

Folsom City Council Staff Report

MEETING DATE:	3/28/2023
AGENDA SECTION:	Public Hearing
SUBJECT:	Appeal by Katharine Gray of Decisions by the Planning Commission Adopting a Mitigated Negative Declaration and Mitigation Monitoring and Reporting Program and Approving a Conditional Use Permit, Planned Development Permit, and Density Bonus for development of the 136-unit Vintage Senior Apartments project (PN 21-259) located at 103 East Natoma Street
FROM:	Community Development Department

RECOMMENDATION / CITY COUNCIL ACTION

For the reasons described in this report, staff recommends that the Council deny the appeal by Katharine Gray of Decisions by the Planning Commission Adopting a Mitigated Negative Declaration and Mitigation Monitoring and Reporting Program and Approving a Conditional Use Permit, Planned Development Permit, and Density Bonus for development of the 136-unit Vintage Senior Apartments project (PN 21-259) located at 103 East Natoma Street.

BACKGROUND

On January 18, 2023, the Planning Commission considered a request for approval of a Conditional Use Permit, Planned Development Permit, and Density Bonus for the development of a 136-unit senior (55+) affordable apartment community (Vintage Senior Apartments) on a 4.86-acre site located at 103 East Natoma Street. The project includes 122 units (90%) being made available to Low Income individuals (incomes at or below 60% of the Sacramento area median income (AMI)) and 14 units (10%) made available to Very Low Income individuals (income at or below 50% of AMI).

During the initial public hearing, 13 residents addressed the Commission and expressed a variety of concerns regarding the proposed project. A representative sample of these comments is as follows:

- Concern regarding the high density of the project
- Concern regarding the design and architecture of the apartment building
- Concern regarding the size, scale, and visual compatibility of the project
- Concern regarding lighting and noise impacts
- Concern regarding pedestrian, bicycle, and traffic safety
- Concern regarding lack of parking
- Concern regarding emergency service response time and access
- Concern regarding impacts to biological resources and natural habitat
- Concern regarding Oak tree impacts

Following public comment and testimony, the public hearing was closed, and the Commission engaged in a lengthy discussion regarding the proposed project. In general, the Commission commented that the project site was not an appropriate location for development of a senior affordable apartment community. Additional comments and concerns raised by the Commission included:

- Concern regarding design and architecture of the apartment building
- Concern regarding the overall site design of the project
- Concern regarding emergency service response times and fire access
- Concern regarding pedestrian and traffic safety in the project area
- Concern regarding the walkability of the project
- Concern regarding insufficient parking on the site
- Concern regarding distance to services and amenities for residents
- Concern regarding drainage and wetland impacts

At the conclusion of their deliberation, the Commission was unanimous that it was their desire to recommend denial of the proposed project. However, the Commission had difficulty in identifying the appropriate basis to deny the proposed project, given the legal findings required by the Housing Accountability Act.

City staff indicated to the Commission that in order to deny the proposed project they would need to make two specific findings to the effect that the proposed project would have a significant, quantifiable, direct, and unavoidable impact, based on objective, identified written public health or safety standards, policies, or conditions as they existed on the date the application was deemed complete by the City and that the impacts could not be mitigated without rendering the project unaffordable to low income households.

After further discussion, the Commission voted to continue the proposed project to the February 15, 2023 Planning Commission meeting in order for City staff to further evaluate potential areas where the project might not be consistent with any established written objective standards.

On February 15, 2023, the Planning Commission resumed and re-opened the public hearing for the proposed Vintage Senior Apartments project. While staff was not able to identify any specific inconsistencies between the proposed project and any established, objective written standards, staff did work with the applicant to modify several conditions of approval on the project to address the concerns raised by residents at the January 18, 2023 meeting. Specifically, the applicant agreed to:

1. Restrict the secondary project driveway on East Natoma Street to emergency service and solid waste vehicle access only;
2. Install a pedestrian-actuated Rectangular Rapid Flashing Beacon system at the existing uncontrolled pedestrian crosswalk located on East Natoma Street near the intersection of Cimarron Circle;
3. Implement a parking permit program for residents of the apartment community; and
4. Enhance the landscaping buffer along the eastern project boundary.

During the re-opened public hearing, 10 residents addressed the Commission and expressed similar concerns to those raised at the January 18, 2023 Planning Commission meeting including project impacts associated with traffic safety, pedestrian safety, fire access and circulation, parking, noise, lighting, drainage, and biological resources. Generally, the residents who spoke did not feel that the new conditions of approval resolved their concerns about the project.

Following public comment and testimony, the public hearing was closed, and the Commission engaged in a prolonged debate regarding the proposed project. In particular, the Commission discussed the State Housing Accountability Act and the more stringent findings that would be required for the Commission to deny the proposed project. The Commission also discussed the potential legal implications (lawsuit, penalties, etc.) associated with denying the proposed project without making the required findings.

The Planning Commission also discussed the applicant's modifications to the proposed project, as described above. The Commission indicated that they were appreciative and supportive of the applicant's effort to modify the proposed project to address concerns raised by residents of the Cimarron Hills Subdivision. To further address resident concerns, the Commission added a condition of approval that the applicant be required to install window glazing on all apartment building units facing the Cimarron Hills Subdivision to minimize potential visual impacts. The applicant was in agreement with this new condition of approval.

At the conclusion of the February 15, 2023 meeting, the Planning Commission adopted a motion (4-3-0-0) to Adopt a Mitigated Negative Declaration and Mitigation Monitoring and Reporting Program and Approve a Conditional Use Permit, Planned Development Permit, and Density Bonus for the Vintage Senior Apartments project.

On February 23, 2023, Katharine Gray submitted a timely appeal (Attachment 1) of the decision of the Planning Commission approving the proposed Vintage Senior Apartments project.

POLICY / RULE

Appeal

As set forth in Section 17.04.110 of the Folsom Municipal Code, actions of the Planning Commission may be appealed to the City Council. The appeal shall be in writing, shall state the specific reason for the appeal and grounds asserted for relief, and shall be filed no later than 10 calendar days after the date of the action being appealed.

Conditional Use Permit

The project site is zoned BP (Business Professional), which allows development of a senior citizens residential complex upon the issuance of a conditional use permit by the Planning Commission. (FMC § 17.22.030 (E)(214); FMC 17.22.040(1).) The Folsom Municipal Code regulates Conditional Use Permits and states that the finding shall be that the establishment, maintenance, or operation of the use or building applied for will or will not, under the circumstances of the particular case, be detrimental to the health, safety, peace, morals, comfort, and general welfare of persons residing or working in the neighborhood of such proposed use, or be detrimental or injurious to property and improvements in the neighborhood, or to the general welfare of the City. (FMC § 17.60.040.)

While the Folsom Municipal Code continues to govern the findings required to grant a conditional use permit, state law has severely limited the City's ability to deny a conditional use permit (and other discretionary approvals) in the context of housing development projects.

The Housing Accountability Act

In general, the Housing Accountability Act (HAA) restricts the City's ability to deny or reduce the density of all housing development projects, whether they are affordable or market rate. (Government Code § 65589.5.) A housing development project can still be denied, or the density can be reduced, if the project fails to comply with applicable objective standards. (Government Code § 65589.5(f)(1).) However, the receipt of a density bonus, or an associated incentive or concession, cannot constitute a valid basis on which to find that a proposed housing development project fails to comply with applicable objective standards. (Government Code § 65589.5(j)(3).)

Under the HAA, "objective" means "involving no personal or subjective judgment by a public official and being uniformly verifiable by reference to an external and uniform benchmark or criterion available and knowable by both the development applicant or proponent and the public official". (Government Code § 65589.5(h)(8).) For a standard to be objective, it must be "*uniformly verifiable*," which means that there is little to no room for

reasonable persons to differ on whether a project complies with an external and uniform benchmark. Examples of objective standards include height limits, setbacks, building coverage, lot area, and similar requirements when they are suitably specific. For example, requirements that building height not exceed 35 feet, that buildings shall be set back a minimum of 20 feet from the property line, and that building lot coverage be no more than 60% of the lot, are all objective, because it is possible for an applicant, the public, City staff, and City officials to know whether an application complies by reference to measurable benchmarks. Likewise, design review criteria can be objective by making reference to specific features, such as a roof pitch with a slope of 1:5. References to design styles may be objective so long as the elements are clearly defined and include illustrations.

By contrast, standards that are “so malleable that reasonable minds could differ on whether they are met” are not objective, and may not be used to deny or reduce the density of housing development projects unless specific findings are made. If a standard requires any level of “after-the-fact interpretive gloss,” it is not objective for purposes of the HAA.

Standards that require a project to obtain entitlements that involve subjective decision-making are likewise not objective, and therefore the HAA no longer allows the Planning Commission or the Council the broad discretion previously enjoyed with respect to housing development projects. For example, the State Department of Housing and Community Development advises that, “a standard that requires a general plan amendment, the adoption of a specific plan, planned development permit, conditional use permit or another discretionary permit or approval does not constitute an objective standard.” Under HCD’s guidance, the City “shall not require a development proponent to meet any standard for which the locality typically exercises subjective discretion, on a case-by-case basis,” because such a requirement would expose housing development projects to non-objective standards, upending the HAA’s protections.

With respect to the City of Folsom, our conditional use permit findings are not objective because they involve personal judgment and are not verifiable by reference to an external benchmark. Therefore, the City cannot deny those entitlements for a housing development project unless it can make the statutorily required findings discussed below. Similarly, the Council cannot lawfully grant an appeal that would result in a denial of the requested entitlements unless it makes those same findings.

On the other hand, subjective standards or guidelines can be used as the basis for conditions of approval on a housing development project, as long as they do not result in denial of the project, a reduction in the project’s density, or, for an affordable project, increased costs that render the project infeasible.

Denial of a Housing Development Project

As noted above, the HAA’s key function is to limit discretion to deny or reduce the density of housing development projects. As such, when a housing development project complies with applicable objective development standards, the City may not deny the project or impose a condition that it be developed at a lower density without making statutorily required

findings that the project would otherwise have a specific, adverse impact on public health and safety that cannot be mitigated. (Government Code § 65589.5(j).) The law defines a “specific adverse impact” as a “significant, quantifiable, direct, and unavoidable impact, based on objective, identified, written public health or safety standards”. (Government Code § 65589.5(j)(1)(A).) The law also requires the City to find that there is no way to mitigate the impact without denying the project or reducing the density. (Government Code § 65589.8(j)(1)(B).) The receipt of a density bonus or any associated incentive or concession is not a valid basis for making those findings. (Government Code § 65589.5(j)(3).)

Denial of an Affordable Housing Development Project

The Legislature made it even more difficult to deny an affordable housing development project, or to impose any condition of approval that renders the project infeasible for the development of affordable housing. Under the HAA, the City shall not disapprove an affordable project, or condition approval in a manner that renders the project infeasible for the development of affordable housing, including through the use of design review standards, unless it makes one of five written findings based on a preponderance of the evidence in the record:

1. The City has “met or exceeded” its share of the regional housing needs allocation (RHNA) for the types of housing that the project would provide. (Government Code § 65589.5(d)(1).)
2. The project would have a “specific, adverse impact upon the public health and safety and there is no feasible method to satisfactorily mitigate or avoid” said impact without making the project unaffordable. (Government Code § 65589.5(d)(2).)
3. The denial is required to meet state or federal law, and there is “no feasible method” to comply without rendering the project unaffordable. (Government Code § 65589.5(d)(3).)
4. The project site is zoned for agricultural or resource preservation and is surrounded on at least two sides by land used for agriculture or resource preservation or lacks adequate water or wastewater facilities to serve the project. (Government Code § 65589.5(d)(4).)
5. The project is “inconsistent with both the jurisdiction’s zoning ordinance and general plan land use designation as specified in any element of the general plan.” (Government Code § 65589.5(d)(5).)

Penalties for Failure to Comply with the HAA

If the City denies a housing development project, reduces the density of the project, or imposes condition(s) of approval that render an affordable project unaffordable, the project applicant, a person who would be eligible to apply to live in the proposed project, or a “housing organization” may file suit to enforce the HAA. (Government Code § 65589.5(k)(1)(A)(i).) In addition, the Department of Housing and Community Development

(HCD) has authority to enforce the HAA and refer violators to the Attorney General. (Government Code § 65585(j), (k).) The City could find itself facing multiple plaintiffs: the applicant, a “housing organization” such as YIMBY, and the Attorney General.

The City must then prove that its decision was based on one of the statutorily required findings, and that those findings are supported by substantial evidence in the record. (Government Code § 65589.5(i); Government Code § 65589.5(k)(1)(A).) In this context, the City has the burden of proof even though it is the one being sued. (Government Code § 65589.6.)

If the court determines that the City’s decision to deny the project, reduce the density of the project, or impose condition(s) of approval that render an affordable project unaffordable violated the HAA, it will order the City to comply with the HAA within 60 days. If the court finds that the City acted in bad faith (by, for example, denying the project without merit), it can simply order the City to approve the project. Either way, if the City does not comply within 60 days, the court “shall” impose a minimum fine of \$10,000 per housing unit in the project at issue. (Government Code § 65589.5(k).) If the court finds that the City acted in bad faith *and* the City failed to comply with the HAA within 60 days, the fine “shall” increase to a minimum of \$50,000 per unit. (Government Code § 65589.5(l).)

Any successful plaintiff is entitled to recover attorney’s fees, which typically range from \$100,000 to \$500,000 in these kinds of cases. In a situation involving multiple plaintiffs (the applicant, a housing organization, etc.), each plaintiff is entitled to recover its own attorney’s fees, so the City would be faced with multiple fee demands in the range stated above. In addition, the City would have to pay for its own attorneys to defend the case, which would carry a similar cost.

Finally, if the court rules against the City, it may be impractical to appeal, because doing so would require the City to post a bond, in an amount determined by the trial court. (Government Code § 65589.5(m).) The City of Los Angeles decided not to appeal an unfavorable judgment in an HAA case after the trial court required it to post a bond exceeding \$10 million.

Density Bonus

The State Density Bonus Law (Government Code section 65915) requires the City to grant one density bonus and, if requested by the applicant and consistent with applicable requirements, specified numbers of incentives or concessions, waivers or reductions of development standards, and reduced parking ratios, all based on the percentage of affordable units in the housing development.

State law defines “density bonus” as “a density increase over the otherwise maximum allowable gross residential density as of the date of application by the applicant to the city.” (Government Code § 65915(f).) However, a housing development project can qualify for a density bonus, and all associated incentives, concessions, etc. even if it includes “no increase in density.” ((Government Code § 65915(f).)

The City must grant the requested incentives, concessions, waivers or reductions of development standards, and reduced parking ratio unless one or more of the following findings are made, based upon substantial evidence:

- a. The concession or incentive does not result in identifiable and actual cost reductions... to provide for affordable housing costs.
- b. The concession or incentive would have a specific, adverse impact upon public health and safety or on any real property that is listed in the California Register or Historical Resources and for which there is no feasible method to satisfactorily mitigate or avoid the specific, adverse impact without rendering the development unaffordable to low-income and moderate-income households.
 - i. Specific adverse impact is defined as a significant, quantifiable, direct, and unavoidable impact, based on objective, identified written public health or safety standards, policies, or conditions as they existed on the date the application was deemed complete. The following shall not constitute a specific, adverse impact upon the public health or safety:
 - (A) inconsistency with the zoning ordinance or general plan land use designation;
 - (B) the eligibility to claim a welfare exemption under subdivision (g) of Section 214 of the Revenue and Taxation Code. (Gov. Code § 65589.5(d)(2).)
- c. The concession or incentive would be contrary to state or federal law. (Government Code § 65915(d)(1).)

The project applicant may initiate judicial proceedings if the City refuses to grant a requested density bonus, incentive, or concession. (Government Code § 65915(d)(3).) In such a proceeding, the City bears the burden of proof for the denial of a requested concession or incentive. (Government Code § 65915(d)(4).) If a court finds that the refusal to grant a requested density bonus, incentive, or concession is in violation of the Density Bonus Law, the court will award attorney's fees and costs of suit to the plaintiff, in amounts consistent with those described above.

APPEAL/ANALYSIS

On February 23, 2023, Katharine Gray submitted an appeal (Attachment 1) of the decision of the Planning Commission approving the proposed Vintage Senior Apartments project. Listed below are the reasons that Ms. Gray identified in her appeal letter for contesting the Planning Commission's decision, and City staff's response to each item.

1. The project would have adverse effects on public health, safety, and welfare and would be detrimental and injurious to property and improvements in the neighborhood.

City Staff Response:

As part of the Vintage Senior Apartments project review, City staff and applicable agencies evaluated project compliance with adopted plans and policies. City consultants also conducted environmental review in accordance with CEQA. The Staff Reports to the Planning Commission included detailed analysis of compliance with applicable plans and environmental requirements. Project conditions of approval discussed in detail in the Planning Commission Staff Reports address the project's anticipated impacts on property and improvements in the neighborhood to minimize or mitigate to a less than significant level the potential adverse effects on public health, safety and welfare. Based on the aforementioned evaluation and analysis, staff determined that the proposed project would not be detrimental or injurious to property and improvements in the neighborhood

As described above, the Housing Accountability Act prohibits the City from using our standard Conditional Use Permit finding – that the use applied for will, under the circumstances of the particular case, be detrimental to the health, safety, and welfare of persons residing or working in the neighborhood or be detrimental or injurious to property and improvements in the neighborhood – in order to deny a housing development project. Under the HAA, to deny the Conditional Use Permit in this case, the Council would need to find that the project would have a significant, quantifiable, direct, and unavoidable impact, based on objective, identified written public health or safety standards, policies, or conditions and that those impacts cannot be mitigated without making the project unaffordable. The appeal did not identify and staff did not find any objective written public health or safety standards that this project violates. Even if the appeal had identified one or more such violations, staff is aware of no evidence that the project's potential impacts on the public health, safety, and welfare have not been mitigated.

2. The Initial Study and Mitigated Negative Declaration fails to fully evaluate, disclose, and effectively mitigate environmental impacts. An Environmental Impact Report (EIR) should be prepared for the project.

City Staff Response:

Helix Environmental prepared an Initial Study, Mitigated Negative Declaration, and Mitigation Monitoring and Reporting Program (Contained in Attachment 2) for the project in accordance with the California Environmental Quality Act (CEQA) and associated regulations and determined that with the proposed mitigation measures the project would not have a significant effect on the environment. The Mitigated

Negative Declaration was prepared and noticed for public comment on the project, and mitigation measures were included as Conditions of Approval.

Nine written comments were received during the Mitigated Negative Declaration public review period (November 14, 2022 to December 14, 2022) including six comments from residents (Contained in Attachment 2) and three comments from public agencies (Contained in Attachment 2). The six comment letters received from residents express their general opposition to the proposed project and also identify some specific areas of concern including but not limited to: project density, increased traffic, traffic safety, road noise, lack of sufficient parking, building design, oak tree impacts, and negative impact to property values. City staff addressed these comments and concerns within the various sections of the Planning Commission staff reports. In addition, the Initial Study, Mitigated Negative Declaration, and Mitigation Monitoring and Reporting Program addressed the environmental concerns raised including traffic-related impacts, noise-related impacts, and Oak tree impacts and concluded that, with the mitigation measures the project will not have a significant effect on the environment.

The City received four letters from public agencies (Contained in Attachment 2) in response to the publication of the Initial Study, Mitigated Negative Declaration, and Mitigation Monitoring and Reporting Program for the proposed project. The Sacramento Metropolitan Utility Agency (SMUD) provided a response indicating that they had no comments regarding the proposed project. The Central Valley Regional Water Quality Control Board (CVRWQCB) provided a response highlighting the regulatory setting for project-related water impacts and also providing guidance to the project applicant with respect to the permitting process the project will be required to go through due to its impacts to a local drainage feature. The Sacramento Metropolitan Air Quality Management District (SMAQMD) provided a response recommending that the project applicant consider developing the project without natural gas infrastructure due to greenhouse gas emission impacts. SMAQMD also asked for clarification regarding the number of electric vehicle charging spaces that will be provided by the proposed project. Lastly, the Pacific Gas and Electric Company (PG&E) provided a response regarding specific requirements about the types of development that is allowed to occur within the PG&E overhead easement area. None of the aforementioned comments support a finding that the project may have a significant effect on the environment, requiring preparation of an EIR. A formal response to all of these comments is included in the Planning Commission Staff Report (Attachment 2).

