street – Scott Road diverge must be constructed. This auxiliary lane improvement is included in the proposed 50 Corridor Mobility Fee Program. 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 the U.S. 50 Eastbound/Prairie City Road direct merge (Freeway Merge 6).</p>	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.	City of Folsom Public Works Department
54-44	3A.15-1z (FPASP EIR/EIS)	<p><i>Participate in Fair Share Funding of Improvements to Reduce Impacts on U.S. 50 Eastbound/Prairie City Road Flyover On-Ramp to Oak Avenue Parkway Off-Ramp Weave (Freeway Weave 8).</i></p> <p>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 should be implemented to eliminate the unacceptable weaving conditions. Such an improvement may involve a “braided ramp”.</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 the U.S. 50 Eastbound / Prairie City Road flyover on-ramp to Oak Avenue Parkway off-ramp weave (Freeway Weave 8).</p>	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.	City of Folsom Public Works Department
54-45	3A.15-1aa (FPASP EIR/EIS)	<p><i>Participate in Fair Share Funding of Improvements to Reduce Impacts on U.S. 50 Eastbound/Oak Avenue Parkway Loop Merge (Freeway Merge 9).</i></p> <p>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 must be constructed. This auxiliary lane improvement is included in the proposed 50 Corridor Mobility Fee Program. 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</p>	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the	City of Folsom Public Works Department

		impacts to the U.S. 50 Eastbound/ Oak Avenue Parkway loop merge (Freeway Merge 9).	improvement should be built.	
54-46	3A.15-1dd (FPASP EIR/EIS)	<p><i>Participate in Fair Share Funding of Improvements to Reduce Impacts on U.S. 50 Westbound/Empire Ranch Road Loop Ramp Merge (Freeway Merge 23).</i></p> <p>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 must be implemented by Caltrans. 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 the U.S. 50 Westbound/Empire Ranch Road loop ramp merge (Freeway Merge 23).</p>	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.	City of Folsom Public Works Department
54-47	3A.15-1ee (FPASP EIR/EIS)	<p><i>Participate in Fair Share Funding of Improvements to Reduce Impacts on U.S. 50 Westbound/Oak Avenue Parkway Loop Ramp Merge (Freeway Merge 29).</i></p> <p>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 must be implemented by Caltrans. 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 the U.S. 50 Westbound/Oak Avenue Parkway loop ramp merge (Freeway Merge 29).</p>	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.	City of Folsom Public Works Department
54-48	3A.15-1ff (FPASP EIR/EIS)	<p><i>Participate in Fair Share Funding of Improvements to Reduce Impacts on U.S. 50 Westbound/Prairie City Road Loop Ramp Merge (Freeway Merge 32).</i></p> <p>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 must be constructed. This auxiliary lane improvement is included in the proposed 50 Corridor Mobility Fee Program. The applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other</p>	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project	City of Folsom Public Works Department and Sacramento County Department of Transportation

		appropriate and reliable mechanism paid for by applicant, to reduce the impacts to the U.S. 50 Westbound/Prairie City Road Loop Ramp Merge (Freeway Merge 32).	phase the improvement should be built.	
54-49	3A.15-1gg (FPASP EIR/EIS)	<i>Participate in Fair Share Funding of Improvements to Reduce Impacts on U.S. 50 Westbound/Prairie City Road Direct Ramp Merge (Freeway Merge 33).</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 must be constructed. This auxiliary lane improvement is included in the proposed 50 Corridor Mobility Fee Program. 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 the U.S. 50 Westbound/Prairie City Road direct ramp merge (Freeway Merge 33).	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.	City of Folsom Public Works Department and Sacramento County Department of Transportation
54-50	3A.15-1hh (FPASP EIR/EIS)	<i>Participate in Fair Share Funding of Improvements to Reduce Impacts on U.S. 50 Eastbound/Folsom Boulevard Diverge (Freeway Diverge 34).</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 must be constructed. Improvements to this freeway segment must be implemented by Caltrans. This auxiliary lane improvement is included in the proposed 50 Corridor Mobility Fee Program. 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 the U.S. 50 Eastbound / Folsom Boulevard diverge (Freeway Diverge 34).	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.	City of Folsom Public Works Department and Sacramento County Department of Transportation
54-51	3A.15-1ii (FPASP EIR/EIS)	<i>Participate in Fair Share Funding of Improvements to Reduce Impacts on U.S. 50 Westbound/Hazel Avenue Direct Ramp Merge (Freeway Merge 38).</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 must be constructed. This auxiliary lane improvement is included in the proposed 50 Corridor Mobility Fee Program. The applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project	Sacramento County Department of Transportation and City of Rancho Cordova Department of Public Works

		program established by that agency to reduce the impacts to the U.S. 50 Westbound/Hazel Avenue direct ramp merge (Freeway Merge 38).	phase the improvement should be built.	
54-52	3A.15-2a (FPASP EIR/EIS)	<p><i>Develop Commercial Support Services and Mixed-use Development Concurrent with Housing Development and Develop and Provide Options for Alternative Transportation Modes.</i></p> <p>The project applicant(s) for any particular discretionary development application including commercial or mixed-use development along with residential uses shall develop commercial and mixed-use development concurrent with housing development, to the extent feasible in light of market realities and other considerations, to internalize vehicle trips. Pedestrian and bicycle facilities shall be implemented to the satisfaction of the City Public Works Department. To further minimize impacts from the increased demand on area roadways and intersections, the project applicant(s) for any particular discretionary development application involving schools or commercial centers shall develop and implement safe and secure bicycle parking to promote alternative transportation uses and reduce the volume of single-occupancy vehicles using area roadways and intersections. The project applicant(s) 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>	Before approval of improvement plans for all project phases any particular discretionary development application that includes residential and commercial or mixed-use development. As a condition of project approval and/or as a condition of the development agreement for all project phases.	City of Folsom Public Works Department
54-53	3A.15-2b (FPASP EIR/EIS)	<p><i>Participate in the City's Transportation System Management Fee Program.</i></p> <p>The project applicant(s) 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>	Concurrent with construction for all project phases.	City of Folsom Public Works Department
54-54	3A.15-2c (FPASP EIR/EIS)	<p><i>Participate with the 50 Corridor Transportation Management Association.</i></p> <p>The project applicant(s) for any particular discretionary development application shall join and participate with the 50 Corridor Transportation</p>	Concurrent with construction for all project phases.	City of Folsom Public Works Department

		Management Association to reduce the number of single-occupant automobile travel on area roadways and intersections.		
54-55	3A.15-3 (FPASP EIR/EIS)	<i>Pay Full Cost of Identified Improvements that Are Not Funded by the City's Fee Program.</i> In accordance with Measure W, the project applicant(s) 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.	As a condition of project approval and/or as a condition of the development agreement for all project phases.	City of Folsom Public Works Department
54-56	3A.15-4a (FPASP EIR/EIS)	<i>The Applicant Shall Pay a Fair Share to Fund the Construction of Improvements to the Sibley Street/Blue Ravine Road Intersection (Folsom Intersection 2).</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 must be reconfigured to consist of two left-turn lane, two through lanes, and one dedicated right-turn lane. 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 the Sibley Street/Blue Ravine Road intersection (Folsom Intersection 2).	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.	City of Folsom Public Works Department
54-57	3A.15-4b (FPASP EIR/EIS)	<i>The Applicant Shall Pay a Fair Share to Fund the Construction of Improvements to the Oak Avenue Parkway/East Bidwell Street Intersection (Folsom Intersection 6).</i> To ensure that the Oak Avenue Parkway/East Bidwell Street intersection operates at an acceptable LOS, the eastbound (East Bidwell Street) approach must be reconfigured to consist of two left-turn lanes, four through lanes and a right-turn lane, and the westbound (East Bidwell Street) approach must be reconfigured to consist of two left turn lanes, four through lanes, and a right-turn lane. It is against the City of Folsom policy to have eight lane roads because of the impacts to non-motorized traffic and adjacent development; therefore, this improvement is infeasible.	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.	City of Folsom Public Works Department
54-58	3A.15-4c (FPASP EIR/EIS)	<i>The Applicant Shall Pay a Fair Share to Fund the Construction of Improvements to the East Bidwell Street/College Street Intersection (Folsom Intersection 7).</i>	Before project build out. A phasing analysis should be	City of Folsom Public Works Department

		To ensure that the East Bidwell Street/College Street intersection operates at acceptable LOS C or better, the westbound approach must be reconfigured to consist of one left-turn lane, one left-through lane, and two dedicated right-turn lanes. 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 the East Bidwell Street/Nesmith Court intersection (Folsom Intersection 7).	performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.	
54-59	3A.15-4d (FPASP EIR/EIS)	<i>The Applicant Shall Pay a Fair Share to Fund the Construction of Improvements to the East Bidwell Street/Iron Point Road Intersection (Folsom Intersection 21).</i> To ensure that the East Bidwell Street /Iron Point Road intersection operates at an acceptable LOS, the northbound approach must be reconfigured to consist of two left-turn lanes, four through lanes and a right-turn lane, and the southbound approach must be reconfigured to consist of two left-turn lanes, four through lanes and a right-turn lane. It is against the City of Folsom policy to have eight lane roads because of the impacts to non-motorized traffic and adjacent development; therefore, this improvement is infeasible.	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.	City of Folsom Public Works Department
54-60	3A.15-4e (FPASP EIR/EIS)	<i>The Applicant Shall Pay a Fair Share to Fund the Construction of Improvements to the Serpa Way/ Iron Point Road Intersection (Folsom Intersection 23).</i> To improve LOS at the Serpa Way/ Iron Point Road intersection, the northbound approaches must be restriped to consist of one left-turn lane, one shared left-through lanes, and one right-turn lane. 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 the Serpa Way/Iron Point Road Intersection (Folsom Intersection 23).	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.	City of Folsom Public Works Department
54-61	3A.15-4f (FPASP EIR/EIS)	<i>The Applicant Shall Pay a Fair Share to Fund the Construction of Improvements to the Empire Ranch Road/Iron Point Road Intersection (Folsom Intersection 24).</i>	Before project build out. A phasing analysis should be	City of Folsom Public Works Department

		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: The eastbound approach must be reconfigured to consist of one left-turn lane, two through lanes, and a right-turn lane. The westbound approach must be reconfigured to consist of two left-turn lanes, one through lane, and a through-right lane. The northbound approach must be reconfigured to consist of two left-turn lanes, three through lanes, and a right-turn lane. The southbound approach must be reconfigured to consist of two left-turn lanes, three through lanes, and a right-turn lane. 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 the Empire Ranch Road / Iron Point Road Intersection Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built. (Folsom Intersection 24).	performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.	
54-62	3A.15-4g (FPASP EIR/EIS)	<i>The Applicant Shall Fund and Construct Improvements to the Oak Avenue Parkway/Easton Valley Parkway Intersection (Folsom Intersection 33).</i> To ensure that the Oak Avenue Parkway/Easton Valley Parkway intersection operates at an acceptable LOS the southbound approach must be reconfigured to consist of two left-turn lanes, two through lanes, and two right-turn lanes. The applicant shall fund and construct these improvements.	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.	City of Folsom Public Works Department
54-63	3A.15-4i (FPASP EIR/EIS)	<i>Participate in Fair Share Funding of Improvements to Reduce Impacts on the Grant Line Road/White Rock Road Intersection (Sacramento County Intersection 3).</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	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the	Sacramento County Department of Transportation.

		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 (Sacramento County Intersection 3).	improvement should be built.	
54-64	3A.15-4j (FPASP EIR/EIS)	<p><i>Participate in Fair Share Funding of Improvements to Reduce Impacts on Grant Line Road between White Rock Road and Kiefer Boulevard (Sacramento County Roadway Segments 5-7).</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. 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 (Sacramento County Roadway Segments 5-7). 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>	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.	Sacramento County Department of Transportation.
54-65	3A.15-4k (FPASP EIR/EIS)	<p><i>Participate in Fair Share Funding of Improvements to Reduce Impacts on Grant Line Road between Kiefer Boulevard and Jackson Highway (Sacramento County Roadway Segment 8).</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. 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 (Sacramento County Roadway Segment 8). 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>	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.	Sacramento County Department of Transportation.

<p>54-66</p>	<p>3A.15-4l (FPASP EIR/EIS)</p>	<p><i>Participate in Fair Share Funding of Improvements to Reduce Impacts on Hazel Avenue between Curragh Downs Drive and U.S. 50 Westbound Ramps (Sacramento County Roadway Segments 12-13).</i></p> <p>To improve operation on Hazel Avenue between Curragh Downs Drive and the U.S. 50 westbound ramps, this roadway segment could be widened to eight lanes. This improvement is inconsistent with Sacramento County’s general plan because the county’s policy requires a maximum roadway cross section of six lanes. Analysis shown later indicates that improvements at the impacted intersection in this segment can be mitigated (see Mitigation Measure 3A.15-4q). Improvements to impacted intersections on this segment will improve operations on this roadway segment and, therefore; mitigate this segment 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 Hazel Avenue between Curragh Downs Drive and U.S. 50 Westbound Ramps (Sacramento County Roadway Segments 12-13).</p>	<p>Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.</p>	<p>Sacramento County Department of Transportation.</p>
<p>54-67</p>	<p>3A.15-4m (FPASP EIR/EIS)</p>	<p><i>Participate in Fair Share Funding of Improvements to Reduce Impacts on White Rock Road between Grant Line Road and Prairie City Road (Sacramento County Roadway Segment 22).</i></p> <p>To improve operation on White Rock Road between Grant Line Road and Prairie City Road, this roadway segment must 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. 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 South of U.S. 50 impacts. 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 (Sacramento County Roadway Segment 22).</p>	<p>Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.</p>	<p>Sacramento County Department of Transportation.</p>

54-68	3A.15-4n (FPASP EIR/EIS)	<p><i>Participate in Fair Share Funding of Improvements to Reduce Impacts on White Rock Road between Empire Ranch Road and Carson Crossing Road (Sacramento County Roadway Segment 28).</i></p> <p>To improve operation on White Rock Road between Empire Ranch Road and Carson Crossing Road, this roadway segment must be widened to six lanes. Improvements to this roadway segment 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 White Rock Road between Empire Ranch Road and Carson Crossing Road (Sacramento County Roadway Segment 28).</p>	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.	Sacramento County Department of Transportation.
54-69	3A.15-4o (FPASP EIR/EIS)	<p><i>Participate in Fair Share Funding of Improvements to Reduce Impacts on the White Rock Road/Carson Crossing Road Intersection (El Dorado County 1).</i></p> <p>To ensure that the White Rock Road/Carson Crossing Road intersection operates at an acceptable LOS, the eastbound right turn lane must 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 (El Dorado County 1).</p>	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.	Sacramento County Department of Transportation.
54-70	3A.15-4p (FPASP EIR/EIS)	<p><i>Participate in Fair Share Funding of Improvements to Reduce Impacts on the Hazel Avenue/U.S. 50 Westbound Ramps Intersection (Caltrans Intersection 1).</i></p> <p>To ensure that the Hazel Avenue/U.S. 50 westbound ramps intersection operates at an acceptable LOS, the westbound approach must 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 must 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 (Caltrans Intersection 1).</p>	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.	Sacramento County Department of Transportation.

54-71	3A.15-4q (FPASP EIR/EIS)	<p><i>Participate in Fair Share Funding of Improvements to Reduce Impacts on Eastbound US 50 between Zinfandel Drive and Sunrise Boulevard (Freeway Segment 1).</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. 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 (Freeway Segment 1).</p>	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.	Sacramento County Department of Transportation.
54-72	3A.15-4r (FPASP EIR/EIS)	<p><i>Participate in Fair Share Funding of Improvements to Reduce Impacts on Eastbound US 50 between Rancho Cordova Parkway and Hazel Avenue (Freeway Segment 3).</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. 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 (Freeway Segment 3).</p>	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.	Sacramento County Department of Transportation.
54-73	3A.15-4s (FPASP EIR/EIS)	<p><i>Participate in Fair Share Funding of Improvements to Reduce Impacts on Eastbound US 50 between Folsom Boulevard and Prairie City Road (Freeway Segment 5).</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</p>	Before project build out. A phasing analysis should be performed prior to	Sacramento County Department of Transportation.

		<p>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. 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, 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 (Freeway Segment 5).</p>	<p>approval of the first subdivision map to determine during which project phase the improvement should be built.</p>	
54-74	3A.15-4t (FPASP EIR/EIS)	<p><i>Participate in Fair Share Funding of Improvements to Reduce Impacts on Eastbound US 50 between Prairie City Road and Oak Avenue Parkway (Freeway Segment 6).</i></p> <p>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 (see Mitigation Measures 3A.15-4u, v and w), 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 must be implemented by Caltrans. 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 Prairie City Road and Oak Avenue Parkway (Freeway Segment 6).</p>	<p>Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.</p>	<p>Sacramento County Department of Transportation.</p>
54-75	3A.15-4u (FPASP EIR/EIS)	<p><i>Participate in Fair Share Funding of Improvements to Reduce Impacts on the U.S. 50 Eastbound / Prairie City Road Slip Ramp Merge (Freeway Merge 6).</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, w and x), and the southbound</p>	<p>Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during</p>	<p>Sacramento County Department of Transportation.</p>

		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 must be implemented by Caltrans. 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 the U.S. 50 Eastbound / Prairie City Road slip ramp merge (Freeway Merge 6).	which project phase the improvement should be built.	
54-76	3A.15-4v (FPASP EIR/EIS)	<i>Participate in Fair Share Funding of Improvements to Reduce Impacts on the U.S. 50 Eastbound / Prairie City Road Flyover On Ramp to Oak Avenue Parkway Off Ramp Weave (Freeway Weave 7).</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 must be implemented by Caltrans. 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 the U.S. 50 Eastbound / Prairie City Road Flyover On Ramp to Oak Avenue Parkway Off Ramp Weave (Freeway Weave 7).	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.	Sacramento County Department of Transportation.
54-77	3A.15-4w (FPASP EIR/EIS)	<i>Participate in Fair Share Funding of Improvements to Reduce Impacts on U.S. 50 Eastbound / Oak Avenue Parkway Loop Ramp Merge (Freeway Merge 8).</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 must be implemented by Caltrans. 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 U.S. 50 Eastbound / Oak Avenue Parkway Loop Ramp Merge (Freeway Merge 8).	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.	Sacramento County Department of Transportation.

54-78	3A.15-4x (FPASP EIR/EIS)	<p><i>Participate in Fair Share Funding of Improvements to Reduce Impacts on U.S. 50 Westbound / Empire Ranch Road Loop Ramp Merge (Freeway Merge 27).</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 must be implemented by Caltrans. 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 the U.S. 50 Westbound / Empire Ranch Road loop ramp merge (Freeway Merge 27).</p>	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.	Sacramento County Department of Transportation.
54-79	3A.15-4y (FPASP EIR/EIS)	<p><i>Participate in Fair Share Funding of Improvements to Reduce Impacts on U.S. 50 Westbound / Prairie City Road Loop Ramp Merge (Freeway Merge 35).</i></p> <p>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 must be implemented by Caltrans. 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 the U.S. 50 Westbound / Prairie City Road Loop Ramp Merge (Freeway Merge 35).</p>	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.	Sacramento County Department of Transportation.
UTILITIES AND SERVICE SYSTEMS				
54-80	3A.16-1 (FPASP EIR/EIS)	<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>Before the approval of the final map and issuance of building permits for all project phases, the project applicant(s) of all project phases 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</p>	Before approval of final maps and issuance of building permits for any project phases.	City of Folsom Community Development Department and City of Folsom Public Works Department

		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.		
54-81	3A.16-3 (FPASP EIR/EIS)	<i>Demonstrate Adequate SRWTP Wastewater Treatment Capacity.</i> The project applicant(s) of all project phases shall demonstrate adequate capacity at the SRWTP 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 SRCSD. Approval of the final map and issuance of building permits for all project phases shall not be granted until the City verifies adequate SRWTP capacity is available for the amount of development identified in the tentative map.	Before approval of final maps and issuance of building permits for any project phases.	City of Folsom Community Development Department and City of Folsom Public Works Department
54-82	3A.18-1 (FPASP EIR/EIS)	<i>Submit Proof of Surface Water Supply Availability.</i> a. Prior to approval of any small-lot tentative subdivision map subject to Government Code Section 66473.7 (SB 221), the City shall comply with that statute. Prior to approval of any small-lot tentative subdivision map for a proposed residential project not subject to that statute, the City need not comply with Section 66473.7, or formally consult with any public water system that would provide water to the affected area; nevertheless, the City shall make a factual showing or impose conditions similar to those required by Section 66473.7 to ensure an adequate water supply for development authorized by the map. b. Prior to recordation of each final subdivision map, or prior to City approval of any similar project-specific discretionary approval or entitlement required for nonresidential uses, the project applicant(s) of that project phase or activity shall demonstrate 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 or project-specific discretionary nonresidential approval or entitlement. 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.	Before approval of final maps and issuance of building permits for any project phases.	City of Folsom Community Development Department and City of Folsom Public Works Department
54-83	3A.18-2a (FPASP EIR/EIS)	<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>	Before approval of final maps and issuance of	City of Folsom Community Development Department and

		<p>Before the approval of the final subdivision map and issuance of building permits for all project phases, the project applicant(s) of any particular discretionary development application shall submit proof to the City of Folsom that an adequate off-site water conveyance system either has been constructed or is ensured or other sureties 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 the 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 certificate of occupancy shall not be issued for any building within the SPA until the water conveyance infrastructure sufficient to serve such building has been constructed and is in place.</p>	<p>building permits for any project phases.</p>	<p>City of Folsom Public Works Department</p>
54-84	3A.18-2b (FPASP EIR/EIS)	<p><i>Demonstrate Adequate Off-Site Water Treatment Capacity (if the Off-Site Water Treatment Plant Option is Selected).</i></p> <p>If an off-site water treatment plant (WTP) alternative is selected (as opposed to the on-site WTP alternative), the project applicant(s) for any particular discretionary development application shall demonstrate adequate capacity at the off-site WTP. This shall involve preparing a tentative map–level study and paying connection and capacity fees as determined by the City. Approval of the final project map shall not be granted until the City verifies adequate water treatment capacity either is available or is certain to be available when needed 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. A certificate of occupancy shall not be issued for any building within the SPA until the water treatment capacity sufficient to serve such building has been constructed and is in place.</p>	<p>Before approval of final maps and issuance of building permits for any project phases.</p>	<p>City of Folsom Community Development Department and City of Folsom Public Works Department</p>
54-85	4.4-1 (Westland/ Eagle SPA)	<p><i>Conduct Environmental Awareness Training for Construction Employees.</i></p> <p>Prior to beginning construction activities, the Project Applicant shall employ a qualified biologist to develop and conduct environmental awareness training for construction employees. The training shall describe the importance of onsite biological resources, including special-status wildlife habitats; potential nests of special-status birds; and roosting habitat for special-status bats. The biologist shall also explain the importance of other responsibilities related to the protection of wildlife during construction such as inspecting open trenches and looking under vehicles and machinery prior to</p>	<p>Before approval of grading or improvement plans or any ground disturbing activities, including grubbing or clearing, for any project phase.</p>	<p>City of Folsom Community Development Department</p>

		<p>moving them to ensure there are no lizards, snakes, small mammals, or other wildlife that could become trapped, injured, or killed in construction areas or under equipment.</p> <p>The environmental awareness program shall be provided to all construction personnel to brief them on the life history of special-status species in or adjacent to the project area, the need to avoid impacts on sensitive biological resources, any terms and conditions required by State and federal agencies, and the penalties for not complying with biological mitigation requirements. If new construction personnel are added to the project, the contractor's superintendent shall ensure that the personnel receive the mandatory training before starting work. An environmental awareness handout that describes and illustrates sensitive resources to be avoided during project construction and identifies all relevant permit conditions shall be provided to each person.</p>		
54-86	4.4-7 (Westland/ Eagle SPA)	<p>Preconstruction Nesting Bird Survey.</p> <p>The Project Applicant shall conduct a preconstruction nesting bird survey of all areas associated with construction activities on the project site within 14 days prior to commencement of construction during the nesting season (1 February through 31 August).</p> <p>If active nests are found, a no-disturbance buffer around the nest shall be established. The buffer distance shall be established by a qualified biologist in consultation with CDFW. The buffer shall be maintained until the fledglings are capable of flight and become independent of the nest, to be determined by a qualified biologist. Once the young are independent of the nest, no further measures are necessary. Pre-construction nesting surveys are not required for construction activity outside of the nesting season.</p>	Before approval of grading or improvement plans or any ground disturbing activities, including grubbing or clearing, for any project phase.	California Department of Fish and Game, and City of Folsom Community Development Department
54-87	3A.5-1a (Westland/ Eagle SPA)	<p>Comply with the Programmatic Agreement.</p> <p>The PA for the project is incorporated by reference. The PA provides a management framework for identifying historic properties, determining adverse effects, and resolving those adverse effects as required under Section 106 of the National Historic Preservation Act. This document is incorporated by reference. The PA is available for public inspection and review at the California Office of Historic Preservation 1725 23rd Street Sacramento, CA 95816.</p>	During all construction phases	City of Folsom Community Development Department; U.S. Army Corp of Engineers;

<p>54-88</p>	<p>3A.5-2 (Westland/ Eagle SPA)</p>	<p><i>Conduct Construction Personnel Education, 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>To reduce potential impacts to previously undiscovered cultural resources, the project applicant(s) of all project phases shall do the following:</p> <ul style="list-style-type: none"> ▶ Before the start of ground-disturbing activities, the project applicant(s) of all project phases shall retain a qualified archaeologist to conduct training for construction workers as necessary based upon the sensitivity of the project APE, to educate them about the possibility of encountering buried cultural resources and inform them of the proper procedures should cultural resources be encountered. ▶ As a result of the work conducted for Mitigation Measures 3A.5-1a and 3A.5-1b, if the archaeologist determines that any portion of the SPA or the off-site elements should be monitored for potential discovery of as-yet-unknown cultural resources, the project applicant(s) of all project phases shall implement such monitoring in the locations specified by the archaeologist. USACE should review and approve any recommendations by archaeologists with respect to monitoring. ▶ Should any cultural resources, such as structural features, unusual amounts of bone or shell, artifacts, or architectural remains be encountered during any construction activities, work shall be suspended in the vicinity of the find and the appropriate oversight agency(ies) (identified below) shall be notified immediately. The appropriate oversight agency(ies) shall retain a qualified archaeologist who shall conduct a field investigation of the specific site and shall assess the significance of the find by evaluating the resource for eligibility for listing on the CRHR and the NRHP. If the resource is eligible for listing on the CRHR or NRHP and it would be subject to disturbance or destruction, the actions required in Mitigation Measures 3A.5-1a and 3A.5-1b shall be implemented. The oversight agency shall be responsible for approval of recommended mitigation if it is determined to be feasible in light of the approved land uses and shall implement the approved mitigation before resuming construction activities at the archaeological site. <p>Mitigation for the off-site elements outside of the City of Folsom’s jurisdictional boundaries must be coordinated by the project applicant(s) of each applicable</p>	<p>Before approval of grading or improvement plans or any ground disturbing activities, including grubbing or clearing, for any project phase.</p>	<p>City of Folsom Community Development Department; U.S. Army Corp of Engineers</p>
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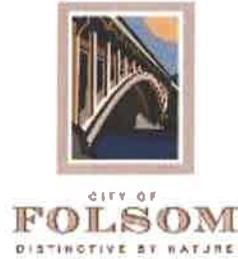
	<p>project phase with the affected oversight agency(ies) (i.e., El Dorado and/or Sacramento Counties, or Caltrans).</p> <p>The project applicant, in coordination with USACE, shall ensure that an archaeological sensitivity training program is developed and implemented during a pre-construction meeting for construction supervisors. The sensitivity training program shall provide information about notification procedures when potential archaeological material is discovered, procedures for coordination between construction personnel and monitoring personnel, and information about other treatment or issues that may arise if cultural resources (including human remains) are discovered during project construction. This protocol shall be communicated to all new construction personnel during orientation and on a poster that is placed in a visible location inside the construction job trailer. The phone number of the USACE cultural resources staff member shall also be included.</p> <p>The on-site sensitivity training shall be carried out each time a new contractor will begin work in the APE and at the beginning of each construction season by each contractor.</p> <p>If unanticipated discoveries of additional historic properties, defined in 36 CFR 800.16 (I), are made during the construction of the project, the USACE shall ensure that they will be protected by implementing the following measures:</p> <ul style="list-style-type: none">▶ The Construction Manager, or archaeological monitor, if given the authority to halt construction activities, shall ensure that work in that area is immediately halted within a 100-foot radius of the unanticipated discovery until the find is examined by a person meeting the professional qualifications standards specified in Section 2.2 of Attachment G of the HPMP. The Construction Manager, or archaeological monitor, if present, shall notify the USACE within 24 hours of the discovery.▶ The USACE shall notify the State Historic Preservation Officer (SHPO) within one working day of an unanticipated discovery and may initiate interim treatment measures in accordance with this HPTP. Once the USACE makes a formal determination of eligibility for the resource, the USACE will notify the SHPO within 48 hours of the determination and afford the SHPO an opportunity to comment on appropriate treatment. The SHPO shall respond within 72 hours of the request to consult. Failure of the SHPO to respond within 72 hours shall not prohibit the USACE from implementing the treatment measures.		
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		<p>The project applicants shall be required to submit to the City proof of compliance in the form of a completed training roster and copy of training materials.</p>		
<p>54-89</p>	<p>3A.5-3 (Westland/ Eagle SPA)</p>	<p><i>Suspend Ground-Disturbing Activities if Human Remains are Encountered and Comply with California Health and Safety Code Procedures.</i></p> <p>In accordance with the California Health and Safety Code, if human remains are uncovered during ground-disturbing activities, including those associated with off-site elements, the project applicant(s) of all project phases shall immediately halt all ground-disturbing activities in the area of the find and notify the Sacramento County Coroner and a professional archaeologist skilled in osteological analysis to determine the nature of the remains. The coroner is required to examine all discoveries of human remains within 48 hours of receiving notice of a discovery on private or public lands (California Health and Safety Code Section 7050.5[b]). If the coroner determines that the remains are those of a Native American, he or she must contact the NAHC by phone within 24 hours of making that determination (California Health and Safety Code Section 7050[c]).</p> <p>After the coroner’s findings are complete, the project applicant(s), an archaeologist, and the NAHC-designated Most Likely Descendant shall determine the ultimate treatment and disposition of the remains and take appropriate steps to ensure that additional human interments are not disturbed. The responsibilities for acting on notification of a discovery of Native American human remains are identified in Section 5097.9 of the California Public Resources Code.</p> <p>Upon the discovery of Native American remains, the procedures above regarding involvement of the applicable county coroner, notification of the NAHC, and identification of an Most Likely Descendant shall be followed. The project applicant(s) of all project phases shall ensure that the immediate vicinity (according to generally accepted cultural or archaeological standards and practices) is not damaged or disturbed by further development activity until consultation with the Most Likely Descendant has taken place. The Most Likely Descendant shall have 48 hours after being granted access to the site to inspect the site and make recommendations. A range of possible treatments for the remains may be discussed: nondestructive removal and analysis, preservation in place, relinquishment of the remains and associated items to the descendants, or other culturally appropriate treatment. As suggested by AB 2641 (Chapter 863, Statutes of 2006), the concerned parties may extend discussions beyond the initial 48 hours to allow for the discovery of additional remains. AB 2641(e) includes a</p>	<p>During all ground disturbing activities, for any project phase.</p>	<p>Sacramento County Coroner; Native American Heritage Commission; City of Folsom Community Development Department</p>

	<p>list of site protection measures and states that the project applicant(s) shall comply with one or more of the following requirements:</p> <ul style="list-style-type: none">▶ record the site with the NAHC or the appropriate Information Center,▶ use an open-space or conservation zoning designation or easement, or▶ record a reinternment document with the county. <p>The project applicant(s) or its authorized representative of all project phases shall rebury the Native American human remains and associated grave goods with appropriate dignity on the property in a location not subject to further subsurface disturbance if the NAHC is unable to identify an Most Likely Descendant or if the Most Likely Descendant fails to make a recommendation within 48 hours after being granted access to the site. The project applicant(s) or its authorized representative may also reinter the remains in a location not subject to further disturbance if it rejects the recommendation of the Most Likely Descendant and mediation by the NAHC fails to provide measures acceptable to the landowner. Ground disturbance in the zone of suspended activity shall not recommence without authorization from the archaeologist.</p> <p>Mitigation for the off-site elements outside of the City of Folsom’s jurisdictional boundaries must be coordinated by the project applicant(s) of each applicable project phase with the affected oversight agency(ies) (i.e., El Dorado and/or Sacramento Counties, or Caltrans).</p> <p>The project applicants shall be required to submit to the City proof of compliance in the form of a completed training roster and copy of training materials.</p>		
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Attachment 2

Planning Commission Staff Report dated June 2, 2021



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

Planning Commission Staff Report

50 Natoma Street, Council Chambers
Folsom, CA 95630

Project: Mangini Ranch Phase 1C 4-Pack
File #: PN-21-002
Requests: Small-Lot Vesting Tentative Subdivision Map
Planned Development Permit- Development Standards and Architectural Review

Location: The proposed Mangini Ranch Phase 1C 4-Pack Subdivision project is in the Folsom Plan Area Specific Plan north of Mangini Parkway and west of Placerville Road/Future Savannah Parkway.

Staff Contact: Kathy Pease, AICP, Contract Planner, 916-812-0749
kpease@masfirm.com

Property Owner
Name: Arcadian Improvement Co., LLC
Address: 4370 Town Center Blvd, Suite 100, El Dorado Hills, CA 95762

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

Recommendation: Conduct a public hearing and recommend approval of the following, subject to the findings (Findings A-Z) and conditions of approval (Conditions 1-53) attached to this report:

- Small-Lot Vesting Tentative Subdivision Map
- Planned Development Permit- Development Standards and Architectural Review

Project Summary: The proposed project involves several related actions associated with a proposed residential development:

- A **Small-Lot Vesting Tentative Subdivision Map (SLVTM)** seeks to subdivide a portion of the area of the project site (11.05-acres) into 100 residential lots.
- **Planned Development Permit-Development Standards and Design Review**



CITY OF
FOLSOM
DISTINCTIVE BY NATURE

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

These proposed actions are described in detail and analyzed later in this report.

Table of Contents:

Attachment 1 - Background and Setting

Attachment 2 - Project Description

- Small-Lot Vesting Tentative Subdivision Map
- Planned Development Permit-Development Standards and Design Review

Attachment 3 - Analysis

- Small-Lot Vesting Tentative Subdivision Map
- Planned Development Permit-Development Standards and Design Review

Attachment 4 - Conditions of Approval

Attachment 5 - Vicinity Map

Attachment 6 - Small-Lot Vesting Tentative Subdivision Map, dated May 19, 2021.

Attachment 7 - Preliminary Grading and Drainage Plan, dated May 19, 2021.

Attachment 8 - Residential Schematic Design, dated April 7, 2021.

Attachment 9 - Exterior Color/Materials Specification, dated May 18, 2021.

Attachment 10 - CEQA Exemption and Streamlining Analysis, May 2021.

Attachment 11 - Access and Circulation Analysis, dated May 21, 2021.

Attachment 12 - Environmental Noise Analysis, dated April 24, 2021.

Attachment 13 - Applicant's Inclusionary Housing Letter, November 3, 2020.

Attachment 14 - Applicant's Mangini Ranch Phase 1C 4-Pack Narrative.

Attachment 15 - Applicant's General Plan Consistency Analysis

Attachment 16 - Wall and Fence Exhibit, dated May 24, 2021.

Attachment 17 - Landscape Plan dated April 27, 2021.

Attachment 18 - Front Yard Landscape Plan, dated March 18, 2021.



CITY OF
FOLSOM
DISTINCTIVE BY NATJRE

AGENDA ITEM NO. 3
Type: Public Hearing
Date: June 2, 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 1 BACKGROUND AND SETTING

A. Background: Folsom Plan Area Specific Plan

The proposed Project site is part of the approved Folsom Plan Area Specific Plan (FPASP), a comprehensively planned community that proposes new development based on "Smart Growth" and Transit Oriented Development principles. See Figure 1 FRASP Land Use Plan.

The FPASP, approved in 2011, is a development plan for over 3,500 acres of previously undeveloped land located south of Highway 50, north of White Rock Road, east of Prairie City Road, and adjacent to the Sacramento County/El Dorado County line in the southeastern portion of the City.

The FPASP includes 11,461 residential units at various densities on approximately 1,630 acres; 310 acres designated for commercial and industrial use; +/-130 acres designated for public/quasi-public uses, elementary/middle school/high schools, and community/neighborhood parks; and +/-1,110 acres for open-space areas.

The Project was part of the Mangini Ranch Phase 1 Large Lot subdivision map approved by the City June 25, 2015. The site is also part of the Mangini Ranch 1C North SLVTM Project being processed concurrently that will create a remainder parcel of the subject property (Lot A).

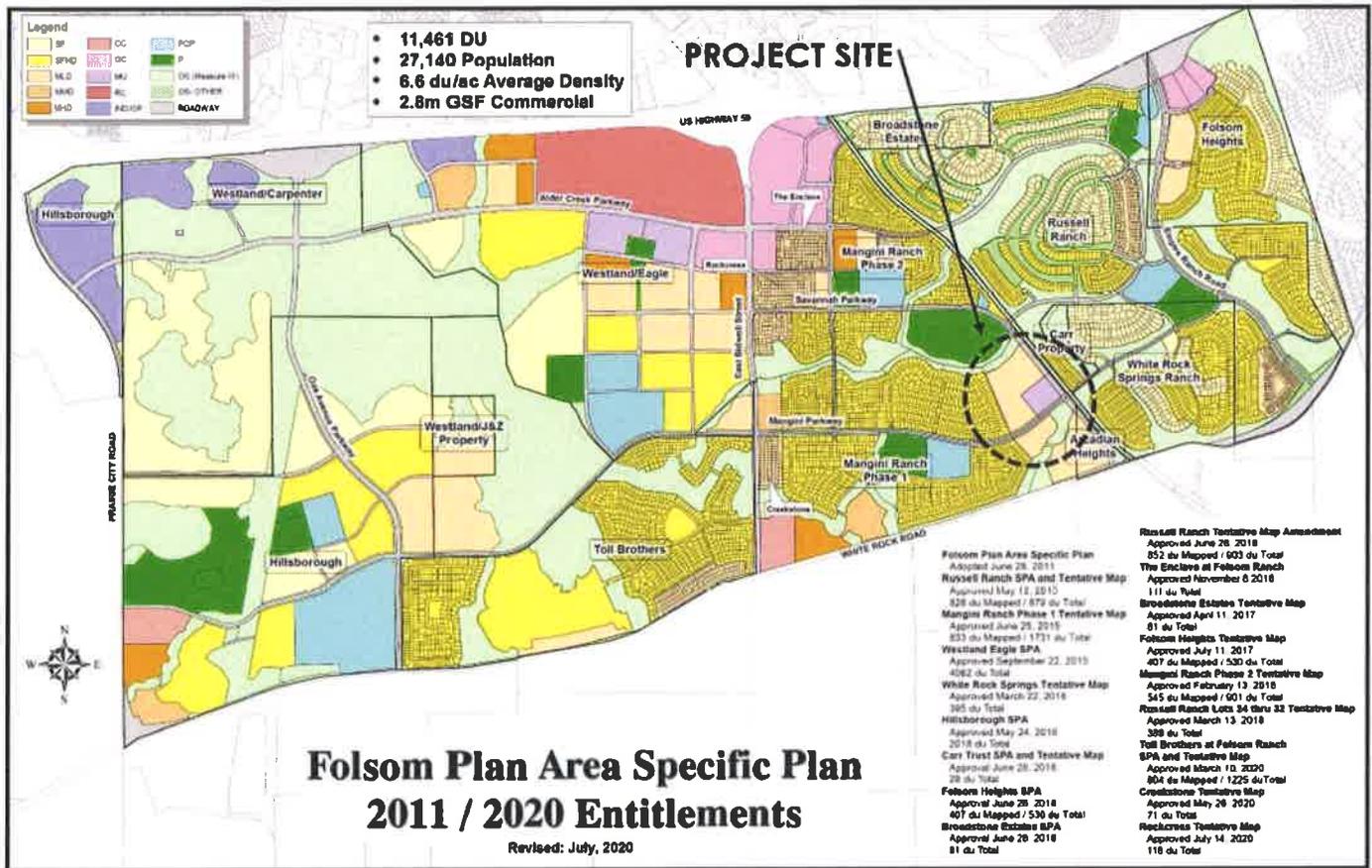
The Project site is designated Multi-Family Low Density residential (SP-MLD) in the FPASP, which provides for development at 7.0 to 12.0 units per acre. An excerpt from the FPASP Land Use Map is shown below as Figure 1, Land Use Plan. This designation is consistent with the site's MLD designation in the Folsom General Plan.

B. Physical Setting

As shown on the aerial photograph, Figure 2, pre-existing vegetation (native/non-native grasses) on the site has been disturbed and was previously used as a material preparation site and includes rocky terrain that slopes to the west. No oaks trees are located on the Project site.

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FIGURE 1: LAND USE PLAN



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FIGURE 2: AERIAL PHOTO (2020)



ATTACHMENT 2 PROJECT DESCRIPTION

APPLICANT'S PROPOSAL

The Applicant is requesting approval of several related actions to allow the development of 100 single family homes on an 11-acre site. This Attachment provides information on the following requested approvals:

- Small-Lot Vesting Tentative Subdivision Map for 100 residential lots.
- Planned Development Permit-Development Standards and Design Review

A. Small-Lot Vesting Tentative Subdivision Map

The first component of the Applicant's proposal is a Small-Lot Vesting Tentative Subdivision Map (SLVTM) to create 100 single-family residential lots and two landscape lots (Lots A and B) along Savannah Parkway. The proposed subdivision layout is shown in Figure 4 on the following page. (A more detailed version of the subdivision map is included as Attachment 6 to this staff report.)

The proposed subdivision features interior lots with minimum lot sizes of 2,290 square feet, which deviates from the MLD Development Standards (see discussion below regarding the Planned Development Permit) Corner lots as proposed generally range from 3,850 square feet (55'x70') to 4,720 square feet (59'x80'). The Phase 1C North 4-pack product strives to provide a compact development with homes at an affordable price point on a small lot. Table 1 shows that there is a mix of unit clusters that range from 4-unit clusters to 8-pack clusters on alleys. In addition, 19 of the lots will be conventional in size and have standard street access.

Each cluster configuration includes the following:

- Four different lot sizes.
- Lots range from 2,296 to 5,898 square feet.
- Lot widths range from 41.5 to 53 feet.
- Four different floor plans.

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FIGURE 4: PROPOSED SUBDIVISION LAYOUT

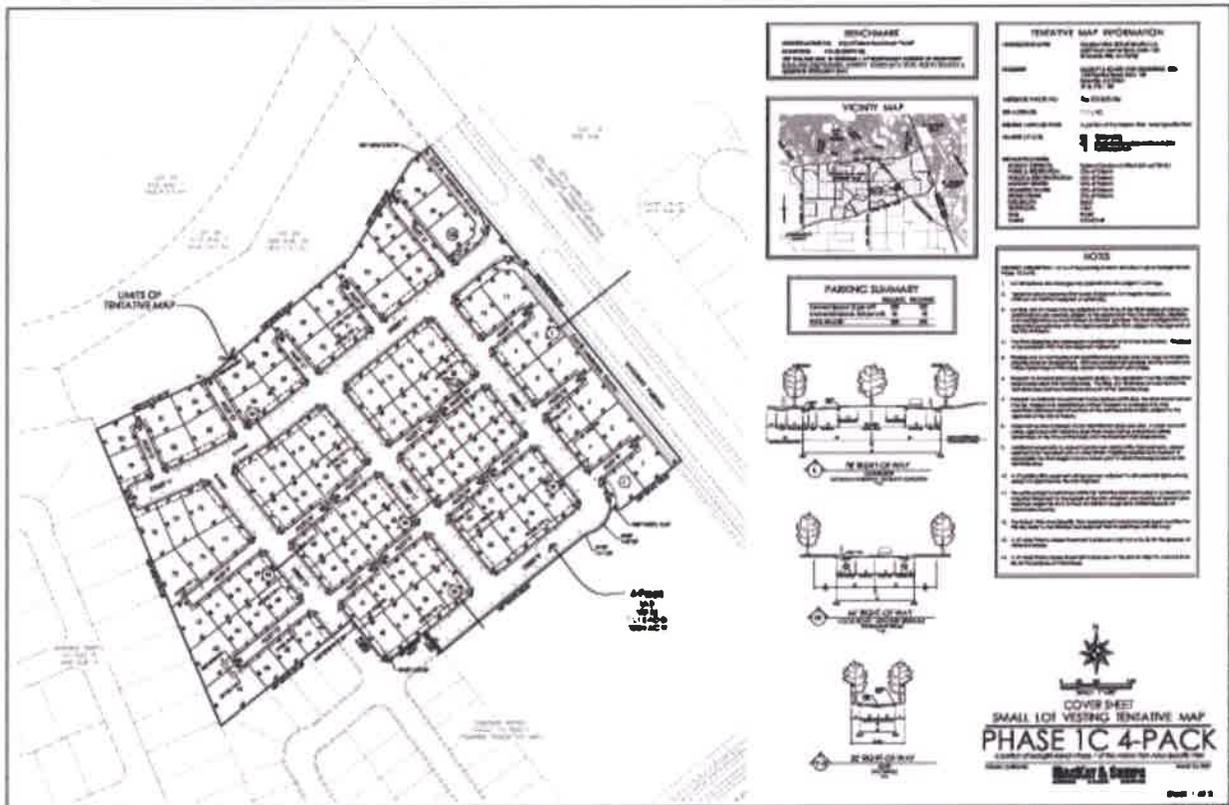
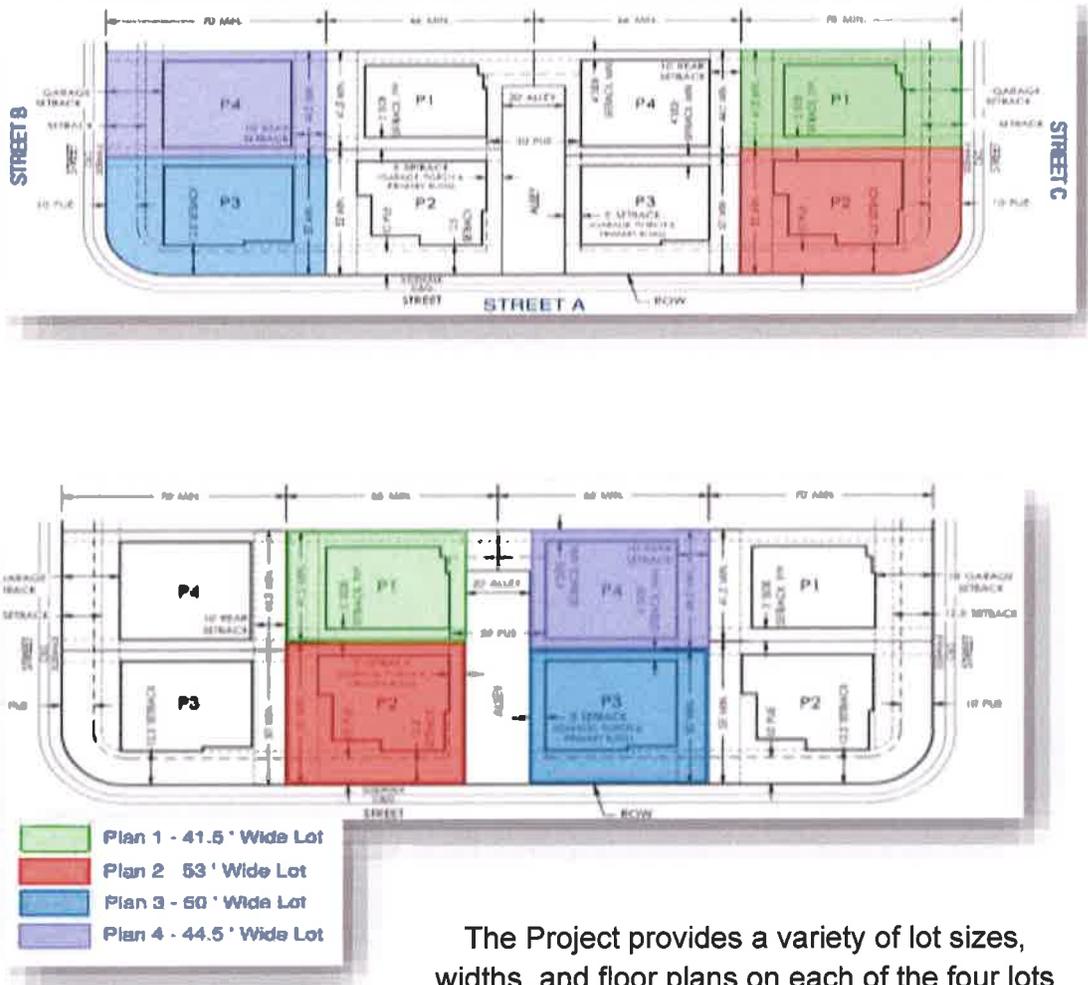


TABLE 1: UNIT CLUSTERS

Unit Configuration	Number	Units
4-Pack Cluster	15	60
6-Pack Cluster	1	6
7-Pack Cluster	1	7
8- Pack Cluster	1	8
Typical/Conventional Lot (No Cluster)		19
Total Lots		100

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FIGURE 6: EXAMPLES OF VARIED LOT SIZES

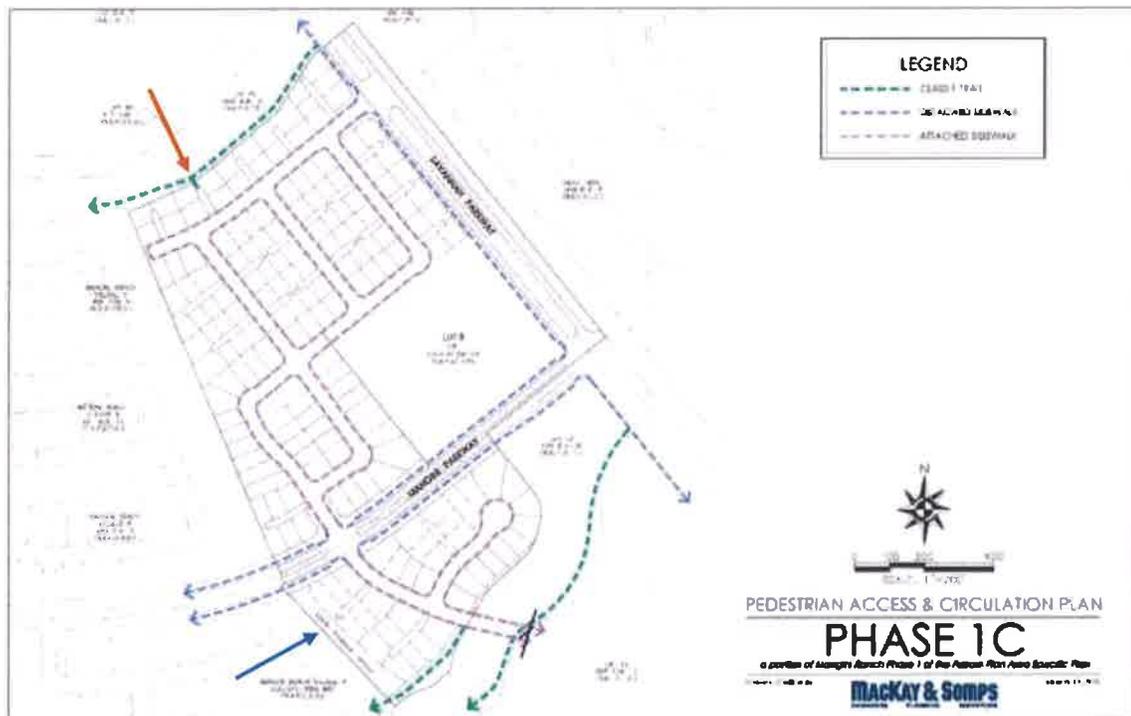


The Project provides a variety of lot sizes, widths, and floor plans on each of the four lots to provide a varied streetscape.

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Access into and out of the subdivision will be provided at an entrance on Savannah Parkway via a public street (non-gated). Secondary access for this Project will also be provided through the 1C North Project to the south, which connects to Mangini Parkway. A pedestrian-only access point is located at the end of "D" Court (shown with a red arrow on Figure 7). Condition No. 49 requires the Applicant to provide a six-foot concrete sidewalk and landscaping within the ten-foot easement to provide access to the Class 1 trail/open space located on the northern boundary. A dark blue arrow shows an additional pedestrian access point would be provided to the south of the Project area, on Lot G in the proposed Phase 1C North Project.

FIGURE 7: PEDESTRIAN ACCESS



B. Planned Development Permit- Development Standards

The Planned Development Permit is designed to allow greater flexibility in the design of a project than otherwise possible through strict application of the land use regulations. The Planned Development Permit process is designed to encourage creative and efficient uses of land. The following are proposed as part of the Applicant's Planned Development Permit:

- Deviations to Development Standards
- Building Architecture and Design

Deviations from Development Standards

The Applicant's desire is to provide a unique single family detached compact product that meets a land use density of 9 dwelling units per acre. As a result, the Applicant is requesting several deviations to the specific Plan MLD development standards to achieve this density. The request includes reduced minimum lot sizes, reduced front yard, garage, and side yard setbacks, and an increase in maximum lot coverage up to 60% on ten of the lots.

The following table outlines the areas that are proposed to deviate from the MLD Development Standards shown in red.

TABLE 2: SP-MLD MULTI-FAMILY LOW DENSITY DEVELOPMENT STANDARDS

Development Standard	Requirement	Proposed 4-Pack* Conventional* Lots	Majority of Project 4-Pack Lots
Minimum Lot Size	3,000	3,000	2,290
Corner Lot	3,500	3,500	3,500
Front Porch Setback	12.5 Feet	12.5 Feet	5
Front Primary Structure Setback	15 Feet	15 Feet	5
Front Garage Setback	20 Feet	20 Feet	5
Side Yard Setbacks	5 Feet/5 Feet	4 Feet	4
Rear Yard Setback	10 Feet	10 Feet	10
Maximum Lot Coverage	50%	50%	60%**

*Nineteen of the 4-Pack (Lots 13-16, 33-36, 37-40, and 57-60) are conventional lots that would meet all but the side yard setback MLD Development Standard.

**Only the following lots would be allowed to exceed the maximum lot coverage: Lots 15, 17, 18, 19, 27, 46, 47, 55, 62, and 67.

According to the Applicant ten lots would exceed the 50% lot coverage standard because the lots are in the center of the Project where grading and retaining wall conditions restrict shifting lot lines.

The Applicant has put together a package of amenities (Attachment 14) that will provide a public benefit to future residents in the community above what would normally be provided. While there are other areas of the City that contain 4- and 6-pack product, this community will be unique in terms of architectural style and increased energy efficiency. The proposed amenities included:

1. *Electric Vehicle Charging Station*- An electric vehicle charging station will be included with each unit supporting the use of electric vehicles, reduction in fossil fuel use, and clean air and lower cost driving for the community.
2. *Cool Roof* – Obligating the 4-Pack community to the high standard of a roof tile with a .17 SR value, makes the home more energy efficient and offsets the community heat index as a whole. This will help reduce heat in the neighborhood while still providing an attractive architectural tile roof.
3. *Increased insulation*-The design of the homes includes 2x6 exterior walls. This choice translates to up to 69% more uninterrupted insulation in the walls reducing the heat loss of the home and lowering overall energy consumption.
4. *Third Party Verification*. The 4-Pack community will include a voluntary Quality Insulation Inspection (QII). Performed by Certified HERS inspectors, the QII can deliver one of the biggest increases in calculated building performance in any California climate zone. California's rules for calculating heat transfer in insulated walls assumes that insulation will be installed poorly. When claiming HERS-verified QII, the energy model can use the full R-value of insulation when performing calculations. Depending on the climate zone, a single-family residence could see an improvement of up to 6-10% in its energy source. QII procedures ensure a tighter building envelope, uniform insulation installation techniques and reduction of thermal bridging.
5. *Compost Bin* –Under SB 1383, effective January 1, 2020, the City of Folsom will collect organic waste from residential and business customers. To facilitate organic waste sorting, residential units will include a system for sorting and storing organic waste. A compost bin would be provided to each homeowner in the rear yard to help facilitate organic waste collection.
6. *Pet Waste Stations* – A homeowner's association (HOA) would manage the maintenance and stocking of pet stations placed within the community.
7. *Installation of Watersense controllers* that can save an average home up to 15,000 gallons of water annually.
8. Installation of Low Voltage Technology package includes:
 - a. Eero whole home WiFi system with two Beacons for full coverage provided to every home.

- b. Amazon Echo Spot voice activated smart device facilitating hands-free control of connected devices throughout the home included in every home.
- c. LiftMaster WiFi enabled garage door opener included in every home.
- d. Dual combination USB receptacle in kitchen for ease in charging devices included.
- e. Two Smart Leviton Decora light switches included in every home.
- f. RING Pro video doorbell for added security included in every home.

The first three Project amenities will ensure that the Project provides a higher level of energy efficiency than other standard subdivisions in the area.

C. Design Review

The Project includes the construction of 100 single family homes with four master plans and three different architectural styles, and 12 color schemes. All homes are two-story. In Plans 1-3, all bedrooms are on the second floor. The largest home (Plan 4) will include a downstairs bedroom/office.

The Applicant's submittal describes the architectural styles as follows:

- *Modern Spanish* -Based on simple early Spanish missions, the style uses minimal decorative details borrowed from Spanish Revival homes that are most common in southwestern states, particularly California, Arizona, and Texas. Identifying features are low-pitched roofs, with little to no overhang, and tile roof covering. Recessed elements along with gable end details and trims; wall surface is usually stucco; facade normally asymmetrical. Decorative tile provides accents.
- *Western Farmhouse*-The Farmhouse style dates back to 19th century America and encompasses a range of variations as it reflects local geography and climate. Throughout America the many examples of Farmhouse represent the key concept of a functional home that effortlessly combines informal and formal spaces. This style is defined by simply detailed, understated, and utilitarian features that reflect the concept of a simple agrarian lifestyle. Homes in this style are often simple in massing and can include a covered porch element, gable roof forms, and porch columns and posts.
- *Modern Prairie*- Roofs are a lower hip on hip design with flat concrete roof tiles. These roofs contribute to a grounded massing approach highlighted with vertically oriented feature windows. Elevation features are further highlighted with material transitions and color application. Windows kept intentionally without grids and masonry stone veneer styles are the most rectilinear and crisp for differentiation and

contemporary theme. Color schemes work with massing design to provide an earthy feel with accent pops of color.

Illustrations of the architectural styles applied to the proposed residential designs are shown In Figure 8 on the following pages.

FIGURE 8: PLAN ELEVATIONS



**PLAN 2BR
WESTERN FARMHOUSE**

**PLAN 3
MODERN PRAIRIE**



Front Elevation 1A - Modern Spanish



Front Elevation 1B - Western Farmhouse



Modern Spanish 2A

FIGURE 9: PLAN 2 STREETSCAPE VIEW



This elevation shows a conceptual view of the entrance to an alley.

Typical floorplans are shown on the following pages. Refer to Attachment 8 Residential Schematic Design for the individual floorplans.

FIGURE 10: PLAN 4 FLOORPLAN

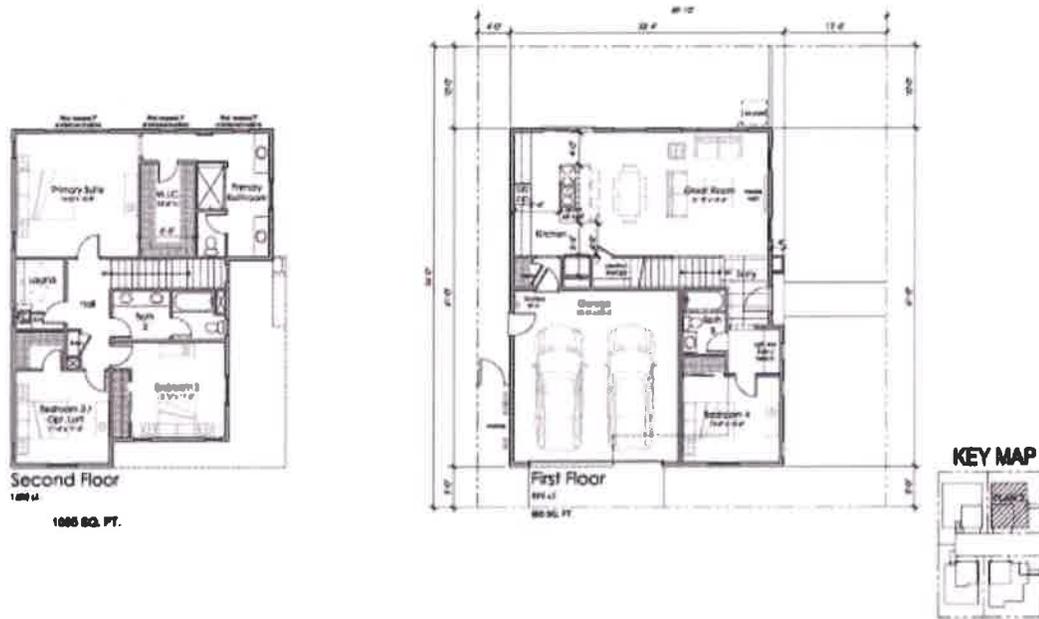


FIGURE 11: PLAN 2 FLOORPLAN



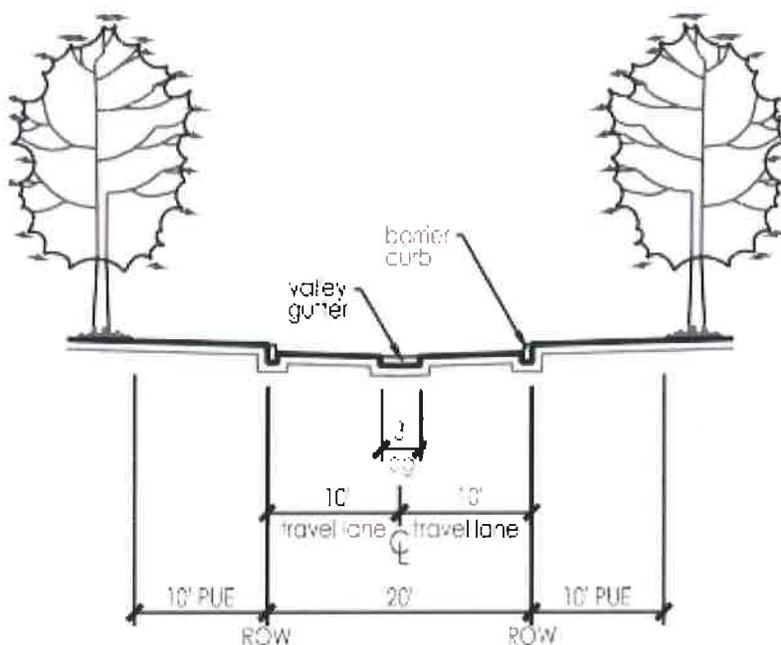
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Landscape Buffers and Proposed Landscaping

A 19-foot-wide landscape corridor and masonry walls will be located along the west side of Savannah Parkway. A Future Bus Rapid Transit corridor is planned in the median.

As shown in Figure 12, Alleys would be public and provide two 10-foot travel lanes which meets the City's standards.

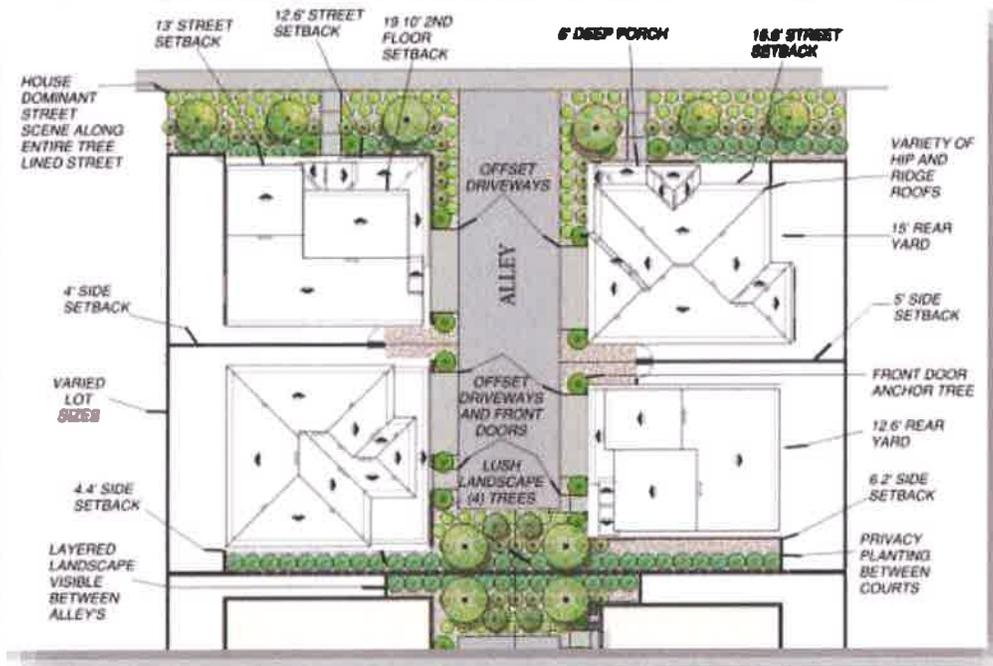
FIGURE 12: ALLEY CROSS SECTION



The Applicant is proposing to install new landscaping in the front yards and street side yards of the new homes within the subdivision. Homeowners will be responsible for landscaping the rear yards of the individual homes, the Applicant will install front yard landscaping and a homeowner's association would maintain all front yard landscaping. Front yard landscaping has been designed by the Applicant to complement the proposed architecture and to work within the front yard areas available. An illustration of proposed front yard landscaping is shown in Figure 13 on the following page:

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FIGURE 13: FRONT YARD LANDSCAPING



The Applicant has discussed appropriate tree species with the City's Arborist.

The Applicant is proposing enhanced fencing between the ends of the "I" courts to provide open fencing above the masonry wall to provide greater open views as shown in Figure 14 below.

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FIGURE 14: BACK OF COURT VIEW OF UPGRADED WALL/OPEN VIEW FENCE



ATTACHMENT 3 ANALYSIS

The following sections provide an analysis of the Applicant's proposal. Staff's analysis addresses the following:

- Small-Lot Vesting Tentative Subdivision Map
- Planned Development Permit-Development Standards and Design Review

This section also includes a discussion of the project's performance with relation to relevant policies in the Folsom General Plan and the Folsom Plan Area Specific Plan:

- A. Conformance with relevant Folsom General Plan and Folsom Plan Area Specific Plan Objectives and Policies

A. Small Lot Vesting Tentative Subdivision Map

As shown on the submitted Small-Lot Vesting Tentative Subdivision Map (Attachment 6), the proposed subdivision includes 100 single family residential lots, three landscape lots, and five internal public streets and 18 alleys. The Project will be required to dedicate public right-of-way for the internal public streets.

As mentioned previously, all roadways within the subdivision are proposed to be public streets (Condition No. 42) requires the Applicant to dedicate public utility easements for underground facilities (i.e., SMUD, Pacific Gas and Electric, cable television, telephone) on properties adjacent to the streets.

Staff has determined that the proposed Small-Lot Vesting Tentative Subdivision Map complies with all City requirements, as well as with the requirements of the State Subdivision Map Act.

B. Planned Development Permit- Development Standards and Design Review (Architectural Review of Master Plans)

The following are discussed below:

- Development Standards Deviations
- Proposed Residential Designs

Development Standard Deviations

As noted earlier within this staff report, the Project is proposing deviations from the development standards established by the FPASP for the MLD land use category

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including minimum lot size, maximum lot coverage, and setbacks as shown in Table 2. The Applicant's intent with the subject application is to create a unique set of development standards and design guidelines that will accommodate the development of 100 single-family detached homes.

The regulations of the underlying zone relating to height, setback, lot area and coverage, parking and other provisions may be varied when such variation will result in improved design of the development and will permit desirable arrangements of structures in relation to parking areas, parks and parkways, pedestrian walks and other such features.

In considering the Planned Development Permit, the proposed development project must be designed to provide open space, circulation, off-street parking and other conditions in such a way as to form a harmonious, integrated project of sufficient quality to justify exceptions to the normal regulations.

The City approved similar Development Standards when it approved the Russel Ranch 6-Pack Project in 2015. Below is an excerpt from the Russell Ranch 6-pack project, specifically the PD section, where it shows the City allowed greater lot coverage, smaller lot size and other reduced standards as compared to the proposed Project.

**TABLE 3: COMPARISON OF PROPOSED PROJECT TO RUSSELL RANCH
APPROVED 6-PACK PROJECT
MULTI-FAMILY LOW DENSITY DEVELOPMENT STANDARDS**

Development Standard	Requirement	Proposed 1C 4-Pack Project	Russell Ranch Approved 6-Packs
Minimum Lot Size	3,000	2,290	2,150
Corner Lot	3,500	3,500	
Front Porch Setback	12.5 Feet	5	4
Front Primary Structure Setback	15 Feet	5	4
Front Garage Setback	20 Feet	5	4
Side Yard Setbacks	5 Feet/5 Feet	4	3
Rear Yard Setback	10 Feet	10	3
Maximum Lot Coverage	50%	60%	60%

As shown in Table 3, the Project is proposing development standards that equal or are greater than approved by the Russel Ranch 6-Pack project. Approval of the Project Development Standards would not set a precedent because it is consistent with other

approved projects in the City and would allow the Applicant to achieve its intent to provide a compact development at an affordable price point. There is high residential demand currently and the Applicant believes this product would meet the demand.

Staff has reviewed the Project and determined that the Project is proposing a product that provides adequate open space, circulation, off-street parking and that provides a quality neighborhood and homes at an affordable price point, with upgraded architectural features, and enhanced amenities.

The proposed amenities including the cool roof features that will reduce energy use and keep the neighborhood cooler than with standard roofs. The Project will also install increased insulation and with third-party verification for energy standards, will ensure that the Project reduces the heat effect of the compact development and saves energy at the same time. In addition, as outlined in Attachment 14 - 4-Pack Narrative, the Applicant states that all homes will include additional sustainable features as standard offerings in new homes, including:

- Energy Star dishwasher
- Tankless water heaters
- 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.

Condition No. 50. requires that the Applicant install the amenities per the proposal. Therefore, the findings can be made to support the Planned Development Permit to allow approval of the Project's MLD Development Standards.

Proposed Residential Designs

The Project is subject to the Folsom Ranch Central District Design Guidelines, which were approved by the City Council in 2015, and amended in 2018. 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.

The Design Guidelines provide specific direction regarding “edge conditions” within a subdivision. Edge conditions refer to the rear and side building elevations of a home that are visible from open spaces and major roadways. The Design Guidelines require that specific homes within a subdivision that meet the definition of an “edge condition” lot are required to incorporate enhanced architectural details on the rear and side building elevations, like the enhanced architectural details provided on the front building elevation of the home. Individual lots within the Phase 1C 4-Pack Subdivision that are considered “edge condition” lots are those on the north and east boundaries of the Project site (Lots 2,3 6, 7, 10, 12, 80, 81, 84, 85, 88, 89, 92, 93, 97, 98, 99 and 100).

The Applicant has provided enhanced architectural features on the homes that are visible from street or open space views including additional windows and enhanced window details, siding details and materials (see Attachment 8, Residential Schematic Design)

In evaluating the Project, staff took into consideration building and design elements that could be considered unique to the Folsom Plan Area. Staff has determined that the proposed master plans do include many unique building and design elements and are consistent with the Folsom Ranch Central District Design Guidelines.

Infrastructure for water, sewer, and drainage is being provided and will all be in place before occupancy of any unit in this subdivision. Adequate provision is made for the furnishing of sanitation service and emergency public safety services to the Project. The Project is consistent with the Folsom Plan Area Specific Plan and Folsom Plan Area EIR/EAS. Accordingly, the proposed Project’s water demand can be accommodated by the City’s existing water supply allocated to serve the Folsom Plan Area.

Based on this analysis, staff forwards the following design recommendations to the Commission for consideration:

1. This approval is for four two-story master plans in three architectural styles with 12 color and material options. The Applicant shall submit building plans that comply with this approval and the attached building elevations dated April 7, 2021.
2. The design, materials, and colors of the single-family residential units shall be consistent with the approved building elevations, materials samples, and color schemes 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.
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 elevation of each Master Plan to the satisfaction of the Community Development Department.
6. A minimum of one street 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. 50).

A. Traffic/Access/Circulation

The Folsom Plan Area Specific Plan established a series of plans and policies for the circulation system within the entire Plan Area. The FPASP circulation system was designed with a sustainable community focus on the movement of people and provides a number of mobility alternatives such as walking, cycling, carpooling, and viable forms of public transportation in addition to vehicular circulation. The circulation plan evaluated regional travel, both in terms of connectivity and capacity as well as local internal connections and access. The circulation plan also addressed the concerns of regional traffic, including parallel capacity to U.S. Highway 50, and connectivity with surrounding jurisdictions while considering community-wide connectivity, alternative modes of travel, and the provision of complete streets.

The 2011 Folsom Plan Area Specific Plan Environmental Impact Report/Environmental Impact Statement included not only a detailed analysis of traffic-related impacts within the Plan Area, but also an evaluation of traffic-related impacts on the surrounding communities. In total, there are fifty-five (55) traffic-related mitigation measures associated with development of the FPASP which are included as conditions of approval for the Project. Many of these mitigation measures are expected to reduce traffic impacts to East Bidwell Street. Included among the mitigation measures are requirements to; fund and construct roadway improvements within the Plan Area, pay a fair-share contribution for construction of improvements north of U.S. Highway 50, participate in the City's Transportation System Management Fee Program, and Participate in the U.S. Highway 50 Corridor Transportation Management Association. The Project is subject to all traffic-related mitigation measures required by the 2011 FPASP EIR/EIS (Condition Nos 53-25 to 53-79).

In order to facilitate pedestrian access to the Class 1 trail the Applicant is proposing a

connection at Lot D to connect to the northern open space and Class 1 trail. Condition No. 38 is included to ensure a pedestrian path be provided within the ten-foot easement at the end of Court "D" to provide access to the open space and Class 1 trail to the north.

On May 21, 2021, Kimley Horn completed a Traffic Impact Analysis included as Attachment 11 to this staff report). The analysis included two other pending projects located adjacent to this Project and within the SLVTM (Phase 1C Project located to the south and the proposed Mangini Apartments located easterly of the Project) to determine whether additional impacts would occur that were not previously identified and addressed by the 2011 FPASP EIR/EIS.

The Kimley Horn Traffic Impact Analysis concluded that the expected traffic would be minimal and consistent with the assumptions of the plan area, as included in the EIR for the FPASP.

As shown on the submitted Small-Lot Vesting Tentative Subdivision Map (Attachment 6), primary access to the Project site is provided by Savannah Parkway.

The following are recommendations from the Access and Circulation Analysis which have been included as a condition (Condition Nos. 49) of approval for the 1C 4-Pack Subdivision Project.

- Right-of-way access shall be granted on Street D and Street A to provide secondary access for the 1C North Project.
- The Project shall dedicate right-of-way for Savannah Parkway.
- The Project shall construct Savannah Parkway including transitions as shown in Exhibit 2 of the Kimley Horn Memo dated May 21, 2021.

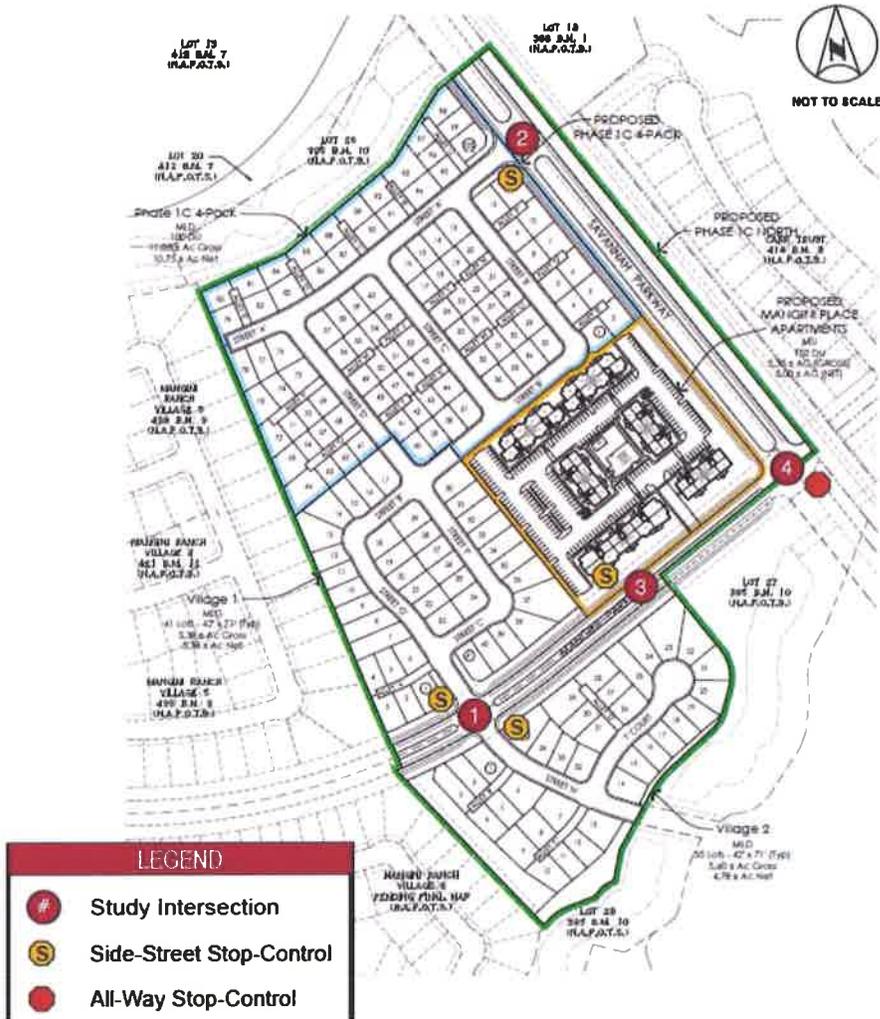
D. Parking

The Folsom Plan Area Specific Plan requires that single-family residential units located within a Multi-Family Low Density (MLD) designated area provide two covered parking spaces per unit. The FPASP also requires that single-family residential units located within an MLD designated area provide a minimum of 0.8 guest parking spaces per unit.

Each home in the subdivision will include a two-car attached garage, thus meeting the covered parking requirement of the FPASP. In addition, the Project provides 118 on-street parking spaces (one space per unit), which exceeds the minimum of 0.8 parking spaces required by the FPASP.

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FIGURE 15: ACCESS AND CIRCULATION EXHIBIT



E. Noise Impacts

A Noise Assessment (Attachment 12) was prepared by Bollard Acoustical Consultants on May 3, 2021 to determine whether Savannah Parkway traffic-related noise would cause noise levels at the project site to exceed acceptable limits as described in the Noise Element of the City of Folsom Plan Area Specific Plan EIR Noise Mitigation Measures, as well as the Folsom Municipal Code Noise Ordinance.

Outdoor Noise Levels

The noise analysis projected noise levels adjacent to Savannah Parkway (based on future traffic levels and operational characteristics) and determined what types of measures would be needed to ensure that noise levels at homes adjacent to the roadways would not exceed City standards, which are:

- 60 dB L_{dn}¹ for outdoor activity areas (such as rear yards)
- 45 dB L_{dn} for interior areas in dwellings

The noise analysis concluded that as proposed, *without mitigation*, noise levels along Savannah Parkway would meet the City's noise standards. Provided that the lots and masonry walls adjacent to Savannah Parkway are constructed as presented in the referenced project grading plan (as proposed), no further consideration of Savannah Parkway traffic noise mitigation measures would be warranted for the outdoor activity areas of the development.

To ensure for compliance with the General Plan interior noise level standard to be conservative, the following specific noise mitigation measures are recommended for this project:

1. The Applicant will be required to install a 6-foot-high masonry sound wall along Savannah Parkway.
2. All upper-floor bedroom windows of residences constructed adjacent to Savannah Parkway from which the roadway would be visible (i.e., north, south, and east-facing windows) be upgraded to a minimum STC rating of 32. Figure 17 shows the lots with recommended upper-floor window assembly upgrades (Lots 2, 3, 6, 7, 10, 11 and 98-100).
3. Mechanical ventilation (air conditioning) should be provided for all residences in this development to allow the occupants to close doors and windows as desired to achieve compliance with the applicable General Plan 45 dB DNL interior noise level standard.

Condition No. 33 requires sound walls for all homes that back up to Savannah Parkway and air conditioning to allow closed windows. With these measures traffic noise will meet City standards.

¹ dB L_{dn} is average noise level over a 24-hour day, measured in decibels (dB). The average includes a +10 decibel weighing applied to noise occurring during nighttime (10:00 p.m. to 7:00 a.m.) hours.

F. Walls/Fencing

The Applicant is proposing a combination of masonry walls and open decorative fencing between the "I" courts, and enhanced wood fencing for the Project:

The recommended conditions of approval (Condition No. 19) require the Applicant to provide a final design for all walls and fences for review and approval by staff prior to construction.

H. Frontage Improvements

The Applicant will be required to install all landscaping and the sidewalk along the Project's frontage adjacent to Savannah Parkway as well as a 6-foot-high masonry sound wall. The recommended conditions of approval require the Applicant to submit detailed plans for all landscaping and walls prior to construction to ensure compliance with the Folsom Ranch Central District Design Guidelines (Condition 19).

I. Inclusionary Housing

The Applicant proposes to comply with Folsom Municipal Code Chapter 17.104 (Inclusionary Housing) by paying in-lieu fees per Municipal Code Section 17.104.060(G). (See the applicant's Inclusionary Housing letter, included as Attachment 13 to this staff report). Homes within the subdivision will be sold at market prices. Fees paid by the applicant will help provide affordable housing elsewhere in the city. The applicant is required to enter into an Inclusionary Housing Agreement with the City. The Final Inclusionary Housing Plan is subject to approval by the City Council. In addition, the Inclusionary Housing Agreement, which will be approved by the City Attorney, must be executed prior to recordation of the Final Map for the Project. Condition No. 40 is included to reflect these requirements.

J. Conformance with Relevant General Plan and Folsom Plan Area Specific Plan Objectives and Policies

The Applicant prepared a detailed analysis of the Project's consistency with all of the policies in the Folsom Plan Area Specific Plan; that analysis is included in Attachment 15 to this report. Staff has reviewed the Project and concurs with the Applicant's analysis that the project is consistent with the Specific Plan. The Multi-family low density designation is intended to allow single family small lot detached, zero-lot-line and patio homes or two-family homes to multifamily dwellings. It is one of the most flexible residential land use designations in the Plan area. Densities range is 7 to 12 dwelling units per acre. As proposed the density is 9.3 dwelling units per acre.

The following is a summary analysis of the project's consistency with the Folsom General Plan and with key policies of the Folsom Plan Area Specific Plan.

GP and SP OBJECTIVE H-1 (Housing)

To provide an adequate supply of suitable sites for the development of a range of housing types to meet the housing needs of all segments of the population.

GP and SP POLICY H-1.1

The City shall ensure that sufficient land is designated and zoned in a range of residential densities to accommodate the City's regional share of housing.

Analysis: The City provides residential lands at a variety of residential densities as specified in the General Plan and in the Folsom Municipal Code. The Folsom Plan Area Specific Plan includes specialized zoning (Specific Plan Designations) that are customized to the Plan Area as adopted in 2011 and as Amended over time. The FPASP provides residential lands at densities ranging from 1-4 dwelling unit per acre (SF), 4-7 dwelling units per acre (SFHD), 7-12 dwelling units per acre (MLD), 12-20 dwelling units per acre (MMD), 20-30 dwelling units per acre (MHD), and 9-30 dwelling units per acre (MU).

The Project is designated MLD and is proposed to be developed at 9.3 units per acre, which is within the density range for the MLD designation.

SP POLICY 4.1

Create pedestrian-oriented neighborhoods through the use of a grid system of streets where feasible, sidewalks, bike paths and trails. Residential neighborhoods shall be linked, where appropriate, to encourage pedestrian and bicycle travel.

Analysis: The 1C 4-Pack Subdivision proposes a traditional single-family neighborhood with a grid system of local streets and alleys. Biking and walking will be accommodated within the project and will be connected via external sidewalks and Class II and Class III bicycle lanes with nearby neighborhoods, parks, schools, and open space trails with Class I bicycle trails.

SP POLICY 4.4

Provide a variety of housing opportunities for residents to participate in the home-ownership market.

Analysis: The Project is consistent with this policy in that it will provide detached single family home ownership opportunities within the MLD designation zoned parcels at a more affordable price point than in other, less dense residential developments. The substantial use of alley-loaded product on small lots, and clustered homes are a unique product.

SP POLICY 4.6

As established by the Folsom Plan Area Specific Plan, the total number of dwelling units for the Plan Area shall not exceed 11,461. The number of units within individual land use

parcels may vary, so long as the number of units falls within the allowable density range for a particular land use designation.

Analysis: There have been a number of Specific Plan Amendments approved by the City Council within the Folsom Plan Area, which has generally led to an increase in residentially zoned land and a decrease in commercially zoned land. As a result, the number of residential units within the Plan Area increased from 10,210 to 11,461. The various Specific Plan Amendment EIRs and Addenda analyzed impacts from the conversion of the commercial lands to residential lands; impacts and associated mitigations measures can be found in the individual project-specific environmental documents. The increase in population was analyzed and can be accommodated in the excess capacity of the school sites provided in the Plan Area.

The proposed project does not result in any change in total dwelling units in the FPASP.

SP OBJECTIVE 7.1 (Circulation)

Consistent with the California Complete Streets Act of 2008 and the Sustainable Communities and Climate Protection Act (SB 375), create a safe and efficient circulation system for all modes of travel.

SP POLICY 7.1

The roadway network in the Plan Area shall be organized in a grid-like pattern of streets and blocks, except where topography and natural features make it infeasible, for the majority of the Plan Area to create neighborhoods that encourage walking, biking, public transit, and other alternative modes of transportation.

Analysis: Consistent with the requirements of the California Complete Streets Act, the FPASP identified and planned for hierarchy of connect “complete streets” to ensure that pedestrian, bike, bus, and automobile modes are travel are designed to have direct and continuous connections throughout the Plan Area. Every option, from regional connector roadways to arterial and local streets, has been carefully planned and designed. Recent California legislation to reduce greenhouse gas emissions (AB 32 and SB 375) has resulted in an increased market demand for public transit and housing located closer to service needs and employment centers. In response to these changes, the FPASP includes a regional transit corridor that will provide public transportation links between the major commercial, public, and multi-family residential land uses in the Plan Area.

The Project has been designed as a compact development, consistent with this policy which facilitates multiple modes of transportation options (vehicles, bicycle, walking, access to transit) and internal street organized in a grid pattern consistent with the approved FPASP circulation plan.

ENVIRONMENTAL REVIEW

The California Environmental Quality Act (CEQA) provides that residential projects which are consistent with an approved Specific Plan for which an EIR was prepared are exempt from the requirement to prepare additional environmental analysis. CEQA Guidelines section 15182(c) provides specific criteria to determine whether this exemption applies:

(c) Residential Projects Implementing Specific Plans.

(1) Eligibility. Where a public agency has prepared an EIR on a specific plan after January 1, 1980, a residential project undertaken pursuant to and in conformity to that specific plan is exempt from CEQA if the project meets the requirements of this section. Residential projects covered by this section include but are not limited to land subdivisions, zoning changes, and residential planned unit developments. [CEQA Guidelines section 15182]

The Applicant has prepared an analysis (included as Attachment 10 to this staff report), which determined that the 1C 4-Pack Project qualifies for the exemption provided in CEQA Guidelines 15182(c), since it is consistent with the Folsom Plan Area Specific Plan.

The Applicant's analysis also includes a review of the impacts and mitigation measures addressed in the EIR for the FPASP, which concluded that the project will not result in any impacts not already identified, and that mitigation measures in the EIR will be sufficient to address project impacts. None of the events described in CEQA Guidelines 15162 which would require preparation of a subsequent EIR (substantial changes to the project, substantial changes in the circumstances under which the project is undertaken, or new information of substantial importance) have occurred, as detailed in the CEQA Exemption Analysis (Attachment 10 to this staff report).

The City has reviewed the Applicant's analysis and concurs that the project is exempt from additional environmental review as provided in CEQA Guidelines 15182(c).

RECOMMENDATION/PLANNING COMMISSION ACTION

Staff recommends that the Planning Commission recommend City Council approval of the proposed Project, subject to the proposed findings below and the recommended conditions of approval.

Move to recommend that the City Council:

- Approve the CEQA Exemption for the proposed project pursuant to CEQA Guidelines section 15182(c), and
- Approve a Small-Lot Vesting Tentative Subdivision Map creating 100 single-family

- residential lots and three lettered landscape lots as shown on Attachment 6, and
- Approve the Planned Development Permit for Deviation from Development Standards and Design Review of the Applicant's master plan residential designs as shown on Attachments 8, 9, 15, 17, 18, and 19.

These approvals are subject to the proposed findings below (Findings A-Z) and the recommended conditions of approval (Conditions 1-54) 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 HAS DETERMINED THAT THE 1C NORTH 4-PACK SUBDIVISION PROJECT IS UNDERTAKEN TO IMPLEMENT AND IS CONSISTENT WITH THE FOLSOM PLAN AREA SPECIFIC PLAN.
- E. THE CITY HAS DETERMINED THAT THE IMPACTS OF THE 1C NORTH 4-PACK SUBDIVISION PROJECT ARE ADEQUATELY ADDRESSED BY THE FINAL ENVIRONMENTAL IMPACT REPORT FOR THE FOLSOM PLAN AREA SPECIFIC PLAN AND ASSOCIATED MITIGATION MEASURES AND THAT THE 1C NORTH 4-PACK SUBDIVISION PROJECT IS EXEMPT FROM THE REQUIREMENTS OF CEQA PURSUANT TO GOVERNMENT CODE SECTION 65457 AND CEQA GUIDELINES 15182(c).
- F. NONE OF THE EVENTS SPECIFIED IN SECTION 21166 OF THE PUBLIC RESOURCES CODE OR SECTION 15162 OF THE CEQA GUIDELINES HAVE OCCURRED.
- G. THIS PROJECT IS EXEMPT FROM CEQA IN ACCORDANCE WITH GOVERNMENT CODE SECTION 65457 AND SECTION 15182 OF THE CEQA GUIDELINES.

TENTATIVE SUBDIVISION MAP FINDINGS

- H. 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.
- I. THE PROPOSED SUBDIVISION, 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.
- J. THE SITE IS PHYSICALLY SUITABLE FOR THE TYPE OF DEVELOPMENT PROPOSED.
- K. THE SITE IS PHYSICALLY SUITABLE FOR THE PROPOSED DENSITY OF THE DEVELOPMENT.
- L. AS CONDITIONED, THE DESIGN OF THE SMALL-LOT VESTING TENTATIVE SUBDIVISION MAP AND THE PROPOSED IMPROVEMENTS ARE NOT LIKELY TO CAUSE SUBSTANTIAL ENVIRONMENTAL DAMAGE OR SUBSTANTIALLY AND AVOIDABLY INJURE FISH OR WILDLIFE OR THEIR HABITAT.
- M. AS CONDITIONED, 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.
- N. 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.
- O. 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).

PLANNED DEVELOPMENT PERMIT FINDINGS THE PROPOSED PROJECT

- P. THE PROPOSED PROJECT COMPLIES WITH THE INTENT AND PURPOSES OF CHAPTER 17.38 (PLANNED DEVELOPMENT DISTRICT) OF THE

FOLSOM MUNICIPAL CODE AND OTHER APPLICABLE ORDINANCES OF THE CITY.

- Q. THE PROPOSED PROJECT IS CONSISTENT WITH THE OBJECTIVES, POLICIES AND REQUIREMENTS OF THE DEVELOPMENT STANDARDS OF THE CITY. THE MODIFICATIONS TO THOSE STANDARDS PROPOSED AS A PART OF THIS PROJECT WILL RESULT IN A DEVELOPMENT THAT IS SUPERIOR TO THAT OBTAINED BY RIGID APPLICATION OF THE STANDARDS, CONSIDERING THE ADDITIONAL AMENITIES TO BE PROVIDED BY THE PROPOSED PROJECT.
- R. THE PHYSICAL, FUNCTIONAL AND VISUAL COMPATIBILITY BETWEEN THE PROPOSED PROJECT AND EXISTING AND FUTURE ADJACENT USES AND AREA CHARACTERISTICS IS ACCEPTABLE.
- S. THERE ARE AVAILABLE NECESSARY PUBLIC FACILITIES, INCLUDING BUT NOT LIMITED TO WATER, SEWER AND DRAINAGE TO ALLOW FOR THE DEVELOPMENT OF THE PROJECT SITE IN A MANNER CONSISTENT WITH THE PROPOSAL.
- T. AS CONDITIONED, THE PROPOSED PROJECT WILL NOT CAUSE ADVERSE ENVIRONMENTAL IMPACTS WHICH HAVE NOT BEEN MITIGATED TO AN ACCEPTABLE LEVEL.
- U. THE PROPOSED PROJECT WILL NOT CAUSE UNACCEPTABLE VEHICULAR TRAFFIC LEVELS ON SURROUNDING ROADWAYS AND THE PROPOSED PROJECT WILL PROVIDE ADEQUATE INTERNAL TRAFFIC CIRCULATION, INCLUDING INGRESS AND EGRESS.
- V. THE PROPOSED PROJECT WILL NOT BE DETERIMENTAL TO THE HEALTH, SAFETY, AND GENERAL WELFARE OF THE PERSONS OR PROPERTY WITHIN THE VICINITY OF THE PROJECT SITE AND THE CITY AS A WHOLE.
- W. ADEQUATE PROVISION IS MADE FOR THE FURNISHING OF SANITATION SERVICE AND EMERGENCY PUBLIC SAFETY SERVICES TO THE PROJECT.

DESIGN REVIEW FINDINGS

- X. THE PROJECT IS IN COMPLIANCE WITH THE GENERAL PLAN, THE FOLSOM PLAN AREA SPECIFIC PLAN AND THE APPLICABLE ZONING ORDINANCES.
- Y. THE PROJECT IS IN CONFORMANCE WITH THE FOLSOM RANCH CENTRAL DISTRICT DESIGN GUIDELINES.

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- Z. 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 4

Conditions of Approval

CONDITIONS OF APPROVAL FOR THE MANGINI RANCH PHASE 1C 4-PACK SUBDIVISION (PN 21-002) WESTERLY OF SAVANNAH PARKWAY SMALL-LOT VESTING TENTATIVE SUBDIVISION MAP AND PLANNED DEVELOPMENT PERMIT				
Condition No.	Mitigation Measure	Condition of Approval	When Required	Responsible Department
a.		<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 May 19, 2021. 2. Preliminary Grading, and Drainage Plan, dated May 19, 2021. 3. Conceptual Front Yard Landscaping, dated May 19, 2021. 4. Residential Schematic Design, dated May 19, 2021 5. Access and Circulation Analysis, dated May 21, 2021. 6. Environmental Noise Analysis dated May 3, 2021. 7. Applicant’s Inclusionary Housing Letter, November 3, 2020 8. Applicants Wall and Fence Plan 9. Applicant’s 1C 4-Pack Project Narrative <p>The Small-Lot Vesting Tentative Subdivision Map, Design Review, and Inclusionary Housing Plan are approved for the development of a 100-unit single-family residential subdivision (Mangini Ranch Phase 1C 4-Pack 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	CD (P)(E)

3.		<p>Validity This approval of the Small-Lot Vesting Tentative Subdivision Map shall be valid for a period of twenty-four (24) months pursuant to Section 16.16.110A of the Folsom Municipal Code and the Subdivision Map Act. The term of the Planned Development Permit and approved Inclusionary Housing Agreement shall track the term of the Small-Lot Vesting Tentative Subdivision Map, as may be extended from time to time pursuant to Section 16.16.110.A and 16.16.120 of the Folsom Municipal Code and the Subdivision Map Act.</p>	M	CD (P)
4.		<p>FMC Compliance The Small-Lot Final Map shall comply with the Folsom Municipal Code and the Subdivision Map Act.</p>	M	CD (E)
5.		<p>Development Rights The approval of this Small-Lot Vesting Tentative Subdivision Map conveys the right to develop. As noted in these conditions of approval for the Small-Lot Vesting Tentative Subdivision Map, the City has identified improvements necessary to develop the subject parcels. These improvements include on and off-site roadways, water, sewer, storm drainage, landscaping, soundwalls, and other improvements.</p>	OG	CD (P)(E)(B) PW, PR, FD, PD
6.		<p>Public Right of Way Dedication As provided for in the First Amended and Restated Development Agreement (ARDA) and the Amendments No. 1 and 2 thereto, and any approved amendments thereafter, the owner/applicant shall dedicate all public rights-of-way and corresponding public utility easements such that public access is provided to each and every lot within the 1C 4-Pack Subdivision Project as shown on the Small-Lot Vesting Tentative Subdivision Map (Lots 1-100).</p>	M	CD (E)(P)
7.		<p>Street Names The Applicant shall select street names from the City's approved list or subsequently approved by the Planning Commission for the small lot final map.</p>	M	CD (E)(P)

8.		<p>Indemnity for City</p> <p>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
9.		<p>Small-Lot Vesting Tentative Subdivision Map</p> <p>The Small-Lot Vesting Tentative Subdivision map is expressly conditioned upon compliance with all environmental mitigation measures identified in the Folsom Plan Area Specific Plan EIR/EIS as amended by the Revised Proposed Water Supply Facility Alternative (November 2012), the Folsom South of U.S. Highway 50 Backbone Infrastructure Mitigated Negative Declaration (December 2014), and the Westland Eagle Specific Plan Amendment (September 2015).</p>	OG	CD
10.		<p>ARDA and Amendments</p> <p>The owner/applicant shall comply with all provisions of Amendments No. 1 and 2 to the First Amended and Restated Tier 1 Development Agreement and any approved amendments thereafter by and between the City and the owner/applicant of the project.</p>	M	CD (E)

11.	✓	<p>Mitigation Monitoring The owner/applicant shall 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).</p>	OG	CD (P)
12.		<p>The Owner/Applicant acknowledges that the State adopted amendments to Section 65850 of the California Government Code (specifically Section 65850(9)), effective January 1, 2018, to allow for the implementation of inclusionary housing requirements in residential rental units, upon adoption of an ordinance by the City. The Landowner is not currently contemplating any residential rental projects within the Subject Property; however, in the event the City amends its Inclusionary Housing Ordinance with respect to rental housing pursuant to Section 65850(9), Landowner (or successor in interest) agrees that the Subject Property shall be subject to said City Ordinance, as amended, should any residential rental project be proposed within the Subject Property.</p>	OG	CD (P)
POLICE/SECURITY REQUIREMENT				
13.		<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				
14.		<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 Amendments No. 1 and No. 2 to the Amended and Restated Tier 1 Development Agreement.</p>	M	CD (P)(E)
15.		<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>	M	CD (E)
16.		<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 (June 22, 2021), or otherwise shall be governed by the terms of Amendments No. 1 and 2 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

17.		<p>Legal Counsel 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)
18.		<p>Consultant Services 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)

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GRADING PERMIT REQUIREMENTS				
19.		<p><i>Walls/Fences</i> The final location, design, height, materials, and colors of the walls and fences shall consistent with the submitted Wall and Fence Exhibit subject to review and approval by the Community Development Department to ensure consistency with the Folsom Ranch Central District Design Guidelines.</p> <p>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>	G, I, B	CD (P)(E), FD
20.		<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)

21.		<p>Prepare Traffic Control Plan. Prior to construction, a Traffic Control Plan for roadways and intersections affected by construction shall be prepared by the owner/applicant. The Traffic Control Plan prepared by the owner/applicant 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 City 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)
22.		<p>State and Federal Permits 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)
23.		<p>Landslide /Slope Failure The owner/applicant shall retain an appropriately licensed engineer during 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
IMPROVEMENT PLAN REQUIREMENTS				
24.		<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)

25.		<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>.</p>	I	CD (P)(E)
26.		<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 shall 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. 	I, M	CD (E)

27.		<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 Ranch Central District 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, earth toned 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, B	CD (P)
28.		<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 the final map.</p>	I, M	CD (P)(E)
29.		<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)

30.		<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, M	CD (E)
31.		<p><i>Water Meter Fixed Network System</i> 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
32.		<p><i>Class II Bike Lanes</i> All Class II bike lanes (Savannah Parkway) shall be striped, and the legends painted to the satisfaction of the Community Development Department. No parking shall be permitted within the Class II bike lanes.</p>	I	CD (E)(P)
33.		<p><i>Noise Barriers and Window Assemblies</i> Based on the Environmental Noise Assessment (the “Noise Assessment”) prepared by Bollard Acoustical Consultants on May 3, 2021, the following measures shall be implemented to the satisfaction of the Community Development Department:</p> <ul style="list-style-type: none"> a. Masonry walls along Savannah Parkway shall be a minimum of six-foot tall as shown on the Small Lot Vesting Tentative Preliminary Grading and Drainage Map dated May 19, 2021. b. All upper-floor bedroom windows of residences constructed adjacent to Savannah Parkway from which the roadway would be visible (i.e., north, south, and east-facing windows) be upgraded to a minimum STC rating of 32. Figure 2 of the Noise Study shows the lots with recommended upper-floor window assembly upgrades (Lots 2, 3, 6, 7, 10, 11 and 98-100). c. Mechanical ventilation (air conditioning) should be provided for all residences in this development to allow the occupants to close doors and windows as desired to achieve compliance with the applicable General Plan 45 dB DNL interior noise level standard. 	I, O	CD (E)(P)

34.		<p><i>Master Plan Updates</i></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><i>Standard Construction Specifications and Details</i></u>, and the <u><i>Design and Procedures Manual and Improvement Standards</i></u>.</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
35.		<p><i>Best Management Practices</i></p> <p>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>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>	G, I	CD (E)
36.		<p><i>Litter Control</i></p> <p>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 official start of the rainy season (October 15).</p>	OG	CD (E)

FIRE DEPT REQUIREMENTS				
37.		<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 Department. 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 Department. (All-weather access is defined as six inches of compacted aggregate base from May 1 to September 30 and two inches asphalt concrete over six inches aggregate base from October 1 to April 30). The buildings 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 Department.</p> <ul style="list-style-type: none"> • Residential Fire-Flow with Automatic Fire Sprinkler System: The required fire-flow for the proposed subdivision is determined to be 500 gpm per minute for 30 minutes. • 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). • The first Fire Station planned for the Folsom Plan Area may be required to 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

LANDSCAPE/TREE PRESERVATION REQUIREMENTS				
38.		<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 the first building permit. Said plans shall include all on-site landscape specifications and details including a tree planting exhibit demonstrating sufficient diversity and appropriate species selection to the satisfaction of the Community Development Department. The tree exhibit shall include all street trees, accent trees, parking lot shading trees, and mitigation trees proposed within the development. Said plans 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. The owner/applicant shall comply with city-wide landscape rules or regulations on water usage. 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 on all landscaping in the 1C 4-Pack Subdivision project.</p> <p>A. Open fencing shall be provided in Lots 80, 81, 84, 85, 89, 90, 92, 93, 97, and 98 for any homes that back up to open space. B. A six-foot landscaped, concrete pedestrian path shall be provided within the ten-foot easement at the end of Court “D” to provide access to the Class 1 trail to the north.</p>	B	CD (P)(E)

Planning Commission
Mangini Ranch Phase 1C 4-Pack Subdivision (PN 21-002)
June 2, 2021

MAP REQUIREMENTS				
39.		<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.	M	CD (E)
40.		<i>The Final Inclusionary Housing Plan</i> The Final Inclusionary Housing Plan shall be approved by the City Council. The Inclusionary Housing Agreement, which will be approved by the City Attorney, shall be executed prior to recordation of the Final Map for the 1C 4-Pack Subdivision project.	M	CD (P)(E)

41.		<p>Department of Real Estate Public Report The owner/applicant shall disclose to the homebuyers in the Department of Real Estate Public Report and/or the CC&R's the following items:</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 and naturally occurring arsenic. 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 close to the Mather Airport flight path and 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. 6) Owner/Applicant acknowledges the final design, location, grade and configuration of the Connector Project east of East Bidwell Street is not known. As such, owner/applicant will include a recorded disclosure to be provided to all potential buyers of homes within Mangini Ranch Phase 1C 4-Pack Project 	M	CD (P)
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		<p>advising of the future Connector Project and associated noise, grade changes, height, location, design, traffic and construction as eventually approved.</p> <p>7) Applicant shall ensure that the CC&Rs contain a notice that the side yard fencing cannot be relocated and must remain as installed by Applicant as shown on Attachment 1-Wall and Fence Plan.</p>		
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42.		<p>Public Utility Easements The owner/applicant shall dedicate public utility easements for underground facilities on properties adjacent to the public and private 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 public and private 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)
43.		<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 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 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)
44.		<p>New Permanent Benchmarks 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 project/subdivision 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)
45.		<p>Centralized Mail Delivery Units 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)

46.		<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. The exception to this requirement is model homes. Building permits for model homes only may be issued prior to recording of the Final Map, subject to approval by the Community Development Department.</p>	B	CD (E)
47.		<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
48.		<p>Credit Reimbursement Agreement Prior to the recordation of the first Small-Lot 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)
TRAFFIC/ACCESS/CIRCULATION/PARKING REQUIREMENTS				
49.		<p>The following conditions of approval are related to roadway and traffic related improvements for the Phase 1C 4-Pack Project. Refer to Attachment 11 Kimley Horn Memo dated May 21, 2021.</p> <ul style="list-style-type: none"> a. Emergency Vehicle Access shall be granted on Streets F, C and D to provide and maintain secondary access to the south (via the Mangini Ranch Phase 1C North project) for a connection to Mangini Parkway. b. Required public and private subdivision improvements, including but not limited to street and frontage improvements on Savannah Drive shall be completed prior to issuance of the first Certificate of Occupancy for the subdivision. c. The Project shall construct and dedicate right-of-way for Savannah Parkway consistent with Figure 7.15 Savannah Parkway in the FPASP; including transitions as shown in Exhibit 2 of the Kimley Horn Memo Dated May 21, 2021. 	I,M,O	CD (E)

<p>50.</p>		<p>The 1C 4-Pack subdivision Project shall comply with the following architecture and design requirements:</p> <ul style="list-style-type: none"> a. This approval is for four product line with three architectural styles with 12 color and material options, and enhanced building elevations shall be provided on individual lots that are considered “edge condition” lots on the north and east boundaries of the Project site (Lots 2, 3 6, 7, 10, 12, 80, 81, 84, 85, 88, 89, 92, 93, 97, 98, 99 and 100). The Applicant shall submit building plans that comply with this approval and the attached building elevations dated March 19, 2021. b. Lots 15, 17, 18, 19, 27, 46, 47, 55, 62, and 67 are allowed building coverage up to 60%. The Applicant shall submit building plans that comply with this approval and the attached building elevations dated March 19, 2021. c. The design, materials, and colors of the single-family residential units shall be consistent with the approved building elevations, materials samples, and color schemes to the satisfaction of the Community Development Department. d. 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. e. All mechanical equipment shall be ground-mounted and concealed from view of public streets, neighboring properties and nearby higher buildings. f. 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 elevation of each Master Plan to the satisfaction of the Community Development Department. g. A minimum of one tree is required 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. 	<p>B, O</p>	<p>CD (P) (B)</p>
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		<p>4. The walls and fencing shall remain as proposed by the Applicant in Attachment 16 -Wall and Fence Exhibit. Homeowners shall not move the location of the fencing.</p> <p>5. Proposed Amenities outlined on pages 17 and 18 in Attachment 14 -4-Pack Narrative shall be provided to the homes by the Applicant.</p>		
51.		<p><i>Trash/Recycling Containers and Air Conditioner Screening</i> Trash, recycling, and yard waste containers shall be placed behind the side yard fence so that they are not visible from the public right-of-way to the satisfaction of the Community Development Department. In addition, air conditioning units shall also be placed behind the side yard fence or located in the rear yard so that they are not visible from the public right-of-way to the satisfaction of the Community Development Department.</p>	OG	CD (P) (E)
52.		<p>The proposed project shall comply with all State and local rules, regulations, Governor’s Declarations, and restrictions relative to water usage and conservations, including but not limited to: requirements relative to water usage and conservation established by the State Water Resources Control Board, and water usage and conservation requirements established within the <u>Folsom Municipal Code, (Section 13.26 Water Conservation)</u>, or amended from time to time.</p>	I, B, OG	CD (P)(E)

MITIGATION MEASURES				
53.	✓	<i>Mangini Ranch Phase 1C 4-Pack Subdivision Mitigation Monitoring Reporting Program (MMRP).</i> The conditions of approval below (numbered 54-1 to 54-89) implement the applicable mitigation measures from the FPASP (May 2011) MMRP, as amended by the Revised Proposed Water Supply Facility Alternative (November 2012), the Folsom South of U.S. Highway 50 Backbone Infrastructure Mitigated Negative Declaration (December 2014) and the Westland Eagle Specific Plan Amendment Addendum (September 2015)		
Condition No.	Mitigation Number (Source)	Mitigation Measures	Timing	Responsible Agency
AESTHETICS				
54-1	3A.1-4 (FPASP EIR/EIS)	<i>Screen Construction Staging Areas.</i> The project applicant(s) for any particular discretionary development application 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 approved by the appropriate agency (identified below) before the approval of grading plans for all project phases and 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 such visual barriers such as berms or fences. The screen design shall be approved by the appropriate agency to further reduce visual effects to the extent possible. Mitigation for the off-site elements outside of the City of Folsom’s jurisdictional boundaries shall be developed by the project applicant(s) of each applicable project phase in consultation with the affected oversight agency(ies) (i.e., El Dorado and/or Sacramento Counties, and Caltrans) to reduce to the extent feasible the visual effects of construction activities on adjacent project land uses that have already been developed.	Before approval of grading plans and during construction for all project phases.	City of Folsom Community Development Department.
54-2	3A.1-5 (FPASP EIR/EIS)	<i>Establish and Require Conformance to Lighting Standards and Prepare and Implement a Lighting Plan.</i> To reduce impacts associated with light and glare, the City shall:	Before approval of building permits.	City of Folsom Community Development Department

		<ul style="list-style-type: none">▶ Establish standards for on-site outdoor lighting to reduce high-intensity nighttime lighting and glare as part of the Folsom Specific Plan design guidelines/standards. Consideration shall be given to design features, namely directional shielding for street lighting, parking lot lighting, and other substantial light sources, that would reduce effects of nighttime lighting. In addition, consideration shall be given to the use of automatic shutoffs or motion sensors for lighting features to further reduce excess nighttime light. ▶ Use shielded or screened public lighting fixtures to prevent the light from shining off of the surface intended to be illuminated. To reduce impacts associated with light and glare, the project applicant(s) of all project phases shall:<ul style="list-style-type: none">▶ Shield or screen lighting fixtures to direct the light downward and prevent light spill on adjacent properties.▶ Flood and area lighting needed for construction activities, nighttime sporting activities, and/or security shall be screened or aimed no higher than 45 degrees above straight down (half-way between straight down and straight to the side) when the source is visible from any off-site residential property or public roadway.▶ For public lighting in residential neighborhoods, prohibit the use of light fixtures that are of unusually high intensity or brightness (e.g., harsh mercury vapor, low-pressure sodium, or fluorescent bulbs) or that blink or flash.▶ Use appropriate building materials (such as low-glare glass, low-glare building glaze or finish, neutral, earth-toned 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.▶ Design exterior on-site lighting as an integral part of the building and landscape design in the Folsom Specific Plan area. Lighting fixtures shall be architecturally consistent with the overall site design.		
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		<ul style="list-style-type: none"> ▶ Lighting of off-site facilities within the City of Folsom shall be consistent with the City’s General Plan standards. ▶ Lighting of the off-site detention basin shall be consistent with Sacramento County General Plan standards. <p>A lighting plan for all on- and off-site elements within each agency’s jurisdictional boundaries (specified below) shall be submitted to the relevant jurisdictional agency for review and approval, which shall include the above elements. The lighting plan may be submitted concurrently with other improvement plans and shall be submitted before the installation of any lighting or the approval of building permits for each phase. The project applicant(s) for any discretionary development application shall implement the approved lighting plan.</p> <p>Mitigation for the off-site elements outside of the City of Folsom’s jurisdictional boundaries must be coordinated by the project applicant(s) of each applicable project phase with the affected oversight agency(ies) (i.e., El Dorado and/or Sacramento Counties).</p>		
AIR QUALITY				
54-3	3A.2-1a (FPASP EIR/EIS)	<p><i>Implement Measures to Control Air Pollutant Emissions Generated by Construction of On-Site Elements.</i></p> <p>To reduce short-term construction emissions, the project applicant(s) for any discretionary development application shall require their contractors to implement SMAQMD’s list of Basic Construction Emission Control Practices, Enhanced Fugitive PM Dust Control Practices, and Enhanced Exhaust Control Practices (list below) in effect at the time individual portions of the site undergo construction. In addition to SMAQMD-recommended measures, construction operations shall comply with all applicable SMAQMD rules and regulations.</p>	Before the approval of all grading plans by the City and throughout project construction, where applicable, for all project phases.	City of Folsom Community Development Department

	<p><i>Basic Construction Emission Control Practices</i></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.▶ 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 should be covered.▶ 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 pads should 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 must be checked by a certified mechanic and determine to be running in proper condition before it is operated. <p><i>Enhanced Fugitive PM Dust Control Practices – Soil Disturbance Areas</i></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.		
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		<ul style="list-style-type: none">▶ Plant vegetative ground cover (fast-germinating native grass seed) in disturbed areas as soon as possible. Water appropriately until vegetation is established. <p><i>Enhanced Fugitive PM Dust Control Practices – Unpaved Roads</i></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 SMAQMD and the City contact person shall also be posted to ensure compliance. <p><i>Enhanced Exhaust Control Practices</i></p> <ul style="list-style-type: none">▶ The project shall provide a plan, for approval by the City of Folsom Community Development Department and SMAQMD, demonstrating that the heavy-duty (50 horsepower [hp] or more) 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 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. The project applicant(s) of each project phase or its representative shall submit to the City of Folsom Community Development Department and SMAQMD 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		
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		<p>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 SMAQMD with the anticipated construction timeline including start date, and name and phone number of the project manager and on-site foreman. SMAQMD's Construction Mitigation Calculator can be used to identify an equipment fleet that achieves this reduction (SMAQMD 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 SMAQMD shall be notified within 48 hours of identification of noncompliant 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. SMAQMD staff and/or other officials may conduct periodic site inspections to determine compliance. Nothing in this mitigation measure shall supersede other SMAQMD or state rules or regulations.</p> <p>► If at the time of construction, SMAQMD 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 SMAQMD so permits.</p>		
54-4	3A.2-1b (FPASP EIR/EIS)	<p><i>Pay Off-site Mitigation Fee to SMAQMD to Off-Set NOX Emissions Generated by Construction of On-Site Elements.</i></p> <p>Implementation of the project or the other four other action alternatives would result in construction-generated NOX emissions that exceed the SMAQMD threshold of significance, even after implementation of the</p>	Before the approval of all grading plans by the City and throughout project	The City of Folsom Community Development Department shall not grant any grading permits to the respective project applicant(s) until the respective project

		<p>SMAQMD Enhanced Exhaust Control Practices (listed in Mitigation Measure 3A.2-1a). Additionally, Mitigation Measure 3A.4-1 (Implement Additional Measures to Control Construction-Generated GHG Emissions, pages 3A.4-14 to 15) has the potential to both reduce and increase NOX emissions, depending on the types of alternative fuels and engine types employed. Therefore, the project applicant(s) shall pay SMAQMD an off-site mitigation fee for implementation of any of the five action alternatives for the purpose of reducing NOX emissions to a less-than-significant level (i.e., less than 85 lb/day). All NOX emission reductions and increases associated with GHG mitigation shall be added to or subtracted from the amount above the construction threshold to determine off-site mitigation fees, when possible. The specific fee amounts shall be calculated when the daily construction emissions can be more accurately determined: that is, if the City/USACE select and certify the EIR/EIS and approves the Proposed Project or one of the other four other action alternatives, the City and the applicants must establish the phasing by which development would occur, and the applicants must develop a detailed construction schedule. Calculation of fees associated with each project development phase shall be conducted by the project applicant(s) in consultation with SMAQMD staff before the approval of grading plans by the City. The project applicant(s) for any discretionary development application shall pay into SMAQMD's off-site construction mitigation fund to further mitigate construction generated emissions of NOX that exceed SMAQMD's daily emission threshold of 85 lb/day. 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. At the time of writing this EIR/EIS the cost rate is \$16,000 to reduce 1 ton of NOX plus a 5% administrative fee (SMAQMD 2008c). The determination of the final mitigation fee shall be conducted in coordination with SMAQMD before any ground disturbance occurs for any project phase.</p>	<p>construction for all project phases.</p>	<p>applicant(s) have paid the appropriate off-site mitigation fee to SMAQMD.</p>
<p>54-5</p>	<p>3A.2-1c (FPASP EIR/EIS)</p>	<p>Analyze and Disclose Projected PM10 Emission Concentrations at Nearby Sensitive Receptors Resulting from Construction of On-Site Elements. Prior to construction of each discretionary development entitlement of on-site land uses, the project applicant shall perform a project-level CEQA analysis (e.g., supporting documentation for an</p>	<p>Before the approval of all grading plans by the City.</p>	<p>City of Folsom Community Development Department</p>

		<p>exemption, negative declaration, or project-specific EIR) that includes detailed dispersion modeling of construction-generated PM10 to disclose what PM10 concentrations would be at nearby sensitive receptors. The dispersion modeling shall be performed in accordance with applicable SMAQMD guidance that is in place at the time the analysis is performed. At the time of writing this EIR/EIS, SMAQMD's most current and most detailed guidance for addressing construction generated PM10 emissions is found in its Guide to Air Quality Assessment in Sacramento County (SMAQMD 2009a). The 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.</p>		
54-6	3A.2-2 (FPASP EIR/EIS)	<p><i>Implement All Measures Prescribed by the Air Quality Mitigation Plan to Reduce Operational Air Pollutant Emissions.</i></p> <p>To reduce operational emissions, the project applicant(s) for any discretionary development application shall implement all measures prescribed in the SMAQMD-approved Folsom Plan Area Specific Plan Air Quality Mitigation Plan (AQMP) (Torrence Planning 2008), a copy of which is included in Appendix C2. The AQMP is intended to improve mobility, reduce vehicle miles traveled, and improve air quality as required by AB 32 and SB 375. The AQMP includes, among others, measures designed to provide bicycle parking at commercial land uses, an integrated pedestrian/bicycle path network, transit stops with shelters, a prohibition against the use the wood-burning fireplaces, energy star roofing materials, electric lawnmowers provided to homeowners at no charge, and on-site transportation alternatives to passenger vehicles (including light rail) that provide connectivity with other local and regional alternative transportation networks.</p>	Before issuance of subdivision maps or improvement plans.	City of Folsom Community Development Department
54-7	3A.2-4a (FPASP EIR/EIS)	<p><i>Develop and Implement a Plan to Reduce Exposure of Sensitive Receptors to Construction-Generated Toxic Air Contaminant Emissions.</i></p> <p>The project applicant(s) for any particular discretionary development application shall develop a plan to reduce the exposure of sensitive receptors to TACs generated by project construction activity associated</p>	Before the approval of all grading plans by the City and throughout project construction, where	City of Folsom Community Development Department

		<p>with buildout of the selected alternative. Each plan shall be developed by the project 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. Applicable measures shall be included in all project plans and specifications for all project phases.</p> <p>The implementation and enforcement of all measures identified in each plan shall be funded by the project applicant(s) for the respective phase of development.</p>	applicable, for all project phases.	
54-8	3A.2-6 (FPASP EIR/EIS)	<p><i>Implement Measures to Control Exposure of Sensitive Receptors to Operational Odorous Emissions.</i></p> <p>The project applicant(s) for any particular discretionary development application shall implement the following measure:</p> <ul style="list-style-type: none"> ▶ The deeds to all properties located within the plan area that are within one mile of an on- or off-site area zoned or used for agricultural use (including livestock grazing) shall be accompanied by a 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. 	Before the approval of building permits by the City and throughout project construction, where applicable, for all project phases.	City of Folsom Community Development Department
BIOLOGICAL RESOURCES				
54-9	3A.3-1a (FPASP EIR/EIS)	<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 project applicant(s) for any particular discretionary development application shall include stormwater drainage plans and erosion and sediment control plans in their improvement plans and shall submit these</p>	Before approval of improvement and drainage plans, and on an ongoing basis throughout and after project construction, as	City of Folsom Public Works Department

	<p>plans to the City Public Works Department for review and approval. For off-site elements within Sacramento County or El Dorado County jurisdiction (e.g., off-site detention basin and off-site roadway connections to El Dorado Hills), plans shall be submitted to the appropriate county planning department. Before approval of these improvement plans, the project applicant(s) for any particular discretionary development application shall obtain a NPDES MS4 Municipal Stormwater Permit and Grading Permit, comply with the City's Grading Ordinance and County 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. Detailed information about stormwater runoff standards and relevant City and County regulation is provided in Chapter 3A.9, "Hydrology and Water Quality."</p> <p>The project applicant(s) for any particular discretionary development entitlement 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>required for all project phases.</p>	
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	<p>In addition to compliance with City ordinances, the project applicant(s) for any particular discretionary development application 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 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 project applicant(s) 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 SPA. 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. 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> <p>See FEIR/FEIS Appendix S showing that the detention basin in the northeast corner of the SPA has been moved off stream.</p> <p>Mitigation for the off-site elements outside of the City of Folsom's jurisdictional boundaries must be coordinated by the project applicant(s) of each applicable project phase in consultation with the affected oversight agency(ies) (i.e., El Dorado County for the roadway connections, Sacramento County for the detention basin west of Prairie City Road, and Caltrans for the U.S. 50 interchange improvements) such</p>		
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		<p>that the performance standards described in Chapter 3A.9, "Hydrology and Water Quality," are met.</p>		
<p>54-10</p>	<p>3A.3-2a (FPASP EIR/EIS)</p>	<p><i>Avoid Direct Loss of Swainson’s Hawk and Other Raptor Nests.</i> To mitigate impacts on Swainson’s hawk and other raptors (including burrowing owl), the project applicant(s) of all project phases shall retain a qualified biologist to conduct preconstruction surveys and to identify active nests on and within 0.5 mile of the project and active burrows on the project site. 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 construction for all project phases. To the extent feasible, guidelines provided in Recommended Timing and Methodology for Swainson’s Hawk Nesting Surveys in the Central Valley (Swainson’s Hawk Technical Advisory Committee 2000) shall be followed for surveys for Swainson’s hawk. If no nests are found, no further mitigation is required. If active nests are found, impacts on nesting Swainson’s hawks and other 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 consultation with DFG that reducing the buffer would not result in nest abandonment. DFG 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 DFG, 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. 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 DFG. 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, burrow 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</p>	<p>Before the approval of grading and improvement plans, before any ground disturbing activities, and during project construction as applicable for all project phases.</p>	<p>California Department of Fish and Game and City of Folsom Community Development Department.</p>

		<p>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> <p>Mitigation for the off-site elements outside of the City of Folsom’s jurisdictional boundaries must be developed by the project applicant(s) of each applicable project phase in consultation with the affected oversight agency(ies) (i.e., El Dorado and/or Sacramento Counties, or Caltrans), such that the performance criteria set forth in DFG’s guidelines are determined to be met.</p>		
GEOLOGY AND SOILS				
54-11	3A.7-1a (FPASP EIR/EIS)	<p>Prepare Site-Specific Geotechnical Report per CBC Requirements and Implement Appropriate Recommendations. Before building permits are issued and construction activities begin any project development phase, the project applicant(s) of each project phase shall hire a licensed geotechnical engineer to prepare a final geotechnical subsurface investigation report for the on- and off-site facilities, which shall be submitted for review and approval to the appropriate City or county department (identified below). The final geotechnical 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. 	Before issuance of building permits and ground-disturbing activities.	City of Folsom Community Development Department

		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 CBC 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 project applicant(s) of each project phase. Special recommendations contained in the geotechnical engineering report shall be noted on the grading plans and implemented as appropriate before construction begins. Design and construction of all new project development shall be in accordance with the CBC. The project applicant(s) shall provide for engineering inspection and certification that earthwork has been performed in conformity with recommendations contained in the geotechnical report.		
54-12	3A.7-1b (FPASP EIR/EIS)	<p>Monitor Earthwork during Earthmoving Activities.</p> <p>All earthwork shall be monitored by a qualified geotechnical or soils engineer retained by the project applicant(s) of each project phase. The geotechnical or soils engineer shall provide oversight during all excavation, placement of fill, and disposal of materials removed from and deposited on both on- and off-site construction areas.</p> <p>Mitigation for the off-site elements outside of the City of Folsom’s jurisdictional boundaries must be coordinated by the project applicant(s) of each applicable project phase with the affected oversight agency(ies) (i.e., El Dorado and/or Sacramento Counties, or Caltrans).</p>	Before issuance of building permits and ground-disturbing activities.	City of Folsom Community Development Department
54-13	3A.7-3 (FPASP EIR/EIS)	<p>Prepare and Implement the Appropriate Grading and Erosion Control Plan.</p> <p>Before grading permits are issued, the project applicant(s) of each project phase that would be located within the City of Folsom shall retain a California Registered Civil Engineer to prepare a grading and erosion control plan. The grading and erosion control plan shall be submitted to the City Public Works Department before issuance of grading permits for all new development. The plan shall be consistent with the City’s Grading Ordinance, the City’s Hillside Development Guidelines, and the</p>	Before the start of construction activities.	City of Folsom Community Development Department

		<p>state’s NPDES permit, 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 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. The project applicant(s) shall ensure that the construction contractor is responsible for securing a source of transportation and deposition of excavated materials.</p> <p>Mitigation for the off-site elements outside of the City of Folsom’s jurisdictional boundaries must be coordinated by the project applicant(s) of each applicable project phase with the affected oversight agency(ies) (i.e., El Dorado and/or Sacramento Counties).</p> <p>Implementation of Mitigation Measure 3A.9-1 (discussed in Section 3A.9, “Hydrology and Water Quality – Land”) would also help reduce erosion-related impacts.</p>		
54-14	3A.7-5 (FPASP EIR/EIS)	<p><i>Divert Seasonal Water Flows Away from Building Foundations.</i></p> <p>The project applicant(s) of all project phases 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>	Before and during earthmoving activities.	City of Folsom Community Development Department
54-15	3A.7-10 (FPASP EIR/EIS)	<p><i>Conduct Construction Personnel Education, Stop Work if Paleontological Resources are Discovered, Assess the Significance of the Find, and Prepare and Implement a Recovery Plan as Required.</i></p>	During earthmoving activities in the	City of Folsom Community Development Department

		<p>To minimize potential adverse impacts on previously unknown potentially unique, scientifically important paleontological resources, the project applicant(s) of all project phases where construction would occur in the Ione and Mehrten Formations shall do the following:</p> <ul style="list-style-type: none"> ▶ Before the start of any earthmoving activities for any project phase in the Ione or Mehrten Formations, the project applicant(s) shall retain a qualified paleontologist or archaeologist 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. ▶ If paleontological resources are discovered during earthmoving activities, the construction crew shall immediately cease work in the vicinity of the find and notify the appropriate lead agency (identified below). The project applicant(s) 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>Mitigation for the off-site elements outside of the City of Folsom’s jurisdictional boundaries must be coordinated by the project applicant(s) of each applicable project phase with the affected oversight agency(ies) (i.e., Sacramento County).</p>	<p>Ione and Mehrten Formations.</p>	
GREENHOUSE GAS EMISSIONS AND CLIMATE CHANGE				
54-16	3A.4-1 (FPASP EIR/EIS)	<p><i>Implement Additional Measures to Control Construction-Generated GHG Emissions.</i></p> <p>To further reduce construction-generated GHG emissions, the project applicant(s) any particular discretionary development application shall implement all feasible measures for reducing GHG emissions associated with construction that are recommended by SMAQMD at the time</p>	<p>Before approval of small-lot final maps and building permits for all discretionary development</p>	<p>City of Folsom Community Development Department</p>

		<p>individual portions of the site undergo construction. Such measures may reduce GHG exhaust emissions from the use of on-site equipment, worker commute trips, and truck trips carrying materials and equipment to and from the SPA, as well as GHG emissions embodied in the materials selected for construction (e.g., concrete). Other measures may pertain to the materials used in construction. Prior to releasing each request for bid to contractors for the construction of each discretionary development entitlement, the project applicant(s) shall obtain the most current list of GHG reduction measures that are recommended by SMAQMD and stipulate that these measures be implemented in the respective request for bid as well as the subsequent construction contract with the selected primary contractor. The project applicant(s) for any particular discretionary development application 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 GHG reduction measures, shall be approved by the City, in consultation with SMAQMD prior to the release of a request for bid by the project applicant(s) for seeking a primary contractor to manage the construction of each development project. By requiring that the list of feasible measures be established prior to the selection of a primary contractor, this measure requires that the ability of a contractor to effectively implement the selected GHG reduction measures be inherent to the selection process.</p> <p>SMAQMD's recommended measures for reducing construction-related GHG emissions at the time of writing this EIR/EIS are listed below and the project applicant(s) shall, at a minimum, be required to implement the following:</p> <ul style="list-style-type: none">▶ Improve fuel efficiency from construction equipment:<ul style="list-style-type: none">▪ reduce unnecessary idling (modify work practices, install auxiliary power for driver comfort);▪ perform equipment maintenance (inspections, detect failures early, corrections);▪ train equipment operators in proper use of equipment;	<p>project, including all on- and off-site elements and implementation throughout project construction.</p>	
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		<ul style="list-style-type: none">▪ use the proper size of equipment for the job; and▪ use equipment with new technologies (repowered engines, electric drive trains).<ul style="list-style-type: none">▶ Use alternative fuels for electricity generators and welders at construction sites such as propane or solar, or use electrical power.▶ Use an ARB-approved low-carbon fuel, such as biodiesel or renewable diesel for construction equipment. (Emissions of oxides of nitrogen [NOX] emissions from the use of low carbon fuel must be reviewed and increases mitigated.) Additional information about low carbon fuels is available from ARB’s Low Carbon Fuel Standard Program (ARB 2009b).▶ Encourage and provide carpools, shuttle vans, transit passes and/or secure bicycle parking for construction worker commutes.▶ Reduce electricity use in the construction office by using compact fluorescent bulbs, powering off computers every day, and replacing heating and cooling units with more efficient ones.▶ Recycle or salvage non-hazardous construction and demolition debris (goal of at least 75% by weight).▶ Use locally sourced or recycled materials for construction materials (goal of at least 20% based on costs for building materials, and based on volume for roadway, parking lot, sidewalk and curb materials).▶ Minimize the amount of concrete used for paved surfaces or use a low carbon concrete option.▶ Produce concrete on-site if determined to be less emissive than transporting ready mix.▶ Use EPA-certified SmartWay trucks for deliveries and equipment transport. Additional information about the SmartWay Transport Partnership Program is available from ARB’s Heavy-Duty Vehicle Greenhouse Gas Measure (ARB 2009c) and EPA (EPA 2009).▶ Develop a plan in consultation with SMAQMD to efficiently use water for adequate dust control. This may consist of the use of non-potable water from a local source.		
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		In addition to SMAQMD-recommended measures, construction activity shall comply with all applicable rules and regulations established by SMAQMD and ARB.		
54-17	3A.8-2 (FPASP EIR/EIS)	<p><i>Complete Investigations Related to the Extent to Which Soil and/or Groundwater May Have Been Contaminated in Areas Not Covered by the Phase I and II Environmental Site Assessments and Implement Required Measures.</i></p> <p>The project applicant(s) for any discretionary development application shall conduct Phase I Environmental Site Assessments (where an Phase I has not been conducted), and if necessary, Phase II Environmental Site Assessments, and/or other appropriate testing for all areas of the SPA and include, as necessary, analysis of soil and/or groundwater samples for the potential contamination sites that have not yet been covered by previous investigations (as shown in Exhibit 3A.8-1) before construction activities begin in those areas. Recommendations in the Phase I and II Environmental Site Assessments to address any contamination that is found shall be implemented before initiating ground-disturbing activities in these areas.</p> <p>The project applicant(s) shall implement the following measures before ground-disturbing activities to reduce health hazards associated with potential exposure to hazardous substances:</p> <ul style="list-style-type: none"> ▶ Prepare a plan that identifies any necessary remediation activities appropriate for proposed on- and off-site uses, including excavation and removal of on-site contaminated soils, redistribution of clean fill material in the SPA, and closure of any abandoned mine shafts. The plan shall include measures that ensure the safe transport, use, and disposal of contaminated soil and building debris removed from the site. In the event that contaminated groundwater is encountered during site excavation activities, the contractor shall report the contamination to the appropriate regulatory agencies, dewater the excavated area, and treat the contaminated groundwater to remove contaminants before discharge into the sanitary sewer system. The project applicant(s) shall be required to comply with the plan and applicable Federal, state, and local laws. The plan shall outline measures for specific handling and reporting 	Before and during earth moving activities	City of Folsom Community Development Department

		<p>procedures for hazardous materials and disposal of hazardous materials removed from the site at an appropriate off-site disposal facility.</p> <ul style="list-style-type: none"> ▶ Notify the appropriate Federal, state, and local agencies if evidence of previously undiscovered soil or groundwater contamination (e.g., stained soil, odorous groundwater) is encountered during construction activities. Any contaminated areas shall be remediated in accordance with recommendations made by the Sacramento County Environmental Management Department, Central Valley RWQCB, DTSC, and/or other appropriate Federal, state, or local regulatory agencies. ▶ Obtain an assessment conducted by PG&E and SMUD pertaining to the contents of any existing pole-mounted transformers located in the SPA. The assessment shall determine whether existing on-site electrical transformers contain PCBs and whether there are any records of spills from such equipment. If equipment containing PCB is identified, the maintenance and/or disposal of the transformer shall be subject to the regulations of the Toxic Substances Control Act under the authority of the Sacramento County Environmental Health Department. ▶ Mitigation for the off-site elements outside of the City of Folsom’s jurisdictional boundaries must be coordinated by the project applicant(s) of each applicable project phase with the affected oversight agency(ies) (i.e., Sacramento County). 		
HYDROLOGY AND WATER QUALITY				
54-18	3A.9-1 (FPASP EIR/EIS)	<p><i>Acquire Appropriate Regulatory Permits and Prepare and Implement SWPPP and BMPs.</i></p> <p>Prior to the issuance of grading permits, the project 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 SWRCB’s NPDES stormwater permit for general construction activity (Order 2009-0009-DWQ), including preparation and submittal of a project-specific SWPPP at the time the NOI is filed. The project applicant(s) shall also prepare and submit any other necessary erosion and sediment control and engineering plans and specifications for pollution prevention and control to Sacramento County, City of Folsom, El Dorado County (for the off-site roadways into El Dorado Hills under</p>	Submittal of the State Construction General Permit NOI and SWPPP (where applicable) and development and submittal of any other locally required plans and specifications before the issuance of grading permits	City of Folsom Community Development Department

		<p>the Proposed Project Alternative). The SWPPP 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 non-stormwater 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;▶ 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 SWPPP; and▶ The appropriate personnel responsible for supervisory duties related to implementation of the SWPPP.▶ Where applicable, BMPs identified in the SWPPP shall be in place throughout all site work and construction/demolition activities and shall be used in all subsequent site development activities. BMPs may include, but are not limited to, such measures as those listed below.▶ 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	<p>for all on-site project phases and off-site elements and implementation throughout project construction.</p>	
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		<p>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.</p> <ul style="list-style-type: none"> ▶ 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 SWPPP shall be maintained and available at all times on the construction site.</p> <p>For those areas that would be disturbed as part of the U.S. 50 interchange improvements, Caltrans shall 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 must be coordinated by the project applicant(s) of each applicable project phase with the affected oversight agency(ies) (i.e., El Dorado and/or Sacramento Counties, or Caltrans).</p>		
54-19	3A.9-2 (FPASP EIR/EIS)	<p><i>Prepare and Submit Final Drainage Plans and Implement Requirements Contained in Those Plans.</i></p> <p>Before the approval of grading plans and building permits, the project applicant(s) of all project phases shall submit final drainage plans to the City, and to El Dorado County for the off-site roadway connections into El Dorado Hills, demonstrating that off-site upstream runoff would be appropriately conveyed through the SPA, and that project-related on-site runoff would be appropriately contained in detention basins or managed with through other improvements (e.g., source controls, biotechnical stream stabilization) to reduce flooding and hydromodification impacts.</p> <p>The plans shall include, but not be limited to, the following items:</p>	Before approval of grading plans and building permits of all project phases.	City of Folsom Public Works Department

		<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 and El Dorado County 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 BMPs will be designed and constructed in accordance with the forthcoming SSQP Hydromodification Management Plan (to be adopted by the RWQCB) and may include, but are not limited to, the following:<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		
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		<p>habitat and maintenance of natural hydrologic and channel to floodplain interactions;</p> <ul style="list-style-type: none"> • 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 and El Dorado County Department of Transportation 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 SPA 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 Public Works Department).</p> <p>Mitigation for the off-site elements outside of the City of Folsom’s jurisdictional boundaries must be coordinated by the project applicant(s) of each applicable project phase with El Dorado County.</p>		
54-20	3A.9-3 (FPASP EIR/EIS)	<p><i>Develop and Implement a BMP and Water Quality Maintenance Plan.</i> Before approval of the grading permits for any development project requiring a subdivision map, a detailed BMP and water quality maintenance plan shall be prepared by a qualified engineer retained by the project applicant(s) the development project. Drafts of the plan shall be submitted to the City of Folsom and El Dorado County for the off-site roadway connections into El Dorado Hills, for review and approval concurrently with development of tentative subdivision maps for all project phases. The plan shall finalize the water quality improvements</p>	Prepare plans before the issuance of grading permits for all project phases and off-site elements and implementation throughout project construction.	City of Folsom Community Development Department and Public Works Department

	<p>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 "Stormwater Quality Design Manual for Sacramento and South Placer Regions" ([SSQP 2007b] per NPDES Permit No. CAS082597 WDR Order No. R5-2008-0142, 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 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. <p>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</p>		
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		<p>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> <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 must be coordinated by the project applicant(s) of each applicable project phase with El Dorado County and Caltrans.</p>		
NOISE AND VIBRATION				
54-21	3A.11-1 (FPASP EIR/EIS)	<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>To reduce impacts associated with noise generated during project related construction activities, the project applicant(s) and their primary contractors for engineering design and construction of all project phases shall ensure that the following requirements are implemented at each work site in any year of project construction to avoid and minimize construction noise effects on sensitive receptors. The project applicant(s) and primary construction contractor(s) shall employ noise-reducing construction practices. Measures that shall be used to limit noise shall include the measures listed below:</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 6 p.m. on Saturdays and Sundays. ▶ All construction equipment and equipment staging areas 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 	Before and during construction activities on the SPA and within El Dorado Hills.	City of Folsom Community Development Department

		<p>shrouds, in accordance with manufacturers' recommendations. Equipment engine shrouds shall be closed during equipment operation.</p> <ul style="list-style-type: none">▶ 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 offsite instead of on-site).▶ 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.		
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		<p>► The primary contractor shall prepare and implement a construction noise management plan. This plan shall identify specific measures to ensure compliance with the noise control measures specified above. The noise control plan shall be submitted to the City of Folsom before any noise-generating construction activity begins. Construction shall not commence until the construction noise management plan is approved by the City of Folsom. Mitigation for the two off-site roadway connections into El Dorado County must be coordinated by the project applicant(s) of the applicable project phase with El Dorado County, since the roadway extensions are outside of the City of Folsom’s jurisdictional boundaries.</p>		
PUBLIC SERVICES				
54-22	3A.14-1 (FPASP EIR/EIS)	<p><i>Prepare and Implement a Construction Traffic Control Plan.</i></p> <p>The project applicant(s) of all project phases shall prepare and implement traffic control plans for construction activities that may affect road rights-of-way. The traffic control plans must follow any applicable standards of the agency responsible for the affected roadway and must be approved and signed by a professional engineer. 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. Traffic control plans shall be submitted to the appropriate City or County department or the California Department of Transportation (Caltrans) for review and approval before the approval of all project plans or permits, for all project phases where implementation may cause impacts on traffic.</p> <p>Mitigation for the off-site elements outside of the City of Folsom’s jurisdictional boundaries must be coordinated by the project applicant(s) of each applicable project phase with the affected oversight agency(ies) (i.e., El Dorado and/or Sacramento Counties and Caltrans).</p>	Before the approval of all relevant plans and/or permits and during construction of all project phases.	City of Folsom Public Works Department
54-23	3A.14-2 (FPASP EIR/EIS)	<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>	Before issuance of building permits and issuance of occupancy permits or final inspections	City of Folsom Fire Department, City of Folsom Community Development Department

	<p>To reduce impacts related to the provision of new fire services, the project applicant(s) of all project phases shall do the following, as described below.</p> <p>1. 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.</p> <p>Improvement plans showing the incorporation 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> <p>2. Submit a Fire Systems New Buildings, Additions, and Alterations Document Submittal List to the City of Folsom Community Development Department Building Division for review and approval before the issuance of building permits.</p> <p>In addition to the above measures, the project applicant(s) of all project phases shall incorporate the provisions described below for the portion of the SPA within the EDHFD service area, if it is determined through City/El Dorado County negotiations that EDHFD would serve the 178-acre portion of the SPA.</p> <p>3. Incorporate into project designs applicable requirements based on the EDHFD fire prevention standards. For commercial development, improvement plans showing roadways, land splits, buildings, fire sprinkler systems, fire alarm systems, and other commercial building improvements shall be submitted to the EDHFD for review and approval. For residential development, improvement plans showing property lines</p>	for all project phases.	
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		<p>and adjacent streets or roads; total acreage or square footage of the parcel; the footprint of all structures; driveway plan views describing width, length, turnouts, turnarounds, radiuses, and surfaces; and driveway profile views showing the percent grade from the access road to the structure and vertical clearance shall be submitted to the EDHFD for review and approval.</p> <p>4. Submit a Fire Prevention Plan Checklist to the EDHFD for review and approval before the issuance of building permits. In addition, residential development requiring automation fire sprinklers shall submit sprinkler design sheet(s) and hydraulic calculations from a California State Licensed C-16 Contractor.</p> <p>The City shall not authorize the occupancy of any structures until the project applicant(s) 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 and/or the EDHFD for the 178-acre area of the SPA within the EDHFD service area.</p>		
54-24	3A.14-3 (FPASP EIR/EIS)	<p><i>Incorporate Fire Flow Requirements into Project Designs.</i></p> <p>The project applicant(s) of all project phases shall incorporate into their project designs fire flow requirements based on the California Fire Code, Folsom Fire Code, and/or EDHFD for those areas of the SPA within the EDHFD service area and shall verify to 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>	Before issuance of building permits and issuance of occupancy permits or final inspections for all project phases.	City of Folsom Fire Department, City of Folsom Community Development Department
TRAFFIC AND TRANSPORTATION				
54-25	3A.15-1a (FPASP EIR/EIS)	<p><i>The Applicant Shall Pay a Fair Share to Fund the Construction of Improvements to the Folsom Boulevard/Blue Ravine Road Intersection (Intersection I).</i></p> <p>To ensure that the Folsom Boulevard/Blue Ravine Road intersection operates at an acceptable LOS, the eastbound approach must be reconfigured to consist of two left-turn lanes, one through lane, and one right-turn lane. The applicant shall pay its proportionate share of funding</p>	A phasing analysis shall be performed prior to approval of the first subdivision map to determine when the improvement should be	City of Folsom Public Works Department

		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 the Folsom Boulevard/Blue Ravine Road intersection (Intersection 1).	implemented and when fair share funding should be paid.	
54-26	3A.15-1b (FPASP EIR/EIS)	<i>The Applicant Shall Pay a Fair Share to Fund the Construction of Improvements at the Sibley Street/Blue Ravine Road Intersection (Intersection 2).</i> To ensure that the Sibley Street/Blue Ravine Road intersection operates at an acceptable LOS, the northbound approach must be reconfigured to consist of two left-turn lanes, two through lanes, and one right-turn lane. 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 the Sibley Street/Blue Ravine Road intersection (Intersection 2).	A phasing analysis shall be performed prior to approval of the first subdivision map to determine when the improvement should be implemented and when fair share funding should be paid.	City of Folsom Public Works Department
54-27	3A.15-1c (FPASP EIR/EIS)	<i>The Applicant Shall Fund and Construct Improvements to the Scott Road (West)/White Rock Road Intersection (Intersection 28).</i> To ensure that the Scott Road (West)/White Rock Road intersection operates at an acceptable LOS, a traffic signal must be installed.	A phasing analysis shall be performed prior to approval of the first subdivision map to determine when the improvement should be implemented.	City of Folsom Public Works Department
54-28	3A.15-1e (FPASP EIR/EIS)	<i>Fund and Construct Improvements to the Hillside Drive/Easton Valley Parkway Intersection (Intersection 41).</i> To ensure that the Hillside Drive/Easton Valley Parkway intersection operates at an acceptable LOS, the eastbound approach must be reconfigured to consist of one dedicated left turn lane and two through lanes, and the westbound approach must be reconfigured to consist of two through lanes and one dedicated right-turn lane. The applicant shall fund and construct these improvements.	A phasing analysis shall be performed prior to approval of the first subdivision map to determine when the improvement should be implemented.	City of Folsom Public Works Department

54-29	3A.15-1f (FPASP EIR/EIS)	<p><i>Fund and Construct Improvements to the Oak Avenue Parkway/Middle Road Intersection (Intersection 44).</i></p> <p>To ensure that the Oak Avenue Parkway/Middle Road intersection operates at an acceptable LOS, control all movements with a stop sign. The applicant shall fund and construct these improvements.</p>	A phasing analysis shall be performed prior to approval of the first subdivision map to determine when the improvement should be implemented.	City of Folsom Public Works Department
54-30	3A.15-1h (FPASP EIR/EIS)	<p><i>Participate in Fair Share Funding of Improvements to Reduce Impacts to the Hazel Avenue/Folsom Boulevard Intersection (Sacramento County Intersection 2).</i></p> <p>To ensure that the Hazel Avenue/Folsom Boulevard intersection operates at an acceptable LOS, this intersection must be grade separated including “jug handle” ramps. No at grade improvement is feasible. Grade separating and extended (south) Hazel Avenue with improvements to the U.S. 50/Hazel Avenue interchange is a mitigation measure for the approved Easton-Glenbrough Specific Plan development project. 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/Folsom Boulevard intersection (Sacramento County Intersection 2).</p>	A phasing analysis shall be performed prior to approval of the first subdivision map to determine when the improvement should be implemented.	Sacramento County Public Works Department and Caltrans
54-31	3A.15-1i (FPASP EIR/EIS)	<p><i>Participate in Fair Share Funding of Improvements to Reduce Impacts on the Grant Line Road/White Rock Road Intersection and to White Rock Road widening between the Rancho Cordova City limit to Prairie City Road (Sacramento County Intersection 3).</i></p> <p>Improvements must 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</p>	Before project build out. Design of the White Rock Road widening to four lanes, from Grant Line Road to Prairie City Road, with Intersection improvements has begun, and because this widening project is environmentally cleared and fully	Sacramento County Public Works Department

		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 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 (Sacramento County Intersection 3).	funded, it's construction is expected to be complete before the first phase of the Proposed Project or alternative is built.	
54-32	3A.15-1j (FPASP EIR/EIS)	<p><i>Participate in Fair Share Funding of Improvements to Reduce Impacts on Hazel Avenue between Madison Avenue and Curragh Downs Drive (Roadway Segment 10).</i></p> <p>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>	Before project build out. Construction of phase two of the Hazel Avenue widening, from Madison Avenue to Curragh Downs Drive, is expected to be completed by year 2013, before the first phase of the Proposed Project or alternative is complete. 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	Sacramento County Public Works Department

			the impacts to Hazel Avenue between Madison Avenue and Curragh Downs Drive (Sacramento County Roadway Segment 10).	
54-33	3A.15-11 (FPASP EIR/EIS)	<p><i>Participate in Fair Share Funding of Improvements to Reduce Impacts on the White Rock Road/Windfield Way Intersection (El Dorado County Intersection 3).</i></p> <p>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 (El Dorado County Intersection 3).</p>	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.	El Dorado County Department of Transportation
54-34	3A.15-10 (FPASP EIR/EIS)	<p><i>Participate in Fair Share Funding of Improvements to Reduce Impacts on Eastbound U.S. 50 as an alternative to improvements at the Folsom Boulevard/U.S. 50</i></p> <p>Eastbound Ramps Intersection (Caltrans Intersection 4). Congestion on eastbound U.S. 50 is causing vehicles to use Folsom Boulevard as an alternate parallel route until they reach U.S. 50, where they must get back on the freeway due to the lack of a parallel route. It is preferred to alleviate the congestion on U.S. 50 than to upgrade the intersection at the end of this reliever route. 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 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</p>	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.	City of Folsom Public Works Department and Sacramento County Department of Transportation

		Boulevard. This was recommended in the Traffic Operations Analysis Report for the U.S. 50 Auxiliary Lane Project.		
54-35	3A.15-1p (FPASP EIR/EIS)	<p><i>Participate in Fair Share Funding of Improvements to Reduce Impacts on the Grant Line Road/ State Route 16 Intersection (Caltrans Intersection 12).</i></p> <p>To ensure that the Grant Line Road/State Route 16 intersection operates at an acceptable LOS, the northbound and southbound approaches must be reconfigured to consist of one left-turn lane and one shared through/right-turn lane. Protected left-turn signal phasing must 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.</p> <p>Improvements to this intersection must be implemented by Caltrans, 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 the Grant Line Road/State Route 16 intersection (Caltrans Intersection 12).</p>	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.	Sacramento County Department of Transportation and the City of Rancho Cordova Department of Public Works
54-36	3A.15-1q (FPASP EIR/EIS)	<p><i>Participate in Fair Share Funding of Improvements to Reduce Impacts on Eastbound U.S. 50 between Zinfandel Drive and Sunrise Boulevard (Freeway Segment 1).</i></p> <p>To ensure that Eastbound U.S. 50 operates at an acceptable LOS between Zinfandel Drive and Sunrise Boulevard, a bus-carpool (HOV) lane must be constructed. This improvement is currently planned as part of the Sacramento 50 Bus-Carpool Lane and Community Enhancements Project. 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 (Freeway Segment 1).</p>	Before project build out. Construction of the Sacramento 50 Bus-Carpool Lane and Community Enhancements Project is expected to be completed by year 2013, before the first phase of the Proposed Project or alternative is complete. Construction of the	Caltrans

			Sacramento 50 Bus-Carpool Lane and Community Enhancements Project has started since the writing of the Draft EIS/EIR.	
54-37	3A.15-1r (FPASP EIR/EIS)	<p><i>Participate in Fair Share Funding of Improvements to Reduce Impacts on Eastbound U.S. 50 between Hazel Avenue and Folsom Boulevard (Freeway Segment 3).</i></p> <p>To ensure that Eastbound U.S. 50 operates at an acceptable LOS between Hazel Avenue and Folsom Boulevard, an auxiliary lane must 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.</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 Eastbound U.S. 50 between Hazel Avenue and Folsom Boulevard (Freeway Segment 3).</p>	Before project build out. A phasing analysis should be performed to determine during which project phase the improvement should be built.	City of Folsom Public Works Department and Sacramento County Department of Transportation
54-38	3A.15-1s (FPASP EIR/EIS)	<p><i>Participate in Fair Share Funding of Improvements to Reduce Impacts on Eastbound U.S. 50 between Folsom Boulevard and Prairie City Road (Freeway Segment 4).</i></p> <p>To ensure that Eastbound U.S. 50 operates at an acceptable LOS between Folsom Boulevard and Prairie City Road, an auxiliary lane must 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 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 (Freeway Segment 4).</p>	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.	City of Folsom Public Works Department and Sacramento County Department of Transportation

54-39	3A.15-1u (FPASP EIR/EIS)	<p><i>Participate in Fair Share Funding of Improvements to Reduce Impacts on Westbound U.S. 50 between Prairie City Road and Folsom Boulevard (Freeway Segment 16).</i></p> <p>To ensure that Westbound U.S. 50 operates at an acceptable LOS between Prairie City Road and Folsom Boulevard, an auxiliary lane must 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 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 Westbound U.S. 50 between Prairie City Road and Folsom Boulevard (Freeway Segment 16).</p>	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.	City of Folsom Public Works Department and Sacramento County Department of Transportation
54-40	3A.15-1v (FPASP EIR/EIS)	<p><i>Participate in Fair Share Funding of Improvements to Reduce Impacts on Westbound U.S. 50 between Hazel Avenue and Sunrise Boulevard (Freeway Segment 18).</i></p> <p>To ensure that Westbound U.S. 50 operates at an acceptable LOS between Hazel Avenue and Sunrise Boulevard, an auxiliary lane must 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 must be implemented by Caltrans. 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 Westbound U.S. 50 between Hazel Avenue and Sunrise Boulevard (Freeway Segment 18).</p>	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.	City of Rancho Cordova Department of Public Works and Sacramento County Department of Transportation
54-41	3A.15-1w (FPASP EIR/EIS)	<p><i>Participate in Fair Share Funding of Improvements to Reduce Impacts on U.S. 50 Eastbound/Folsom Boulevard Ramp Merge (Freeway Merge 4).</i></p> <p>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 must be constructed. This improvement was recommended in the Traffic Operations Analysis Report for the U.S. 50 Auxiliary Lane Project. This improvement is</p>	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during	City of Folsom Public Works Department and Sacramento County Department of Transportation

		included in the proposed 50 Corridor Mobility Fee Program. 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 U.S. 50 Eastbound/Folsom Boulevard Ramp Merge (Freeway Merge 4).	which project phase the improvement should be built.	
54-42	3A.15-1x (FPASP EIR/EIS)	<i>Participate in Fair Share Funding of Improvements to Reduce Impacts on U.S. 50 Eastbound/Prairie City Road Diverge (Freeway Diverge 5).</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 must 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 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 the U.S. 50 Eastbound/Prairie City Road diverge (Freeway Diverge 5).	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.	City of Folsom Public Works Department and Sacramento County Department of Transportation
54-43	3A.15-1y (FPASP EIR/EIS)	<i>Participate in Fair Share Funding of Improvements to Reduce Impacts on U.S. 50 Eastbound/Prairie City Road Direct Merge (Freeway Merge 6).</i> To ensure that Eastbound U.S. 50 operates at an acceptable LOS at the Prairie City Road onramp direct merge, an auxiliary lane to the East Bidwell Street – Scott Road diverge must be constructed. This auxiliary lane improvement is included in the proposed 50 Corridor Mobility Fee Program. 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 the U.S. 50 Eastbound/Prairie City Road direct merge (Freeway Merge 6).	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.	City of Folsom Public Works Department
54-44	3A.15-1z (FPASP EIR/EIS)	<i>Participate in Fair Share Funding of Improvements to Reduce Impacts on U.S. 50 Eastbound/Prairie City Road Flyover On-Ramp to Oak Avenue Parkway Off-Ramp Weave (Freeway Weave 8).</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 should be implemented to	Before project build out. A phasing analysis should be performed prior to approval of the first	City of Folsom Public Works Department