As mentioned above, Helix Environmental prepared an Initial Study, Mitigated Negative Declaration, and Mitigation Monitoring and Reporting Program for the project in accordance with the California Environmental Quality Act and determined

that with the proposed mitigation measures the project would not have a significant effect on the environment. Under the California Environmental Quality Act, an EIR must be prepared whenever there is substantial evidence (in light of the whole record) that any aspect of a project, either individually or cumulatively, may cause a significant effect on the environment. Based on the information contained in the whole record for the proposed Vintage Senior Apartments project, City staff has determined that there is not substantial evidence that the project may have a significant impact on the environment.

3. The project is not feasible.

City Staff Response:

The appellant makes a claim in the appeal letter that the project is not feasible, however, the appellant does not provide any additional information regarding why they believe the project is not feasible and what this means. Absent any additional information or substantial evidence, the simple claim that the project is not feasible is not grounds for approval of the appeal.

4. The transportation wait times are too long.

City Staff Response:

The appellant states in their appeal letter that the transportation wait times are too long without providing any additional information. City staff assumes that this comment refers to the wait times for vehicles exiting Cimmaron Circle onto East Natoma Street. The Transportation Impact Study (Contained in Attachment 2) that was prepared in July 2022 by T. Kear Transportation Planning and Management, Inc. for the proposed project determined that, based on relatively low volume of project-related trips (39 AM Peak Hour Trips and 41 PM Peak Hour Trips), the project would not impact the Level of Service at the two study intersections. The Study did not evaluate any other nearby street intersections because the project did not meet the threshold (50 PM Peak Hour Trips) for a Full Transportation Impact Study.

The Transportation Study did evaluate potential geometric constraints and safety issues associated with development of the proposed apartment project including driveway spacing, sight distance vision triangles, and Statewide Integrated Traffic Records System (SWITRS) collision data. The Study determined that the project-related driveway spacing, throat depth, and corner sight-distance are all adequate. In terms of reported vehicle accidents in close proximity to the project site, the Study found that there have been three vehicle accidents within the past five years including a rear-end collision on eastbound East Natoma Street at Prison Road and two driving under the influence (DUI) incidents (vehicle sideswiped/vehicle overturned). Based on this data, the Study concluded that these types of vehicle accident varieties would

not be exacerbated with development of the proposed project and that no traffic safety treatments are warranted.

There is also the possibility that the appellant may be referring to the potential impact the proposed apartment project will have on existing bus transit service in the area. Sacramento Regional Transit (SACRT) provides bus service within the City of Folsom, including service to the immediate project area. Specifically, SACRT Bus Route 30, which has a bus stop located approximately 0.25 miles to the west of the project site on the north side of East Natoma Street (in front of Senior Center), features bus service that operates 10 times per day Monday through Friday. The proposed project, which includes development of 136 senior apartment units, is not expected to result in any changes or delays to existing bus service in the project area.

Based on the aforementioned information, staff has determined that there is no evidence to suggest that the proposed project would result in the exceedance of any City standard with respect to vehicle or bus wait times nor is there any evidence to suggest that the project would result any traffic safety related impacts at nearby street intersections.

Applicant Response:

The applicant submitted a response letter (Attachment 6) to the appeal on the Vintage Senior Apartments project on March 7, 2023. In the response letter, the applicant provides a detailed description regarding the project location and setting and makes the comment that the project is well positioned to access a variety of goods and services in the immediate area. The applicant goes on to address each of the appellants' grounds for appeal as described below.

In the response letter, the applicant states that they disagree with the assertion by the appellant that the Initial Study and Mitigated Negative Declaration prepared for the project are inadequate and that an Environmental Impact Report is required as the appellant failed to provide any facts or testimony from the January 18th or February 15th Planning Commission hearings to support this position. The applicant also comments that appellant failed to demonstrate that the proposed project may have a significant effect on the environment.

In the response letter, the applicant disagrees with the appellant's claim that the proposed project would have "an adverse impact on public health, safety, and welfare and would be detrimental and injurious to property and improvements in the neighborhood" as the appeal letter contains no presentation of facts or argument demonstrating the Planning Commission failed to fairly and lawfully apply the Conditional Use Permit standards.

In the response letter, the applicant disputes the appellant's assertion that the proposed project is not feasible as no substantial information has been provided to justify this claim.

With regard to the comment by the appellant that the wait times are too long, the applicant indicates that no probative evidence was presented at either of the Planning Commission meetings demonstrating that the wait times at the intersection of East Natoma Street and Cimarron Circle were exceeding any established City standard. The applicant also states that no evidence was presented at the Planning Commission meetings demonstrating that the proposed project would negatively impact the smooth functioning of the intersection of East Natoma Street and Prison Road.

Housing Accountability Act

The Vintage Senior Apartments project meets the definition of a “housing development project” as defined in the HAA. (Government Code § 65589.5(h)(2).) It also meets the definition of an affordable project, since one hundred percent of the units will be affordable to seniors. (Government Code § 65589.5(h)(3).) Therefore, to grant the appeal and deny the Conditional Use Permit to allow senior housing on the subject parcel, the Council would need to make one of the five specific Housing Accountability Act findings noted above.

Under the circumstances, the only potentially applicable finding is number 2, based on Government Code section 65589.5(d)(2), under which the Council would have to find, based on a preponderance of the evidence in the record:

- a. The proposed project would have a significant, quantifiable, direct, and unavoidable impact, based on objective, identified written public health or safety standards, policies, or conditions as they existed on the date the application was deemed complete by the City; and
- b. There is no feasible method to satisfactorily mitigate or avoid” said impact without making the project unaffordable.

In its review of the project, City staff did not identify any specific adverse impacts (as defined in the HAA) associated with development of the apartment community. After review and analysis, staff determined that the appeal did not identify any specific adverse impacts (as defined in the HAA) associated with development of the proposed project. Staff’s assessment is that the record does not contain evidence to support those findings.

Density Bonus

The Vintage Senior Apartments project includes development of a 136-unit senior affordable apartment community which includes 122 units (90%) being made available to Low Income individuals and 14 units (10%) made available to Very Low Income individuals. Based on this information, staff determined that the project qualifies for a Density Bonus.

The subject property does not have an assigned density, per se, because it is zoned BP. The maximum allowable density under the General Plan is 30 dwelling units per acre, and this project is below that, at 28 dwelling units per acre. Accordingly, no density increase is requested or required as a part of this project. As mentioned above, however, the applicant is

still eligible for incentives/concessions under the Density Bonus Law. (Government Code § 65915(f).)

The applicant is eligible for up to four incentives/concessions because 100% of all units in the development are for lower income households. (Government Code § 65919(d)(2)(D), 65915(b)(1)(G).) In this case, the applicant requested the following three incentives and concessions: (1) establishing a parking ratio of one parking space per apartment unit; (2) increasing the maximum building height from 35 feet to 42-feet 6-inches; and (3) increasing the maximum number of building stories from 2 stories to 3 stories.

The Density Bonus Law limits the City's ability to require specific parking ratios and the requested 1:1 parking ratio complies with those limits. (Government Code § 65915(p).) In order to require additional parking, the City would have to make one of the specific Density Bonus Law findings described above.

The Density Bonus Law also prohibits the City from applying any development standard that will physically preclude the construction of an affordable housing development at specified densities. (Government Code § 65915(e).) The definition of "development standard" specifically includes height limits. In this case, the project complies with the height limit established in the Folsom Municipal Code, for the reasons described in the January 18, 2023 Planning Commission staff report. (See FMC section 17.58.080.) Accordingly, the applicant did not need an incentive/concession or waiver of a development standard under the Density Bonus Law to obtain approval of the building height. However, the applicant requested the incentive/concession/waiver out of an abundance of caution and staff determined that the project is eligible for it under the Density Bonus Law.

The Density Bonus Law also requires the City to grant a requested change in site development standards, zoning code requirements, or architectural design requirements as an incentive or concession. (Government Code § 65915(d), (k).) The request to increase the maximum number of building stories from 2 stories to 3 stories falls into this category. In order to deny this request, the City would have to make one of the specific Density Bonus Law findings described above.

Under the circumstances, the only potentially applicable finding is described above as finding b, based on Government Code section 65915(d)(1)(B), under which the Council would have to find, based on a preponderance of the evidence in the record:

- a. The requested concession or incentive would have a significant, quantifiable, direct, and unavoidable impact, based on objective, identified written public health or safety standards, policies, or conditions as they existed on the date the application was deemed complete by the City; and
- b. There is no feasible method to satisfactorily mitigate or avoid said impact without making the project unaffordable.

In its review of the project, and later, the appeal, City staff did not identify any information supporting those findings in this case.

CONCLUSION

Based on the foregoing, staff respectfully requests that the City Council **DENY** the appeal by Katharine Gray of Decisions by the Planning Commission Adopting a Mitigated Negative Declaration and Mitigation Monitoring and Reporting Program and Approving a Conditional Use Permit, Planned Development Permit, and Density Bonus for development of the 136-unit Vintage Senior Apartments project (PN 21-259) located at 103 East Natoma Street.

ATTACHMENTS

1. Letter of Appeal from Katherine Gray, dated February 23, 2023
2. Planning Commission Staff Report, dated January 18, 2023
3. Planning Commission Staff Report, dated February 15, 2023
4. Minutes from January 18, 2023 Planning Commission Meeting
5. Minutes from February 15, 2023 Planning Commission Meeting
6. Applicant Response Letter, dated March 7, 2023
7. Additional Public Comment Letters

Submitted,



PAM JOHNS
Community Development Director

Attachment 1

**Letter of Appeal from Katharine Gray
Dated February 23, 2023**

CITY OF FOLSOM

APPEAL FORM

Kat Gray and

NAME OF APPELLANT:

Adjacent Residents and Property Owners

Attach

MAILING ADDRESS:

Folsom Ca 95630

Interest in Matter:

Adjacent residents and Property Owners

Daytime Phone:

Action Being Appealed:

Planning Commission approval of PN21-15

Date of Decision or Date Project was Heard:

2/15/2023

Project not feasible

Reason for Appeal:

We reserve the right to bring additional info on appeal

The project would have adverse effects on public health, safety, and welfare and would be detrimental and injurious to property and improvements in the neighborhood. The initial Study/Mitigated Declaration fails to fully evaluate, disclose, and effectively initial environmental impacts. We request an EIR. Transportation wait time too long.

Appellant's Signature

K. Blackman Gray

Date

2/22/2023

K.blackman.gray@gmail.com 360-

STAFF USE ONLY:

Date Received:

2/23/23

Fee Paid:

\$495

Planning Comm. or Historic District Comm. Decision Appeal

Admin. (staff decision) Appeal

Type of Project/fee:

- Owner Occupied/Single Family Dwelling \$245
- All Others \$495

Type of Project/fee:

- Owner Occupied \$239
- All Other \$479

Tentative Hearing Date:

Time Limit Waived:

Copies to:

- Community Development Director
- City Manager
- City Attorney
- City Clerk

Received by:

Lydia Konopka

Appeal fees set by City Council Resolution No. 10479 approved 7/1/2020.

Updated February 2023

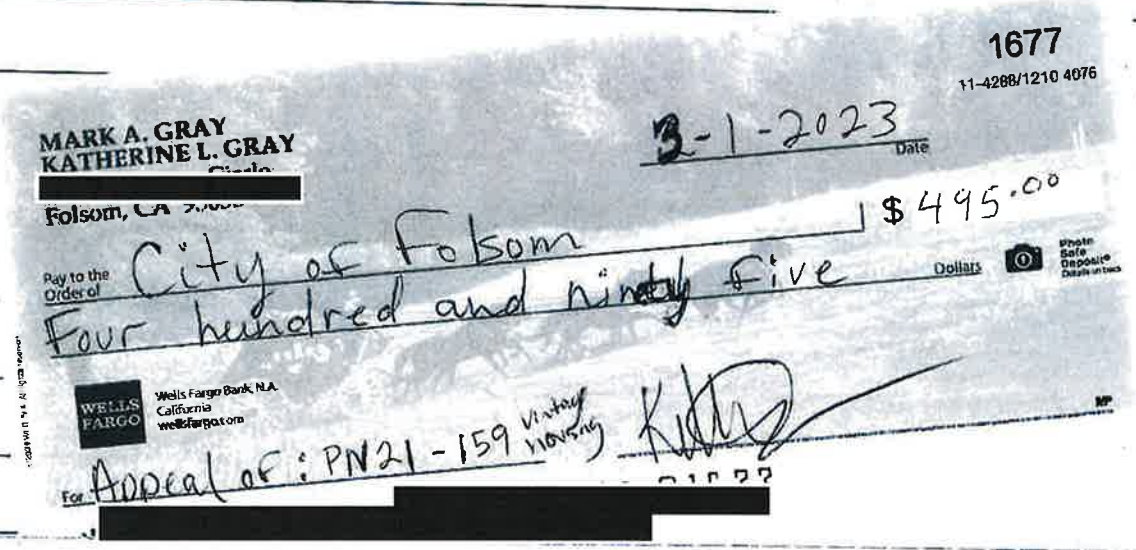
* original submitted check dated 2/23/23 was incorrect amount. Check dated 3/1/23 is correct. k/k

Keep Vintage Properties out of Folsom!

Dear City Council of Folsom/Planning Commission:

We, the undersigned, oppose the development project proposed by Vintage Properties at 103 E. Natoma St, Folsom CA. We collectively file this appeal to the Planning Commission's approval of the project.

Name	Signature	Address	E-mail
1. Kandy Jones	<i>Kandy Jones</i>	103 Natoma St	
2. Arthur Jones	<i>Arthur Jones</i>	[Redacted]	Kandis57@yahoo
3. Gal Lauter	<i>Gal Lauter</i>	[Redacted]	FolsomCa. arts.6.7.9.10@yahoo
4. <i>[Signature]</i>	<i>[Signature]</i>	[Redacted]	Folsom, CA Gal Lauter
5. Kat Gray	<i>Kat Gray</i>	[Redacted]	Folsom CA
6.			Koblackman.gray@gmail.com
7.			
8.			
9.			
10.			
11.			
12.			
13.			
14.			
15.			



CITY OF FOLSOM
OFFICE OF THE CITY CLERK
50 NATOMA STREET
FOLSOM, CA 95630

RECEIPT		DATE <u>3/1/2023</u>	No. <u>130090</u>
RECEIVED FROM <u>Katherine Gray</u>		\$ <u>495.00</u>	
<u>check # 1677</u>		DOLLARS	
<input type="radio"/> FOR RENT <input checked="" type="radio"/> FOR <u>PN21-159 Appeal - P.C. Commission Appeal</u>		<input type="radio"/> CASH <input checked="" type="radio"/> CHECK <input type="radio"/> MONEY ORDER <input type="radio"/> CREDIT CARD	
ACCOUNT		FROM <u>10-2330-344</u>	TO <u>66-01</u>
PAYMENT	<u>495.00</u>	BY <u>[Signature]</u>	
BAL. DUE			

Attachment 2

**Planning Commission Staff Report
Dated January 18, 2023**



CITY OF
FOLSOM
DISTINCTIVE BY NATURE

AGENDA ITEM NO. 2
Type: Public Hearing
Date: January 18, 2023

Planning Commission Staff Report

50 Natoma Street, Council Chambers
Folsom, CA 95630

Project: Vintage Senior Apartments
File #: PN 21-159
Requests: Conditional Use Permit
Planned Development Permit
Density Bonus
Location/APN: The proposed Vintage Senior Apartments project is located on a 4.86-acre parcel situated on the south side of East Natoma Street at the intersection of East Natoma Street and Prison Road (103 East Natoma Street)/APN No. 071-0320-042
Staff Contact: Steve Banks, Principal Planner, 916-461-6207
sbanks@folsom.ca.us

Property Owner/Applicant

Name: Vintage at Folsom, LP
Address: 369 San Miguel Drive, Suite 135
Newport Beach, CA 92660

Recommendation: Conduct a public hearing and upon conclusion recommend approval of a Conditional Use Permit, Planned Development Permit, and Density Bonus for the Vintage Senior Apartments project, subject to the findings (Findings A-U) and conditions of approval (Conditions 1-76) attached to this report.

Project Summary: The proposed project includes development of a 136-unit senior affordable apartment community on a 4.86-acre site located on the south side of East Natoma Street at the intersection of East Natoma Street and Prison Road (103 East Natoma Street). The following are the specific entitlements requested with the proposed project.

- **A Conditional Use Permit** for development and operation of a senior apartment community on the subject 4.86-acre property.



- A **Planned Development Permit** which contains detailed development and architectural standards for the proposed 136-unit senior affordable apartment community.
- A **Density Bonus** for development of a senior affordable apartment community at a residential density of 28 units per acre and a request for three incentives/concessions including establishing a parking ratio of one parking space per apartment unit, increasing the maximum building height from 35 feet to 42-feet 6-inches (proposed apartment building is 34 feet in height with architectural features extending to 42-feet 6-inches), and increasing the maximum number of building stories from 2-stories to 3-stories.

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
- Attachment 3 - Analysis
- Attachment 4 - Conditions of Approval
- Attachment 5 - Vicinity Map
- Attachment 6 - Site Plan, dated October 17, 2022
- Attachment 7 - Preliminary Utility Plan, dated October 17, 2022
- Attachment 8 - Preliminary Grading and Drainage Plan, dated October 17, 2022
- Attachment 9 - Preliminary Grading Sections, dated October 17, 2022
- Attachment 10 - Preliminary Landscape and Irrigation Plans, dated October 20, 2022
- Attachment 11 - Preliminary Tree Impact Plan, dated October 17, 2022
- Attachment 12 - Preliminary Oak Tree Mitigation Plan, dated October 20, 2022
- Attachment 13 - Preliminary Access and Circulation Plan, dated October 17, 2022
- Attachment 14 - Preliminary Fire Access Plan, dated October 17, 2022
- Attachment 15 - Preliminary Lighting Plan and Details, dated November 3, 2021
- Attachment 16 - Building Elevations and Floor Plans dated June 3, 2022
- Attachment 17 - Color Building Renderings, dated June 3, 2022
- Attachment 18 - Building Site Sections, dated June 3, 2022
- Attachment 19 - Color and Materials Board, dated June 3, 2022
- Attachment 20 - Vintage Senior Apartments Booklet (Separate Bound Document)
- Attachment 21 - Site Photographs
- Attachment 22 - Transportation Impact Study, dated July, 2022
- Attachment 23 - Parking Memorandum, dated October 17, 2022



CITY OF
FOLSOM
DISTINCTIVE BY NATURE

AGENDA ITEM NO. 2
Type: Public Hearing
Date: January 18, 2023

- Attachment 24 - Parking Case Study, dated January 3, 2023
- Attachment 25 - Initial Study, Mitigated Negative Declaration, and Mitigation Monitoring and Reporting Program, dated November, 2022 (electronic version available for viewing at www.folsom.ca.us/government/community-development/planning-services/current-project-information)
- Attachment 26 - Comment Letters from Public Agencies
- Attachment 27 - Comment Letters from Residents
- Attachment 28 - CEQA Response Memorandum, dated January 3, 2023

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

Background:

On April 20, 2005, the Planning Commission considered a request for approval of a General Plan Amendment, Rezone, Vesting Tentative Subdivision Map, and Planned Development Permit for development of a 21-unit single-family residential subdivision on a 4.86-acre site located at 103 East Natoma Street, the same parcel at issue here. The Planning Commission continued the proposed project off-calendar on multiple occasions in order to provide the applicant with additional time to address concerns raised by the Commission and by residents. The applicant ultimately decided not to pursue development of the proposed subdivision and subsequently withdrew their development application.

On January 7, 2009, the Planning Commission approved a Tentative Parcel Map and Planned Development Permit for development of a 32,000-square-foot professional office park on the same 4.86-acre parcel located at 103 East Natoma Street. As was the case with the prior residential development application, the applicant decided not to move forward with development of the professional office park and withdrew their development application.

Physical Setting

The triangular-shaped 4.86-acre project site is located on the south side of East Natoma Street at the intersection of East Natoma Street and Prison Road. The project site, which slopes moderately from east to west with an approximate 20-foot elevation change, features a vegetative community that includes blue oak woodland, non-native grasses, and ephemeral and intermittent drainage features. The project site has been disturbed by the recreational use of bicycles and includes several pathways, dirt ramps and jumps. In addition, there is evidence of use of the site by transients as exhibited by several debris piles and associated trash. The project area includes a mixture of land uses including single-family residences, multi-family residences, medical and professional offices, a senior center, a food bank, local government offices, a hospital, a state prison, a church, and an overhead transmission line corridor. An aerial photograph of the project site and surrounding land uses is shown in Figure 1 on the following page.