		<p>eliminate the unacceptable weaving conditions. Such an improvement may involve a “braided ramp”.</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 the U.S. 50 Eastbound / Prairie City Road flyover on-ramp to Oak Avenue Parkway off-ramp weave (Freeway Weave 8).</p>	<p>subdivision map to determine during which project phase the improvement should be built.</p>	
54-45	3A.15-1aa (FPASP EIR/EIS)	<p><i>Participate in Fair Share Funding of Improvements to Reduce Impacts on U.S. 50 Eastbound/Oak Avenue Parkway Loop Merge (Freeway Merge 9).</i></p> <p>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 must be constructed. This auxiliary lane improvement is included in the proposed 50 Corridor Mobility Fee Program. 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 the U.S. 50 Eastbound/ Oak Avenue Parkway loop merge (Freeway Merge 9).</p>	<p>Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.</p>	City of Folsom Public Works Department
54-46	3A.15-1dd (FPASP EIR/EIS)	<p><i>Participate in Fair Share Funding of Improvements to Reduce Impacts on U.S. 50 Westbound/Empire Ranch Road Loop Ramp Merge (Freeway Merge 23).</i></p> <p>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 must be implemented by Caltrans. 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 the U.S. 50 Westbound/Empire Ranch Road loop ramp merge (Freeway Merge 23).</p>	<p>Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.</p>	City of Folsom Public Works Department

54-47	3A.15-1ee (FPASP EIR/EIS)	<p><i>Participate in Fair Share Funding of Improvements to Reduce Impacts on U.S. 50 Westbound/Oak Avenue Parkway Loop Ramp Merge (Freeway Merge 29).</i></p> <p>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 must be implemented by Caltrans. 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 the U.S. 50 Westbound/Oak Avenue Parkway loop ramp merge (Freeway Merge 29).</p>	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.	City of Folsom Public Works Department
54-48	3A.15-1ff (FPASP EIR/EIS)	<p><i>Participate in Fair Share Funding of Improvements to Reduce Impacts on U.S. 50 Westbound/Prairie City Road Loop Ramp Merge (Freeway Merge 32).</i></p> <p>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 must be constructed. This auxiliary lane improvement is included in the proposed 50 Corridor Mobility Fee Program. 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 the U.S. 50 Westbound/Prairie City Road Loop Ramp Merge (Freeway Merge 32).</p>	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.	City of Folsom Public Works Department and Sacramento County Department of Transportation
54-49	3A.15-1gg (FPASP EIR/EIS)	<p><i>Participate in Fair Share Funding of Improvements to Reduce Impacts on U.S. 50 Westbound/Prairie City Road Direct Ramp Merge (Freeway Merge 33).</i></p> <p>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 must be constructed. This auxiliary lane improvement is included in the proposed 50 Corridor Mobility Fee Program. 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</p>	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the	City of Folsom Public Works Department and Sacramento County Department of Transportation

		impacts to the U.S. 50 Westbound/Prairie City Road direct ramp merge (Freeway Merge 33).	improvement should be built.	
54-50	3A.15-1hh (FPASP EIR/EIS)	<i>Participate in Fair Share Funding of Improvements to Reduce Impacts on U.S. 50 Eastbound/Folsom Boulevard Diverge (Freeway Diverge 34).</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 must be constructed. Improvements to this freeway segment must be implemented by Caltrans. This auxiliary lane improvement is included in the proposed 50 Corridor Mobility Fee Program. 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 the U.S. 50 Eastbound / Folsom Boulevard diverge (Freeway Diverge 34).	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.	City of Folsom Public Works Department and Sacramento County Department of Transportation
54-51	3A.15-1ii (FPASP EIR/EIS)	<i>Participate in Fair Share Funding of Improvements to Reduce Impacts on U.S. 50 Westbound/Hazel Avenue Direct Ramp Merge (Freeway Merge 38).</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 must be constructed. This auxiliary lane improvement is included in the proposed 50 Corridor Mobility Fee Program. 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 U.S. 50 Westbound/Hazel Avenue direct ramp merge (Freeway Merge 38).	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.	Sacramento County Department of Transportation and City of Rancho Cordova Department of Public Works
54-52	3A.15-2a (FPASP EIR/EIS)	<i>Develop Commercial Support Services and Mixed-use Development Concurrent with Housing Development and Develop and Provide Options for Alternative Transportation Modes.</i> The project applicant(s) for any particular discretionary development application including commercial or mixed-use development along with residential uses shall develop commercial and mixed-use development concurrent with housing development, to the extent feasible in light of market realities and other considerations, to internalize vehicle trips.	Before approval of improvement plans for all project phases any particular discretionary development application that	City of Folsom Public Works Department

		<p>Pedestrian and bicycle facilities shall be implemented to the satisfaction of the City Public Works Department. To further minimize impacts from the increased demand on area roadways and intersections, the project applicant(s) for any particular discretionary development application involving schools or commercial centers shall develop and implement safe and secure bicycle parking to promote alternative transportation uses and reduce the volume of single-occupancy vehicles using area roadways and intersections. The project applicant(s) 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>	<p>includes residential and commercial or mixed-use development. As a condition of project approval and/or as a condition of the development agreement for all project phases.</p>	
54-53	3A.15-2b (FPASP EIR/EIS)	<p><i>Participate in the City's Transportation System Management Fee Program.</i> The project applicant(s) 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>	<p>Concurrent with construction for all project phases.</p>	<p>City of Folsom Public Works Department</p>
54-54	3A.15-2c (FPASP EIR/EIS)	<p><i>Participate with the 50 Corridor Transportation Management Association.</i> The project applicant(s) for any particular discretionary development application shall join and participate with the 50 Corridor Transportation Management Association to reduce the number of single-occupant automobile travel on area roadways and intersections.</p>	<p>Concurrent with construction for all project phases.</p>	<p>City of Folsom Public Works Department</p>
54-55	3A.15-3 (FPASP EIR/EIS)	<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 project applicant(s) 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>	<p>As a condition of project approval and/or as a condition of the development agreement for all project phases.</p>	<p>City of Folsom Public Works Department</p>

54-56	3A.15-4a (FPASP EIR/EIS)	<p><i>The Applicant Shall Pay a Fair Share to Fund the Construction of Improvements to the Sibley Street/Blue Ravine Road Intersection (Folsom Intersection 2).</i></p> <p>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 must be reconfigured to consist of two left-turn lane, two through lanes, and one dedicated right-turn lane. 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 the Sibley Street/Blue Ravine Road intersection (Folsom Intersection 2).</p>	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.	City of Folsom Public Works Department
54-57	3A.15-4b (FPASP EIR/EIS)	<p><i>The Applicant Shall Pay a Fair Share to Fund the Construction of Improvements to the Oak Avenue Parkway/East Bidwell Street Intersection (Folsom Intersection 6).</i></p> <p>To ensure that the Oak Avenue Parkway/East Bidwell Street intersection operates at an acceptable LOS, the eastbound (East Bidwell Street) approach must be reconfigured to consist of two left-turn lanes, four through lanes and a right-turn lane, and the westbound (East Bidwell Street) approach must be reconfigured to consist of two left turn lanes, four through lanes, and a right-turn lane. It is against the City of Folsom policy to have eight lane roads because of the impacts to non-motorized traffic and adjacent development; therefore, this improvement is infeasible.</p>	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.	City of Folsom Public Works Department
54-58	3A.15-4c (FPASP EIR/EIS)	<p><i>The Applicant Shall Pay a Fair Share to Fund the Construction of Improvements to the East Bidwell Street/College Street Intersection (Folsom Intersection 7).</i></p> <p>To ensure that the East Bidwell Street/College Street intersection operates at acceptable LOS C or better, the westbound approach must be reconfigured to consist of one left-turn lane, one left-through lane, and two dedicated right-turn lanes. 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 the East Bidwell Street/Nesmith Court intersection (Folsom Intersection 7).</p>	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the	City of Folsom Public Works Department

			improvement should be built.	
54-59	3A.15-4d (FPASP EIR/EIS)	<p><i>The Applicant Shall Pay a Fair Share to Fund the Construction of Improvements to the East Bidwell Street/Iron Point Road Intersection (Folsom Intersection 21).</i></p> <p>To ensure that the East Bidwell Street /Iron Point Road intersection operates at an acceptable LOS, the northbound approach must be reconfigured to consist of two left-turn lanes, four through lanes and a right-turn lane, and the southbound approach must be reconfigured to consist of two left-turn lanes, four through lanes and a right-turn lane. It is against the City of Folsom policy to have eight lane roads because of the impacts to non-motorized traffic and adjacent development; therefore, this improvement is infeasible.</p>	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.	City of Folsom Public Works Department
54-60	3A.15-4e (FPASP EIR/EIS)	<p><i>The Applicant Shall Pay a Fair Share to Fund the Construction of Improvements to the Serpa Way/ Iron Point Road Intersection (Folsom Intersection 23).</i></p> <p>To improve LOS at the Serpa Way/ Iron Point Road intersection, the northbound approaches must be restriped to consist of one left-turn lane, one shared left-through lanes, and one right-turn lane. 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 the Serpa Way/Iron Point Road Intersection (Folsom Intersection 23).</p>	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.	City of Folsom Public Works Department
54-61	3A.15-4f (FPASP EIR/EIS)	<p><i>The Applicant Shall Pay a Fair Share to Fund the Construction of Improvements to the Empire Ranch Road/Iron Point Road Intersection (Folsom Intersection 24).</i></p> <p>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: The eastbound approach must be reconfigured to consist of one left-turn lane, two through lanes, and a right-turn lane. The westbound approach must be reconfigured to consist of two left-turn lanes, one through lane, and a through-right lane. The northbound approach must be</p>	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project	City of Folsom Public Works Department

		reconfigured to consist of two left-turn lanes, three through lanes, and a right-turn lane. The southbound approach must be reconfigured to consist of two left-turn lanes, three through lanes, and a right-turn lane. 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 the Empire Ranch Road / Iron Point Road Intersection Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built. (Folsom Intersection 24).	phase the improvement should be built.	
54-62	3A.15-4g (FPASP EIR/EIS)	<i>The Applicant Shall Fund and Construct Improvements to the Oak Avenue Parkway/Easton Valley Parkway Intersection (Folsom Intersection 33).</i> To ensure that the Oak Avenue Parkway/Easton Valley Parkway intersection operates at an acceptable LOS the southbound approach must be reconfigured to consist of two left-turn lanes, two through lanes, and two right-turn lanes. The applicant shall fund and construct these improvements.	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.	City of Folsom Public Works Department
54-63	3A.15-4i (FPASP EIR/EIS)	<i>Participate in Fair Share Funding of Improvements to Reduce Impacts on the Grant Line Road/White Rock Road Intersection (Sacramento County Intersection 3).</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	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.	Sacramento County Department of Transportation.

		the Grant Line Road/White Rock Road Intersection (Sacramento County Intersection 3).		
54-64	3A.15-4j (FPASP EIR/EIS)	<p><i>Participate in Fair Share Funding of Improvements to Reduce Impacts on Grant Line Road between White Rock Road and Kiefer Boulevard (Sacramento County Roadway Segments 5-7).</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. 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 (Sacramento County Roadway Segments 5-7). 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>	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.	Sacramento County Department of Transportation.
54-65	3A.15-4k (FPASP EIR/EIS)	<p><i>Participate in Fair Share Funding of Improvements to Reduce Impacts on Grant Line Road between Kiefer Boulevard and Jackson Highway (Sacramento County Roadway Segment 8).</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. 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 (Sacramento County Roadway Segment 8). 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>	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.	Sacramento County Department of Transportation.

54-66	3A.15-4l (FPASP EIR/EIS)	<p><i>Participate in Fair Share Funding of Improvements to Reduce Impacts on Hazel Avenue between Curragh Downs Drive and U.S. 50 Westbound Ramps (Sacramento County Roadway Segments 12-13).</i></p> <p>To improve operation on Hazel Avenue between Curragh Downs Drive and the U.S. 50 westbound ramps, this roadway segment could be widened to eight lanes. This improvement is inconsistent with Sacramento County’s general plan because the county’s policy requires a maximum roadway cross section of six lanes. Analysis shown later indicates that improvements at the impacted intersection in this segment can be mitigated (see Mitigation Measure 3A.15-4q). Improvements to impacted intersections on this segment will improve operations on this roadway segment and, therefore; mitigate this segment 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 Hazel Avenue between Curragh Downs Drive and U.S. 50 Westbound Ramps (Sacramento County Roadway Segments 12-13).</p>	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.	Sacramento County Department of Transportation.
54-67	3A.15-4m (FPASP EIR/EIS)	<p><i>Participate in Fair Share Funding of Improvements to Reduce Impacts on White Rock Road between Grant Line Road and Prairie City Road (Sacramento County Roadway Segment 22).</i></p> <p>To improve operation on White Rock Road between Grant Line Road and Prairie City Road, this roadway segment must 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. 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 South of U.S. 50 impacts. 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 (Sacramento County Roadway Segment 22).</p>	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.	Sacramento County Department of Transportation.

54-68	3A.15-4n (FPASP EIR/EIS)	<p><i>Participate in Fair Share Funding of Improvements to Reduce Impacts on White Rock Road between Empire Ranch Road and Carson Crossing Road (Sacramento County Roadway Segment 28).</i></p> <p>To improve operation on White Rock Road between Empire Ranch Road and Carson Crossing Road, this roadway segment must be widened to six lanes. Improvements to this roadway segment 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 White Rock Road between Empire Ranch Road and Carson Crossing Road (Sacramento County Roadway Segment 28).</p>	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.	Sacramento County Department of Transportation.
54-69	3A.15-4o (FPASP EIR/EIS)	<p><i>Participate in Fair Share Funding of Improvements to Reduce Impacts on the White Rock Road/Carson Crossing Road Intersection (El Dorado County 1).</i></p> <p>To ensure that the White Rock Road/Carson Crossing Road intersection operates at an acceptable LOS, the eastbound right turn lane must 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 (El Dorado County 1).</p>	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.	Sacramento County Department of Transportation.
54-70	3A.15-4p (FPASP EIR/EIS)	<p><i>Participate in Fair Share Funding of Improvements to Reduce Impacts on the Hazel Avenue/U.S. 50 Westbound Ramps Intersection (Caltrans Intersection 1).</i></p> <p>To ensure that the Hazel Avenue/U.S. 50 westbound ramps intersection operates at an acceptable LOS, the westbound approach must 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 must 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</p>	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the	Sacramento County Department of Transportation.

		program established by that agency to reduce the impacts to the Hazel Avenue/U.S. 50 Westbound Ramps Intersection (Caltrans Intersection 1).	improvement should be built.	
54-71	3A.15-4q (FPASP EIR/EIS)	<p><i>Participate in Fair Share Funding of Improvements to Reduce Impacts on Eastbound US 50 between Zinfandel Drive and Sunrise Boulevard (Freeway Segment 1).</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. 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 (Freeway Segment 1).</p>	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.	Sacramento County Department of Transportation.
54-72	3A.15-4r (FPASP EIR/EIS)	<p><i>Participate in Fair Share Funding of Improvements to Reduce Impacts on Eastbound US 50 between Rancho Cordova Parkway and Hazel Avenue (Freeway Segment 3).</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. 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 (Freeway Segment 3).</p>	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.	Sacramento County Department of Transportation.

54-73	3A.15-4s (FPASP EIR/EIS)	<p><i>Participate in Fair Share Funding of Improvements to Reduce Impacts on Eastbound US 50 between Folsom Boulevard and Prairie City Road (Freeway Segment 5).</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. 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, 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 (Freeway Segment 5).</p>	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.	Sacramento County Department of Transportation.
54-74	3A.15-4t (FPASP EIR/EIS)	<p><i>Participate in Fair Share Funding of Improvements to Reduce Impacts on Eastbound US 50 between Prairie City Road and Oak Avenue Parkway (Freeway Segment 6).</i></p> <p>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 (see Mitigation Measures 3A.15-4u, v and w), 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 must be implemented by Caltrans. 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 Prairie City Road and Oak Avenue Parkway (Freeway Segment 6).</p>	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.	Sacramento County Department of Transportation.

54-75	3A.15-4u (FPASP EIR/EIS)	<p><i>Participate in Fair Share Funding of Improvements to Reduce Impacts on the U.S. 50 Eastbound / Prairie City Road Slip Ramp Merge (Freeway Merge 6).</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, 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 must be implemented by Caltrans. 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 the U.S. 50 Eastbound / Prairie City Road slip ramp merge (Freeway Merge 6).</p>	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.	Sacramento County Department of Transportation.
54-76	3A.15-4v (FPASP EIR/EIS)	<p><i>Participate in Fair Share Funding of Improvements to Reduce Impacts on the U.S. 50 Eastbound / Prairie City Road Flyover On Ramp to Oak Avenue Parkway Off Ramp Weave (Freeway Weave 7).</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 must be implemented by Caltrans. 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 the U.S. 50 Eastbound / Prairie City Road Flyover On Ramp to Oak Avenue Parkway Off Ramp Weave (Freeway Weave 7).</p>	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.	Sacramento County Department of Transportation.
54-77	3A.15-4w (FPASP EIR/EIS)	<p><i>Participate in Fair Share Funding of Improvements to Reduce Impacts on U.S. 50 Eastbound / Oak Avenue Parkway Loop Ramp Merge (Freeway Merge 8).</i></p>	Before project build out. A phasing analysis should be	Sacramento County Department of Transportation.

		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 must be implemented by Caltrans. 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 U.S. 50 Eastbound / Oak Avenue Parkway Loop Ramp Merge (Freeway Merge 8).	performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.	
54-78	3A.15-4x (FPASP EIR/EIS)	<i>Participate in Fair Share Funding of Improvements to Reduce Impacts on U.S. 50 Westbound / Empire Ranch Road Loop Ramp Merge (Freeway Merge 27).</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 must be implemented by Caltrans. 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 the U.S. 50 Westbound / Empire Ranch Road loop ramp merge (Freeway Merge 27).	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.	Sacramento County Department of Transportation.
54-79	3A.15-4y (FPASP EIR/EIS)	<i>Participate in Fair Share Funding of Improvements to Reduce Impacts on U.S. 50 Westbound / Prairie City Road Loop Ramp Merge (Freeway Merge 35).</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 must be implemented by Caltrans. 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	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.	Sacramento County Department of Transportation.

		applicant, to reduce the impacts to the U.S. 50 Westbound / Prairie City Road Loop Ramp Merge (Freeway Merge 35).		
UTILITIES AND SERVICE SYSTEMS				
54-80	3A.16-1 (FPASP EIR/EIS)	<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 project applicant(s) of all project phases 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 for all project phases, or their financing shall be ensured to the satisfaction of the City.</p>	Before approval of final maps and issuance of building permits for any project phases.	City of Folsom Community Development Department and City of Folsom Public Works Department
54-81	3A.16-3 (FPASP EIR/EIS)	<p>Demonstrate Adequate SRWTP Wastewater Treatment Capacity.</p> <p>The project applicant(s) of all project phases shall demonstrate adequate capacity at the SRWTP 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 SRCSD. Approval of the final map and issuance of building permits for all project phases shall not be granted until the City verifies adequate SRWTP capacity is available for the amount of development identified in the tentative map.</p>	Before approval of final maps and issuance of building permits for any project phases.	City of Folsom Community Development Department and City of Folsom Public Works Department
54-82	3A.18-1 (FPASP EIR/EIS)	<p>Submit Proof of Surface Water Supply Availability.</p> <p>a. Prior to approval of any small-lot tentative subdivision map subject to Government Code Section 66473.7 (SB 221), the City shall comply with that statute. Prior to approval of any small-lot tentative subdivision map for a proposed residential project not subject to that statute, the City need not comply with Section 66473.7, or formally consult with any public water system that would provide water to the affected area; nevertheless, the City shall make a factual showing or impose conditions similar to</p>	Before approval of final maps and issuance of building permits for any project phases.	City of Folsom Community Development Department and City of Folsom Public Works Department

		<p>those required by Section 66473.7 to ensure an adequate water supply for development authorized by the map.</p> <p>b. Prior to recordation of each final subdivision map, or prior to City approval of any similar project-specific discretionary approval or entitlement required for nonresidential uses, the project applicant(s) of that project phase or activity shall demonstrate 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 or project-specific discretionary nonresidential approval or entitlement. 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.</p>		
54-83	3A.18-2a (FPASP EIR/EIS)	<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></p> <p>Before the approval of the final subdivision map and issuance of building permits for all project phases, the project applicant(s) of any particular discretionary development application shall submit proof to the City of Folsom that an adequate off-site water conveyance system either has been constructed or is ensured or other sureties 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 the 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 certificate of occupancy shall not be issued for any building within the SPA until the water conveyance infrastructure sufficient to serve such building has been constructed and is in place.</p>	Before approval of final maps and issuance of building permits for any project phases.	City of Folsom Community Development Department and City of Folsom Public Works Department
54-84	3A.18-2b (FPASP EIR/EIS)	<p><i>Demonstrate Adequate Off-Site Water Treatment Capacity (if the Off-Site Water Treatment Plant Option is Selected).</i></p> <p>If an off-site water treatment plant (WTP) alternative is selected (as opposed to the on-site WTP alternative), the project applicant(s) for any particular discretionary development application shall demonstrate adequate capacity at the off-site WTP. This shall involve preparing a tentative map–level study and paying connection and capacity fees as</p>	Before approval of final maps and issuance of building permits for any project phases.	City of Folsom Community Development Department and City of Folsom Public Works Department

		determined by the City. Approval of the final project map shall not be granted until the City verifies adequate water treatment capacity either is available or is certain to be available when needed 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. A certificate of occupancy shall not be issued for any building within the SPA until the water treatment capacity sufficient to serve such building has been constructed and is in place.		
54-85	4.4-1 (Westland/ Eagle SPA)	<p>Conduct Environmental Awareness Training for Construction Employees. Prior to beginning construction activities, the Project Applicant shall employ a qualified biologist to develop and conduct environmental awareness training for construction employees. The training shall describe the importance of onsite biological resources, including special-status wildlife habitats; potential nests of special-status birds; and roosting habitat for special-status bats. The biologist shall also explain the importance of other responsibilities related to the protection of wildlife during construction such as inspecting open trenches and looking under vehicles and machinery prior to moving them to ensure there are no lizards, snakes, small mammals, or other wildlife that could become trapped, injured, or killed in construction areas or under equipment.</p> <p>The environmental awareness program shall be provided to all construction personnel to brief them on the life history of special-status species in or adjacent to the project area, the need to avoid impacts on sensitive biological resources, any terms and conditions required by State and federal agencies, and the penalties for not complying with biological mitigation requirements. If new construction personnel are added to the project, the contractor's superintendent shall ensure that the personnel receive the mandatory training before starting work. An environmental awareness handout that describes and illustrates sensitive resources to be avoided during project construction and identifies all relevant permit conditions shall be provided to each person.</p>	Before approval of grading or improvement plans or any ground disturbing activities, including grubbing or clearing, for any project phase.	City of Folsom Community Development Department
54-86	4.4-7 (Westland/ Eagle SPA)	<p>Preconstruction Nesting Bird Survey. The Project Applicant shall conduct a preconstruction nesting bird survey of all areas associated with construction activities on the project site within 14 days</p>	Before approval of grading or improvement plans or any ground	California Department of Fish and Game, and City of Folsom Community Development Department

		<p>prior to commencement of construction during the nesting season (1 February through 31 August).</p> <p>If active nests are found, a no-disturbance buffer around the nest shall be established. The buffer distance shall be established by a qualified biologist in consultation with CDFW. The buffer shall be maintained until the fledglings are capable of flight and become independent of the nest, to be determined by a qualified biologist. Once the young are independent of the nest, no further measures are necessary. Pre-construction nesting surveys are not required for construction activity outside of the nesting season.</p>	<p>disturbing activities, including grubbing or clearing, for any project phase.</p>	
54-87	3A.5-1a (Westland/ Eagle SPA)	<p><i>Comply with the Programmatic Agreement.</i></p> <p>The PA for the project is incorporated by reference. The PA provides a management framework for identifying historic properties, determining adverse effects, and resolving those adverse effects as required under Section 106 of the National Historic Preservation Act. This document is incorporated by reference. The PA is available for public inspection and review at the California Office of Historic Preservation 1725 23rd Street Sacramento, CA 95816.</p>	<p>During all construction phases</p>	<p>City of Folsom Community Development Department; U.S. Army Corp of Engineers;</p>
54-88	3A.5-2 (Westland/ Eagle SPA)	<p><i>Conduct Construction Personnel Education, 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>To reduce potential impacts to previously undiscovered cultural resources, the project applicant(s) of all project phases shall do the following:</p> <ul style="list-style-type: none"> ▶ Before the start of ground-disturbing activities, the project applicant(s) of all project phases shall retain a qualified archaeologist to conduct training for construction workers as necessary based upon the sensitivity of the project APE, to educate them about the possibility of encountering buried cultural resources and inform them of the proper procedures should cultural resources be encountered. ▶ As a result of the work conducted for Mitigation Measures 3A.5-1a and 3A.5-1b, if the archaeologist determines that any portion of the SPA or the off-site elements should be monitored for potential discovery of as-yet-unknown cultural resources, the project applicant(s) of all project phases shall implement such monitoring in the locations specified by the 	<p>Before approval of grading or improvement plans or any ground disturbing activities, including grubbing or clearing, for any project phase.</p>	<p>City of Folsom Community Development Department; U.S. Army Corp of Engineers</p>

		<p>archaeologist. USACE should review and approve any recommendations by archaeologists with respect to monitoring.</p> <ul style="list-style-type: none">▶ Should any cultural resources, such as structural features, unusual amounts of bone or shell, artifacts, or architectural remains be encountered during any construction activities, work shall be suspended in the vicinity of the find and the appropriate oversight agency(ies) (identified below) shall be notified immediately. The appropriate oversight agency(ies) shall retain a qualified archaeologist who shall conduct a field investigation of the specific site and shall assess the significance of the find by evaluating the resource for eligibility for listing on the CRHR and the NRHP. If the resource is eligible for listing on the CRHR or NRHP and it would be subject to disturbance or destruction, the actions required in Mitigation Measures 3A.5-1a and 3A.5-1b shall be implemented. The oversight agency shall be responsible for approval of recommended mitigation if it is determined to be feasible in light of the approved land uses and shall implement the approved mitigation before resuming construction activities at the archaeological site. <p>Mitigation for the off-site elements outside of the City of Folsom’s jurisdictional boundaries must be coordinated by the project applicant(s) of each applicable project phase with the affected oversight agency(ies) (i.e., El Dorado and/or Sacramento Counties, or Caltrans).</p> <p>The project applicant, in coordination with USACE, shall ensure that an archaeological sensitivity training program is developed and implemented during a pre-construction meeting for construction supervisors. The sensitivity training program shall provide information about notification procedures when potential archaeological material is discovered, procedures for coordination between construction personnel and monitoring personnel, and information about other treatment or issues that may arise if cultural resources (including human remains) are discovered during project construction. This protocol shall be communicated to all new construction personnel during orientation and on a poster that is placed in a visible location inside the construction job trailer. The phone number of the USACE cultural resources staff member shall also be included.</p> <p>The on-site sensitivity training shall be carried out each time a new contractor will begin work in the APE and at the beginning of each construction season by each contractor.</p>		
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		<p>If unanticipated discoveries of additional historic properties, defined in 36 CFR 800.16 (l), are made during the construction of the project, the USACE shall ensure that they will be protected by implementing the following measures:</p> <ul style="list-style-type: none"> ▶ The Construction Manager, or archaeological monitor, if given the authority to halt construction activities, shall ensure that work in that area is immediately halted within a 100-foot radius of the unanticipated discovery until the find is examined by a person meeting the professional qualifications standards specified in Section 2.2 of Attachment G of the HPMP. The Construction Manager, or archaeological monitor, if present, shall notify the USACE within 24 hours of the discovery. ▶ The USACE shall notify the State Historic Preservation Officer (SHPO) within one working day of an unanticipated discovery and may initiate interim treatment measures in accordance with this HPTP. Once the USACE makes a formal determination of eligibility for the resource, the USACE will notify the SHPO within 48 hours of the determination and afford the SHPO an opportunity to comment on appropriate treatment. The SHPO shall respond within 72 hours of the request to consult. Failure of the SHPO to respond within 72 hours shall not prohibit the USACE from implementing the treatment measures. <p>The project applicants shall be required to submit to the City proof of compliance in the form of a completed training roster and copy of training materials.</p>		
54-89	3A.5-3 (Westland/ Eagle SPA)	<p><i>Suspend Ground-Disturbing Activities if Human Remains are Encountered and Comply with California Health and Safety Code Procedures.</i></p> <p>In accordance with the California Health and Safety Code, if human remains are uncovered during ground-disturbing activities, including those associated with off-site elements, the project applicant(s) of all project phases shall immediately halt all ground-disturbing activities in the area of the find and notify the Sacramento County Coroner and a professional archaeologist skilled in osteological analysis to determine the nature of the remains. The coroner is required to examine all discoveries of human remains within 48 hours of receiving notice of a discovery on private or public lands (California Health and Safety Code Section 7050.5[b]). If the coroner determines that the remains are those of a Native American, he or she must contact the NAHC by phone within</p>	During all ground disturbing activities, for any project phase.	Sacramento County Coroner; Native American Heritage Commission; City of Folsom Community Development Department

	<p>24 hours of making that determination (California Health and Safety Code Section 7050[c]).</p> <p>After the coroner's findings are complete, the project applicant(s), an archaeologist, and the NAHC-designated Most Likely Descendant shall determine the ultimate treatment and disposition of the remains and take appropriate steps to ensure that additional human interments are not disturbed. The responsibilities for acting on notification of a discovery of Native American human remains are identified in Section 5097.9 of the California Public Resources Code.</p> <p>Upon the discovery of Native American remains, the procedures above regarding involvement of the applicable county coroner, notification of the NAHC, and identification of an Most Likely Descendant shall be followed. The project applicant(s) of all project phases shall ensure that the immediate vicinity (according to generally accepted cultural or archaeological standards and practices) is not damaged or disturbed by further development activity until consultation with the Most Likely Descendant has taken place. The Most Likely Descendant shall have 48 hours after being granted access to the site to inspect the site and make recommendations. A range of possible treatments for the remains may be discussed: nondestructive removal and analysis, preservation in place, relinquishment of the remains and associated items to the descendants, or other culturally appropriate treatment. As suggested by AB 2641 (Chapter 863, Statutes of 2006), the concerned parties may extend discussions beyond the initial 48 hours to allow for the discovery of additional remains. AB 2641(e) includes a list of site protection measures and states that the project applicant(s) shall comply with one or more of the following requirements:</p> <ul style="list-style-type: none">▶ record the site with the NAHC or the appropriate Information Center,▶ use an open-space or conservation zoning designation or easement, or▶ record a reinterment document with the county. <p>The project applicant(s) or its authorized representative of all project phases shall rebury the Native American human remains and associated grave goods with appropriate dignity on the property in a location not subject to further subsurface disturbance if the NAHC is unable to identify an Most Likely Descendant or if the Most Likely Descendant fails to make a recommendation within 48 hours after being granted access to the site. The project applicant(s) or its authorized representative may also reinter the remains in a location not subject to further disturbance if it rejects the recommendation of the Most Likely Descendant and</p>		
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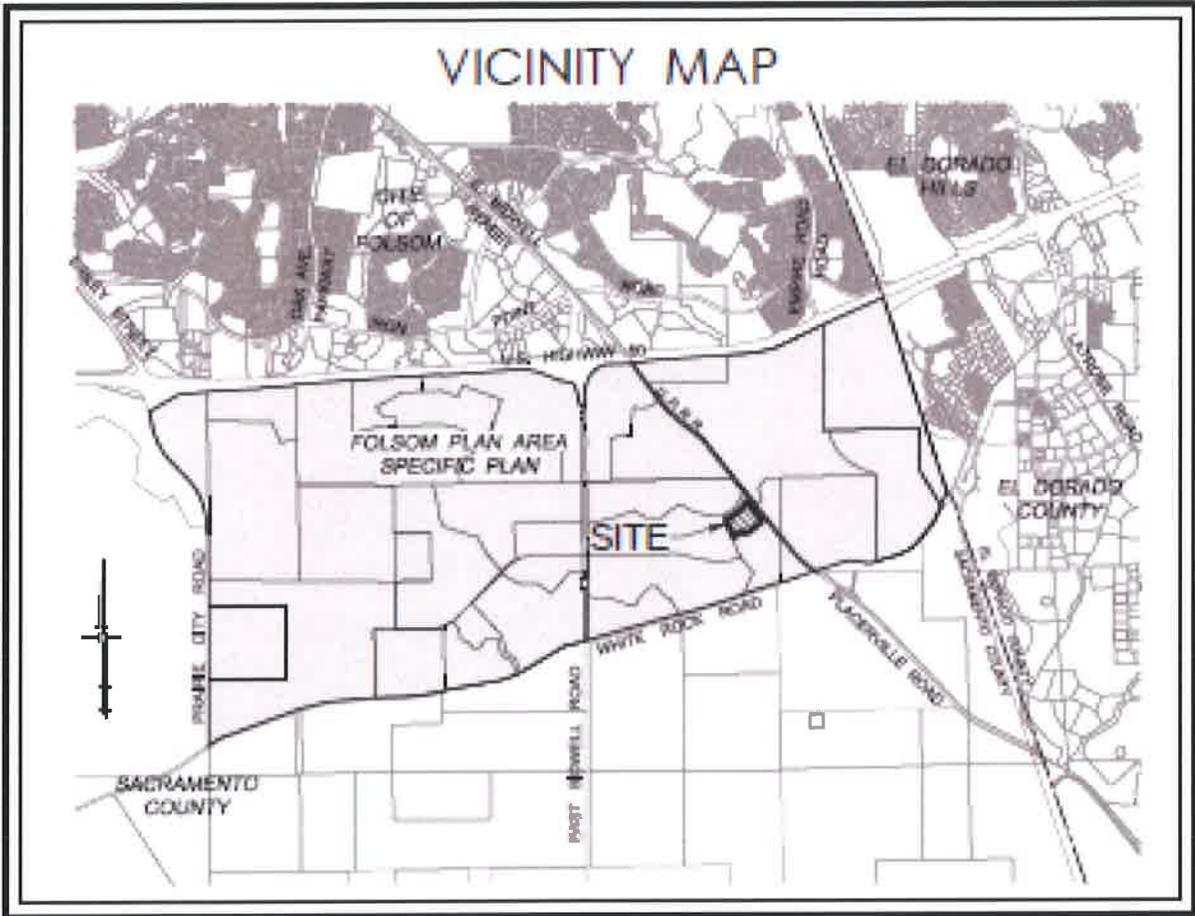
Planning Commission
Mangini Ranch Phase 1C 4-Pack Subdivision (PN 21-002)
June 2, 2021

		<p>mediation by the NAHC fails to provide measures acceptable to the landowner. Ground disturbance in the zone of suspended activity shall not recommence without authorization from the archaeologist.</p> <p>Mitigation for the off-site elements outside of the City of Folsom's jurisdictional boundaries must be coordinated by the project applicant(s) of each applicable project phase with the affected oversight agency(ies) (i.e., El Dorado and/or Sacramento Counties, or Caltrans).</p> <p>The project applicants shall be required to submit to the City proof of compliance in the form of a completed training roster and copy of training materials.</p>		
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Attachment 3

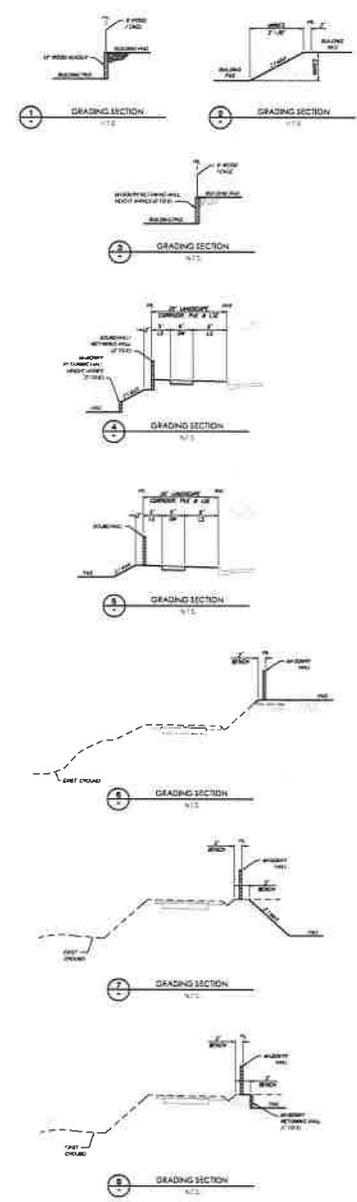
Vicinity Map

MANGINI RANCH PHASE 1C 4-PACK



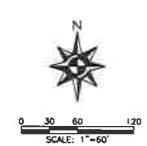
Attachment 4

Small Lot Vesting Subdivision Map dated May 19, 2021



LEGEND		
PROPOSED	DESCRIPTION	EXISTING
	SEWER LINE (SEE INDICATOR)	
	SEWER MANHOLE	
	CANYON DRAIN LINE (SEE INDICATOR)	
	STORM DRAIN MANHOLE	
	DROP INLET	
	STORM DRAIN LINE (SEE INDICATOR)	
	INLET/OUTLET	
	WATER LINE (SEE INDICATOR)	
	SLOW OFF VALVE	
	BUTTERFLY VALVE	
	GATE VALVE	
	FIRE HYDRANT ASSEMBLY	
	AIR RELEASE VALVE	
	SLOPE	
	P-4713	
	EXISTING GRADE	
	STREET GRADE	
	CENTERLINE ELEVATION	
	RETAINING WALL	

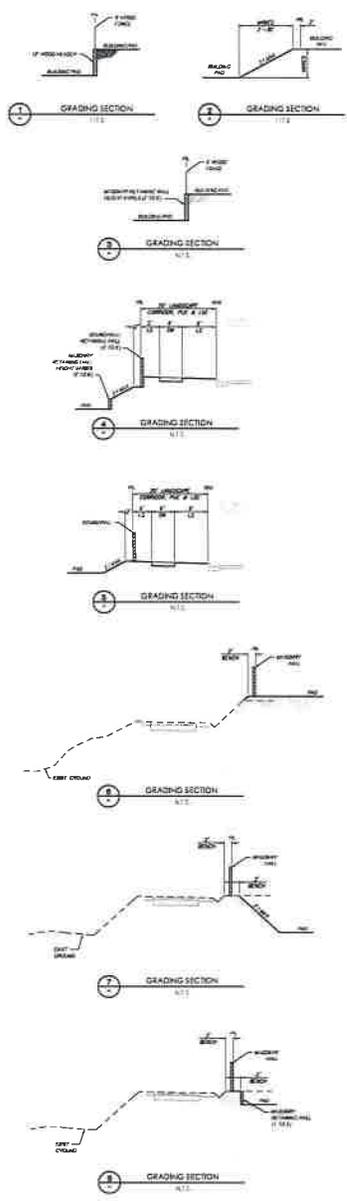
NOTES:
 1. ALL EXISTING UTILITY LOCATIONS SHOWN ARE APPROXIMATE.
 2. THE PROPOSED UTILITIES AND INFRASTRUCTURE SHOWN ARE CONCEPTUAL ONLY AND ARE SUBJECT TO REVISION.
 3. UTILITIES MAY BE PHASED DEPENDING UPON THE DEVELOPMENT SCHEDULE OF THE PROJECT, SUBJECT TO THE REVIEW OF THE CITY OF FOLSOM.
 4. THE EXISTING GROUND CONTOURS SHOWN ON THE EXISTING REPRESENT THE EXISTING GRADE CONDITION AND ARE FOR PLANNING LEVEL STUDIES ONLY.



PRELIMINARY GRADING AND DRAINAGE PLAN
 SMALL LOT VESTING TENTATIVE MAP
PHASE 1C 4-PACK
 a portion of Mangini Ranch Phase 1 of the Folsom Plan Area Specific Plan
 Folsom, California
MACKAY & SOMPS
 PLANNERS SURVEYORS
 May 19, 2021

Attachment 5

Preliminary Grading and Drainage Plan dated March 19, 2021



PROPOSED	DESCRIPTION	EXISTING
	SEWER LINE	
	SEWER MANHOLE	
	DRAINAGE DRAIN LINE (NOT INDICATED)	
	STORM DRAIN MANHOLE	
	DROP INLET	
	STORM DRAIN LINE (NOT INDICATED)	
	INLET/OUTLET	
	WATER LINE (NOT INDICATED)	
	BLOW OFF VALVE	
	BUTTERFLY VALVE	
	GATE VALVE	
	FIRE HYDRANT ASSEMBLY	
	AIR RELEASE VALVE	
	SLOPE	
	P-477.3	
	PROG. GRADE	
	STREET GRADE	
	CENTERLINE ELEVATION	
	RETAINING WALL	

- NOTES:
1. ALL EXISTING UTILITY LOCATIONS SHOWN ARE APPROXIMATE.
 2. THE PROPOSED UTILITIES AND INFRASTRUCTURES SHOWN ARE CONCEPTUAL ONLY AND ARE SUBJECT TO REVISION.
 3. UTILITIES MAY BE PHASED DEPENDING UPON THE DEVELOPMENT SCHEDULE OF THE PROJECT SUBJECT TO THE REVIEW OF THE CITY OF FOLSOM.
 4. THE EXISTING GROUND CONTOURS SHOWN ON THIS DRAWING REPRESENT THE EXISTING GRADE CONDITION AND ARE FOR PLANNING LEVEL STUDIES ONLY.



0 30 60 120
SCALE: 1" = 60'

PRELIMINARY GRADING AND DRAINAGE PLAN
SMALL LOT VESTING TENTATIVE MAP
PHASE 1C 4-PACK
a portion of Margini Ranch Phase 1 of the Folsom Plan Area Specific Plan
Folsom, California
MACKAY & SOMPS
ENGINEERS PLANNERS SURVEYORS
May 19, 2021

Attachment 6

Residential Schematic Design dated April 7, 2021



PLAN 2BR
WESTERN FARMHOUSE

PLAN 3
MODERN PRAIRIE

Mangini Ranch Phase 1C - 4 Pack Cluster Series

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- A0.2 ENHANCED LOTS MAP
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- A1.3 PLAN 1B EXTERIOR ELEVATIONS
- A1.4 PLAN 1C EXTERIOR ELEVATIONS

PLAN 2

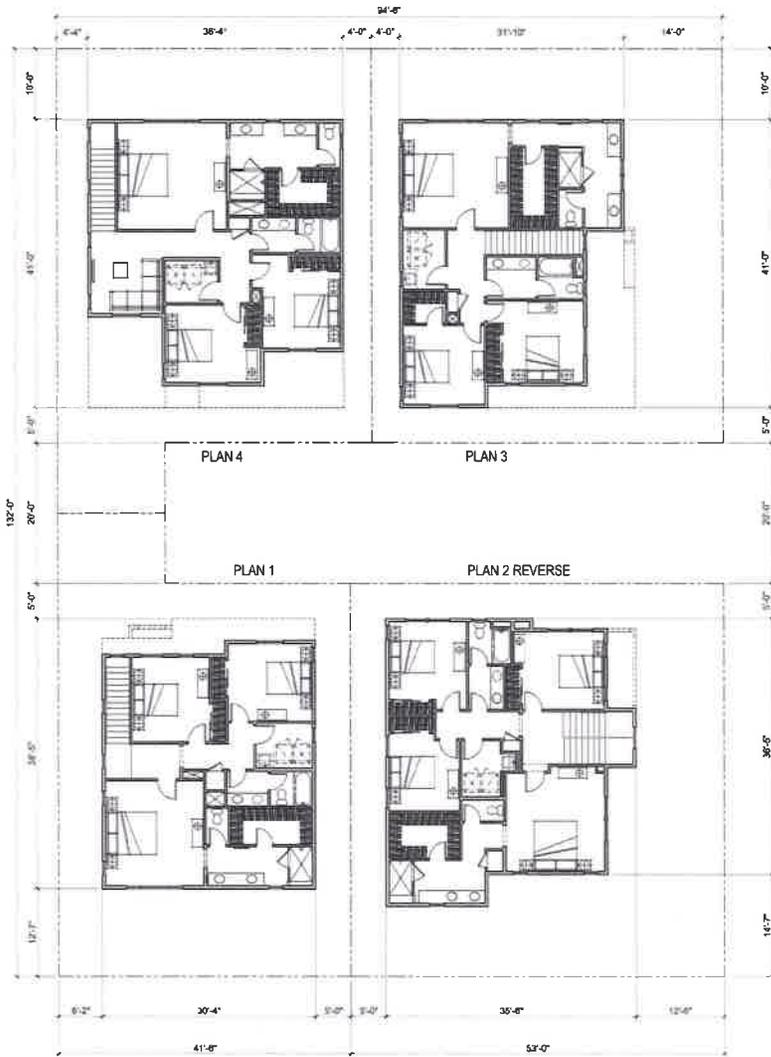
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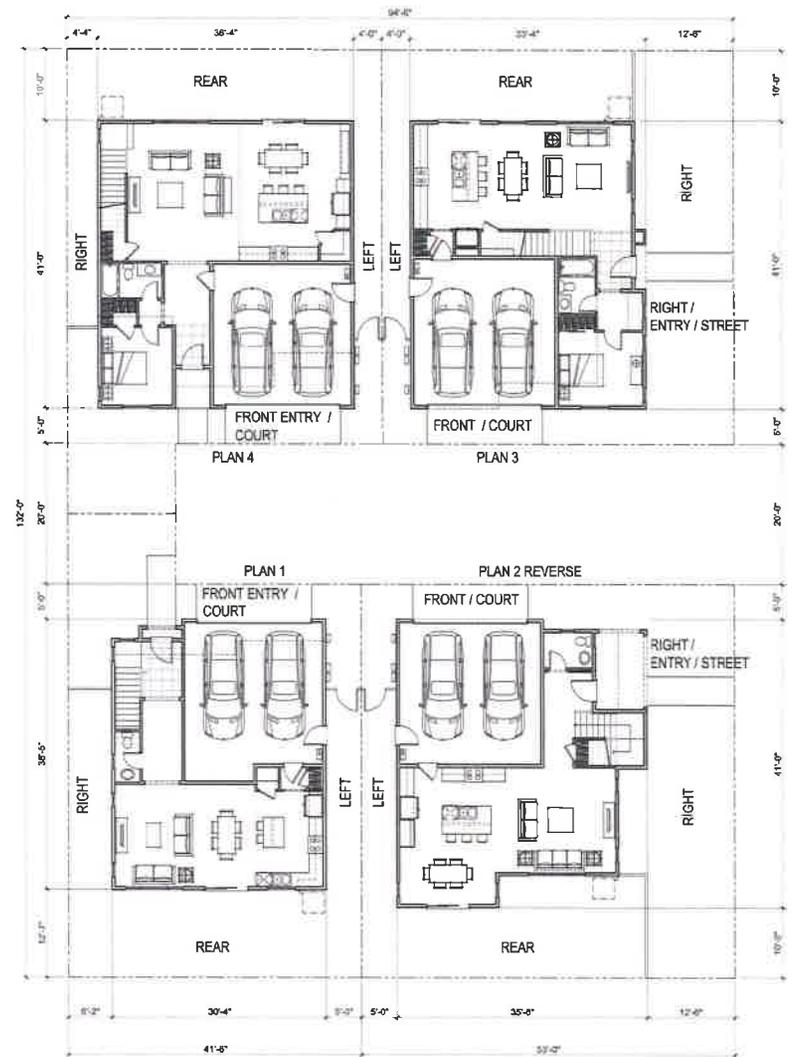
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Second Floor



First Floor

48.4% 4-Unit Complex Coverage

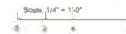


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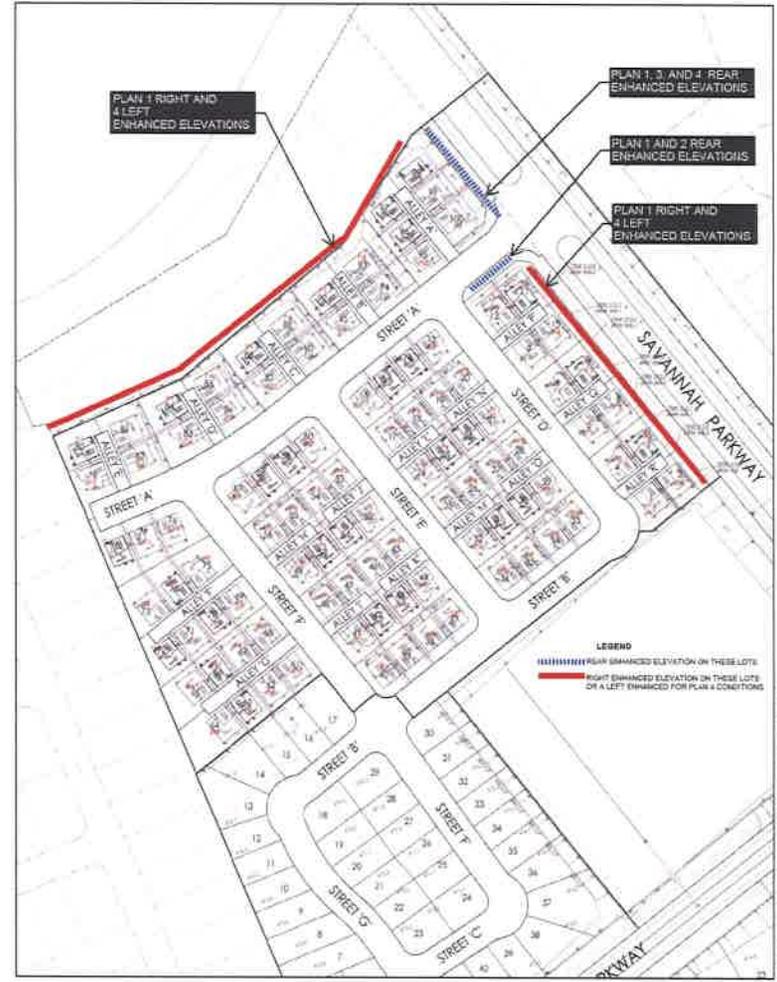
MANGINI RANCH PHASE 1C
4-PACK CLUSTER SERIES
FOLSOM, CA #2020-0705

SCHEMATIC DESIGN
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4-PACK TYPICAL PLOTTING

A0.1



- LEGEND**
- 10' REAR SETBACK
 - 4' SIDE SETBACK
 - 5' SIDE SETBACK (CORNER LOT)
 - 5' (ALLEY/12.5' (STREET) FRONT SETBACK (LIVING SPACE)
 - 5' (ALLEY/15' (STREET) FRONT SETBACK (GARAGE)


 SCALE 1"=40'
 PRELIMINARY FIT ANALYSIS - 4-PACK
PHASE 1C
Division of Mangini Ranch, Page 1 of 24 (Mangini Plan Area) 10-18-2020
Black & Veatch
San Francisco, CA



Modern Spanish 2A



Modern Spanish 4A

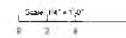


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MANGINI RANCH PHASE 1C
4-PACK CLUSTER SERIES
FOLSOM, CA #2020-0706

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PERSPECTIVES

A0.3



Front Elevation 1A - Modern Spanish

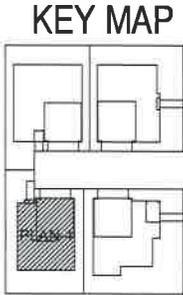


Front Elevation 1B - Western Farmhouse



Front Elevation 1C - Modern Prairie

FRONT
ENTRY / COURT ELEVATION VIEW

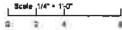


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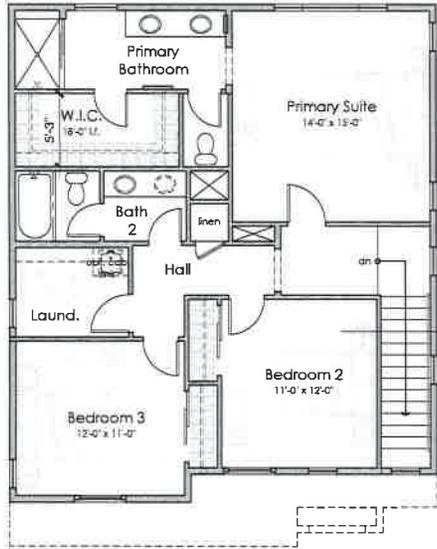
MANGINI RANCH PHASE 1C
4-PACK CLUSTER SERIES
FOLSOM, CA. #2020-0705

SCHEMATIC DESIGN
APRIL 7, 2021

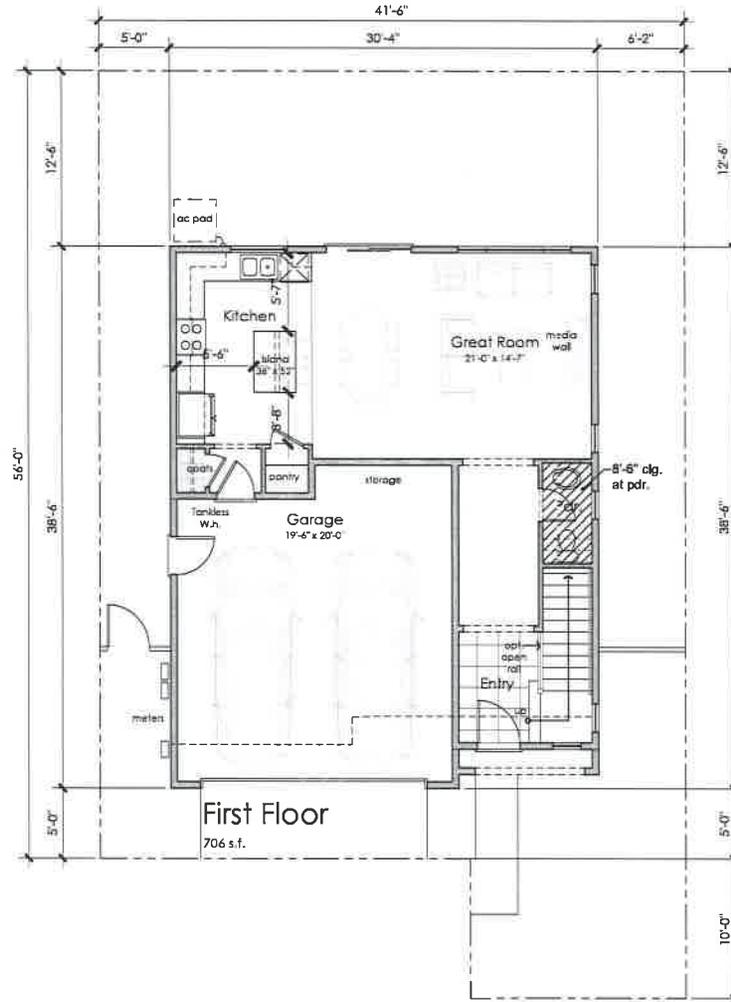


EXTERIOR ELEVATIONS - PLAN 1

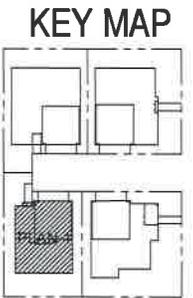
A1.0



Second Floor
999 s.f.



First Floor
706 s.f.

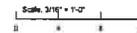


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MANGINI RANCH PHASE 1C
4-PACK CLUSTER SERIES
FOLSOM, CA. #2020-0705

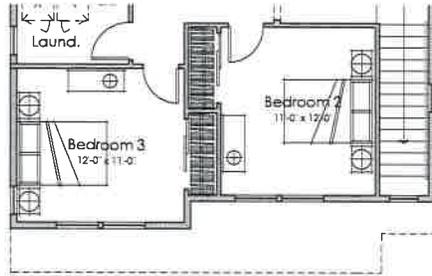
SCHEMATIC DESIGN
APRIL 7, 2021



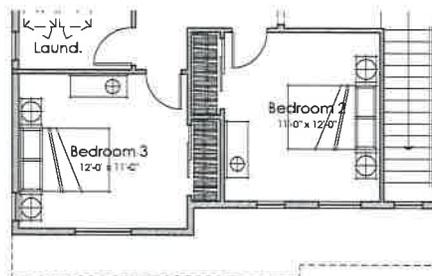
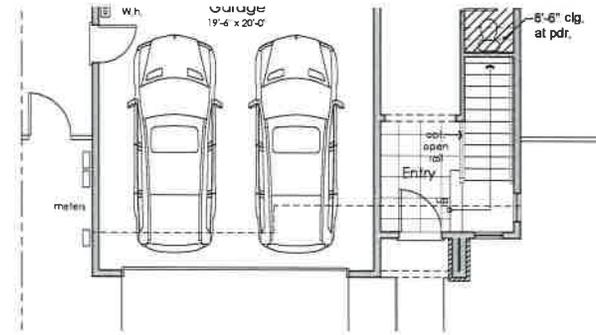
3 BEDROOMS
2.5 BATHS
1,705 S.F.

FLOOR PLAN 1

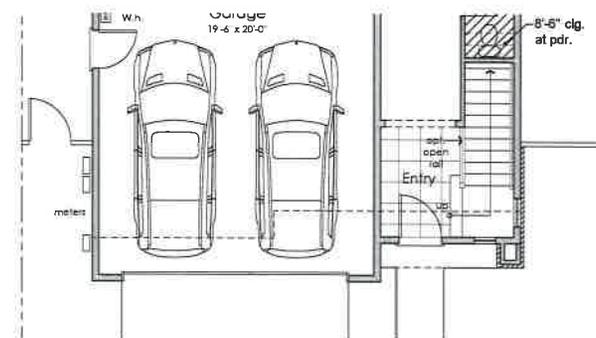
A1.1



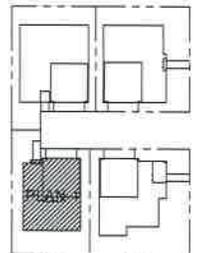
PLAN 1C



PLAN 1B



KEY MAP

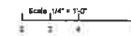


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MANGINI RANCH PHASE 1C
4-PACK CLUSTER SERIES
FOLSOM, CA, #2020-0705

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PLAN 1 ADDENDA

A1.1.1

MODERN SPANISH
Characterized by simply articulated
details and adaptability

DESIGN ELEMENTS

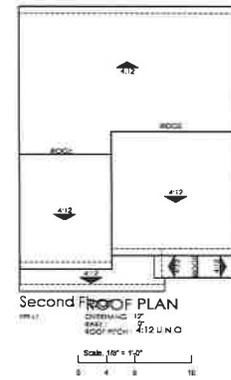
Two Story Massing
Stucco Exterior Finish
Villa Shaped Concrete Tile
Gently Pitched Roofs

ENHANCED DESIGN ELEMENTS

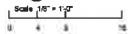
Recessed Windows
Gable Details



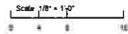
Front Elevation 1A - Modern Spanish



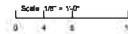
Right Elevation



Rear Elevation



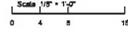
Left Elevation



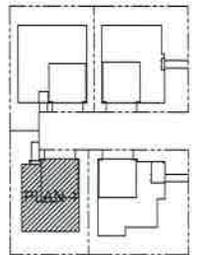
Right Elevation at
Enhanced Lots



Rear Elevation at
Enhanced Lots



KEY MAP

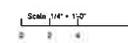


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**MANGINI RANCH PHASE 1C
4-PACK CLUSTER SERIES**
FOLSOM, CA. #2020-0705

SCHEMATIC DESIGN
APRIL 7, 2021



EXTERIOR ELEVATIONS - PLAN 1A

A1.2

WESTERN FARMHOUSE
Characterized by an asymmetrical, casual cottage look. It represents a practical and picturesque country home.

DESIGN ELEMENTS

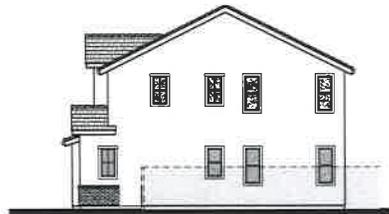
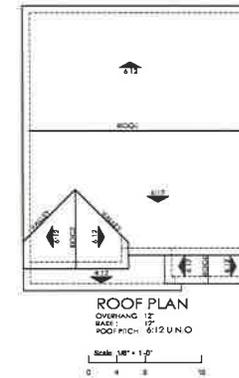
- Two Story Massing
- Stucco Exterior Finish
- Flat Concrete Tile
- Steeper Pitched Roofs

ENHANCED DESIGN ELEMENTS

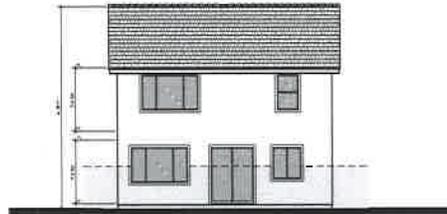
- Lap Siding
- Brick Veneer



Front Elevation 1B - Western Farmhouse



Right Elevation



Rear Elevation



Left Elevation

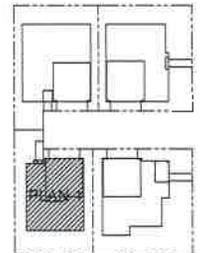


Right Elevation at Enhanced Lots



Rear Elevation at Enhanced Lots

KEY MAP

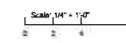


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MANGINI RANCH PHASE 1C
4-PACK CLUSTER SERIES
FOLSOM, CA. #2020-0705

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APRIL 7, 2021



EXTERIOR ELEVATIONS - PLAN 1B

A1.3

MODERN PRAIRIE
Characterized by an asymmetrical, contemporary cottage look. It represents a practical and picturesque prairie home.

DESIGN ELEMENTS

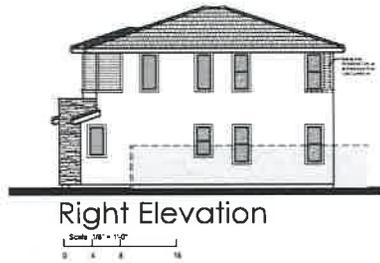
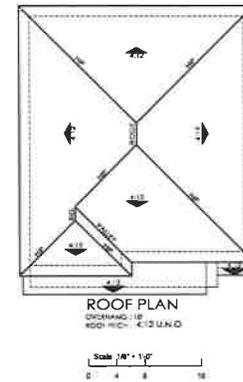
Two Story Massing
Stucco Exterior Finish
Flat Concrete Tile
Gently Pitched Roofs

ENHANCED DESIGN ELEMENTS

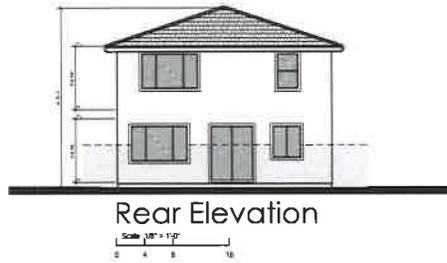
Lap Siding
Stone Veneer



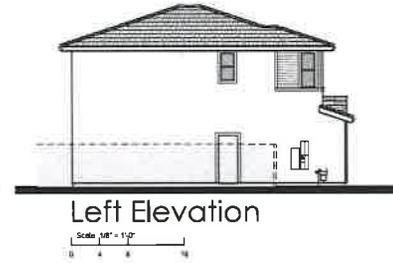
Front Elevation 1C - Modern Prairie



Right Elevation



Rear Elevation



Left Elevation



Right Elevation at Enhanced Lots

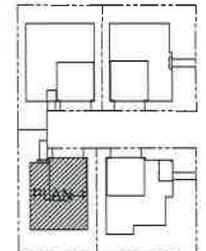


Rear Elevation at Enhanced Lots



Left Elevation at Enhanced Lots

KEY MAP



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MANGINI RANCH PHASE 1C
4-PACK CLUSTER SERIES
FOLSOM, CA, #2020-0705

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Scale 1/4" = 1'-0"
0 2 4 6 8

EXTERIOR ELEVATIONS - PLAN 1C

A1.4



Modern Spanish 2A
Right Elevation Facing Street

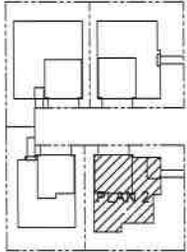


Western Farmhouse 2B
Right Elevation Facing Street



Modern Prairie 2C
Right Elevation Facing Street

KEY MAP

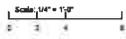


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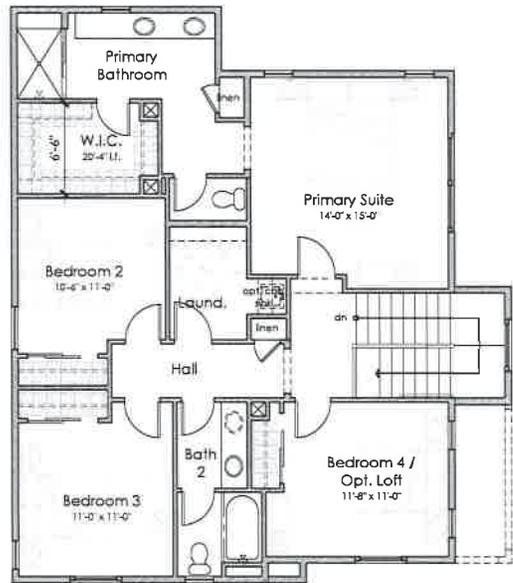
MANGINI RANCH PHASE 1C
4-PACK CLUSTER SERIES
FOLSOM, CA, #2020-0705

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EXTERIOR ELEVATIONS - PLAN 2

A2.0



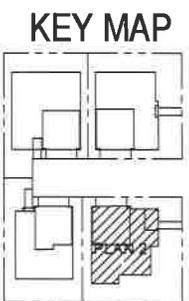
Second Floor

1,164 s.f.



First Floor

777 s.f.

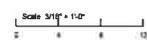


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MANGINI RANCH PHASE 1C
4-PACK CLUSTER SERIES
FOLSOM, CA. 95720-0725

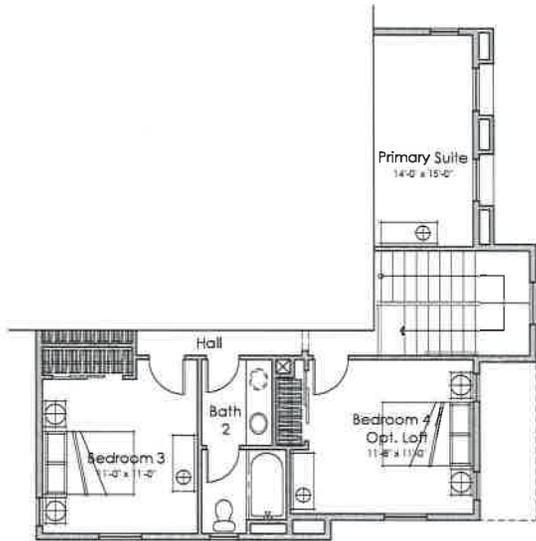
SCHEMATIC DESIGN
APRIL 7, 2021



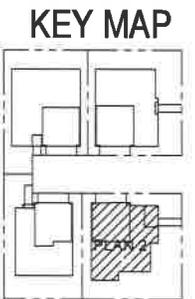
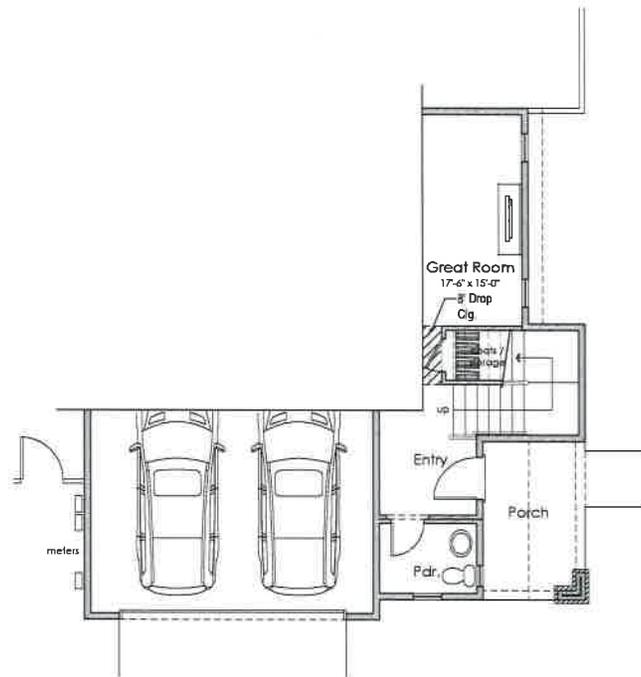
4 BEDROOMS
2.5 BATHS
1,941 S.F.

FLOOR PLAN 2

A2.1



PLAN 2B

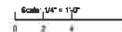


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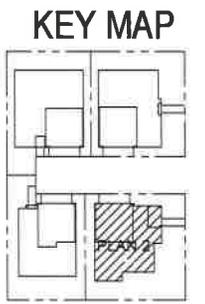
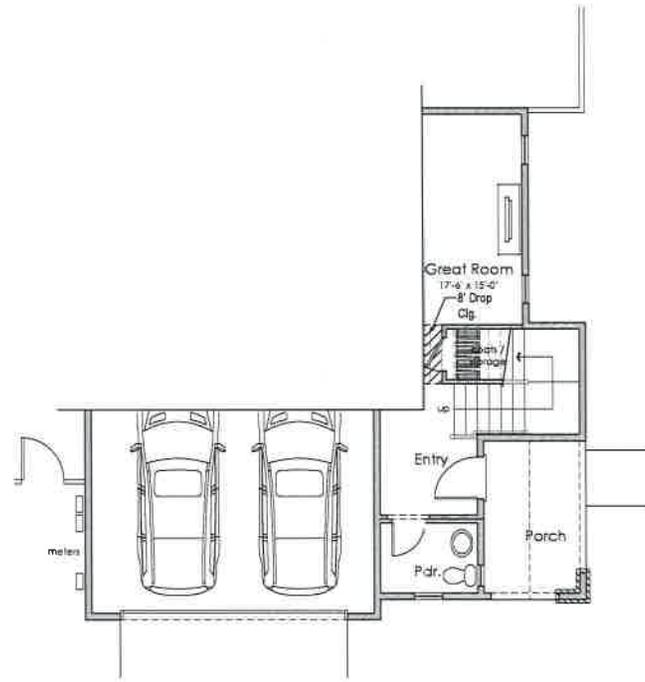
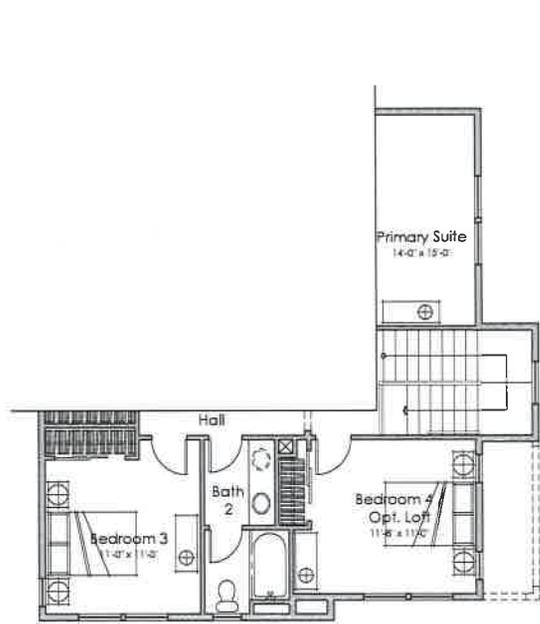
MANGINI RANCH PHASE 1C
4-PACK CLUSTER SERIES
FOLSOM, CA. #2020-0705

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APRIL 7, 2021



PLAN 2 ADDENDA

A2.1.1



PLAN 2C

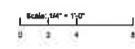


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MANGINI RANCH PHASE 1C
4-PACK CLUSTER SERIES
FOLSOM, CA. #2020-0705

SCHEMATIC DESIGN
APRIL 7, 2021



PLAN 2 ADDENDA

A2.1.2

MODERN SPANISH
Characterized by simply articulated details and adaptability

DESIGN ELEMENTS

Two Story Massing
Stucco Exterior Finish
Villa Shaped Concrete Tile
Gently Pitched Roofs

ENHANCED DESIGN ELEMENTS

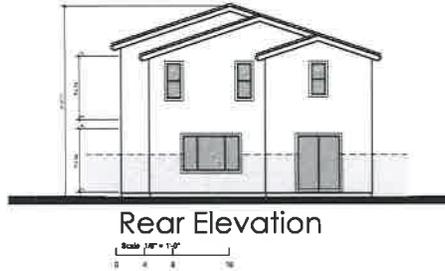
Recessed Windows
Gable Details



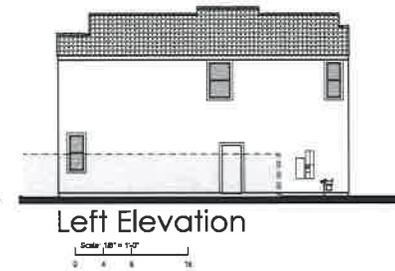
Modern Spanish 2A
Right Elevation Facing Street



Front Elevation
Facing Drive Court
Scale: 1/8" = 1'-0"



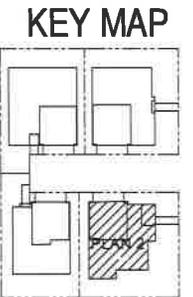
Rear Elevation
Scale: 1/8" = 1'-0"



Left Elevation
Scale: 1/8" = 1'-0"



Rear Elevation at
Enhanced Lots
Scale: 1/8" = 1'-0"

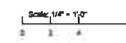


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MANGINI RANCH PHASE 1C
4-PACK CLUSTER SERIES
FOLSOM, CA. #2120-0705

SCHEMATIC DESIGN
APRIL 7, 2021



EXTERIOR ELEVATIONS - PLAN 2A

A2.2

WESTERN FARMHOUSE
Characterized by an asymmetrical, casual cottage look. It represents a practical and picturesque country home.

DESIGN ELEMENTS

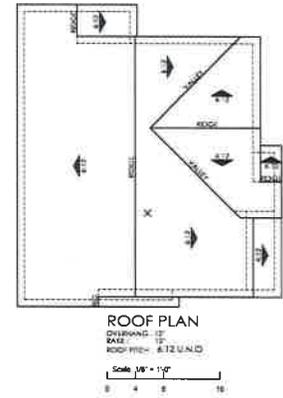
- Two Story Massing
- Stucco Exterior Finish
- Flat Concrete Tile
- Steeper Pitched Roofs

ENHANCED DESIGN ELEMENTS

- Lap Siding
- Brick Veneer



Western Farmhouse 2B
Right Elevation Facing Street



ROOF PLAN
DRAWING: 12
DATE: 12
ROOF PITCH: 8:12 U/LAND
Scale 1/8" = 1'-0"
0 4 8 16



Front Elevation
Facing Drive Court
Scale 1/8" = 1'-0"
0 4 8 16



Rear Elevation
Scale 1/8" = 1'-0"
0 4 8 16

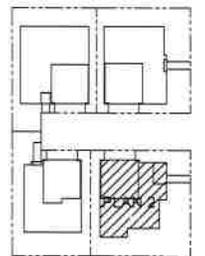


Left Elevation
Scale 1/8" = 1'-0"
0 4 8 16



Rear Elevation at
Enhanced Lots
Scale 1/8" = 1'-0"
0 4 8 16

KEY MAP

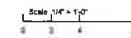


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MANGINI RANCH PHASE 1C
4-PACK CLUSTER SERIES
FOLSOM, CA #2020-0705

SCHEMATIC DESIGN
APRIL 7, 2021



EXTERIOR ELEVATIONS - PLAN 2B

A2.3

MODERN PRAIRIE
Characterized by an asymmetrical, contemporary cottage look. It represents a practical and picturesque prairie home.

DESIGN ELEMENTS

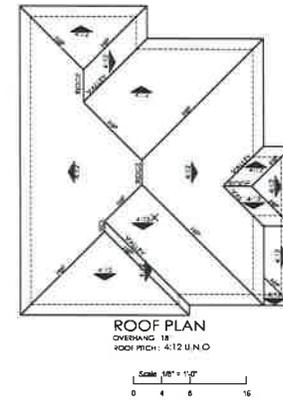
- Two Story Massing
- Stucco Exterior Finish
- Flat Concrete Tile
- Gently Pitched Roofs

ENHANCED DESIGN ELEMENTS

- Lap Siding
- Stone Veneer



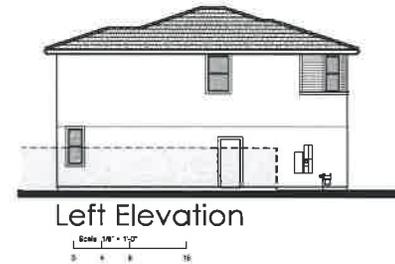
Modern Prairie 2C
Right Elevation Facing Street



Front Elevation - 2C
Facing Drive Court
Scale 1/8" = 1'-0"



Rear Elevation
Scale 1/8" = 1'-0"



Left Elevation
Scale 1/8" = 1'-0"



Modern Prairie 2C
Right Elevation Facing Street
at Enhanced Lots
Scale 1/8" = 1'-0"

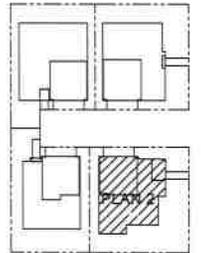


Rear Elevation at
Enhanced Lots
Scale 1/8" = 1'-0"



Left Elevation at
Enhanced Lots
Scale 1/8" = 1'-0"

KEY MAP



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MANGINI RANCH PHASE 1C
4-PACK CLUSTER SERIES
FOLSOM, CA #2020-0705

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APRIL 7, 2021

EXTERIOR ELEVATIONS - PLAN 2C

A2.4



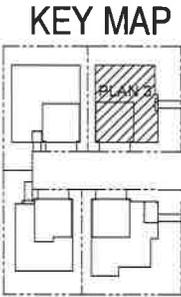
Modern Spanish 3A
Right Elevation Facing Street



Western Farmhouse 3B
Right Elevation Facing Street



Modern Prairie 3C
Right Elevation Facing Street

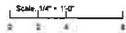


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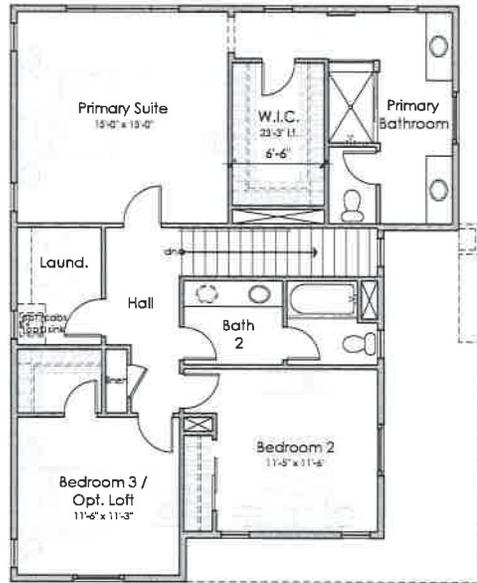
MANGINI RANCH PHASE 1C
4-PACK CLUSTER SERIES
FOLSOM, CA. #2020-0705

SCHEMATIC DESIGN
APRIL 7, 2021



EXTERIOR ELEVATIONS - PLAN 3

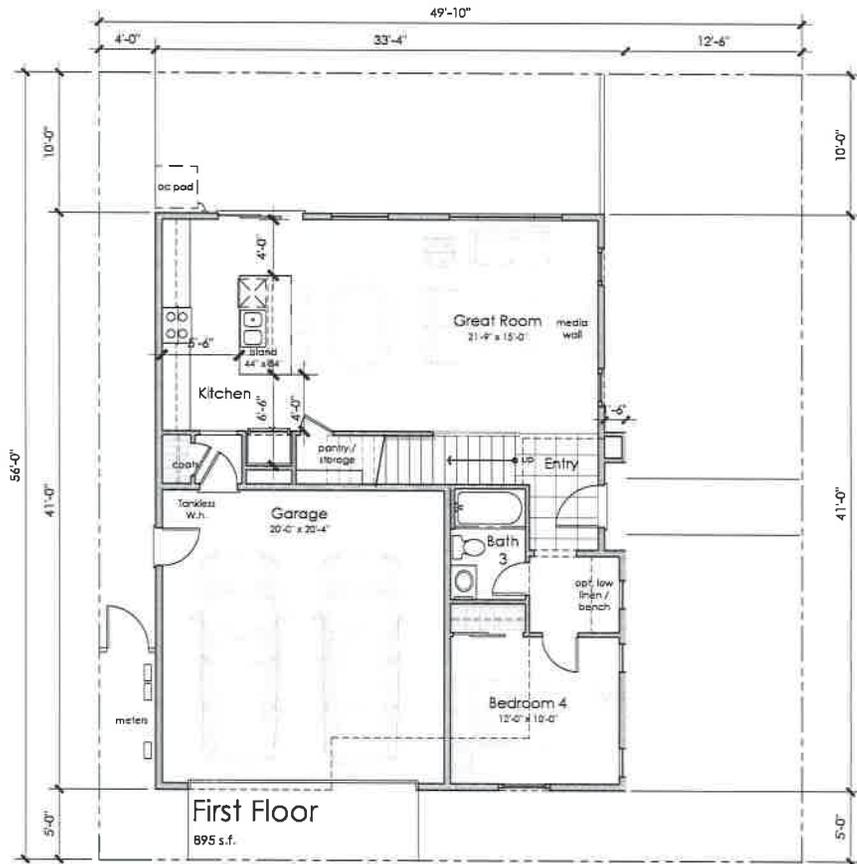
A3.0



Second Floor

1,095 s.f.

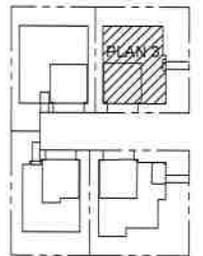
1095 SQ. FT.



First Floor

895 s.f.

KEY MAP

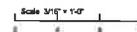


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FOLSOM, CA. #2020-0705

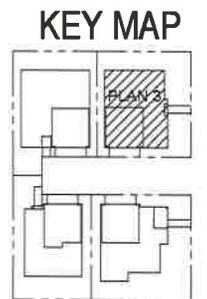
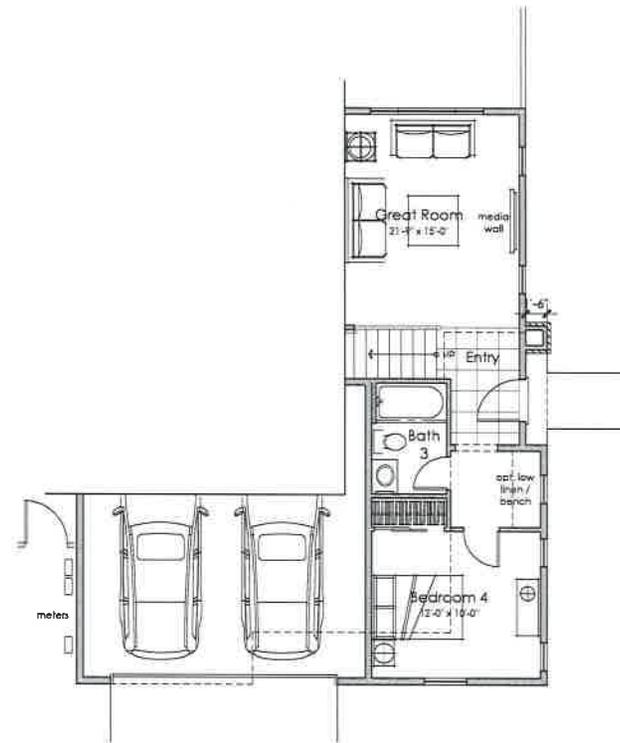
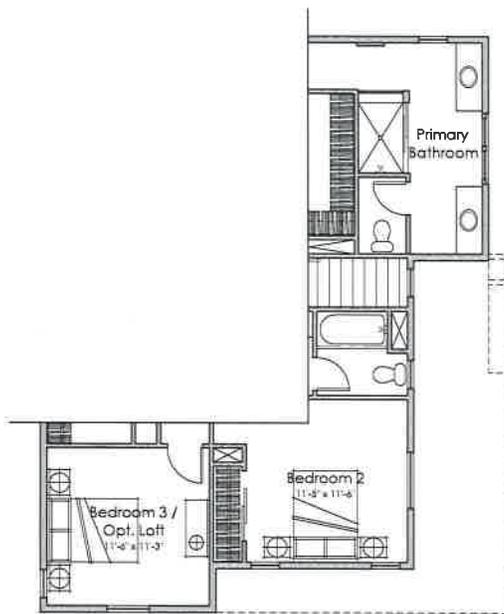
SCHEMATIC DESIGN
APRIL 7, 2021



4 BEDROOMS
3 BATHS
1,990 S.F.

FLOOR PLAN 3

A3.1



PLAN 3B

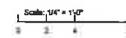


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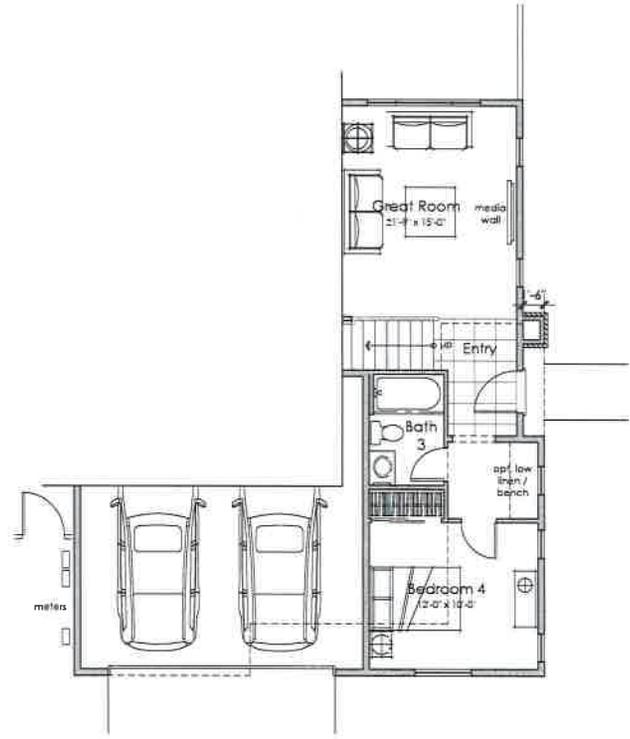
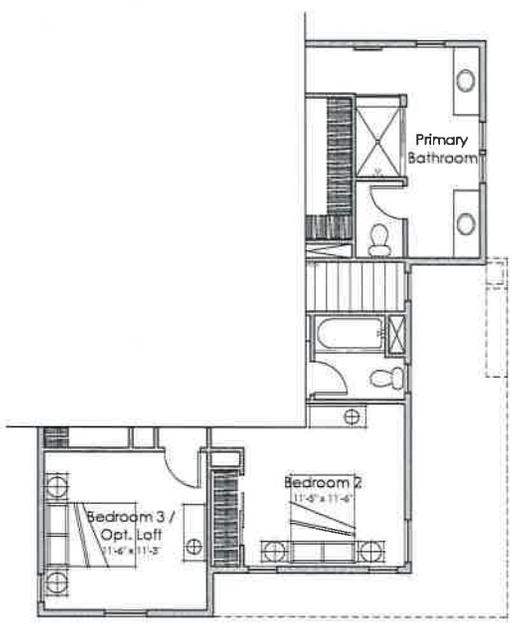
MANGINI RANCH PHASE 1C
4-PACK CLUSTER SERIES
POLSON, CA. #2020-0705

SCHEMATIC DESIGN
APRIL 7, 2021



PLAN 3 ADDENDA

A3.1.1



PLAN 3C

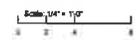


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MANGINI RANCH PHASE 1C
4-PACK CLUSTER SERIES
FOLSOM, CA. #2020-0705

SCHEMATIC DESIGN
APRIL 7, 2021



PLAN 3 ADDENDA

A3.1.2

MODERN SPANISH
Characterized by simply articulated details and adaptability

DESIGN ELEMENTS

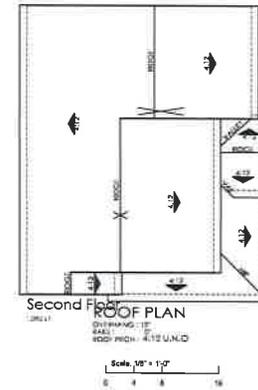
- Two Story Massing
- Stucco Exterior Finish
- Villa Shaped Concrete Tile
- Gently Pitched Roofs

ENHANCED DESIGN ELEMENTS

- Recessed Windows
- Gable Details



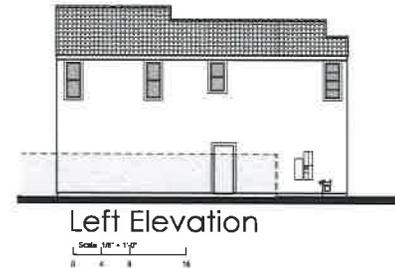
Modern Spanish 3A
Right Elevation Facing Street



Front Elevation
Facing Drive Court



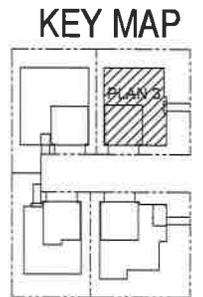
Rear Elevation



Left Elevation



Rear Elevation at
Enhanced Lots



KEY MAP

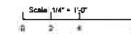


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MANGINI RANCH PHASE 1C
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SCHEMATIC DESIGN
APRIL 7, 2021



EXTERIOR ELEVATIONS - PLAN 3A

A3.2

WESTERN FARMHOUSE
Characterized by an asymmetrical, casual cottage look. It represents a practical and picturesque country home.

DESIGN ELEMENTS

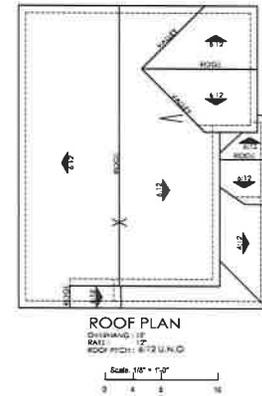
Two Story Massing
Stucco Exterior Finish
Flat Concrete Tile
Steeper Pitched Roofs

ENHANCED DESIGN ELEMENTS

Lap Siding
Brick Veneer



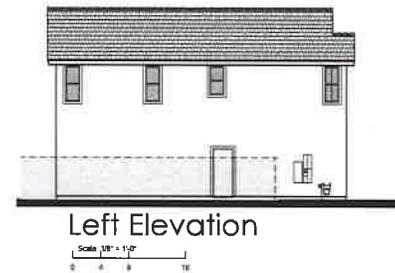
Western Farmhouse 3B
Right Elevation Facing Street



Front Elevation
Facing Drive Court
Scale 1/8" = 1'-0"



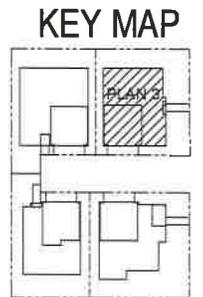
Rear Elevation
Scale 1/8" = 1'-0"



Left Elevation
Scale 1/8" = 1'-0"



Rear Elevation at
Enhanced Lots
Scale 1/8" = 1'-0"

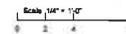


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MANGINI RANCH PHASE 1C
4-PACK CLUSTER SERIES
FOLSOM, CA. #2020-0702

SCHEMATIC DESIGN
APRIL 7, 2021



EXTERIOR ELEVATIONS - PLAN 3B

A3.3

MODERN PRAIRIE
Characterized by an asymmetrical, contemporary cottage look. It represents a practical and picturesque prairie home.

DESIGN ELEMENTS

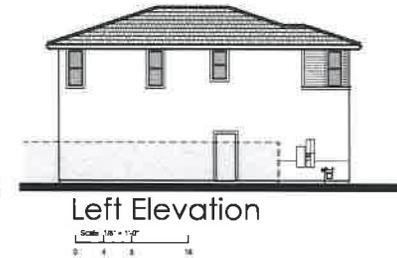
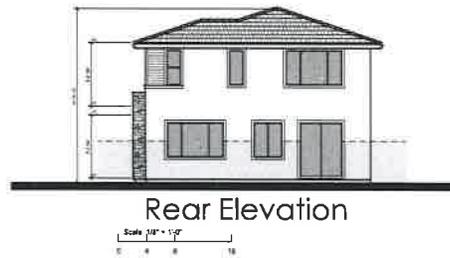
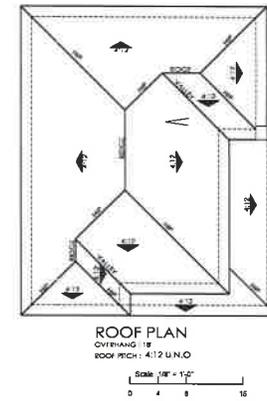
Two Story Massing
Stucco Exterior Finish
Flat Concrete Tile
Gently Pitched Roofs

ENHANCED DESIGN ELEMENTS

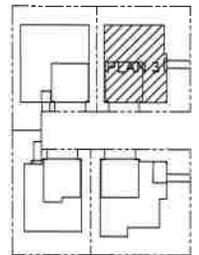
Lap Siding
Stone Veneer



Modern Prairie 3C
Right Elevation Facing Street



KEY MAP



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**MANGINI RANCH PHASE 1C
4-PACK CLUSTER SERIES**
FOLSOM, CA. #2020-0705

SCHEMATIC DESIGN
APRIL 7, 2021

EXTERIOR ELEVATIONS - PLAN 3C

A3.4



Front Elevation 4A - Modern Spanish

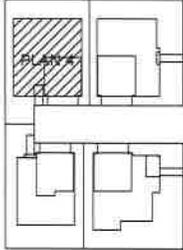


Front Elevation 4B - Western Farmhouse



Front Elevation 4C - Modern Prairie

KEY MAP

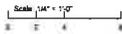


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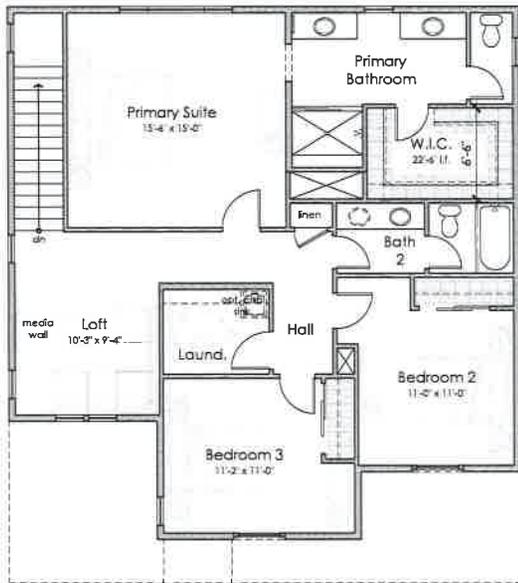
MANGINI RANCH PHASE 1C
4-PACK CLUSTER SERIES
FOLSOM, CA #2020-0705

SCHEMATIC DESIGN
APRIL 7, 2021

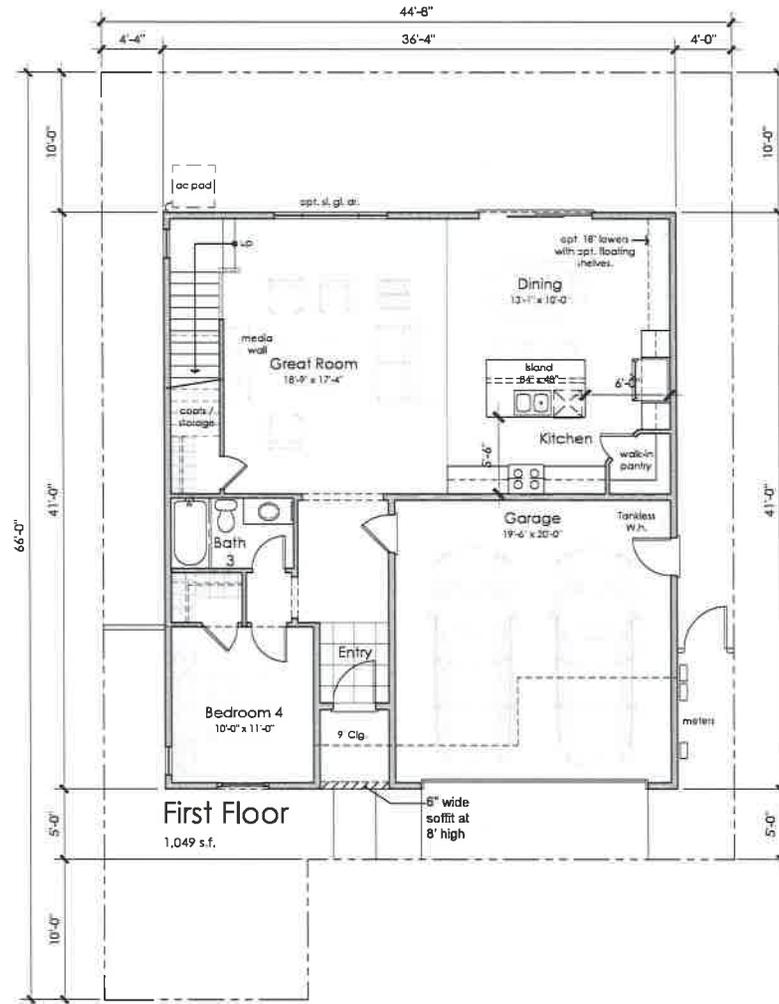


EXTERIOR ELEVATIONS - PLAN 4

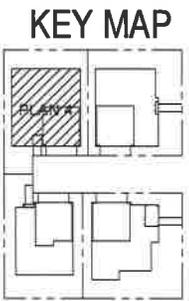
A4.0



Second Floor
1,190 s.f.



First Floor
1,049 s.f.

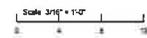


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MANGINI RANCH PHASE 1C
4-PACK CLUSTER SERIES
FDLSOM, CA. #2020-01705

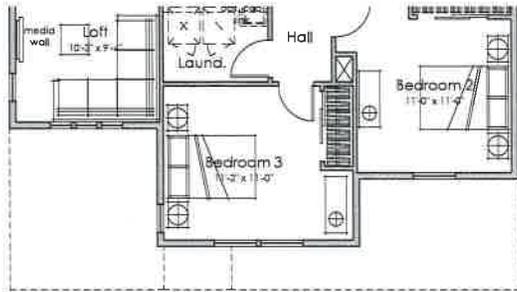
SCHEMATIC DESIGN
APRIL 7, 2021



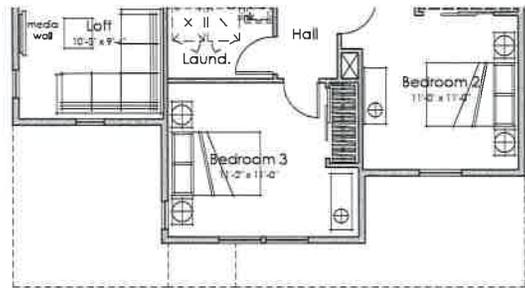
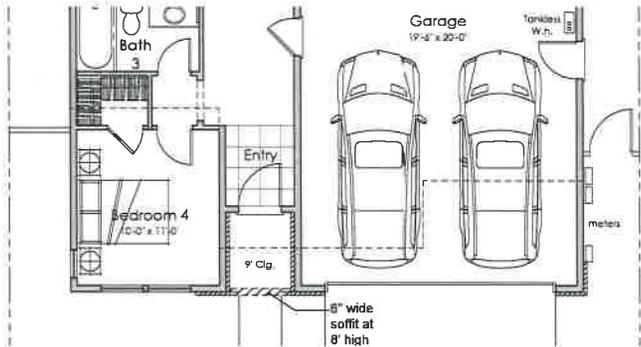
4 BEDROOMS + LOFT
3 BATHS
2,239 S.F.

FLOOR PLAN 4

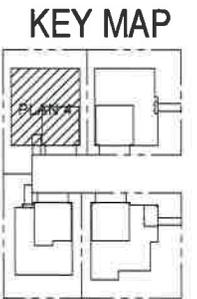
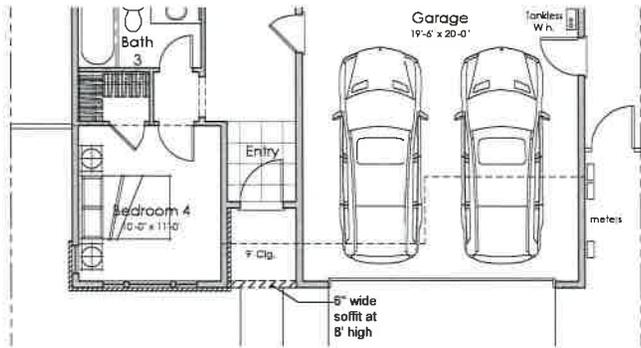
A4.1



PLAN 4C



PLAN 4B

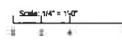


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MANGINI RANCH PHASE 1C
4-PACK CLUSTER SERIES
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SCHEMATIC DESIGN
APRIL 7, 2021



PLAN 4 ADDENDA

A4.1.1

MODERN SPANISH
Characterized by simply articulated details and adaptability

DESIGN ELEMENTS

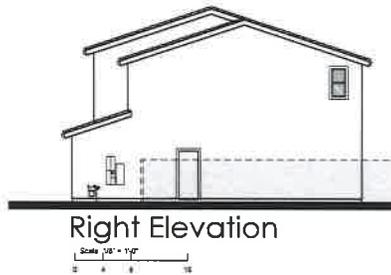
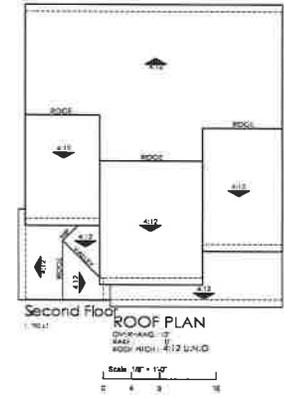
Two Story Massing
Stucco Exterior Finish
Villa Shaped Concrete Tile
Gently Pitched Roofs

ENHANCED DESIGN ELEMENTS

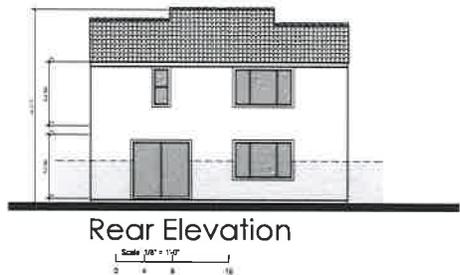
Recessed Windows
Gable Details



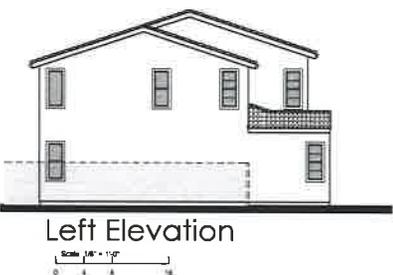
Front Elevation 4A - Modern Spanish



Right Elevation



Rear Elevation



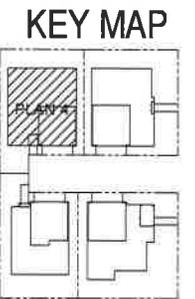
Left Elevation



Rear Elevation at Enhanced Lots



Left Elevation at Enhanced Lots



KEY MAP



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MANGINI RANCH PHASE 1C
4-PACK CLUSTER SERIES
FOLSOM, CA #2020-0705

SCHEMATIC DESIGN
APRIL 7, 2021

Scale 1/8" = 1'-0"
0 4 8 16

EXTERIOR ELEVATIONS - PLAN 4A

A4.2

WESTERN FARMHOUSE
 Characterized by an asymmetrical, casual cottage look. It represents a practical and picturesque country home.

DESIGN ELEMENTS

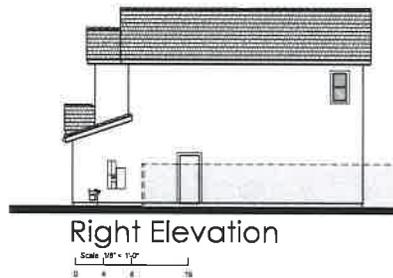
Two Story Massing
 Stucco Exterior Finish
 Flat Concrete Tile
 Steeper Pitched Roofs

ENHANCED DESIGN ELEMENTS

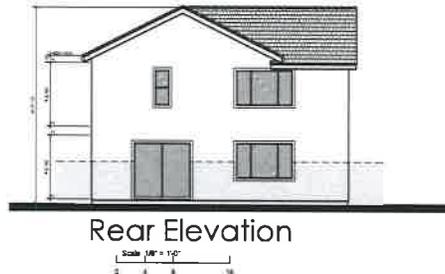
Lap Siding
 Brick Veneer



Front Elevation 4B - Western Farmhouse



Right Elevation



Rear Elevation



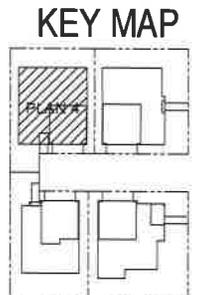
Left Elevation



Rear Elevation at Enhanced Lots



Left Elevation at Enhanced Lots



KEY MAP

MODERN PRAIRIE
 Characterized by an asymmetrical, contemporary cottage look. It represents a practical and picturesque prairie home.

DESIGN ELEMENTS

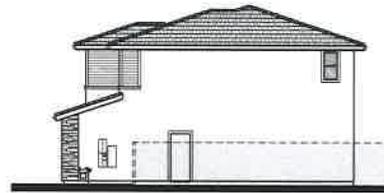
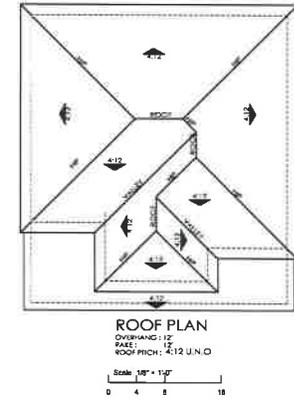
Two Story Massing
 Stucco Exterior Finish
 Flat Concrete Tile
 Gently Pitched Roofs

ENHANCED DESIGN ELEMENTS

Lap Siding
 Stone Veneer



Front Elevation 4C - Modern Prairie



Right Elevation

Scale: 1/8" = 1'-0"



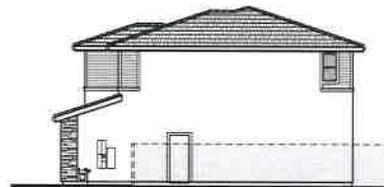
Rear Elevation

Scale: 1/8" = 1'-0"



Left Elevation

Scale: 1/8" = 1'-0"



Right Elevation at Enhanced Lots

Scale: 1/8" = 1'-0"



Rear Elevation at Enhanced Lots

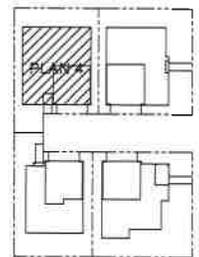
Scale: 1/8" = 1'-0"



Left Elevation at Enhanced Lots

Scale: 1/8" = 1'-0"

KEY MAP



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MANGINI RANCH PHASE 1C
 4-PACK CLUSTER SERIES
 FOLSOM, CA. #2020-0705

SCHEMATIC DESIGN
 APRIL 7, 2021

EXTERIOR ELEVATIONS - PLAN 4C

A4.4

Attachment 7

Exterior Color/Materials Specification dated May 4, 2021



4-Pack, Phase 1C at Mangini Ranch

FOLSOM, CA

PRELIMINARY | 05.04.2021

Exterior Color/Material Design & Specifications

REVISED: 05.18.2021



AT DESIGN CONSULTING

COLOR+MATERIAL DESIGN

2211 Michelson Dr. Suite 450 Irvine CA 92612

949 724 1619 www.atdesignconsulting.com

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All samples are approximate. All photo images only represent the general characteristics and colors of the materials, but may not satisfactorily represent the actual color/material or availability at the time of construction. Refer to actual material for color and texture accuracy.

In our continuing efforts to improve our communities, these specifications are subject to change without notice. Some colors on this form may be shown with upgrades.



Exterior Color + Material Specifications

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05.18.2021

Per Client's request, a decorative tile has been specified for Color Schemes 1-4 (Elevation A - Modern Spanish).

PAINT MANUFACTURER

All paint to be Sherwin Williams, unless otherwise stated differently.

PAINT APPLICATION

Typical, **all paint colors should finish in inside corners.**

Fascia boards, overhangs, eaves, headers, etc. should be painted their specifically designated colors with the color being applied on all sides of each item, including the undersides.

NON-DECORATIVE ITEMS

All non-decorative items such as meter doors, non-decorative vents, etc. to be painted the same color as the adjacent field color.

ROOFTOP METALS

All rooftop metals to be painted to match the darkest color from the roof tile blend from the Color Scheme specified for that particular lot.

SCHEME 1: Elevation A, Modern Spanish

Item	Manufacturer	Color # & Name
Main Body	Sherwin Williams	7527, Nantucket Dune
Trim & Garage Door (Fascia Boards, Headers, Window Trim, Garage Man-Door, etc.)	Sherwin Williams	7060, Attitude Gray
Front Door	Sherwin Williams	7048, Urbane Bronze
Gutters & Downspouts	Sherwin Williams	Paint to match adjacent surface
Windows		White
Concrete Roof Tile (Low Profile "S"-Tile)	Eagle Roofing	Malibu - 2646, Sunset Blend
Decorative Tile	Bedrosians	Remy, Brigitte 8"x8"
Decorative Tile Grout	Custom Building Products	381, Bright White
DECORATIVE TILE		<p>Bonding Surface: All surfaces must be clean, free of any dirt and loose debris to create an even and flat surface for tile installation.</p> <p>Tile Lay-Up: Tile should be laid in a stacked pattern with 0% offset.</p> <p>Tile Joints: Tile grout joints should be 1/4".</p> <p>See example on left.</p>
Decorative Tile Lay-Up Style		

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

SCHEME 2: Elevation A, Modern Spanish

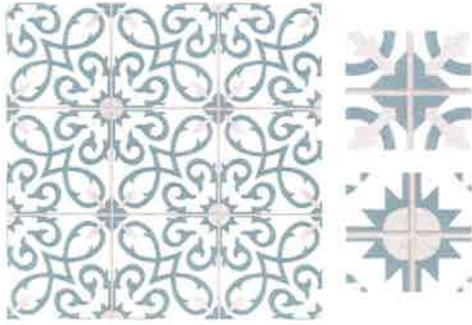
	Item	Manufacturer	Color # & Name
	Main Body	Sherwin Williams	7551, Greek Villa
	Trim & Garage Door (Fascia Boards, Headers, Window Trim, Garage Man-Door, etc.)	Sherwin Williams	6172, Hardware
	Front Door	Sherwin Williams	0043, Peristyle Brass
	Gutters & Downspouts	Sherwin Williams	Paint to match adjacent surface
	Windows		White
	Concrete Roof Tile (Low Profile "S"-Tile)	Eagle Roofing	Malibu - 2645, Sunrise Blend
DECORATIVE TILE	Decorative Tile	Bedrosians	Remy, Oasis 8"x8"
	Decorative Tile Grout	Custom Building Products	381, Bright White
	 <p>Decorative Tile Lay-Up Style</p>	<p>Bonding Surface: All surfaces must be clean, free of any dirt and loose debris to create an even and flat surface for tile installation.</p> <p>Tile Lay-Up: Tile should be laid in a stacked pattern with 0% offset. Identical colored and patterned corners need to meet together at each corner.</p> <p>Tile Joints: Tile grout joints should be 1/4".</p> <p style="text-align: center;">PATTERN</p> <div style="display: flex; align-items: center;">  <div style="margin-left: 20px;"> <p>When installing tiles, make sure that the green corners abut and the gray corners abut to create the desired pattern as shown on far left.</p> </div> </div> <p style="color: red;">See example on left.</p>	

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



4-Pack, Phase 1C
MANGINI RANCH

EXTERIOR COLOR/MATERIAL DESIGN & SPECIFICATIONS



SCHEME 3: Elevation A, Modern Spanish

	Item	Manufacturer	Color # & Name
	Main Body	Sherwin Williams	6107, Nomadic Desert
	Trim & Garage Door (Fascia Boards, Headers, Window Trim, Garage Man-Door, etc.)	Sherwin Williams	6152, Superior Bronze
	Front Door	Sherwin Williams	6068, Brevity Brown
	Gutters & Downspouts	Sherwin Williams	Paint to match adjacent surface
	Windows		White
	Concrete Roof Tile (Low Profile "S"-Tile)	Eagle Roofing	Malibu - SCM 8806, Tucson Blend
DECORATIVE TILE	Decorative Tile	Bedrosians	Remy, Remix 8"x8"
	Decorative Tile Grout	Custom Building Products	381, Bright White
	<div style="display: flex; align-items: center;"> <div style="writing-mode: vertical-rl; transform: rotate(180deg); margin-right: 10px;">DECORATIVE TILE</div> <div style="text-align: center;">  <p>Decorative Tile Lay-Up Style</p> </div> <div style="margin-left: 20px;"> <p>Bonding Surface: All surfaces must be clean, free of any dirt and loose debris to create an even and flat surface for tile installation.</p> <p>Tile Lay-Up: Tile should be laid in a stacked pattern with 0% offset.</p> <p>Tile Joints: Tile grout joints should be 1/4".</p> <p style="color: red;">See example on left.</p> </div> </div>		

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

SCHEME 4: Elevation A, Modern Spanish

	Item	Manufacturer	Color # & Name
	Main Body	Sherwin Williams	6157, Favorite Tan
	Trim & Garage Door (Fascia Boards, Headers, Window Trim, Garage Man-Door, etc.)	Sherwin Williams	7562, Roman Column
	Front Door	Sherwin Williams	7622, Homburg Gray
	Gutters & Downspouts	Sherwin Williams	Paint to match adjacent surface
	Windows		White
	Concrete Roof Tile (Low Profile "S"-Tile)	Eagle Roofing	Malibu - SCM 8830, Albuquerque Blend
DECORATIVE TILE	Decorative Tile	Bedrosians	Remy, Nouveaux 8"x8"
	Decorative Tile Grout	Custom Building Products	381, Bright White
	<div style="display: flex; align-items: center;"> <div style="writing-mode: vertical-rl; transform: rotate(180deg); margin-right: 10px;">Decorative Tile Lay-Up Style</div>  <div style="margin-left: 10px;"> <p>Bonding Surface: All surfaces must be clean, free of any dirt and loose debris to create an even and flat surface for tile installation.</p> <p>Tile Lay-Up: Tile should be laid in a stacked pattern with 0% offset.</p> <p>Tile Joints: Tile grout joints should be 1/4".</p> <p style="color: red;">See example on left.</p> </div> </div>		

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SCHEME 5: Elevation B, Western Farmhouse

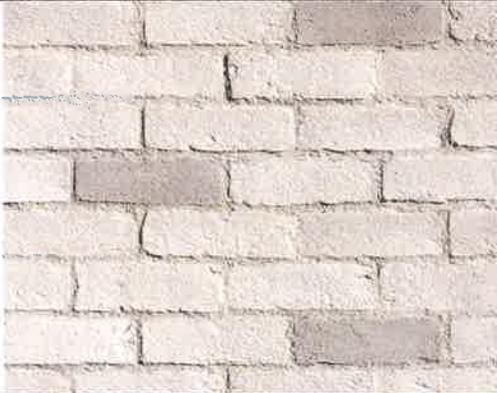
	Item	Manufacturer	Color # & Name
	Main Body	Sherwin Williams	9172, Studio Clay
	Trim 1 & Garage Door (Gable Siding, Fascia Boards, Garage Man-Door)	Sherwin Williams	6070, Heron Plume
	Trim 2 (Door & Window Trim)	Sherwin Williams	6070, Heron Plume
	Front Door	Sherwin Williams	0006, Toile Red
	Gutters & Downspouts	Sherwin Williams	Paint to match adjacent surface
	Windows		White
	Concrete Roof Tile (Flat Tile)	Eagle Roofing	Bel Air - 4679, Light Gray Range
MASONRY	Brick	Eldorado Stone	Tundra Brick, Ashland
	Brick Mortar	Spec Mix	SM270 Tanglewood
	Brick Lay-Up Style		<p>Bonding Surface: All surfaces must be clean, free of any dirt and loose debris to create an even and flat surface for brick installation.</p> <p>Brick Lay-Up: Brick to be laid in running bond. Unless otherwise directed differently on architectural drawings.</p> <p>Brick Joints: Brick joints should be 1/2". Mortar should be flush with face of brick with minor obscuring of bricks edge detail. Joints should be brushed and sponged to bring out the sand in the mortar.</p> <p>Brick Face: DO NOT cover brick face with mortar. Continually use clean water to brush or sponge the mortar. Brick face should remain clean, not mortar washed or sponged.</p> <p>Sample image on left is for brick lay-up style reference only. For brick color refer to specifications above.</p>

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SCHEME 6: Elevation B, Western Farmhouse

	Item	Manufacturer	Color # & Name
	Main Body	Sherwin Williams	7542, Naturel
	Trim 1 & Garage Door (Gable Siding, Fascia Boards, Garage Man-Door)	Sherwin Williams	7053, Adaptive Shade
	Trim 2 (Door & Window Trim)	Sherwin Williams	6385, Dover White
	Front Door	Sherwin Williams	9107, Uber Umber
	Gutters & Downspouts	Sherwin Williams	Paint to match adjacent surface
	Windows		White
	Concrete Roof Tile (Flat Tile)	Eagle Roofing	Bel Air - 4690, Pewter Bronze Blend
MASONRY	Brick	Eldorado Stone	Tundra Brick, Chalk Dust
	Brick Mortar	Spec Mix	SM250 Antique White
	Brick Lay-Up Style		<p>Bonding Surface: All surfaces must be clean, free of any dirt and loose debris to create an even and flat surface for brick installation.</p> <p>Brick Lay-Up: Brick to be laid in running bond. Unless otherwise directed differently on architectural drawings.</p> <p>Brick Joints: Brick joints should be 1/2". Mortar should be flush with face of brick with minor obscuring of bricks edge detail. Joints should be brushed and sponged to bring out the sand in the mortar.</p> <p>Brick Face: DO NOT cover brick face with mortar. Continually use clean water to brush or sponge the mortar. Brick face should remain clean, not mortar washed or sponged.</p> <p>Sample image on left is for brick lay-up style reference only. For brick color refer to specifications above.</p>

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SCHEME 7: Elevation B, Western Farmhouse

	Item	Manufacturer	Color # & Name
	Main Body	Sherwin Williams	2821, Downing Stone
	Trim 1 & Garage Door (Gable Siding, Fascia Boards, Garage Man-Door)	Sherwin Williams	2820, Downing Earth
	Trim 2 (Door & Window Trim)	Sherwin Williams	7013, Ivory Lace
	Front Door	Sherwin Williams	6061, Tanbark
	Gutters & Downspouts	Sherwin Williams	Paint to match adjacent surface
	Windows		White
	Concrete Roof Tile (Flat Tile)	Eagle Roofing	Bel Air - 4687, Brown Gray Range
MASONRY	Brick	Eldorado Stone	Tundra Brick, Chalk Dust
	Brick Mortar	Spec Mix	SM100 Gray
	Brick Lay-Up Style		<p>Bonding Surface: All surfaces must be clean, free of any dirt and loose debris to create an even and flat surface for brick installation.</p> <p>Brick Lay-Up: Brick to be laid in running bond. Unless otherwise directed differently on architectural drawings.</p> <p>Brick Joints: Brick joints should be 1/2". Mortar should be flush with face of brick with minor obscuring of bricks edge detail. Joints should be brushed and sponged to bring out the sand in the mortar.</p> <p>Brick Face: DO NOT cover brick face with mortar. Continually use clean water to brush or sponge the mortar. Brick face should remain clean, not mortar washed or sponged.</p> <p>Sample image on left is for brick lay-up style reference only. For brick color refer to specifications above.</p>

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SCHEME 8: Elevation B, Western Farmhouse

	Item	Manufacturer	Color # & Name
	Main Body	Sherwin Williams	7569, Stucco
	Trim 1 & Garage Door (Gable Siding, Fascia Boards, Garage Man-Door)	Sherwin Williams	7061, Night Owl
	Trim 2 (Door & Window Trim)	Sherwin Williams	7569, Stucco
	Front Door	Sherwin Williams	2814, Rookwood Antique Gold
	Gutters & Downspouts	Sherwin Williams	Paint to match adjacent surface
	Windows		White
	Concrete Roof Tile (Flat Tile)	Eagle Roofing	Bel Air - 4690, Pewter Bronze Blend
MASONRY	Brick	Meridian (Boral) Brick	Insignia, Stags Creek Crest
	Brick Mortar	Spec Mix	SM300 Light Buff
	Brick Lay-Up Style		<p>Bonding Surface: All surfaces must be clean, free of any dirt and loose debris to create an even and flat surface for brick installation.</p> <p>Brick Lay-Up: Brick to be laid in running bond. Unless otherwise directed differently on architectural drawings.</p> <p>Brick Joints: Brick joints should be 1/2". Mortar should be flush with face of brick with minor obscuring of bricks edge detail. Joints should be brushed and sponged to bring out the sand in the mortar.</p> <p>Brick Face: DO NOT cover brick face with mortar. Continually use clean water to brush or sponge the mortar. Brick face should remain clean, not mortar washed or sponged.</p> <p>Sample image on left is for brick lay-up style reference only. For brick color refer to specifications above.</p>

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SCHEME 9: Elevation C, Modern Prairie

	Item	Manufacturer	Color # & Name
	Main Body	Sherwin Williams	7534, Outerbanks
	Horizontal Siding	Sherwin Williams	2846, Roycroft Bronze Green
	Trim 1 (Fascia Boards & Trim at Siding)	Sherwin Williams	2846, Roycroft Bronze Green
	Trim 2 & Garage Door (Trim at Stucco)	Sherwin Williams	2846, Roycroft Bronze Green
	Front Door	Sherwin Williams	0045, Antiquarian Brown
	Gutters & Downspouts	Sherwin Williams	Paint to match adjacent surface
	Windows		White
	Concrete Roof Tile (Flat Tile)	Eagle Roofing	Ponderosa - 5687, Brown Gray Range
MASONRY	Stone	Eldorado Stone	Stacked Stone, Castaway
	Stone Mortar	Spec Mix	SM300 Light Buff
	Stone Lay-Up Style		<p>Bonding Surface: All surfaces must be clean, free of any dirt, loose debris to create an even and flat surface for stone installation.</p> <p>Stone Lay-Up: Dry-stack stones in a tight horizontal orientation.</p> <p>Stone Joints: Stones should be laid very tight in a horizontal orientation. Mortar should be used for levelling and adhering purposes only.</p> <p>Stone Face: Stone face must remain clean, not mortar washed or sponged. DO NOT cover stone face and edge with mortar.</p> <p>Sample image on left is for field stone lay-up style reference only. For stone color refer to specifications above.</p>

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SCHEME 10: Elevation C, Modern Prairie

	Item	Manufacturer	Color # & Name
	Main Body	Sherwin Williams	9117, Urban Jungle
	Horizontal Siding	Sherwin Williams	0045, Antiquarian Brown
	Trim 1 (Fascia Boards & Trim at Siding)	Sherwin Williams	0045, Antiquarian Brown
	Trim 2 & Garage Door (Trim at Stucco)	Sherwin Williams	6148, Wool Skein
	Front Door	Sherwin Williams	6215, Rocky River
	Gutters & Downspouts	Sherwin Williams	Paint to match adjacent surface
	Windows		White
	Concrete Roof Tile (Flat Tile)	Eagle Roofing	Ponderosa - 5689, Brown Range
MASONRY	Stone	Eldorado Stone	Stacked Stone, Nantucket
	Stone Mortar	Spec Mix	SM290 Nantucket
	Stone Lay-Up Style	 <p>Bonding Surface: All surfaces must be clean, free of any dirt, loose debris to create an even and flat surface for stone installation.</p> <p>Stone Lay-Up: Dry-stack stones in a tight horizontal orientation.</p> <p>Stone Joints: Stones should be laid very tight in a horizontal orientation. Mortar should be used for levelling and adhering purposes only.</p> <p>Stone Face: Stone face must remain clean, not mortar washed or sponged. DO NOT cover stone face and edge with mortar.</p> <p>Sample image on left is for field stone lay-up style reference only. For stone color refer to specifications above.</p>	

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SCHEME 11: Elevation C, Modern Prairie

	Item	Manufacturer	Color # & Name
	Main Body	Sherwin Williams	9165, Gossamer Veil
	Horizontal Siding	Sherwin Williams	7622, Homburg Gray
	Trim 1 (Fascia Boards & Trim at Siding)	Sherwin Williams	7622, Homburg Gray
	Trim 2 & Garage Door (Trim at Stucco)	Sherwin Williams	7622, Homburg Gray
	Front Door	Sherwin Williams	6116, Tatami Tan
	Gutters & Downspouts	Sherwin Williams	Paint to match adjacent surface
	Windows		White
	Concrete Roof Tile (Flat Tile)	Eagle Roofing	Ponderosa - 5679, Light Gray Range
MASONRY	Stone	Eldorado Stone	Stacked Stone, Koryak
	Stone Mortar	Spec Mix	SM200 White
	Stone Lay-Up Style		<p>Bonding Surface: All surfaces must be clean, free of any dirt, loose debris to create an even and flat surface for stone installation.</p> <p>Stone Lay-Up: Dry-stack stones in a tight horizontal orientation.</p> <p>Stone Joints: Stones should be laid very tight in a horizontal orientation. Mortar should be used for levelling and adhering purposes only.</p> <p>Stone Face: Stone face must remain clean, not mortar washed or sponged. DO NOT cover stone face and edge with mortar.</p> <p>Sample image on left is for field stone lay-up style reference only. For stone color refer to specifications above.</p>

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SCHEME 12: Elevation C, Modern Prairie

	Item	Manufacturer	Color # & Name
	Main Body	Sherwin Williams	0049, Silver Gray
	Horizontal Siding	Sherwin Williams	6186, Dried Thyme
	Trim 1 (Fascia Boards & Trim at Siding)	Sherwin Williams	6186, Dried Thyme
	Trim 2 & Garage Door (Trim at Stucco)	Sherwin Williams	7541, Grecian Ivory
	Front Door	Sherwin Williams	2843, Roycroft Brass
	Gutters & Downspouts	Sherwin Williams	Paint to match adjacent surface
	Windows		White
	Concrete Roof Tile (Flat Tile)	Eagle Roofing	Ponderosa - 5679, Light Gray Range
MASONRY	Stone	Eldorado Stone	Stacked Stone, Daybreak
	Stone Mortar	Spec Mix	SM200 White
	<div style="display: flex; align-items: center;"> <div style="writing-mode: vertical-rl; transform: rotate(180deg); margin-right: 10px;">Stone Lay-Up Style</div>  <div style="margin-left: 10px;"> <p>Bonding Surface: All surfaces must be clean, free of any dirt, loose debris to create an even and flat surface for stone installation.</p> <p>Stone Lay-Up: Dry-stack stones in a tight horizontal orientation.</p> <p>Stone Joints: Stones should be laid very tight in a horizontal orientation. Mortar should be used for levelling and adhering purposes only.</p> <p>Stone Face: Stone face must remain clean, not mortar washed or sponged. DO NOT cover stone face and edge with mortar.</p> <p style="color: red;">Sample image on left is for field stone lay-up style reference only. For stone color refer to specifications above.</p> </div> </div>		

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Attachment 8

CEQA Exemption and Streamlining Analysis dated May, 2021

CITY OF FOLSOM

**CEQA Exemption and Streamlining Analysis for Mangini Ranch
Phase 1C 4-Pack (Mangini Ranch Phase 1, Lot 11)**

1. Application No: PN 21-002
2. Project Title: Mangini Ranch Phase 1C 4-Pack (Mangini Ranch Phase 1, Lots 11 and 12)
3. Lead Agency Name and Address:
City of Folsom
50 Natoma Street
Folsom, CA 95630
4. Contact Person and Phone Number:
Scott Johnson, AICP, Planning Manager
Community Development Department
(916) 355-7222
5. Project Location:
11.05 acres located north of White Rock Road and east of Placerville Road.
APN: 072-3370-036 (19.4 acres, Folsom Real Estate South, LLC.)
6. Project Applicant's/Sponsor's Name and Address:

CMB Improvement Company, LLC.
4370 Town Center Blvd. Ste. 100
El Dorado Hills, CA 95762
7. General Plan Designation: MLD
8. Zoning: SP-MLD
9. Other public agencies whose approval may be required or agencies that may rely on this document for implementing project:

California Department of Fish and Wildlife (for Section 1602 agreement)
Capital Southeast Connector Joint Powers Authority
Central Valley Regional Water Quality Control Board
Folsom-Cordova Unified School District
Sacramento Metropolitan Air Quality Management District

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I. INTRODUCTION

The Mangini Ranch Phase 1C 4-Pack development proposal (project or Project) is located in the Folsom Plan Area Specific Plan (FPASP) area. As discussed later in this document, the project is consistent with the FPASP.

As a project that is consistent with an existing Specific Plan, Mangini Ranch Phase 1C 4 Pack is eligible for the exemption from review under the California Environmental Quality Act¹ (“CEQA”) provided in Government Code section 65457 and CEQA Guidelines² section 15182, subdivision (c), as well as the streamlining provisions in Public Resources Code section 21083.3 and CEQA Guidelines section 15183.

Because the Project is exempt from CEQA, the City is not required to provide the following CEQA analysis. Nonetheless, the City provides the following checklist exploring considerations raised by sections 15182 and 15183 to disclose the City’s evidence and reasoning for determining the project’s consistency with the Folsom Plan Area Specific Plan (“FPASP”) and eligibility for the claimed CEQA exemption.

II. PROJECT DESCRIPTION

A. PROJECT OVERVIEW

The Mangini Ranch Phase 1C 4-Pack project includes a small lot vesting tentative subdivision map (SLVTSM) to further subdivide a 11.05-acre portion of Mangini Ranch Phase 1 Large Lot 11 (FPASP Parcel 147) into 100 residential lots for future development, consistent with the land use designations in the FPASP. Proposed single-family detached lot size varies per lot as shown in detail on the SLVTSM. The street pattern utilizes a modified grid system of streets, providing multiple and direct access to homesites. The street pattern promotes walkability by offering multiple options, incorporating short street blocks, and maximizing intersection density. Through traffic (“cut-through traffic”) is discouraged by design. Class I multi-purpose trails are located along the drainage corridors in the Open Space areas, consistent with the trails identified on the FPASP Trails Exhibit. Trail connections are provided at Mangini Parkway and Savannah Parkway.

The requested land use entitlements for the Mangini Ranch Phase 1C 4-Pack project are:

- (1) Small Lot Vesting Tentative Subdivision Map;
- (2) PD Permit – MLD Architecture & Dev. Standards.

¹ California Environmental Quality Act, Pub. Resources Code, § 21000 et seq. (hereafter “CEQA”).

² The Guidelines for the Implementation of the California Environmental Quality Act, Cal. Code Regs., tit. 14, § 15000 et seq. (hereafter “CEQA Guidelines” or “Guidelines”).

Infrastructure to serve the Project is proximate and available to the site.

The Project is located within the Folsom Ranch Central District and is designed to comply with the Folsom Ranch Central District Design Guidelines (approved 2015, amended 2018). No deviations from the FPASP Appendix A: Development Standards are sought with this application.

B. PROJECT LOCATION

The Project site consists of a 11.05-acre portion of a parcel in the FPASP plan area that is within the approved Mangini Ranch Phase 1 development area, south of U.S. Highway 50 and west of Savannah Parkway. The project site is known as Mangini Ranch Phase 1, Large Lot 11.

Mangini Parkway and Savannah Parkway provide access to the site. Public street access would be provided at proposed Street A, which connects to Savannah Parkway near the northern boundary of the Project site, and Street D, which is located in the southwest portion of the site and connects to Mangini Parkway. Adjacent to the project is the Mangini Ranch Phase 1 subdivision at Folsom Ranch, which is under construction.

The FPASP is a 3,513.4-acre comprehensively planned community that creates new development patterns based on the principles of smart growth and transit-oriented development. The Specific Plan zoning for the Project site is Multi-Family Low Density (SP-MLD).

See the Project Narrative for exhibits of the proposed project and surrounding land uses.

C. EXISTING SITE CONDITIONS

Currently, the 11.05-acre project site is undeveloped. There are no native trees located within the bounds of the project site, therefore no trees are proposed for removal with this application.

D. CONSISTENCY WITH THE FPASP

The Project is consistent with and aims to fulfill the specific policies and objectives in the Folsom Plan Area Specific Plan. An analysis of the proposed project's consistency with the FPASP is provided in Exhibit 3, the Applicant's FPASP Policy Consistency Analysis.

1. Land Use Designation and Unit Types

The application intends to develop the Mangini Ranch Phase 1C 4-Pack project (as shown and described in the Project Narrative) as a Multi-Family Low Density (MLD) Residential site, consistent with the FPASP. A SLVTSM and PD Permit – MLD Architecture & Dev. Standards entitlements are sought with this application.

Mangini Ranch Phase 1C 4-Pack (Mangini Ranch Phase 1 Lot 11)
CEQA Exemption and Streamlining Analysis

May 2021

An open space drainage corridor is located on the northern boundary of the subject property; drainage runoff from the project site flows to Mangini Parkway and then to Hydromodification Basin 22 located westerly of the Project area, south of the elementary school (the school is currently under construction). Not a part of this application, however, future drainage runoff south of the drainage corridor flows to Hydromodification Basin 24 located immediately west of southern area of the Project.

The Mangini Ranch Phase 1C 4-Pack project proposes to create 100 residential lots. The FPASP defines the MLD residential designation as “one of the most flexible residential land use designations in the Plan Area[,]” which includes “single family dwellings (small lot detached, zero-lot-line and patio homes), two family dwellings and multi-family dwellings.” (FPASP, p. 4-14.) The density range for MLD is 7 to 12 dwelling units per gross acre. (FPASP, p. 4-14.)

The clustered, residential lots proposed by the project are permitted uses as shown on Table 4.3 of the FPASP. (See also FPASP DEIR, Table 3A.10-4.)

In summary, the proposed land use and the density of residential use proposed for the Mangini Ranch Phase 1C 4-Pack project are consistent with the FPASP.

2. Circulation

The Mangini Ranch Phase 1C 4-Pack project includes vehicular access to the Project via Mangini Parkway, which runs between lot 11 and 12. Improvements to Mangini Parkway and Savannah Parkway have been/are being constructed by other FPASP approved projects; additional improvements are planned to Savannah Parkway along the property frontage. City standard residential streets and alleys are proposed for this subdivision, with detached and attached pedestrian sidewalks and on-street parking. Class III bike routes are provided on all residential streets.

The proposed project is consistent with roadway and transit master plans for the FPASP.

3. Water, Sewer, and Storm Drainage Infrastructure

Water infrastructure

The Mangini Ranch Phase 1C 4-Pack project is being served by Zone 3 water from the north via Mangini Parkway and Savannah Parkway. The project is located within the Zone 3 pressure zone. Water mains are provided within the perimeter streets, including Mangini Parkway and Savannah Parkway.

Sewer infrastructure

The Mangini Ranch Phase 1C 4-Pack project will be served by the sewer infrastructure within Mangini Parkway and Savannah Parkway.

Storm drainage infrastructure

The Mangini Ranch Phase 1C 4-Pack project site stormwater system will connect to existing HMB#22.

The proposed project is consistent with planned infrastructure for the FPASP.

III. EXEMPTION AND STREAMLINING ANALYSIS

A. Folsom Plan Area Specific Plan

The City adopted the Folsom Plan Area Specific Plan on June 28, 2011 (Resolution No. 8863).

The City of Folsom and the U.S. Army Corps of Engineers prepared a joint environmental impact report/environmental impact statement (“EIR/EIS” or “EIR”) for the Folsom South of U.S. Highway 50 Specific Plan Project (“FPASP”). (See FPASP EIR/EIS, SCH #2008092051). The Draft EIR/EIS (DEIR) was released on June 28, 2010. The City certified the Final EIR/EIS (FEIR) on June 14, 2011 (Resolution No. 8860). For each impact category requiring environmental analysis, the EIR provided two separate analyses: one for the “Land” component of the FPASP project, and a second for the “Water” component. (FPASP DEIR, p. 1-1 to 1-2.) The analysis in this document is largely focused on and cites to the “Land” sections of the FPASP EIR.

On December 7, 2012, the City certified an Addendum to the EIR for the FPASP for purposes of analyzing an alternative water supply for the project. The revisions to the “Water” component of the FPASP project included: (1) Leak Fixes, (2) Implementation of Metered Rates, (3) Exchange of Water Supplies, (4) New Water Conveyance Facilities. (Water Addendum, pp. 3-1 to 3-4.) The City concluded that, with implementation of certain mitigation measures from the FPASP EIR’s “Water” sections, the water supply and infrastructure changes would not result in any new significant impacts, substantially increase the severity of previously disclosed impacts or involve any of the other conditions related to changed circumstances or new information that can require a subsequent or supplemental EIR. (See Pub. Resources Code, § 21166; Guidelines, § 15162.) The analysis in portions of the FPASP EIR’s “Water” sections that have not been superseded by the Water Addendum are still applicable.

B. Documents Incorporated by Reference

The analysis in this document incorporates by reference the following environmental documents that have been certified by the Folsom City Council:

- i. Folsom South of U.S. Highway 50 Specific Plan Project EIR/EIS and Findings of Fact and Mangini Ranch Phase 1C 4-Pack (Mangini Ranch Phase 1 Lot 11) CEQA Exemption and Streamlining Analysis

May 2021

Statement of Overriding Considerations, certified by the Folsom City Council on June 14, 2011, a copy of which is available for viewing at the City of Folsom Planning Public Counter located on the 2nd floor of the City Hall Building at 50 Natoma Street in Folsom, CA (from 8:00 a.m. to 1:00 p.m. Monday through Friday).

- ii. CEQA Addendum for the Folsom South of U.S. 50 Specific Plan Project- Revised Proposed Off-site Water Facility Alternative prepared November, 2012, (“Water Addendum”), certified by the Folsom City Council on December 11, 2012, a copy of which is available for viewing at the City of Folsom Planning Public Counter located on the 2nd floor of the City Hall Building at 50 Natoma Street in Folsom, CA (from 8:00 a.m. to 1:00 p.m. Monday through Friday);
- iii. South of Highway 50 Backbone Infrastructure Project Initial Study/Mitigated Negative Declaration (Backbone Infrastructure MND), dated December 9, 2014, adopted by the City Council on February 24, 2015, a copy of which is available for viewing at the City of Folsom Planning Public Counter located on the 2nd floor of the City Hall Building at 50 Natoma Street in Folsom, CA (from 8:00 a.m. to 1:00 p.m. Monday through Friday).

Each of the environmental documents listed above includes mitigation measures imposed on the FPASP and activities authorized therein and in subsequent projects to mitigate plan-level environmental impacts, which are, therefore, applicable to the proposed project. The mitigation measures are referenced specifically throughout this document and are incorporated by reference in the environmental analysis. The Applicant will be required to agree, as part of the conditions of approval for the proposed project, to comply with each of those mitigation measures.

Pursuant to Public Resources Code section 21083.3, subdivision (c), the City will make a finding at a public hearing that the feasible mitigation measures specified in the FPASP EIR will be undertaken.

Moreover, for those mitigation measures with a financial component that apply plan-wide, the approved Public Facilities Financing Plan and Amended and Restated Development Agreement bind the Applicant to a fair share contribution for funding those mitigation measures.

The May 22, 2014, Record of Decision (ROD) for the Folsom South of U.S. Highway 50 Specific Plan Project—City of Folsom Backbone Infrastructure (Exhibit 2) by the U.S. Army Corps of Engineers is also incorporated by reference.

All impacts from both on-site and off-site features of the Mangini Ranch Phase 1C 4-Pack project have been analyzed and addressed in the CEQA analysis and other regulatory permits required for the Mangini Ranch Phase 1C 4-Pack project and/or the Backbone Infrastructure project.

C. Introduction to CEQA Exemption and Streamlining Provisions

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The City finds that the Mangini Ranch Phase 1C 4-Pack development proposal is consistent with the FPASP and therefore exempt from CEQA under Government Code section 65457 and CEQA Guidelines section 15182, subdivision (c), as a residential project undertaken pursuant to and in conformity with a specific plan.

The City also finds that the Mangini Ranch Phase 1C 4-Pack project is eligible for streamlined CEQA review provided in Public Resources Code section 21083.3, and CEQA Guidelines section 15183 for projects consistent with a community plan, general plan, or zoning. Because the Project is exempt from CEQA, the City is not required to provide the following streamlined CEQA analysis. Nonetheless, the City provides the following checklist exploring considerations raised by sections 15182 and 15183 because the checklist provides a convenient vehicle for disclosing the City's substantial evidence and reasoning underlying its consistency determination.

As mentioned above, the City prepared an addendum to the FPASP EIR in December 2012 for purposes of analyzing an alternative water supply for the FPASP. Although this Water Addendum was prepared and adopted by the City after the certification of the FPASP EIR/EIS, it would not change any of the analysis under Public Resources Code section 21083.3 and CEQA Guidelines section 15183 because it gave the Plan Area a more feasible and reliable water supply.

The City has prepared site-specific studies pursuant to the requirements set forth in the mitigation measures and conditions of approval adopted for the FPASP under the FPASP EIR and Water Addendum for subsequent development projects. (See Exhibits 4 [Noise Assessment] and 5 [Access Evaluation Memo].) These studies support the conclusion that the Mangini Ranch Phase 1C 4-Pack development proposal would not have any new significant or substantially more severe impacts (CEQA Guidelines, § 15162), nor would it result in any new significant impacts that are peculiar to the project or its site (CEQA Guidelines, § 15183).

1. Exemption provided by Government Code, § 65457, and CEQA Guidelines, § 15182, subdivision (c)

Government Code section 65457, and CEQA Guidelines section 15182, subdivision (c), exempt residential projects that are undertaken pursuant to a specific plan for which an EIR was previously prepared if the projects are in conformity with that specific plan and the conditions described in CEQA Guidelines section 15162 (relating to the preparation of a supplemental EIR) are not present. (Gov. Code, § 65457, subd. (a); CEQA Guidelines, §§ 15182, subd. (c), 15162, subd. (a).)

The Applicant's FPASP Policy Consistency Analysis attached as Exhibit 3 supports the determination that the Project is undertaken pursuant to and in conformity with the FPASP.

2. Streamlining provided by Public Resources Code, § 21083.3 and CEQA Guidelines, § 15183

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Public Resources Code section 21083.3 provides a streamlined CEQA process where a subdivision map application is made for a parcel for which prior environmental review of a zoning or planning approval was adopted. If the proposed development is consistent with that zoning or plan, any further environmental review of the development shall be limited to effects upon the environment which are peculiar to the parcel or to the project and which were not addressed as significant effects in the prior EIR or which substantial new information shows will be more significant than described in the prior EIR. Effects are not to be considered peculiar to the parcel or the project if uniformly applied development policies or standards have been previously adopted by the city, which were found to substantially mitigate that effect when applied to future projects.

CEQA Guidelines section 15183 provides further detail and guidance for the implementation of the exemption set forth in Public Resources Code section 21083.3.

D. Environmental Checklist Review

The row titles of the checklist include the full range of environmental topics, as presented in Appendix G of the CEQA Guidelines.

The column titles of the checklist have been modified from the Appendix G presentation to assess the Project's qualifications for streamlining provided by Public Resources Code section 21083.3 and CEQA Guidelines sections 15183, as well as to evaluate whether the conditions described in Guidelines section 15162 are present.

Pursuant to Guidelines section 15162, one of the purposes of this checklist is to evaluate the categories in terms of any "changed condition" (i.e. changed circumstances, project changes, or new information of substantial importance) that may result in a different environmental impact significance conclusion. If the situations described in Guidelines section 15162 are not present, then the exemption provided by Government Code section 65457 and Guidelines section 15182 can be applied to the Project. Therefore, the checklist does the following: a) identifies the earlier analyses and states where they are available for review; b) discusses whether proposed changes to the previously-analyzed program, including new site specific operations, would involve new or substantially more severe significant impacts; c) discusses whether new circumstances surrounding the previously-analyzed program would involve new or substantially more severe significant impacts; d) discusses any substantially important new information requiring new analysis; and e) describes the mitigation measures which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project. (Guidelines, § 15162, subd. (a).)

The checklist serves a second purpose. Public Resources Code section 21083.3 and its parallel Guidelines provision, section 15183, provide for streamlined environmental review for projects consistent with the development densities established by existing zoning, general plan, or community plan policies for which an EIR was certified. Such projects require no further environmental review **Mangini Ranch Phase 1C 4-Pack (Mangini Ranch Phase 1 Lot 11)**

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except as might be necessary to address effects that (a) are peculiar to the project or the parcel on which the project would be located, (b) were not analyzed as significant effects in the prior EIR, (c) are potentially significant off-site impacts or cumulative impacts not discussed in the prior EIR, or (d) were previously identified significant effects but are more severe than previously assumed in light of substantial new information not known when the prior EIR was certified. If an impact is not peculiar to the parcel or to the project, has been addressed as a significant impact in the prior EIR, or can be substantially mitigated by the imposition of uniformly applied development policies or standards, then an additional EIR need not be prepared for the project solely on the basis of that impact.

A “no” answer does not necessarily mean that there are no potential impacts relative to the environmental category, but that there is no change in the condition or status of the impact since it was analyzed and addressed with mitigation measures in the prior environmental documents approved for the zoning action, general plan, or community plan. The environmental categories might be answered with a “no” in the checklist since the Mangini Ranch Phase 1C 4-Pack project does not introduce changes that would result in a modification to the conclusion of the FPASP EIR.

The purpose of each column of the checklist is described below.

1. Where Impact Was Analyzed

This column provides a cross-reference to the pages of the environmental documents for the zoning action, general plan, or community plan where information and analysis may be found relative to the environmental issue listed under each topic.

2. Do Proposed Changes Involve New or More Severe Impacts?

Pursuant to Section 15162(a)(1) of the CEQA Guidelines, this column indicates whether the changes represented by the proposed project will result in new significant impacts not disclosed in the prior EIR or negative declaration or that the proposed project will result in substantial increases the severity of a previously identified significant impact. A yes answer is only required if such new or worsened significant impacts will require “major revisions of the previous EIR or negative declaration.” If a “yes” answer is given, additional mitigation measures or alternatives may be needed.

3. Any New Circumstances Involving New or More Severe Impacts?

Pursuant to Section 15162(a)(2) of the CEQA Guidelines, this column indicates whether changed circumstances affecting the proposed project will result in new significant impacts not disclosed in the prior EIR or negative declaration or will result in substantial increases the severity of a previously identified significant impact. A yes answer is only required if such new or worsened significant impacts will require “major revisions of the previous EIR or negative declaration.” If a “yes” answer is given, additional mitigation measures or alternatives may be needed.

4. Any New Information of Substantial Importance Requiring New Analysis or Verification?

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Pursuant to Section 15162(a)(3) of the CEQA Guidelines, this column indicates whether new information “of substantial importance” is available requiring an update to the analysis of a previous EIR to verify that the environmental conclusions and mitigations remain valid. Any such information is only relevant if it “was not known and could not have been known with reasonable diligence at the time of the previous EIR.” To be relevant in this context, such new information must show one or more of the following:

- (A) The project will have one or more significant effects not discussed in the previous EIR or negative declaration;
- (B) Significant effects previously examined will be substantially more severe than shown in the previous EIR;
- (C) Mitigation measures or alternatives previously found not to be feasible would in fact be feasible and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measure or alternative; or
- (D) Mitigation measures or alternatives which are considerably different from those analyzed in the previous EIR would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the mitigation measure or alternative.

This category of new information may apply to any new regulations, enacted after certification of the prior EIR or adoption of the prior negative declaration, which might change the nature of analysis of impacts or the specifications of a mitigation measure. If the new information shows the existence of new significant effects or significant effects that are substantially more severe than were previously disclosed, then new mitigation measures should be considered. If the new information shows that previously rejected mitigation measures or alternatives are now feasible, such measures or alternatives should be considered anew. If the new information shows the existence of mitigation measures or alternatives that are (i) considerably different from those included in the prior EIR, (ii) able to substantially reduce one or more significant effects, and (iii) unacceptable to the project proponents, then such mitigation measures or alternatives should also be considered.

5. Are There Effects That Are Peculiar To The Project Or The Parcel On Which The Project Would Be Located That Have Not Been Disclosed In A Prior EIR On The Zoning Action, General Plan, Or Community Plan With Which the Project is Consistent?

Pursuant to Section 15183, subdivision (b)(1), of the CEQA Guidelines, this column indicates whether there are project-specific significant effects that are peculiar to the project or its site. Although neither section 21083.3 nor section 15183 defines the term “effects on the environment which are peculiar to the parcel or to the project,” a definition can be gleaned from what is now the leading case interpreting section 21083.3, *Wal-Mart Stores, Inc. v. City of Turlock* (2006) 138 Cal.App.4th 273 (*Wal-Mart Stores*). In that case, the court upheld the respondent city’s decision to adopt an ordinance banning discount “superstores.” The city appropriately found that the adoption of the ordinance was wholly exempt from CEQA review under CEQA Guidelines section 15183 as a zoning action

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consistent with the general plan, where there were no project-specific impacts – of any kind – associated with the ordinance that were peculiar to the project. The court concluded that “a physical change in the environment will be peculiar to [a project] if that physical change belongs exclusively and especially to the [project] or it is characteristic of only the [project].” (*Id.* at p. 294.) As noted by the court, this definition “illustrate[s] how difficult it will be for a zoning amendment or other land use regulation that does not have a physical component to have a sufficiently close connection to a physical change to allow the physical change to be regarded as ‘peculiar to’ the zoning amendment or other land use regulation.” (*Ibid.*)

A “yes” answer in the checklist indicates that the project has effects peculiar to the project relative to the environmental category that were not discussed in the prior environmental documentation for the zoning action, general plan or community plan. A “yes” answer will be followed by an indication of whether the impact is “potentially significant”, “less than significant with mitigation incorporated”, or “less than significant”. An analysis of the determination will appear in the Discussion section following the checklist.

6. Are There Effects Peculiar To The Project That Will Not Be Substantially Mitigated By Application Of Uniformly Applied Development Policies Or Standards That Have Been Previously Adopted?

Sections 21083.3 and 15183 include a separate, though complementary, means of defining the term “effects on the environment which are peculiar to the parcel or to the project.” Subdivision (f) of section 15183 provides as follows:

An effect of a project on the environment shall not be considered peculiar to the project or the parcel for the purposes of this section if uniformly applied development policies or standards have been previously adopted by the city or county with a finding that the development policies or standards will substantially mitigate that environmental effect when applied to future projects, unless substantial new information shows that the policies or standards will not substantially mitigate the environmental effect. The finding shall be based on substantial evidence which need not include an EIR.

This language explains that an agency can dispense with CEQA compliance for environmental impacts that will be “substantially mitigated” by the uniform application of “development policies or standards” adopted as part of, or in connection with, previous plan-level or zoning-level decisions, or otherwise – unless “substantial new information” shows that the standards or policies will not be effective in “substantially mitigating” the effects in question. Section 15183, subdivision (f), goes on to add the following considerations regarding the kinds of policies and standards at issue:

Such development policies or standards need not apply throughout the entire city or county but can apply only within the zoning district in which the project is located, or within the area subject to the community plan on which the lead agency is relying. Moreover, such policies or standards need not be part of the general plan or any community plan but can be found within another pertinent planning

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document such as a zoning ordinance. Where a city or county, in previously adopting uniformly applied development policies or standards for imposition on future projects, failed to make a finding as to whether such policies or standards would substantially mitigate the effects of future projects, the decision-making body of the city or county, prior to approving such a future project pursuant to this section, may hold a public hearing for the purpose of considering whether, as applied to the project, such standards or policies would substantially mitigate the effects of the project. Such a public hearing need only be held if the city or county decides to apply the standards or policies as permitted in this section.

Subdivision (g) provides concrete examples of “uniformly applied development policies or standards”: (1) parking ordinances; (2) public access requirements; (3) grading ordinances; (4) hillside development ordinances; (5) flood plain ordinances; (6) habitat protection or conservation ordinances; (7) view protection ordinances.

A “yes” answer in the checklist indicates that the project has effects peculiar to the project relative to the environmental category that were not discussed in the prior environmental documentation for the zoning action, general plan or community plan and that cannot be mitigated through application of uniformly applied development policies or standards that have been previously adopted by the agency. A “yes” answer will be followed by an indication of whether the impact is “potentially significant”, “less than significant with mitigation incorporated”, or “less than significant”. An analysis of the determination will appear in the Discussion section following the checklist.

7. Are There Effects That Were Not Analyzed As Significant Effects In A Prior EIR On The Zoning Action, General Plan Or Community Plan With Which The Project Is Consistent?

Pursuant to Section 15183, subdivision (b)(2) of the CEQA Guidelines, this column indicates whether there are any effects that were not analyzed as significant effects in the prior EIR for the zoning action, general plan, or community plan with which the project is consistent.

This provision indicates that, if the prior EIR for a general plan, community plan, or zoning action failed to analyze a potentially significant effect then such effects must be addressed in the site-specific CEQA analysis.

A “yes” answer in the checklist indicates that the project has effects relative to the environmental category that were not analyzed as significant effects in the prior environmental documentation for the zoning action, general plan or community plan. A “yes” answer will be followed by an indication of whether the impact is “potentially significant”, “less than significant with mitigation incorporated”, or “less than significant”. An analysis of the determination will appear in the Discussion section following the checklist.

8. Are There Potentially Significant Off-Site Impacts and Cumulative Impacts That Were Not Discussed In The Prior EIR Prepared For The General Plan, Community Plan, Or Zoning Action?

Pursuant to Section 15183, subdivision (b)(3), of the CEQA Guidelines, this column indicates whether **Mangini Ranch Phase 1C 4-Pack (Mangini Ranch Phase 1 Lot 11)**

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there are any potentially significant off-site impacts and cumulative impacts that were not discussed in the prior EIR prepared for the general plan, community plan or zoning action with which the project is consistent.

Subdivision (j) of CEQA Guidelines section 15183 makes it clear that, where the prior EIR has adequately discussed potentially significant offsite or cumulative impacts, the project-specific analysis need not revisit such impacts:

This section does not affect any requirement to analyze potentially significant offsite or cumulative impacts if those impacts were not adequately discussed in the prior EIR. If a significant offsite or cumulative impact was adequately discussed in the prior EIR, then this section may be used as a basis for excluding further analysis of that offsite or cumulative impact.