FIGURE 1: AERIAL PHOTOGRAPH OF PROJECT SITE



ATTACHMENT 2 PROJECT DESCRIPTION

APPLICANT'S PROPOSAL

The applicant, Vintage at Folsom LP, is requesting approval of a Conditional Use Permit, Planned Development Permit, and Density Bonus for the development of a 136-unit senior (55+) affordable apartment community (Vintage Senior Apartments). The project is proposed on a 4.86-acre parcel located on the south side of East Natoma Street at the intersection of East Natoma Street and Prison Road.

A Conditional Use Permit is requested to allow for development and operation of the senior affordable apartment project on the subject property, as required by the Folsom Municipal Code in this location.

A Planned Development Permit is requested to allow for review of project-specific development standards, project site design, and the architectural design of the multi-family residential building.

Lastly, a Density Bonus is requested to allow development of the apartment project at a residential density of 28 units per acre and to provide for three incentives/concessions, including establishing a parking ratio of one parking space per apartment unit, increasing the maximum building height from 35 feet to 42-feet 6-inches, and increasing the maximum allowed number of building stories from 2 stories to 3 stories (proposed apartment building is three-stories tall and 34 feet in height with architectural features extending to 42-feet 6-inches).

The proposed Vintage Senior Apartments project includes development of a three-story, 34-foot-tall apartment building totaling 111,755 square feet. The proposed apartment building features a total of 136 units including 98 one-bedroom units (552-559 square feet) and 38 two-bedroom units (748 square feet). All apartment units are proposed to be accessible from interior hallways and include a full kitchen, living space, a laundry room, storage closets, a bedroom(s), and a bathroom. Proposed indoor and outdoor amenities include a 2,500-square-foot community center (includes community room, craft room, exercise room, game room, and library) on the first floor of the apartment building, an outdoor dining patio, an outdoor barbeque area, a bocce ball court, and a native habitat area.

All of the apartment units will be age-restricted to individuals 60 years and older. In addition, all of the apartment units will be designated as affordable for Low Income (LI) and Very Low Income (VLI) households as defined by State and City requirements, with 122 units being made available to LI individuals with incomes at or below 60% of the Sacramento area median income (AMI) and 14 units made available to VLI individuals with income at or below 50% of the AMI. As an example, a one-person household would

only qualify to live at Vintage Senior Apartments if their income was below \$56,750 (60% AMI/LI) or \$35,500 (50% AMI/VLI), while a two-person household would qualify if their income was below \$64,850 (60% AMI/LI) or \$40,550 (50% AMI/VLI).

Development of the proposed project will require State Funding through affordable housing tax credits, namely, the CTCAC Bond Program, and other state and federal financing resources offering apartment homes to income-qualified active seniors. Unlike other prior Affordable Projects developed within the City of Folsom, the applicant is not requesting financial participation from the City of Folsom.

The proposed project, including placement of the three-story apartment building, has been designed to preserve key open space areas containing numerous oak trees while also recognizing the unique topographical and physical features present on the project site. The proposed three-story apartment building features a contemporary residential design highlighted by simple rectilinear forms and shapes with vertical and horizontal components utilized to create visual interest while also breaking up the massing of the building. Proposed building materials include stucco, vertical board and batten siding, brick veneer, wood shutters, stucco trim, wrought iron railing, vinyl windows, and composition shingle roof tiles. The primary building colors are earth tone and include various shades of brown (Midnight Brown, Wooden Acre, and Wooden Peg) accented with a number of more vibrant white (Light House) and reddish colors (High Desert).

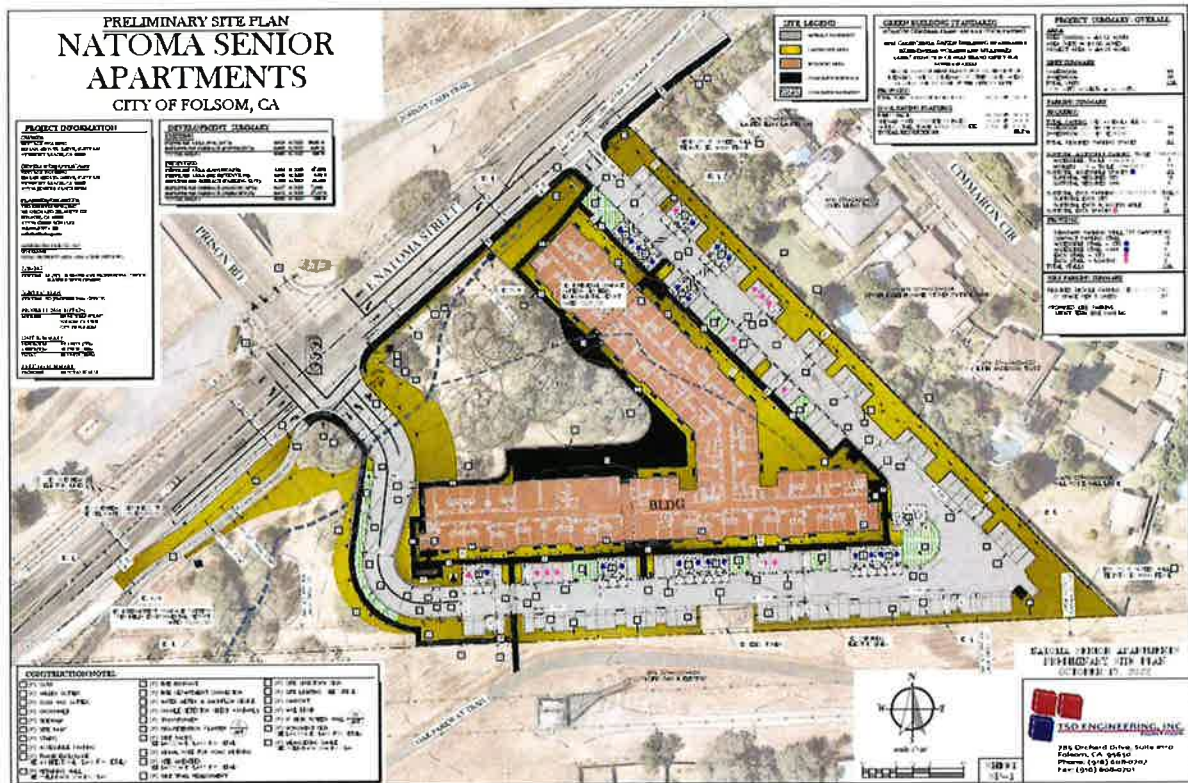
The proposed project includes a number of sustainability features consistent with the California Green Building Standards Code (CALGreen). The project is expected to exceed the 2016 California Building Energy Efficiency Standards (Title 24; Part 6) by 15% or more. The proposed project includes:

- Installation of a rooftop photovoltaic system (approximately 199 kW) that will serve the apartment building.
- Installation of cool paving materials (slag concrete).
- 14 electric vehicle capable parking spaces (spaces wired for future installation of an electric vehicle charging station).

Primary vehicle access to the project site will be provided by a new full-access driveway located on the south side of East Natoma Street at the signalized intersection of East Natoma Street and Prison Road. To accommodate installation of the new primary driveway, the proposed project is required to modify the existing three-way signalized intersection at East Natoma Street and Prison Road and convert it into a four-way signalized intersection. Secondary access to the project site is provided by a new driveway on the south side of East Natoma Street, approximately 250 feet to the east of the proposed primary driveway. The secondary driveway, which will feature Stop-sign control for exiting vehicles, will be limited to right-turns in and right-turns out only.

Proposed internal vehicle circulation consists of a single 27-foot-wide drive aisle that loops around the project site and connects the two project driveways. Pedestrian and bicycle access and circulation is provided by realignment of an existing Class I bicycle trail located in the northwest portion of the project site, existing Class III bicycle lanes on East Natoma Street, construction of a new sidewalk along the south side of East Natoma Street, installation of new internal sidewalks and walkways throughout the project site, and construction of a pedestrian/bicycle connection from the project site to an existing Class I bicycle trail (Oak Avenue Parkway Trail) located south of the project site. Additional site improvements include 136 on-site parking spaces (includes 14 electric vehicle capable parking spaces), 28 bicycle parking spaces, underground utilities, a drainage swale, bio-retention planters, retaining walls, fencing and screen walls, a bocce ball court, an outdoor patio, site lighting, site landscaping, a trash/recycling enclosure, and a monument sign. The proposed site plan is shown in Figure 2 below.

FIGURE 2: PROPOSED SITE PLAN



ATTACHMENT 3 ANALYSIS

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

- A. General Plan and Zoning Consistency
- B. Conditional Use Permit
 - Land Use Compatibility
- C. Planned Development Permit
 - Development Standards
 - Building Architecture and Design
- D. Density Bonus
- E. Traffic/Access/Circulation
- F. Parking
- G. Noise/Vibration Impacts
- H. Walls/Fencing
- I. Site Lighting
- J. Signage
- K. Trash/Recycling
- L. Existing and Proposed Landscaping
- M. Tree Preservation
- N. Conformance with Relevant Folsom General Plan Objectives and Policies
- O. Native American Consultation

A. General Plan and Zoning Consistency

General Plan and Zoning Consistency

The General Plan land use designation for the project site is PO (Professional Office) while the zoning designation is BP PD (Business and Professional, Planned Development District). The proposed project is consistent with both the General Plan land use designation and the zoning designation for the site, as senior citizen residential developments are identified as a permitted land use within the zoning designation for this site with approval of a Conditional Use Permit. In addition, the proposed project meets the development requirements established for the BP zoning district with respect to lot area, lot width, building height, building coverage, and building setbacks. Parking standards for senior residential projects are established through the Planned

Development Permit process and are discussed later within the Parking Section of this report.

B. Conditional Use Permit

Land Use Compatibility

The proposed project is located on an undeveloped, 4.86-acre commercially zoned property situated on the south side of East Natoma Street at the intersection of East Natoma Street and Prison Road. As described and shown in the Background section of this staff report, the project site is bounded by single-family residential development to the east with Cimarron Circle beyond, a PG&E transmission corridor to the west with commercial offices and Fargo Way beyond, East Natoma Street to the north with Folsom State Prison beyond, and a PG&E transmission corridor to the south with single and multi-family residential development beyond.

The applicant is requesting approval of a Conditional Use Permit to develop and operate a 136-unit senior affordable apartment community on the subject 4.86-acre project site located at 103 East Natoma Street. The Conditional Use Permit is required for the proposed use in this location, which is zoned Business Professional. The Folsom Municipal Code describes the BP zone as follows: "The intent of the BP zone is to designate areas suitable for business and professional offices. Uses in the BP zone are intended to be low-intensity commercial uses and compatible with higher-intensity residential uses. Retail commercial activities are discouraged. The BP zone may serve as a buffer between retail commercial and residential areas. The BP zone should be located along major arterials or have direct access to one via a collector street." The FMC states that a "senior citizens residential complex" is permitted in the BP zone upon issuance of a conditional use permit. (FMC § 17.22.030(E)(214); 17.22.040(1).)

In order to approve this request for a Conditional Use Permit, the Commission must find that the "establishment, maintenance, or operation of the use or building applied for will not, under the circumstances of the particular case, be detrimental to the health, safety, peace, morals, comfort, and general welfare of persons residing or working in the neighborhood of such proposed use, or be detrimental or injurious to property and improvements in the neighborhood, or to the general welfare of the City." (FMC § 17.60.040.)

In reviewing the request for a Conditional Use Permit, staff took into consideration the compatibility of the proposed land use in relation to the existing land uses in the immediate project vicinity. Potential noise impacts, traffic impacts, parking impacts, oak tree impacts, and aesthetic impacts were also analyzed and are addressed within separate sections of this report.

As mentioned earlier within this report, the project site is located in close proximity to a major arterial roadway (East Natoma Street) and within an area that features a broad mixture of different types of land uses including single-family residences, multi-family residences, medical and professional offices, a senior center, a library, a food bank, local government offices, a hospital, a church, a state prison, and an overhead transmission line corridor.

In the immediate project area, the existing land uses are predominantly residential in nature. The project is bound by single-family residences (Cimarron Hills Subdivision) to the east with Cimarron Circle and additional single-family residences beyond, an overhead transmission line corridor to the west with office development and Fargo Way beyond, an overhead transmission line corridor to the south with single-family and multi-family residences beyond, and East Natoma Street to the east with Folsom State Prison beyond.

The proposed Vintage at Folsom Senior Apartments project is an active-adult (55+) affordable rental community that will provide housing opportunities for approximately 175 residents. Given the residential nature of the proposed use, staff has determined that the proposed project will be complimentary to the existing single-family and multi-family residential land uses located in the immediate project vicinity. In addition, taking into account the unique needs of senior residential communities, staff has determined that the proposed project is also complimentary with surrounding non-residential uses in the vicinity that will provide a variety of daily and weekly services (medical offices, hospital, senior center, library, church, food bank, etc.) to the senior residents.

Consistent with the description of the BP zone in the Zoning Code, the proposed project, if approved, would serve as a buffer between existing professional/commercial development and residential areas. In addition, the proposed project's location along a major arterial street is consistent with the Zoning Code. REFER TO IMPACTS ON VARIOUS ISSUE AREAS DESCRIBED BELOW. Based on all of that, staff supports development of the proposed project at the subject location and, accordingly, staff recommends that the Commission grant the Conditional Use Permit.

C. Planned Development Permit

The purpose of the Planned Development Permit process is to allow greater flexibility in the design of integrated developments than otherwise possible through strict application of 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:

- Development Standards
- Building Architecture and Design

Development Standards

The applicant's intent with the subject application is to create a set of development standards that will comply with the development standards established for the BP (Business and Professional) zoning district, in which the project site is located, as well as the standards for the R-4 (General Apartment) zoning district, which apply to similar multifamily projects.

The development standards for the R-4 zoning district are included for reference purposes only as the proposed project is a multi-family development, however, the subject property has a BP zoning designation which takes precedence in terms applicable development standards.

The table below outlines the existing development standards for the BP and R-4 zoning districts compared to the proposed development standards for the Vintage Senior Apartments project:

TABLE 1: DEVELOPMENT STANDARDS TABLE

Development Standards Table Vintage Senior Apartments							
	Min. Lot Area	Min. Lot Width	Max. Building Coverage	Front Yard Setback	Rear Yard Setback	Side Yard Setbacks	Building Height limit
BP Zoning District	6,000 s.f.	60	60%	20 feet	20 feet	NA	35 feet (two stories),(4 stories with CUP)
R-4 Zoning District	6,000 s.f.	60 feet	60%	20 feet	20 feet	5 feet and 10 feet	50 feet (four-stories)
Proposed Project	211,701 s.f.	580 feet	18%	20 feet	87 feet	68 feet and 117 feet	34 feet

As shown on the development standards table, the proposed project meets or exceeds all development standards established for the BP (Business and Professional) and R-4 (General Apartment) zoning districts including minimum lot area, minimum lot width, maximum building coverage, front yard setback, rear yard setback, side yard setbacks, and maximum building height. Regarding building height, the proposed apartment building is 34 feet in height with architectural features extending to 42-foot 6-inches. The 34-foot height of the building itself meets standards as shown above. The Zoning Code also allows architectural features to be built to a height up to 25 feet above the height limit established for the district in which they are located, which, in this case, would be 60 feet.

(FMC § 17.58.080.) As such, the building height, including the taller architectural features, complies with the Zoning Code. However, the proposed building is three stories tall and only two stories are allowed by right. The applicant has requested a concession under the density bonus law to allow the additional story. That request is analyzed in the Density Bonus section of the report. The established of a project-specific parking standard is addressed separately within the Parking Section of this staff report.

Building Architecture and Design

As detailed in the Project Description section of this report, the proposed project includes development of a three-story, 111,755-square-foot apartment building. The design concept for the apartment building features a contemporary residential architectural style accentuated by simple rectilinear forms and shapes, with vertical and horizontal components intended to establish visual interest while also breaking up the massing of the building. Proposed building materials include stucco, vertical board and batten siding, brick veneer, wood shutters, stucco trim, wrought iron railing, vinyl windows, and composition shingle roof tiles. Primary building colors are earth tone and include different shades of brown (Midnight Brown, Wooden Acre, and Wooden Peg) accented with a couple of more vibrant white (Light House) and reddish colors (High Desert). Proposed elevations and renderings of the proposed apartment building are shown below and on the following pages.

FIGURE 3: BUILDING ELEVATIONS



FIGURE 4: BUILDING RENDERING (NORTHEAST)



FIGURE 5: BUILDING RENDERING (SOUTHWEST)



FIGURE 6: BUILDING RENDERING (SOUTHEAST)



The proposed project is not located within a geographic area that has established residential or commercial design guidelines. However, the project is subject to the City's Design Guidelines for Multi-Family Development (Design Guidelines). The overall purpose of the Design Guidelines is to promote and protect public health, safety, and general welfare of the community by:

- Supporting the preservation of existing neighborhood character and community value.
- Promoting the vision of suitable housing types for all residents including new standards for developments with higher densities and usage mix.
- Encouraging the formulation or regulations that reflect the direction of the Folsom General Plan and add a qualitative direction for new developments in support of General Plan Policies.
- Providing guidance for increasing density with greater attention paid to amenities.
- Creation of interconnected and livable communities.
- Minimizing the impact of parking within existing or planned neighborhoods.

In terms of architecture and design, the Design Guidelines for Multi-Family Development recommend that multi-family projects be designed in a manner that compliments the surrounding community. The following are some of the specific design recommendations suggested by the Design Guidelines:

- Variety and distinctness in design are desirable
- Expanses of uninterrupted wall area, unbroken roof forms, and box-like structures shall be prohibited. Balconies, porches, bay windows, chimneys, and other design elements with projections and varied setbacks shall be used to break up the physical characteristics of structures.
- Separations and changes in the height of roof planes shall be used to visually separate the units. Articulation such as roof dormers, hips, gables, balconies, wall projections, and porches shall be used to break up the visual massing of building facades.
- The use of a variety and combination of building materials is encouraged. Building materials selected for multi-family projects shall be very durable and require low maintenance including, but not limited to, stucco, stone, and brick. Building materials shall integrate quality design elements consistent with the design of the development and the surrounding neighborhood.
- Predominant roof materials shall be of high quality, durable material such as, but not limited to, clay or concrete roof tiles and asphalt shingles.
- Exterior building colors shall be compatible with the surrounding neighborhood setting and shall not be out of character or in visual competition with the existing surrounding design elements.
- All accessory structures, including carports, garages, and solid waste enclosures, shall be designed with materials and in a manner consistent with the architectural design characteristics of the development.

As illustrated on the building elevations and color renderings (Attachments 16 and 17), the proposed apartment building incorporates many of the key design features recommended by the Design Guidelines including the use of rectilinear building shapes to create a sense of depth, use of varied forms and projections to create visual relief, use of staggered rooftop elements to break up the mass of the building, and the inclusion of unique design details to reinforce the residential design theme of the building.

As shown on the color and materials board (Attachment 19), the proposed project utilizes a variety of modern residential building materials to enhance the appearance of the building including the use of stucco on the walls, brick veneer wainscoting, board and batten siding, wrought-iron railings, and composition shingle roofing material. As

recommended by the Design Guidelines, the proposed project features a natural color scheme with extensive use of earth tone colors including various shades of brown complimented with more vibrant white and reddish colors.

In evaluating the architecture and design of the proposed project, staff also took into consideration the compatibility of the proposed apartment building relative to existing single-family and multi-family structures in the immediate project area. The individuals potentially most impacted by the design of the proposed apartment building reside in single-family residences located in the Cimarron Hills Subdivision directly adjacent to the project site to the east. The Cimarron Hills Subdivision, which was developed in the early 1980s, features a mixture of 95 one and two-story homes. The single-family residences within the Cimarron Hills Subdivision have a zoning designation of R-1-ML (Single-Family Dwelling, Medium Lot District), which allows for development of a residence that is a maximum of 2.5 stories tall, but not to exceed 35 feet.

The next closest individuals that have the potential to be impacted by the proposed project are a series of multi-family residences (combination of duplex and fourplex units) located on the north side of Montrose Drive, approximately 317 feet to the south of the project site across an overhead transmission line corridor. The multi-family residences located along the north side of Montrose Drive, which were developed in the 1960s and 1970s for the most part, include a mixture of one and two-story structures. These multi-family residences along Montrose Drive have zoning designations of R-2 (Two-Family Residence District) and R-4 (General Apartment District), which allow for development of residential structures that are a maximum of 2.5 stories tall, but not to exceed 35 feet and four-stories, but not to exceed 50 feet in height respectively.

As mentioned in the Project Description section of this staff report, the applicant is requesting approval of a density bonus concession to allow the proposed apartment building to exceed two-stories in height (proposed apartment building is three-stories tall and 34 feet in height with architectural features extending to 42-feet 6-inches). According to the applicant, the architecture and design of the apartment building was crafted purposefully to compliment the design, architecture, building materials, and colors of existing single-family and multi-family residence in the surrounding neighborhoods. In addition, placement and orientation of the three-story apartment building was designed to preserve key open space areas that contain numerous oak trees, while also recognizing the unique topographical and physical features (drainage channel, etc.) present on the project site.

The building site sections on the following page demonstrate the site and building relationship between the proposed apartment building and adjacent single-family residences to the east on Cimmaron Drive.

FIGURE 7: BUILDING SITE SECTION (CIMMARRON HILLS-NORTH)

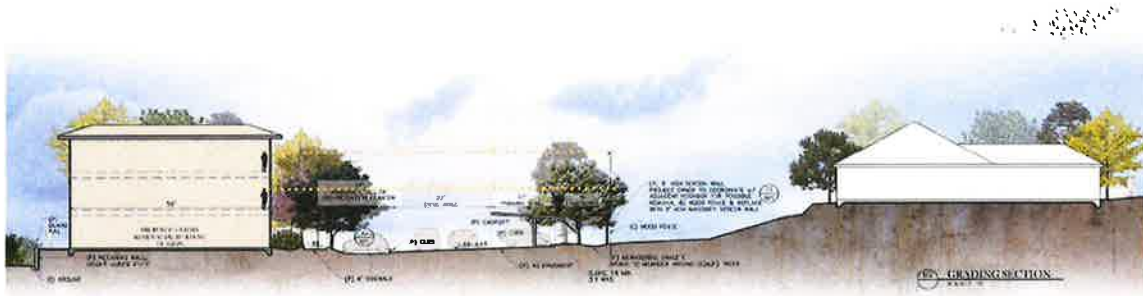
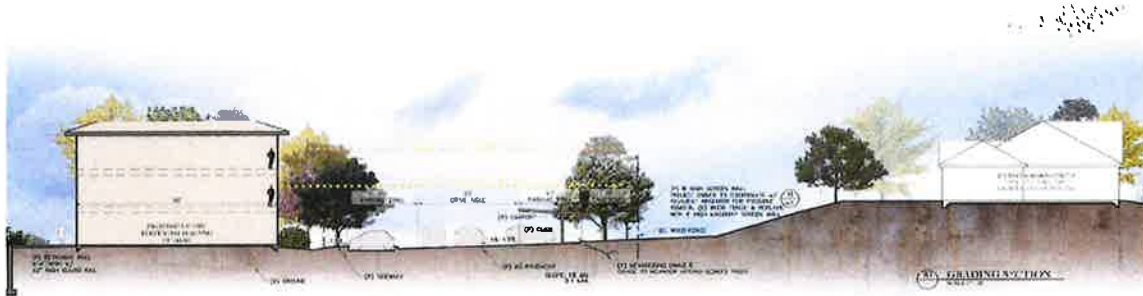
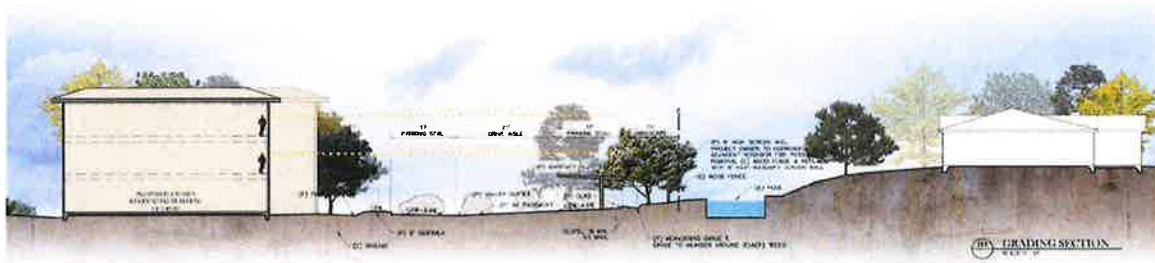


FIGURE 8: BUILDING SITE SECTION (CIMARRON HILLS-SOUTH)



As shown on the site sections and on the submitted development plans, there are a number of factors that will minimize the visual impact of the proposed three-story apartment building relative to the adjacent single-family residences on Cimarron Circle including grade differential, building separation, existing and proposed landscaping, proposed walls, and building orientation. In relation to grade differential, the finished pad elevation of the apartment building is 346 feet msl (above mean sea level) while the pad elevation for adjacent single family residences ranges from 355 to 360 feet msl. The visual impact associated with this grade differential is that the proposed apartment building will appear to be a two-story tall structure as viewed from the first floor of the single-family residences to the east. With regard to building separation, the proposed apartment building has setbacks that range from approximately 68 to 95 feet from the eastern property boundary and setbacks that range from approximately 128 to 165 feet from the single-family residences to the east on Cimarron Circle.

As shown on the building site section and submitted landscape plans (Attachment 10), there are a number of existing trees on the project site along the eastern project boundary that will be preserved. In addition, the proposed project includes the planting of a significant number of trees (24-inch box evergreen trees) within a 15-foot-wide landscape buffer along the eastern project boundary. The combination of existing trees and new tree plantings along the eastern project boundary will create a natural vegetative screen between the project site and the residential properties to the east. With regard to walls, the proposed project includes construction of a decorative 8-foot-tall masonry wall along the entire eastern project boundary which will reduce the visual impact of the three-story apartment building, while also providing for additional privacy for residents of the adjacent single-family residences to the east. Lastly, the proposed apartment building has been designed with two wings oriented at an approximately 45-degree angle, further breaking up the length and massing of the building and minimizing potential visual impacts to adjacent single-family residences.

As mentioned previously, the proposed project is also located in relatively close proximity to a series of multi-family residences situated along the north side of Montrose Drive creating potential visual impacts. The proposed three-story apartment building, which is separated from the multi-family residences by a 190-foot-wide overhead transmission line corridor, is located approximately 317 feet from the nearest multi-family residence along Montrose Drive resulting a substantial physical buffer between the properties. In addition, there is a significant grade differential between the proposed apartment building (346 feet msl) and the multi-family residences (approximately 360 feet msl) to the south, further reducing potential visual impacts associated with the proposed apartment building.

Based on the aforementioned analysis, staff has determined that the proposed project represents a high-quality design that is consistent with the design recommendations of the Design Guidelines for Multi-Family Development. In addition, staff has determined that the project design is complimentary to the design of existing residential buildings in the immediate project area. As a result, staff recommends approval of the applicant's design with the following conditions:

1. This approval is for a three-story apartment building totaling 111,755 square feet associated with the Vintage Apartments project. The applicant shall submit building plans that comply with this approval and the attached building elevations and color renderings dated June 3, 2022.
2. The design, materials, and colors of the proposed Vintage Senior Apartments building shall be consistent with the submitted building elevations, color renderings, materials samples, and color scheme to the satisfaction of the Community Development Department.
3. Brick pavers or another type of colored masonry material (ADA compliant) shall be used to designate pedestrian crosswalks on the project site, in addition to where pedestrian paths cross drive aisles, and shall be incorporated as a design feature at the driveway entrances at East Natoma Street to the satisfaction of the Community Development Department.
4. Roof-mounted mechanical equipment, including satellite dish antennas, shall not extend above the height of the parapet walls. Ground-mounted mechanical equipment shall be shielded by landscaping or trellis type features.
5. Utility equipment such as transformers, electric and gas meters, electrical panels, and junction boxes shall be screened by walls and or landscaping.

These recommendations are included in the conditions of approval (Condition No. 60) presented for consideration by the Planning Commission.

D. Density Bonus

As mentioned in the Project Description section of this staff report, the applicant is requesting approval of a Density Bonus to allow development of the senior affordable apartment project at a residential density of 28 units per acre. In addition, the applicant is seeking to be granted three incentives/concessions including establishing a parking ratio of one parking space per apartment unit, increasing the maximum building height from 35 feet to 42-feet 6-inches, and increasing the maximum number of building stories from 2 stories to 3 stories.

The State Density Bonus Law (Government Code section 65915) requires the City to grant one density bonus and, if requested by the applicant and consistent with applicable requirements, specified numbers of incentives or concessions, waivers or reductions of development standards, and reduced parking ratios, all based on the percentage of affordable units in the housing development.

Similarly, the Density Bonus chapter of the Folsom Municipal Code (FMC, Chapter 17.102 Density Bonus and Other Developer Incentives) is intended to provide incentives for the production of affordable housing opportunities within the City for very low-income, low-

income, and moderate-income households and seniors. Section 17.102.030 (Implementation) of the Folsom Municipal Code states that the City shall grant a density bonus to an applicant of a housing development consisting of five or more units who agrees to provide the following:

- a) At least ten percent of the total units of a housing development for low-income households; or
- b) At least five percent of the total units of a housing development for very low-income households; or
- c) A senior citizen housing development.

The proposed project includes development a 136-unit senior affordable apartment community which includes 122 units (90%) being made available to Low Income individuals (incomes at or below 60% of the Sacramento area median income (AMI)) and 14 units (10%) made available to Very Low Income individuals (income at or below 50% of AMI). Based on this information, staff has determined that the proposed project meets all three of the criteria listed above and qualifies for granting of a Density Bonus by the City. The State Density Bonus Law also requires that the rental units must remain affordable for 55 years or longer. Condition No. 4 is included to reflect this requirement.

State law defines "density bonus" as "a density increase over the otherwise maximum allowable gross residential density as of the date of application by the applicant to the city." (Government Code § 65915(f).) However, a housing development project can qualify for a density bonus, and all associated incentives, concessions, etc. even if it includes "no increase in density". ((Government Code § 65915(f).) The amount of density increase to which an applicant is entitled varies depending on the percentage of affordable housing units in the development.

In this case, the subject property does not have an assigned density, per se, because it is zoned BP. The maximum allowable density under the General Plan is 30 dwelling units per acre, and this project is below that, at 28 dwelling units per acre. Accordingly, no density increase is requested as a part of this project. As mentioned above, however, the applicant is still eligible for incentives/concessions under the density bonus law. (Government Code § 65915(f).)

In addition to the available density increase, State Density Bonus Law (Government Code section 65915) and the Density Bonus chapter of the Folsom Municipal Code (FMC, Section 17.102.030) provide an applicant with incentives/concessions, waivers or reductions of development standards, and reduced parking ratios in return for the development of senior or affordable housing units. The State Density Bonus Law states that an applicant shall receive four incentives/concessions if 100% of all units in the development, including total units and density bonus units, but excluding a manager's unit, are for lower income households. (Government Code § 65919(d)(2)(D),

65915(b)(1(G).) In this particular case, all of the 136 apartments units are considered affordable with 90% of the units being restricted to Low-Income households and 10% of the units being restricted to Very Low-Income households. As a result, staff has determined that the applicant is eligible for four incentives/concessions, but the applicant has only requested three.

The first incentive/concession that the applicant is requesting is the establishment of a parking ratio of one parking space per each apartment unit for the Vintage Senior Apartment Community. As discussed later within the Parking section of this staff report, there is no established parking standard in the Folsom Municipal Code for senior affordable apartment community projects. As a result, the parking standard for senior affordable apartment projects is established through the Planning Development Permit process. The applicant has provided documentation (Parking Study-Attachment 23 and Parking Memorandum-Attachment 24) that makes a justification for the requested 1:1 parking ratio for the proposed project. Staff has evaluated the aforementioned supplemental parking information and conducted its own parking analysis (Parking section of staff report) and determined that a 1:1 parking ratio is adequate to serve the proposed project. The requested 1:1 parking ratio also complies with the limits placed on the City's ability to require specific parking ratios for affordable housing projects by the State Density Bonus Law. (Government Code § 65915(p).) As a result, staff is supportive of the proposed incentive/concession to establish a parking ratio of one parking space per each apartment unit for the Vintage Senior Apartments project.

The second incentive/concession being requested is to allow for an increase in the maximum building height of the apartment building from 35 feet to 42-feet 6-inches. As discussed previously within the Planned Development Permit section of this staff report, the proposed three-story apartment building is 34 feet in height (primary roof height) with architectural features that extend up to 42-feet 6-inches in height. The proposed building height is consistent with the maximum building height standard of 35 feet established for the BP zoning district in which the subject property is located. In addition, the proposed project is consistent with the building height exception established by the Folsom Municipal Code (FMC, Section 17.58.080 Height Exceptions) for architectural features extending above the primary roofline with certain project-related architectural features extending up to 7-feet 6-inches above primary roof line (42-feet 6-inches above grade), whereas architectural features are permitted to extend up to 25 feet above the height limited established for particular zoning district. The applicant may not need an incentive/concession under the Density Bonus Law to obtain approval of the requested building height, given the requirements in the Folsom Municipal Code described above. However, the applicant has requested the incentive/concession and staff has determined that the project is eligible for it under the Density Bonus Law. Based on the fact that the proposed project is consistent with the established standard for maximum building height for the BP zoning district, staff is supportive of the requested incentive/concession for the primary building height to be 34 feet, with architectural features extending up to 42-feet 6-inches.

The third and last incentive/concession requested includes a request to increase the maximum number of building stories from 2 stories to 3 stories. According to the applicant, the increase of the apartment building from 2 to 3-stories is necessitated by the desire to avoid key open space areas on the project site, preserve protected oak trees, and work within the unique topographical and physical features (elevation changes, drainage channel, etc.) present on the project site. As mentioned previously within the Planned Development Permit section of this staff report, the apartment building has a primary roof height of 34 feet which is consistent with the maximum height standard established for the BP zoning district (adjacent Cimarron Hills Subdivision has same maximum height requirement of 35 feet). In addition, the project site is at a substantially lower elevation than the adjacent residential properties, further minimizing the potential visual impacts associated with the proposed three-story apartment. Based on this information, staff is supportive of the third incentive/concession to increase the building height from 2-stories to 3-stories for the proposed Vintage Senior Apartments project.

In summary, staff has determined that the applicant's Density Bonus request to create a residential density on the subject property of 28-units per acre is consistent with the requirements of the State Density Bonus Law and the Folsom Municipal Code. In addition, staff has determined that the applicant is eligible for four incentives/concessions based on the affordable composition (100% affordable to Low and Very Low-Income Households) of proposed apartment project. Staff is also supportive of the three proposed incentives/concessions relative to parking ratios, building height, and building stories. Lastly, it is important to acknowledge that each of the incentives/concessions requested by the applicant are somewhat redundant in that City staff is supportive of the proposed parking ratio, building height, and number of building stories as discussed in the Conditional Use Permit and Planned Development Permit sections of this staff report. However, the applicant felt strongly that the Density Bonus request was integral to their moving forward with the proposed Vintage Senior Apartments project, especially given the challenges facing development of affordable housing in the region and the State.

Under Government Code section 65915(d)(1) of the State Density Bonus Law, the City must grant the requested incentives, concessions, waivers or reductions of development standards, and reduced parking ratio unless, one or more of the following findings are made, based upon substantial evidence:

- The concession or incentive does not result in identifiable and actual cost reductions... to provide for affordable housing costs.
- The concession or incentive would have a specific, adverse impact [defined as a significant, quantifiable, direct, and unavoidable impact, based on objective, identified written public health or safety standards, policies, or conditions as they existed on the date the application was deemed complete. The following shall not constitute a specific, adverse impact upon the public health or safety: (A) inconsistency with the zoning ordinance or general plan land use designation; (B) the eligibility to claim a welfare

exemption under subdivision (g) of Section 214 of the Revenue and Taxation Code (Gov. Code § 65589.5(d)(2)] upon public health and safety or on any real property that is listed in the California Register or Historical Resources and for which there is no feasible method to satisfactorily mitigate or avoid the specific, adverse impact without rendering the development unaffordable to low-income and moderate-income households.

- The concession or incentive would be contrary to state or federal law.

The project applicant may initiate judicial proceedings if the City refuses to grant a requested density bonus, incentive, or concession. (Government Code § 65915(d)(3).) In such a proceeding, the City bears the burden of proof for the denial of a requested concession or incentive. (Government Code § 65915(d)(4).)

Staff is not aware of information supporting any of the above-referenced findings in this case.

Staff has determined that the requested density bonus and the requested incentives/concessions should be granted.

E. Traffic/Access/Circulation

Existing Roadway Network

The project site is located on the south side of East Natoma Street at the intersection of East Natoma Street and Prison Road. Significant roadways in the project vicinity include Natoma Street/East Natoma Street and Prison Road. Natoma Street/East Natoma Street provides connectivity between Folsom Boulevard to the west and Empire Ranch Road to the east. In the vicinity of the project, Natoma Street/East Natoma Street is minor two-lane arterial roadway with a posted speed limit of 35-mph. Prison Road is a two-lane north-south roadway that provides access between East Natoma Street and Folsom State Prison.

The traffic, access, and circulation analysis associated with the proposed project is based on the results of a Transportation Impact Study (Attachment 22) that was prepared in July 2022 by T. Kear Transportation Planning and Management, Inc. The Transportation Study analyzed traffic operations at the following two study intersections in the vicinity of the project site:

- East Natoma Street/Prison Road
- East Natoma Street/Eastern Project Driveway

Two different scenarios were evaluated in reviewing traffic operations at the two study intersections including Existing 2022 without Project Condition and Existing 2022 with Project Condition.

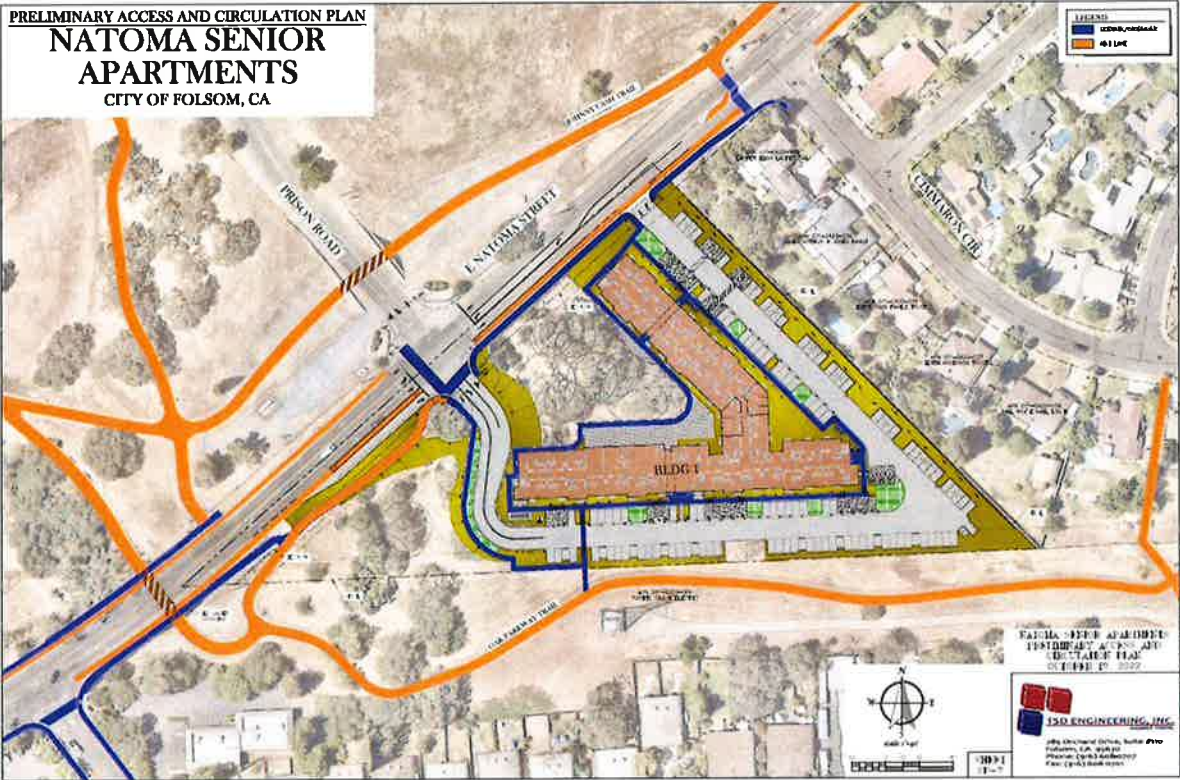
The proposed Vintage Senior Apartments project is expected to generate a total of 39 vehicle trips during the weekday AM peak hour (17 inbound and 22 outbound) and 41 vehicle trips during the weekday PM peak hour (22 inbound and 19 outbound). Overall, the proposed project is projected to generate a total of 441 daily vehicle trips. Based on the relatively low volume of project-related vehicle trips, the Transportation Study concluded that the proposed project would not have a significant impact on vehicle level of service (LOS) at either of the two study intersections. In addition, the Transportation Study determined that the proposed project would not have a significant impact relative to Vehicle Miles Traveled (VMT) as the project is projected to be at least 15% less than the regional per capita VMT. It is interesting to note that the proposed project is expected to generate less AM peak hour and PM peak hour vehicle trips than the previously approved office project (Montara Grove Office Park) on the subject site.