This provision indicates that, if the prior EIR for a general plan, community plan, or zoning action failed to analyze the “potentially significant offsite impacts and cumulative impacts of the [new site-specific] project,” then such effects must be addressed in the site-specific CEQA analysis. (Pub. Resources Code, § 21083.3, subd. (c); see also CEQA Guidelines, § 15183, subd. (j).)

A “yes” answer in the checklist indicates that the project has potentially significant off-site impacts or cumulative impacts relative to the environmental category that were not discussed in the prior environmental documentation for the zoning action, general plan or community plan. A “yes” answer will be followed by an indication of whether the impact is “potentially significant”, “less than significant with mitigation incorporated”, or “less than significant”. An analysis of the determination will appear in the Discussion section following the checklist.

9. Are There Previously Identified Significant Effects That, As A Result Of Substantial New Information Not Known At The Time The EIR Was Certified, Are Now Determined To Have A More Severe Adverse Impact?

Pursuant to Section (b)(4) of the CEQA Guidelines, this column indicates whether there are previously identified significant effects that are now determined to be more severe than previously assumed based on substantial information not known at the time the EIR for the zoning action, general plan or community plan was certified.

This provision indicates that, if substantial new information has arisen since preparation of the prior EIR for a general plan, community plan, or zoning action with respect to an effect that the prior EIR identified as significant, and the new information indicates that the adverse impact will be more severe, then such effects must be addressed in the site-specific CEQA analysis.

A “yes” answer in the checklist indicates that the project has significant impacts relative to the environmental category that were previously identified in the prior environmental documentation for the zoning action, general plan or community plan but, as a result of new information not previously known, are now determined to be more severe than previously assumed. A “yes” answer will be followed by an indication of whether the impact is “potentially significant”, “less than significant with mitigation incorporated”, or “less than significant”. An analysis of the determination will appear in the Discussion section following the checklist.

10. Mitigation Measures Addressing Impacts.

Pursuant to Public Resources Code section 21083.3, this column indicates whether the prior environmental document and/or the findings adopted by the lead agency decision-making body provides mitigation measures to address effects in the related impact category. In some cases, the mitigation measures have already been implemented. A “yes” response will be provided in either instance. If “NA” is indicated, this Environmental Review concludes that the impact does not occur with this project and therefore no mitigations are needed.

Subdivision (c) of Public Resources Code section 21083.3 further limits the partial exemption for projects consistent with general plans, community plans, and zoning by providing that:

[A]ll public agencies with authority to mitigate the significant effects shall undertake or require the undertaking of any feasible mitigation measures specified in the prior [EIR] relevant to a significant effect which the project will have on the environment or, if not, then the provisions of this section shall have no application to that effect. The lead agency shall make a finding, at a public hearing, as to whether those mitigation measures will be undertaken.

(Pub. Resources Code, § 21083.3, subd. (c).) Accordingly, to avoid having to address a previously identified significant effect in a site-specific CEQA document, a lead agency must “undertake or require the undertaking of any feasible mitigation measures specified in the prior [EIR] relevant to a significant effect which the project will have on the environment.” (Pub. Resources Code, § 21083.3, subd. (c).) Thus, the mere fact that a prior EIR has analyzed certain significant cumulative or off-site effects does not mean that site-specific CEQA analysis can proceed as though such effects do not exist. Rather, to take advantage of the streamlining provisions of section 21083.3, a lead agency must commit itself to carry out all relevant feasible mitigation measures adopted in connection with the general plan, community plan, or zoning action for which the prior EIR was prepared. This commitment must be expressed as a finding adopted at a public hearing. (See *Gentry v. City of Murrieta* (1995) 36 Cal.App.4th 1359, 1408 [court rejected respondent city’s argument that it had complied with this requirement because it made a finding at the time of project approval “that the Project complied with all ‘applicable’ laws”; such a finding “was not the equivalent of a finding that the mitigation measures in the [pertinent] Plan EIR were actually being undertaken”].)

E. Checklist and Discussion

1. AESTHETICS

Environmental Issue Area	Where Impact Was Analyzed in Prior Environmental Documents.	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information of Substantial Importance Requiring New Analysis or Verification?	Are There Effects That Are Peculiar To The Project Or The Parcel On Which The Project Would Be Located That Have Not Been Disclosed In a Prior EIR On The Zoning Action, General Plan, Or Community Plan With Which the Project is Consistent?	Are There Effects That Are Peculiar To The Project That Will Not Be Substantially Mitigated By Application Of Uniformly Applied Development Policies Or Standards That Have Been Previously Adopted?	Are There Effects That Were Not Analyzed As Significant Effects In A Prior EIR On The Zoning Action, General Plan Or Community Plan With Which The Project Is Consistent?	Are There Potentially Significant Off-Site Impacts And Cumulative Impacts Which Were Not Discussed In The Prior EIR Prepared For The General Plan, Community Plan Or Zoning Action?	Are There Previously Identified Significant Effects That, As A Result Of Substantial New Information Not Known At The Time The EIR Was Certified, Are Now Determined To Have A More Severe Adverse Impact?	Prior Environmental Document's Mitigation Measures Addressing Impacts.
1. Aesthetics. Would the Project:	FPASP Draft EIR pp. 3A.1-1 to -34									
a. Have a substantial adverse effect on a scenic vista?	pp. 3A.1-24 to -25	No	No	No	No	No	No	No	No	MM 3A.1-1
b. Substantially damage scenic resources, including but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	pp. 3A.1-26 to -27	No	No	No	No	No	No	No	No	No feasible MM
c. Substantially degrade the existing visual character or quality of the site and its surroundings?	pp. 3A.1-27 to -30	No	No	No	No	No	No	No	No	MM 3A.1-1 3A.7-4 3A.1-4
d. Create a new source of substantial light or glare which would	pp. 3A.1-31 to -33	No	No	No	No	No	No	No	No	MM 3A.1-5

Environmental Issue Area	Where Impact Was Analyzed in Prior Environmental Documents.	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information of Substantial Importance Requiring New Analysis or Verification?	Are There Effects That Are Peculiar To The Project Or The Parcel On Which The Project Would Be Located That Have Not Been Disclosed In a Prior EIR On The Zoning Action, General Plan, Or Community Plan With Which the Project is Consistent?	Are There Effects That Are Peculiar To The Project That Will Not Be Substantially Mitigated By Application Of Uniformly Applied Development Policies Or Standards That Have Been Previously Adopted?	Are There Effects That Were Not Analyzed As Significant Effects In A Prior EIR On The Zoning Action, General Plan Or Community Plan With Which The Project Is Consistent?	Are There Potentially Significant Off-Site Impacts And Cumulative Impacts Which Were Not Discussed In The Prior EIR Prepared For The General Plan, Community Plan Or Zoning Action?	Are There Previously Identified Significant Effects That, As A Result Of Substantial New Information Not Known At The Time The EIR Was Certified, Are Now Determined To Have A More Severe Adverse Impact?	Prior Environmental Document's Mitigation Measures Addressing Impacts.
1. Aesthetics. Would the Project adversely affect day or nighttime views in the area?	FPASP Draft EIR pp. 3A.1-1 to -34									
<p>Discussion: The FPASP EIR concluded that implementation of the mitigation measures in the EIR would reduce all except the following aesthetic and visual impacts to less than significant levels: Impact 3A.1-1 (Substantial Adverse Effect on a Scenic Vista); Impact 3A.1-2 (Damage to Scenic Resources Within a Designated Scenic Corridor); Impact 3A.1-4 (Temporary, Short-Term Degradation of Visual Character for Developed Project Land Uses During Construction); Impact 3A.1-6 (New Skyglow Effects); and impacts from the off-site improvements constructed in areas under the jurisdiction of El Dorado and Sacramento Counties (Impacts 3A.1-4 and 3A.1-5). (FEIR, pp. 1-15 to 1-19; DEIR, p. 3A.1-34.) The pages indicated in the table above contain the relevant analysis of the potential impacts.</p> <p>Additionally, the 2012 Water Addendum includes a short discussion of how the changes to the water facilities aspects of the FPASP project would have the same or less impacts to aesthetic resources when compared to the FPASP project as analyzed in the 2011 EIR after implementation of the following mitigation measures: MM 3B.1-2a, MM 3B.1-2b, MM 3B.1-3a, and MM 3B.1-3b. (Water Addendum, p. 3-5.)</p> <p>See Exhibit 1 (the Folsom Ranch Central District Design Guidelines) for more discussion of the architectural design guidelines and landscape design guidelines that apply to the Project. (Exh. 1, pp. 15-94.) See Exhibit 3 for discussion of the Mangini Ranch Phase 1C 4-Pack project's consistency with landscaping policies in the FPASP that may be relevant to aesthetic and visual impacts. (Exh. 3, p. 31.)</p> <p>Mitigation Measures:</p> <ul style="list-style-type: none"> ▪ MM 3A.1-1 ▪ MM 3A.1-4 ▪ MM 3A.1-5 ▪ MM 3A.7-4 ▪ MM 3B.1-2a ▪ MM 3B.1-2b ▪ MM 3B.1-3a ▪ MM 3B.1-3b <p>Conclusion:</p> <p>With implementation of the above mitigation measures identified in the FPASP EIR and Water Addendum, the Mangini Ranch Phase 1C 4-Pack project would not have any new significant or substantially more severe aesthetic impacts (Guidelines, § 15162), nor would it result in any new significant impacts that are peculiar to the project or its site (Guidelines, § 15183).</p>										

2. AGRICULTURE AND FOREST RESOURCES

Environmental Issue Area	Where Impact Was Analyzed in Prior Environmental Documents.	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information of Substantial Importance Requiring New Analysis or Verification?	Are There Effects That Are Peculiar To The Project Or The Parcel On Which The Project Would Be Located That Have Not Been Disclosed In a Prior EIR On The Zoning Action, General Plan, Or Community Plan With Which The Project is Consistent?	Are There Effects That Are Peculiar To The Project That Will Not Be Substantially Mitigated By Application Of Uniformly Applied Development Policies Or Standards That Have Been Previously Adopted?	Are There Effects That Were Not Analyzed As Significant Effects In A Prior EIR On The Zoning Action, General Plan Or Community Plan With Which The Project Is Consistent?	Are There Potentially Significant Off-Site Impacts And Cumulative Impacts Which Were Not Discussed In The Prior EIR Prepared For The General Plan, Community Plan Or Zoning Action?	Are There Previously Identified Significant Effects That, As A Result Of Substantial New Information Not Known At The Time The EIR Was Certified, Are Now Determined To Have A More Severe Adverse Impact?	Prior Environmental Document's Mitigation Measures Addressing Impacts.
2. Agriculture. Would the project:	FPASP Draft EIR pp. 3A.10-1 to -49									
a. Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural	p. 3A.10-29	No	No	No	No	No	No	No	No	None required
b. Conflict with existing zoning for agricultural use, or a Williamson Act contract?	pp. 3A.10-41 to -43	No	No	No	No	No	No	No	No	No feasible MM
c. Involve other changes in the existing environment which, due to their location or nature,	p. 3A.10-29	No	No	No	No	No	No	No	No	None required

Environmental Issue Area	Where Impact Was Analyzed in Prior Environmental Documents.	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information of Substantial Importance Requiring New Analysis or Verification?	Are There Effects That Are Peculiar To The Project Or The Parcel On Which The Project Would Be Located That Have Not Been Disclosed In a Prior EIR On The Zoning Action, General Plan, Or Community Plan With Which the Project is Consistent?	Are There Effects That Are Peculiar To The Project That Will Not Be Substantially Mitigated By Application Of Uniformly Applied Development Policies Or Standards That Have Been Previously Adopted?	Are There Effects That Were Not Analyzed As Significant Effects In A Prior EIR On The Zoning Action, General Plan Or Community Plan With Which The Project Is Consistent?	Are There Potentially Significant Off-Site Impacts And Cumulative Impacts Which Were Not Discussed In The Prior EIR Prepared For The General Plan, Community Plan Or Zoning Action?	Are There Previously Identified Significant Effects That, As A Result Of Substantial New Information Not Known At The Time The EIR Was Certified, Are Now Determined To Have A More Severe Adverse Impact?	Prior Environmental Document's Mitigation Measures Addressing Impacts.
2. Agriculture. Would the project could result in conversion of Farmland, to non-agricultural use?	FPASP Draft EIR pp. 3A.10-1 to -49									
<p>Discussion:</p> <p>The FPASP EIR concluded that there were no feasible mitigation measures that would reduce the two agriculture impacts to less than significant levels. Impacts 3A.10-3 (Cancellation of Existing On-Site Williamson Act Contracts) and 3.10-4 (Potential Conflict with Existing Off-Site Williamson Act Contracts) remain significant and unavoidable. (FEIR, pp. 1-123 to 1- 124; DEIR, pp. 3A.10-41 to -43.) The pages indicated in the table above contain the relevant analysis of the potential impacts.</p> <p>Additionally, the 2012 Water Addendum includes a short discussion of how the changes to the water facilities aspects of the FPASP project would have the same or less impacts to agricultural resources when compared to the FPASP project as analyzed in the 2011 EIR after implementation of the following mitigation measures: MM 3B.10-5. (Water Addendum, p. 3-12.)</p> <p>See Exhibit 3 for discussion of the Mangini Ranch Phase 1C 4-Pack project's consistency with open space policies in the FPASP that may be relevant to agriculture and forest resources impacts. (Exh. 3, pp. 4-5, 14-16.)</p> <p>Mitigation Measures:</p> <ul style="list-style-type: none"> MM 3B.10-5 <p>Conclusion:</p> <p>With implementation of the above mitigation measures identified in the FPASP EIR and Water Addendum, the Mangini Ranch Phase 1C 4-Pack would not have any new significant or substantially more severe agriculture and forest resources impacts (Guidelines, § 15162), nor would it result in any new significant impacts that are peculiar to the project or its site (Guidelines, § 15183).</p>										

3. AIR QUALITY

Environmental Issue Area	Where Impact Was Analyzed in Prior Environmental Documents.	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information of Substantial Importance Requiring New Analysis or Verification?	Are There Effects That Are Peculiar To The Project Or The Parcel On Which The Project Would Be Located That Have Not Been Disclosed In a Prior EIR On The Zoning Action, General Plan, Or Community Plan With Which the Project is Consistent?	Are There Effects That Are Peculiar To The Project That Will Not Be Substantially Mitigated By Application Of Uniformly Applied Development Policies Or Standards That Have Been Previously Adopted?	Are There Effects That Were Not Analyzed As Significant Effects In A Prior EIR On The Zoning Action, General Plan Or Community Plan With Which The Project Is Consistent?	Are There Potentially Significant Off-Site Impacts And Cumulative Impacts Which Were Not Discussed In The Prior EIR Prepared For The General Plan, Community Plan Or Zoning Action?	Are There Previously Identified Significant Effects That, As A Result Of Substantial New Information Not Known At The Time The EIR Was Certified, Are Now Determined To Have A More Severe Adverse Impact?	Prior Environmental Document's Mitigation Measures Addressing Impacts.
3. Air Quality. Would the project:	FPASP Draft EIR pp. 3A.2-1 to -63									
a. Conflict with or obstruct implementation of the applicable air quality plan?	pp. 3A.2-23 to -59	No	No	No	No	No	No	No	No	MM 3A.2-1a 3A.2-1b 3A.2-1c 3A.2-1d 3A.2-1e 3A.2-1f 3A.2-1g 3A.2-1h 3A.2-2 3A.2-4a 3A.2-4b 3A.2-5
b. Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	Same as (a) above	No	No	No	No	No	No	No	No	Same as (a) above
c. Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an	Same as (a) above	No	No	No	No	No	No	No	No	Same as (a) above

Environmental Issue Area	Where Impact Was Analyzed in Prior Environmental Documents.	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information of Substantial Importance Requiring New Analysis or Verification?	Are There Effects That Are Peculiar To The Project Or The Parcel On Which The Project Would Be Located That Have Not Been Disclosed In a Prior EIR On The Zoning Action, General Plan, Or Community Plan With Which The Project is Consistent?	Are There Effects That Are Peculiar To The Project That Will Not Be Substantially Mitigated By Application Of Uniformly Applied Development Policies Or Standards That Have Been Previously Adopted?	Are There Effects That Were Not Analyzed As Significant Effects In A Prior EIR On The Zoning Action, General Plan Or Community Plan With Which The Project Is Consistent?	Are There Potentially Significant Off-Site Impacts And Cumulative Impacts Which Were Not Discussed In The Prior EIR Prepared For The General Plan, Community Plan Or Zoning Action?	Are There Previously Identified Significant Effects That, As A Result Of Substantial New Information Not Known At The Time The EIR Was Certified, Are Now Determined To Have A More Severe Adverse Impact?	Prior Environmental Document's Mitigation Measures Addressing Impacts.
3. Air Quality. Would the project:	FPASP Draft EIR pp. 3A.2-1 to -63									
applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?										
d. Expose sensitive receptors to substantial pollutant concentrations?	Same as (a) above	No	No	No	No	No	No	No	No	Same as (a) above
e. Create objectionable odors affecting a substantial number of people?	pp. 3A.2-59 to -63	No	No	No	No	No	No	No	No	MM 3A.2-6

Environmental Issue Area	Where Impact Was Analyzed in Prior Environmental Documents.	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information of Substantial Importance Requiring New Analysis or Verification?	Are There Effects That Are Peculiar To The Project Or The Parcel On Which The Project Would Be Located That Have Not Been Disclosed In a Prior EIR On The Zoning Action, General Plan, Or Community Plan With Which the Project is Consistent?	Are There Effects That Are Peculiar To The Project That Will Not Be Substantially Mitigated By Application Of Uniformly Applied Development Policies Or Standards That Have Been Previously Adopted?	Are There Effects That Were Not Analyzed As Significant Effects In A Prior EIR On The Zoning Action, General Plan Or Community Plan With Which The Project Is Consistent?	Are There Potentially Significant Off-Site Impacts And Cumulative Impacts Which Were Not Discussed In The Prior EIR Prepared For The General Plan, Community Plan Or Zoning Action?	Are There Previously Identified Significant Effects That, As A Result Of Substantial New Information Not Known At The Time The EIR Was Certified, Are Now Determined To Have A More Severe Adverse Impact?	Prior Environmental Document's Mitigation Measures Addressing Impacts.
3. Air Quality.	FPASP Draft EIR pp. 3A.2-1 to -63									
<p>Discussion:</p> <p>The FPASP EIR concluded that implementation of the mitigation measures in the EIR would reduce all except the following air quality impacts to less than significant levels: temporary short-term construction-related emissions of criteria air pollutants and precursors (Impact 3A.2-1, for PM₁₀ concentrations); long-term operation-related, regional emissions of criteria air pollutants and precursors (Impact 3A.2-2); exposure to TACs (Impact 3A.2-4); and exposure to odorous emissions from construction activity (Impact 3A.2-6, for construction diesel odors and for corporation yard odors); and exposure to odorous emissions from operation of the proposed corporation yard (Impact 3A.2-6). (FEIR, pp. 1-22 to 1-34; DEIR, p. 3A.2-63.) The pages indicated in the table above contain the relevant analysis of the potential impacts.</p> <p>Additionally, the 2012 Water Addendum includes a short discussion of how the changes to the water facilities aspects of the FPASP project would have the same or less impacts to air quality when compared to the FPASP project as analyzed in the 2011 EIR after implementation of the following mitigation measures: MM 3B.2-1a, MM 3B.2-1b, MM 3B.2-1c, MM 3B.2-3a, MM 3B.2-3b. (Water Addendum, pp. 3-5 to 3-6.)</p> <p>See Exhibit 3 for discussion of the Mangini Ranch Phase 1C 4-Pack project's consistency with energy efficiency quality policies in the FPASP that may be relevant to air quality impacts. (Exh. 3, pp. 27-28.)</p> <p>The land use mix in the Mangini Ranch Phase 1C 4-Pack project is consistent with the FPASP, and the mitigation measures in the MMRP for the FPASP EIR are applicable to and will be implemented for the Mangini Ranch Phase 1C 4 Pack development.</p> <p>Mitigation Measures:</p> <ul style="list-style-type: none"> • MM 3A.2-1a • MM 3A.2-1b • MM 3A.2-1c • MM 3A.2-1d • MM 3A.2-1e • MM 3A.2-1f • MM 3A.2-1g • MM 3A.2-1h • MM 3A.2-2 • MM 3A.2-4a • MM 3A.2-4b • MM 3A.2-5 • MM 3A.2-6 										

Environmental Issue Area	Where Impact Was Analyzed in Prior Environmental Documents.	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information of Substantial Importance Requiring New Analysis or Verification?	Are There Effects That Are Peculiar To The Project Or The Parcel On Which The Project Would Be Located That Have Not Been Disclosed In a Prior EIR On The Zoning Action, General Plan, Or Community Plan With Which the Project is Consistent?	Are There Effects That Are Peculiar To The Project That Will Not Be Substantially Mitigated By Application Of Uniformly Applied Development Policies Or Standards That Have Been Previously Adopted?	Are There Effects That Were Not Analyzed As Significant Effects In A Prior EIR On The Zoning Action, General Plan Or Community Plan With Which The Project Is Consistent?	Are There Potentially Significant Off-Site Impacts And Cumulative Impacts Which Were Not Discussed In The Prior EIR Prepared For The General Plan, Community Plan Or Zoning Action?	Are There Previously Identified Significant Effects That, As A Result Of Substantial New Information Not Known At The Time The EIR Was Certified, Are Now Determined To Have A More Severe Adverse Impact?	Prior Environmental Document's Mitigation Measures Addressing Impacts.
3. Air Quality. Would the project	FPASP Draft EIR pp. 3A.2-1 to -63									
<ul style="list-style-type: none"> • MM 3B.2-1b • MM 3B.2-1c • MM 3B.2-3a • MM 3B.2-3b <p>Conclusion:</p> <p>With implementation of the above mitigation measures identified in the FPASP EIR and Water Addendum, the Mangini Ranch Phase 1C 4-Pack project would not have any new significant or substantially more severe air quality impacts (Guidelines, § 15162), nor would it result in any new significant impacts that are peculiar to the project or its site (Guidelines, § 15183).</p>										

4. BIOLOGICAL RESOURCES

Environmental Issue Area	Where Impact Was Analyzed in Prior Environmental Documents.	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information of Substantial Importance Requiring New Analysis or Verification?	Are There Effects That Are Peculiar To The Project Or The Parcel On Which The Project Would Be Located That Have Not Been Disclosed In a Prior EIR On The Zoning Action, General Plan, Or Community Plan With Which the Project is Consistent?	Are There Effects That Are Peculiar To The Project That Will Not Be Substantially Mitigated By Application Of Uniformly Applied Development Policies Or Standards That Have Been Previously Adopted?	Are There Effects That Were Not Analyzed As Significant Effects In A Prior EIR On The Zoning Action, General Plan Or Community Plan With Which The Project Is Consistent?	Are There Potentially Significant Off-Site Impacts And Cumulative Impacts Which Were Not Discussed In The Prior EIR Prepared For The General Plan, Community Plan Or Zoning Action?	Are There Previously Identified Significant Effects That, As A Result Of Substantial New Information Not Known At The Time The EIR Was Certified, Are Now Determined To Have A More Severe Adverse Impact?	Prior Environmental Document's Mitigation Measures Addressing Impacts.
4. Biological Resources. Would the project:	FPASP Draft EIR pp. 3A.3-1 to -94									
a. Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	pp. 3A.3-50 to -72	No	No	No	No	No	No	No	No	MM 3A.3-1a 3A.3-1b 3A.3-2a 3A.3-2b 3A.3-2c 3A.3-2d 3A.3-2g 3A.3-2h 3A.3-3
b. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans.	pp. 3A.3-72 to -75	No	No	No	No	No	No	No	No	MM 3A.3-1a 3A.3-1b 3A.3-4a 3A.3-4b

Environmental Issue Area	Where Impact Was Analyzed in Prior Environmental Documents.	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information of Substantial Importance Requiring New Analysis or Verification?	Are There Effects That Are Peculiar To The Project Or The Parcel On Which The Project Would Be Located That Have Not Been Disclosed In a Prior EIR On The Zoning Action, General Plan, Or Community Plan With Which The Project is Consistent?	Are There Effects That Are Peculiar To The Project That Will Not Be Substantially Mitigated By Application Of Uniformly Applied Development Policies Or Standards That Have Been Previously Adopted?	Are There Effects That Were Not Analyzed As Significant Effects In A Prior EIR On The Zoning Action, General Plan Or Community Plan With Which The Project Is Consistent?	Are There Potentially Significant Off-Site Impacts And Cumulative Impacts Which Were Not Discussed In The Prior EIR Prepared For The General Plan, Community Plan Or Zoning Action?	Are There Previously Identified Significant Effects That, As A Result Of Substantial New Information Not Known At The Time The EIR Was Certified, Are Now Determined To Have A More Severe Adverse Impact?	Prior Environmental Document's Mitigation Measures Addressing Impacts.
4. Biological Resources. Would the project	FPASP Draft EIR pp. 3A.3-1 to -94									
policies, regulations or by the California Department of Fish and Game or US Fish and Wildlife Service?										
c. Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	pp. 3A.3-28 to -50	No	No	No	No	No	No	No	No	MM 3A.3-1a 3A.3-1b
d. Interfere substantially with the movement of any native resident or migratory fish and wildlife	pp. 3A.3-88 to -93	No	No	No	No	No	No	No	No	None required

Environmental Issue Area	Where Impact Was Analyzed in Prior Environmental Documents.	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information of Substantial Importance Requiring New Analysis or Verification?	Are There Effects That Are Peculiar To The Project Or The Parcel On Which The Project Would Be Located That Have Not Been Disclosed In a Prior EIR On The Zoning Action, General Plan, Or Community Plan With Which The Project is Consistent?	Are There Effects That Are Peculiar To The Project That Will Not Be Substantially Mitigated By Application Of Uniformly Applied Development Policies Or Standards That Have Been Previously Adopted?	Are There Effects That Were Not Analyzed As Significant Effects In A Prior EIR On The Zoning Action, General Plan Or Community Plan With Which The Project Is Consistent?	Are There Potentially Significant Off-Site Impacts And Cumulative Impacts Which Were Not Discussed In The Prior EIR Prepared For The General Plan, Community Plan Or Zoning Action?	Are There Previously Identified Significant Effects That, As A Result Of Substantial New Information Not Known At The Time The EIR Was Certified, Are Now Determined To Have A More Severe Adverse Impact?	Prior Environmental Document's Mitigation Measures Addressing Impacts.
4. Biological Resources. Would the project:	FPASP Draft EIR pp. 3A.3-1 to -94									
species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?										
e. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance.	pp. 3A.3-75 to -88 (oak woodland and trees)	No	No	No	No	No	No	No	No	MM 3A.3-5
f. Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	pp. 3A.3-93 to -94	No	No	No	No	No	No	No	No	None required

Environmental Issue Area	Where Impact Was Analyzed in Prior Environmental Documents.	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information of Substantial Importance Requiring New Analysis or Verification?	Are There Effects That Are Peculiar To The Project Or The Parcel On Which The Project Would Be Located That Have Not Been Disclosed In a Prior EIR On The Zoning Action, General Plan, Or Community Plan With Which the Project is Consistent?	Are There Effects That Are Peculiar To The Project That Will Not Be Substantially Mitigated By Application Of Uniformly Applied Development Policies Or Standards That Have Been Previously Adopted?	Are There Effects That Were Not Analyzed As Significant Effects In A Prior EIR On The Zoning Action, General Plan Or Community Plan With Which The Project Is Consistent?	Are There Potentially Significant Off-Site Impacts And Cumulative Impacts Which Were Not Discussed In The Prior EIR Prepared For The General Plan, Community Plan Or Zoning Action?	Are There Previously Identified Significant Effects That, As A Result Of Substantial New Information Not Known At The Time The EIR Was Certified, Are Now Determined To Have A More Severe Adverse Impact?	Prior Environmental Document's Mitigation Measures Addressing Impacts.
4. Biological Resources. Would the project:	FPASP Draft EIR pp. 3A.3-1 to -94									
<p>Discussion:</p> <p>The FPASP EIR concluded that implementation of the mitigation measures in the EIR would reduce all except the following biological resources impacts to less than significant levels: impacts on jurisdictional waters of the United States, including wetlands (Impact 3A.3-1); cumulative impacts on aquatic resources, oak woodlands, nesting and foraging habitat for raptors, including Swainson's hawk, and potential habitat for special-status plant species (Impact 3A.3-2); impacts on blue oak woodlands and on trees protected under Folsom Municipal Code and County Tree Preservation Ordinance (Impact 3A.3-5); as well as the impacts of off-site improvements which would be located in the jurisdiction of El Dorado County, Sacramento County, or Caltrans. (FEIR, pp. 1-38 to 1-63; DEIR, p. 3A.3-94.)</p> <p>The pages indicated in the table above contain the relevant analysis of the potential impacts.</p> <p>Additionally, the 2012 Water Addendum includes a short discussion of how the changes to the water facilities aspects of the FPASP project would have the same or less impacts to biological resources when compared to the FPASP project as analyzed in the 2011 EIR after implementation of the following mitigation measures: MM 3B.3-1a, MM 3B.3-1b, MM 3B.3-1c, MM 3A.3-1a, and MM 3B.3-2. (Water Addendum, p. 3-7.)</p> <p>See Exhibit 3 for discussion of the Mangini Ranch Phase 1C 4-Pack project's consistency with wetlands and wildlife policies in the FPASP that may be relevant to biological resources impacts. (Exh. 3, pp. 20-23.)</p> <p>The South Sacramento HCP, which is referenced in the FPASP EIR has been approved and adopted. But the South Sacramento HCP is not relevant to the Mangini Ranch Phase 1C 4-Pack Project because the City did not choose to participate in the South Sacramento HCP and the project site is outside of the boundaries of the South Sacramento HCP plan area. (See South Sacramento HCP, available at https://www.southsachcp.com/sshcp-chapters-final.html (last visited April 15, 2021).)</p> <p>Mitigation Measures:</p> <ul style="list-style-type: none"> • MM 3A.3-1a • MM 3A.3-1b • MM 3A.3-2a • MM 3A.3-2b • MM 3A.3-2c • MM 3A.3-2d • MM 3A.3-2e • MM 3A.3-2f • MM 3A.3-2g 										

Environmental Issue Area	Where Impact Was Analyzed in Prior Environmental Documents.	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information of Substantial Importance Requiring New Analysis or Verification?	Are There Effects That Are Peculiar To The Project Or The Parcel On Which The Project Would Be Located That Have Not Been Disclosed In a Prior EIR On The Zoning Action, General Plan, Or Community Plan With Which the Project is Consistent?	Are There Effects That Are Peculiar To The Project That Will Not Be Substantially Mitigated By Application Of Uniformly Applied Development Policies Or Standards That Have Been Previously Adopted?	Are There Effects That Were Not Analyzed As Significant Effects In A Prior EIR On The Zoning Action, General Plan Or Community Plan With Which The Project Is Consistent?	Are There Potentially Significant Off-Site Impacts And Cumulative Impacts Which Were Not Discussed In The Prior EIR Prepared For The General Plan, Community Plan Or Zoning Action?	Are There Previously Identified Significant Effects That, As A Result Of Substantial New Information Not Known At The Time The EIR Was Certified, Are Now Determined To Have A More Severe Adverse Impact?	Prior Environmental Document's Mitigation Measures Addressing Impacts.
4. Biological Resources. Would the project:	FPASP Draft EIR pp. 3A.3-1 to -94									
<ul style="list-style-type: none"> • MM 3A.3-2h • MM 3A.3-3 • MM 3A.3-4a • MM 3A.3-4b • MM 3A.3-5 • MM 3B.3-1a • MM 3B.3-1b • MM 3B.3-1c • MM 3A.3-1a • MM 3B.3-2 <p>Conclusion:</p> <p>With implementation of the above mitigation measures identified in the FPASP EIR and Water Addendum, the Mangini Ranch Phase 1C 4-Pack project would not have any new significant or substantially more severe biological resources impacts (Guidelines, § 15162), nor would it result in any new significant impacts that are peculiar to the project or its site (Guidelines, § 15183).</p>										

5. CULTURAL RESOURCES

Environmental Issue Area	Where Impact Was Analyzed in Prior Environmental Documents.	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information of Substantial Importance Requiring New Analysis or Verification?	Are There Effects That Are Peculiar To The Project Or The Parcel On Which The Project Would Be Located That Have Not Been Disclosed In a Prior EIR On The Zoning Action, General Plan, Or Community Plan With Which the Project is Consistent?	Are There Effects That Are Peculiar To The Project That Will Not Be Substantially Mitigated By Application Of Uniformly Applied Development Policies Or Standards That Have Been Previously Adopted?	Are There Effects That Were Not Analyzed As Significant Effects In A Prior EIR On The Zoning Action, General Plan Or Community Plan With Which The Project Is Consistent?	Are There Potentially Significant Off-Site Impacts And Cumulative Impacts Which Were Not Discussed In The Prior EIR Prepared For The General Plan, Community Plan Or Zoning Action?	Are There Previously Identified Significant Effects That, As A Result Of Substantial New Information Not Known At The Time The EIR Was Certified, Are Now Determined To Have A More Severe Adverse Impact?	Prior Environmental Document's Mitigation Measures Addressing Impacts
5. Cultural Resources. Would the project:	FPASP Draft EIR pp. 3A.5-1 to -25									
a. Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?	pp. 3A.5-17 to -23	No	No	No	No	No	No	No	No	MM 3A.5-1a 3A.5-1b 3A.5-2
b. Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	Same as (a) above	No	No	No	No	No	No	No	No	Same as (a) above
c. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	Same as (a) above	No	No	No	No	No	No	No	No	Same as (a) above
d. Disturb any human remains, including those interred outside the formal cemeteries?	pp. 3A.5-23 to -24	No	No	No	No	No	No	No	No	MM 3A.5-3

Environmental Issue Area	Where Impact Was Analyzed in Prior Environmental Documents.	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information of Substantial Importance Requiring New Analysis or Verification?	Are There Effects That Are Peculiar To The Project Or The Parcel On Which The Project Would Be Located That Have Not Been Disclosed In a Prior EIR On The Zoning Action, General Plan, Or Community Plan With Which The Project is Consistent?	Are There Effects That Are Peculiar To The Project That Will Not Be Substantially Mitigated By Application Of Uniformly Applied Development Policies Or Standards That Have Been Previously Adopted?	Are There Effects That Were Not Analyzed As Significant Effects In A Prior EIR On The Zoning Action, General Plan Or Community Plan With Which The Project Is Consistent?	Are There Potentially Significant Off-Site Impacts And Cumulative Impacts Which Were Not Discussed In The Prior EIR Prepared For The General Plan, Community Plan Or Zoning Action?	Are There Previously Identified Significant Effects That, As A Result Of Substantial New Information Not Known At The Time The EIR Was Certified, Are Now Determined To Have A More Severe Adverse Impact?	Prior Environmental Document's Mitigation Measures Addressing Impacts.
5. Cultural Resources. Would the project:	FPASP Draft EIR pp. 3A.5-1 to -25									
<p>Discussion:</p> <p>The FPASP EIR concluded that implementation of the mitigation measures in the EIR would reduce all except the following cultural resources impacts to less than significant levels: impacts on identified and previously undiscovered cultural resources (Impacts 3A.5-1 and 3A.5-2); and impacts from off-site improvements constructed in areas under the jurisdiction of El Dorado County, Sacramento County, or Caltrans (Impacts 3A.5-1 through 3A.5-3). (FEIR, pp. 1-81 to 1- 86; DEIR, p. 3A.5-25.) The pages indicated in the table above contain the relevant analysis of the potential impacts.</p> <p>Additionally, the 2012 Water Addendum includes a short discussion of how the changes to the water facilities aspects of the FPASP project would have the same or less impacts to cultural resources when compared to the FPASP project as analyzed in the 2011 EIR after implementation of the following mitigation measures: MM 3A.5-1a, MM 3A.5-1b, MM 3A.5-2, MM 3A.5-3. (Water Addendum, pp. 3-8 to 3-9.)</p> <p>See Exhibit 3 for discussion of the Mangini Ranch Phase 1C 4-Pack project's consistency with cultural resources policies in the FPASP that may be relevant to cultural resources impacts. (Exh. 3, p. 24.)</p> <p>Mitigation Measures:</p> <ul style="list-style-type: none"> • MM 3A.5-1a • MM 3A.5-1b • MM 3A.5-2 • MM 3A.5-3 <p>Conclusion:</p> <p>With implementation of the above mitigation measures identified in the FPASP EIR and Water Addendum, the Mangini Ranch Phase 1C 4-Pack project would not have any new significant or substantially more severe cultural resources impacts (Guidelines, § 15162), nor would it result in any new significant impacts that are peculiar to the project or its site (Guidelines, § 15183).</p>										

6. GEOLOGY AND SOILS

Environmental Issue Area	Where Impact Was Analyzed in Prior Environmental Documents.	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information of Substantial Importance Requiring New Analysis or Verification?	Are There Effects That Are Peculiar To The Project Or The Parcel On Which The Project Would Be Located That Have Not Been Disclosed In a Prior EIR On The Zoning Action, General Plan, Or Community Plan With Which The Project is Consistent?	Are There Effects That Are Peculiar To The Project That Will Not Be Substantially Mitigated By Application Of Uniformly Applied Development Policies Or Standards That Have Been Previously Adopted?	Are There Effects That Were Not Analyzed As Significant Effects In A Prior EIR On The Zoning Action, General Plan Or Community Plan With Which The Project Is Consistent?	Are There Potentially Significant Off-Site Impacts And Cumulative Impacts Which Were Not Discussed In The Prior EIR Prepared For The General Plan, Community Plan Or Zoning Action?	Are There Previously Identified Significant Effects That, As A Result Of Substantial New Information Not Known At The Time The EIR Was Certified, Are Now Determined To Have A More Severe Adverse Impact?	Prior Environmental Document's Mitigation Measures Addressing Impacts.
6. Geology and Soils. Would the project:	FPASP Draft EIR pp. 3A.7-1 to -40									
a. Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving: 1. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42. 2. Strong seismic ground shaking?	pp. 3A.7-24 to -28	No	No	No	No	No	No	No	No	MM 3A.7-1a 3A.7-1b

Environmental Issue Area	Where Impact Was Analyzed in Prior Environmental Documents.	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information of Substantial Importance Requiring New Analysis or Verification?	Are There Effects That Are Peculiar To The Project Or The Parcel On Which The Project Would Be Located That Have Not Been Disclosed In a Prior EIR On The Zoning Action, General Plan, Or Community Plan With Which the Project is Consistent?	Are There Effects That Are Peculiar To The Project That Will Not Be Substantially Mitigated By Application Of Uniformly Applied Development Policies Or Standards That Have Been Previously Adopted?	Are There Effects That Were Not Analyzed As Significant Effects In A Prior EIR On The Zoning Action, General Plan Or Community Plan With Which The Project Is Consistent?	Are There Potentially Significant Off-Site Impacts And Cumulative Impacts Which Were Not Discussed In The Prior EIR Prepared For The General Plan, Community Plan Or Zoning Action?	Are There Previously Identified Significant Effects That, As A Result Of Substantial New Information Not Known At The Time The EIR Was Certified, Are Now Determined To Have A More Severe Adverse Impact?	Prior Environmental Document's Mitigation Measures Addressing Impacts.
6. Geology and Soils. Would the project:	FPASP Draft EIR pp. 3A.7-1 to -40									
3. Seismic-related ground failure, including liquefaction? 4. Landslides?										
b. Result in substantial soil erosion or the loss of topsoil?	pp. 3A.7-28 to -31	No	No	No	No	No	No	No	No	MM 3A.7-3
c. Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on-or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	pp. 3A.7-31 to -34	No	No	No	No	No	No	No	No	MM 3A.7-1a 3A.7-4 3A.7-5
d. Be located on expansive soil, as defined in Table 18- 1-B of the Uniform Building Code (1994),	pp. 3A.7-34 to -35	No	No	No	No	No	No	No	No	MM 3A.7-1a 3A.7-1b

Environmental Issue Area	Where Impact Was Analyzed in Prior Environmental Documents.	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information of Substantial Importance Requiring New Analysis or Verification?	Are There Effects That Are Peculiar To The Project Or The Parcel On Which The Project Would Be Located That Have Not Been Disclosed In a Prior EIR On The Zoning Action, General Plan, Or Community Plan With Which the Project is Consistent?	Are There Effects That Are Peculiar To The Project That Will Not Be Substantially Mitigated By Application Of Uniformly Applied Development Policies Or Standards That Have Been Previously Adopted?	Are There Effects That Were Not Analyzed As Significant Effects In A Prior EIR On The Zoning Action, General Plan Or Community Plan With Which The Project Is Consistent?	Are There Potentially Significant Off-Site Impacts And Cumulative Impacts Which Were Not Discussed In The Prior EIR Prepared For The General Plan, Community Plan Or Zoning Action?	Are There Previously Identified Significant Effects That, As A Result Of Substantial New Information Not Known At The Time The EIR Was Certified, Are Now Determined To Have A More Severe Adverse Impact?	Prior Environmental Document's Mitigation Measures Addressing Impacts.
6. Geology and Soils. Would the project:	FPASP Draft EIR pp. 3A.7-1 to -40									
creating substantial risks to life or property?										
e. Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	pp. 3A.7-35 to -36	No	No	No	No	No	No	No	No	None required

Environmental Issue Area	Where Impact Was Analyzed in Prior Environmental Documents.	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information of Substantial Importance Requiring New Analysis or Verification?	Are There Effects That Are Peculiar To The Project Or The Parcel On Which The Project Would Be Located That Have Not Been Disclosed In a Prior EIR On The Zoning Action, General Plan, Or Community Plan With Which the Project is Consistent?	Are There Effects That Are Peculiar To The Project That Will Not Be Substantially Mitigated By Application Of Uniformly Applied Development Policies Or Standards That Have Been Previously Adopted?	Are There Effects That Were Not Analyzed As Significant Effects In A Prior EIR On The Zoning Action, General Plan Or Community Plan With Which The Project Is Consistent?	Are There Potentially Significant Off-Site Impacts And Cumulative Impacts Which Were Not Discussed In The Prior EIR Prepared For The General Plan, Community Plan Or Zoning Action?	Are There Previously Identified Significant Effects That, As A Result Of Substantial New Information Not Known At The Time The EIR Was Certified, Are Now Determined To Have A More Severe Adverse Impact?	Prior Environmental Document's Mitigation Measures Addressing Impacts.
6. Geology and Soils. Would the project:	FPASP Draft EIR pp. 3A.7-1 to -40									
<p>Discussion:</p> <p>The FPASP EIR concluded that implementation of the mitigation measures in the EIR would reduce all except the following geology impacts to less than significant levels: impacts from off-site elements under the jurisdiction of El Dorado and Sacramento Counties and Caltrans. (FEIR, pp. 1-89 to 1- 95; DEIR, p. 3A.7-40.) The pages indicated in the table above contain the relevant analysis of the potential impacts.</p> <p>Additionally, the 2012 Water Addendum includes a short discussion of how the changes to the water facilities aspects of the FPASP project would have the same or less impacts to geology and soils resources when compared to the FPASP project as analyzed in the 2011 EIR after implementation of the following mitigation measures: MM 3B.7-1a, MM 3B.7-1b, MM 3B.7-4, MM 3B.7-5. (Water Addendum, p. 3-10.)</p> <p>See Exhibit 3 for discussion of the Mangini Ranch Phase 1C 4-Pack project's consistency with floodplain protection policies in the FPASP that may be relevant to geology and soils impacts. (Exh. 3, pp. 25-27.)</p> <p>Mitigation Measures:</p> <ul style="list-style-type: none"> • MM 3A.7-1a • MM 3A.7-1b • MM 3A.7-3 • MM 3A.7-4 • MM 3A.7-5 • MM 3B.7-1a • MM 3B.7-1b • MM 3B.7-4 • MM 3B.7-5 <p>Conclusion:</p> <p>With implementation of the above mitigation measures identified in the FPASP EIR and Water Addendum, the Mangini Ranch Phase 1C 4-Pack project would not have any new significant or substantially more severe geology and soils impacts (Guidelines, § 15162), nor would it result in any new significant impacts that are peculiar to the project or its site (Guidelines, § 15183).</p>										

7. GREENHOUSE GAS EMISSIONS

Environmental Issue Area	Where Impact Was Analyzed in Prior Environmental Documents.	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information of Substantial Importance Requiring New Analysis or Verification?	Are There Effects That Are Peculiar To The Project Or The Parcel On Which The Project Would Be Located That Have Not Been Disclosed In a Prior EIR On The Zoning Action, General Plan, Or Community Plan With Which The Project is Consistent?	Are There Effects That Are Peculiar To The Project That Will Not Be Substantially Mitigated By Application Of Uniformly Applied Development Policies Or Standards That Have Been Previously Adopted?	Are There Effects That Were Not Analyzed As Significant Effects In A Prior EIR On The Zoning Action, General Plan Or Community Plan With Which The Project Is Consistent?	Are There Potentially Significant Off-Site Impacts And Cumulative Impacts Which Were Not Discussed In The Prior EIR Prepared For The General Plan, Community Plan Or Zoning Action?	Are There Previously Identified Significant Effects That, As A Result Of Substantial New Information Not Known At The Time The EIR Was Certified, Are Now Determined To Have A More Severe Adverse Impact?	Prior Environmental Document's Mitigation Measures Addressing Impacts.
7. Greenhouse Gas Emissions. Would the project	FPASP Draft EIR pp. 3A.4-1 to -49									
a. Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment??	pp. 3A.4-13 to -30	No	No	No	No	No	No	No	No	MM 3A.2-1a 3A.2-1b 3A.4-1 3A.2-2 3A.4-2a 3A.4-2b
b. Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	pp. 3A.4-10 to -13	No	No	No	No	No	No	No	No	None required

Environmental Issue Area	Where Impact Was Analyzed in Prior Environmental Documents.	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information of Substantial Importance Requiring New Analysis or Verification?	Are There Effects That Are Peculiar To The Project Or The Parcel On Which The Project Would Be Located That Have Not Been Disclosed In a Prior EIR On The Zoning Action, General Plan, Or Community Plan With Which the Project is Consistent?	Are There Effects That Are Peculiar To The Project That Will Not Be Substantially Mitigated By Application Of Uniformly Applied Development Policies Or Standards That Have Been Previously Adopted?	Are There Effects That Were Not Analyzed As Significant Effects In A Prior EIR On The Zoning Action, General Plan Or Community Plan With Which The Project Is Consistent?	Are There Potentially Significant Off-Site Impacts And Cumulative Impacts Which Were Not Discussed In The Prior EIR Prepared For The General Plan, Community Plan Or Zoning Action?	Are There Previously Identified Significant Effects That, As A Result Of Substantial New Information Not Known At The Time The EIR Was Certified, Are Now Determined To Have A More Severe Adverse Impact?	Prior Environmental Document's Mitigation Measures Addressing Impacts.
7. Greenhouse Gas Emissions. Would the project	FPASP Draft EIR pp. 3A.4-1 to -49									
<p>Discussion:</p> <p>The FPASP EIR concluded that FPASP project's incremental contributions to greenhouse gas (GHG) emissions from project-related construction (Impact 3A.4-1) and from long-term operation (Impact 3A.4-2) are cumulatively considerable and significant and unavoidable. (FEIR, pp. 1-70 to 1-79; DEIR, pp. 3A.4-23, 3A.4-30.) The pages indicated in the table above contain the relevant analysis of the potential impacts.</p> <p>Additionally, the 2012 Water Addendum includes a short discussion of how the changes to the water facilities aspects of the FPASP project would have the same or less impacts to GHG emissions and climate change when compared to the FPASP project as analyzed in the 2011 EIR after implementation of the following mitigation measures: MM 3B.4-1a, MM 3B.4-1b. (Water Addendum, p. 3-8.)</p> <p>See Exhibit 3 for discussion of the Mangini Ranch Phase 1C 4-Pack project's consistency with air quality, low impact development, environmental quality, and energy efficiency policies in the FPASP that may be relevant to GHG emissions and climate change impacts. (Exh. 3, pp. 27-28, 31-37.)</p> <p>Mitigation Measures:</p> <ul style="list-style-type: none"> • MM 3A.2-1a • MM 3A.2-1b • MM 3A.4-1 • MM 3A.2-2 • MM 3A.4-2a • MM 3A.4-2b • MM 3B.4-1a • MM 3B.4-1b <p>Conclusion:</p> <p>With implementation of the above mitigation measures identified in the FPASP EIR and Water Addendum, the Mangini Ranch Phase 1C 4-Pack project would not have any new significant or substantially more severe GHG emissions and climate change impacts (Guidelines, § 15162), nor would it result in any new significant impacts that are peculiar to the project or its site (Guidelines, § 15183).</p>										

8. HAZARDS AND HAZARDOUS MATERIALS

Environmental Issue Area	Where Impact Was Analyzed in Prior Environmental Documents.	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information of Substantial Importance Requiring New Analysis or Verification?	Are There Effects That Are Peculiar To The Project Or The Parcel On Which The Project Would Be Located That Have Not Been Disclosed In a Prior EIR On The Zoning Action, General Plan, Or Community Plan With Which the Project is Consistent?	Are There Effects That Are Peculiar To The Project That Will Not Be Substantially Mitigated By Application Of Uniformly Applied Development Policies Or Standards That Have Been Previously Adopted?	Are There Effects That Were Not Analyzed As Significant Effects In A Prior EIR On The Zoning Action, General Plan Or Community Plan With Which The Project Is Consistent?	Are There Potentially Significant Off-Site Impacts And Cumulative Impacts Which Were Not Discussed In The Prior EIR Prepared For The General Plan, Community Plan Or Zoning Action?	Are There Previously Identified Significant Effects That, As A Result Of Substantial New Information Not Known At The Time The EIR Was Certified, Are Now Determined To Have A More Severe Adverse Impact?	Prior Environmental Document's Mitigation Measures Addressing Impacts.
8. Hazards and Hazardous Materials. Would the project	FPASP Draft EIR pp. 3A.8-1 to -36									
a. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	pp. 3A.8-19 to -20	No	No	No	No	No	No	No	No	None required
b. Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	pp. 3A.8-20 to -22	No	No	No	No	No	No	No	No	MM 3A.8-2 3A.9-1

Environmental Issue Area	Where Impact Was Analyzed in Prior Environmental Documents.	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information of Substantial Importance Requiring New Analysis or Verification?	Are There Effects That Are Peculiar To The Project Or The Parcel On Which The Project Would Be Located That Have Not Been Disclosed In a Prior EIR On The Zoning Action, General Plan, Or Community Plan With Which the Project is Consistent?	Are There Effects That Are Peculiar To The Project That Will Not Be Substantially Mitigated By Application Of Uniformly Applied Development Policies Or Standards That Have Been Previously Adopted?	Are There Effects That Were Not Analyzed As Significant Effects In A Prior EIR On The Zoning Action, General Plan Or Community Plan With Which The Project Is Consistent?	Are There Potentially Significant Off-Site Impacts And Cumulative Impacts Which Were Not Discussed In The Prior EIR Prepared For The General Plan, Community Plan Or Zoning Action?	Are There Previously Identified Significant Effects That, As A Result Of Substantial New Information Not Known At The Time The EIR Was Certified, Are Now Determined To Have A More Severe Adverse Impact?	Prior Environmental Document's Mitigation Measures Addressing Impacts.
8. Hazards and Hazardous Materials. Would the project:	FPASP Draft EIR pp. 3A.8-1 to -36									
c. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	pp. 3A.8-31 to -33	No	No	No	No	No	No	No	No	MM 3A.8-6
d. Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	pp. 3A.8-22 to -28	No	No	No	No	No	No	No	No	MM 3A.8-3a 3A.8-3b 3A.8-3c
e. For a project located within an airport land use plan or, where	pp. 3A.8-18 to -19	No	No	No	No	No	No	No	No	None required

Environmental Issue Area	Where Impact Was Analyzed in Prior Environmental Documents.	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information of Substantial Importance Requiring New Analysis or Verification?	Are There Effects That Are Peculiar To The Project Or The Parcel On Which The Project Would Be Located That Have Not Been Disclosed In a Prior EIR On The Zoning Action, General Plan, Or Community Plan With Which the Project is Consistent?	Are There Effects That Are Peculiar To The Project That Will Not Be Substantially Mitigated By Application Of Uniformly Applied Development Policies Or Standards That Have Been Previously Adopted?	Are There Effects That Were Not Analyzed As Significant Effects In A Prior EIR On The Zoning Action, General Plan Or Community Plan With Which The Project Is Consistent?	Are There Potentially Significant Off-Site Impacts And Cumulative Impacts Which Were Not Discussed In The Prior EIR Prepared For The General Plan, Community Plan Or Zoning Action?	Are There Previously Identified Significant Effects That, As A Result Of Substantial New Information Not Known At The Time The EIR Was Certified, Are Now Determined To Have A More Severe Adverse Impact?	Prior Environmental Document's Mitigation Measures Addressing Impacts.
8. Hazards and Hazardous Materials. Would the project:	FPASP Draft EIR pp. 3A.8-1 to -36									
such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?										
f. For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working on the project area?	pp. 3A.8-18 to -19	No	No	No	No	No	No	No	No	None required
g. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	p. 3A.8-29	No	No	No	No	No	No	No	No	None required

Environmental Issue Area	Where Impact Was Analyzed in Prior Environmental Documents.	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information of Substantial Importance Requiring New Analysis or Verification?	Are There Effects That Are Peculiar To The Project Or The Parcel On Which The Project Would Be Located That Have Not Been Disclosed In a Prior EIR On The Zoning Action, General Plan, Or Community Plan With Which the Project is Consistent?	Are There Effects That Are Peculiar To The Project That Will Not Be Substantially Mitigated By Application Of Uniformly Applied Development Policies Or Standards That Have Been Previously Adopted?	Are There Effects That Were Not Analyzed As Significant Effects In A Prior EIR On The Zoning Action, General Plan Or Community Plan With Which The Project Is Consistent?	Are There Potentially Significant Off-Site Impacts And Cumulative Impacts Which Were Not Discussed In The Prior EIR Prepared For The General Plan, Community Plan Or Zoning Action?	Are There Previously Identified Significant Effects That, As A Result Of Substantial New Information Not Known At The Time The EIR Was Certified, Are Now Determined To Have A More Severe Adverse Impact?	Prior Environmental Document's Mitigation Measures Addressing Impacts.
8. Hazards and Hazardous Materials. Would the project	FPASP Draft EIR pp. 3A.8-1 to -36									
h. Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	pp. 3A.8-18 to -19	No	No	No	No	No	No	No	No	None require

Environmental Issue Area	Where Impact Was Analyzed in Prior Environmental Documents.	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information of Substantial Importance Requiring New Analysis or Verification?	Are There Effects That Are Peculiar To The Project Or The Parcel On Which The Project Would Be Located That Have Not Been Disclosed In a Prior EIR On The Zoning Action, General Plan, Or Community Plan With Which the Project is Consistent?	Are There Effects That Are Peculiar To The Project That Will Not Be Substantially Mitigated By Application Of Uniformly Applied Development Policies Or Standards That Have Been Previously Adopted?	Are There Effects That Were Not Analyzed As Significant Effects In A Prior EIR On The Zoning Action, General Plan Or Community Plan With Which The Project Is Consistent?	Are There Potentially Significant Off-Site Impacts And Cumulative Impacts Which Were Not Discussed In The Prior EIR Prepared For The General Plan, Community Plan Or Zoning Action?	Are There Previously Identified Significant Effects That, As A Result Of Substantial New Information Not Known At The Time The EIR Was Certified, Are Now Determined To Have A More Severe Adverse Impact?	Prior Environmental Document's Mitigation Measures Addressing Impacts.
8. Hazards and Hazardous Materials. Would the project	FPASP Draft EIR pp. 3A.8-1 to -36									
<p>Discussion:</p> <p>The FPASP EIR concluded that implementation of the mitigation measures in the EIR would reduce all hazards and hazardous materials impacts to less than significant levels, except for the impacts from off-site elements that fall under the jurisdiction of El Dorado and Sacramento Counties (Impacts 3A.8-2, 3A.8-3, 3A.8-5, 3A.8-7). (FEIR, pp. 1-99 to 1- 108; DEIR, pp. 3A.8-35 to -36.) The pages indicated in the table above contain the relevant analysis of the potential impacts. The DEIR also analyzes Impact 3A.8-7 related to mosquito and vector control. (See pp. 3A.8-33 to -35; MM 3A.8-7.)</p> <p>Additionally, the 2012 Water Addendum includes a short discussion of how the changes to the water facilities aspects of the FPASP project would have the same or less hazards and hazardous materials impacts when compared to the FPASP project as analyzed in the 2011 EIR after implementation of the following mitigation measures: MM 3B.8-1a, MM 3B.8-1b, MM 3B.16-3a, MM 3B.16-3b, MM 3B.8-5a, MM 3B.8-5b. (Water Addendum, pp. 3-10 to 3-11.)</p> <p>Mitigation Measures:</p> <ul style="list-style-type: none"> • MM 3A.8-2 • MM 3A.9-1 • MM 3A.8-6 • MM 3A.8-3a • MM 3A.8-3b • MM 3A.8-3c • MM 3A.8-7 • MM 3B.8-1a • MM 3B.8-1b • MM 3B.16-3a • MM 3B.16-3b • MM 3B.8-5a • MM 3B.8-5b <p>Conclusion:</p> <p>With implementation of the above mitigation measures identified in the FPASP EIR and Water Addendum, the Mangini Ranch Phase 1C 4-Pack project would not have any new significant or substantially more severe hazards and hazardous materials impacts (Guidelines, § 15162), nor would it result in any new significant impacts that are peculiar to the project or its site (Guidelines, § 15183).</p>										

9. HYDROLOGY AND WATER QUALITY

Environmental Issue Area	Where Impact Was Analyzed in Prior Environmental Documents.	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information of Substantial Importance Requiring New Analysis or Verification?	Are There Effects That Are Peculiar To The Project Or The Parcel On Which The Project Would Be Located That Have Not Been Disclosed In a Prior EIR On The Zoning Action, General Plan, Or Community Plan With Which the Project is Consistent?	Are There Effects That Are Peculiar To The Project That Will Not Be Substantially Mitigated By Application Of Uniformly Applied Development Policies Or Standards That Have Been Previously Adopted?	Are There Effects That Were Not Analyzed As Significant Effects In A Prior EIR On The Zoning Action, General Plan Or Community Plan With Which The Project Is Consistent?	Are There Potentially Significant Off-Site Impacts And Cumulative Impacts Which Were Not Discussed In The Prior EIR Prepared For The General Plan, Community Plan Or Zoning Action?	Are There Previously Identified Significant Effects That, As A Result Of Substantial New Information Not Known At The Time The EIR Was Certified, Are Now Determined To Have A More Severe Adverse Impact?	Prior Environmental Document's Mitigation Measures Addressing Impacts
9. Hydrology and Water Quality. Would the Project:	FPASP Draft EIR pp. 3A.9-1 to -51									
a. Violate any water quality standards or waste discharge requirements?	pp. 3A.9-24 to -28	No	No	No	No	No	No	No	No	MM 3A.9-1
b. Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have	pp. 3A.9-45 to -50	No	No	No	No	No	No	No	No	None required

Environmental Issue Area	Where Impact Was Analyzed in Prior Environmental Documents.	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information of Substantial Importance Requiring New Analysis or Verification?	Are There Effects That Are Peculiar To The Project Or The Parcel On Which The Project Would Be Located That Have Not Been Disclosed In A Prior EIR On The Zoning Action, General Plan, Or Community Plan With Which The Project is Consistent?	Are There Effects That Are Peculiar To The Project That Will Not Be Substantially Mitigated By Application Of Uniformly Applied Development Policies Or Standards That Have Been Previously Adopted?	Are There Effects That Were Not Analyzed As Significant Effects In A Prior EIR On The Zoning Action, General Plan Or Community Plan With Which The Project Is Consistent?	Are There Potentially Significant Off-Site Impacts And Cumulative Impacts Which Were Not Discussed In The Prior EIR Prepared For The General Plan, Community Plan Or Zoning Action?	Are There Previously Identified Significant Effects That, As A Result Of Substantial New Information Not Known At The Time The EIR Was Certified, Are Now Determined To Have A More Severe Adverse Impact?	Prior Environmental Document's Mitigation Measures Addressing Impacts.
9. Hydrology and Water Quality. Would the Project:	FPASP Draft EIR pp. 3A.9-1 to -51									
been granted?										
c. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?	pp. 3A.9-24 to -28	No	No	No	No	No	No	No	No	MM 3A.9-1
d. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?	pp. 3A.9-28 to -37	No	No	No	No	No	No	No	No	MM 3A.9-2

Environmental Issue Area	Where Impact Was Analyzed in Prior Environmental Documents.	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information of Substantial Importance Requiring New Analysis or Verification?	Are There Effects That Are Peculiar To The Project Or The Parcel On Which The Project Would Be Located That Have Not Been Disclosed In a Prior EIR On The Zoning Action, General Plan, Or Community Plan With Which the Project is Consistent?	Are There Effects That Are Peculiar To The Project That Will Not Be Substantially Mitigated By Application Of Uniformly Applied Development Policies Or Standards That Have Been Previously Adopted?	Are There Effects That Were Not Analyzed As Significant Effects In A Prior EIR On The Zoning Action, General Plan Or Community Plan With Which The Project is Consistent?	Are There Potentially Significant Off-Site Impacts And Cumulative Impacts Which Were Not Discussed In The Prior EIR Prepared For The General Plan, Community Plan Or Zoning Action?	Are There Previously Identified Significant Effects That, As A Result Of Substantial New Information Not Known At The Time The EIR Was Certified, Are Now Determined To Have A More Severe Adverse Impact?	Prior Environmental Document's Mitigation Measures Addressing Impacts.
9. Hydrology and Water Quality. Would the Project:	FPASP Draft EIR pp. 3A.9-1 to -51									
e. Create or contribute runoff water which would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff?	pp. 3A.9-28-42 Also see generally Backbone Infrastructure MND	No	No	No	No	No	No	No	No	MM 3A.9-1 MM 3A.9-2
f. Otherwise substantially degrade water quality?	See generally pp. 3A.9-1 to -51	No	No	No	No	No	No	No	No	None required
g. Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	p. 3A.9-45	No	No	No	No	No	No	No	No	None required
h. Place within a 100-year flood hazard area structures which	p. 3A.9-45	No	No	No	No	No	No	No	No	None required

Environmental Issue Area	Where Impact Was Analyzed in Prior Environmental Documents.	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information of Substantial Importance Requiring New Analysis or Verification?	Are There Effects That Are Peculiar To The Project Or The Parcel On Which The Project Would Be Located That Have Not Been Disclosed In a Prior EIR On The Zoning Action, General Plan, Or Community Plan With Which The Project is Consistent?	Are There Effects That Are Peculiar To The Project That Will Not Be Substantially Mitigated By Application Of Uniformly Applied Development Policies Or Standards That Have Been Previously Adopted?	Are There Effects That Were Not Analyzed As Significant Effects In A Prior EIR On The Zoning Action, General Plan Or Community Plan With Which The Project Is Consistent?	Are There Potentially Significant Off-Site Impacts And Cumulative Impacts Which Were Not Discussed In The Prior EIR Prepared For The General Plan, Community Plan Or Zoning Action?	Are There Previously Identified Significant Effects That, As A Result Of Substantial New Information Not Known At The Time The EIR Was Certified, Are Now Determined To Have A More Severe Adverse Impact?	Prior Environmental Document's Mitigation Measures Addressing Impacts.
9. Hydrology and Water Quality. Would the Project:	FPASP Draft EIR pp. 3A.9-1 to -51									
would impede or redirect flood flows?										
i. Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	pp. 3A.9-43 to -44	No	No	No	No	No	No	No	No	MM 3A.9-4
j. Inundation by seiche, tsunami, or mudflow?	Not relevant	No	No	No	No	No	No	No	No	None required

Environmental Issue Area	Where Impact Was Analyzed in Prior Environmental Documents.	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information of Substantial Importance Requiring New Analysis or Verification?	Are There Effects That Are Peculiar To The Project Or The Parcel On Which The Project Would Be Located That Have Not Been Disclosed In a Prior EIR On The Zoning Action, General Plan, Or Community Plan With Which the Project is Consistent?	Are There Effects That Are Peculiar To The Project That Will Not Be Substantially Mitigated By Application Of Uniformly Applied Development Policies Or Standards That Have Been Previously Adopted?	Are There Effects That Were Not Analyzed As Significant Effects In A Prior EIR On The Zoning Action, General Plan Or Community Plan With Which The Project Is Consistent?	Are There Potentially Significant Off-Site Impacts And Cumulative Impacts Which Were Not Discussed In The Prior EIR Prepared For The General Plan, Community Plan Or Zoning Action?	Are There Previously Identified Significant Effects That, As A Result Of Substantial New Information Not Known At The Time The EIR Was Certified, Are Now Determined To Have A More Severe Adverse Impact?	Prior Environmental Document's Mitigation Measures Addressing Impacts.
9. Hydrology and Water Quality. Would the Project:	FPASP Draft EIR pp. 3A.9-1 to -51									
<p>Discussion: The FPASP EIR concluded that implementation of the mitigation measures in the EIR would reduce all hydrology and water quality impacts to less than significant levels, except for the impacts from off-site elements that fall under the jurisdiction of El Dorado and Sacramento Counties and Caltrans (Impacts 3.10-1, 3.10-2, 3.10-3, 3.10-5). (FEIR, pp. 1-113 to 1- 118; DEIR, p. 3A.9-51.) The pages indicated in the table above contain the relevant analysis of the potential impacts.</p> <p>Additionally, the 2012 Water Addendum includes a short discussion of how the changes to the water facilities aspects of the FPASP project would have the same or less impacts to hydrology and water quality when compared to the FPASP project as analyzed in the 2011 EIR after implementation of the following mitigation measures: MM 3B.9-1a, MM 3B.9-1b, MM 3A.3-1a, MM 3A.3-1b, MM 3B.9-3a, MM 3B.9-3b. (Water Addendum, pp. 3-11 to 3-12.)</p> <p>See Exhibit 3 for discussion of the Mangini Ranch Phase 1C 4-Pack project's consistency with water efficiency and low impact development policies in the FPASP that may be relevant to hydrology and water quality impacts. (Exh. 3, pp. 30-31, 35.)</p> <p>Mitigation Measures:</p> <ul style="list-style-type: none"> • MM 3A.9-1 • MM 3A.9-2 • MM 3A.9-4 • MM 3B.9-1a • MM 3B.9-1b • MM 3A.3-1a • MM 3A.3-1b • MM 3B.9-3a • MM 3B.9-3b <p>Conclusion: With implementation of the above mitigation measures identified in the FPASP EIR and Water Addendum, the Mangini Ranch Phase 1C 4-Pack project would not have any new significant or substantially more severe hydrology and water quality impacts (Guidelines, § 15162), nor would it result in any new significant impacts that are peculiar to the project or its site (Guidelines, § 15183).</p>										

10. LAND USE AND PLANNING

Environmental Issue Area	Where Impact Was Analyzed in Prior Environmental Documents.	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information of Substantial Importance Requiring New Analysis or Verification?	Are There Effects That Are Peculiar To The Project Or The Parcel On Which The Project Would Be Located That Have Not Been Disclosed In a Prior EIR On The Zoning Action, General Plan, Or Community Plan With Which the Project is Consistent?	Are There Effects That Are Peculiar To The Project That Will Not Be Substantially Mitigated By Application Of Uniformly Applied Development Policies Or Standards That Have Been Previously Adopted?	Are There Effects That Were Not Analyzed As Significant Effects In A Prior EIR On The Zoning Action, General Plan Or Community Plan With Which The Project Is Consistent?	Are There Potentially Significant Off-Site Impacts And Cumulative Impacts Which Were Not Discussed In The Prior EIR Prepared For The General Plan, Community Plan Or Zoning Action?	Are There Previously Identified Significant Effects That, As A Result Of Substantial New Information Not Known At The Time The EIR Was Certified, Are Now Determined To Have A More Severe Adverse Impact?	Prior Environmental Document's Mitigation Measures Addressing Impacts.
10. Land Use and Planning. Would the project:	FPASP Draft EIR pp. 3A.10-1 to -49									
a. Physically divide an established community?	p. 3A.10-29	No	No	No	No	No	No	No	No	None required
b. Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	pp. 3A.10-34 to -41	No	No	No	No	No	No	No	No	None require

Environmental Issue Area	Where Impact Was Analyzed in Prior Environmental Documents.	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information of Substantial Importance Requiring New Analysis or Verification?	Are There Effects That Are Peculiar To The Project Or The Parcel On Which The Project Would Be Located That Have Not Been Disclosed In a Prior EIR On The Zoning Action, General Plan, Or Community Plan With Which the Project is Consistent?	Are There Effects That Are Peculiar To The Project That Will Not Be Substantially Mitigated By Application Of Uniformly Applied Development Policies Or Standards That Have Been Previously Adopted?	Are There Effects That Were Not Analyzed As Significant Effects In A Prior EIR On The Zoning Action, General Plan Or Community Plan With Which The Project Is Consistent?	Are There Potentially Significant Off-Site Impacts And Cumulative Impacts Which Were Not Discussed In The Prior EIR Prepared For The General Plan, Community Plan Or Zoning Action?	Are There Previously Identified Significant Effects That, As A Result Of Substantial New Information Not Known At The Time The EIR Was Certified, Are Now Determined To Have A More Severe Adverse Impact?	Prior Environmental Document's Mitigation Measures Addressing Impacts.
10. Land Use and Planning. Would the project:	FPASP Draft EIR pp. 3A.10-1 to -49									
c. Conflict with any applicable habitat conservation plan or natural community conservation plan?	pp. 3A.3-93 to -94	No	No	No	No	No	No	No	No	None required
d. Contribute to the decay of an existing urban center?	Not relevant; also see Folsom South of U.S. Highway 50 Specific Plan Project's CEQA Findings of Fact and Statement of Overriding Considerations, pp. 361-363	No	No	No	No	No	No	No	No	

Environmental Issue Area	Where Impact Was Analyzed in Prior Environmental Documents.	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information of Substantial Importance Requiring New Analysis or Verification?	Are There Effects That Are Peculiar To The Project Or The Parcel On Which The Project Would Be Located That Have Not Been Disclosed In a Prior EIR On The Zoning Action, General Plan, Or Community Plan With Which the Project is Consistent?	Are There Effects That Are Peculiar To The Project That Will Not Be Substantially Mitigated By Application Of Uniformly Applied Development Policies Or Standards That Have Been Previously Adopted?	Are There Effects That Were Not Analyzed As Significant Effects In A Prior EIR On The Zoning Action, General Plan Or Community Plan With Which The Project Is Consistent?	Are There Potentially Significant Off-Site Impacts And Cumulative Impacts Which Were Not Discussed In The Prior EIR Prepared For The General Plan, Community Plan Or Zoning Action?	Are There Previously Identified Significant Effects That, As A Result Of Substantial New Information Not Known At The Time The EIR Was Certified, Are Now Determined To Have A More Severe Adverse Impact?	Prior Environmental Document's Mitigation Measures Addressing Impacts.
10. Land Use and Planning, Would the project:	FPASP Draft EIR pp. 3A.10-1 to -49									
<p>Discussion:</p> <p>The FPASP EIR concluded that the following land use impacts were less than significant and no mitigation was required: Impacts 3A.10-1 (Consistency with Sacramento LAFCo Guidelines) and 3.10-2 (Consistency with the SACOG Sacramento Region Blueprint). (FEIR, pp. 1-123 to 1-124; DEIR, pp. 3A.10-36, 3A.10-39.) But impacts from off-site elements that fall under the jurisdiction of El Dorado and Sacramento Counties and Caltrans would be potentially significant and unavoidable. The pages indicated in the table above contain the relevant analysis of the potential impacts.</p> <p>Additionally, the 2012 Water Addendum includes a short discussion of how the changes to the water facilities aspects of the FPASP project would have the same or less impacts to land use when compared to the FPASP project as analyzed in the 2011 EIR after implementation of the following mitigation measures: MM 3B.10-5. (Water Addendum, p. 3-12.)</p> <p>See Exhibit 3 for discussion of the Mangini Ranch Phase 1C 4-Pack project's consistency with land use policies in the FPASP that may be relevant to land use impacts. (Exh. 3, pp. 1-6.) The Folsom Ranch Central District Design Guidelines (Exhibit 1) is a complementary document to the Folsom Plan Area Specific Plan and the Folsom Plan Area Specific Plan Community Guidelines.</p> <p>The South Sacramento HCP, which is referenced in the FPASP EIR has been approved and adopted, but the South Sacramento HCP is not relevant to the Mangini Ranch Phase 1C 4-Pack Project because the City did not choose to participate in the South Sacramento HCP and the project site is outside of the boundaries of the South Sacramento HCP plan area. (See South Sacramento HCP, available at https://www.southsachcp.com/sshcp-chapters—final.html (last visited April 15, 2021).) In any event, the Mangini Ranch Phase 1C 4-Pack project would not impede the implementation of the South Sacramento HCP.</p> <p>Mitigation Measures:</p> <ul style="list-style-type: none"> • MM 3B.10-5 <p>Conclusion:</p> <p>With implementation of the above mitigation measures identified in the FPASP EIR and Water Addendum, the Mangini Ranch Phase 1C 4-Pack project would not have any new significant or substantially more severe land use impacts (Guidelines, § 15162), nor would it result in any new significant impacts that are peculiar to the project or its site (Guidelines, § 15183).</p>										

11. MINERAL RESOURCES

Environmental Issue Area	Where Impact Was Analyzed in Prior Environmental Documents.	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information of Substantial Importance Requiring New Analysis or Verification?	Are There Effects That Are Peculiar To The Project Or The Parcel On Which The Project Would Be Located That Have Not Been Disclosed In a Prior EIR On The Zoning Action, General Plan, Or Community Plan With Which the Project is Consistent?	Are There Effects That Are Peculiar To The Project That Will Not Be Substantially Mitigated By Application Of Uniformly Applied Development Policies Or Standards That Have Been Previously Adopted?	Are There Effects That Were Not Analyzed As Significant Effects In A Prior EIR On The Zoning Action, General Plan Or Community Plan With Which The Project Is Consistent?	Are There Potentially Significant Off-Site Impacts And Cumulative Impacts Which Were Not Discussed In The Prior EIR Prepared For The General Plan, Community Plan Or Zoning Action?	Are There Previously Identified Significant Effects That, As A Result Of Substantial New Information Not Known At The Time The EIR Was Certified, Are Now Determined To Have A More Severe Adverse Impact?	Prior Environmental Document's Mitigation Measures Addressing Impacts
11. Mineral Resources. Would the Project	FPASP Draft EIR pp. 3A.7-1 to -40									
a. Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	pp. 3A.7-36 to -38	No	No	No	No	No	No	No	No	MM 3A.7-9
b. Result in the loss of availability of a locally- important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	Same as (a) above	No	No	No	No	No	No	No	No	Same as (a) above

Environmental Issue Area	Where Impact Was Analyzed in Prior Environmental Documents	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information of Substantial Importance Requiring New Analysis or Verification?	Are There Effects That Are Peculiar To The Project Or The Parcel On Which The Project Would Be Located That Have Not Been Disclosed In a Prior EIR On The Zoning Action, General Plan, Or Community Plan With Which the Project is Consistent?	Are There Effects That Are Peculiar To The Project That Will Not Be Substantially Mitigated By Application Of Uniformly Applied Development Policies Or Standards That Have Been Previously Adopted?	Are There Effects That Were Not Analyzed As Significant Effects In A Prior EIR On The Zoning Action, General Plan Or Community Plan With Which The Project Is Consistent?	Are There Potentially Significant Off-Site Impacts And Cumulative Impacts Which Were Not Discussed In The Prior EIR Prepared For The General Plan, Community Plan Or Zoning Action?	Are There Previously Identified Significant Effects That, As A Result Of Substantial New Information Not Known At The Time The EIR Was Certified, Are Now Determined To Have A More Severe Adverse Impact?	Prior Environmental Document's Mitigation Measures Addressing Impacts
11. Mineral Resources. Would the Project:	FPASP Draft EIR pp. 3A.7-1 to -40									

Discussion:

The FPASP EIR concluded that implementation of the mitigation measures in the EIR would reduce all except one of the impacts to mineral resources to less than significant levels. Impact 3A 7-9 (Possible Loss of Mineral Resources-Kaolin Clay) remains significant and unavoidable. (FEIR, pp. 1-89 to 1-95; DEIR, pp. 3A.7-37 to -38.) The pages indicated in the table above contain the relevant analysis of the potential impacts.

Additionally, the 2012 Water Addendum includes a short discussion of how the changes to the water facilities aspects of the FPASP project would have the same or less impacts to mineral resources when compared to the FPASP project as analyzed in the 2011 EIR and that no mitigation measures were necessary to address the water supply and water facilities aspect of the FPASP project. (Water Addendum, p. 3-13.)

Mitigation Measures:

- None required

Conclusion:

With implementation of the above mitigation measures identified in the FPASP EIR and Water Addendum, the Mangini Ranch Phase 1C 4-Pack project would not have any new significant or substantially more severe mineral resources impacts (Guidelines, § 15162), nor would it result in any new significant impacts that are peculiar to the project or its site (Guidelines, § 15183).