Project Access and On-Site Circulation

As shown on the submitted site plan (Attachment 6), primary vehicle access to the project site is provided by a new full-access driveway located on the south side of East Natoma Street at the signalized intersection of East Natoma Street and Prison Road. Installation of the primary driveway will require modification of the existing three-way signalized intersection at East Natoma Street and Prison Road to convert it into a four-way signalized intersection. Secondary access to the project site is provided by a new driveway on the south side of East Natoma Street, approximately 250 feet to the east of the proposed primary driveway. The secondary driveway, which will feature Stop-sign control for exiting vehicles, will be limited to right-turns in and right-turn out only.

Proposed internal vehicle circulation consists of a single 27-foot-wide drive aisle that loops around the project site and connects the two project driveways. Pedestrian and bicycle access and circulation is provided by realignment of an existing Class I bicycle trail, existing Class III bicycle lanes on East Natoma Street, construction of a new sidewalk along the south side of East Natoma Street, installation of new internal sidewalks and walkways throughout the project site, and construction of a pedestrian/bicycle connection from the project site to an existing Class I bicycle trail located south of the project site. The preliminary access and circulation plan is shown in Figure 9 on the following page.

FIGURE 9: PRELIMINARY ACCESS AND CIRCULATION PLAN



The Transportation Study prepared for the proposed project also evaluated the operation and configuration of the project access system in terms of driveway geometry, driveway access, driveway throat depth, vehicle queuing, vehicle accident history, and bicycle and pedestrian safety. Shown in the figures on the following pages are the proposed access driveways and their configuration.

FIGURE 10: PRIMARY PROJECT ACCESS DRIVEWAY

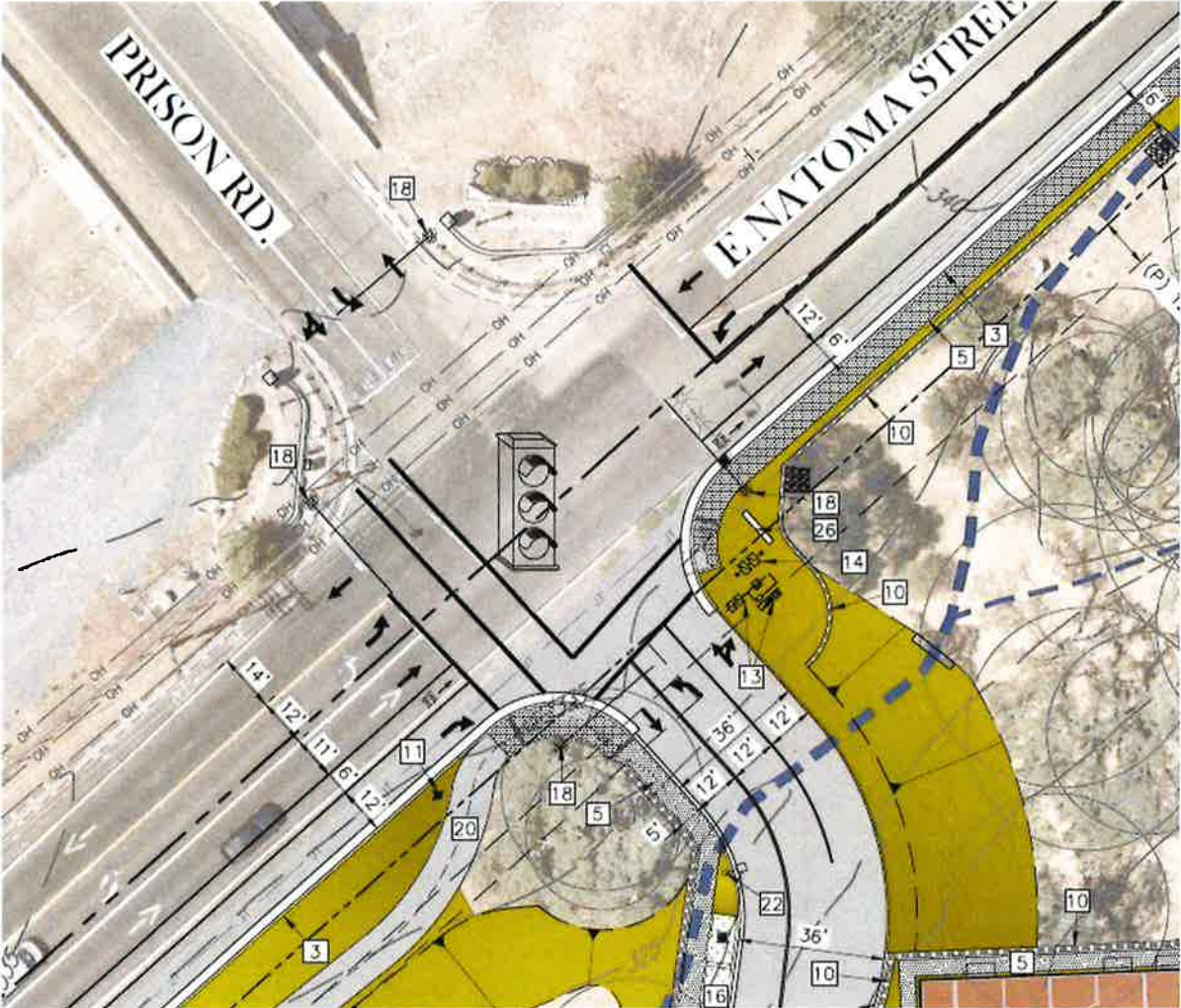
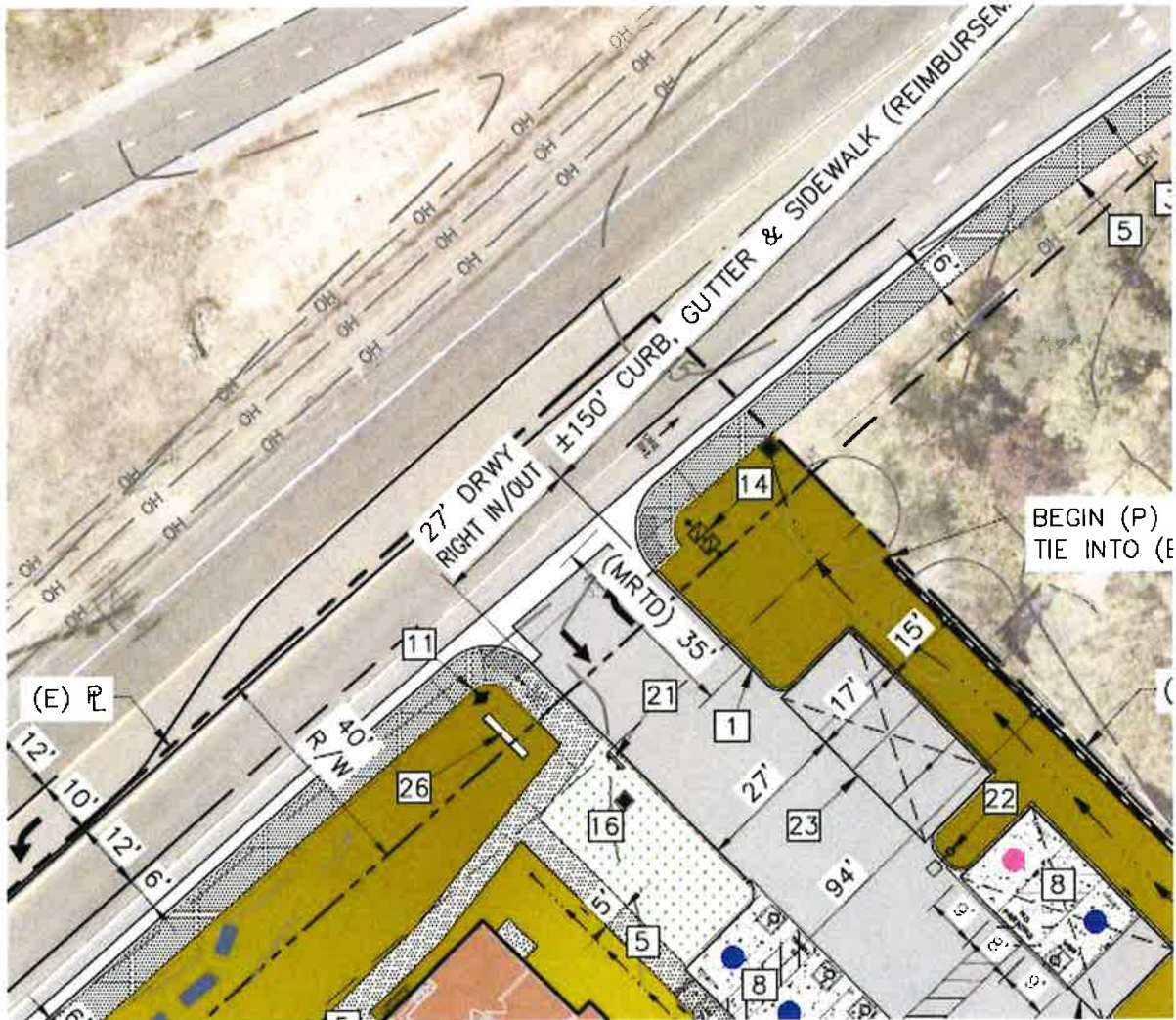


FIGURE 11: SECONDARY PROJECT ACCESS DRIVEWAY



In relation to driveway geometry, City standards require that a 60-foot right-turn taper be provided when there are 10 or more vehicles making a right-turn movements into a driveway during the AM (7:00 a.m. to 9:00 a.m.) or PM (4:00 p.m. to 6:00 p.m.) peak hours, with a 150-foot right-turn pocket plus 60-foot taper being required when there are 50 or more right-turn movements into a driveway. The Transportation Study determined that neither of the project driveways will have more than 10 right-turn vehicle movements, thus neither of the turn-pocket improvements reference above are required. With that said, the proposed project does include construction of a 150-foot right-turn pocket with 60-foot taper on the eastbound approach to Prison Road from East Natoma Street. The proposed project also includes construction of a 100-foot left-turn pocket with 60-foot taper on the westbound approach to Prison Road from East Natoma Street. The secondary project driveway, which is located approximately 250 feet east of the primary

project driveway, is proposed to be limited to right-turn in and right-turn out movements only. To ensure that vehicle movements at the secondary project driveway are limited to right-turn in and right-turn out movements, the Transportation Study recommends that a raised median be constructed within Natoma Street and a right-turn channelization taper be constructed at the secondary project driveway to prevent left-turns into the project site from westbound East Natoma Street and left-turns out of the project site onto westbound East Natoma Street. Otherwise, the Transportation Study determined that the proposed geometry and access for the two project driveways was adequate.

The Folsom Design and Procedures Manual indicates that the required minimum driveway throat depth for an 81-161-unit multi-family residential apartment development is 50 feet for a single project driveway or the sum of 50 feet when there are multiple project driveways. As shown on the submitted site plan (Attachment 6), the primary project driveway has a throat depth of 50 feet, while the secondary project driveway has a throat depth of 25 feet (sum of 75 feet). Based on this information, the Transportation Study concluded that the driveway throat depth for the two project driveways was adequate to serve the apartment project. The Transportation Study also determined that there was sufficient vehicle storage available in the proposed left-turn pocket into the project site from westbound East Natoma Street and out of the project site from the primary project driveway onto westbound East Natoma Street.

The Transportation Study evaluated potential geometric constraints and safety issues associated with development of the proposed apartment project including driveway spacing, sight vision triangles, and Statewide Integrated Traffic Records System (SWITRS) collision data. The Study determined that the project-related driveway spacing, throat depth, and corner sight-distance are all adequate. In terms of reported vehicle accidents in close proximity to the project site, the Study found that there have been three vehicle accidents within the past five years including a rear-end collision on eastbound East Natoma Street at Prison Road and two driving under the influence (DUI) incidents (vehicle sideswiped/vehicle overturned). Based on this data, the Study concluded that these types of vehicle accident varieties would not be exacerbated with development of the proposed project and that no traffic safety treatments are warranted.

The Transportation Study evaluated bicycle and pedestrian safety relative to existing and proposed improvements to bicycle and pedestrian circulation associated with the proposed project. Pedestrian and bicycle access and circulation improvements tied to the proposed project include realignment of an existing Class I bicycle trail located in the northwest portion of the project site, restriping of existing Class III bicycle lanes on East Natoma Street, construction of a new sidewalk along the south side of East Natoma Street, installation of new internal sidewalks and walkways throughout the project site, and construction of a pedestrian/bicycle connection from the project site to an existing Class I bicycle trail (Oak Avenue Parkway Trail) located south of the project site. The Study determined that the proposed project would not result in any bicycle or pedestrian safety-related impacts.

To ensure implementation of the traffic control measures identified on the submitted site plan and recommended by the Transportation Impact Study, staff recommends the following recommendations be included as conditions of approval for the project (Condition No. 53)

East Natoma Street (Eastbound)

- The owner/applicant shall construct a 150-foot right-turn pocket with 60-foot taper on the eastbound approach to Prison Road from East Natoma Street. The existing bike trail shall be relocated to accommodate the right-turn lane. The relocated bike trail shall be placed in a dedicated pedestrian access and trail easement which shall be recorded prior to plan approval. With this proposed modification, the eastbound approach to Prison Road from East Natoma Street shall include one left-turn lane, one thru lane, and one right-turn lane.

East Natoma Street (Westbound)

- The owner/applicant shall construct a 100-foot left-turn pocket with a raised median with a 60-foot taper on the westbound approach to Prison Road from East Natoma Street. The median shall allow emergency vehicle access/egress and the modifications required for emergency vehicle access/egress shall be approved by the City of Folsom Fire Department. With these proposed modifications, the westbound approach to Prison Road from East Natoma Street shall include one shared thru/right-turn lane and one left-turn lane.

Prison Road (Southbound)

- Prior to entering State property, the contractor shall execute a right-of-entry agreement with the State of California, Department of Corrections.
- The owner/applicant shall restripe the existing right-turn lane at the southbound approach to East Natoma Street from Prison Road to indicate that this lane is a shared thru and right-turn lane. The existing dedicated left-turn lane shall remain as currently striped.

Primary Project Driveway (East Natoma Street)

- The owner/applicant shall construct a shared thru/right-turn lane and a dedicated left-turn lane at the northbound approach to East Natoma Street at the primary project driveway. The shared thru/right-turn lane and dedicated left-turn lane shall include a 70-foot turn pocket and a 60-foot taper.

Secondary Project Driveway (East Natoma Street)

- The owner/applicant shall construct a raised median within Natoma Street and a right-turn channelization taper at the secondary project driveway to prevent left-turns into the project site from westbound East Natoma Street and left-turns out of the project site onto westbound East Natoma Street to the satisfaction of the Community Development Department.

- The owner/applicant shall install “Stop” signs, appropriate pavement markings, and signage at the secondary project exit at East Natoma Street.

East Natoma Street/Prison Road Traffic Signal and Signal Timing

- The owner/applicant shall construct a traffic signal at the fourth leg of the intersection of East Natoma Street and Prison Road and modify all existing traffic signal improvements to the satisfaction of the Community Development Department.
- The owner/applicant shall coordinate retiming the traffic signal at the intersection of East Natoma Street and Prison Road as follows:
 - Eastbound and westbound protected left turn phasing, northbound and southbound split phasing. 150 second cycle length, with 34 second northbound southbound split phases and 20 second eastbound and westbound protected phases, and 62 second eastbound and westbound through phases. Crosswalks shall be set to 22 seconds to accommodate a 3 feet per second walking speed.

East Natoma Street Frontage Improvements

- The owner/applicant shall install curbs, gutter, a bicycle lane, and sidewalks along the project’s frontage with East Natoma Street as shown on the submitted site plan. In addition, the owner/applicant shall construct curbs, gutters, a bicycle lane, and sidewalks from the project’s eastern boundary approximately 120-feet to the east to connect to the existing off-site sidewalk and associated improvements. The owner/applicant shall enter into a credit reimbursement agreement with the City to cover the costs of these off-site frontage improvements.

The previous City of Folsom General Plan (1988) contemplated the extension of Oak Avenue Parkway from Willow Creek Drive to Natoma Street, with a further extension of Oak Avenue Parkway from East Natoma Street across the American River via bridge to Grant Lane. To facilitate the potential extension of Oak Avenue Parkway, the City obtained access easements from a number of properties located along the Oak Avenue Parkway Trail between Willow Creek Drive and East Natoma Street. The current City of Folsom General Plan (2035) did not envision the extension of Oak Avenue Parkway from Willow Creek Drive to East Natoma Street as evidenced by the General Plan Circulation Exhibit. In addition, the Circulation Exhibit does not include a new bridge crossing in the vicinity of East Natoma Street and Prison Road. With the fairly recent construction of the Folsom Lake Crossing Bridge over the American River just below Folsom Dam, it is also highly unlikely that the City would entertain the idea of constructing another bridge crossing in this area. As a result, the City is not requiring the Vintage Senior Apartments project to provide a Intend of Dedication (IOD) along the southern portion of their property to accommodate future extension of Oak Avenue Parkway,

F. Parking

As noted earlier within this report, the Vintage Senior Apartments project includes development of a three-story apartment building that feature 98 one-bedroom units and 38 two-bedroom units. Parking will be provided for 136 cars in off-street parking spaces located adjacent to the apartment building. The parking supply, which consists of 99 uncovered parking spaces and 37 covered carport parking spaces, features 20 accessible parking spaces and 14 electric vehicle capable parking spaces.

The Folsom Municipal Code (FMC, Chapter 17.58) does not include specific parking standards for senior (60+) residential apartment uses. Standard apartment parking requirements are not appropriate because a variety of factors cause age-restricted affordable senior complexes to vary in demand and to require less parking than standard apartment complexes, including: smaller household size, fewer residents own vehicles, and average age of residents. In addition, vehicle use is also expected to be reduced based on the close proximity of the project site to restaurants, retail shops, and public transportation.

To assist staff with the analysis of the project's parking needs, the applicant was required to provide a parking analysis/justification. A Parking Memorandum (Attachment 23) and Parking Case Study (Attachment 24) for the Vintage Senior Apartments project were prepared by the Transpogroup and FPI Management respectively on October 17, 2022 and January 3, 2023. The purpose of the Parking Memorandum was to determine an appropriate parking supply for the proposed project based on data from previously approved senior apartment projects in the City, data from similar senior apartment projects in the Sacramento region, and data from parking demand rates established by the ITE Parking Generation Manual.

The Parking Memorandum compared the parking proposed for the Vintage Senior Apartments with the parking ratios approved for other previously approved senior apartment projects within the City including the Scholar Way Senior Apartments, Avenida Senior Apartments, and Revel Senior Apartments. The approved parking ratios for the three aforementioned projects ranged from 0.81 to 1.09 parking spaces per apartment unit, with the proposed project falling within that range at 1.00 parking space per unit. It is important to acknowledge that the Scholar Way and Avenida senior projects are currently under construction so no real time parking data is available. The Revel Senior Apartments project, which is currently constructed and approximately 25% occupied, is currently parking at a ratio of approximately 0.60 parking spaces per unit based on recent information provided by the property manager.

The Parking Memorandum also evaluated parking data from six other similar senior apartment projects in the Sacramento region. The approved parking ratios for the six aforementioned apartment projects ranged from 0.50 to 0.92 parking spaces per apartment unit. An observed parked car to apartment unit ratio was also conducted for these apartment projects, which entailed counting and actual number of cars parked

within an apartment project as compared to the total number of available parking spaces. The observed parked car to apartment unit ratio ranged from 0.32 to 0.55.

The Parking Memorandum considered recommended parking ratios provided by the ITE Parking Generation Rate Manual (5th edition, 2019), which provides the average and the 85th percentile weekday parking generation rates for “Senior Adult Attached Housing.” Specifically, the ITE Parking Generation publication documents an average peak parking demand ratio of 0.61 parking spaces per unit and an 85th-percentile value of 0.68 parking spaces per unit. Using these parking generation rates with the 136 proposed apartment units, the total parking stalls required for the project would range between 83 and 92 spaces, with a peak parking demand of 83 parking spaces.

In addition, in the Parking Memorandum, the applicant provided a Parking Case Study which provided a real-time evaluation at seven existing Vintage Housing senior apartment communities located in suburban locations in California and Nevada. Listed in the table on the following page are the four apartment communities and their parking characteristics.

TABLE 2: VINTAGE HOUSING PARKING STANDARDS TABLE

Parking Standards Table			
Approved Vintage Senior Apartment Communities			
Project Name	Apartment Units	Parking Provided	Parking Ratio
Proposed Project	136 Units	136 Spaces	1.00 Spaces Per Unit
Vintage at Bouquet Canyon (CA)	264 Units	181 Spaces	0.69 Spaces Per Unit
Vintage at the Crossings (NV)	230 Units	175 Spaces	0.76 Spaces Per Unit
Vintage at Sanctuary (NV)	208 Units	100 Spaces	0.48 Spaces Per Unit
Vintage at Seven Hills (NV)	244 Units	244 Spaces	1.00 Spaces Per Unit
Vintage at Bennett Valley (CA)	189 Units	210 Spaces	1.11 Spaces Per Unit
Vintage at Napa (CA)	115 Units	62 Spaces	0.54 Spaces Per Unit
Season at Laguna (CA)	222 Units	158 Spaces	0.71 Spaces Per Unit

As shown in the table above, the proposed project is parked at the high end of the parking ratio established for other senior apartments communities owned by Vintage Housing. That being said, the Parking Case Study also included a discussion regarding parking supply adequacy at each of these apartment communities. The Case Study notes that the apartment communities (Vintage at Bouquet Canyon and Vintage at Sanctuary) with the lowest parking ratios are experiencing some challenges with available parking supply. However, the apartments communities with the higher parking ratios (Vintage at the Crossings and Vintage Hills) are not experiencing any issues with parking supply.

In addition to the Parking Analysis provided by the project applicant, City staff considered parking information provided by the National Parking Association (NPA) Shared Parking Model (2019) to calculate the recommended number of parking spaces for the proposed project. The NPA model projects parking between approximately the 85th and 95th percentile and parses out the recommended number of parking spaces for a project. The NPA model determined that the appropriate parking ratio for the proposed project is 0.85 parking spaces per unit during the weekday and 0.72 parking spaces per unit on weekends. Applying these parking ratios, the proposed project would be required to provide between 97 and 116 on-site parking spaces.

In reviewing the parking provided for the proposed project, City staff also took into consideration the availability of public transportation for use by residents of the Vintage Senior Apartments project. Sacramento Regional Transit (SACRT) provides bus service within the City of Folsom, including service to the immediate project area. Specifically, SACRT Bus Route 30, which has a bus stop located approximately 0.25 miles to the west of the project site on the north side of East Natoma Street (in front of Senior Center), features bus service that operates 10 times per day Monday through Friday. In addition to traditional bus service, SACRT offers SmART Ride on-demand microtransit service and GO Paratransit Service to residents of the City for local and regional trips.

Based on the above-referenced information and analyses, staff has determined that the 136 parking spaces (1.00 parking spaces per unit) proposed for the project will be sufficient to serve the needs of residents, employees, and visitors of the Vintage Senior Apartments project. It is important to note that there will be an on-site property manager residing in one of the apartment units.

The Folsom General Plan (2035) encourages the installation of electric vehicle charging stations in parking spaces throughout the City, prioritizing installations at multi-family residential developments. In addition, the City's Greenhouse Gas Reduction Strategy associated with the General Plan states that multi-family residential projects with 17 or more units are required to providing electric vehicle charging stations in at least 5% percent of the total number of parking spaces. As noted in the project description, the applicant is proposing to provide 14 electric vehicle capable parking spaces within the development, but no electric vehicle charging stations initially. To ensure consistency with the General Plan, staff recommends that a minimum of 7 (5% of 136 total parking spaces = 7 electric vehicle charging stations) of the 14 proposed electric vehicle charging spaces be equipped with electric vehicle charging stations with initial development of the proposed project. Condition No. 50 is included to reflect this requirement.

As shown on the submitted site plan (Attachment 6), the applicant is proposing to provide 28 bicycle parking spaces evenly distributed among bicycle racks located near the building's primary entrances on the north, south, and east elevations. Staff has determined that the proposed project meets the bicycle parking requirements established by the Folsom Municipal Code (FMC, Section 17.57.090) by providing 28 bicycle parking spaces whereas 27 bicycle parking spaces are required.

G. Noise/Vibration Impacts

Based on the proximity of the project site to East Natoma Street as well as existing commercial, residential, and state land uses within the immediate project vicinity, acoustical measurements and modeling were prepared by Helix Environmental Planning on March 29, 2022 to analyze potential noise impacts at the proposed Vintage Senior Apartments project site. The purpose of the noise analysis was to quantify existing noise levels associated with traffic on East Natoma Street, and to compare those noise levels against the applicable City of Folsom noise standards for acceptable noise exposure at the project site. In addition, noise generated by the proposed project including construction activities, on-site parking/circulation, and mechanical equipment noise, were also evaluated in the noise analysis.

Two aspects of noise impacts were evaluated relative to the proposed apartment project, 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 may cause an impact to the project site are associated with vehicles traveling on East Natoma Street, as well as background noises from nearby commercial, residential, and state land uses. Potential noise impacts that might result from development of the Vintage Senior Apartments project community 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 residential development or other noise sensitive land uses. The Noise Element states that noise from traffic on public roadways shall not exceed 65 CNEL for outdoor use areas and 45 CNEL for interior use areas. To evaluate such potential noise impacts to the proposed project, Helix Environmental conducted ambient noise measurements to calibrate the predictive noise modeling program that estimates noise levels based on estimated future traffic noise affecting the project site. The noise modeling program determined that the outdoor noise levels at the outdoor use areas on the project site would be less than 65 CNEL, thus no significant impact was identified. In addition, the noise modeling program determined that noise levels in the interior use areas of the apartment building would be less than 45 CNEL with implementation of standard building design and required construction techniques.

Construction of the Vintage Senior Apartments project would temporarily increase noise levels in the project vicinity during the construction period, which would take approximately 16 months. 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. 56 is included to reflect these requirements.

Operational noises generated by the proposed project include sounds associated with new vehicle trips, vehicle parking, and mechanical equipment associated with the senior apartment community. Persons and activities potentially sensitive to noise in the project vicinity include residents within the Cimarron Hills Subdivision to the east and residents off of Montrose Drive to the south. Due to the limited volume of project-generated vehicle trips (441 daily vehicle trips), vehicle noise exposure would increase only slightly as compared to existing conditions in the project vicinity. Based on the residential nature of the proposed project and the limited number of project vehicle trips, staff has determined that potential noise impacts relative to these operational noise sources will not be significant.

A possible on-site source of vibration during project construction activities is a vibratory roller. A vibratory roller would primarily be used to achieve soil compaction as part of the foundation and paving construction, and for aggregate and asphalt compaction as part of project driveway and parking lot construction. To minimize potential impacts associated with ground vibrations caused by a vibratory roller, staff recommends, that the owner/applicant provide evidence to the City (via testing data or calculations from a qualified expert), demonstrating that vibratory rollers used on the project site will produce less than 80 VdB at nearby residences, or that all vibratory rollers shall be used in static mode only (no vibrations) when operating within 120 feet of a residence. Condition No. 57 is included to reflect this requirement.

H. Walls/Fencing

As shown on the preliminary site plan (Attachment 6), preliminary grading and drainage plan (Attachment 8), and preliminary grading sections (Attachment 9), the proposed project includes construction of retaining walls, tubular metal fencing, and masonry screen walls on the project site. Retaining walls, which will feature decorative masonry construction and range from 1 to 14 feet in height, are proposed along portions of East Natoma Street, portions of the southern property boundary, and interior sections of the project site. Decorate metal guardrails (42-inch-tall) are proposed on top of the retaining walls for safety and aesthetic purposes. Lastly, an eight-foot-tall decorative masonry screen wall is proposed along the eastern project boundary to provide a buffer between the proposed project and the single-family residences directly to the east. Staff recommends that decorative stone pilasters be integrated into the screen wall design at strategically placed locations to break up the long expanse of the wall and that a decorative trim cap be placed on top of the screen wall for its entire length. In addition, staff recommends that final location, design, height, materials, and colors of the retaining walls, metal fencing, and masonry screen walls be subject to review and approval by the

Community Development Department. Condition No. 59 is included to reflect these requirements.

I. Site Lighting

As shown on the Preliminary Lighting Plan (Attachment 15), the applicant is proposing to use a combination of pole-mounted parking lot lighting, carport lighting, building-attached lighting, and bollard lights along the walkways on the project site. All lighting would be designed to minimize light/glare impacts to the adjacent properties by ensuring that all exterior lighting is shielded and directed downward. Staff recommends that the final exterior building and site lighting plans be submitted for review and approval by Community Development Department for location, height, aesthetics, level of illumination, glare and trespass prior to the issuance of any building permits. In addition, staff recommends all lighting is designed to be shielded and directed downward onto the project site and away from adjacent properties and public rights-of-way. Lastly, staff recommends that all pole-mounted parking lot lights be limited to a maximum of 12 feet in height. Condition No. 27 is included to reflect these requirements.

J. Signage

The proposed project includes a six-foot-tall, 32-square-foot monument sign (double-sided) that will be located in a landscaped area at the southeast corner of East Natoma Street and the primary project driveway. The design of the monument sign includes individual black and green letters inset into a beige-colored aluminum panel with steel support posts. Staff has determined that the proposed monument sign is consistent with the requirements of the Folsom Municipal Code (FMC, Section 17.59.040 D) with respect to maximum sign height (6 feet) and maximum sign area (32 square feet). Staff has also determined that the design and colors of the monument sign are complementary to the design of the proposed senior apartment building. However, staff has concluded that the proposed sign materials (aluminum cabinet with steel support posts) are not consistent with the proposed apartment design/building materials. Staff recommends that the proposed monument sign be constructed of masonry, stone, or wood materials to be more consistent with the design/materials of the apartment building. In addition, staff recommends that the final location, design, materials, and color of the monument sign be subject to review and approval by the Community Development Department. Lastly, staff recommends that the owner/applicant obtain a sign permit prior to installation of the monument sign. Condition No. 62 is included to reflect these requirements.

K. Trash/Recycling

The proposed project includes construction of a single trash, recycling, and organic waste enclosure in the southeast corner of the project site. The proposed trash enclosure, which is 6 feet tall and measures 30 feet in width by 10 feet in depth, is designed with stucco walls, a decorative trim cap, and steel doors. The City's Solid Waste Division has

reviewed the proposed trash enclosure and determined that it meets the City standard (Design and Procedures Manual) with respect to location and design. Staff recommends that the final location, design, color, and materials of the trash/recycling/organic-waste be subject to review and approval by the Community Development Department. Condition No. 58 is included to reflect this requirement.

L. Existing and Proposed Landscaping

The triangular-shaped 4.86-acre project site, which slopes moderately from east to west with an approximate 20-foot grade change, features a vegetative community that includes blue oak woodland, non-native grasses, and ephemeral and intermittent drainage features. Vegetation in the blue oak woodland habitat consists primarily of blue oak and interior live oak trees, with some non-native species including mulberry, Chinese tallow, Chinese hackberry, and ornamental cherry. The understory of the blue oak woodland is dominated by non-native grasses and forbs, including cultivated oats, Italian rye grass, and yellow star-thistle. Disturbed areas, such as bike trails and jumps occur beneath the canopy of the oak woodland, and there is a significant amount of trash and debris present in these areas. A small segment of an existing Class I bicycle trail occurs in this habitat close to East Natoma Street.

As shown on the Preliminary Landscape Plans (Attachment 10), the applicant is proposing to install landscaping that features California-native and low water-use trees, shrubs, and groundcover selections intended to comply with the requirements of the Model Water Efficiency Landscape Ordinance (MWELo). Proposed landscape improvements include a variety of drought-tolerant trees, shrubs, and groundcover. Among the proposed trees are; Bay Laurel, Blue Oak, California Buckeye, Chinese Pistache, Desert Palo Verde, Dwarf Magnolia, Ghost Pine, Elm, Western Redbud, and Wilson Olive. Proposed shrubs and groundcover include; Breeze Mat Rush, Cleveland Sage, California Buckthorn, Deer Grass, Dwarf Strawberry, Fortnight Lily, Italian Cypress, Purple Hopseed Bush, Red Yucca, Russian Sage, and San Miguel Island Buckwheat. The preliminary landscape plan meets the City shade requirement by providing 51 percent shade in the parking lot area within fifteen years. Staff recommends that the final landscape plans be reviewed and approved by the Community Development Department. Condition No. 38 is included to reflect this requirement.

M. Tree Preservation

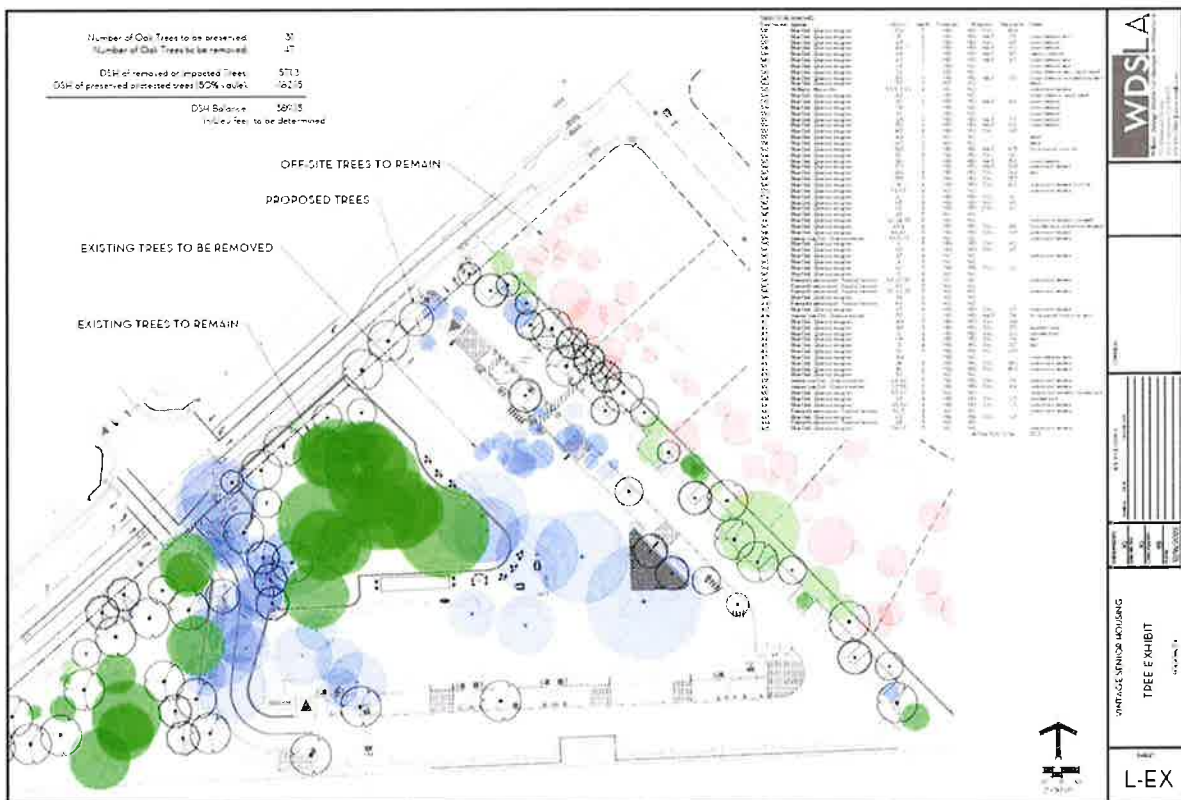
Oak Tree Preservation and Removal

Chapter 12.16 of the Folsom Municipal Code, the Tree Preservation Ordinance, regulates the cutting or modification of trees, including oaks and specified other trees; requires a Tree Permit prior to cutting or modification; and establishes mitigation requirements for cut or damaged trees. The Tree Preservation Ordinance establishes policies, regulations,

and standards necessary to ensure that the City will continue to preserve and maintain its “urban forests”.

An Arborist Report and Arborist Inventory prepared for the proposed project by Helix Environmental (Attachment 25) identified a total of 111 trees are on the site including 94 blue oaks, 7 Fremont’s cottonwoods, 4 interior live oaks, 2 Gooding’s black willow, 1 mulberry, 1 Chinese hackberry, 1 Chinese tallow, and 1 ornamental cherry. Of the 111 trees on the project site, 78 are considered protected oak trees (oak trees measuring 6-inches diameter at standard height). Of the 78 protected Oak trees, 9 Oak trees are in poor health (tree rating of 1) or are dead. As shown on the submitted Oak Tree Mitigation Plan (Attachment 12), the applicant is proposing to preserve 31 of the protected oak trees, while removing 47 of the protected oak trees for development of the proposed project. To mitigate for the loss of the 47 protected oak trees, the applicant is proposing to pay an in-lieu in the City’s Tree Mitigation Bank as provided for by the Tree Preservation Ordinance. While not considered eligible for receiving mitigation credit, the applicant is proposing to plant 30 additional oak trees on the project site as part of their proposed landscape plan. The preliminary oak tree preservation plan is shown in Figure 12 on the following page.

FIGURE 12: PRELIMINARY OAK TREE PRESERVATION PLAN



To mitigate the impact to the protected native Oak trees, staff recommends that the following measures be implemented (Condition No. 40) in accordance with requirements of the Tree Preservation Ordinance:

- The owner/applicant shall provide mitigation for directly or indirectly impacted oak trees based on having a health rating of 5,4,3, or 2. Based on the DSH equivalency ratio, the project applicant shall mitigate for the removal of approximately 47 oak trees (571.3 inches at DSH) that will be removed with development of the project. Final mitigation requirements shall be determined by the City Arborist upon receipt of final design plans prior to the issuance of a grading permit. Mitigation for trees shall be done through planting of on-site replacement trees or payment of in-lieu fees as determined by the City, or a combination thereof. The owner/applicant may be eligible to receive credit for preservation of on-site Oak trees as determined by the City Arborist.
- A Tree Permit Application containing an Application Form, Tree Protection and Mitigation Plan, and Arborist Report shall be submitted to the City of Folsom by the owner/applicant for issuance of a Tree Work Permit and Tree Removal Permit prior to commencement of any grading or site improvement activities. The tree protection and mitigation plan shall be prepared in collaboration with a qualified arborist and shall be subject to review and approval by the City. The tree protection and mitigation plan shall contain the contact information of the project arborist and shall be included in all associated plan sets for the project.
- Removal of any protected tree shall be mitigated by planting replacement trees and/or payment of "In-Lieu" fees on a diameter inch basis in accordance with FMC, Section 12.16.150. The proposed method of mitigation shall be subject to review and approval by the City.
- Prior to starting construction, oak trees to be preserved shall be fenced with high visibility fencing consistent with the city-approved tree protection and mitigation plan. Parking of vehicles, equipment, or storage of materials is prohibited within the Tree Protection Zone of Protected Trees at all times. Signs shall be posted on exclusion fencing stating that the enclosed trees are to be preserved. Signs shall state the penalty for damage to, or removal of, the protected tree.
- The owner/applicant shall retain the services of a project arborist for the duration of the development project to monitor the health of oak trees to be preserved and carry out the City-approved tree protection plan. All regulated activity conducted within the Critical Root Zone of protected trees, as that term is defined in Folsom Municipal Code (FMC) 12.16.020, shall be performed under the direct supervision of the project arborist. A copy of the executed contract for these arboricultural services shall be submitted to the City prior to the issuance of any tree or grading permits.