12. NOISE

Environmental Issue Area	Where Impact Was Analyzed in Prior Environmental Documents.	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information of Substantial Importance Requiring New Analysis or Verification?	Are There Effects That Are Peculiar To The Project Or The Parcel On Which The Project Would Be Located That Have Not Been Disclosed In a Prior EIR On The Zoning Action, General Plan, Or Community Plan With Which the Project is Consistent?	Are There Effects That Are Peculiar To The Project That Will Not Be Substantially Mitigated By Application Of Uniformly Applied Development Policies Or Standards That Have Been Previously Adopted?	Are There Effects That Were Not Analyzed As Significant Effects In A Prior EIR On The Zoning Action, General Plan Or Community Plan With Which The Project Is Consistent?	Are There Potentially Significant Off-Site Impacts And Cumulative Impacts Which Were Not Discussed In The Prior EIR Prepared For The General Plan, Community Plan Or Zoning Action?	Are There Previously Identified Significant Effects That, As A Result Of Substantial New Information Not Known At The Time The EIR Was Certified, Are Now Determined To Have A More Severe Adverse Impact?	Prior Environmental Document's Mitigation Measures Addressing Impacts.
12. Noise. Would the project result in:	FPASP Draft EIR pp. 3A.11-1 to -52									
a. Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	pp. 3A.11-50 to -51	No	No	No	No	No	No	No	No	MM 3A.11-4
b. Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	pp. 3A.11-33 to -35	No	No	No	No	No	No	No	No	MM 3A.11-3
c. A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	pp. 3A.11-36 to -48	No	No	No	No	No	No	No	No	MM 3A.11-4 3A.11-5

Environmental Issue Area	Where Impact Was Analyzed in Prior Environmental Documents	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information of Substantial Importance Requiring New Analysis or Verification?	Are There Effects That Are Peculiar To The Project Or The Parcel On Which The Project Would Be Located That Have Not Been Disclosed In a Prior EIR On The Zoning Action, General Plan, Or Community Plan With Which the Project is Consistent?	Are There Effects That Are Peculiar To The Project That Will Not Be Substantially Mitigated By Application Of Uniformly Applied Development Policies Or Standards That Have Been Previously Adopted?	Are There Effects That Were Not Analyzed As Significant Effects In A Prior EIR On The Zoning Action, General Plan Or Community Plan With Which The Project Is Consistent?	Are There Potentially Significant Off-Site Impacts And Cumulative Impacts Which Were Not Discussed In The Prior EIR Prepared For The General Plan, Community Plan Or Zoning Action?	Are There Previously Identified Significant Effects That, As A Result Of Substantial New Information Not Known At The Time The EIR Was Certified, Are Now Determined To Have A More Severe Adverse Impact?	Prior Environmental Document's Mitigation Measures Addressing Impacts.
12. Noise. Would the project result in:	FPASP Draft EIR pp. 3A.11-1 to -52									
d. A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	pp. 3A.11-27 to -35	No	No	No	No	No	No	No	No	MM 3A.11-1 3A.11-3
e. For a project located within an airport land use plan or where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	pp. 3A.11-27 and 3A.11-49	No	No	No	No	No	No	No	No	None required

Environmental Issue Area	Where Impact Was Analyzed in Prior Environmental Documents.	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information of Substantial Importance Requiring New Analysis or Verification?	Are There Effects That Are Peculiar To The Project Or The Parcel On Which The Project Would Be Located That Have Not Been Disclosed In a Prior EIR On The Zoning Action, General Plan, Or Community Plan With Which the Project is Consistent?	Are There Effects That Are Peculiar To The Project That Will Not Be Substantially Mitigated By Application Of Uniformly Applied Development Policies Or Standards That Have Been Previously Adopted?	Are There Effects That Were Not Analyzed As Significant Effects In A Prior EIR On The Zoning Action, General Plan Or Community Plan With Which The Project Is Consistent?	Are There Potentially Significant Off-Site Impacts And Cumulative Impacts Which Were Not Discussed In The Prior EIR Prepared For The General Plan, Community Plan Or Zoning Action?	Are There Previously Identified Significant Effects That, As A Result Of Substantial New Information Not Known At The Time The EIR Was Certified, Are Now Determined To Have A More Severe Adverse Impact?	Prior Environmental Document's Mitigation Measures Addressing Impacts
12. Noise. Would the project result in:	FPASP Draft EIR pp. 3A.11-1 to -52									
f. For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	pp. 3A.11-27	No	No	No	No	No	No	No	No	None required

Environmental Issue Area	Where Impact Was Analyzed in Prior Environmental Documents.	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information of Substantial Importance Requiring New Analysis or Verification?	Are There Effects That Are Peculiar To The Project Or The Parcel On Which The Project Would Be Located That Have Not Been Disclosed In a Prior EIR On The Zoning Action, General Plan, Or Community Plan With Which the Project is Consistent?	Are There Effects That Are Peculiar To The Project That Will Not Be Substantially Mitigated By Application Of Uniformly Applied Development Policies Or Standards That Have Been Previously Adopted?	Are There Effects That Were Not Analyzed As Significant Effects In A Prior EIR On The Zoning Action, General Plan Or Community Plan With Which The Project Is Consistent?	Are There Potentially Significant Off-Site Impacts And Cumulative Impacts Which Were Not Discussed In The Prior EIR Prepared For The General Plan, Community Plan Or Zoning Action?	Are There Previously Identified Significant Effects That, As A Result Of Substantial New Information Not Known At The Time The EIR Was Certified, Are Now Determined To Have A More Severe Adverse Impact?	Prior Environmental Document's Mitigation Measures Addressing Impacts.
12. Noise. Would the project result in:	FPASP Draft EIR pp. 3A.11-1 to -52									

Discussion:

The FPASP EIR concluded that implementation of the mitigation measures in the EIR would reduce all except the following noise impacts to less than significant levels: temporary, short-term exposure of sensitive receptors to increased equipment noise and groundborne noise and vibration from project construction (Impacts 3A.11-1, 3A.11-3); long-term exposure of sensitive receptors to increased operational traffic noise levels from project operation (Impact 3A.11-4); and impacts from off-site elements that are under the jurisdiction of El Dorado County, Sacramento County, or Caltrans. (FEIR, pp. 1-127 to 1- 132; DEIR, pp. 3A.11-51 to -52.) The pages indicated in the table above contain the relevant analysis of the potential impacts.

Additionally, the 2012 Water Addendum includes a short discussion of how the changes to the water facilities aspects of the FPASP project would have the same or less noise impacts when compared to the FPASP project as analyzed in the 2011 EIR after implementation of the following mitigation measures: MM 3B.11-1a, MM 3B.11-1b, MM 3B.11-1c, MM 3B.11-1d, MM 3B.11-1e, and MM 3B.11-3. (Water Addendum, p. 3-14.)

See Exhibit 3 for discussion of the Mangini Ranch Phase 1C 4-Pack project's consistency with noise policies in the FPASP that may be relevant to noise impacts. (Exh. 3, p. 29.)

Mitigation Measures:

- MM 3A.11-1
- MM 3A.11-3
- MM 3A.11-4
- MM 3A.11-5
- MM 3B.11-1a
- MM 3B.11-1b
- MM 3B.11-1c
- MM 3B.11-1d
- MM 3B.11-1e
- MM 3B.11-3
- MM 4.12-1

The May 3, 2021, Noise Study completed by Bollard Acoustical Consultants (attached as Exhibit 4) found that, consistent with the noise impact analysis in the FPASP EIR, a portion of the Mangini Ranch Phase 1C 4-Pack Residential Development project site will be exposed to future traffic noise levels in excess of the City of Folsom's 45 dB Ldn interior noise level standard. The impacts analyzed in the Noise Study are of the same type, scope, and scale as those impacts addressed in the FPASP EIR. In other words, the Noise Study did not find any new impacts, any effects that are peculiar to the project or project site, or any substantially more severe impacts than those analyzed in the FPASP EIR. The Noise Study provides recommendations to implement the FPASP EIR's mitigation measures to achieve compliance with the City's exterior and interior noise standards. These recommendations, which are listed below, are consistent with the mitigation measures in the FPASP EIR and simply add new details about noise barriers (e.g., required height and materials) and building materials required in the previously adopted mitigation measures.

Environmental Issue Area	Where Impact Was Analyzed in Prior Environmental Documents.	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information of Substantial Importance Requiring New Analysis or Verification?	Are There Effects That Are Peculiar To The Project Or The Parcel On Which The Project Would Be Located That Have Not Been Disclosed In a Prior EIR On The Zoning Action, General Plan, Or Community Plan With Which The Project is Consistent?	Are There Effects That Are Peculiar To The Project That Will Not Be Substantially Mitigated By Application Of Uniformly Applied Development Policies Or Standards That Have Been Previously Adopted?	Are There Effects That Were Not Analyzed As Significant Effects In A Prior EIR On The Zoning Action, General Plan Or Community Plan With Which The Project Is Consistent?	Are There Potentially Significant Off-Site Impacts And Cumulative Impacts Which Were Not Discussed In The Prior EIR Prepared For The General Plan, Community Plan Or Zoning Action?	Are There Previously Identified Significant Effects That, As A Result Of Substantial New Information Not Known At The Time The EIR Was Certified, Are Now Determined To Have A More Severe Adverse Impact?	Prior Environmental Document's Mitigation Measures Addressing Impacts.
12. Noise. Would the project result in:	FPASP Draft EIR pp. 3A.11-1 to -52									

The following Noise Study recommendations implement the FPASP EIR's mitigation measures will be required as conditions of approval:

- All upper-floor bedroom windows of residences constructed adjacent to Savannah Parkway from which the roadway would be visible (i.e., north, south, and east-facing windows) be upgraded to a minimum STC rating of 32. Figure 2 of Exhibit 4 shows the lots with recommended upper-floor window assembly upgrades (Lots 2, 3, 6, 7, 10, 11 and 98-100).
- Mechanical ventilation (air conditioning) should be provided for all residences in this development to allow the occupants to close doors and windows as desired to achieve compliance with the applicable General Plan 45 dB DNL interior noise level standard. (Exh. 4, p. 9.)

Additionally, Bollard based its conclusions and recommendations on the proposed grade elevation differences and masonry sound walls along the roadway included in the project grading plan. (Exh. 4, p. 8.)

Conclusion:

With implementation of the above mitigation measures identified in the FPASP EIR and Water Addendum, the Mangini Ranch Phase 1C 4-Pack project would not have any new significant or substantially more severe noise impacts (Guidelines, § 15162), nor would it result in any new significant impacts that are peculiar to the project or its site (Guidelines, § 15183).

13. POPULATION AND HOUSING

Environmental Issue Area	Where Impact Was Analyzed in Prior Environmental Documents.	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information of Substantial Importance Requiring New Analysis or Verification?	Are There Effects That Are Peculiar To The Project Or The Parcel On Which The Project Would Be Located That Have Not Been Disclosed In a Prior EIR On The Zoning Action, General Plan, Or Community Plan With Which the Project is Consistent?	Are There Effects That Are Peculiar To The Project That Will Not Be Substantially Mitigated By Application Of Uniformly Applied Development Policies Or Standards That Have Been Previously Adopted?	Are There Effects That Were Not Analyzed As Significant Effects In A Prior EIR On The Zoning Action, General Plan Or Community Plan With Which The Project Is Consistent?	Are There Potentially Significant Off-Site Impacts And Cumulative Impacts Which Were Not Discussed In The Prior EIR Prepared For The General Plan, Community Plan Or Zoning Action?	Are There Previously Identified Significant Effects That, As A Result Of Substantial New Information Not Known At The Time The EIR Was Certified, Are Now Determined To Have A More Severe Adverse Impact?	Prior Environmental Document's Mitigation Measures Addressing Impacts.
13. Population and Housing. Would the Project:	FPASP Draft EIR pp. 3A.13-1 to -16									
a. Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	pp. 3A.13-11 to -15	No	No	No	No	No	No	No	No	None required
b. Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	p. 3A.13-16	No	No	No	No	No	No	No	No	None required

Environmental Issue Area	Where Impact Was Analyzed in Prior Environmental Documents.	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information of Substantial Importance Requiring New Analysis or Verification?	Are There Effects That Are Peculiar To The Project Or The Parcel On Which The Project Would Be Located That Have Not Been Disclosed In a Prior EIR On The Zoning Action, General Plan, Or Community Plan With Which the Project is Consistent?	Are There Effects That Are Peculiar To The Project That Will Not Be Substantially Mitigated By Application Of Uniformly Applied Development Policies Or Standards That Have Been Previously Adopted?	Are There Effects That Were Not Analyzed As Significant Effects In A Prior EIR On The Zoning Action, General Plan Or Community Plan With Which The Project Is Consistent?	Are There Potentially Significant Off-Site Impacts And Cumulative Impacts Which Were Not Discussed In The Prior EIR Prepared For The General Plan, Community Plan Or Zoning Action?	Are There Previously Identified Significant Effects That, As A Result Of Substantial New Information Not Known At The Time The EIR Was Certified, Are Now Determined To Have A More Severe Adverse Impact?	Prior Environmental Document's Mitigation Measures Addressing Impacts.
13. Population and Housing. Would the Project	FPASP Draft EIR pp. 3A.13-1 to -16									
c. Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	p. 3A.13-16	No	No	No	No	No	No	No	No	None required
<p>Discussion:</p> <p>The FPASP EIR concluded that all population, employment and housing impacts are less than significant and do not require mitigation. (FEIR, pp. 1-137 to 1- 138; DEIR, p. 3A.13-16.) The pages indicated in the table above contain the relevant analysis of the potential impacts.</p> <p>Additionally, the 2012 Water Addendum includes a short discussion of how the changes to the water facilities aspects of the FPASP project would have the same or less impacts to population and housing when compared to the FPASP project as analyzed in the 2011 EIR and, thus, no new mitigation was required. (Water Addendum, p. 3-15.)</p> <p>See Exhibit 3 for discussion of the Mangini Ranch Phase 1C 4-Pack project's consistency with housing policies in the FPASP that may be relevant to population and housing impacts. (Exh. 3, pp. 7-10.)</p> <p>Mitigation Measures:</p> <ul style="list-style-type: none"> • None required <p>Conclusion:</p> <p>With implementation of the above mitigation measures identified in the FPASP EIR and Water Addendum, the Mangini Ranch Phase 1C 4-Pack project would not have any new significant or substantially more severe population and housing impacts (Guidelines, § 15162), nor would it result in any new significant impacts that are peculiar to the project or its site (Guidelines, § 15183).</p>										

14. PUBLIC SERVICES

Environmental Issue Area	Where Impact Was Analyzed in Prior Environmental Documents.	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information of Substantial Importance Requiring New Analysis or Verification?	Are There Effects That Are Peculiar To The Project Or The Parcel On Which The Project Would Be Located That Have Not Been Disclosed In a Prior EIR On The Zoning Action, General Plan, Or Community Plan With Which The Project is Consistent?	Are There Effects That Are Peculiar To The Project That Will Not Be Substantially Mitigated By Application Of Uniformly Applied Development Policies Or Standards That Have Been Previously Adopted?	Are There Effects That Were Not Analyzed As Significant Effects In A Prior EIR On The Zoning Action, General Plan Or Community Plan With Which The Project Is Consistent?	Are There Potentially Significant Off-Site Impacts And Cumulative Impacts Which Were Not Discussed In The Prior EIR Prepared For The General Plan, Community Plan Or Zoning Action?	Are There Previously Identified Significant Effects That, As A Result Of Substantial New Information Not Known At The Time The EIR Was Certified, Are Now Determined To Have A More Severe Adverse Impact?	Prior Environmental Document's Mitigation Measures Addressing Impacts.
14. Public Services.	FPASP Draft EIR pp. 3A.14-1 to -30									
a. Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any the public services:	pp. 3A.14-12 to -13	No	No	No	No	No	No	No	No	MM 3A.14-1
Fire protection?	pp. 3A.14-13 to -20	No	No	No	No	No	No	No	No	MM 3A.14-2 3A.14-3

Environmental Issue Area	Where Impact Was Analyzed in Prior Environmental Documents.	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information of Substantial Importance Requiring New Analysis or Verification?	Are There Effects That Are Peculiar To The Project Or The Parcel On Which The Project Would Be Located That Have Not Been Disclosed In a Prior EIR On The Zoning Action, General Plan, Or Community Plan With Which the Project is Consistent?	Are There Effects That Are Peculiar To The Project That Will Not Be Substantially Mitigated By Application Of Uniformly Applied Development Policies Or Standards That Have Been Previously Adopted?	Are There Effects That Were Not Analyzed As Significant Effects In A Prior EIR On The Zoning Action, General Plan Or Community Plan With Which The Project Is Consistent?	Are There Potentially Significant Off-Site Impacts And Cumulative Impacts Which Were Not Discussed In The Prior EIR Prepared For The General Plan, Community Plan Or Zoning Action?	Are There Previously Identified Significant Effects That, As A Result Of Substantial New Information Not Known At The Time The EIR Was Certified, Are Now Determined To Have A More Severe Adverse Impact?	Prior Environmental Document's Mitigation Measures Addressing Impacts.
14. Public Services.	FPASP Draft EIR pp. 3A.14-1 to -30									
Police protection?	pp. 3A.14-20 to -23	No	No	No	No	No	No	No	No	None required
Schools?	pp. 3A.14-24 to -30	No	No	No	No	No	No	No	No	None required
Parks?	pp. 3A.12-14 to -17 (in Parks and Recreation chapter, not the Public Services chapter)	No	No	No	No	No	No	No	No	None required
Other public facilities?	Same as (a) above	No	No	No	No	No	No	No	No	Same as (a) above

Environmental Issue Area	Where Impact Was Analyzed in Prior Environmental Documents.	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information of Substantial Importance Requiring New Analysis or Verification?	Are There Effects That Are Peculiar To The Project Or The Parcel On Which The Project Would Be Located That Have Not Been Disclosed In a Prior EIR On The Zoning Action, General Plan, Or Community Plan With Which the Project is Consistent?	Are There Effects That Are Peculiar To The Project That Will Not Be Substantially Mitigated By Application Of Uniformly Applied Development Policies Or Standards That Have Been Previously Adopted?	Are There Effects That Were Not Analyzed As Significant Effects In A Prior EIR On The Zoning Action, General Plan Or Community Plan With Which The Project Is Consistent?	Are There Potentially Significant Off-Site Impacts And Cumulative Impacts Which Were Not Discussed In The Prior EIR Prepared For The General Plan, Community Plan Or Zoning Action?	Are There Previously Identified Significant Effects That, As A Result Of Substantial New Information Not Known At The Time The EIR Was Certified, Are Now Determined To Have A More Severe Adverse Impact?	Prior Environmental Document's Mitigation Measures Addressing Impacts.
14. Public Services.	FPASP Draft EIR pp. 3A.14-1 to -30									
<p>Discussion:</p> <p>The FPASP EIR concluded that implementation of the mitigation measures in the EIR would reduce all public services impacts to less than significant levels, except for impacts from off-site elements constructed in areas under the jurisdiction of El Dorado and Sacramento Counties, or Caltrans (Impact 3A.14-1). (FEIR, pp. 1-138 to 1- 141; DEIR, p. 3A.14-30.) The pages indicated in the table above contain the relevant analysis of the potential impacts.</p> <p>Additionally, the 2012 Water Addendum includes a short discussion of how the changes to the water facilities aspects of the FPASP project would have the same or less impacts to public services when compared to the FPASP project as analyzed in the 2011 EIR and, thus, no new mitigation was required. (Water Addendum, p. 3-16.)</p> <p>See Exhibit 3 for discussion of the Mangini Ranch Phase 1C 4-Pack project's consistency with public services and utilities policies in the FPASP that may be relevant to public services impacts. (Exh. 3, pp. 37-39.)</p> <p>Mitigation Measures:</p> <ul style="list-style-type: none"> ▪ MM 3A.14-1 ▪ MM 3A.14-2 ▪ MM 3A.14-3 <p>Conclusion:</p> <p>With implementation of the above mitigation measures identified in the FPASP EIR and Water Addendum, the Mangini Ranch Phase 1C 4-Pack project would not have any new significant or substantially more severe public services impacts (Guidelines, § 15162), nor would it result in any new significant impacts that are peculiar to the project or its site (Guidelines, § 15183).</p>										

15. RECREATION

Environmental Issue Area	Where Impact Was Analyzed in Prior Environmental Documents.	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information of Substantial Importance Requiring New Analysis or Verification?	Are There Effects That Are Peculiar To The Project Or The Parcel On Which The Project Would Be Located That Have Not Been Disclosed In a Prior EIR On The Zoning Action, General Plan, Or Community Plan With Which The Project is Consistent?	Are There Effects That Are Peculiar To The Project That Will Not Be Substantially Mitigated By Application Of Uniformly Applied Development Policies Or Standards That Have Been Previously Adopted?	Are There Effects That Were Not Analyzed As Significant Effects In A Prior EIR On The Zoning Action, General Plan Or Community Plan With Which The Project Is Consistent?	Are There Potentially Significant Off-Site Impacts And Cumulative Impacts Which Were Not Discussed In The Prior EIR Prepared For The General Plan, Community Plan Or Zoning Action?	Are There Previously Identified Significant Effects That, As A Result Of Substantial New Information Not Known At The Time The EIR Was Certified, Are Now Determined To Have A More Severe Adverse Impact?	Prior Environmental Document's Mitigation Measures Addressing Impacts.
15. Recreation.	FPASP Draft EIR pp. 3A.12-1 to -17									
a. Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	pp. 3A.12-12 to -17	No	No	No	No	No	No	No	No	None required
b. Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	Same as (a) above	No	No	No	No	No	No	No	No	Same as (a) above

Environmental Issue Area	Where Impact Was Analyzed in Prior Environmental Documents.	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information of Substantial Importance Requiring New Analysis or Verification?	Are There Effects That Are Peculiar To The Project Or The Parcel On Which The Project Would Be Located That Have Not Been Disclosed In a Prior EIR On The Zoning Action, General Plan, Or Community Plan With Which The Project is Consistent?	Are There Effects That Are Peculiar To The Project That Will Not Be Substantially Mitigated By Application Of Uniformly Applied Development Policies Or Standards That Have Been Previously Adopted?	Are There Effects That Were Not Analyzed As Significant Effects In A Prior EIR On The Zoning Action, General Plan Or Community Plan With Which The Project Is Consistent?	Are There Potentially Significant Off-Site Impacts And Cumulative Impacts Which Were Not Discussed In The Prior EIR Prepared For The General Plan, Community Plan Or Zoning Action?	Are There Previously Identified Significant Effects That, As A Result Of Substantial New Information Not Known At The Time The EIR Was Certified, Are Now Determined To Have A More Severe Adverse Impact?	Prior Environmental Document's Mitigation Measures Addressing Impacts.
15. Recreation.	FPASP Draft EIR pp. 3A.12-1 to -17									
<p>Discussion:</p> <p>The FPASP EIR concluded that all parks and recreation impacts are less than significant and, thus, no mitigation was necessary. (FEIR, p. 1-136; DEIR, p. 3A.12-17.) The pages indicated in the table above contain the relevant analysis of the potential impacts.</p> <p>Additionally, the 2012 Water Addendum includes a short discussion of how the changes to the water facilities aspects of the FPASP project would have the same or less impacts to recreation when compared to the FPASP project as analyzed in the 2011 EIR after implementation of the following mitigation measure: MM 3B.12-1. (Water Addendum, p. 3-15.)</p> <p>See Exhibit 3 for discussion of the Mangini Ranch Phase 1C 4-Pack project's consistency with parks policies in the FPASP that may be relevant to recreation impacts. (Exh. 3, pp. 16-17.)</p> <p>Mitigation Measures:</p> <ul style="list-style-type: none"> MM 3B.12-1 <p>Conclusion:</p> <p>With implementation of the above mitigation measures identified in the FPASP EIR and Water Addendum, the Mangini Ranch Phase 1C 4-Pack project would not have any new significant or substantially more severe recreation impacts (Guidelines, § 15162), nor would it result in any new significant impacts that are peculiar to the project or its site (Guidelines, § 15183).</p>										

16. TRANSPORTATION/ TRAFFIC

Environmental Issue Area	Where Impact Was Analyzed in Prior Environmental Documents.	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information of Substantial Importance Requiring New Analysis or Verification?	Are There Effects That Are Peculiar To The Project Or The Parcel On Which The Project Would Be Located That Have Not Been Disclosed In a Prior EIR On The Zoning Action, General Plan, Or Community Plan With Which the Project is Consistent?	Are There Effects That Are Peculiar To The Project That Will Not Be Substantially Mitigated By Application Of Uniformly Applied Development Policies Or Standards That Have Been Previously Adopted?	Are There Effects That Were Not Analyzed As Significant Effects In A Prior EIR On The Zoning Action, General Plan Or Community Plan With Which The Project Is Consistent?	Are There Potentially Significant Off-Site Impacts And Cumulative Impacts Which Were Not Discussed In The Prior EIR Prepared For The General Plan, Community Plan Or Zoning Action?	Are There Previously Identified Significant Effects That, As A Result Of Substantial New Information Not Known At The Time The EIR Was Certified, Are Now Determined To Have A More Severe Adverse Impact?	Prior Environmental Document's Mitigation Measures Addressing Impacts.
16. Transportation/Traffic. Would the project:	FPASP Draft EIR pp. 3A.15-1 to -157									
a. Cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ration on roads, or congestion at intersections)?	pp. 3A.15-25 to -157	No	No	No	No	No	No	No	No	MM 3A.15-1a 3A.15-1b 3A.15-1c 3A.15-1f 3A.15-1i 3A.15-1j 3A.15-1l 3A.15-1o 3A.15-1p 3A.15-1q 3A.15-1r 3A.15-1s 3A.15-1u 3A.15-1v 3A.15-1w 3A.15-1x 3A.15-1y 3A.15-1z 3A.15-1aa 3A.15-1dd 3A.15-1ee 3A.15-1ff 3A.15-1gg 3A.15-1hh 3A.15-1ii 3A.15-2a 3A.15-2b

Environmental Issue Area	Where Impact Was Analyzed in Prior Environmental Documents.	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information of Substantial Importance Requiring New Analysis or Verification?	Are There Effects That Are Peculiar To The Project Or The Parcel On Which The Project Would Be Located That Have Not Been Disclosed In a Prior EIR On The Zoning Action, General Plan, Or Community Plan With Which the Project is Consistent?	Are There Effects That Are Peculiar To The Project That Will Not Be Substantially Mitigated By Application Of Uniformly Applied Development Policies Or Standards That Have Been Previously Adopted?	Are There Effects That Were Not Analyzed As Significant Effects In A Prior EIR On The Zoning Action, General Plan Or Community Plan With Which The Project Is Consistent?	Are There Potentially Significant Off-Site Impacts And Cumulative Impacts Which Were Not Discussed In The Prior EIR Prepared For The General Plan, Community Plan Or Zoning Action?	Are There Previously Identified Significant Effects That, As A Result Of Substantial New Information Not Known At The Time The EIR Was Certified, Are Now Determined To Have A More Severe Adverse Impact?	Prior Environmental Document's Mitigation Measures Addressing Impacts.
16. Transportation/Traffic. Would the project:	FPASP Draft EIR pp. 3A.15-1 to -157									
										3A.15-3 3A.15-4a 3A.15-4b 3A.15-4c 3A.15-4d 3A.15-4f 3A.15-4g 3A.15-4i 3A.15-4j 3A.15-4k 3A.15-4l 3A.15-4m 3A.15-4n 3A.15-4o 3A.15-4p 3A.15-4q 3A.15-4r 3A.15-4s 3A.15-4t 3A.15-4u 3A.15-4v 3A.15-4w 3A.15-4x 3A.15-4y
b. Exceed, either individually or cumulatively, a level of service standard established by the	Same as (a) above	No	No	No	No	No	No	No	No	Same as (a) above

Environmental Issue Area	Where Impact Was Analyzed in Prior Environmental Documents.	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information of Substantial Importance Requiring New Analysis or Verification?	Are There Effects That Are Peculiar To The Project Or The Parcel On Which The Project Would Be Located That Have Not Been Disclosed In a Prior EIR On The Zoning Action, General Plan, Or Community Plan With Which the Project is Consistent?	Are There Effects That Are Peculiar To The Project That Will Not Be Substantially Mitigated By Application Of Uniformly Applied Development Policies Or Standards That Have Been Previously Adopted?	Are There Effects That Were Not Analyzed As Significant Effects In A Prior EIR On The Zoning Action, General Plan Or Community Plan With Which The Project Is Consistent?	Are There Potentially Significant Off-Site Impacts And Cumulative Impacts Which Were Not Discussed In The Prior EIR Prepared For The General Plan, Community Plan Or Zoning Action?	Are There Previously Identified Significant Effects That, As A Result Of Substantial New Information Not Known At The Time The EIR Was Certified, Are Now Determined To Have A More Severe Adverse Impact?	Prior Environmental Document's Mitigation Measures Addressing Impacts.
16. Transportation/Traffic. Would the project:	FPASP Draft EIR pp. 3A.15-1 to -157									
county congestion management agency for designated roads or highways?										
c. Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	Not relevant; no changes to air traffic would result from the Project	No	No	No	No	No	No	No	No	
d. Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	No significant traffic hazards were identified in the EIR	No	No	No	No	No	No	No	No	
e. Result in inadequate emergency access?	3A.14-12 to -13 (in Public Services chapter, not Transportation chapter)	No	No	No	No	No	No	No	No	MM 3A.14-1

Environmental Issue Area	Where Impact Was Analyzed in Prior Environmental Documents.	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information of Substantial Importance Requiring New Analysis or Verification?	Are There Effects That Are Peculiar To The Project Or The Parcel On Which The Project Would Be Located That Have Not Been Disclosed In a Prior EIR On The Zoning Action, General Plan, Or Community Plan With Which the Project is Consistent?	Are There Effects That Are Peculiar To The Project That Will Not Be Substantially Mitigated By Application Of Uniformly Applied Development Policies Or Standards That Have Been Previously Adopted?	Are There Effects That Were Not Analyzed As Significant Effects In A Prior EIR On The Zoning Action, General Plan Or Community Plan With Which The Project Is Consistent?	Are There Potentially Significant Off-Site Impacts And Cumulative Impacts Which Were Not Discussed In The Prior EIR Prepared For The General Plan, Community Plan Or Zoning Action?	Are There Previously Identified Significant Effects That, As A Result Of Substantial New Information Not Known At The Time The EIR Was Certified, Are Now Determined To Have A More Severe Adverse Impact?	Prior Environmental Document's Mitigation Measures Addressing Impacts.
16. Transportation/Traffic. Would the project:	FPASP Draft EIR pp. 3A.15-1 to -157									
f. Result in inadequate parking capacity?	Development will be required to follow City parking standards	No	No	No	No	No	No	No	No	
g. Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?	3A.15-27	No	No	No	No	No	No	No	No	None required

Environmental Issue Area	Where Impact Was Analyzed in Prior Environmental Documents.	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information of Substantial Importance Requiring New Analysis or Verification?	Are There Effects That Are Peculiar To The Project Or The Parcel On Which The Project Would Be Located That Have Not Been Disclosed In a Prior EIR On The Zoning Action, General Plan, Or Community Plan With Which the Project is Consistent?	Are There Effects That Are Peculiar To The Project That Will Not Be Substantially Mitigated By Application Of Uniformly Applied Development Policies Or Standards That Have Been Previously Adopted?	Are There Effects That Were Not Analyzed As Significant Effects In A Prior EIR On The Zoning Action, General Plan Or Community Plan With Which The Project Is Consistent?	Are There Potentially Significant Off-Site Impacts And Cumulative Impacts Which Were Not Discussed In The Prior EIR Prepared For The General Plan, Community Plan Or Zoning Action?	Are There Previously Identified Significant Effects That, As A Result Of Substantial New Information Not Known At The Time The EIR Was Certified, Are Now Determined To Have A More Severe Adverse Impact?	Prior Environmental Document's Mitigation Measures Addressing Impacts.
16. Transportation/Traffic. Would the project	FPASP Draft EIR pp. 3A.15-1 to -157									

Discussion:

The FPASP EIR concluded that implementation of the mitigation measures in the EIR would reduce all except the following traffic and transportation impacts to less than significant levels: Impacts 3A.15-1i, 3A.15-1j, 3A.15-1l, 3A.15-1o, 3A.15-1p, 3A.15-1q, 3A.15-1r, 3A.15-1s, 3A.15-1u, 3A.15-1v, 3A.15-1w, 3A.15-1x, 3A.15-1y, 3A.15-1z, 3A.15-1aa, 3A.15-1dd, 3A.15-1ee, 3A.15-1ff, 3A.15-1gg, 3A.15-1hh, 3A.15-1ii, 3A.15-2, 3A.15-4b, 3A.15-4d, 3A.15-4i, 3A.15-4l, 3A.15-4m, 3A.15-4n, 3A.15-4o, 3A.15-4p, 3A.15-4r, 3A.15-4s, 3A.15-4t, 3A.15-4u, 3A.15-4v, 3A.15-4w, 3A.15-4x, 3A.15-4y. (FEIR, pp. 1-142 to 1-175.) These impacts include intersection impacts, such as the intersections at Oak Avenue Parkway/East Bidwell Street and East Bidwell Street/Iron Point Road; and impacts at roadway segments, such as on eastbound U.S. 50, including the Zinfandel Drive to Sunrise Boulevard segment, the Rancho Cordova Parkway to Hazel Avenue segment, and the Folsom Boulevard to Prairie City Road segment. (DEIR, pp. 3A.15-157.) The pages indicated in the table above contain the relevant analysis of the potential impacts.

Additionally, the 2012 Water Addendum includes a short discussion of how the changes to the water facilities aspects of the FPASP project would have the same or less transportation and traffic impacts when compared to the FPASP project as analyzed in the 2011 EIR after implementation of the following mitigation measures: MM 3B.15-1a, MM 3B.15-1b. (Water Addendum, p. 3-16.)

See Exhibit 3 for discussion of the Mangini Ranch Phase 1C 4-Pack project's consistency with circulation policies in the FPASP that may be relevant to traffic and transportation impacts. (Exh. 3, pp. 3-4.)

The May 21, 2021, Access Evaluation Memo by Kimley-Horn (attached as Exhibit 5), which incorporates the transportation and traffic analysis in the FPASP EIR/EIS, updates the intersection and roadway segment analysis performed for the Mangini Phase 1 project, approved in 2015, analyzes the ingress and egress needs of the Mangini Ranch Phase 1C 4-Pack project, the separately proposed Mangini Ranch Phase 1C North project, and the forthcoming Mangini Place Apartments project, and determined that the addition of the Mangini Ranch Phase 1C 4-Pack project would not result in any additional significant impacts. (Exh. 5, pp. 3-4.) The Kimley-Horn Memo reached this conclusion, in part, based on improvements being constructed by other Projects including the City's approval of the construction of Mangini Parkway through the Project site, including the intersection of Streets 'G' and 'H' with Mangini Parkway and intersection of Mangini Parkway and Savannah Parkway, as well as improvements that the 1C North, 4-Pack, and Apartments projects should be conditioned upon, including the intersection of Street 'A' with Savannah Parkway and improvements of the Project site's frontage along Savannah Parkway. (Exh. 5, p. 2-4.) These are not new significant impacts, however, because these improvements were already analyzed and found necessary. (Exh. 5, pp. 2-3, 4.) Thus, the Mangini Ranch Phase 1C 4-Pack would not result in any new or substantially more severe significant transportation and traffic impacts. (See Exh. 5, p. 4.)

Mitigation Measures:

- MM 3A.14-1
- MM 3A.15-1a through MM 3A.15-1c
- MM 3A.15-1f
- MM 3A.15-1i through MM 3A.15-1j
- MM 3A.15-1l
- MM 3A.15-1o through MM 3A.15-1s
- MM 3A.15-1u through MM 3A.15-1z
- MM 3A.15-1aa

Environmental Issue Area	Where Impact Was Analyzed in Prior Environmental Documents.	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information of Substantial Importance Requiring New Analysis or Verification?	Are There Effects That Are Peculiar To The Project Or The Parcel On Which The Project Would Be Located That Have Not Been Disclosed In a Prior EIR On The Zoning Action, General Plan, Or Community Plan With Which the Project is Consistent?	Are There Effects That Are Peculiar To The Project That Will Not Be Substantially Mitigated By Application Of Uniformly Applied Development Policies Or Standards That Have Been Previously Adopted?	Are There Effects That Were Not Analyzed As Significant Effects In A Prior EIR On The Zoning Action, General Plan Or Community Plan With Which The Project Is Consistent?	Are There Potentially Significant Off-Site Impacts And Cumulative Impacts Which Were Not Discussed In The Prior EIR Prepared For The General Plan, Community Plan Or Zoning Action?	Are There Previously Identified Significant Effects That, As A Result Of Substantial New Information Not Known At The Time The EIR Was Certified, Are Now Determined To Have A More Severe Adverse Impact?	Prior Environmental Document's Mitigation Measures Addressing Impacts.
16. Transportation/Traffic. Would the project	FPASP Draft EIR pp. 3A.15-1 to -157									
<ul style="list-style-type: none"> • MM 3A.15-1dd through MM 3A.15-1ii • MM 3A.15-2a through MM 3A.15-2b • MM 3A.15-3 • MM 3A.15-4a through MM 3A.15-4d • MM 3A.15-4f through MM 3A.15-4g • MM 3A.15-4i through MM 3A.15-4y • MM 3B.15-1a • MM 3B.15-1b <p>Conclusion: With implementation of the above mitigation measures identified in the FPASP EIR and Water Addendum, the Mangini Ranch Phase 1C 4-Pack project would not have any new significant or substantially more severe transportation/traffic impacts (Guidelines, § 15162), nor would it result in any new significant impacts that are peculiar to the project or its site (Guidelines, § 15183).</p>										

17. UTILITIES

Environmental Issue Area	Where Impact Was Analyzed in Prior Environmental Documents.	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information of Substantial Importance Requiring New Analysis or Verification?	Are There Effects That Are Peculiar To The Project Or The Parcel On Which The Project Would Be Located That Have Not Been Disclosed In a Prior EIR On The Zoning Action, General Plan, Or Community Plan With Which the Project is Consistent?	Are There Effects That Are Peculiar To The Project That Will Not Be Substantially Mitigated By Application Of Uniformly Applied Development Policies Or Standards That Have Been Previously Adopted?	Are There Effects That Were Not Analyzed As Significant Effects In A Prior EIR On The Zoning Action, General Plan Or Community Plan With Which The Project Is Consistent?	Are There Potentially Significant Off-Site Impacts And Cumulative Impacts Which Were Not Discussed In The Prior EIR Prepared For The General Plan, Community Plan Or Zoning Action?	Are There Previously Identified Significant Effects That, As A Result Of Substantial New Information Not Known At The Time The EIR Was Certified, Are Now Determined To Have A More Severe Adverse Impact?	Prior Environmental Document's Mitigation Measures Addressing Impacts.
17. Utilities and Service Systems. Would the Project:	FPASP Draft EIR pp. 3A.16-1 to -43									
a. Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	pp. 3A.16-13 to -28	No	No	No	No	No	No	No	No	MM 3A.16-1 3A.16-3 3A.16-4 3A.16-5
b. Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	Same as (a) above	No	No	No	No	No	No	No	No	Same as (a) above
c. Require or result in the construction of new storm water drainage facilities or expansion of existing facilities,	pp. 3A.9-28 to -43 Also see generally Backbone Infrastructure MND	No	No	No	No	No	No	No	No	

Environmental Issue Area	Where Impact Was Analyzed in Prior Environmental Documents.	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information of Substantial Importance Requiring New Analysis or Verification?	Are There Effects That Are Peculiar To The Project Or The Parcel On Which The Project Would Be Located That Have Not Been Disclosed In a Prior EIR On The Zoning Action, General Plan, Or Community Plan With Which the Project is Consistent?	Are There Effects That Are Peculiar To The Project That Will Not Be Substantially Mitigated By Application Of Uniformly Applied Development Policies Or Standards That Have Been Previously Adopted?	Are There Effects That Were Not Analyzed As Significant Effects In A Prior EIR On The Zoning Action, General Plan Or Community Plan With Which The Project Is Consistent?	Are There Potentially Significant Off-Site Impacts And Cumulative Impacts Which Were Not Discussed In The Prior EIR Prepared For The General Plan, Community Plan Or Zoning Action?	Are There Previously Identified Significant Effects That, As A Result Of Substantial New Information Not Known At The Time The EIR Was Certified, Are Now Determined To Have A More Severe Adverse Impact?	Prior Environmental Document's Mitigation Measures Addressing Impacts.
17. Utilities and Service Systems. Would the Project	FPASP Draft EIR pp. 3A.16-1 to -43									
the construction of which could cause significant environmental effects?										
d. Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	Water Addendum, pp. 2-1 to 4-1. See generally DEIR, pp. 3A.18-7 to -53	No	No	No	No	No	No	No	No	
e. Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	Same as (a) above	No	No	No	No	No	No	No	No	Same as (a) above

Environmental Issue Area	Where Impact Was Analyzed in Prior Environmental Documents.	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information of Substantial Importance Requiring New Analysis or Verification?	Are There Effects That Are Peculiar To The Project Or The Parcel On Which The Project Would Be Located That Have Not Been Disclosed In a Prior EIR On The Zoning Action, General Plan, Or Community Plan With Which The Project is Consistent?	Are There Effects That Are Peculiar To The Project That Will Not Be Substantially Mitigated By Application Of Uniformly Applied Development Policies Or Standards That Have Been Previously Adopted?	Are There Effects That Were Not Analyzed As Significant Effects In A Prior EIR On The Zoning Action, General Plan Or Community Plan With Which The Project Is Consistent?	Are There Potentially Significant Off-Site Impacts And Cumulative Impacts Which Were Not Discussed In The Prior EIR Prepared For The General Plan, Community Plan Or Zoning Action?	Are There Previously Identified Significant Effects That, As A Result Of Substantial New Information Not Known At The Time The EIR Was Certified, Are Now Determined To Have A More Severe Adverse Impact?	Prior Environmental Document's Mitigation Measures Addressing Impacts
17. Utilities and Service Systems. Would the Project:	FPASP Draft EIR pp. 3A.16-1 to -43									
f. Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	pp. 3A.16-28 to -32	No	No	No	No	No	No	No	No	None required
g. Comply with federal, state, and local statutes and regulations related to solid waste?	pp. 3A.16-28 to -32	No	No	No	No	No	No	No	No	None required

Environmental Issue Area	Where Impact Was Analyzed in Prior Environmental Documents.	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information of Substantial Importance Requiring New Analysis or Verification?	Are There Effects That Are Peculiar To The Project Or The Parcel On Which The Project Would Be Located That Have Not Been Disclosed In a Prior EIR On The Zoning Action, General Plan, Or Community Plan With Which the Project is Consistent?	Are There Effects That Are Peculiar To The Project That Will Not Be Substantially Mitigated By Application Of Uniformly Applied Development Policies Or Standards That Have Been Previously Adopted?	Are There Effects That Were Not Analyzed As Significant Effects In A Prior EIR On The Zoning Action, General Plan Or Community Plan With Which The Project Is Consistent?	Are There Potentially Significant Off-Site Impacts And Cumulative Impacts Which Were Not Discussed In The Prior EIR Prepared For The General Plan, Community Plan Or Zoning Action?	Are There Previously Identified Significant Effects That, As A Result Of Substantial New Information Not Known At The Time The EIR Was Certified, Are Now Determined To Have A More Severe Adverse Impact?	Prior Environmental Document's Mitigation Measures Addressing Impacts.
17. Utilities and Service Systems. Would the Project:	FPASP Draft EIR pp. 3A.16-1 to -43									
<p>Discussion:</p> <p>The FPASP EIR concluded that implementation of the mitigation measures in the EIR would reduce all except the following utilities impacts to less than significant levels: impacts that result from increased demand for SRWTP facilities and that are related to air quality impacts identified in the 2020 Master Plan EIR (Impact 3A.16-3); and impacts associated with improvements to treatment plant facilities for which feasible mitigation may not be available to reduce impacts to a less-than-significant level (Impacts 3A.16-4, 3A.16-5). (FEIR, pp. 1-177 to 1-182; DEIR, p. 3A.16-43.) The pages indicated in the table above contain the relevant analysis of the potential impacts.</p> <p>In the Utilities and Service Systems chapter, the DEIR also addresses energy impacts, citing Appendix F of the CEQA Guidelines. See Impact 3A.16-8 (Electricity Demand and Infrastructure, pp. 3A.16-33 to -36); Impact 3A.16-9 (Natural Gas, pp. 3A.16-36 to -39); Impact 3A.16-10 (Telecommunications, pp. 3A.16-39 to -40); Impact 3A.16-11 (Cable TV, pp. 3A.16-40 to -41); Impact 3A.16-12 (Increased Energy Demand, pp. 3A.16-41 to -43).</p> <p>Additionally, the 2012 Water Addendum includes a short discussion of how the changes to the water facilities aspects of the FPASP project would have the same or less impacts to utilities and service systems when compared to the FPASP project as analyzed in the 2011 EIR after implementation of the following mitigation measures: MM 3B.16-3a, MM 3B.16-3b. (Water Addendum, p. 3-17.)</p> <p>See Exhibit 3 for discussion of the Mangini Ranch Phase 1C 4-Pack project's consistency with utilities, water efficiency, and energy efficiency policies in the FPASP that may be relevant to utilities and service systems impacts. (Exh. 3, pp. 31-35, 38-39.) All the permanent, offsite water and storm drainage infrastructure elements are consistent with and were included in pre-existing City plans – such as the Backbone Infrastructure Project – that have been considered in the FPASP EIR and Water Addendum.</p> <p>Mitigation Measures:</p> <ul style="list-style-type: none"> ▪ MM 3A.16-1 ▪ MM 3A.16-3 ▪ MM 3A.16-4 ▪ MM 3A.16-5 ▪ MM 3B.16-3a ▪ MM 3B.16-3b <p>Conclusion:</p> <p>With implementation of the above mitigation measures identified in the FPASP EIR and Water Addendum, the Mangini Ranch Phase 1C 4-Pack project would not have any new significant or substantially more severe utilities and service systems impacts (Guidelines, § 15162), nor would it result in any new significant impacts that are peculiar to the project or its site (Guidelines, § 15183).</p>										

18. MANDATORY FINDINGS OF SIGNIFICANCE

Environmental Issue Area	Where Impact Was Analyzed in Prior Environmental Documents.	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information of Substantial Importance Requiring New Analysis or Verification?	Are There Effects That Are Peculiar To The Project Or The Parcel On Which The Project Would Be Located That Have Not Been Disclosed In a Prior EIR On The Zoning Action, General Plan, Or Community Plan With Which the Project is Consistent?	Are There Effects That Are Peculiar To The Project That Will Not Be Substantially Mitigated By Application Of Uniformly Applied Development Policies Or Standards That Have Been Previously Adopted?	Are There Effects That Were Not Analyzed As Significant Effects In A Prior EIR On The Zoning Action, General Plan Or Community Plan With Which The Project is Consistent?	Are There Potentially Significant Off-Site Impacts And Cumulative Impacts Which Were Not Discussed In The Prior EIR Prepared For The General Plan, Community Plan Or Zoning Action?	Are There Previously Identified Significant Effects That, As A Result Of Substantial New Information Not Known At The Time The EIR Was Certified, Are Now Determined To Have A More Severe Adverse Impact?	Prior Environmental Document's Mitigation Measures Addressing Impacts.
18. Mandatory Findings of Significance.										
a. Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of an endangered, rare or threatened species, or eliminate important examples of the	See Folsom South of U.S. Highway 50 Specific Plan Project's CEQA Findings of Fact and Statement of Overriding Considerations, pp. 45-316	No	No	No	No	No	No	No	No	n/a

Environmental Issue Area	Where Impact Was Analyzed in Prior Environmental Documents.	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information of Substantial Importance Requiring New Analysis or Verification?	Are There Effects That Are Peculiar To The Project Or The Parcel On Which The Project Would Be Located That Have Not Been Disclosed In a Prior EIR On The Zoning Action, General Plan, Or Community Plan With Which The Project is Consistent?	Are There Effects That Are Peculiar To The Project That Will Not Be Substantially Mitigated By Application Of Uniformly Applied Development Policies Or Standards That Have Been Previously Adopted?	Are There Effects That Were Not Analyzed As Significant Effects In A Prior EIR On The Zoning Action, General Plan Or Community Plan With Which The Project Is Consistent?	Are There Potentially Significant Off-Site Impacts And Cumulative Impacts Which Were Not Discussed In The Prior EIR Prepared For The General Plan, Community Plan Or Zoning Action?	Are There Previously Identified Significant Effects That, As A Result Of Substantial New Information Not Known At The Time The EIR Was Certified, Are Now Determined To Have A More Severe Adverse Impact?	Prior Environmental Document's Mitigation Measures Addressing Impacts.
18. Mandatory Findings of Significance.										
major periods of California history or prehistory?										
b. Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when view in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	Folsom South of U.S. Highway 50 Specific Plan Project's CEQA Findings of Fact and Statement of Overriding Considerations, pp. 316-345	No	No	No	No	No	No	No	No	n/a

Environmental Issue Area	Where Impact Was Analyzed in Prior Environmental Documents.	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information of Substantial Importance Requiring New Analysis or Verification?	Are There Effects That Are Peculiar To The Project Or The Parcel On Which The Project Would Be Located That Have Not Been Disclosed In a Prior EIR On The Zoning Action, General Plan, Or Community Plan With Which the Project is Consistent?	Are There Effects That Are Peculiar To The Project That Will Not Be Substantially Mitigated By Application Of Uniformly Applied Development Policies Or Standards That Have Been Previously Adopted?	Are There Effects That Were Not Analyzed As Significant Effects In A Prior EIR On The Zoning Action, General Plan Or Community Plan With Which The Project Is Consistent?	Are There Potentially Significant Off-Site Impacts And Cumulative Impacts Which Were Not Discussed In The Prior EIR Prepared For The General Plan, Community Plan Or Zoning Action?	Are There Previously Identified Significant Effects That, As A Result Of Substantial New Information Not Known At The Time The EIR Was Certified, Are Now Determined To Have A More Severe Adverse Impact?	Prior Environmental Document's Mitigation Measures Addressing Impacts.
18. Mandatory Findings of Significance.										
c. Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	Folsom South of U.S. Highway 50 Specific Plan Project's CEQA Findings of Fact and Statement of Overriding Considerations, pp.	No	No	No	No	No	No	No	No	n/a
<p>Discussion:</p> <p>The City finds that:</p> <p>(a) impacts on the environment under a wide range of topics, including extensive detail regarding on-site biological resources and their habitats, were analyzed and disclosed in the FPASP EIR;</p> <p>(b) cumulative impacts were analyzed for each impact topic throughout the FPASP EIR; and</p> <p>(c) adverse impacts on humans were included and analyzed where relevant as part of the environmental impact analysis of all required topics under CEQA in the FPASP EIR (e.g., air quality, hazards, noise, etc).</p> <p>Mitigation Measures:</p> <p>See those listed in sections E.1 (Aesthetics) to E.17 (Utilities) above.</p>										

F. Conclusion

As indicated above, the City finds that the Mangini Ranch Phase 1C 4-Pack Project is exempt from CEQA under Government Code section 65457 and Guidelines section 15182, subdivision (c).

Though not required to do so, the City also makes the following additional findings to facilitate informed decision-making:

- Based on the preceding review, the City's FPASP EIR and Water Addendum have adequately addressed the following issues, and no further environmental review is required pursuant to CEQA Guidelines section 15183: Aesthetics, Agriculture and Forestry Resources, Air Quality, Biological Resources, Cultural Resources, Geology and Soils, Greenhouse Gas Emissions, Hazards and Hazardous Materials, Hydrology and Water Quality, Mineral Resources, Population and Housing, Public Services, and Recreation.
- The following site-specific impacts have been analyzed and determined to be less than significant: Land Use and Planning, Noise, and Transportation/Traffic. Thus, pursuant to CEQA Guidelines section 15183, no further environmental analysis is required.
- The following site-specific issues reviewed in this document were within the scope of issues and impacts analyzed in the FPASP EIR, and site-specific analyses did not identify new significant impacts: Land Use and Planning, Noise, and Transportation/Traffic.

IV. REFERENCES

1. City of Folsom. City of Folsom General Plan. January 1993.
2. City of Folsom. Folsom Plan Area Specific Plan. June 28, 2011.
3. City of Folsom. Folsom South of U.S. Highway 50 Specific Plan Project Public Draft EIR/EIS (June 2010) and Final EIR/EIS (May 2011).
4. City of Folsom. Folsom South of U.S. Highway 50 Specific Plan Project's CEQA Findings of Fact and Statement of Overriding Considerations (May 2011).
5. City of Folsom. CEQA Addendum for the Folsom South of U.S. 50 Specific Plan Project- Revised Proposed Off-site Water Facility Alternative. November, 2012.
6. City of Folsom. South of Highway 50 Backbone Infrastructure Project Initial Study/Mitigated Negative Declaration. December 9, 2014.

Exhibit 1: Folsom Ranch Central District Design Guidelines (Amended 2018)

Exhibit 2: ROD for the Folsom South of U.S. Highway 50 Specific Plan Project—City of Folsom Backbone Infrastructure (May 22, 2014)

Exhibit 3: Applicant's Policy Consistency Analysis (May 2021)

Exhibit 4: Noise Assessment by Bollard Acoustical Consultants (May 3, 2021)

Exhibit 5: Mangini Ranch Mangini Ranch Phase 1C 4-Pack Access Evaluation Memo by Kimley-Horn (May 21, 2021)

Attachment 9

Access and Circulation Analysis dated May 21, 2021

Memorandum

To: Kris Steward

From: Matt Weir, P.E., T.E., PTOE, RSP₁

Re: *Access Evaluation*
Mangini Ranch – Phases 1C North & 1C Four Pack

Date: May 21, 2021

Per your request, we have prepared this access evaluation specific to Phases 1C North and 1C Four Pack of the above referenced project in Folsom. The assumptions upon which this evaluation was prepared were identified by the City of Folsom¹ and the project team. The following is discussion of our evaluation, findings, and recommendations.

As a framework for this evaluation, the City specifically requested¹ the following:

- Consider all three projects (1C North, 1C Four Pack, and Mangini Place Apartments) together. By evaluating the three projects together, the City can more easily condition the completion of the various internal roadways to ensure adequate access and circulation are provided.
- Consider that the City is going to authorize the construction of Mangini Parkway along the project frontage, east to the future Savannah Parkway intersection in the near future. Consideration is required for the traffic control and lane configuration at the Mangini Parkway intersection with "Street G"/"Street H" that serves Phase 1C North, as well as the access driveway for the Mangini Place Apartments project.
- Consider Street "A" intersection with Savannah Parkway (i.e., turn movements, traffic control etc.), and its proximity to and interaction with the adjacent Grand Prairie intersection.
- Consider the ultimate Savannah Parkway roadway will be constructed along the projects' frontage, including the Mangini Parkway/Savannah Parkway intersection. Consideration should be given to the transition, both north and south, to existing Placerville Road.

I. Land Use, Trip Generation, and Primary Access

- Phase 1C North, 76-unit single-family detached residential units
- Phase 1C Four Pack, 100-unit single-family detached residential units
- Mangini Place Apartments, 150-units²
 - Highest peak-hour volume³:
 - 163-trips IN (PM)
 - 152-trips OUT (AM)

A previously completed traffic study⁴ is understood to form the basis of the ultimate Savannah Parkway corridor, including traffic control at the Mangini Parkway intersection. This, and other prior efforts are included by reference allowing this access evaluation to focus exclusively on ingress and egress for the combination of the three projects (1C North, 1C Four Pack, and Mangini Place Apartments). Accordingly, in addition to the assumptions summarized above, the following considerations were also incorporated as part of this evaluation:

¹ Telephone conferences with Steve Krahn, City of Folsom, December 9, 2020, and April 5, 2021.

² A standalone access evaluation will be prepared for the apartment project. This evaluation will more comprehensively evaluate the apartments' intermediate driveway in addition to the considerations noted in this memorandum.

³ *Trip Generation Manual, 10th Edition*, Land Use 210 Single-Family Detached Housing and 220 Multifamily Housing (Low-Rise) regression equations, Institute of Transportation Engineers (ITE). Combination of all three projects' trips.

⁴ *Folsom South of U.S. Highway 50 Specific Plan DEIR/DEIS*, City of Folsom and USACE, June 2010.

- *Project Sites' Land Use*
The projects are understood to be consistent with the Specific Plan's land use. This consistency is specified in the projects' narratives⁵.
- *Mangini Parkway and Savannah Parkway Access*
Exhibit 3A.15-103 (Cumulative Plus Project (with Mitigated Network) Conditions) of the prior traffic study⁴ specifies the lane configuration, including the addition of traffic signal control, at the Mangini Parkway intersection with Savannah Parkway. At the time of this memorandum, the City is in the process of approving the construction of Mangini Parkway along the project frontage. These improvements, including the construction of the Street "G"/Street "H" intersection within the Phase 1C North project and the access driveway for the Mangini Place Apartments, are assumed to be constructed prior to the projects' occupancy. The projects' Savannah Parkway frontage is also anticipated to be improved to its ultimate width, including completion of the Mangini Parkway intersection with Savannah Parkway intersection. As discussed later in this memorandum, transitions are required north and south of the immediate project area to provide appropriate transition between the existing/un-improved and improved sections of this facility.

II. Access Conditions and Trip Assignment

- *Combined Projects (176 single-family detached residential units and 150 apartment units) (see Exhibit 1)*
 1. Mangini Parkway @ Street "G"/Street "H": full access, side-street stop control (SSSC)*
 2. Savannah Parkway @ Street "A": full access, SSSC
 3. Mangini Parkway @ Mangini Place Apartments Driveway: full access, SSSC*
 4. Mangini Parkway @ Savannah Parkway: full access, all-way stop control (AWSC)**

* At the time of this memorandum, the City is in the process of approving the construction of Mangini Parkway along the project frontage. These improvements are assumed to be constructed prior to the projects' occupancy.

** This evaluation considers the triggers for the conversion from AWSC to traffic signal control.

Lastly it was necessary to approximate the peak-hour turning movements associated with the combined projects at the four noted access locations to allow for an evaluation and recommendation of treatments. These trips were developed as summarized below:

- *Global Trip Assignment*
Per other traffic studies in the general project area:
 - 80% of the trips originate from or are destined for points north
 - 20% trips originating from or destined for points assumed to access White Rock Rd (Capital SouthEast Connector) south of the project site
- *Approximate "Project Only" Peak-Hour Intersection Volumes⁶ (see Exhibit 1)*

III. Access Review

Based on our coordination with the City and project team, and review of the prior study⁴ and related project documentation, we offer the following recommendations for the conditions anticipated to result from the completion of the three projects:

- *Exterior Roadways*
As previously discussed, the City is in the process of approving the construction of Mangini Parkway along the project frontage. These improvements, including the

⁵ *Mangini Ranch Phase 1C North Project Narrative (March 19, 2020) and Mangini Ranch Phase 1C 4-Pack Project Narrative (March 25, 2020)*, MacKay & Soms Civil Engineers, Inc.

⁶ Other adjacent and regional projects will also contribute traffic to the Mangini Parkway intersection with Savannah Parkway. The effect of those developments' traffic has been/will be analyzed separately, at the time those projects' applications come forward and trigger for conversion from AWSC to traffic signal control will also be considered as part of those evaluations.

construction of the Street "G"/Street "H" intersection within the Phase 1C North project and the access driveway for the Mangini Place Apartments⁸, are assumed to be constructed prior to the projects' occupancy. The projects' Savannah Parkway frontage is also anticipated to be improved its ultimate configuration, including completion of the Mangini Parkway intersection with Savannah Parkway.

- These projects should be conditioned to construct these Mangini Parkway and Savannah Parkway frontage improvements, including their intersection (unsignalized), prior to the first occupancy permit should their completion be delayed from what has been assumed in this evaluation.
- o *Savannah Parkway Access (Street "A")*
As shown in **Exhibit 2**, this project driveway is located approximately 600-feet south of the existing Placerville Road intersection with Grand Prairie Road, a location that is approximately equidistance between the adjacent intersections (Mangini Parkway to the south). This intersection spacing, coupled with the relatively low driveway trips, is anticipated to facilitate full access with side-street stop control. Adequate corner sight distance (unobstructed sight lines of sufficient length to allow for safe, conflicting movements) should be provided, and maintained at this intersection for vehicles exiting and entering the project site in a manner consistent with published City standards.
- o *Mangini Parkway Access*
The Mangini Parkway improvement plans (MacKay & Somps, April 2021) depict the Street "G"/Street "H" intersection with left-turn pockets in a manner generally consistent with the existing intersections previously constructed to the west. Although these plans indicate all-way stop control (AWSC), it is anticipated that this intersection will operate adequately with SSSC, as the other intersections to the west. The same configuration (SSSC with an eastbound left-turn pocket) is anticipated to adequately serve the Mangini Place Apartments⁸. This configuration and traffic control are anticipated to be adequate considering the mix of volumes and speeds at both locations. Adequate corner sight distance (unobstructed sight lines of sufficient length to allow for safe, conflicting movements) should be provided, and maintained at this intersection for vehicles exiting on both sides of Mangini Parkway in a manner consistent with published City standards.
- o *Mangini Parkway @ Savannah Parkway Intersection*
This interaction is anticipated to be signalized as development in the overall Plan Area advances. At this time, considering the projects' relatively low contribution to the peak-hour volumes (89 total trips or ~7-percent of the total volume expected), the Mangini Parkway improvement plans' indication of AWSC is considered to be adequate for the addition of these three projects.

IV. Summary of Findings and Recommendations

Based on the assessment documented above, the following is a summary of our findings and recommendations:

- o The consideration of the three projects together, and the resulting internal connectivity linking the projects and providing access to both Mangini Parkway and Savannah Parkway, allows for a comprehensive review of the combined traffic volumes and localized traffic access and circulation considerations.
- o The City is in the process of approving the construction of Mangini Parkway and Savannah Parkway along the project frontage, including completion of the Mangini Parkway intersection with Savannah Parkway (unsignalized). These projects should be

⁸ The Mangini Place Apartments' access driveway should be relocated south to a point that is approximately equidistance between the Street "G"/Street "H" and Savannah Parkway intersections. This spacing will allow for the left-turn movements needed and as described herein.

conditioned to construct these improvements prior to the first occupancy permit should their completion be delayed from what has been assumed in this evaluation.

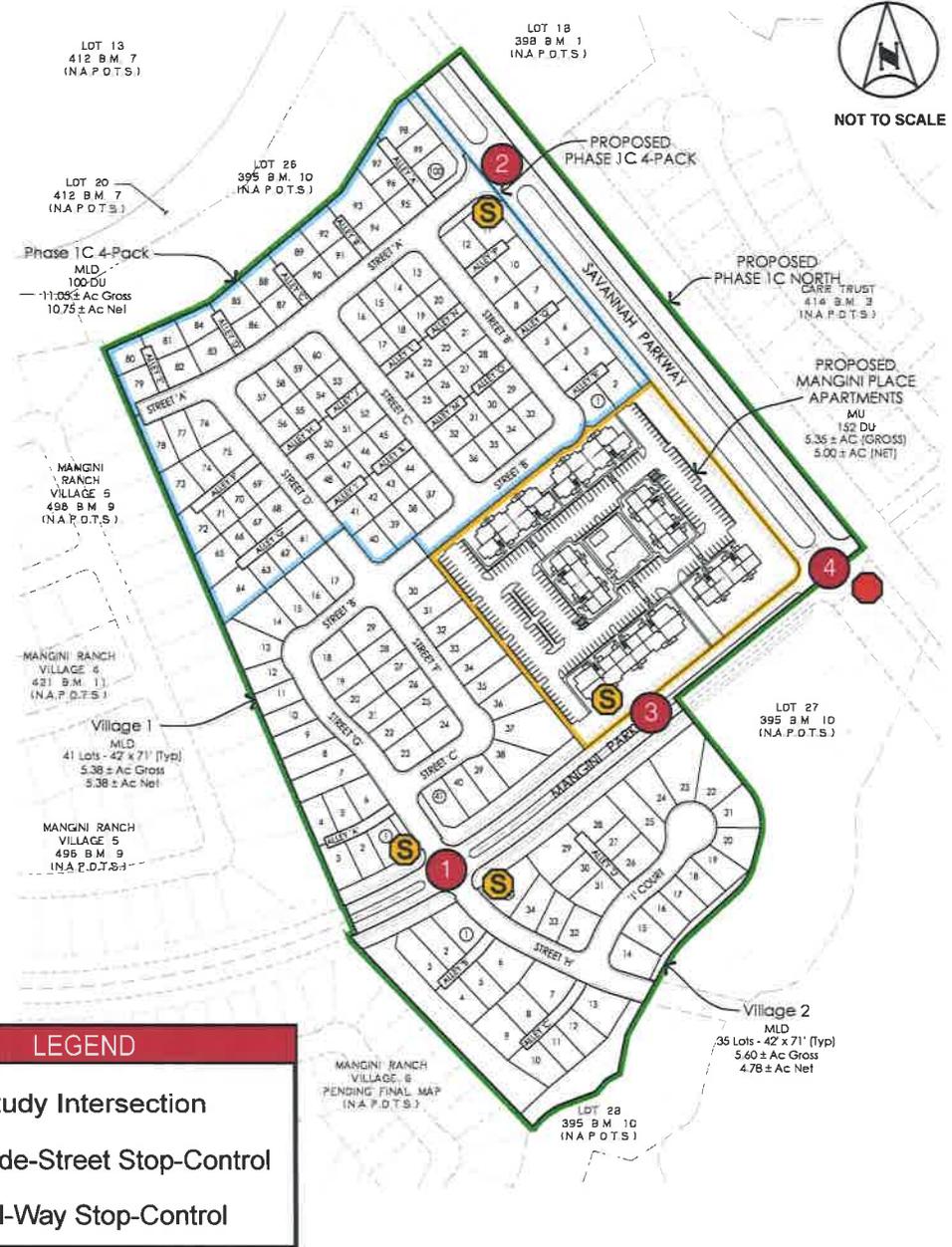
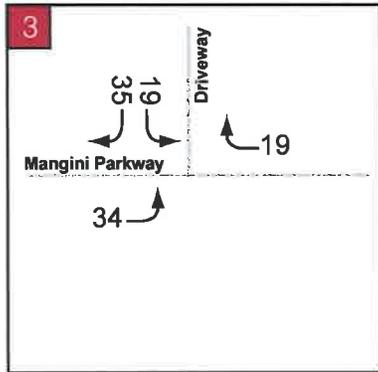
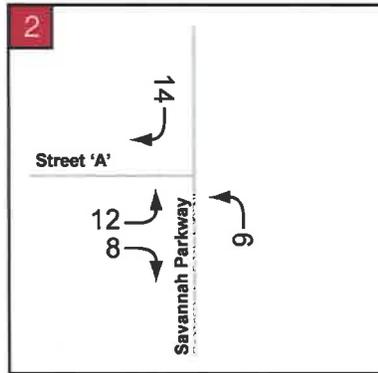
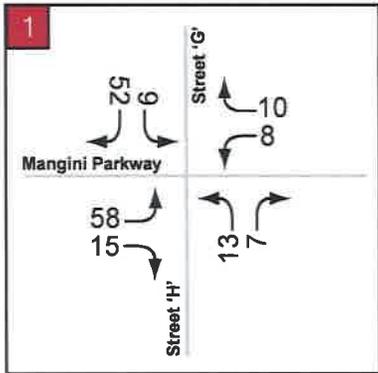
- o Because these three projects are only anticipated to contribute ~7-percent of the total anticipated volumes at the Mangini Parkway intersection with Savannah Parkway, the all-way stop control to be constructed as part of the Mangini Parkway improvement plans is appropriate for these conditions. Future projects will be required to consider traffic signal warrants and to identify when this conversion is required.
- o The Savannah Parkway frontage improvements will require transitions to safely connect the improved and un-improved facilities (see Exhibit 2)
- o The Savannah Parkway intersection with Street "A" is anticipated to be adequately served with full-access, side-street stop control. The construction of this intersection should consider appropriate transitions (in particular to accommodate the outbound left-turn) as part of the Savannah Parkway transitions.
- o The Mangini Parkway intersections with Street "G"/Street "H" and the Mangini Place Apartments driveway are anticipated to operate adequately with full access, side-street stop control. As noted, the Mangini Place Apartments' driveway should be relocated south to a point that is approximately equidistance between the Street "G"/Street "H" and Savannah Parkway intersections. This spacing will allow for the left-turn movements needed and as described herein.

Attachments:

Exhibit 1 – Study Intersections and Traffic Control

Exhibit 2 – Savannah Parkway Transitions

Turn Movements - Highest Peak Hour Volume



Attachment 10

Environmental Noise Analysis dated April 24, 2021

Traffic Noise Assessment

Mangini Ranch Phase 1C Four-Packs

Folsom, California

BAC Job # 2021-062

Prepared For:

Arcadian Improvement Company, LLC

Attn: Mr. William B. Bunce
4370 Town Center Blvd., #100
El Dorado Hills, CA 95762

Prepared By:

Bollard Acoustical Consultants, Inc.



Dario Gotchet, Senior Consultant

May 3, 2021



Introduction

The Mangini Ranch development is located within the Folsom South of U.S. Highway 50 Specific Plan in Folsom, California. The specific component of the overall Mangini Ranch development analyzed in this study is Phase 1C Four-Packs (project) which includes detached single-family residential lots (100 units). The Phase 1C Four-Packs component of the Mangini Ranch development is located west of Savannah Parkway and north of Mangini Parkway. The project area and site plan are shown on Figures 1 and 2, respectively.

Due to the potential for elevated Savannah Parkway traffic noise levels at the Phase 1C Four-Packs component of the development, Bollard Acoustical Consultants, Inc. (BAC) was retained by the project applicant to prepare this noise assessment. Specifically, this assessment was prepared to determine whether future traffic noise levels would exceed acceptable limits of the Folsom General Plan. This assessment also includes an evaluation of compliance with the Folsom South of U.S. Highway 50 Specific Plan EIR Noise Mitigation Measures.

Noise Fundamentals and Terminology

Noise is often described as unwanted sound. Sound is defined as any pressure variation in air that the human ear can detect. If the pressure variations occur frequently enough (at least 20 times per second), they can be heard, and thus are called sound. Measuring sound directly in terms of pressure would require a very large and awkward range of numbers. To avoid this, the decibel scale was devised. The decibel scale allows a million-fold increase in pressure to be expressed as 120 dB. Another useful aspect of the decibel scale is that changes in levels (dB) correspond closely to human perception of relative loudness. Appendix A contains definitions of Acoustical Terminology. Figure 3 shows common noise levels associated with various sources.

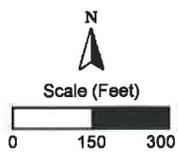
The perceived loudness of sounds is dependent upon many factors, including sound pressure level and frequency content. However, within the usual range of environmental noise levels, perception of loudness is relatively predictable, and can be approximated by weighing the frequency response of a sound level meter by means of the standardized A-weighting network. There is a strong correlation between A-weighted sound levels (expressed as dBA) and community response to noise. For this reason, the A-weighted sound level has become the standard tool of environmental noise assessment. All noise levels reported in this section are in terms of A-weighted levels in decibels.

Community noise is commonly described in terms of the "ambient" noise level, which is defined as the all-encompassing noise level associated with a given noise environment. A common statistical tool to measure the ambient noise level is the average, or equivalent, sound level (L_{eq}) over a given time period (usually one hour). The L_{eq} is the foundation of the Day-Night Average Level noise descriptor, L_{dn} or DNL, and shows very good correlation with community response to noise. The median noise level descriptor, denoted L_{50} , represents the noise level which is



Legend

-  Mangini Ranch Phase 1C Boundary (Approximate)
-  4-Packs Project Boundary (Approximate)

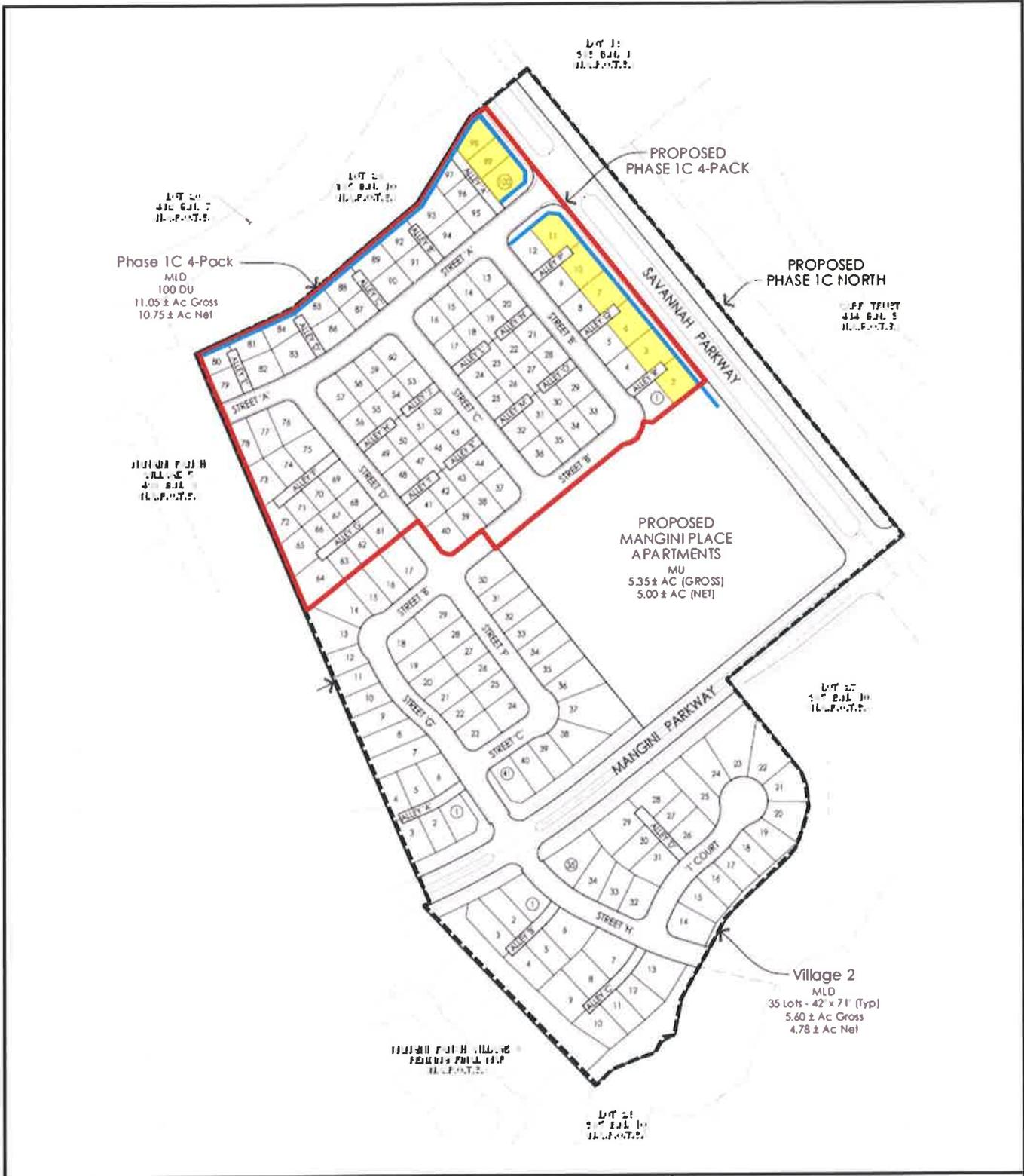


Mangini Ranch Phase 1C Four-Packs
Folsom, California

Project Area

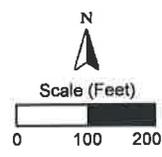
Figure 1





Legend

- Mangini Ranch Phase 1C Boundary
- 4-Packs Component Boundary
- Proposed Masonry Sound Walls
- Recommended Window Construction: STC 32 (Upper-Floors Only)



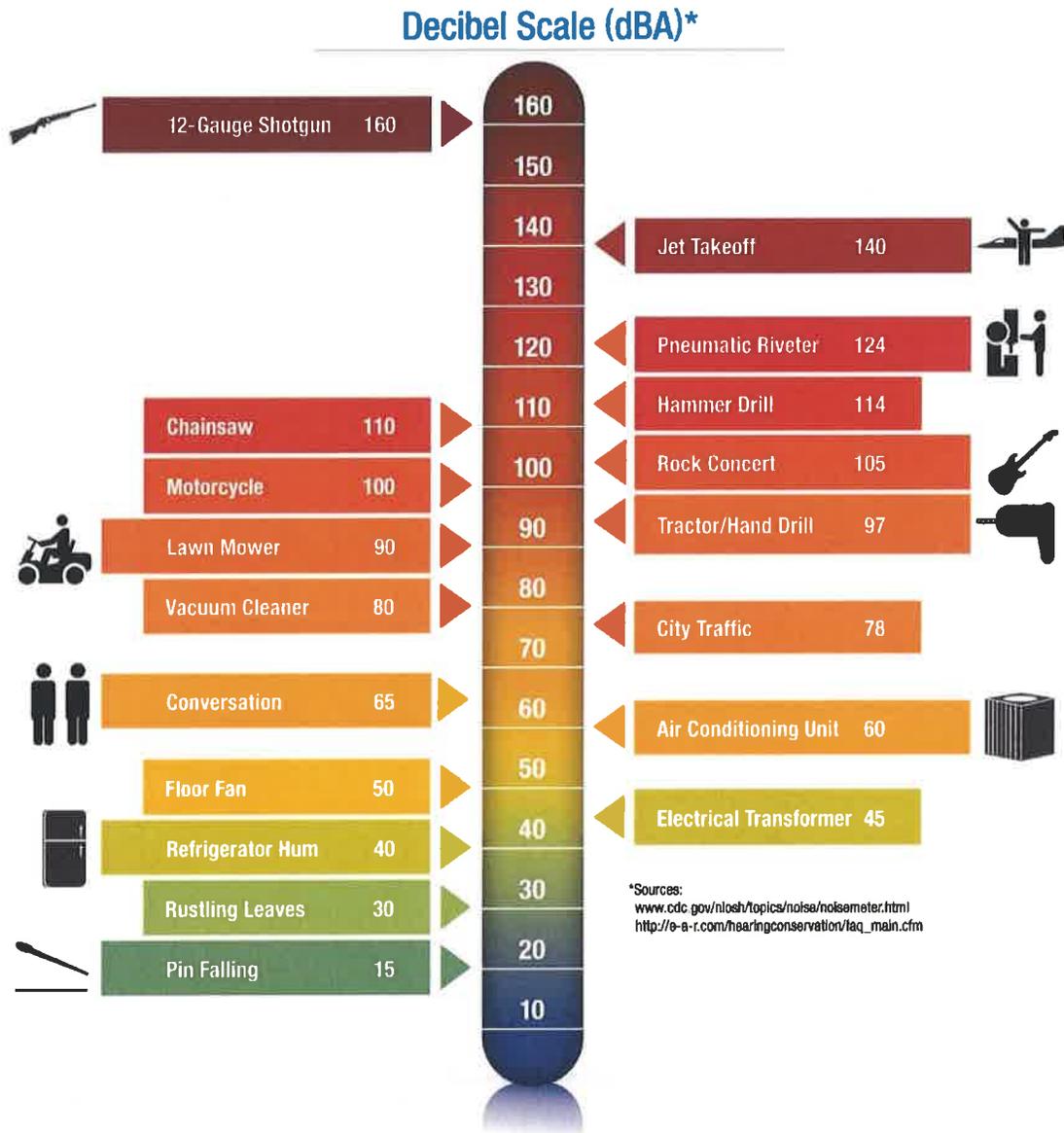
Mangini Ranch Phase 1C Four-Packs
Folsom, California

Project Site Plan

Figure 2



Figure 3
Typical A-Weighted Sound Levels of Common Noise Sources



exceeded 50% of the hour. In other words, half of the hour ambient conditions are higher than the L₅₀ and the other half are lower than the L₅₀.