- Certification letters by the project arborist attesting to compliance with the tree protection and mitigation plan and tree permit conditions shall be submitted to the City.

N. Conformance with Relevant General Plan Goals and Policies

The City of Folsom General Plan (2035) outlines a number of goals, policies, and implementation programs designed to guide the physical, economic, and environmental growth of the City. Staff has determined that the proposed project is consistent with the General Plan goals and policies as outlined and discussed below:

APPLICABLE GENERAL PLAN GOALS AND POLICIES

GP GOAL LU 1.1 (Land Use/Growth and Change)

Retain and enhance Folsom's quality of life, unique identity, and sense of community while continuing to grow and change.

GP POLICY LU 1.1.12-1 (Infill Development)

Respect the local context: New development should improve the character and connectivity of the neighborhood in which it occurs. Physical design should respond to the scale and features of the surrounding community, while improving critical elements such as transparency and permeability.

The proposed project is consistent with this policy in that the project features significant site improvements which will enhance the overall character of the area including construction of the signalized fourth leg of the intersection of East Natoma Street and Prison Road. The proposed project will also improve bicycle and pedestrian circulation by adding sidewalks, pedestrian pathways, bicycle/pedestrian connections, and realigning a Class 1 bicycle trail. In addition, the proposed project is consistent with this policy in that it will introduce new senior affordable apartment units with a residential design intended to complement the architecture and design of existing residential buildings in the project vicinity.

GP POLICY LU 1.1.12-2 (Infill Development)

Work with neighbors: Infill development requires neighborhood consultation to understand the concerns, goals, and needs of existing neighborhoods. Ensure the planning and design process provides proper avenues for neighborhood input while fulfilling the community's larger goals for walkability and compact development.

The proposed project is consistent with this policy in that the project applicant conducted public outreach to all property owners located within 500 feet of the subject property. The public outreach included two information meetings (March 22, 2022 and June 29, 2022) which were held at the Folsom Community Center where the project applicant and their team provided residents with detailed information (project description, site plan, architectural details) regarding the proposed project and responded to questions and comments. The two informational meetings were well attended with approximately 12

residents attending the first event and approximately 23 residents attending the second event.

GP POLICY LU 1.1.15 (SACOG Blueprint Principles)

Strive to adhere to the Sacramento Regional Blueprint Growth Principles.

The proposed project is consistent with this policy in that the project has been designed to adhere to the primary SACOG Blueprint Principles including Compact Development, Housing Choice and Diversity, Use of Existing Assets, and Quality Design. Compact Development involves creating environments that are more compactly built and use space in an efficient but attractive manner to encourage more walking, biking, and transit use and shorter auto trips. Housing Choice and Diversity includes providing a variety of places where people can live (apartments, townhomes, condominiums, and single-family detached homes) and also creating opportunities for the variety of people who need them such as families, singles, seniors, and people with special needs. Use of Existing Assets entails intensification of the existing use or redevelopment in order to make better use of existing public infrastructure, including roads. Quality Design focuses on the design details of any land development (such as relationship to the street, placement of buildings, sidewalks, street widths, landscaping, etc.), which are all factors that influence the attractiveness of living in a compact development and facilitate the ease of walking within and in and out of a community.

APPLICABLE GENERAL PLAN GOALS AND POLICIES

GP GOAL LU 6.1 (Residential Neighborhoods)

Allow for a variety of housing types and mix of uses that provide choices for Folsom residents, create complete and livable neighborhoods, and encourage walking and biking.

GP POLICY LU 6.1.3 (Efficiency through Density)

Support an overall increase in average residential densities in identified urban centers and mixed-use districts. Encourage new housing types to shift from lower-density, large-lot developments to higher-density, small-lot and multifamily developments, as a means to increase energy efficiency, conserve water, reduce waste, as well as increase access to services and amenities (e.g., open space) through an emphasis on mixed uses in these higher-density developments.

The proposed project is consistent with this policy in that the project includes development of a senior affordable multi-family rental community developed at a residential density of 28 units per acre. In addition, the proposed project design incorporates sustainable features (mechanical, electrical, plumbing, HVAC, rooftop solar array system, and cool paving material) that are consistent with California Green Building Standards Code (CALGreen). In addition, the proposed project includes 14 electric vehicle capable parking spaces and will be required to provide 7 electric vehicle charging stations consistent with CALGreen.

GP GOAL M 4.1 (Vehicle Traffic and Parking)

Ensure a safe and efficient network of streets for cars and trucks, as well as provide an adequate supply of vehicle parking.

GP POLICY M 4.1.3 (Level of Service)

Strive to achieve a least traffic 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.

The proposed project is consistent with this policy in that the project will not result in a change in the level of service (LOS) at either of the two study intersections. In addition, the proposed project will result in a greater than 15% reduction in Vehicle Miles Traveled (VMT), consistent with new State Law that took effect July 1, 2020 (SB 743).

GP GOAL M 4.2 (Vehicle Traffic and Parking)

Provide and manage a balanced approach to parking that meets economic development and sustainability goals.

GP POLICY M 4.2.4 (Electric Vehicle Charging Stations)

Encourage the installation of electric vehicle charging stations in parking spaces throughout the city, prioritizing installations at multi-family residential units.

The proposed project is consistent with this policy in that the project includes 14 electric vehicles capable parking spaces. In addition, the project will be required to provide 7 electric vehicle charging stations for exclusive use by residents of the senior apartment community. The number of proposed electric vehicle capable parking spaces and required electric vehicle charging stations is consistent with the California Green Buildings Standards Code's provisions for multi-family residential development.

GP GOAL H-1 (Adequate Land Supply for 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 POLICY 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.

The proposed project is consistent with this policy in that the project is providing a senior affordable multi-family residential project developed at a residential density of 28 units

per acre. The proposed project would be considered a high-density multi-family residential development given that it falls within the density range (20-30 dwelling units per acre) established for the City's MHD (Multi-family High Density) General Plan land use designation.

GP GOAL H-2 (Removing Barriers to the Production of Housing)

To minimize governmental constraints on the development of housing for households of all income levels.

GP POLICY H 2.7

The City shall educate the community on the needs, the realities and the benefits of affordable and high-density housing.

The proposed project is consistent with this policy in that the project will result in development of a high-density senior affordable apartment community on property zoned for business and professional office uses.

GP GOAL H-3 (Facilitating Affordable Housing)

To facilitate affordable housing opportunities to serve the needs of people who live and work in the community.

GP POLICY 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.

The proposed project is consistent with this policy in that the project includes development of 136 units that will be designated as affordable for Low Income (LI) and Very Low Income (VLI) households as defined by State and City requirements, with 122 units being made available to individuals with incomes at or below 60% (LI) of the Sacramento area median income (AMI) and 14 units made available to individuals with income at or below 50% (VLI) of AMI.

O. Native American Consultation (SB 18/AB52)

Assembly Bill (AB 52), which was signed into law in July 2015, requires City or County Governments to consult with California Native American Tribes in order to identify Tribal Cultural Resources that may be significantly impacted by development projects and to avoid or mitigate those impacts. On November 19, 2021, the City sent project notification letters to the three California Native American tribes named on the City's AB 52 contact list, with the United Auburn Indian Community (UAIC) being the only tribe to respond in a timely manner. The City subsequently initiated consultation with UAIC and provided a copy of the cultural resources and arborist reports prepared for the proposed project. The City did not receive any further communication from UAIC with respect to potential tribal cultural resources on the project site of within the project area. On June 3, 2022, the City

formally concluded consultation with UAIC with the acknowledgement that a standard mitigation measure (Condition No. 43) would be included with the project to ensure protection of any tribal cultural resources that are discovered during ground disturbing construction activities.

PUBLIC OUTREACH AND PUBLIC NOTICING

The project applicant sponsored two public outreach events to provide residents and the community with an opportunity to learn more about the proposed senior affordable apartment project. The two outreach events, which were held in the Folsom Community Center on March 22, 2022 and June 29, 2022 respectively, were well attended with approximately 12 residents present at the first event and 23 residents present at the second event. Residents who attended the outreach events expressed concerns and made comments regarding a number of topics associated with development of the proposed project including but not limited to:

- Negative visual impact to nearby homes.
 - Design compatibility of the three-story apartment building.
 - Excessive size and scale of the three-story apartment building.
 - Negative impact to views and viewsheds in the project area.
 - Privacy impacts to adjacent homes.

- Density of the proposed project.
- Increased traffic and traffic-safety related impacts.
- Adequacy of parking being provided.
- Noise impacts associated with emergency service vehicles responding to calls.
- Noise concerns associated with construction of project.
- Trash/recycling collection and potential noise and odor impacts.
- Lighting and glare impacts.
- Low-income nature of project and potential impact to home values.
- Oak tree impacts.

Each of the aforementioned areas of concern referenced above are discussed within separate sections (architecture/design, traffic, parking, noise, etc.) of this staff report.

On July 1, 2022, the project applicant posted a large project identification sign (4-feet by 6-feet) along the frontage of the project site facing East Natoma Street. The project identification sign includes basic information regarding the proposed Vintage Senior Apartments development and also includes contact information for the project applicant and City staff.

On November 1, 2022, City staff mailed notices of a public hearing to all property owners located within 500 feet (300 feet required) of the subject property informing them that the Planning Commission would be reviewing the Vintage Senior Apartments project at their December 14, 2022 meeting. The aforementioned public notice was also published in

the Folsom Telegraph and on the City's website on November 10, 2022. Subsequently, it was determined that there would not be a quorum available for the December 14th Planning Commission meeting and the meeting was cancelled accordingly. On November 18, 2022, City staff mailed new notice of a public hearing to all property owners within 500 feet (300 feet required) of the subject property informing them that the December 14, 2022 Planning Commission had been cancelled and that the Planning Commission would be reviewing the Vintage Senior Apartments project at their January 18, 2023 meeting instead. The aforementioned public notice was also published in the Folsom Telegraph and on the City's website on December 1, 2022.

In response to the public notices for the proposed Vintage Senior Apartments project that were mailed to all property owners located within 500 feet of the subject property, the City received six emails from residents expressing their concerns and opposition to the proposed project. City staff also previously received five emails from residents expressing their concerns regarding the proposed project following the public outreach meetings. These emails are included with this staff report (Attachment 27) for consideration by the Planning Commission.

ENVIRONMENTAL REVIEW

Helix Environmental has prepared an Initial Study, Mitigated Negative Declaration, and Mitigation Monitoring and Reporting Program (Attachment 25) for the project in accordance with the California Environmental Quality Act (CEQA) and associated regulations and determined that with the proposed mitigations, the project will not have a significant effect on the environment.

The Mitigated Negative Declaration has been prepared and noticed for public comment on the project, and mitigation measures have been included as Conditions of Approval.

To date, nine written comments have been received during the Mitigated Negative Declaration public review period (November 14, 2022 to December 14, 2022) including six comments from residents (Attachment 27) and three comments from public agencies (Attachment 26). The six comments letters received from residents express their general opposition to the proposed project and also identify some specific areas of concern including but not limited to, project density, increased traffic, traffic safety, road noise, lack of sufficient parking, building design, oak tree impacts, and negative impact to property values. City staff has addressed these comments and concerns within the various sections of this staff report. In addition, the Initial Study, Mitigated Negative Declaration, and Mitigation Monitoring and Reporting Program (Attachment 25) addressed the environmental concerns raised including traffic-related impacts, noise-related impacts, and Oak tree impacts and concluded that, with the mitigation measures the project will not have a significant effect on the environment.

The City received four letters from public agencies (Attachment 26) in response to the publication of the Initial Study, Mitigated Negative Declaration, and Mitigation Monitoring and Reporting Program for the proposed project. The Sacramento Metropolitan Utility Agency (SMUD) provided a response indicating that they had no comments regarding the proposed project. The Central Valley Regional Water Quality Control Board (CVRWQCB) provided a response highlighting the regulatory setting for project-related water impacts and also providing guidance to the project applicant with respect to the permitting process the project will be required to go through due to its impacts to a local drainage feature. The Sacramento Metropolitan Air Quality Management District (SMAQMD) provided a response recommending that the project applicant consider developing the project without natural gas infrastructure due to greenhouse gas emission impacts. SMAQMD also asked for clarification regarding the number of electric vehicle charging spaces that will be provided by the proposed project. Lastly, the Pacific Gas and Electric Company (PG&E) provided a response regarding specific requirements about the types of development that is allowed to occur within the PG&E overhead easement area. None of the aforementioned comments are relevant to the project's compliance with the California Environmental Quality Act. A formal response to all of these comments is included with this staff report (Attachment 28).

RECOMMENDED PLANNING COMMISSION ACTION

Move to recommend that the Planning Commission:

- Adopt the Mitigated Negative Declaration and Mitigation Monitoring and Reporting Program prepared for the Vintage Senior Apartments project (PN 21-159) per Attachment 25; and
- Approve a Conditional Use Permit for development and operation of a senior apartment community on the subject 4.86-acre property; and
- Approve a Planned Development Permit for development of the 136-unit Vintage Senior Apartments project on a 4.86-acre site located at 103 East Natoma Street; and
- Approve a Density Bonus for development of the Vintage Senior Apartments project at a residential density of 28 units per acre and to allow for three incentives/concessions including establishing a parking ratio of one parking space per unit, increasing the maximum building height from 35 feet to 42-feet 6-inches, and increasing the maximum number of building stories from 2-stories to 3-stories.

These approvals are based on the findings below (Findings A-U) and subject to the conditions of approval (Conditions 1-76) attached to this report.

GENERAL FINDINGS

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

CEQA FINDINGS

- C. A MITIGATED NEGATIVE DECLARATION HAS BEEN PREPARED FOR THE PROJECT IN ACCORDANCE WITH CEQA.
- D. THE PLANNING COMMISSION HAS CONSIDERED THE PROPOSED MITIGATED NEGATIVE DECLARATION AND MITIGATION MONITORING AND REPORTING PROGRAM BEFORE MAKING A DECISION REGARDING THE PROJECT.
- E. ON THE BASIS OF THE WHOLE RECORD BEFORE THE PLANNING COMMISSION, THERE IS NO SUBSTANTIAL EVIDENCE THAT THE PROJECT, AS CONDITIONED, WILL HAVE A SIGNIFICANT EFFECT ON THE ENVIRONMENT.
- F. THE MITIGATED NEGATIVE DECLARATION REFLECTS THE INDEPENDENT JUDGMENT AND ANALYSIS OF THE CITY OF FOLSOM.
- G. THE MITIGATED NEGATIVE DECLARATION HAS DETERMINED THAT THE PROPOSED PROJECT, AS CONDITIONED AND CONSISTENT WITH THE REQUIRED MITIGATION MONITORING AND REPORTING PROGRAM, WOULD NOT HAVE A SIGNIFICANT EFFECT ON THE ENVIRONMENT WITH THE REQUIRED MITIGATION MEASURES.
- H. THE LOCATION AND CUSTODIAN OF THE DOCUMENTS WHICH CONSTITUTE THE RECORD OF PROCEEDINGS UPON WHICH THE DECISION IS BASED ARE: CITY OF FOLSOM COMMUNITY DEVELOPMENT DEPARTMENT, 50 NATOMA STREET, FOLSOM, CA 95630.

CONDITIONAL USE PERMIT FINDING

- I. AS CONDITIONED, THE ESTABLISHMENT, MAINTENANCE OR OPERATION OF THE USE APPLIED FOR WILL NOT, UNDER THE CIRCUMSTANCES OF THIS PARTICULAR CASE, BE DETRIMENTAL TO THE HEALTH, SAFETY, PEACE, MORALS, COMFORT, AND GENERAL WELFARE OF PERSONS RESIDING OR WORKING IN THE NEIGHBORHOOD, OR BE DETRIMENTAL OR INJURIOUS TO PROPERTY AND IMPROVEMENTS IN THE

NEIGHBORHOOD OR TO THE GENERAL WELFARE OF THE CITY, AS THE PROPOSED USE IS COMPLIMENTARY TO EXISTING USES IN THE PROJECT VICINITY AND, AS CONDITIONED, THE PROPOSED PROJECT WILL NOT HAVE NEGATIVE IMPACTS TO NEARBY USES THAT HAVE NOT BEEN MITIGATED.

PLANNED DEVELOPMENT PERMIT FINDINGS

- J. 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.
- K. THE PROPOSED PROJECT IS CONSISTENT WITH THE OBJECTIVES, POLICIES AND REQUIREMENTS OF THE DEVELOPMENT STANDARDS OF THE CITY.
- L. THE PHYSICAL, FUNCTIONAL AND VISUAL COMPATIBILITY BETWEEN THE PROPOSED PROJECT AND EXISTING AND FUTURE ADJACENT USES AND AREA CHARACTERISTICS IS ACCEPTABLE.
- M. 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 THIS PROPOSAL.
- N. THE PROPOSED PROJECT WILL NOT CAUSE UNACCEPTABLE VEHICULAR TRAFFIC LEVELS ON SURROUNDING ROADWAYS, AND THE PROPOSED PROJECT WILL PROVIDE ADEQUATE INTERNAL CIRCULATION.
- O. THE PROPOSED PROJECT WILL NOT BE DETRIMENTAL 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.
- P. ADEQUATE PROVISION IS MADE FOR THE FURNISHING OF SANITATION SERVICES AND EMERGENCY PUBLIC SAFETY SERVICES TO THE PROJECT.

DENSITY BONUS FINDINGS

- Q. THE PROPOSED PROJECT QUALIFIES FOR A DENSITY BONUS IN THAT THE PROJECT IS PROVIDING ONE HUNDRED PERCENT OF THE TOTAL UNITS FOR LOW-INCOME HOUSEHOLDS OR VERY LOW- INCOME HOUSEHOLDS, AND IS A SENIOR CITIZEN HOUSING DEVELOPMENT.

- R. THE PROPOSED PROJECT QUALIFIES FOR THE REQUESTED PROJECT DENSITY OF 28 DWELLING UNITS PER ACRE.
- S. THE PROPOSED PROJECT IS ELIGIBLE FOR FOUR DENSITY BONUS INCENTIVES OR CONCESSIONS BASED ON THE FACT THAT THE PROPOSED PROJECT IS DEDICATING ONE HUNDRED PERCENT OF THE TOTAL HOUSING UNITS TO LOW-INCOME HOUSEHOLDS.
- T. THE PROJECT APPLICANT HAS REQUESTED THREE DENSITY BONUS INCENTIVES OR CONCESSIONS, INCLUDING A PARKING RATIO OF ONE PARKING SPACE PER UNIT, AN INCREASE IN THE MAXIMUM BUILDING HEIGHT FROM 35 FEET TO 42 FEET SIX INCHES, AND AN INCREASE IN THE MAXIMUM NUMBER OF BUILDING STORIES FROM TWO TO THREE STORIES.
- U. THE PROPOSED PROJECT QUALIFIES FOR EACH OF THE REQUESTED INCENTIVES OR CONCESSIONS.