DNL is based upon the average noise level over a 24-hour day, with a +10-decibel weighting applied to noise occurring during nighttime (10:00 p.m. to 7:00 a.m.) hours. The nighttime penalty is based upon the assumption that people react to nighttime noise exposures as though they were twice as loud as daytime exposures. Because DNL represents a 24-hour average, it tends to disguise short-term variations in the noise environment. DNL-based noise standards are commonly used to assess noise impacts associated with traffic, railroad, and aircraft noise sources.

Criteria for Acceptable Noise Exposure

Folsom 2035 General Plan - Transportation Noise Sources

The Safety and Noise Element of the Folsom 2035 General Plan establishes exterior noise level standards for residential outdoor activity areas exposed to transportation noise sources (i.e., traffic). For single-family residential uses, such as those proposed by the project (Phase 1C Four-Packs), the General Plan applies an exterior noise level limit of 60 dB DNL at the outdoor activity areas (i.e., backyards). The intent of this criteria is to provide an acceptable exterior noise environment for outdoor activities. The General Plan utilizes an interior noise level standard of 45 dB DNL or less within noise-sensitive project dwellings. The intent of this interior noise limit is to provide a suitable environment for indoor communication and sleep.

Folsom South of U.S. Highway 50 Specific Plan Noise Mitigation Measures

The noise mitigation measures shown below have been incorporated into the Folsom South of U.S. Highway 50 Specific Plan to mitigate identified environmental impacts. The noise-related mitigation measure which is applicable to the development of residential land uses within the Mangini Ranch development are reproduced below. Following the mitigation measure is a brief discussion as to the applicability of the measure to this project.

MM 3A.11-4 Implement Measures to Prevent Exposure of Sensitive Receptors to Increases in Noise from Project-Generated Operational Traffic on Off-Site and On-Site Roadways.

To meet applicable noise standards as set forth in the appropriate General Plan or Code (e.g., City of Folsom, County of Sacramento, and County of El Dorado) and to reduce increases in traffic-generated noise levels at noise-sensitive uses, the project applicant(s) of all project phases shall implement the following:

- Obtain the services of a consultant (such as a licensed engineer or licensed architect) to develop noise-attenuation measures for the proposed construction of on-site noise-sensitive land uses (i.e., residential dwellings and school classrooms) that will produce a minimum composite Sound Transmission Class (STC) rating for buildings of 30 or greater, individually computed for the walls and the floor/ceiling construction of buildings, for the

proposed construction of on-site noise-sensitive land uses (i.e., residential dwellings and school classrooms).

- Prior to submittal of tentative subdivision maps and improvement plans, the project applicant(s) shall conduct a site-specific acoustical analysis to determine predicted roadway noise impacts attributable to the project, taking into account site-specific conditions (e.g., site design, location of structures, building characteristics). The acoustical analysis shall evaluate stationary- and mobile-source noise attributable to the proposed use or uses and impacts on nearby noise-sensitive land uses, in accordance with adopted City noise standards. Feasible measures shall be identified to reduce project-related noise impacts. These measures may include, but are not limited to, the following:
 - Limiting noise-generating operational activities associated with proposed commercial land uses, including truck deliveries;
 - Constructing exterior sound walls;
 - Constructing barrier walls and/or berms with vegetation;
 - Using “quiet pavement” (e.g., rubberized asphalt) construction methods on local roadways; and,
 - Using increased noise-attenuation measures in building construction (e.g., dual-pane, sound-rated windows; exterior wall insulation).

Pursuant to this mitigation measure, this report includes an analysis of future traffic noise impacts at the single-family residential lots within the Phase 1C Four-Packs component of the Mangini Ranch development. As determined in the following assessment, future residents of the development are expected to be exposed to future Savannah Parkway traffic noise level exposure in compliance with the applicable Folsom General Plan 60 dB DNL exterior noise level standard for residential uses, including consideration of the noise level reduction that would be provided by proposed grade elevation differences and masonry sound walls along the roadway (as indicated in the project grading plans dated March 24, 2021).

In addition, although future Savannah Parkway traffic noise levels are predicted to satisfy the applicable Folsom General Plan interior noise level standard within the residential interior areas of Phase 1C Four-Packs, this assessment includes a recommendation for window assembly upgrades to ensure for satisfaction of the General Plan 45 dB DNL interior noise level standard with a factor of safety.

Evaluation of Future Traffic Noise Levels at the Project Site

Traffic Noise Prediction Methodology

The Federal Highway Administration Highway Traffic Noise Prediction Model (FHWA-RD-77-108) was used to predict traffic noise levels at the project site. The FHWA Model is based upon the CALVENO noise emission factors for automobiles, medium trucks and heavy trucks, with

consideration given to vehicle volume, speed, roadway configuration, distance to the receiver, and the acoustical characteristics of the site. The FHWA Model was developed to predict hourly L_{eq} values for free-flowing traffic conditions and is considered to be accurate within 1.5 dB in most situations.

Predicted Future Exterior Traffic Noise Levels

The FHWA Model was used with future traffic data to predict future traffic noise levels at the Phase 1C Four-Packs component of the Mangini Ranch development. Future traffic volumes for Savannah Parkway were obtained from the Folsom South of Highway 50 Specific Plan EIR. The day/night distribution, truck percentages, and traffic speed for Savannah Parkway were also obtained from the Specific Plan EIR. The FHWA Model inputs and predicted future Savannah Parkway traffic noise levels at Phase 1C Four-Packs are shown in Appendix B and are summarized in Table 1.

Table 1
Predicted Future Exterior Traffic Noise Levels at Mangini Ranch Phase 1C Four-Packs¹

Roadway	Nearest Lots	Receiver Location	Predicted DNL (dBA) ²
Savannah Parkway	2, 3, 6, 7, 10, 11, 98-100	Outdoor activity areas	66
		First-floor facades	65
		Upper-floor facades	68
¹ A complete listing of FHWA Model inputs and results for Savannah Parkway are provided in Appendix B. ² An offset of +3 dB was applied at upper-floor building facades due to reduced ground absorption of sound at elevated positions. Source: Bollard Acoustical Consultants, Inc. (2021)			

Analysis of Future Exterior Traffic Noise Level Exposure at Outdoor Activity Areas

As indicated in Table 1, future Savannah Parkway traffic noise levels at the outdoor activity areas (backyards) proposed nearest to the roadway are predicted to exceed the applicable Folsom General Plan 60 dB DNL exterior noise level standard. As a result, further consideration of exterior noise reduction measures would be warranted for future Savannah Parkway traffic.

Based on a review of the provided preliminary grading plan (dated March 24, 2021), the lots proposed nearest to Savannah Parkway (Lots 2, 3, 6, 7, 10, 11 and 98-100) will be depressed relative to the roadway. The grading plan further indicates that masonry sound walls are proposed along Savannah Parkway. The locations of the lots and proposed sound walls are illustrated on Figure 2. To account for the roadway noise level reduction that would be provided by project site topography (i.e., grade elevation differences) and proposed masonry sound walls at the nearest residential lots, a barrier analysis was conducted. Barrier insertion loss calculation worksheets are provided as Appendix C. The results of the barrier analysis conclude that the combination of intervening topography (grade elevation differences) and proposed sound walls would be effective in reducing future Savannah Parkway traffic noise levels at the nearest backyards to below 60 dB DNL, which would satisfy the General Plan 60 dB DNL exterior noise level standard. Therefore, provided that the lots and sound walls adjacent to Savannah Parkway are constructed as presented in the referenced project grading plan (as proposed), no further consideration of

Savannah Parkway traffic noise mitigation measures would be warranted for the outdoor activity areas of the development.

Analysis of Future Interior Traffic Noise Level Exposure within Residences

After consideration of the shielding that would be provided by the combination of grade elevation differences and proposed masonry sound walls adjacent to Savannah Parkway, future exterior traffic noise levels are predicted to be below 60 dB DNL at the first-floor facades of the residences constructed nearest to the roadway. Due to reduced ground absorption and lack of shielding at elevated positions, noise levels at the upper-floor facades of those residences are predicted to approach 68 dB DNL.

Standard residential construction (i.e., stucco siding, STC-27 windows, door weather-stripping, exterior wall insulation, composition plywood roof), typically results in an exterior to interior noise reduction of approximately 25 dB with windows closed and approximately 15 dB with windows open. This level of noise reduction would be adequate to reduce future Savannah Parkway traffic noise levels to 45 dB DNL or less within the first-floors of all residences within Phase 1C Four-Packs. Although this level of noise reduction *should* also be adequate to reduce future Savannah Parkway traffic noise levels to 45 dB DNL or less within the upper-floors of all residences of Phase 1C Four-Packs, it would not provide for a factor of safety at the nearest residences to the roadway.

To ensure for satisfaction of the General Plan 45 dB DNL interior noise level standard *including* a factor of safety, it is recommended that all upper-floor bedroom windows of residences constructed adjacent to Savannah Parkway with a view of the roadway (i.e., north, south, and east-facing bedroom windows be upgraded to a minimum Sound Transmission Class (STC) rating of 32. The location of lots with recommended window assembly upgrades are illustrated on Figure 2 (Lots 2, 3, 6, 7, 10, 11 and 98-100). In addition, mechanical ventilation (air conditioning) should be provided for all residences of the development to allow the occupants to close doors and windows as desired for additional acoustical isolation.

Conclusions and Recommendations

Residences of the Mangini Ranch Phase 1C Four-Packs development are expected to be exposed to future Savannah Parkway traffic noise level exposure in compliance with the applicable Folsom General Plan 60 dB DNL exterior noise level standard for residential uses, including consideration of the noise level reduction that would be provided by proposed grade elevation differences and masonry sound walls along the roadway as indicated in the project grading plan dated March 24, 2021. Provided that the lots and sound walls adjacent to Savannah Parkway are constructed as presented in the referenced project grading plan (as proposed), no further consideration of Savannah Parkway traffic noise mitigation measures would be warranted for the outdoor activity areas of the development.

In addition, standard residential construction (i.e., stucco siding, STC-27 windows, door weather-stripping, exterior wall insulation, composition plywood roof) is expected to be adequate to reduce future Savannah Parkway traffic noise levels to 45 dB DNL or less within the first-floors of all

residences within Phase 1C Four-Packs, which would satisfy the Folsom General Plan 45 dB DNL interior noise level standard. Although this level of noise reduction *should* also be adequate to reduce future Savannah Parkway traffic noise levels to 45 dB DNL or less within the upper-floors of all residences of the development, it would not provide for a factor of safety at the nearest residences to the roadway. To ensure for compliance with the General Plan interior noise level standard *including* a factor of safety, the following specific noise mitigation measures are recommended for this project:

- 1) All upper-floor bedroom windows of residences constructed adjacent to Savannah Parkway from which the roadway would be visible (i.e., north, south, and east-facing windows) be upgraded to a minimum STC rating of 32. Figure 2 shows the lots with recommended upper-floor window assembly upgrades (Lots 2, 3, 6, 7, 10, 11 and 98-100).
- 2) Mechanical ventilation (air conditioning) should be provided for all residences in this development to allow the occupants to close doors and windows as desired to achieve compliance with the applicable General Plan 45 dB DNL interior noise level standard.

These conclusions are based on the traffic assumptions cited in Appendix B, the project grading plans dated March 24, 2021, and on noise reduction data for standard residential dwellings and for typical STC rated window data. Deviations from the resources cited above or the project grading plans could cause future traffic noise levels to differ from those predicted in this assessment. In addition, Bollard Acoustical Consultants, Inc. is not responsible for degradation in acoustic performance of the residential construction due to poor construction practices, failure to comply with applicable building code requirements, or for failure to adhere to the minimum building practices cited in this report.

This concludes BAC's traffic noise assessment for the proposed Mangini Ranch Phase 1C Four-Packs development. Please contact BAC at (916) 663-0500 or darioq@bacnoise.com with any questions regarding this assessment.

Appendix A Acoustical Terminology

Acoustics	The science of sound.
Ambient Noise	The distinctive acoustical characteristics of a given space consisting of all noise sources audible at that location. In many cases, the term ambient is used to describe an existing or pre-project condition such as the setting in an environmental noise study.
Attenuation	The reduction of an acoustic signal.
A-Weighting	A frequency-response adjustment of a sound level meter that conditions the output signal to approximate human response.
Decibel or dB	Fundamental unit of sound. A Bell is defined as the logarithm of the ratio of the sound pressure squared over the reference pressure squared. A Decibel is one-tenth of a Bell.
CNEL	Community Noise Equivalent Level. Defined as the 24-hour average noise level with noise occurring during evening hours (7 - 10 p.m.) weighted by a factor of three and nighttime hours weighted by a factor of 10 prior to averaging.
Frequency	The measure of the rapidity of alterations of a periodic signal, expressed in cycles per second or hertz.
IIC	Impact Insulation Class (IIC): A single-number representation of a floor/ceiling partition's impact generated noise insulation performance. The field-measured version of this number is the FIIC.
L_{dn}	Day/Night Average Sound Level. Similar to CNEL but with no evening weighting.
L_{eq}	Equivalent or energy-averaged sound level.
L_{max}	The highest root-mean-square (RMS) sound level measured over a given period of time.
Loudness	A subjective term for the sensation of the magnitude of sound.
Masking	The amount (or the process) by which the threshold of audibility is for one sound is raised by the presence of another (masking) sound.
Noise	Unwanted sound.
Peak Noise	The level corresponding to the highest (not RMS) sound pressure measured over a given period of time. This term is often confused with the "Maximum" level, which is the highest RMS level.
RT₆₀	The time it takes reverberant sound to decay by 60 dB once the source has been removed.
STC	Sound Transmission Class (STC): A single-number representation of a partition's noise insulation performance. This number is based on laboratory-measured, 16-band (1/3-octave) transmission loss (TL) data of the subject partition. The field-measured version of this number is the FSTC.



Appendix B
FHWA Traffic Noise Prediction Model (FHWA-RD-77-108)
Noise Prediction Worksheet

Project Information:

Job Number: 2021-062
 Project Name: Mangini Ranch Phase 1C Four-Packs
 Roadway Name: Savannah Parkway

Traffic Data:

Year: Future
 Average Daily Traffic Volume: 15,700
 Percent Daytime Traffic: 83
 Percent Nighttime Traffic: 17
 Percent Medium Trucks (2 axle): 1.5
 Percent Heavy Trucks (3+ axle): 1
 Assumed Vehicle Speed (mph): 40
 Intervening Ground Type (hard/soft): **Soft**

Traffic Noise Levels:

Nearest Lots	Receiver Description	Distance	Offset (dB)	----- DNL (dB) -----			Total
				Autos	Medium Trucks	Heavy Trucks	
2, 3, 6, 7, 10, 11, 98-100	Outdoor activity areas	70		65	55	58	66
	First-floor facades	80		64	55	58	65
	Upper-floor facades	80	3	67	58	61	68

Traffic Noise Contours (No Calibration Offset):

DNL Contour (dB)	Distance from Centerline (feet)
75	18
70	38
65	81
60	175

Notes:

1. Future ADT, day/night percentages, truck percentages, and vehicle speed obtained from the Folsom South of Highway 50 Specific Plan EIR.
2. Distances scaled from the centerline of roadway to said locations using provided site plans.
3. A +3 dB offset was applied to upper-floor facades to account for reduced ground absorption of sound at elevated locations.



Appendix C-1
FHWA Traffic Noise Prediction Model (FHWA-RD-77-108)
Noise Barrier Effectiveness Prediction Worksheet

Project Information: Job Number: 2021-062
Project Name: Mangini Ranch Phase 1C Four-Packs
Roadway Name: Savannah Parkway

Noise Level Data: Year: Future
Auto DNL, dB: 65
Medium Truck DNL, dB: 55
Heavy Truck DNL, dB: 58

Site Geometry: Receiver Description: Lots 2, 3, 6 - Outdoor activity areas
Centerline to Barrier Distance (C₁): 60
Barrier to Receiver Distance (C₂): 10
Automobile Elevation: 513
Medium Truck Elevation: 515
Heavy Truck Elevation: 521
Pad/Ground Elevation at Receiver: 497
Receiver Elevation: 502
Base of Barrier Elevation: 512
Starting Barrier Height 3

Barrier Effectiveness:

Top of Barrier Elevation (ft)	Barrier Height (ft)	----- DNL (dB) -----				Barrier Breaks Line of Sight to...		
		Autos	Medium Trucks	Heavy Trucks	Total	Autos?	Medium Trucks?	Heavy Trucks?
515	3	49	40	44	51	Yes	Yes	Yes
516	4	49	40	44	50	Yes	Yes	Yes
517	5	48	40	43	50	Yes	Yes	Yes
518	6	48	39	43	50	Yes	Yes	Yes
519	7	48	39	42	49	Yes	Yes	Yes
520	8	48	39	42	49	Yes	Yes	Yes
521	9	48	38	42	49	Yes	Yes	Yes
522	10	48	38	42	49	Yes	Yes	Yes
523	11	48	38	41	49	Yes	Yes	Yes

Notes: 1. Standard receiver elevation is five feet above grade/pad elevations at the receiver location(s).
2. Roadway and lot elevations obtained from the provided grading plans dated 3/24/2021.



Appendix C-2
FHWA Traffic Noise Prediction Model (FHWA-RD-77-108)
Noise Barrier Effectiveness Prediction Worksheet

Project Information: Job Number: 2021-062
Project Name: Mangini Ranch Phase 1C Four-Packs
Roadway Name: Savannah Parkway

Noise Level Data: Year: Future
Auto DNL, dB: 65
Medium Truck DNL, dB: 55
Heavy Truck DNL, dB: 58

Site Geometry: Receiver Description: Lots 7, 10, 11 - Outdoor activity areas
Centerline to Barrier Distance (C₁): 60
Barrier to Receiver Distance (C₂): 10
Automobile Elevation: 513
Medium Truck Elevation: 515
Heavy Truck Elevation: 521
Pad/Ground Elevation at Receiver: 497
Receiver Elevation: 502
Base of Barrier Elevation: 513
Starting Barrier Height 3

Barrier Effectiveness:

Top of Barrier Elevation (ft)	Barrier Height (ft)	----- DNL (dB) -----				Barrier Breaks Line of Sight to...		
		Autos	Medium Trucks	Heavy Trucks	Total	Autos?	Medium Trucks?	Heavy Trucks?
516	3	49	40	44	50	Yes	Yes	Yes
517	4	48	40	43	50	Yes	Yes	Yes
518	5	48	39	43	50	Yes	Yes	Yes
519	6	48	39	42	49	Yes	Yes	Yes
520	7	48	39	42	49	Yes	Yes	Yes
521	8	48	38	42	49	Yes	Yes	Yes
522	9	48	38	42	49	Yes	Yes	Yes
523	10	48	38	41	49	Yes	Yes	Yes
524	11	48	38	41	49	Yes	Yes	Yes

Notes: 1. Standard receiver elevation is five feet above grade/pad elevations at the receiver location(s).
2. Roadway and lot elevations obtained from the provided grading plans dated 3/24/2021.



**Appendix C-3
FHWA Traffic Noise Prediction Model (FHWA-RD-77-108)
Noise Barrier Effectiveness Prediction Worksheet**

Project Information: Job Number: 2021-062
Project Name: Mangini Ranch Phase 1C Four-Packs
Roadway Name: Savannah Parkway

Noise Level Data: Year: Future
Auto DNL, dB: 65
Medium Truck DNL, dB: 55
Heavy Truck DNL, dB: 58

Site Geometry: Receiver Description: Lots 98-100 - Outdoor activity areas
Centerline to Barrier Distance (C₁): 60
Barrier to Receiver Distance (C₂): 10
Automobile Elevation: 510
Medium Truck Elevation: 512
Heavy Truck Elevation: 518
Pad/Ground Elevation at Receiver: 503
Receiver Elevation: 508
Base of Barrier Elevation: 510
Starting Barrier Height 6

Barrier Effectiveness:

Top of Barrier Elevation (ft)	Barrier Height (ft)	----- DNL (dB) -----				Barrier Breaks Line of Sight to...		
		Autos	Medium Trucks	Heavy Trucks	Total	Autos?	Medium Trucks?	Heavy Trucks?
516	6	51	42	46	53	Yes	Yes	Yes
517	7	50	41	45	52	Yes	Yes	Yes
518	8	50	41	45	52	Yes	Yes	Yes
519	9	49	40	44	51	Yes	Yes	Yes
520	10	49	40	44	50	Yes	Yes	Yes
521	11	48	40	43	50	Yes	Yes	Yes
522	12	48	39	43	50	Yes	Yes	Yes
523	13	48	39	42	49	Yes	Yes	Yes
524	14	48	39	42	49	Yes	Yes	Yes

- Notes:**
1. Standard receiver elevation is five feet above grade/pad elevations at the receiver location(s).
 2. Roadway and lot elevations obtained from the provided grading plans dated 3/24/2021.



Attachment 11

Applicant's Inclusionary Housing Letter dated November 3, 2020

ARCADIAN IMPROVEMENT COMPANY, LLC

November 3, 2020

Mr. Scott Johnson
Planning Manager
Community Development Department
City of Folsom
50 Natoma Street
Folsom, CA 95630

**Re: Mangini Ranch – Phase 1C Tentative Map Compliance with Chapter 17.104-
Inclusionary Housing**

Dear Mr. Johnson,

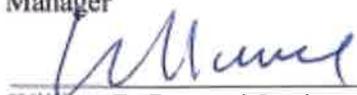
In accordance with Chapter 17.104 of the Folsom Municipal Code, Arcadian Improvement Company, LLC hereby elects to satisfy the Inclusionary Housing Ordinance requirements for the proposed Small Lot Tentative Map (Mangini Phase 1C) with the payment of the In-Lieu Fee as permitted in Section 17.104.060(G).

If you have any questions or comments, please feel free to contact me.

Sincerely,

Arcadian Improvement Company, LLC
a California limited liability company

By: HBT 1C, LLC,
a California limited liability company
Its: Manager

By: 
William B. Bunce, Member

Attachment 12

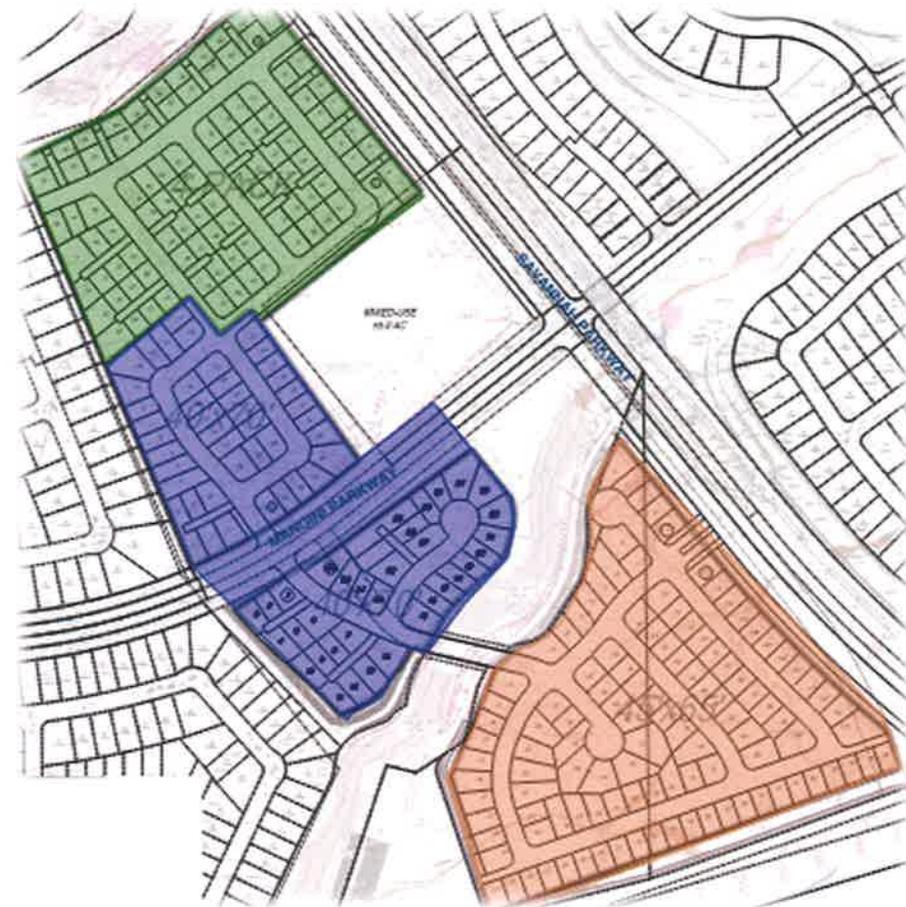
Applicant's Mangini Ranch Phase 1C North 4-Pack Narrative

Mangini Ranch Phase 1C

Mangini Ranch Phase 1C consists of a series of three adjacent single-family residential neighborhoods (Four Pack Cluster, North, and South) with a variety of housing types and sizes, neighborhood designs, architecture, lifestyle offerings and features, and price points. Located east of Savannah Parkway and north and south of White Rock Road, the three Phase 1C neighborhoods are cohesively planned. Mangini Parkway provides access through Phase 1C.

Mangini Ranch Phase 1C Four Packs

The 11.05-acre neighborhood on the north end of Phase 1C is known as the Mangini Ranch Phase 1C Four Pack project and features 100 single family detached residential units. The density of the project is 9.0 units per acre, which is consistent with the Multi-Family Low Density (MLD) designation.



The Four Pack project (shown in green) is one in a series of Residential home types planned for Phase 1C.

Neighborhood Design

The neighborhood features 100 residential lots for detached single-family residential units.

81 of the 100 lots are clustered in groups of four, six, seven, and eight units. These units are called I-Court lots.

Nineteen typical/conventional (non-clustered) lots are planned at the ends of the blocks.

	Units
4-Pack Cluster (15)	60
6-Pack Cluster (1)	6
7-Pack Cluster (1)	7
8- Pack Cluster (1)	8
Typical/Conventional Lot (No Cluster)	19
Total Lots	100

City standard public residential streets in a grid configuration provide access through the neighborhood. Short alleys (20-foot wide) (stub streets) connect residential streets to each of the clusters.



**Mangini Ranch Phase 1C
Four Pack Neighborhood**

Each cluster generally follows the pattern of the four-pack:

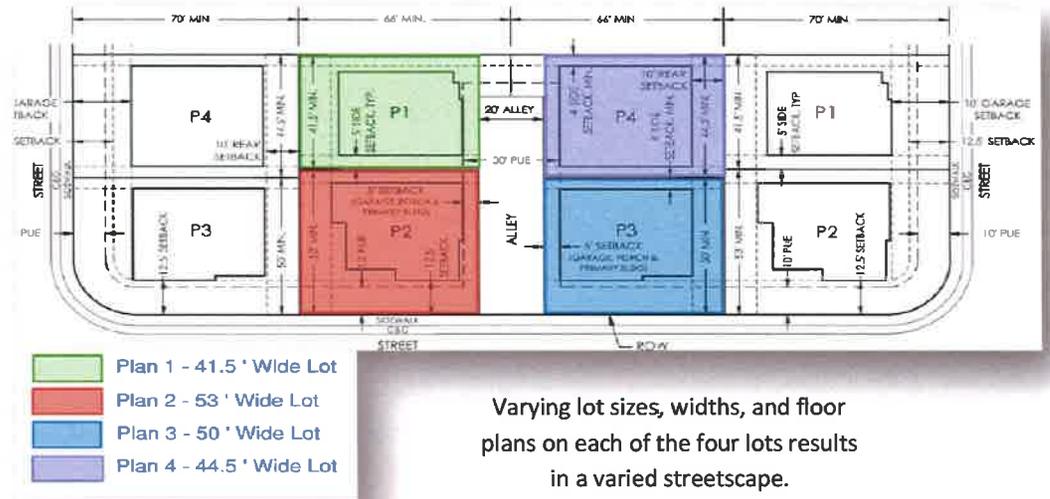
- Four different lot sizes
- Lots range from 2,296 to 5,898 sf
- Lot widths range from 41.5 to 53 feet
- Four different floor plans

Benefits of the cluster design:

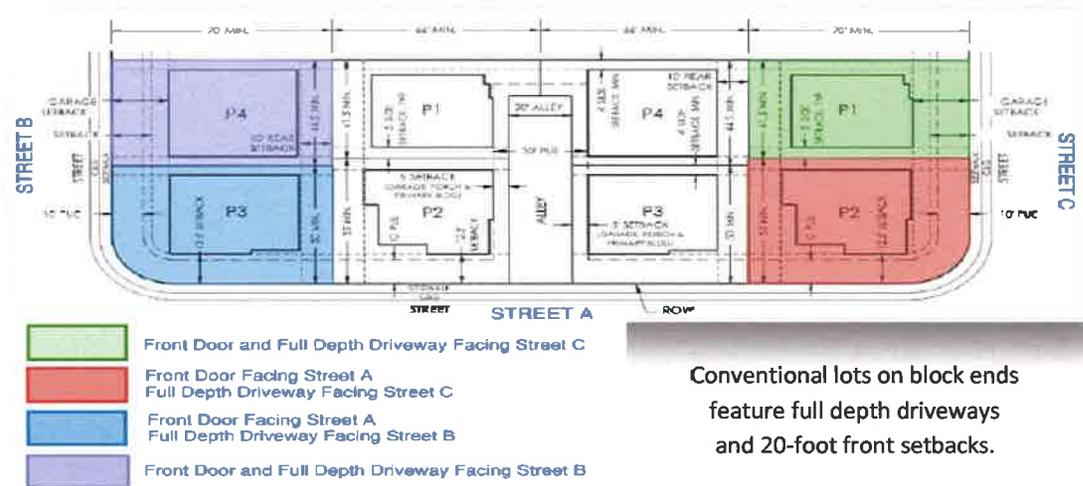
- Greater variety of unit sizes, floor plans, and price points compared to traditional single-family neighborhoods.
- Varied lot sizes create massing and setback offsets between units and an interesting streetscape.
- Multiple floorplans and lot widths allow more space for landscaping between units.
- Wider lots enable a first-floor bedroom which is a feature desired by Folsom homebuyers.

Conventional lots on block ends feature:

- Varied lot sizes and widths.
- Full-depth driveway and 20-foot front setback facing streets.
- On corner lots, front doors and driveways/garages are on opposite streets.



Varying lot sizes, widths, and floor plans on each of the four lots results in a varied streetscape.



Conventional lots on block ends feature full depth driveways and 20-foot front setbacks.

Development Standards

The FPASP did not anticipate the cluster housing configuration proposed in the project, nor does it include development standards that accommodate the I-Court proposed in the project. A PD permit is requested to accommodate the project’s development standards.

I-Court Lots

I-Court lots are consistent with the MLD standards except for the following:

- | | | | |
|---|-----------------------------------|-----------------------------------|------------------|
| ▪ Lot Size/Interior Lot | MLD Standard: 3,000 sf min | I-Court Lots: 2,290 sf min | Exhibit A |
| <ul style="list-style-type: none"> ▪ The average I-Court lot size is 3,233 sf. ▪ 63% of the I-Courts meet the minimum lot size, and 19% of the I-Court lots are greater than 4,000 sf. ▪ Lots below the standard size range from 2,490 to 2,996 sf, with two lots measuring 2,296 sf. ▪ Some reduced lot sizes are due to grading constraints that do not allow retaining wall conditions. ▪ Varied lot sizes create massing variations and other offsets that result in a more interesting streetscape. ▪ Under the Folsom Municipal Code corner lot definition, all lots within the court are interpreted as interior lots. | | | |

- | | | | |
|--|----------------------------------|---|------------------|
| ▪ Coverage | MLD Standard: 50% maximum | I-Court Lots: Max 60%, average 42% | Exhibit B |
| <ul style="list-style-type: none"> ▪ The average I-Court lot coverage is 42% which meets the standard. ▪ Lot coverage ranges from 27% to 60%, and 41% of I-Court lots have a 40% coverage or less. ▪ Ten lots (12.3%) exceed 50% coverage. Of the ten, eight lots have 55-56% coverage, and two lots have 60% coverage. ▪ The ten lots exceeding coverage are in the center of the project where grading and retaining wall conditions restrict shifting lot lines. ▪ Maximum coverage for the clusters (four units on a court) ranges from 32% to 48%, which meets the standard. | | | |

- | | | | |
|--|--|--|------------------|
| ▪ Front Yard Setback | MLD Standard: Porch: 12.5’, Primary Structure: 15’, Garage: 20’ | | Exhibit C |
| | I-Court Lots: Porch: 5’, Primary Structure: 5’, Garage: 5’ | | |
| <ul style="list-style-type: none"> ▪ There is a reduced setback because the units do not have full-length driveways, and the distance from the court to the garage face is shorter. ▪ The reduced setback accommodates the cluster configuration, the density of the project, and smaller unit sizes. ▪ The reduced setback provides the interior dimensions needed to include a first-floor bedroom and more variety in first floor circulation. | | | |

- | | | | |
|---|---------------------------------|---------------------------------|------------------|
| ▪ Interior Side Yard Setback | MLD Standard: 5’ minimum | I-Court Lots: 4’ minimum | Exhibit C |
| <ul style="list-style-type: none"> ▪ 65% of the I-Court lots meet or exceed the five-foot minimum setback. | | | |

- Side yard setbacks range from 4 to 16 feet. The irregular side yard setbacks create driveway and front door offsets between units and add variety to the streetscape.
- The reduced setback allows expansive floor plans, including a first-floor bedroom. First-floor bedrooms improve the front elevation with more windows and reduced emphasis on the garage.

Conventional Lots.

Conventional lots are consistent with the MLD standards except for the following:

- **Interior Side Yard Setback** **MLD Standard: 5' minimum** **Conventional Lots: 4' minimum** **Exhibit C**
 - Homes plotted on block ends range from 4'-5' side setback.
 - Lot sizes were designed to accept a specific plan. Since conventional lots are at block ends adjacent to the I-Courts the overall width between primary streets is necessary.
 - The reduced setback allows expansive floor plans, including a desirable first-floor bedroom. First-floor bedrooms improve the front elevation with more windows and reduced emphasis on the garage.
 - Conventional lots exceed front setback which has been increased from 15' to 20'.

Project-Wide

- Over the entire site, the site coverage is 40%. Overall, most lots are far below the maximum, which offsets the ten I-Court lots that exceed the maximum.

Below is a comparison of development standards among cluster projects in Folsom.

Development Standard	TRI Pointe Homes Proposed I-Court	Black Pine Farmhouse	Woodside Homes Granite Trails	Cresleigh Homes Domain	Parkside At Willow Springs	DR Horton Turnstone
Front Setback	5'	8'	5'	10'	10'	5'
Side Setback	4' – 6'-6"	4'	LT – 6' / RT – 1'	4'	3'-6"	4'
Garage Setback	5' Apron	Driveway	Apron	Driveway	Apron	Driveway
Rear Setback	10'	5'	2'	8'	10'	4'
Lot Size	2,296 – 5,898 sf	2,850 sf	1,939 sf	3,039 sf	2,500 sf	2,800 sf
Coverage	Max 60% (two lots) Average 42%	55%	85%	60%	58%	55%

Consistency with MLD Development Standards

The MLD designation is the most flexible residential land use designation in the Folsom Plan Area Specific Plan (FPASP) and accommodates diverse housing types. Even though it is the most flexible designation, the MLD standards do not anticipate every housing configuration in the market, especially as housing types evolve to address buyer demands.

The proposed Mangini Ranch Phase 1C Four Pack project meets or exceeds most MLD development standards. The I-Court component of the project is not entirely consistent with some MLD standards due to the non-traditional and compact nature of the Four Pack lotting configuration. Consequently, the project requests a Planned Development (PD) permit to allow greater flexibility in the project than otherwise possible through strict application of the FPASP development standards. The PD Permit is requested consistent with Folsom Municipal Code Chapter 17.38.

The PD Permit is appropriate because the proposed project proposes a compact, efficient housing type that is in demand and unavailable in the Folsom Ranch market. The PD Permit would allow the project minor modifications to development standards that would result in a development that is superior to that obtained by a rigid application of the standards. The proposed project is consistent with the FPASP and environmental impacts from development of the site were evaluated in the FPASP Environmental Impact Report.

As described in this document, the project provides the following benefits:

- Well-Designed Neighborhood
- Generous Floor Plans
- Enhanced Architecture
- Enhanced Landscaping
- Sustainability Features
- Attainable Ownership Opportunity
- Responsive to Market Demand

Well-Designed Neighborhood

Driving through the community, residents and visitors will be welcomed by homes with tree lined streets and front entrances facing streets. The streetscape will be irregular with varied massing, setback offsets, home sizes, and spacing among between homes. The street scene is cohesive and inviting.

The side load configuration of the homes at the forefront of each court, appears to be a front elevation without interruption of a garage door, which strengthens the house dominant design on the street. Generous street side setbacks (ranging from 12'-6" to 16'-6"), and an uninterrupted tree-lined streetscape, create an inviting and pleasant pedestrian experience.

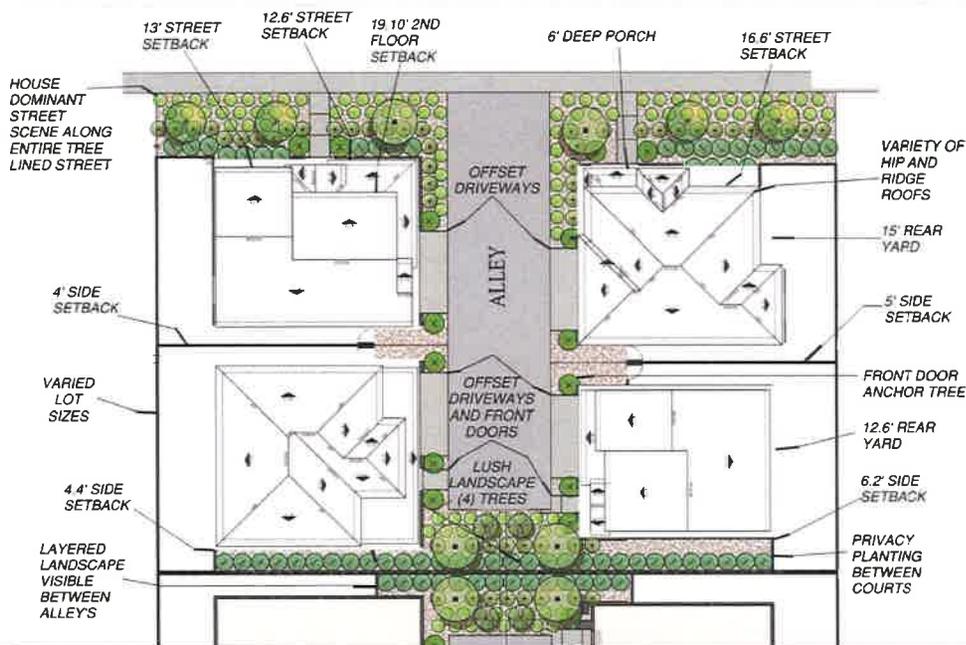


View of I-Court from Primary Street

In addition to each home having individual character and massing breaks, variable lot sizes and side setbacks (4' to 16.6') enhance the street scene. Varying lot sizes create staggered entry and driveway locations from home to home and add texture to the street scene with more massing variations between buildings.

Every opportunity to enhance the community street scene has been designed into the neighborhood. Community design enhancements include the following:

- Homes at court entrances designed with a side load entrance creating a house dominant street scene.



Livability and the pedestrian friendly street scene benefit from varied lot sizes and setbacks. Street landscape is uninterrupted by driveways maximizing areas for trees to successfully grow. Court landscape is lush and layered, including four standard and eight anchor trees.

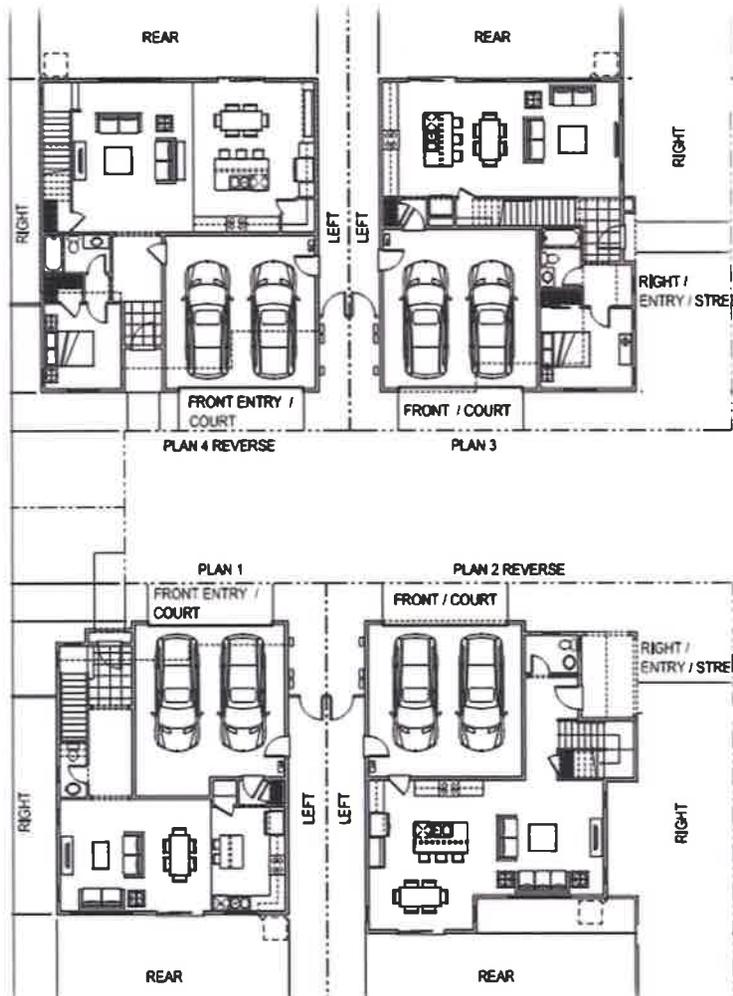
- Side yards at court entrances setbacks exceed minimum, up to 16'-6".
- Lot sizes vary creating offsets in garage aprons and front doors.
- Interior side yard setbacks vary adding additional complexity to the massing breaks.
- Landscape areas at homes at back of courts are generous, benefiting both the individual homesite as well as the community.
- Conventional lot homesites provided increased front yard setbacks of twenty feet versus fifteen.
- Grade variation that requires walls between homes are enhanced with decorative open view fencing versus typical wood good neighbor fencing.
- Enhanced fence details facing out to public areas.



Front elevations feature vertical and horizontal massing breaks created by architectural variations as well as grading and varied lot sizes.

Generous Floor Plans

The proposed community includes generous floor plans that offer amenities Folsom buyers desire. As shown in the Typical Court Layout exhibit, two plans include a first-floor bedroom, which is highly desirable by the Folsom homebuyer. Two plans enjoy oversized yards, exceeding the ten-foot minimum. These amenities are made possible through varied lot sizes and setbacks that cater to the individual home design. All homes offer a full-size, two-car garage, and a private rear yard. All homes are detached, and those plotted within a court will include a 5' garage apron, while homes on block ends will have a 20' driveway.



Typical Court Layout

- **Plan 1.** 1,707 Square Feet 3 Bedroom/2.5 bath

The Plan 1 creates privacy and benefits from enhanced tree canopy in the landscaping at the end of the court. This home offers ample private yard space, with greater than 5' side yards and a 12'-6" rear yard. In addition to the two-car garage, this home provides expanded garage storage, a kitchen island, large bedrooms, a luxury primary suite with oversized shower and a laundry area with storage space.

- **Plan 2.** 1,943 Square Feet 4 Bedroom/2.5 bath

Oriented toward primary streets, this home benefits from a 12'-6" – 16'-6" deep landscape area and a generous 6' deep porch. The plan form includes first and second floor massing offsets visible from primary streets, which enhances the street scene and creates interest from at the street. Over half of the rear yard is nearly 15' deep which provides a roomy private space. This plan includes all the same amenities as Plan 1, as well as a larger luxury dining area and the option to convert one of the bedrooms to a loft.

- **Plan 3.** 1,990 Square Feet 4 Bedroom/3 bath

Also oriented toward the street, this home also features a 12'-6" – 14' deep landscape area. The side-load entry is centered, compared to the end location in Plan 2, which creates more street scene interest. A portion (25') of the second floor is offset, providing significant single-story massing facing the primary street. This home offers a ground-floor second bedroom adjacent to a large landing area with flexible functions. In addition, this home offers a walk-in kitchen pantry, split primary suite vanities, and the option for a loft.

- **Plan 4.** 2,225 Square Feet 4 Bedroom/3 bath + loft

Like Plan 1, this home offers privacy and seclusion tucked at the court end, as well as ample tree canopy and shade from the court's deep landscape areas. In addition, this home includes the most amenities with a ground-floor second bedroom, walk-in closet, walk-in kitchen pantry, large kitchen, open ground floor plan concept, dedicated loft space, and split vanities in the primary suite.

Enhanced Architecture

Architectural styles selected for this neighborhood are Modern Spanish, Western Farmhouse, and Modern Prairie. The styles, although different, are harmonious in that they share a common agricultural heritage reinterpreted to create a lasting contribution to the community. This is achieved through appropriate uses of exterior material, articulation of entry details (posts, porches and soffit openings) along with varying roof pitches specific to each style. The styles are interpreted with transitional themes and detailing using clean lines, simple forms, contemporary window patterns and details. Building mass and roof lines are simple yet varied among the three styles. Roof pitches and styles, gable details, siding, brick, and stone veneer create a street scene filled with variation.

TRI Pointe Homes contracted an award-winning professional design consulting firm, AT Designs to design color and material schemes that capture the essence of each architectural style and create a neighborhood that looks rich, custom and appears as though it has developed over time.

Modern Spanish

Characterized by simply articulated details and adaptability, the Modern Spanish style includes gable details, two story massing, stucco exterior finish, Villa shaped concrete tile and gently pitched roofs.

Feature Window Enhancement: All plans included recessed windows with an accent color detail. Plan 2 also will include a decorative coach light to help anchor the two-story mass to the right of the porch.

Enhancements at Public View: Enhanced window trim detail and shutters.



Western Farmhouse

This style represents a practical and picturesque country home and is characterized by an asymmetrical, casual cottage look. Design elements include lap siding, brick veneer, flat concrete tile and steeper pitched roofs.

Feature Window Enhancement: Plans 1 and 3 include a focal window within a raised roof element that has enhanced window details and a decorative sill. Plan 3 includes multiple feature windows including siding accents and recessed slope details. Plan 4 features a detail with three paired windows, wrapped in trim, and set on a brick wainscot detail.

Enhancements at Public View: Siding at gable and enhanced window trim sill (like Plan 1 & 3).

Modern Prairie

This picturesque prairie home provides a contemporary cottage look with 18" overhangs, lap siding, stone veneer and grouped window design elements.

Feature Window Enhancement: Windows are wrapped in horizontal siding and trimmed with a wainscot sill detail.

Enhancements at Public View: Feature window details are carried to exposed elevations.

All plans within this neighborhood include high quality workmanship and details including:

- Three themes per elevation resulting in thirty-six individual expressions.
- Garage and front doors that vary per elevation theme.
- Mix of stone and brick veneer from quality suppliers such as El Dorado Stone.
- Color and materials designed by award winning firm, AT Designs.
- Enhanced fence detail when facing public view.



Ensuring this community is regarded as a unique and viable addition to the Folsom market, the following enhancements that are above minimum standards have been included in this neighborhood design.

- **Full wrap window trim:** Window trim on all windows will be standard at all sides of the home.
- **Upgraded coach lights:** Decorative coach lights selected for each elevation them will be 14-16" tall.
- **Loxon Acrylic Paint:** High performance Sherwin Williams Loxon Acrylic Paint that contains agents that inhibit the growth of mildew on the homes surface will be used on all homes.
- **Cool Roof:** Eagle Roof Tile with a SR value of no less than 0.17.
- **Free Paint for Homeowner:** A free gallon of paint in a color of their choice is provided to each homeowner so they can customize a special area of their new home.

- **SuperPaint:** Upgraded SuperPaint by Sherwin Williams will be used on all interiors walls.

- **Low Voltage Technology:** Comfort features will be included in every home.
 - Eero whole home WiFi system with two Beacons for full coverage provided to every home.
 - Amazon Echo Spot voice activated smart device facilitating hands-free control of connected devices throughout the home included in every home.
 - LiftMaster WiFi enabled garage door opener included in every home.
 - Dual combination USB receptacle in kitchen for ease in charging devices included.
 - Two Smart Leviton Decora light switches included in every home.
 - RING Pro video doorbell for added security included in every home.

Enhanced Landscaping

A benefit of the compact lotting pattern, unit orientations, and reduced building coverage is that more opportunities for landscaping are available. As shown in the Landscape Area exhibit, the primary roads circulating throughout the neighborhood are tree lined and generously landscaped. Block end locations include landscape areas that are twenty feet deep. Where I-Courts intersect with primary streets, landscape areas range from 12.5 to 16 feet, and are not interrupted by driveways, as would be the case in traditional detached single-family neighborhoods. Instead, the streetscape highlights the architecture and creates a pedestrian friendly street scene.

Landscaping for the community will include a plentiful variety of street, front yard and accent trees as schematically depicted in the Street, Front Yard, and Accent Tree Variety exhibit. Selection of species types will include collaboration with the Folsom Arborist and include as many as fourteen varieties.



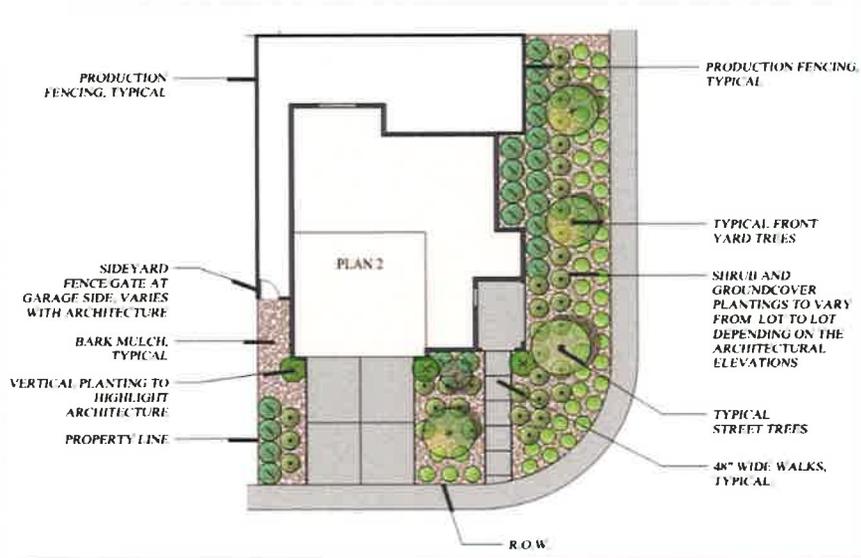
Landscape Area Exhibit



Street, Front Yard, and Accent Tree Variety Exhibit

In addition to the plentiful landscape areas and tree variety, the proposed community will also include these enhanced landscape features:

- **Homeowner Association.** An HOA will manage all front yard landscapes in the community to ensure proper care of the plants and trees.
- **100% No Turf Landscape Designs.** All landscaping will be designed using low water usage plants and void of any lawn, reducing overall water usage for the community.
- **Community Pet Waste Stations.** Pet Waste Stations will be placed throughout the community supporting the homeowners' outdoor activities with their four-legged loved ones. The stations will be maintained by the Homeowner Association.
- **Reduction in Heat Index.**
 - Due to the aggregate community building coverage of only 40%, additional landscape areas offset the overall heat index.
 - Increased front setbacks of 20' at the conventional lots
 - Increased side yard setback along primary streets up to 16'
 - Added landscape areas at side yards where courts back one another



Homes at block ends include a twenty-foot front yard landscape. Side yards along primary streets have landscape areas up to sixteen feet.

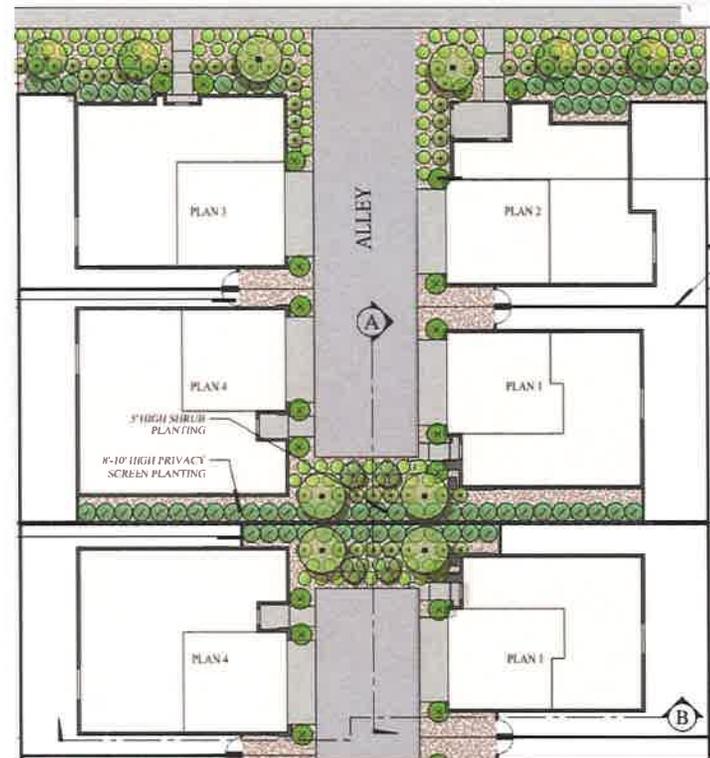


Where courts back on each other, side yards of the upper lot will include HOA managed landscape areas.

- Hardscape throughout community is reduced with 81% of homes including a 5' apron vs. a full-length driveway combined with 40% of the lots having shorter front walkways to their front doors from inside the court.
- **WaterSense Rain Bird WiFi Irrigation Controller.** All homes will be prewired and offered the option to purchase a WaterSense Rain Bird WiFi irrigation controller for their private rear yard landscapes.
- **Open View Fence and Tiered Landscape.** At the core of the neighborhood, there are two blocks where two courts back onto each other. The grade differential between the courts is approximately five to six feet with a retaining wall on the back of the court and side yards. This condition creates a node of enhanced landscape and adds to the composition of the street scene with vertical massing breaks and layered landscape of varying heights.



Court ends are heavily landscaped and include four trees.
The grade between courts creates a layered landscape corridor.



Enhanced landscaping where courts are back-to-back.

Sustainability Features

All homes will include the sustainability features required by the California Green Building Standards Code. Through its LivingSmart program, Tri Pointe Homes offers many sustainable features as standard offerings in new homes, including:

- Energy Star dishwasher
- Tankless water heaters
- 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

In addition, the project proposes the following:

- **Organic Waste Sorting** Under SB 1383, effective January 1, 2020, the City of Folsom will collect organic waste from residential and business customers. To facilitate organic waste sorting, residential units will include a system for sorting and storing organic waste.
- **Electric Vehicle Charging Station** An electric vehicle charging station will be included supporting clean air and lower cost driving for the community.
- **Added Insulation.**
 - In addition to the attic insulation in ceilings, additional insulation will be installed directly below the roof deck between the truss members.
 - 2x6 exterior wall construction increases the thickness of wall insulation.
- **Third Party Verification.** Third-party testing will be included with each home to ensure all energy efficient features installed in the homes have been installed correctly to maximize energy efficiencies. Third-party testing will include Quality Insulation Installation Inspection (HQII), SEER and EER Verifications, and Low Leakage Ducts.
- **Cool Roofing.** California Energy Code requires that roofs for new homes be rated for Solar Reflectance (SR) and Thermal Emittance (TE). SR refers to a material’s ability to reflect the sun’s energy back into the atmosphere, and TE is the roof surface’s relative ability to radiate absorbed heat. SR and TE

reduce cooling loads by lowering roof temperatures on hot, sunny days. The higher the rating the better the roofing material's ability to reduce heat transfer into the building.

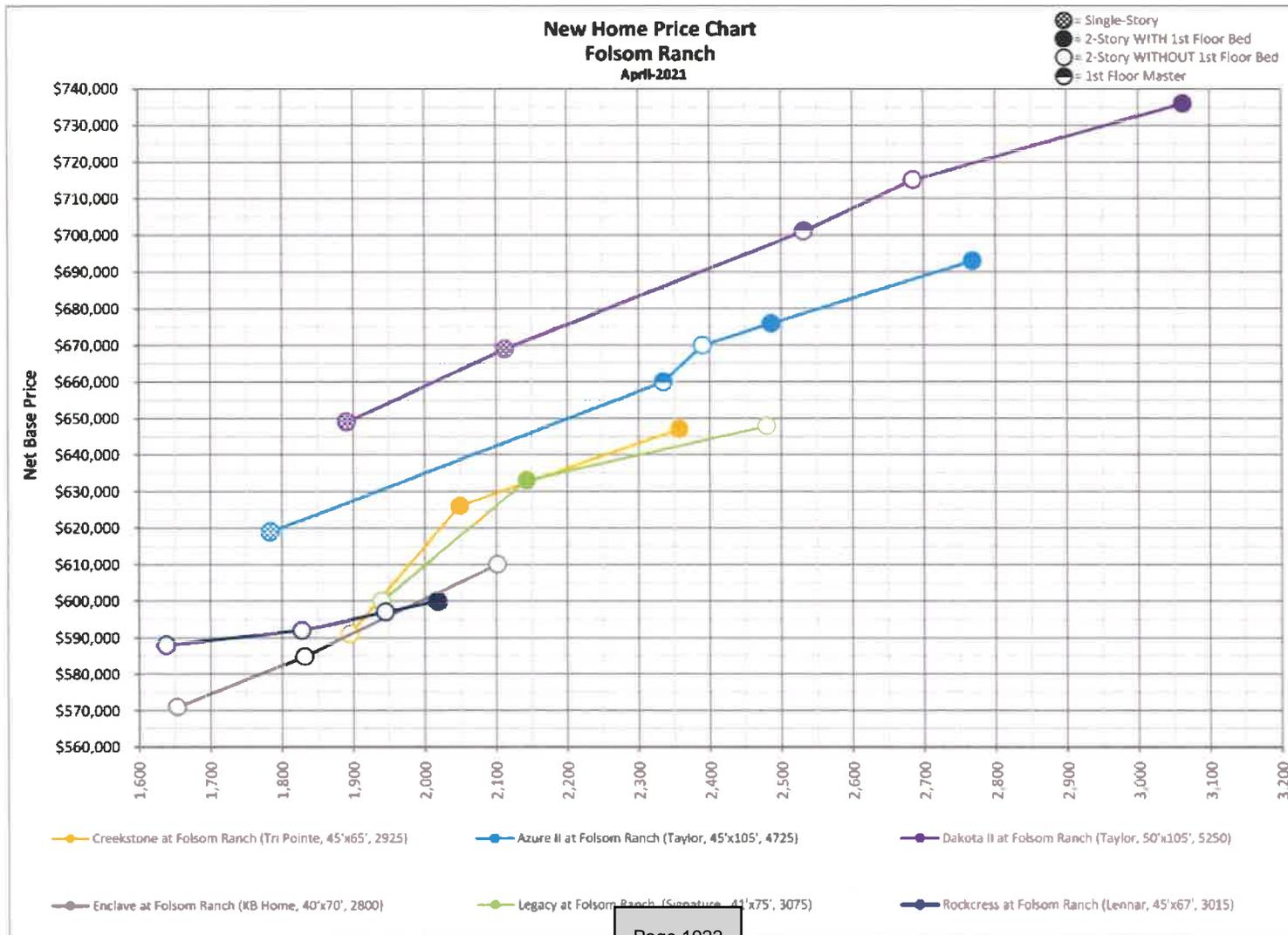
The project will feature tile roofs from Eagle Roofing's California Collection. Tile roofs will be Cool Roof rated with a SR value no less than 0.17. As shown in the table below, an SR value of 0.17 achieves an Energy Design Rating (EDR) change of 0.7, offsetting the homes overall energy use.

2019 Title 24 EDR Change = Considers Both Aged Reflectance & Aged Emissivity												
CZ	Zone	0.10 / 0.85	0.13 / 0.90	0.14 / 0.90	0.15 / 0.90	0.16 / 0.90	0.17 / 0.90	0.18 / 0.90	0.19 / 0.90	0.20 / 0.90	0.21 / 0.90	0.22 / 0.90
CZ12	Sacramento	0.0	0.4	0.5	0.5	0.6	0.7	0.8	0.8	0.9	1.0	1.0

**Mangini Ranch Phase 1C
Four Pack Neighborhood**

Attainable Ownership Opportunity

As the first and only Four-Pack neighborhood south of Highway 50, the Four Pack series would be the lowest priced and most attainable new home neighborhood in the City of Folsom. The New Home Price Chart below graphs six housing types currently on the market in Folsom. Pricing for the Four Packs would be approximately ten to twenty percent lower than other housing types in the Folsom market today. Attainably priced housing assists first-time homebuyers including single professionals, young couples, and families.



Responsive to Market Demand

Over the last year, Tri Pointe Homes (TPH) has offered Waterstone, Brookstone, and Creekstone communities – three of the best-selling communities in Folsom Ranch. TPH continually monitors consumer preferences in the Folsom market. Homebuyers in Folsom desire amenities such as high-ranking schools, easy access to transportation and employment centers, plentiful entertainment, and outdoor recreation. Folsom Ranch homebuyers identify the four most desirable home features: first-floor bedroom or office, detached living, private yards, and open floor plans.

Recently with COVID, the desire for a first-floor bedroom feature has expanded to include a dedicated office/workspace. Flexibility in floorplans has become critical in the homes TPH offers to meet the changing needs of homeowners transitioning to work from home.

While a transition from renting to homeownership is on the rise, the events of 2020 triggered a significant increase in home purchases. Suburbs such as Folsom are highly desirable for many people who now can work remotely and are looking to relocate from densely populated, expensive urban settings, such as the Bay Area, to idyllic suburban settings offering a higher quality life, such as is the case in Folsom.

Another factor affecting housing is that many millennials have begun, or are anticipated to enter, the housing market in the immediate future as first-time home buyers. Nearly 5 million millennials are approaching 30 years of age, a pivotal time when many people purchase their first home. Offering a variety of housing types is essential to meeting demand and expanding the region's housing stock. Single-family detached homes at an attainable price point are a significant segment of the housing market, and research shows this segment is underserved.

The Four-Pack cluster series is designed to meet Folsom market preferences and the demand for attainably priced homes. The Four Pack neighborhood caters to the underserved market segment that attracts a first-time buyer, including single professionals and renters transitioning from apartment living. Buyers attracted to this product value detached living, private yards and two-car garages and appreciate low maintenance small yards.





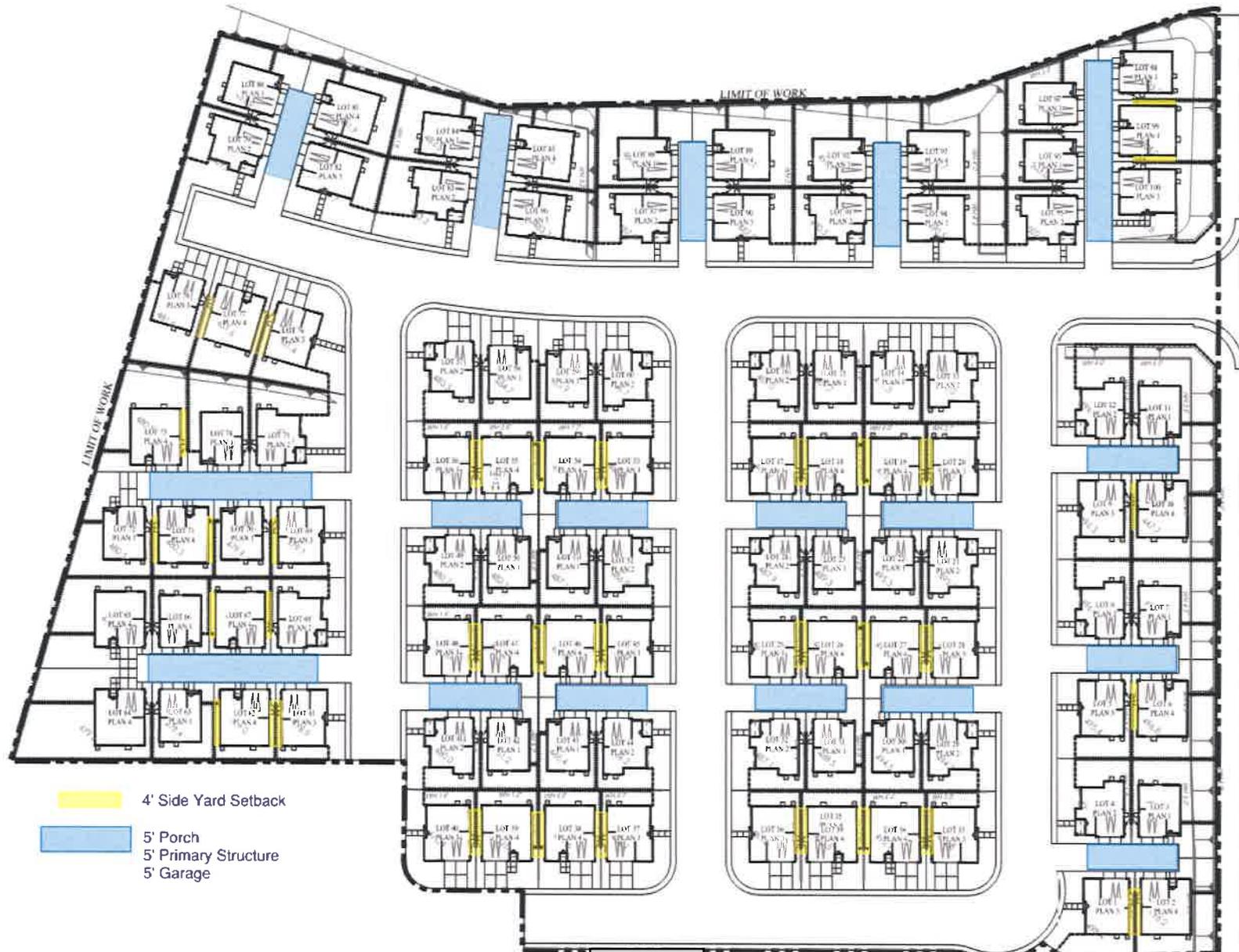
EXHIBIT B
Coverage Table

Mangini Ranch Phase 1C
Four Pack Neighborhood

Mangini Ranch 1C 4-Pack
COVERAGE TABLE

Lot #	Lot Size	Plan	Footprint	Individual Lot Coverage	Lot #	Lot Size	Plan	Footprint	Individual Lot Coverage	Lot #	Lot Size	Plan	Footprint	Individual Lot Coverage
Alley A 38% Combined Court Coverage					Alley H 48% Combined Court Coverage					Alley P 33% Combined Court Coverage				
95	2996	2	1279	43%	49	2996	2	1279	43%	9	3317	3	1344	41%
96	2296	1	1157	50%	50	2449	1	1157	47%	10	4037	4	1490	37%
97	2876	1	1157	40%	55	2690	4	1490	55%	11	4593	1	1157	25%
98	4232	1	1157	27%	56	2850	3	1344	47%	12	3904	2	1279	33%
99	3316	4	1490	45%	TOTAL	10985		5270		TOTAL	15851		5270	
100	4210	3	1344	32%	Alley I 48% Combined Court Coverage	Alley Q 36% Combined Court Coverage								
TOTAL	19926		7584		41	3050	2	1279	42%	5	3317	3	1344	41%
Alley B 32% Combined Court Coverage					42	2490	1	1157	46%	6	4037	4	1490	37%
91	3049	2	1279	42%	47	2645	4	1490	56%	7	4037	1	1157	29%
92	3852	1	1157	30%	48	2800	3	1344	48%	8	3317	2	1279	39%
93	5584	4	1490	27%	TOTAL	10985		5270		TOTAL	14708		5270	
94	4066	3	1344	33%	Alley J 48% Combined Court Coverage	Alley R 36% Combined Court Coverage								
TOTAL	16551		5270		51	2449	1	1157	47%	1	3398	3	1344	40%
Alley C 37% Combined Court Coverage					52	2996	2	1279	43%	2	3882	4	1490	38%
87	3154	2	1279	41%	53	2850	3	1344	47%	3	4037	1	1157	29%
88	3715	1	1157	31%	54	2690	4	1490	55%	4	3317	2	1279	39%
89	4109	4	1490	36%	TOTAL	10985		5270		TOTAL	14634		5270	
90	3371	3	1344	40%	Alley K 48% Combined Court Coverage	Street A								
TOTAL	14349		5270		43	2491	1	1157	46%	13	3766	2	1279	34%
Alley D 36% Combined Court Coverage					44	3049	2	1279	42%	14	2988	1	1157	39%
83	4057	2	1279	32%	45	2800	3	1344	48%	15	2988	1	1157	39%
84	3219	1	1157	36%	46	2645	4	1490	56%	16	3766	2	1279	34%
85	3719	4	1490	40%	TOTAL	10985		5270		60	3766	2	1279	34%
86	3602	3	1344	37%	Alley L 48% Combined Court Coverage	Street B								
TOTAL	14597		5270		17	2850	3	1344	47%	59	3014	1	1157	38%
Alley E 37% Combined Court Coverage					18	2690	4	1490	55%	58	3120	1	1157	37%
79	3584	2	1279	36%	23	2449	1	1157	47%	57	4198	2	1279	30%
80	3266	1	1157	35%	24	2996	2	1279	43%	76	4469	3	1344	30%
81	3534	4	1490	42%	TOTAL	10985		5270		77	3645	4	1490	41%
82	3687	3	1344	36%	Alley M 48% Combined Court Coverage	Street C								
TOTAL	14071		5270		25	2800	3	1344	48%	33	3514	3	1344	38%
Alley F 38% Combined Court Coverage					26	2645	4	1490	56%	34	3240	4	1490	46%
69	2996	3	1344	45%	31	2490	1	1157	46%	35	3240	4	1490	46%
70	2296	1	1157	50%	32	3050	2	1279	42%	36	3514	3	1344	38%
71	2492	1	1157	46%	TOTAL	10985		5270		37	3514	3	1344	38%
72	3723	1	1157	31%	Alley N 48% Combined Court Coverage	Street D								
73	4308	4	1490	35%	19	2690	4	1490	55%	38	3240	4	1490	46%
74	3171	1	1157	36%	20	2850	3	1344	47%	39	3240	4	1490	46%
76	4273	2	1279	30%	21	2996	2	1279	43%	40	3538	3	1344	38%
TOTAL	23259		8741		22	2449	1	1157	47%					
Alley G 42% Combined Court Coverage					TOTAL	10985		5270						
61	2800	3	1344	48%	Alley O 48% Combined Court Coverage	Street E								
62	2492	4	1490	60%	27	2645	4	1490	56%	33	3514	3	1344	38%
63	2492	1	1157	46%	28	2800	3	1344	48%	34	3240	4	1490	46%
64	5898	4	1490	25%	29	3050	2	1279	42%	35	3240	4	1490	46%
65	4653	4	1490	32%	30	2491	1	1157	46%	36	3514	3	1344	38%
66	2296	1	1157	50%	TOTAL	10986		5270		37	3514	3	1344	38%
67	2492	4	1490	60%						38	3240	4	1490	46%
68	2996	2	1279	43%						39	3240	4	1490	46%
TOTAL	26119		10897							40	3538	3	1344	38%

EXHIBIT C
Setbacks



Attachment 13
Applicant's Proposed Amenities

Mangini Ranch Phase 1C 4-Pack: Applicant's FPASP Policy Consistency Analysis

FPASP Policy No.	FPASP Policy Description	Map Consistent	Remarks
Section 4 - Land Use			
4.1	Create pedestrian-oriented neighborhoods through the use of a grid system of streets where feasible, sidewalks, bike paths and trails. Residential neighborhoods shall be linked, where appropriate, to encourage pedestrian and bicycle travel.	Yes	The street and trail system is based on an efficient grid system that connects the project with nearby park, school, and open space with roadways, sidewalks, and trails.
4.2	Residential neighborhoods shall include neighborhood focal points such as schools, parks, and trails. Neighborhood parks shall be centrally located and easily accessible, where appropriate.	Yes	The project is part of a residential neighborhood, and connects to schools, trails, and parks via the roadway, sidewalk, and trail network.
4.3	Residential neighborhoods that are directly adjacent to open space shall provide at least two defined points of pedestrian access into the open space area.	Yes	Two defined points of access to adjacent open space is provided.
4.4	Provide a variety of housing opportunities for residents to participate in the home-ownership market.	Yes	The project contains housing types within the allowable density range of the MLD zoning, which is the zoning for the project site.
4.5	All multi-family high density residential sites shall provide on-site recreational amenities for its residents, unless directly adjacent to a park site.	n/a	The project does not include multi-family, high-density residential uses.

Mangini Ranch Phase 1C 4-Pack: Applicant's FPASP Policy Consistency Analysis

FPASP Policy No.	FPASP Policy Description	Map Consistent	Remarks
4.6	As established by the FPASP, the total number of dwelling units for the Plan Area is 11,461 and the total commercial square footage is 2,788,8441. The number of units within individual residential land use parcels may vary, so long as the number of dwelling units falls within the allowable density range for a particular land use designation. For purposes of CEQA compliance for discretionary projects, the combination of the total maximum number of residential units and commercial square footage analyzed in the Folsom Plan Area Specific Plan Environmental Report/Environmental Impact Statement (SCH#200092051) shall not be exceeded without requiring further CEQA compliance.	Yes	The project does not exceed the total number of dwelling units for the Plan Area and does not include commercial uses.
4.6A	A maximum of 937 low, medium and high density residential dwelling units are allowed only in the three General Commercial (SP-GC) parcels and the Regional Commercial (SP-RC) parcel located at the intersection of East Bidwell Street and Alder Creek Parkway. No more and no less than 377 high density residential dwelling units on a minimum of 15.7 acres shall be provided on these parcels. Other than the SP-RC and three SP-GC parcels specifically identified herein, this policy 4.6A shall not apply to any other Plan Area SP-RC or SP-GC parcels.	n/a	The project is not located at the intersection of East Bidwell Street and Alder Creek Parkway.
4.7	Transfer of dwelling units is permitted between residential parcels, or the residential component of SP-RC and SP-GC parcels, as long as 1) the maximum density within each land use designation is not exceeded, unless the land use designation is revised by a specific plan amendment, and 2) the total number of Plan Area dwelling units does not exceed 11,461.	n/a	The Project does not include a proposed transfer of dwelling units.
4.8	Each new residential development shall be designed with a system of local streets, collector streets, and access to an arterial road that protects the residents from through traffic.	Yes	The project has a heircharial street layout to provide an efficient circulation system consistent with the Specific Plan.

Mangini Ranch Phase 1C 4-Pack: Applicant's FPASP Policy Consistency Analysis

FPASP Policy No.	FPASP Policy Description	Map Consistent	Remarks
4.9	Subdivisions of 200 dwellings units or more not immediately adjacent to a neighborhood or community park are encouraged to develop one or more local parks as needed to provide convenient resident access to children's play areas, picnic areas and unprogrammed open turf area. If provided, these local parks shall be maintained by a landscape and lighting district or homeowner's association and shall not receive or provide substitute park land dedication credit for parks required by the FPASP.	n/a	The project includes 100 residential lots, and thus, this policy is not applicable to the Project. Additionally, the Project does provide two points of access to the public trail system on adjacent open space, which connects to nearby parks.
<i>Commercial Policies</i>			
4.10	The mixed-use town center should contain unique retail, entertainment and service-based establishments, as well as public gathering spaces.	n/a	The Project does not propose any mixed-use development. Therefore the policy does not apply to the project.
4.11	The mixed-use neighborhood center should contain retail and service-based establishments that are intended to serve the immediate area in which it is located.	n/a	The Project does not propose any mixed-use development. Therefore the policy does not apply to the project.
4.12	Commercial and office areas should be accessible via public transit routes, where feasible.	n/a	The Project does not propose any commercial development. Therefore the policy does not apply to the project.
4.13	The Plan Area land use plan should include commercial, light industrial/office park and public/quasipublic land uses in order to create employment.	n/a	The Project does not propose any commercial development. Therefore the policy does not apply to the project.
4.14	The transfer of commercial intensity is permitted as provided in Section 13.3 - Administrative Procedures.	n/a	The Project does not propose any commercial development. Therefore the policy does not apply to the project.
<i>Open Space Policies</i>			

Mangini Ranch Phase 1C 4-Pack: Applicant's FPASP Policy Consistency Analysis

FPASP Policy No.	FPASP Policy Description	Map Consistent	Remarks
4.15	Thirty percent (30%) of the Plan Area shall be preserved and maintained as natural open space, consistent with Article 7.08.C of the Folsom City Charter.	Yes	The project will not reduce the amount of preserved natural open space.
4.16	The open space land use designation shall provide for the permanent protection of preserved wetlands.	n/a	The project does not include open space land uses. Therefore the policy does not apply to the project.

Mangini Ranch Phase 1C 4-Pack: Applicant's FPASP Policy Consistency Analysis

FPASP Policy No.	FPASP Policy Description	Map Consistent	Remarks
<i>Parks Policies</i>			
4.17	Land shall be reserved for parks as shown in Figure 4.3 – Specific Plan Land Use Designations and Table 4.2 – Land Use Summary. On future tentative subdivision maps or planned development applications, park sites shall be within 1/8 of a mile of the locations shown in Figure 4.3 – Specific Plan Land Use Designations. Park sites adjacent to school sites should remain adjacent to schools to provide for joint use opportunities with the Folsom-Cordova Unified School District. Park sites adjacent to open space shall remain adjacent to open space to provide staging areas and access points to the open space for the public.	n/a	No park sites are proposed, and no proposed park sites will be altered by the project. Therefore the policy does not apply to the project.
4.18	Sufficient land shall be dedicated for parks to meet the City of Folsom requirement (General Plan Policy 35.8) of 5-acres of parks for every 1,000 residents.	Yes	The project does not reduce the land to be dedicated for parks.
4.19	Parks shall be located throughout the Plan Area and linked to residential neighborhoods via sidewalks, bike paths and trails, where appropriate. During the review of tentative maps or planned development applications, the city shall verify that parks are provided in the appropriate locations and that they are accessible to resident via sidewalks, bike paths and trails.	Yes	Nearby parks will be accessible by all residents in the project via sidewalks and public trails.
4.20	Elementary school sites shall be co-located with parks to encourage joint-use of parks where feasible.	n/a	The project does not propose school or park uses. Therefore the policy does not apply to the project.

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FPASP Policy No.	FPASP Policy Description	Map Consistent	Remarks
<i>Public/Quasi-Public Policies</i>			
4.21	Land shall be reserved for public services and facilities, as required by the City of Folsom. Public services and facilities sites shall be in the general locations as shown in Figure 4.3 – Specific Plan Land Use Designations.	Yes	The infrastructure needed to serve the Project area is consistent with the adopted Specific Plan and the updated infrastructure plans.
4.22	Land shall be reserved for schools as required by the City of Folsom and the Folsom Cordova Unified School District in accordance with state law. School sites shall be in the general locations shown in Figure 4.3 – Specific Plan Land Use Designations and have comparable acreages as established in Table 4.2 – Land Use Summary.	Yes	The project would not alter the location of proposed school sites.
4.23	Elementary school sites shall be co-located with parks to encourage joint-use of parks.	n/a	The project does not propose school or park uses. Therefore the policy does not apply to the project.
4.24	All Public/Quasi-Public sites shown in Figure 4.3 – Specific Plan Land Use Designations may be relocated or abandoned as a minor administrative modification of the FPASP. The land use designation of the vacated site or sites will revert to the lowest density adjacent residential land use. In no event shall the maximum number of Plan Area dwelling units exceed 11,461 and the total commercial building area exceed 2,788,884 square feet ² . For purposes of CEQA compliance for discretionary projects, the combination of the total maximum number of residential units and commercial square footage analyzed in the Folsom Plan Area Specific Plan Environmental Impact Report/Environmental Impact Statement (SCH#200809205) shall not be exceeded without requiring further CEQA compliance.	Yes	The project would not alter the location of proposed public/quasi-public sites.

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FPASP Policy No.	FPASP Policy Description	Map Consistent	Remarks
Section 5 - Housing Strategies			
City of Folsom General Plan Housing Element Policies Incorporated in the FPASP			
H-1.1	The city shall ensure that sufficient land is designated and zoned in a range of residential densities to accommodate the city's regional share of housing.	n/a	This policy directs the City in its decision-making and planning processes. The project proposes residential land uses that comply with the existing zoning and land use designation at the project site.
H-1.2	The city shall endeavor to designate future sites for higher density housing near transit stops, commercial services, and schools where appropriate and feasible.	n/a	This policy directs the City in its decision-making and planning processes. The project proposes residential land uses that comply with the existing zoning and land use designation at the project site.
H-1.3	The city shall encourage home builders to develop their projects on multi-family designated land at the high end of the applicable density range.	n/a	This policy directs the City in its decision-making and planning processes. The project proposes a density of 9.3 units per acre, which is within the applicable range of 7-12 units per acre.
H-1.4	The City shall support and facilitate the development of second units on single-family designated and zoned parcels.	n/a	This policy directs the City in its decision-making and planning processes. The project site is zoned MLD.
H-1.6	The city shall ensure that new development pays its fair share in financing public facilities and services and pursues financial assistance techniques to reduce the cost impact on the production of affordable housing.	n/a	This policy directs the City in its decision-making and planning processes. The project will comply with all mitigation measures in the FPASP EIR and Addendums. See MMRP.

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FPASP Policy No.	FPASP Policy Description	Map Consistent	Remarks
H-1.8	The city shall strive to create additional opportunities for mixed-use and transit oriented development.	n/a	This policy directs the City in its decision-making and planning processes.
H-3.1	The city shall encourage residential projects affordable to a mix of household incomes and disperse affordable housing projects throughout the city to achieve a balance of housing in all neighborhoods and communities.	n/a	This policy directs the City in its decision-making and planning processes. The Project proposes residential development within the overall mix of household incomes.
H-3.2	The city shall continue to use federal and state subsidies, as well as inclusionary housing in-lieu fees, affordable housing impact fees on non-residential development, and other fees collected into the Housing Trust Fund in a cost-efficient manner to meet the needs of lower-income households, including extremely low-income households.	n/a	This policy directs the City in its decision-making and planning processes. The Project proposes residential development.
H-3.3	The city shall continue to make density bonuses available to affordable and senior housing projects, consistent with State law and Chapter 17.102 of the Folsom Municipal Code.	n/a	This policy directs the City in its decision-making and planning processes. The Project does not seek a density bonus.
H-3.4	Where appropriate, the city shall use development agreements to assist housing developers in complying with city affordable housing goals.	n/a	This policy directs the City in its decision-making and planning processes. The Project is subject to the Amended and Revised Development Agreement.
H-3.5	The city shall make incentives available to property owners with existing development agreements to encourage the development of affordable housing.	n/a	This policy directs the City in its decision-making and planning processes. The Project is subject to the Amended and Restated Development Agreement.
H-5.2	The city shall encourage housing for seniors and persons with disabilities to be located near public transportation, shopping, medical, and other essential services and facilities.	n/a	This policy directs the City in its decision-making and planning processes. The project does not propose housing for seniors or persons with disabilities.

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FPASP Policy No.	FPASP Policy Description	Map Consistent	Remarks
H-5.4	The city shall encourage private efforts to remove physical barriers and improve accessibility for housing units and residential neighborhoods to meet the needs of person with disabilities.	n/a	This policy directs the City in its decision-making and planning processes. The Project complies with the Folsom Ranch, Central District Design Gu delines and City standards for residential neighborhoods.
H-5.7	The city shall continue to provide zoning to accommodate future need for facilities to serve city residents in need of emergency shelter.	n/a	This policy directs the City in its decision-making and planning processes.
H-5.10	The city shall encourage developers to include spaces in proposed buildings or sites on which child care facilities could be developed or leased by a child care operator.	n/a	This policy directs the City in its decision-making and planning processes. The Project does not propose non-residential uses.
H-6.2	The city shall assist in the enforcement of fair housing laws by providing information and referrals to organizations that can receive and investigate fair housing allegations, monitor compliance with fair housing laws, and refer possible violations to enforcing agencies.	n/a	This policy directs the City in its decision-making and planning processes.
H-7.1	The city shall continue to implement state energy-efficient standards to new residential development.	n/a	This policy directs the City in its decision-making and planning processes.
H-7.2	The city shall include energy conservation guidelines as part of the development standards for the specific plan area.	n/a	This policy directs the City in its decision-making and planning processes.
H-7.3	The city shall reduce residential cooling needs associated with the urban heat island effect.	n/a	This policy directs the City in its decision-making and planning processes.
H-7.4	The city shall promote an increase in the energy efficiency of new and existing housing beyond minimum state requirements.	n/a	This policy directs the City in its decision-making and planning processes.

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FPASP Policy No.	FPASP Policy Description	Map Consistent	Remarks
H-7.5	The city shall encourage the increased use of renewable energy.	n/a	This policy directs the City in its decision-making and planning processes.
H-7.6	The city shall encourage "smart growth" that accommodates higher density residential uses near transit, bicycle and pedestrian friendly areas of the city that encourage and facilitate the conservation of resources by reducing the need for automobile use.	n/a	This policy directs the City in its decision-making and planning processes. East Bidwell Street is part of the FPASP transit corridor.
Section 7 - Circulation			
<i>Circulation Policies</i>			
7.1	The roadway network in the Plan Area shall be organized in a grid-like pattern of streets and blocks, except where topography and natural features make it infeasible, for the majority of the Plan Area in order to create neighborhoods that encourage walking, biking, public transit and other alternative modes of transportation.	Yes	Topography and natural features make grid layout infeasible, but the proposed roadway connects future residents of the project to adjacent school, park, open space, and commercial uses. East Bidwell Street is part of the FPASP transit corridor.
7.2	Circulation within the Plan Area shall be ADA accessible and minimize barriers to access by pedestrians, the disabled, seniors and bicyclists. Physical barriers such as walls, berms, and landscaping that separate residential and nonresidential uses and impede bicycle or pedestrian access or circulation shall be minimized.	Yes	The Project complies with the Folsom Ranch, Central District Design Guidelines and City standards for residential neighborhoods.
7.3	The Plan Area shall apply for permanent membership in the 50 Corridor TMA. Funding to be provided by a Community Facilities District or other non-revocable funding mechanism.	n/a	The Project does not effect the Plan Area's permanent membership in the 50 Corridor TMA.
7.4	Submit a General Plan Amendment to the city to modify General Plan Policy 17.17 regarding Traffic Level of Service 'C'. This level of service may not be achieved throughout the entire Plan Area at buildout.	n/a	The applicable Level of Service under the General Plan is 'D.' The streets are designed to meet traffic requirements and are consistent with the Specific Plan.

Mangini Ranch Phase 1C 4-Pack: Applicant's FPASP Policy Consistency Analysis

FPASP Policy No.	FPASP Policy Description	Map Consistent	Remarks
<i>Roadway Classification Policies</i>			
7.5	A framework of arterial and collector roadways shall be developed that accommodate Plan Area traffic while accommodating through-traffic demands to adjoining city areas.	n/a	Project street layout is consistent with the Specific Plan.
7.6	Major and minor arterials, collectors, and minor collectors shall be provided with sidewalks that safely separate pedestrians from vehicular traffic and class II bicycle lanes that encourage transportation choices within the Plan Area.	n/a	Mangini Parkway and Savannah Parkway have separated sidewalks from the street to enhance pedestrian design.
7.7	Traffic calming measures shall be utilized, where appropriate, to minimize neighborhood cut-through traffic and excessive speeds in residential neighborhoods. Roundabouts and traffic circles shall be considered on low volume neighborhood streets as an alternative to four-way stops or where traffic signals will be required at project build-out. Traffic calming features included in the City of Folsom's Neighborhood Traffic Management Program Guidelines (NTMP) may also be utilized in the Plan Area.	Yes	The street system has been designed to discourage traffic through the neighborhood.
7.8	Roadway improvements shall be constructed to coincide with the demands of new development, as required to satisfy city minimum level of service standards.	Yes	The streets are designed to meet traffic requirements and are consistent with the Specific Plan.
<i>Public Transit Policies</i>			
7.8A	<p>Concurrent with development of the SP-RC and SP-GC parcels located at the intersection of East Bidwell Street and Alder Creek Parkway, the following roadway improvements will be constructed:</p> <ul style="list-style-type: none"> • Alder Creek Parkway from Prairie City Road to East Bidwell Street. • East Bidwell Street from White Rock Road to U.S. Highway 50. • Rowberry Road (including the over-crossing of U.S. Highway 50). <p>The timing, extent of improvements and interim improvements shall be predicated on the extent and type of development proposed for the above referenced parcels</p>	n/a	The project is not located at the intersection of East Bidwell Street and Alder Creek Parkway. Therefore the policy does not apply to the project.

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FPASP Policy No.	FPASP Policy Description	Map Consistent	Remarks
7.9	Public transportation opportunities to, from, and within the Plan Area shall be coordinated with the City Public Works Transit Division and the Sacramento Regional Transit District (RT). Regional and local fixed and circulator bus routes through the Plan Area shall be an integral part of the overall circulation network to guarantee public transportation service to major destinations for employment, shopping, public institutions, multi-family housing and other land uses likely to attract public transit use.	Yes	The project is consistent with the adopted Specific Plan, which addresses public transportation opportunities.
7.10	Consistent with the most recent update of the RT master plan and the Plan Area Master Transit Plan, a transit corridor shall be provided through the Plan Area for future regional 'Hi-Bus's service (refer to Figure 7.29 and the FPASP Transit Master Plan). Sufficient right-of-way shall be dedicated for the transit corridor as described in Section 7.3 and Figures 7.2, 7.3, 7.14 & 7.15.	Yes	The project is consistent with the adopted Specific Plan, which addresses public transportation opportunities.
7.11	Future transit bus stops and associated amenities shall be placed at key locations in the Plan Area according to the recommendation of the FPASP Transit Master Plan.	Yes	The project is consistent with the adopted Specific Plan, which addresses public transportation opportunities.
7.12	Provide interim park-and-ride facilities for public transit use as shown in the FPASP Transit Master Plan.	Yes	The project is consistent with the adopted Specific Plan, which addresses public transportation opportunities.
7.13	The City of Folsom shall participate with the El Dorado County Transportation Commission in an update of the "Folsom El Dorado Corridor Transit Strategy Final Report dated December 2005. The update shall include the Plan Area and Sacramento County.	n/a	This policy directs the City in its decision-making and planning processes. Therefore the policy does not apply to the project.
7.14	The City of Folsom shall participate with the Sacramento Area Council of Government in a revision of the City of Folsom Short-Range Transit Plan Update Final Report, dated September 2005. The update shall include the Plan Area.	n/a	This policy directs the City in its decision-making and planning processes. Therefore the policy does not apply to the project.

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FPASP Policy No.	FPASP Policy Description	Map Consistent	Remarks
7.15	The Sacramento Regional Transit District (RT) "A Guide to Transit Oriented Development (TOD)" shall be used as a design guideline for subsequent project level approvals for all projects along the Plan Area transit corridor.	Yes	The guideline was used in the preparation of the Specific Plan. The project is consistent with the Specific Plan.

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FPASP Policy No.	FPASP Policy Description	Map Consistent	Remarks
<i>Sidewalks, Trails and Bikeway Policies</i>			
7.16	A system of sidewalks, trails, and bikeways shall internally link all land uses and connect to all existing or planned external street and trail facilities contiguous with the Plan Area to provide safe routes of travel for pedestrians and bicyclists as depicted in Figure 7.32 and as indicated on the applicable roadway sections. Pedestrian and bicycle facilities shall be designed in accordance with City design standards, including the latest version of the Bikeway Master Plan, the FPASP and the FPASP Community Design Guidelines.	Yes	The project includes sidewalks that are consistent with the adopted Specific Plan and City standards.
7.17	Public accessibility to open space and scenic areas within the Plan Area shall be provided via roadway, sidewalks, trail and bikeway connections, where appropriate.	Yes	Access to nearby open space areas is provided via roadways, sidewalks, and trails.
7.18	Traffic calming measures and signage shall be used to enhance the safety of sidewalk, trail and bikeway crossings of arterial and collector streets.	n/a	The project does not include sidewalk, trail, or bikeway crossings of arterial or collector streets.
7.19	Class I bike path and trail crossings of Alder Creek and intermittent drainages channels shall be minimized and located and designed to cause the least amount of disturbance to the creek environment.	n/a	Alder Creek is not located in this phase. Therefore the policy does not apply to the project.
7.20	Per state and federal programs, safe routes to schools shall be identified and signed.	Yes	The proposed project connects to the separated sidewalk along Mangini Parkway, which serves as the Safe Route to School. Signage shall be identified in the improvements plans.
7.21	All Plan Area land uses shall be located within approximately 1/2 mile of a Class I bike path or a Class II bike lane.	Yes	The project is within 1/2 mile of Mangini Parkway, which will be developed with class II bike lanes as part of the planned Bicycle network.

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FPASP Policy No.	FPASP Policy Description	Map Consistent	Remarks
7.22	Site design and building placement shall minimize barriers to pedestrian access and interconnectivity. Physical barriers such as walls, berms, landscaping and slopes between residential and non-residential land uses that unnecessarily impede bicycle or pedestrian circulation shall be minimized. Clearly marked shaded paths shall be provided through commercial and mixed use parking lots.	n/a	The Project does not include commercial or mixed use development and complies with the Folsom Ranch, Central District Design Guidelines and City standards for residential neighborhoods.
7.23	Adequate short and long term bicycle parking shall be provided for all Plan Area land uses (except for single-family and single-family high density residential uses) as specified in Table A.14.	Yes	The project includes adequate bicycle parking, as specified in Table A.14.
Section 8 - Open Space			
8.1	Open Space areas shall be created throughout the entirety of the Plan Area.	n/a	The project does not include open space uses. Therefore the policy does not apply to the project.
8.2	Create a preserve open space zone that will include all of the preserved wetlands and required buffers that are under the jurisdiction of the U.S. Army Corp of Engineers (USACE).	n/a	The project does not include open space uses. Therefore the policy does not apply to the project.
8.3	Create a passive open space zone that may contain limited recreation uses and facilities, storm water quality detention basins, water quality structures, wetland and tree mitigation areas and limited public utilities.	n/a	The project does not include open space uses. Therefore the policy does not apply to the project.
8.4	Where feasible, locate schools and parks adjacent or near to open space.	n/a	The project does not include school or park uses. Therefore the policy does not apply to the project.
8.5	Open space areas shall incorporate sensitive Plan Area natural resources, including oak woodlands, Alder Creek and its tributaries, hillside areas, cultural resources, and tributaries of Carson, Buffalo and Coyote Creeks within the boundaries of the Plan Area.	n/a	The project does not include open space uses. Therefore the policy does not apply to the project.

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FPASP Policy No.	FPASP Policy Description	Map Consistent	Remarks
8.6	Open space improvements shall comply with City of Folsom General Plan Policy 27.1 and the Americans with Disabilities Act (ADA) standards.	n/a	The project does not include open space uses. Therefore the policy does not apply to the project.
8.7	Natural parkways, thirty-feet (30') in width or larger, shall be considered part of the required thirty percent (30%) Plan Area natural open space provided the following minimum criteria is met: 8.7a: They include a paved path or trail. 8.7.b: They have the ability to be utilized for tree mitigation plantings or other appropriate mitigation measures and; 8.7.c: They are planted primarily with California central valley and foothills native plants as described in the most current edition of River-Friendly Landscape Guidelines.	n/a	No natural parkways are proposed in the project area. Therefore the policy does not apply to the project.
8.8	Locate Class I bicycle paths and paved and unpaved trails throughout the open space.	n/a	The project does not include open space uses. Therefore the policy does not apply to the project.
8.9	Carefully site infrastructure, including roads, wastewater and water facilities, trailheads, equestrian trails and the like to minimize impact to the oak woodlands, Alder Creek and its tributaries, hillside areas, cultural resources and intermittent tributaries of Carson, Buffalo and Coyote Creeks within the boundaries of the Plan Area.	Yes	No cultural resources identified to be preserved, oak woodlands/trees, or hillsides are present in the project. The project has been designed to avoid the wetland areas to the extent feasible.
8.10	Provide the opportunity for educational programs that highlight the value of the various natural features of the Plan Area.	n/a	The project does not include open space uses. Therefore the policy does not apply to the project.
8.11	All open space improvements, including erosion control planting and landscaping, within the 200-year flood plain shall be designed to withstand inundation during a 200-year flood event.	n/a	The project does not include open space uses. Therefore the policy does not apply to the project.

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FPASP Policy No.	FPASP Policy Description	Map Consistent	Remarks
8.12	All open space improvements, including erosion control planting and landscaping adjacent to Alder Creek and its tributaries shall be consistent with Section 10.2.6 - Alder Creek & Floodplain Protection.	n/a	Alder Creek is not located in this phase. Therefore the policy does not apply to the project.
8.13	The FASP Open Space Management Plan shall describe the ownership, funding, and maintenance of open space areas.	n/a	The project does not propose open space uses. Therefore the policy does not apply to the project.
8.14	The FPASP Community Design Guidelines shall include recommendations for the design of natural parkways and other passive open space recreation facilities, storm water quality detention basins, water quality structures, wetland and tree mitigation areas, and public utilities.	n/a	The document submitted to the City contains this information. Therefore the policy does not apply to the project.
8.15	All entitlements within the FPASP shall be reviewed to ensure that thirty percent (30%) of the Plan Area is maintained as natural open space to preserve oak woodlands and sensitive habitat areas.	Yes	The project does not reduce the amount of open space in the Plan Area.
Section 9 - Parks			
9.1	To promote walking and cycling, community and neighborhood parks shall be connected to the pedestrian and bicycle network.	Yes	The project's sidewalks and bike routes are consistent with the connected pedestrian network in the Specific Plan.
9.2	Park designs shall accommodate a variety of active and passive recreational facilities and activities that meet the needs of Plan Area residents of all ages, abilities and special interest groups, including the disabled.	n/a	The project does not propose park uses. Therefore the policy does not apply to the project.
9.3	Neighborhood parks shall feature active recreational uses as a priority and provide field lighting for nighttime sports uses and other activities as deemed appropriate by the City of Folsom Parks and Recreation Department.	n/a	The project does not propose park uses. Therefore the policy does not apply to the project.
9.4	The sports facilities listed in Table 9.1 are suggested facilities for inclusion in community, neighborhood and local parks. The City may amend Table 9.1 as City needs change without amending the FPASP.	n/a	The project does not propose park uses. Therefore the policy does not apply to the project.
9.5	All park master plans shall include a lighting plan and all park lighting fixtures shall be shielded and energy efficient.	n/a	The project does not propose park uses. Therefore the policy does not apply to the project.

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FPASP Policy No.	FPASP Policy Description	Map Consistent	Remarks
9.6	Parks shall be designed and landscaped to provide shade, easy maintenance, water efficiency, and to accommodate a variety of recreational uses. Park improvements will comply with Folsom Municipal Code Chapter 13.26 Water Conservation and all applicable mitigations measures set forth in the FPASP EIR/EIS.	n/a	The project does not propose park uses. Therefore the policy does not apply to the project.
9.7	Park furniture and structures shall be selected based on durability, vandal resistance and long term maintenance, as approved by the City.	n/a	The project does not propose park uses. Therefore the policy does not apply to the project.
9.8	Public art is encouraged in parks where appropriate and feasible in compliance with the City's Arts and Culture Master Plan.	n/a	The project does not propose park uses. Therefore the policy does not apply to the project.
9.9	Easements and designated open space shall not be credited as parkland acreage. These areas may be used for park activities, but not to satisfy Quimby park land dedication requirements.	n/a	The project Therefore the policy does not apply to the project. The Proeject does not propose park uses.
9.10	Placement of stand alone cell towers or antennae in parks in strongly discouraged. Cell towers or antennae are permitted to be located on sports field lighting poles with a use permit.	n/a	Cell towers are not proposed with this application. Therefore the policy does not apply to the project.
9.11	All parks shall be sited and designed with special attention to safety and visibility. Park designs shall follow the use restrictions as outlined in the Folsom Municipal Code Chapter 9.68: Use of Park Facilities. The Parks and Recreation Commission shall review all park master development plans and make recommendations to the City Council for approval.	n/a	The project does not propose park uses. Therefore the policy does not apply to the project.
9.12	A Parks Master Plan shall be prepared for the Plan Area.	n/a	This policy affects the City and does not apply to individual developers.

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FPASP Policy No.	FPASP Policy Description	Map Consistent	Remarks
9.13	If the existing slope of a park site shown on Figure 9.1 exceeds five percent, the site shall be rough graded by owner/developer/builder dedicating the park land in accordance with grading plans approved by the City of Folsom Parks and Recreation Department. The cost to grade sites may be credited against park impact fees subject to city approval.	n/a	The project does not propose park uses. Therefore the policy does not apply to the project.
9.14	Park land dedications are net areas in acres and exclude easements, wetlands, public rights-of-way and steep slopes or structures.	n/a	The project does not propose park uses. Therefore the policy does not apply to the project.
Section 10 - Resource Management & Sustainable Design			
<i>Wetland Policies</i>			
10.1	Delineated wetlands shall be preserved to the greatest extent possible within open space areas and corridors, or otherwise provided for in protected areas.	Yes	Wetland permit has been issued for the project.
10.2	Where preservation is not feasible, mitigation measures shall be carried out as specified in the FPASP EIR/EIS.	Yes	Wetland permit has been issued for the project.

Mangini Ranch Phase 1C 4-Pack: Applicant's FPASP Policy Consistency Analysis

FPASP Policy No.	FPASP Policy Description	Map Consistent	Remarks
10.3	Water quality certification based on Section 401 of the Clean Water Act shall be obtained before issuance of the Section 404 permit.	Yes	A water quality certification was issued.
10.4	<p>Construction, maintenance, and monitoring of compensation wetlands shall be in accordance with requirements of the USACE, pursuant to the issuance of a Section 404 permit. Compensation wetlands may consist of one of the following:</p> <p>10.4a: Constructed wetlands within designated open space areas or corridors in the Plan Area;</p> <p>10.4b: Wetland credits purchased from a mitigation bank; and /or;</p> <p>10.4c: The purchase of land at an off-site location to preserve or construct mitigation wetlands.</p> <p>To ensure successful compensation wetlands, wetland feasibility studies shall be carried out in conjunction with request for permits from regulatory agencies prior to any construction.</p>	Yes	Wetland permit has been issued for the project.
10.5	As part of the Section 404 permitting process, the project applicants shall prepare a wetland mitigation and monitoring plan (MMP). The plan shall include detailed information on the habitats present within the preservation and mitigation areas, the long-term management and monitoring of these habitats, legal protection for the preservation and mitigation areas (e.g., conservation easement, declaration of restrictions), and funding mechanism information (e.g., endowment). The plan shall identify participation within mitigation banks.	Yes	Wetland permit has been issued for the project.
10.6	Maintenance and monitoring of all compensation wetlands, whether constructed or purchased, shall be carried out by an approved monitoring agency or organization, and shall be in accordance with all federal, state, and local regulations. Monitoring shall continue for a minimum of 5 years from completion of mitigation or until performance standards have been met, whichever is longer	Yes	Wetland permit has been issued for the project.

Mangini Ranch Phase 1C 4-Pack: Applicant's FPASP Policy Consistency Analysis

FPASP Policy No.	FPASP Policy Description	Map Consistent	Remarks
10.7	Special status vernal pool invertebrates shall be protected as required by State and federal regulatory agencies. Where protection is not feasible, vernal pool invertebrates shall be mitigated per the wetland mitigation and monitoring plan.	Yes	No special status species were identified in the project area and any impacts to offsite areas are covered by the Biological Opinion.
<i>Wildlife Policies</i>			
10.8	Tricolored blackbird nesting colony habitat, if any, shall be protected as required by State and federal regulatory agencies.	Yes	The Project will comply with mitigation measures in the FPASP EIR, including conducting preconstruction surveys. See MMRP.
10.9	A Swainson's Hawk mitigation plan shall be prepared to avoid loss of nesting areas if applicable.	Yes	It is the applicant's understanding that the City will soon approve a Swainson's Hawk Mitigation Plan. The project will comply with all relevant mitigation measures in this plan.
10.10	An incidental take permit shall be obtained to avoid impacts on the Valley Elderberry Longhorn Beetle (VELB), unless delisting has occurred.	Yes	The Project will comply with mitigation measures in the FPASP EIR. See MMRP. No Valley Elderberry Longhorn Beetle (VELB) were identified on the proposed project site.
10.11	Special-status bat roosts shall be protected as required by State and federal regulatory agencies.	Yes	The Project will comply with mitigation measures in the FPASP EIR, including conducting preconstruction surveys. See MMRP.
10.12	The Sacramento-Yolo Mosquito and Vector Control District will provide year-round mosquito and vector control in accordance with state regulations and its Mosquito Management Plan.	n/a	This policy applies to the Sacramento-Yolo Mosquito and Vector Control District. Therefore the policy does not apply to the project.

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FPASP Policy No.	FPASP Policy Description	Map Consistent	Remarks
<i>Oak Woodlands & Isolated Oak Tree Policies</i>			
10.13	Preserve and protect in perpetuity approximately 399-acres of existing oak woodlands.	n/a	The proposed project does not have any oak woodlands or oak tree canopy to be preserved. Therefore the policy does not apply to the project.
10.14	The details of ownership, long term maintenance and monitoring of the preserved and mitigated oak woodlands and isolated oak tree canopy shall be specified in the FPASP Open Space Management Plan approved concurrently with the FPASP.	n/a	The proposed project does not have any oak woodlands or oak tree canopy to be preserved. Therefore the policy does not apply to the project.

Mangini Ranch Phase 1C 4-Pack: Applicant's FPASP Policy Consistency Analysis

FPASP Policy No.	FPASP Policy Description	Map Consistent	Remarks																								
10.15	<p>Oak trees included in residential and non-residential development parcel impacted oak woodlands are encouraged to be preserved wherever practical, provided preservation does not:</p> <p>a) Cause a reduction in the number of lots or a significant reduction in the size of residential lots.</p> <p>b) Require mass grading that eliminates level pads or requires specialized foundations.</p> <p>c) Require the use of retaining wall or extended earthen slopes greater than 4 feet in height, as measured from the bottom of the footing to the top of the retaining wall.</p> <p>d) Require the preservation of any trees certified by an arborist to be dead or in poor or hazardous or non-correctable condition or trees the pose a safety risk to the public.</p> <p>e) Cost more to preserve the tree than to mitigate for its loss, based on the Isolated Oak Tree Mitigation requirements listed below.</p>	n/a	The proposed project does not have any oak woodlands or oak tree canopy to be preserved. Therefore the policy does not apply to the project.																								
10.16	<p>Isolated oak trees in residential and non-residential development parcels shall be rated according to the following national rating system developed by the American Society of Consulting Arborists (ASCA):</p> <table border="1" data-bbox="373 1019 1239 1331"> <thead> <tr> <th colspan="3" data-bbox="373 1019 1239 1096">TABLE 10.1 ASCA TREE RATING SYSTEM</th> </tr> <tr> <th data-bbox="373 1096 709 1133">RATING</th> <th data-bbox="709 1096 919 1133">RATING NO.</th> <th data-bbox="919 1096 1239 1133">RATING DESCRIPTION</th> </tr> </thead> <tbody> <tr> <td data-bbox="373 1133 709 1170">Excellent</td> <td data-bbox="709 1133 919 1170">5</td> <td data-bbox="919 1133 1239 1170">No problem(s)</td> </tr> <tr> <td data-bbox="373 1170 709 1208">Good</td> <td data-bbox="709 1170 919 1208">4</td> <td data-bbox="919 1170 1239 1208">No apparent problem(s)</td> </tr> <tr> <td data-bbox="373 1208 709 1245">Fair</td> <td data-bbox="709 1208 919 1245">3</td> <td data-bbox="919 1208 1239 1245">Minor problem(s)</td> </tr> <tr> <td data-bbox="373 1245 709 1282">Poor</td> <td data-bbox="709 1245 919 1282">2</td> <td data-bbox="919 1245 1239 1282">Major problem(s)</td> </tr> <tr> <td data-bbox="373 1282 709 1320">Hazardous or non-correctable</td> <td data-bbox="709 1282 919 1320">1</td> <td data-bbox="919 1282 1239 1320">Extreme problem(s)</td> </tr> <tr> <td data-bbox="373 1320 709 1331">Dead</td> <td data-bbox="709 1320 919 1331">0</td> <td data-bbox="919 1320 1239 1331">Dead</td> </tr> </tbody> </table>	TABLE 10.1 ASCA TREE RATING SYSTEM			RATING	RATING NO.	RATING DESCRIPTION	Excellent	5	No problem(s)	Good	4	No apparent problem(s)	Fair	3	Minor problem(s)	Poor	2	Major problem(s)	Hazardous or non-correctable	1	Extreme problem(s)	Dead	0	Dead	n/a	The proposed project does not have any oak woodlands or oak tree canopy to be preserved. Therefore the policy does not apply to the project.
TABLE 10.1 ASCA TREE RATING SYSTEM																											
RATING	RATING NO.	RATING DESCRIPTION																									
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FPASP Policy No.	FPASP Policy Description	Map Consistent	Remarks
10.17	As part of any small lot tentative subdivision map application submittal, prepare and submit a site map, a tree preservation program and arborist's report and both a canopy survey of oak trees in the development parcel as well as a survey of individual free standing oak trees. The surveys will show trees to be preserved and trees to be removed consistent with the requirements of FMC Chapter 12.16.	n/a	The proposed project does not have any oak woodlands or oak tree canopy to be preserved. Therefore the policy does not apply to the project.
10.18	For small lot tentative subdivision parcels that contain oak trees, a pre-application and conceptual project review is required to ensure that every reasonable and practical effort has been made by the applicant to preserve oak trees. At a minimum, the submittal shall consist of a completed application form, the site map, the tree preservation program, the arborist's report, an aerial photograph of the project site, the oak tree surveys, and a conceptual site plan and grading plan showing road and lot layouts and oak trees to be preserved or removed.	n/a	The proposed project does not contain oak trees. Therefore the policy does not apply to the project.
10.19	Minor administrative modifications to the FPASP development standards, including but not limited to reduced parking requirements, reduced landscape requirement, reduced front and rear yard building setbacks, modified drainage requirements, increased building heights; and variations in lot area, width, depth and site coverage are permitted as part of the Design Review approval process in order to preserve additional oak trees within development parcels.	n/a	The proposed project does not have any oak woodlands or oak tree canopy to be preserved. Therefore the policy does not apply to the project.
10.20	When oak trees are proposed for preservation in a development parcel, ensure their protection during and after construction as outlined in FMC Chapter 12.16 – Tree Preservation. Once an individual residence or commercial building has received an occupancy permit, preserved trees on the property are subject to the requirements of FMC Chapter 12.16 – Tree Preservation.	n/a	The proposed project does not have any oak woodlands or oak tree canopy to be preserved. Therefore the policy does not apply to the project.

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FPASP Policy No.	FPASP Policy Description	Map Consistent	Remarks
<i>Cultural Resources Policies</i>			
10.21	<p>The following shall be prepared prior to extensive grading or excavation:</p> <p>10.21a: Existing archeological reports relevant to the Plan Area shall be reviewed by a qualified archaeologist. fully surveyed, to the extent required, to characterize and record the site. Any</p> <p>10.21c: An Archaeological Resources Report shall be prepared, as appropriate.</p> <p>10.21d: Copies of all records shall be submitted to the appropriate information center in the California Historical Resource Information System (CHRIS).</p>	Yes	The proposed project has completed the archaeological surveys and reports described here and they have been submitted to the California Historical Resource Information System (CHRIS).
10.22	Publicly accessible trails and facilities in open space areas shall be located so as to ensure the integrity and preservation of historical and cultural resources as specified in the FPASP Community Design Guidelines and the Open Space Management Plan.	n/a	The project does not propose open space uses. Therefore the policy does not apply to the project.
10.23	Views toward cultural resources from publicly accessible trails and facilities shall be protected, where appropriate.	n/a	The project proposes connections to trails, but does not propose publicly accessible trails or facilities. Therefore the policy does not apply to the project.
10.24	Interpretive displays near cultural resources shall be unobtrusive and compatible with the visual form of the resources.	n/a	There are no cultural resources that require displays on the project site. Therefore the policy does not apply to the project.
<i>Water Quality Policies</i>			
10.25	Natural drainage courses within the Plan Area along Alder, Carson, Coyote, and Buffalo Creeks and their tributaries shall be preserved as required by state and federal regulatory agencies and incorporated into the overall storm water drainage system.	Yes	The proposed project is consistent with the drainage master plan, including the preservation measures for the referenced drainage features and waterways.

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FPASP Policy No.	FPASP Policy Description	Map Consistent	Remarks
10.26	Trails located within open space corridors and areas shall be designed to include soil erosion control measures to minimize sedimentation of nearby creeks and maintain the natural state of drainage courses.	n/a	The project does not propose trails. Therefore the policy does not apply to the project.
10.27	Public recreational facilities (e.g., picnic areas and trails) located within open space corridors or areas shall be subject to urban storm water best management practices, as defined in Section 10.3 – Sustainable Design.	n/a	The project does not propose open space uses. Therefore the policy does not apply to the project.
10.28	Best management practices shall be incorporated into construction practices to minimize the transfer of water borne particulates and pollutants into the storm water drainage system in conformance with FMC Chapters 8.70 – Stormwater Management & Discharge Control and 14.29 – Grading as well as current NPDES permit requirements and State Water Resources Control Board's Construction General Permit requirements.	Yes	The described BMPs will be incorporated in the notes section for the final improvement plans for the proposed project.
10.29	All mitigation specified in the FPASP EIR/EIS shall be implemented.	Yes	Mitigation Measures will be implemented.
10.30	Preference shall be given to biotechnical or non-structural alternatives, over alternatives involving revetments, bank regrading or installation of stream training structures.	Yes	Project will include measures in improvement plans.
<i>Alder Creek & Floodplain Protection Policies</i>			
10.31	Alder Creek shall be preserved in its natural state, to the extent feasible, to maintain the riparian and wetland habitat adjacent to the creek.	n/a	The proposed project does not impact Alder Creek. Therefore the policy does not apply to the project.
10.32	All improvements and maintenance activity, including creek bank stabilization, adjacent to Alder Creek shall comply with the Clean Water Act Section 404 permits and the Central Valley Flood Protection Act of 2008 (SB 5).	n/a	The proposed project does not impact Alder Creek. Therefore the policy does not apply to the project.
10.33	Bank stabilization and other erosion control measure shall have a natural appearance, wherever feasible. The use of biotechnical stabilization methods is required within Alder Creek where it is technically suitable can be used instead of mechanical stabilization.	n/a	The proposed project does not impact Alder Creek. Therefore the policy does not apply to the project.

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FPASP Policy No.	FPASP Policy Description	Map Consistent	Remarks
10.34	New drainage outfalls within or near Alder Creek, or improvements to existing outfalls, shall be designed and constructed utilizing low impact development (LID) practices in conformance with the most current National Pollutant Discharge Elimination (NPDE) regulations. Consistent with these practices, storm water collection shall be decentralized, its quality improved and its peak flow contained in detention facilities that will slowly release it back into the creek drainage outfalls and improvements shall be unobtrusive and natural in appearance (refer to Section 12.6 - Stormwater).	n/a	The proposed project does not impact Alder Creek. Therefore the policy does not apply to the project.
10.35	All Plan Area development projects shall avoid encroaching on the Alder Creek 200-year flood plain to ensure that no adverse alterations to the creek or the floodplain occur where practical. However, in the event encroachment is unavoidable, construction shall comply with the FPASP EIR/EIS mitigation measures, and all relevant provisions of the Central Valley Flood Protection Plan and FMC Chapter 14.23 – Flood Damage Prevention.	n/a	The proposed project does not impact Alder Creek. Therefore the policy does not apply to the project.
10.36	Plan Area streets that cross Alder Creek may be grade-separated from the creek to allow uninterrupted passage of wildlife and trail users. Adequate vertical clearance shall be provided under all such street crossings to allow safe, visible bicycle, pedestrian and equestrian travel. Any streets that cross Alder Creek and are grade-separated shall follow the standards established in FMC Chapter 10.28 – Bridges.	n/a	The proposed project does not impact Alder Creek. Therefore the policy does not apply to the project.
10.37	Emergency vehicle access along Alder Creek may be provided on Class I bike paths and/or separately designated emergency access roads (refer to Figure 7.29).	n/a	The proposed project does not impact Alder Creek. Therefore the policy does not apply to the project.
10.38	All lighting adjacent to Alder Creek shall be limited to bridges, underpasses, trailheads, public facilities and for other public safety purposes. Lighting fixtures shall be fully shielded and energy efficient.	n/a	The proposed project does not impact Alder Creek. Therefore the policy does not apply to the project.

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FPASP Policy No.	FPASP Policy Description	Map Consistent	Remarks
10.39	Class I bike paths and other paved and unpaved trails may be constructed near Alder Creek in the SP-OS2 passive open space zone consistent with the FPASP Community Design Guidelines.	n/a	The proposed project does not impact Alder Creek. Therefore the policy does not apply to the project.
10.40	Public access points shall be located in areas where they have the least impact to the Alder Creek environment and designed to avoid sensitive plant wildlife habitat areas.	n/a	The proposed project does not impact Alder Creek. Therefore the policy does not apply to the project.
10.41	Re-vegetation and new planting along Alder Creek shall use California central valley and foothills native plants as described in the most current edition of River-Friendly Landscape Guidelines.	n/a	The proposed project does not impact Alder Creek. Therefore the policy does not apply to the project.
10.42	Adhere to the recommendations and policies of the Alder Creek Watershed Management Action Plan where feasible.	n/a	The proposed project does not impact Alder Creek. Therefore the policy does not apply to the project.
<i>Air Quality Policies</i>			
10.43	An Operational Air Quality Mitigation Plan has been prepared and approved by the Sacramento Metropolitan Air Quality Management District based on the District's CEQA guidelines dated July 2004. As required by LAFCO Resolution 1195 (dated 6 June 2001) the plan achieves a 35% reduction in potential emissions than could occur without a mitigation program.	Yes	The proposed project will comply with all applicable air quality mitigation measures.
10.44	The approved Operational Air Quality Mitigation measures shall be included as policies in the relevant sections of the FPASP.	Yes	The proposed project will comply with all applicable air quality mitigation measures.
10.45	Based on advisory recommendations included in Table 1-1 of the California Air Resources Board document entitled Air Quality and Land Use Handbook, avoid locating residential land uses within 500-feet of U.S. Highway 50.	Yes	Proposed residential land uses are more than 500-feet from U.S. Highway 50.

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FPASP Policy No.	FPASP Policy Description	Map Consistent	Remarks
10.46	Prohibit wood burning fireplaces in all residential construction.	Yes	Consistent with the Specific Plan and the Air Quality Management Plan, Wood burning fireplaces are not included in the project.
10.47	Provide complimentary electric lawnmowers to each residential buyer in the SF, SFHD and the MLD land uses.	Yes	The Project Site is zoned MLD and will comply with all applicable air quality mitigation measures.

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FPASP Policy No.	FPASP Policy Description	Map Consistent	Remarks
<i>Noise Policies</i>			
10.48	Residential developments must be designed and/or located to reduce outdoor noise levels generated by traffic to less than 60 dB.	Yes	The Project will comply with mitigation measures in the FPASP EIR , including noise reduction measures. See MMRP.
10.49	Noise from Aerojet propulsion system and routine component testing facilities affecting sensitive receptor areas shall be mitigated based on recommendations in the acoustical study.	n/a	The project will not be impacted by the Aerojet facilities. Therefore the policy does not apply to the project.
10.50	The Conditions, Covenants and Restrictions in the Department of Real Estate Public Report shall disclose that the Plan Area is within the Mather Airport flight path and that over flight noise may be present at various times.	Yes	Avigation easements have been recorded on the property and disclosures will be provided in CC&R's.
10.51	Landowner shall, prior to Tier 2 Development Agreement, record an easement over the property relating to noise caused by aircraft arriving or departing from Mather Airport.	Yes	Avigation easements have been recorded on the property.

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FPASP Policy No.	FPASP Policy Description	Map Consistent	Remarks
<i>Low Impact Development Policies</i>			
10.52	<p>Site specific development projects shall incorporate LID design strategies that include:</p> <p>10.52a: Minimizing and reducing the impervious surface of site development by reducing the paved area of roadways, sidewalks, driveways, parking areas, and roof tops;</p> <p>10.2b: Breaking up large areas of impervious surface area and directing stormwater flows away from these areas to stabilized vegetated areas;</p> <p>10.52c: Minimizing the impact of development on sensitive site features such as streams, floodplains, wetlands, woodlands, and significant on-site vegetation;</p> <p>10.52d: Maintaining natural drainage courses; and</p> <p>10.52e: Provide runoff storage dispersed uniformly throughout the site, using a variety of LID detention, retention, and runoff techniques that may include:</p> <ul style="list-style-type: none"> · Bioretention facilities and swales (shallow vegetated depressions engineered to collect, store, and infiltrate runoff); and 	Yes	<p>The project is consistent with the City's Backbone Infrastructure Master Plan, which includes stormwater requirements. The portion of the proposed project that includes site-specific development has incorporated LID design strategies as described in section 1C.52 of the EIR for the FPASP.</p>

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FPASP Policy No.	FPASP Policy Description	Map Consistent	Remarks
	Landscape buffers, parkways, parking medians, filter strips, vegetated curb extensions, and planter boxes (containing grass or other close-growing vegetation planted between polluting sources (such as a roadway or site development) and downstream receiving water bodies).		
<i>Landscaping Policies</i>			
10.53	The Plan Area landscape palette shall consist of California Central Valley and foothills native plant species as described in the most current edition of River-Friendly Landscape Guidelines and drought tolerant adaptive plant species except at neighborhood entry gateways and similar high visibility locations where ornamental plant species may be preferred.	Yes	The project is designed to be consistent with the applicable design guidelines.
10.54	The use of turf is not allowed on slopes greater than 25% where the toe of the slope is adjacent to an impermeable hardscape. Consistent with CALGreen Tier 2 voluntary recommendations, all development projects within the Plan Area shall be encouraged to limit the use of turf to 25% of the total landscaped area.	n/a	The project does not include any slopes greater than 25%. Therefore the policy does not apply to the project.
10.55	Open space areas adjacent to buildings and development parcels shall maintain a fuel modification and vegetation management area in order to provide the minimum fuel modification fire break as required by State and local laws and ordinances. Additionally, development parcels adjacent to open space areas may be required to provide emergency access through the property to the open space by means of gates, access roads or other means approved by the City of Folsom Fire Department. Ownership and maintenance of open space areas, including fuel modification requirements and fire hazard reduction measures are outlined in the FPASP Open Space Management Plan.	Yes	The FPASP Open Space Management Plan provides for fuel modification measures.
10.56	Trees shall be interspersed throughout parking lots so that in fifteen (15) years, forty (40) percent of the parking lot will be in shade at high noon. At planting, trees shall be equivalent to a #15 container or larger.	n/a	The project does not include any parking lots. Therefore the policy does not apply to the project.
<i>Energy Efficiency Policies</i>			

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FPASP Policy No.	FPASP Policy Description	Map Consistent	Remarks
10.57	Conservation of energy resources will be encouraged through site and building development standards.	Yes	The proposed project will comply with all applicable energy conservation development standards.
10.58	Buildings shall incorporate site design measures that reduce heating and cooling needs by orienting buildings on the site to reduce heat loss and gain depending on the time of day and season of the year.	Yes	Where site conditions permit, the project incorporates site design measures that reduce heating and cooling needs through building orientation.
10.59	Solar access to homes shall be considered in the design of residential neighborhoods to optimize the opportunity for passive and active solar energy strategies.	Yes	The project will comply with applicable residential building codes, including providing solar access.
10.60	Multi-family and attached residential units shall be oriented toward southern exposures, where site conditions permit.	n/a	The Project proposes single-family, detached residential uses.
10.61	Buildings shall be designed to incorporate the use of high quality, energy efficient glazing to reduce heat loss and gain.	Yes	The project is designed to comply with the applicable Design Guidelines and standards. The required features will be verified during the building plan check process.
10.62	Energy efficient appliances, windows, insulation, and other available technologies to reduce energy demands will be encouraged.	Yes	The project is designed to comply with the applicable Design Guidelines and standards. The required features will be verified during the building plan check process.
10.63	Office park uses shall install automatic lighting and thermostat features.	n/a	The project does not include office uses. Therefore the policy does not apply to the project.

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FPASP Policy No.	FPASP Policy Description	Map Consistent	Remarks
10.64	Commercial and public buildings shall use energy efficient lighting with automatic controls to minimize energy use.	n/a	The project does not include commercial or public buildings. Therefore the policy does not apply to the project.
10.65	Energy Star certified equipment and appliances shall be installed, to include: 10.65a - Residential appliances; heating and cooling systems; and roofing; and 10.65b - Nonresidential appliances and office equipment; heating, cooling, and lighting control systems; and roofing	Yes	The project is designed to comply with the applicable Design Guidelines and standards. The required features will be verified during the building plan check process.
10.66	Commercial, residential, and public projects shall be designed to allow for the possible installation of alternative energy technologies including active solar, wind, or other emerging technologies, and shall comply with the following standards: 10.66a - Installation of solar technology on buildings such as rooftop photovoltaic cell arrays shall be installed in accordance with the State Fire Marshal safety regulations and guidelines. 10.66b - Standard rooftop mechanical equipment shall be located in such a manner so as not to preclude the installation of solar panels. 10.66c - Alternative energy mechanical equipment and accessories installed on the roof of a building, they shall be integrated with roofing materials and/or blend with the structure's architectural form.	Yes	The project will comply with applicable residential building codes, including providing solar access.
10.67	Radiant solar heating or similar types of energy efficient technologies, shall be installed in all swimming pools.	Yes	The project is designed to comply with the applicable Design Guidelines and standards. The required features will be verified during the building plan check process.

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FPASP Policy No.	FPASP Policy Description	Map Consistent	Remarks
10.68	Electrical outlets shall be provided along the front and rear exterior walls of all single family homes to allow for the use of electric landscape maintenance tools.	Yes	The project is designed to comply with the applicable Design Guidelines and standards. The required features will be verified during the building plan check process.
10.69	The city will strive to ensure that all new publicly owned buildings within the Plan Area will be designed, constructed and certified at LEED-NC certification levels.	n/a	The project does not propose any publicly owned buildings. Therefore the policy does not apply to the project.
10.70	The City of Folsom shall undertake all cost-effective operational and efficiency measures and consider the installation of onsite renewable energy technologies within appropriate portions of the Plan Area, including parks, landscape corridors and open space areas.	n/a	This is a City requirement, not a project-specific requirement. The City of Folsom has plans in place to undertake the described cost-effective operational and efficiency measures and consider the installation of onsite renewable energy technologies within appropriate portions of the Plan Area, including parks, landscape corridors and open space areas.
<i>Water Efficiency Policies</i>			
10.71	All office, commercial, and residential land uses shall be required to install water conservation devices that are generally accepted and used in the building industry at the time of development, including low-flow plumbing fixtures and low-water-use appliances.	Yes	The project is designed to comply with the applicable Design Guidelines and standards. The required features will be verified during the building plan check process.

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FPASP Policy No.	FPASP Policy Description	Map Consistent	Remarks
10.72	A backbone "purple pipe" non-potable water system shall be designed and installed where feasible and practical to supply non-potable water to park sites, landscape corridors, natural parkways and other public landscaped spaces within the Plan Area.	n/a	Purple pipe has been incorporated into the Specific Plan for major collector roadway landscaping and funding is provided in the PFFP. Purple pipe infrastructure is not the applicant's responsibility.
10.73	Water efficient irrigation systems, consistent with the requirements of the latest edition of the California Model Water Efficient Landscape Ordinance, or similar ordinance adopted by the City of Folsom, shall be mandatory for all public agency projects and all private development projects with a landscape area equal to or greater than 2,500 square feet requiring a building or landscape permit, plan check or design review.	Yes	The project is designed to comply with the applicable Design Guidelines. Water efficient irrigation systems will be employed for use in project-area landscaping.

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FPASP Policy No.	FPASP Policy Description	Map Consistent	Remarks
<i>Material Conservation & Resource Efficiency Policies</i>			
10.74	Use "Green" certified construction products whenever feasible.	Yes	Builders in the proposed project will be required to use "Green" certified construction products whenever feasible. The project will comply with all relevant requirements in the City Code and State Building Code.
10.75	Prepare a construction waste management plan for individual construction projects.	Yes	Prior to construction, a construction waste management plan will be prepared for individual construction projects within the proposed project.
10.76	A minimum of 50% of the non-hazardous construction waste generated at a construction site shall be recycled or salvaged for reuse.	Yes	The plan described in Section 10.75 will provide for a minimum of 50% of the non-hazardous construction waste generated at a construction site to be recycled or salvaged for reuse.
10.77	Topsoil displaced during grading and construction shall be stockpiled for reuse in the Plan Area.	Yes	Topsoil displaced during grading and construction of the proposed project shall be stockpiled for reuse in the Plan Area.
<i>Environmental Quality Policies</i>			
10.78	All HVAC and refrigeration equipment shall not contain chlorofluorocarbons (CFCs).	Yes	California outlawed the use of HFCs in 2018. The project is designed to comply with California law.

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FPASP Policy No.	FPASP Policy Description	Map Consistent	Remarks
10.79	All fire suppression systems and equipment shall not contain halons.	Yes	The project is designed to comply with the applicable Design Guidelines and standards. The required features will be verified during the building plan check process.
10.80	Provide accessible screened areas that are identified for the depositing, storage and collection of non-hazardous materials for recycling for commercial, industrial/office park, mixed-use, public-use and multi-family residential projects.	Yes	Same remark as in Section 10.79.
10.81	Particleboard, medium density fiberboard (MDF) and hardwood plywood shall comply with low formaldehyde emission standards.	Yes	Same remark as in Section 10.79.
10.82	Limit the use of volatile organic compounds (VOC) in all construction materials.	Yes	same remark as in Section 10.79.
Section 11 - Public Services and Facilities			
11.1	Public schools will be constructed in the Plan Area in accordance with the City Charter and state law.	n/a	There are no public schools or public service facilities in the proposed project. Therefore the policy does not apply to the project.
11.2	All public service facilities shall participate in the City's recycling program.	n/a	No public facilities are being proposed with this project. Therefore the policy does not apply to the project.
11.3	Energy efficient technologies shall be incorporated in all Public Service buildings	n/a	No public facilities are being proposed with this project. Therefore the policy does not apply to the project.

Mangini Ranch Phase 1C 4-Pack: Applicant's FPASP Policy Consistency Analysis

FPASP Policy No.	FPASP Policy Description	Map Consistent	Remarks
11.4	Passive solar design and/or use of other types of solar technology shall be incorporated in all public service buildings.	n/a	No public facilities are being proposed with this project. Therefore the policy does not apply to the project.
11.5	The city shall strive to ensure that all public service buildings shall be built to silver LEED NC standards.	n/a	No public facilities are being proposed with this project.
11.6	Utilize Crime Prevention Through Environmental Design (CPTED) principles in the design of all public service buildings.	n/a	No public facilities are being proposed with this project. Therefore the policy does not apply to the project.
11.7	If the existing slope of a public facilities site shown on Figure 11.1 exceeds five percent, the site shall be rough graded by the owner/developer/builder dedicating the public facilities site in accordance with grading plans approved by the City of Folsom, subject to a credit and/or reimbursement agreement.	n/a	There are no public schools or public service facilities in the proposed project. Therefore the policy does not apply to the project.
11.8	Plan Area landowners shall, prior to approval of the annexation by LAFCo and prior to any Tier 2 Development Agreement, whichever comes first, comply with the schools provision in Measure W (Folsom Charter Provision Section 7.08D) and incorporate feasible school impact mitigation requirements as provided in LAFCo Resolution No. 1196, Section 13.	Yes	Project will comply with school district and charter requirements with respect to Measure W.
Section 12 - Utilities			
12.1	Consistent with the provisions of City Charter Article 7.08 (A), the FPASP shall "identify and secure the source of water supply(is) to serve the Plan Area. This new water supply shall not cause a reduction in the water supplies designated to serve existing water users north of Highway 50 and the new water supply shall not be paid for by Folsom residents north of Highway 50.	Yes	This is a City requirement, not a project-specific requirement. The project is consistent with the FPASP and complies with the City's water supply agreement.

Mangini Ranch Phase 1C 4-Pack: Applicant's FPASP Policy Consistency Analysis

FPASP Policy No.	FPASP Policy Description	Map Consistent	Remarks
12.2	Design and construct the necessary potable water, non-potable water for irrigation, wastewater and stormwater infrastructure require to serve the Plan Area. All infrastructure improvements shall follow the requirements established in the Water Master Plan, Wastewater Master Plan and the Storm Drainage Master Plan. Improvements will be based on phasing of development.	n/a	The policy affects the City and does not apply to individual developers. Therefore the policy does not apply to the project.
12.3	Land shall be reserved for the construction of public utility facilities that are not planned within road rights-of-way, as required by the City of Folsom.	Yes	Land is being reserved for public utilities as described where needed.
12.4	Utilize Best Management Practices (BMPs) where feasible and appropriate.	Yes	BMPs will be utilized where feasible and appropriate.
12.5	Urban runoff will be treated prior to discharging to a water of the state (i.e. creek, wetland) in accordance with the City's most current Municipal Stormwater Permit requirements for new development.	Yes	The project complies with permit requirements.
12.6	Employ Low Impact Development (LID) practices, as required by the City of Folsom, in conformance with the City's stormwater quality development standards.	Yes	The project is consistent with the Specific Plan requirements and the City requirements as they are updated from time to time.
Section 13 - Implementation			
<i>Financing Policies</i>			
13.1	The Plan Area shall fund its proportional share of regional backbone infrastructure costs and the full costs for primary and secondary backbone infrastructure.	Yes	Project is consistent with Public Facilities Financing Plan.
13.2	The Plan Area shall fund the its proportional share of the costs for Plan Area public facilities including the municipal center, police and fire department stations, the city corp yard and community, neighborhood and local parks.	Yes	Project is consistent with Public Facilities Financing Plan.
13.3	The City of Folsom shall apply for Sacramento Countywide Transportation Mitigation fee funding to help fund all eligible regional road backbone infrastructure.	n/a	This is a City requirement. Therefore the policy does not apply to the project.

Mangini Ranch Phase 1C 4-Pack: Applicant's FPASP Policy Consistency Analysis

FPASP Policy No.	FPASP Policy Description	Map Consistent	Remarks
13.4	A Plan Area fee will be created to fund backbone infrastructure and a proportional cost allocation system will be established for each of the Plan Area property owners.	n/a	The policy affects the City and does not apply to individual developers. Therefore the policy does not apply to the project.
13.5	City of Folsom impact and capital improvement fees shall be used to fund Plan Area backbone infrastructure and public facilities where allowed by law.	n/a	The policy affects the City and does not apply to individual developers. Therefore the policy does not apply to the project.
13.6	One or more Community Facilities Districts shall be created in the Plan Area to help finance backbone infrastructure and public facilities costs and other eligible improvements and/or fees.	n/a	The policy affects the City and does not apply to individual developers. Therefore the policy does not apply to the project.

Mangini Ranch Phase 1C 4-Pack: Applicant's FPASP Policy Consistency Analysis

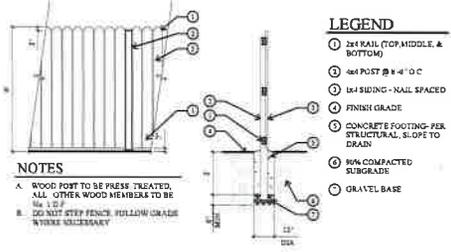
FPASP Policy No.	FPASP Policy Description	Map Consistent	Remarks
<i>Phasing Policies</i>			
13.7	Submit a conceptual backbone infrastructure phasing plan for the appropriate development area with the first tentative map or building permit submittal. Updating of the conceptual backbone infrastructure phasing plan shall be a requirement of subsequent tentative map or building permit applications for each development area.	n/a	The policy affects the City and does not apply to individual developers. Therefore the policy does not apply to the project.
<i>Maintenance Policies</i>			
13.8	Create one or more Landscaping and Lighting Districts in the Plan Area for the maintenance and operation of public improvements and facilities and open space.	Yes	A Community Facilities District will be formed to implement policy.

Attachment 14

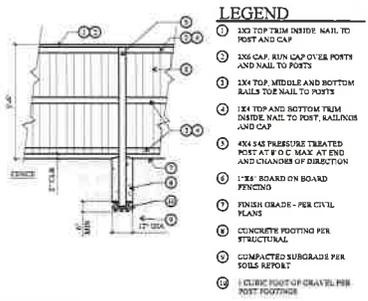
Wall and Fence Exhibit dated May 24, 2021

Mangini Ranch Phase 1C

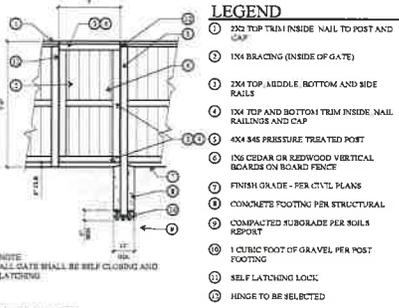
4-PACK CLUSTER SERIES



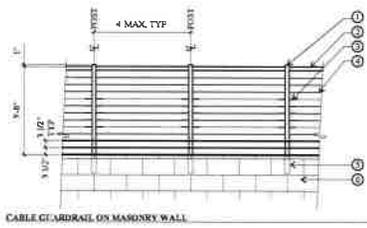
GOOD NEIGHBORHOOD WOOD FENCE



ENHANCE WOOD FENCE



ENHANCE WOOD GATE



WALL AND FENCE CONCEPT

GRAPHIC SCALE
SCALE: 1" = 40'-0"

tri pointe HOMES

SJR

MAY 24, 2021

Attachment 15

Landscape Plan dated April 27, 2021

Mangini Ranch Phase 1C

4-PACK CLUSTER SERIES



PLANT PALETTE

SYMBOL	BOTANICAL NAME	COMMON NAME	SIZE	PLANT FACTOR	SYMBOL	BOTANICAL NAME	COMMON NAME	SIZE	PLANT FACTOR	SYMBOL	BOTANICAL NAME	COMMON NAME	SIZE	PLANT FACTOR
STREET TREES														
	ARBUTUS UNEDO 'MARDON'	STRAWBERRY TREE	18 GAL	L		FRONT DOOR COLUMNAR ANCHOR TREE / SHIRAZI					AGAPANTHUS SP	LILY OF THE NILE	1 GAL	L
	LACINSTRORHMA HYS NATCHEZ'	MATCHEE GRAPE MYRTLE	18 GAL	L		BLABOCARPUS DISCIPENS	JAPANESE BLUEBERRY	5 GAL	M		ARABIDOPSIS COMPACTA	DWARF STRAWBERRY TREE	5 GAL	L
	MADRINELLA LITTLE GEM	MADRINELLA	18 GAL	M		LIGUSTRUM JAPONICUM	JAPANESE PRIVET	5 GAL	M		DIANELLA CACERULEA 'LITTLE BECCA'	LITTLE BECCA BLUE FLAX LILLY	1 GAL	L
DWARF ACCENT TREES														
	ALYOGYNE HUBGELII	BLUE HIBISCUS - STD TREE FORM	15 GAL	L		PODOCARPUS ELONGATUS	SCHIBELLE YELLOWWOOD	5 GAL	M		DIANELLA RENOLUTA 'LITTLE REY'	LITTLE REY FLAX LILLY	1 GAL	L
	LAVATERA MARITIMA	TREE MALLOW - STD TREE FORM	15 GAL	M		PRUNUS CAROLINANA 'BRIGHT N TIGHT'	DWARF CAROLINA LAUREL CHERRY	5 GAL	M		DIETES VEGETA	FORTNIGHT LILY	1 GAL	L
	LEPTOSPERMUM SCOPARUM 'RUBY GLOW'	RUBY GLOW NEW ZEALAND TEA TREE	15 GAL	L	GROUND COVER									
	DICHTERUM JAPONICUM	WAXLEAF PRIVET - STD TREE FORM	15 GAL	M		ARCTOSTAPHYLOS WOODS COMPACTA	MANZANITA	1 GAL	L		ESCALLONIA NEWPORT'	DWARF NEWPORT ESCALLONIA	5 GAL	L
	RHAPHIOLEPS INDICA 'MAJESTIC BEAUTY'	MAJESTIC BEAUTY HAWTHORN	15 GAL	L		LAVANDULA E OTTO QUEIRT'	SPANISH LAVENDER	1 GAL	M		ESCALLONIA TERRI	COMPACT PINK ESCALLONIA	5 GAL	L
FRONT YARD TREES														
	ARBUTUS UNEDO 'MARDON'	STRAWBERRY TREE	15 GAL	L		LEIBORITALEM CHINENSE 'HARDY'	CHINESE FRINGS FLOWEN	1 GAL	M		LIGUSTRUM JAPONICUM	JAPANESE PRIVET	5 GAL	M
	LACINSTRORHMA INDICA 'MURKOOGE'	PLAINS MYRTLE	15 GAL	L		ROSA 'CARPET ROSE'	RED CARPET ROSE	1 GAL	L		JONCAUS PATERNS	CALIFORNIA GRAY RUSH	1 GAL	L
	PROTYMA + FRASERU	CAROLINA LAUREL CHERRY	15 GAL	M		ROSA 'CARPET ROSE'	WHITE CARPET ROSE	1 GAL	M		PITTOPOBIUM TORIBA 'VARBEGATA'	MOCK ORANGE	5 GAL	L
	PRUNUS CAROLINANA	CAROLINA LAUREL CHERRY	15 GAL	M		KOSMARDUS O 'HUNTINGTON CARPET'	TRAILING ROSEMARY	1 GAL	L		RHAPHIOLEPS INDICA 'CLARA'	INDIAN HAWTHORN	5 GAL	L
	PYRUS CALLERYANA 'CHANTICLEER'	CHANTICLEER PEAR	15 GAL	M		SCAEVOLEA MAUVE CLUSTERS	FAN FLOWER	1 GAL	M		RHAPHIOLEPS UMBRELLATA	HAWTHORN	5 GAL	L
						FRACHEL OSPERMUM 'ASMNODDES'	STAR JASMINE	1 GAL	M		ROSA 'ICEBERG'	ICEBERG ROSES	5 GAL	M
						VERBENUM DAVDII	DAVID VERBENUM	1 GAL	M		ROSA SP	SPANISH RED ROSE SHRUB	5 GAL	M
											WESTINGIA 'BLUE GEM'	BLUE GEM COAST ROSEMARY	5 GAL	M



tri pointe
HOMES



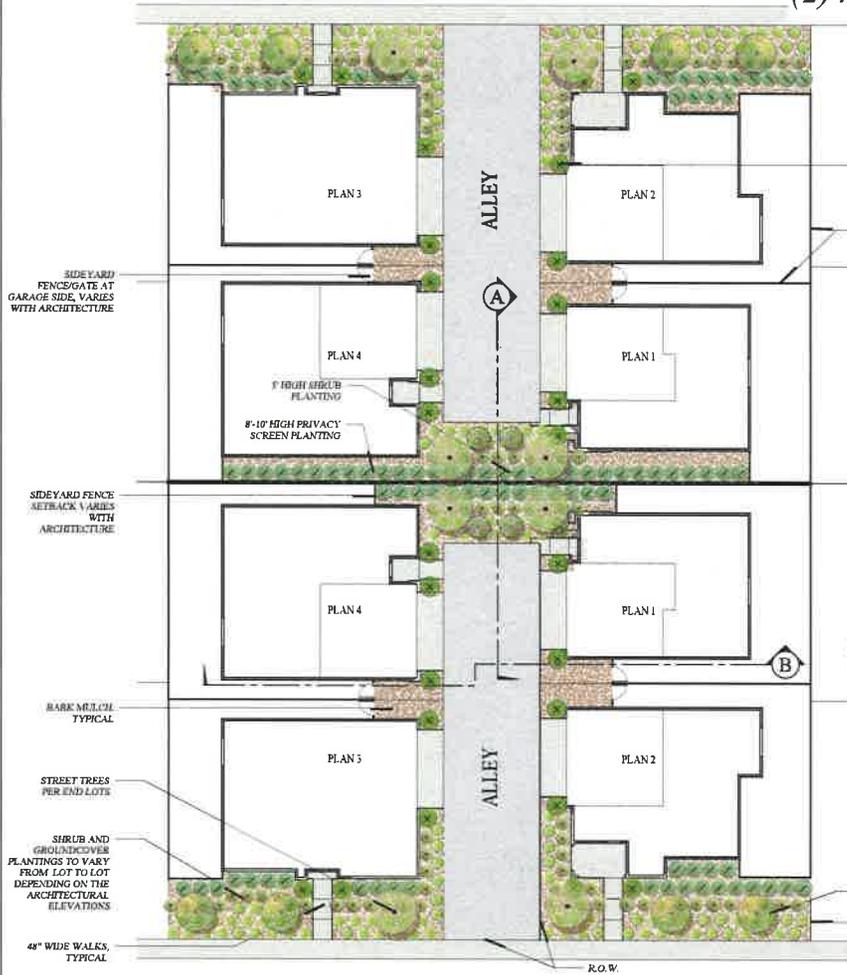
LANDSCAPE CONCEPT

Attachment 16

Front Yard Landscape Plan dated March 18, 2021

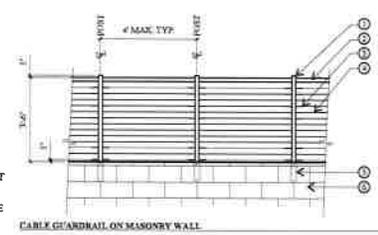
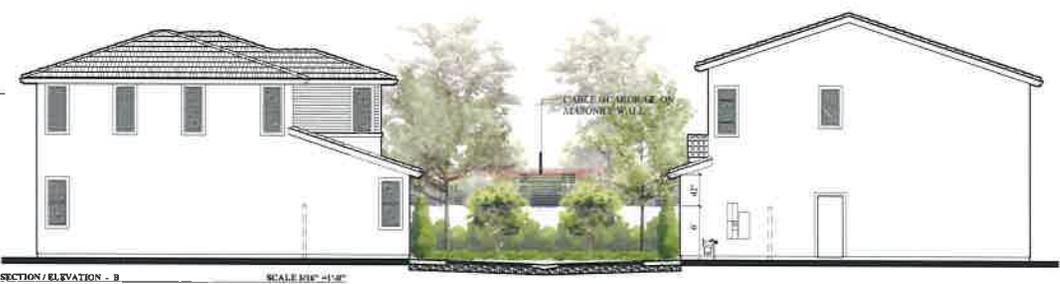
Mangini Ranch Phase 1C

(2)4 Pack Cluster Series



VERTICAL PLANTING TO HIGHLIGHT ARCHITECTURE

PRODUCTION FENCING, TYPICAL



LEGEND

- ① 1/2" TUBULAR STEEL POST, EMBED 9" AND EPOXY IN WALL
- ② 1/2" TUBULAR STEEL RAIL
- ③ STAINLESS STEEL TURNBUCKLE ANCHORS AND TENSIONING HARDWARE
- ④ 1/4" DIAMETER BRAIDED STAINLESS STEEL CABLE FENCING SYSTEM
- ⑤ CORE DRILL MASONRY WALL TO RECEIVE SQUARE POST, FILL WITH NON-SHRINK GROUT AND SEAL AROUND HOLE
- ⑥ MASONRY WALL PER STRUCTURAL ENGINEER'S DRAWINGS

NOTE

A STRUCTURAL REINFORCEMENT ATTACHMENT CONNECTIONS & FOOTING PER STRUCTURAL ENGINEER

B DETAIL IS FOR DESIGN INTENT ONLY

C ALL METAL TO RECEIVE (1) COATS RUST INHIBITIVE PRIMER AND (2) COATS OF FINISHING PAINT - COLOR TBS

D GRIND ALL WELD SMOOTH

PLANT PALETTE

SYMBOL	BOTANICAL NAME	COMMON NAME	SIZE	PLANT FACTOR	SYMBOL	BOTANICAL NAME	COMMON NAME	SIZE	PLANT FACTOR	SYMBOL	BOTANICAL NAME	COMMON NAME	SIZE	PLANT FACTOR
STREET TREES														
●	ARBUTUS UNEDO 'MADRINA'	STRAWBERRY TREE	15 GAL	L	●	FRONT DOOR COLUMNAR ANCHOR TREE / SHRUBS				●	SHRUBS			
●	LAGERSTROEMIA HYB 'NATCHEZ'	NATCHEZ GRAPE MYRTLE	18 GAL	L	●	ELAEAGARBUS OLIVARIENS	JAPANESE BLUEBERRY	5 GAL	M	●	AGAPANTHUS SP	LILY OF THE LILIE	5 GAL	L
●	MAGNOLIA LITTLE GEM	MAGNOLIA	15 GAL	M	●	LIGUSTRUM JAPONICUM	JAPANESE PRIVET	5 GAL	M	●	ARBUTUS UNEDO COMPACTA	DWARF STRAWBERRY TREE	1 GAL	L
DWARF ACCENT TREES														
●	ALYOGYNE HUSOLE	BELIE HUNGARIAN - STD TREE FORM	15 GAL	L	●	PODOCARPUS ELONGATUS	ICE BLUE YELLOWWOOD	5 GAL	M	●	DIANELLA CAERULEA LITTLE BECCA'	LITTLE BECCA BLUE FLAX LILLY	1 GAL	L
●	LAVATERA MARITIMA	TREE MALLOW - STD TREE FORM	15 GAL	M	●	PRUNUS CAROLINANA 'BRIGHT N TIGHT'	DWARF CAROLINA LAUREL CHERRY	5 GAL	M	●	DIANELLA REVOLUTA LITTLE REV'	LITTLE REV FLAX LILLY	1 GAL	L
●	LEPTOSPERMUM SCOPARILUM 'RUBY GLOW'	RUBY GLOW NEW ZEALAND TEA TREE	15 GAL	L	●	GROUND COVER			●	DIESTES VERTICA	FORTNIGHT LILY	1 GAL	L	
●	LIGUSTRUM JAPONICUM	WAX LEAF PRIVET - STD TREE FORM	15 GAL	M	●	ARCTOSTAPHYLOS WOODS COMPACTA	MANGANTIA	1 GAL	L	●	DWARF NEWPORT ESCALONIA	DWARF NEWPORT ESCALONIA	5 GAL	L
●	RHAPHIOLEPS INDICA 'MAJESTIC BEAUTY'	MAJESTIC BEAUTY HAWTHORN	15 GAL	M	●	LAVANDULA S 'OTTO QUEST'	SPANISH LAVENDER	1 GAL	L	●	CHENOPodium RUBRICALLONA	CHENOPodium RUBRICALLONA	5 GAL	M
FRONT YARD TREES														
●	ARBUTUS UNEDO 'MADRINA'	STRAWBERRY TREE	15 GAL	L	●	LODRONETALLUM CHENOPodium 'FRAGRANCE'	CHINESE FRENCH FLOWER	1 GAL	M	●	LIGUSTRUM JAPONICUM	JAPANESE PRIVET	5 GAL	M
●	LAGERSTROEMIA INDICA 'MUSKOGEE'	CRAPS MYRTLE	18 GAL	L	●	ROSA 'CARPET ROSE'	ROSA 'CARPET ROSE'	1 GAL	M	●	JUNCUS PATENS	JUNCUS PATENS	1 GAL	L
●	PHOTINIA - FRASER	FRASER PHOTINIA - STD TREE FORM	18 GAL	M	●	ROSA 'CARPET ROSE'	WHITE CARPET ROSE	1 GAL	M	●	PITTSPOKUM TOBIKA 'VARIEGATA'	PITTSPOKUM TOBIKA 'VARIEGATA'	1 GAL	L
●	PRUNUS CAROLINANA	CAROLINA LAUREL CHERRY	18 GAL	M	●	ROSMARINUS O 'WASHINGTON CARPET'	TRAILING ROSEMARY	1 GAL	L	●	RHAPHIOLEPS INDICA 'CLARA'	RHAPHIOLEPS INDICA 'CLARA'	5 GAL	L
●	PYRUS CALLERYANA 'CHRANTICLBER'	CHRANTICLBER PEAR	15 GAL	M	●	HEMATHAL MAUVE CLUSTER	FAN FLOWER	1 GAL	M	●	RHAPHIOLEPS INDICA 'LATA'	RHAPHIOLEPS INDICA 'LATA'	5 GAL	M
					●	FRACILESPERMETUM JARDINIERE	STAR JASMINE	1 GAL	M	●	ROSA 'ICEBERG'	ROSA 'ICEBERG'	5 GAL	M
					●	VIBURNUM DAVIDS	DAVID VIBURNUM	1 GAL	M	●	ROSA SP	ROSA SP	5 GAL	M
										●	WESTRINGIA BLUE GEM	WESTRINGIA BLUE GEM	5 GAL	M



CONCEPTUAL FRONT YARDS

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