Attachment 4

Conditions of Approval

CONDITIONS OF APPROVAL FOR THE VINTAGE SENIOR APARTMENTS PROJECT (PN 21-159) CONDITIONAL USE PERMIT, PLANNED DEVELOPMENT PERMIT, AND DENSITY BONUS 103 EAST NATOMA STREET				
	Mitigation Measure	Condition/Mitigation Measure	When Required	Responsible Department
1.		<p>The applicant shall submit final site development plans to the Community Development Department that shall substantially conform to the exhibits referenced below:</p> <ol style="list-style-type: none"> 1. Site Plan, dated October 17, 2022 2. Preliminary Utility Plan, dated October 17, 2022 3. Preliminary Grading and Drainage Plan, dated October 17, 2022 4. Preliminary Grading Sections, dated October 17, 2022 5. Preliminary Landscape and Irrigation Plans, dated October 20, 2022 6. Preliminary Tree Preservation Plan, dated October 17, 2022 7. Preliminary Oak Tree Mitigation Plan, dated October 20, 2022 8. Preliminary Access and Circulation Plan, dated October 17, 2022 9. Preliminary Fire Access Plan, dated October 17, 2022 10. Preliminary Lighting Plan and Details, dated November 3, 2021 11. Building Elevations and Floor Plans dated June 3, 2022 12. Color Building Renderings, dated June 3, 2022 13. Building Site Sections, dated June 3, 2022 14. Color and Materials Board, dated June 3, 2022 15. Transportation Impact Study, dated July, 2022 16. Parking Memorandum, dated October 17, 2022 17. Parking Case Study, dated October 17, 2022 18. Vintage Senior Apartments Booklet (Separate Bound Document) <p>The project is approved for development of the 136-unit Vintage Senior Apartments project, which includes a three-story, 111,755-square-foot apartment building and associated site improvements. Implementation of the project shall be consistent with the above-referenced items as modified by these conditions of approval.</p>	B	CD (P)(E)

CONDITIONS OF APPROVAL FOR THE VINTAGE SENIOR APARTMENTS PROJECT (PN 21-159) CONDITIONAL USE PERMIT, PLANNED DEVELOPMENT PERMIT, AND DENSITY BONUS 103 EAST NATOMA STREET				
	Mitigation Measure	Condition/Mitigation Measure	When Required	Responsible Department
2.		Building plans, and all civil engineering and landscape 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.	I, B	CD (P)(E)(B)
3.		The project approvals (Planned Development Permit, Conditional Use Permit, and Density Bonus) granted under this staff report shall remain in effect for two years from final date of approval (January 18, 2025). Failure to obtain the relevant building (or other) permits within this time period, without the subsequent extension of this approval, shall result in the termination of this approval.	B	CD (P)
4.		Consistent with the State Density Bonus Law, all rental units within the Vintage Senior Apartments project shall remain affordable for a period of 55 years or longer.	OG	CD (P)
5.		<p>The owner/applicant shall defend, indemnify, and hold harmless the City and its agents, officers and employees from any claim, action or proceeding against the City or its agents, officers or employees to attack, set aside, void, or annul any approval by the City or any of its agencies, departments, commissions, agents, officers, employees, or legislative body concerning the project. The City will promptly notify the owner/applicant of any such claim, action or proceeding, and will cooperate fully in the defense. The City may, within its unlimited discretion, participate in the defense of any such claim, action or proceeding if both of the following occur:</p> <ul style="list-style-type: none"> • The City bears its own attorney’s fees and costs; and • The City defends the claim, action or proceeding in good faith <p>The owner/applicant shall not be required to pay or perform any settlement of such claim, action or proceeding unless the settlement is approved by the owner/applicant.</p>	OG	CD (P)(E)(B) PW, PR, FD, PD

CONDITIONS OF APPROVAL FOR THE VINTAGE SENIOR APARTMENTS PROJECT (PN 21-159) CONDITIONAL USE PERMIT, PLANNED DEVELOPMENT PERMIT, AND DENSITY BONUS 103 EAST NATOMA STREET				
	Mitigation Measure	Condition/Mitigation Measure	When Required	Responsible Department
6.	✓	The owner/applicant shall be required to participate in a mitigation monitoring and reporting program pursuant to City Council Resolution No. 2634 and Public Resources Code 21081.6. The mitigation monitoring and reporting measures identified in the Mitigated Negative Declaration prepared for this project 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 with a check mark (✓) in the mitigation measure column.	G, I	CD (P)(E)
DEVELOPMENT COSTS AND FEE REQUIREMENTS				
7.		The owner/applicant shall pay all applicable taxes, fees and charges at the rate and amount in effect at the time such taxes, fees and charges become due and payable.	I, B	CD (P)(E)
8.		If applicable, the owner/applicant shall pay off any existing assessments against the property, or file necessary segregation request and pay applicable fees.	B	CD (E)
9.		The City, at its sole discretion, may utilize the services of outside legal counsel to assist in the implementation of this project, including, but not limited to, drafting, reviewing and/or revising agreements and/or other documentation for the project. If the City utilizes the services of such outside legal counsel, the applicant shall reimburse the City for all outside legal fees and costs incurred by the City for such services. The applicant may be required, at the sole discretion of the City Attorney, to submit a deposit to the City for these services prior to initiation of the services. The applicant shall be responsible for reimbursement to the City for the services regardless of whether a deposit is required.	I	CD (P)(E)
10.		If the City utilizes the services of consultants to prepare special studies or provide specialized design review or inspection services for the project, the applicant shall reimburse the City for actual costs it incurs in utilizing these services, including administrative costs for City personnel. A deposit for these services shall be provided prior to initiating review of the improvement plans or beginning inspection, whichever is applicable.	I, B	CD (P)(E)

CONDITIONS OF APPROVAL FOR THE VINTAGE SENIOR APARTMENTS PROJECT (PN 21-159) CONDITIONAL USE PERMIT, PLANNED DEVELOPMENT PERMIT, AND DENSITY BONUS 103 EAST NATOMA STREET				
	Mitigation Measure	Condition/Mitigation Measure	When Required	Responsible Department
11.		This project shall be subject to all City-wide development impact fees, unless exempt by previous agreement. This project shall be subject to all City-wide development impact fees in effect at such time that a building permit is issued. These fees may include, but are not limited to, fees for fire protection, park facilities, park equipment, Humbug-Willow Creek Parkway, Light Rail, TSM, capital facilities and traffic impacts. The 90-day protest period for all fees, dedications, reservations or other exactions imposed on this project has begun. The fees shall be calculated at the fee rate in effect at the time of building permit issuance.	B	CD (P)(E), PW, PK
12.		The owner/applicant agrees to pay to the Folsom-Cordova Unified School District the maximum fee authorized by law for the construction and/or reconstruction of school facilities. The applicable fee shall be the fee established by the School District that is in effect at the time of the issuance of a building permit. Specifically, the owner/applicant agrees to pay any and all fees and charges and comply with any and all dedications or other requirements authorized under Section 17620 of the Education Code; Chapter 4.7 (commencing with Section 65970) of the Government Code; and Sections 65995, 65995.5 and 65995.7 of the Government Code.	B	CD (P)
SITE DEVELOPMENT REQUIREMENTS				
13.	✓	<p>Prior to the issuance of any grading and/or building permit, the owner/applicant shall have a geotechnical report prepared by an appropriately licensed engineer that includes an analysis of site suitability, proposed foundation design for all proposed structures, and roadway and pavement design.</p> <p>A Geotechnical Engineering Survey was prepared by Youngdahl Consulting Group, Inc. in December 2021. The proposed projects' design plans and specifications outlined in the report shall be reviewed and approved by a California-licensed geotechnical engineer or engineering geologist. The project applicant shall implement all applicable recommendations approved by a California-licensed geotechnical engineer or engineering geologist into the grading of the project site.</p>	G, B	CD (E)

CONDITIONS OF APPROVAL FOR THE VINTAGE SENIOR APARTMENTS PROJECT (PN 21-159) CONDITIONAL USE PERMIT, PLANNED DEVELOPMENT PERMIT, AND DENSITY BONUS 103 EAST NATOMA STREET				
	Mitigation Measure	Condition/Mitigation Measure	When Required	Responsible Department
14.	✓	In the event a paleontological or other geologically sensitive resources (such as fossils or fossil formations) are identified during any phase of project construction, all excavations within 100-ft of the find shall be temporarily halted until the find is examined by a qualified paleontologist, in accordance with Society of Vertebrate Paleontology standards. The paleontologist shall notify the appropriate representative at the City of Folsom who shall coordinate with the paleontologist as to any necessary investigation of the find. If the find is determined to be significant under CEQA, the City shall implement those measures which may include avoidance, preservation in place, or other appropriate measures, as outlined in Public Resources Code Section 21083.2.	I, G	CD (E)
15.		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 current edition of the City of Folsom <u>Standard Construction Specifications</u> and the <u>Design and Procedures Manual and Improvement Standards</u> . All necessary rights-of-way and/or easements shall be dedicated to the City of Folsom for these improvements.	I, B	CD (P)(E)
16.		The applicant/owner shall submit water, sewer and drainage studies to the satisfaction of the Community Development Department and provide sanitary sewer, water and storm drainage improvements with corresponding easements, as necessary, in accordance with these studies and the current edition of the City of Folsom <u>Standard Construction Specifications</u> and the <u>Design and Procedures Manual and Improvement Standards</u> .	I	CD (E)
17.		The improvement plans for the required public and private improvements shall be reviewed and approved by the Community Development Department prior to issuance of a building permit for the project.	B	CD (E)
18.		Required public and private improvements, including but not limited to street signal and frontage improvements on East Natoma Street, shall be completed to the satisfaction of the Community Development Department prior to the issuance of the first Certificate of Occupancy.	O	CD (E)

CONDITIONS OF APPROVAL FOR THE VINTAGE SENIOR APARTMENTS PROJECT (PN 21-159) CONDITIONAL USE PERMIT, PLANNED DEVELOPMENT PERMIT, AND DENSITY BONUS 103 EAST NATOMA STREET				
	Mitigation Measure	Condition/Mitigation Measure	When Required	Responsible Department
19.		Final lot and building configurations may be modified to allow for overland release of storm events greater than the capacity of the underground system.	B	CD (E)
20.		The owner/applicant shall coordinate the planning, development, and completion of this project with the various utility agencies (i.e., SMUD, PG&E, etc.).	I	CD (P)(E)
21.		The owner/applicant shall be responsible for replacing any and all damaged or hazardous public sidewalk, curb and gutter along the site frontage and/or boundaries, including pre-existing conditions and construction damage, to the satisfaction of the Community Development Department.	O	CD (E)
22.		For any improvements constructed on private property that are not under ownership or control of the owner/applicant, a right-of-entry, and if necessary, a permanent easement shall be obtained and provided to the City prior to issuance of a grading permit and/or approval of improvement plans.	G, I	CD (E)
23.		The on-site water and sewer systems shall be privately owned and maintained. The fire protection system shall be separate from the domestic water system. The fire system shall be constructed to meet the National Fire Protection Association Standard 24. The domestic water and irrigation system shall be metered per City of Folsom <i>Standard Construction Specifications</i> .	I	CD (E)
24.		Any reimbursement for public improvements constructed by the applicant shall be in accordance with a formal reimbursement agreement entered into between the City and the owner/applicant prior to approval of the improvement plans.	I	CD (E)
25.		The owner/applicant shall dedicate a 12.5-foot-wide public utility easement for underground facilities and appurtenances adjacent to all public rights-of-way. The owner/applicant shall also dedicate any private drive, ingress, and egress easement as a public utility easement for underground facilities and appurtenances. An easement shall also be dedicated to SMUD based on the location of as constructed facilities placed beyond the limits of the private drives.	I	CD (E)

CONDITIONS OF APPROVAL FOR THE VINTAGE SENIOR APARTMENTS PROJECT (PN 21-159) CONDITIONAL USE PERMIT, PLANNED DEVELOPMENT PERMIT, AND DENSITY BONUS 103 EAST NATOMA STREET				
	Mitigation Measure	Condition/Mitigation Measure	When Required	Responsible Department
26.		Existing overhead utility lines lower than 69KV located on the south side of East Natoma Street adjacent to the project site shall be placed underground to the satisfaction of the Community Development Department.	I	CD (E)
27.		Final exterior building and site lighting plans shall be submitted for review and approval by Community Development Department for location, height, aesthetics, level of illumination, glare and trespass prior to the issuance of any building permits. All lighting, including but not limited to free-standing parking lot lights, building-attached lights, and landscape lights shall be designed to be screened, shielded, and directed downward onto the project site and away from adjacent properties and public rights-of-way. The final design of the building-attached lights shall be subject to review and approval by the Community Development Department. Lighting shall be equipped with a timer or photo condenser. In addition, pole-mounted parking lot lights shall utilize a low-intensity, energy efficient lighting method and be limited to a maximum of 12 feet in height.	I, B	CD (P)
STORM WATER POLLUTION/CLEAN WATER ACT REQUIREMENTS				
28.		The owner/applicant shall be responsible for litter control and sweeping of all paved surfaces in accordance with City standards. All on-site storm drains shall be cleaned immediately before the commencement of the rainy season (October 15).	G, I, B	CD (E)
29.		The storm drain swale or onsite 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.	G, I, B, O	CD (E)
30.		Erosion and sedimentation control measures shall be incorporated into construction plans. These measures shall conform to the City of Folsom requirements and the County of Sacramento <u><i>Erosion and Sedimentation Control Standards and Specifications</i></u> -current edition and as directed by the Community Development Department.	G, I	CD (E)

CONDITIONS OF APPROVAL FOR THE VINTAGE SENIOR APARTMENTS PROJECT (PN 21-159) CONDITIONAL USE PERMIT, PLANNED DEVELOPMENT PERMIT, AND DENSITY BONUS 103 EAST NATOMA STREET				
	Mitigation Measure	Condition/Mitigation Measure	When Required	Responsible Department
31.		The proposed development will add new impervious area to the site; therefore, stormwater quality treatment shall be provided. The City requires developers to utilize the <i>Guidance Manual for On-Site Stormwater Quality Treatment Control Measures</i> (January 2000) (“On-Site Manual”) in selecting and designing source control and post-construction facilities to treat runoff from the project.	G, I	CD (E)
32.		Prior to issuance of grading permits, the owner/applicant shall submit detailed drainage plans for evaluation by the City. Approved plans shall be implemented prior to project occupancy. The drainage plans shall include measures to minimize the total amount of additional surface runoff and to limit the flows released to off-site receiving waters to existing pre-development levels in accordance with the requirements of the City of Folsom Public Works Department.	G, I	CD (E), PW
33.		Prior to issuance of grading permits, the owner/applicant shall submit erosion control plans and other monitoring programs for the construction and operational phases of the proposed project for review by the City. The plan shall include Best Management Practices (BMP) to minimize and control the level of pollutants in stormwater runoff, and in runoff released to off-site receiving waters. Specific techniques may be based on geotechnical reports or the Erosion and Sediment Control Handbook of the California Department of Conservation, and shall comply with current City standards.	G, I	CD (E), PW
34.		Prior to issuance of grading permits, the owner/applicant shall obtain coverage under the State Water Resources Control Board General Permit for Discharges of Storm Water Associated with Construction Activity (Order 2009-0009-DWQ), including preparation and submittal of a project-specific Storm Water Pollution Prevention Plan (SWPPP) at the time the Notice of Intent (NOI) is filed. The project applicant shall also prepare and submit any other necessary erosion and sediment control and engineering plans and specifications for pollution prevention and control to the City of Folsom.	G, I	CD (E), PW

CONDITIONS OF APPROVAL FOR THE VINTAGE SENIOR APARTMENTS PROJECT (PN 21-159) CONDITIONAL USE PERMIT, PLANNED DEVELOPMENT PERMIT, AND DENSITY BONUS 103 EAST NATOMA STREET				
	Mitigation Measure	Condition/Mitigation Measure	When Required	Responsible Department
ENVIRONMENTAL AND WATER RESOURCE REQUIREMENTS				
35.		<p>The sanitary sewer system shall be designed for the project shall incorporate the following elements and features to the satisfaction of the Environmental and Water Resources Department:</p> <ul style="list-style-type: none"> • Prior to the issuance of a grading permit, the owner/applicant shall record a 15-foot private sewer easement within PG&E property. • All on-site sanitary sewer shall be privately owned, operated and maintained. • The Sanitary Sewer Lift station shall be privately owned, operated and maintained. • A maintenance agreement for the sewer lift station operation, maintenance and emergency repairs to the satisfaction of the Community Development Department and executed prior to the issuance of a building permit. • The offsite sewer force main shall be located within in a 15-foot private sewer easement located within PG&E property. The City will not own, operate, or maintain this sewer force main. • Install one new sanitary sewer manhole where the force main will terminate at the 8-inch gravity line. The City's responsibility of the sanitary sewer shall begin when the 8-inch gravity line enters the public sewer easement within PG&E property. • The grease interceptor shall be privately owned, operated and maintained. 	G, I, B	EWR
36.		<p>The domestic water and sanitary sewer systems designed for the project shall incorporate the following elements and features to the satisfaction of the Environmental and Water Resources Department:</p> <ul style="list-style-type: none"> • The water connection for domestic, irrigation and fire shall be a manifold as shown in City Water Detail WR-23. • The 6-inch domestic water supply shall include a meter bypass in accordance with City Water Detail WR-21. • All on-site water systems shall be privately owned, operated, and maintained. 	I	EWR

Planning Commission
 Vintage Senior Apartments (PN 21-159)
 January 18, 2023

CONDITIONS OF APPROVAL FOR THE VINTAGE SENIOR APARTMENTS PROJECT (PN 21-159) CONDITIONAL USE PERMIT, PLANNED DEVELOPMENT PERMIT, AND DENSITY BONUS 103 EAST NATOMA STREET				
	Mitigation Measure	Condition/Mitigation Measure	When Required	Responsible Department
LANDSCAPE/TREE PRESERVATION REQUIREMENTS				
37.		The owner/applicant shall be responsible for on-site landscape maintenance throughout the life of the project to the satisfaction of the Community Development Department. Vegetation or planting shall not be less than that depicted on the final landscape plan, unless tree removal is approved by the Community Development Department because the spacing between trees will be too close on center as they mature.	B, OG	CD (P)(E)

CONDITIONS OF APPROVAL FOR THE VINTAGE SENIOR APARTMENTS PROJECT (PN 21-159) CONDITIONAL USE PERMIT, PLANNED DEVELOPMENT PERMIT, AND DENSITY BONUS 103 EAST NATOMA STREET				
	Mitigation Measure	Condition/Mitigation Measure	When Required	Responsible Department
38.		<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 of the parking area shall meet shade requirements as outlined in the Folsom Municipal Code Chapter 17.57. 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 Vintage Senior Apartments project.</p>	I	CD(P)(E)

39.	✓	<p>To mitigate the impact to the protected native Oak trees, the following measures shall be implemented in accordance with requirements of the <u>Tree Preservation Ordinance</u>:</p> <ul style="list-style-type: none"> • The owner/applicant shall provide mitigation for directly or indirectly impacted oak trees based on having a health rating of 5,4,3, or 2. Based on the DSH equivalency ratio, the project applicant shall mitigate for the removal of approximately 47 oak trees (571.3 inches at DSH) that will be removed with development of the project. Final mitigation requirements shall be determined by the City Arborist upon receipt of final design plans prior to the issuance of a grading permit. Mitigation for trees shall be done through planting of on-site replacement trees or payment of in-lieu fees as determined by the City, or a combination thereof. The owner/applicant may be eligible to receive credit for preservation of on-site Oak trees as determined by the City Arborist. • A Tree Permit Application containing an Application Form, Tree Protection and Mitigation Plan, and Arborist Report shall be submitted to the City of Folsom by the owner/applicant for issuance of a Tree Work Permit and Tree Removal Permit prior to commencement of any grading or site improvement activities. The tree protection and mitigation plan shall be prepared in collaboration with a qualified arborist and shall be subject to review and approval by the City. The tree protection and mitigation plan shall contain the contact information of the project arborist and shall be included in all associated plan sets for the project. • Removal of any protected tree shall be mitigated by planting replacement trees and/or payment of “In-Lieu” fees on a diameter inch basis in accordance with <u>FMC, Section 12.16.150</u>. The proposed method of mitigation shall be subject to review and approval by the City. • Prior to starting construction, oak trees to be preserved shall be fenced with high visibility fencing consistent with the city-approved tree protection and mitigation plan. Parking of vehicles, equipment, or storage of materials is prohibited within the Tree Protection Zone of Protected Trees at all times. Signs shall be posted on exclusion fencing stating that the enclosed trees are to be preserved. Signs shall state the penalty for damage to, or removal of, the protected tree. 	I, G, B, O	CD(P)(E)
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CONDITIONS OF APPROVAL FOR THE VINTAGE SENIOR APARTMENTS PROJECT (PN 21-159) CONDITIONAL USE PERMIT, PLANNED DEVELOPMENT PERMIT, AND DENSITY BONUS 103 EAST NATOMA STREET				
	Mitigation Measure	Condition/Mitigation Measure	When Required	Responsible Department
39. Cont.	✓	<ul style="list-style-type: none"> The owner/applicant shall retain the services of a project arborist proficient in tree protection for construction projects for the duration of the development project to monitor the health of oak trees to be preserved and carry out the City-approved tree protection plan. All regulated activity conducted within the Critical Root Zone of protected trees, as that term is defined in <u>Folsom Municipal Code (FMC) 12.16.020</u>, shall be performed under the direct supervision of the project arborist. A copy of the executed contract for these arboricultural services shall be submitted to the City prior to the issuance of any tree or grading permits. <p>Certification letters by the project arborist attesting compliance with the tree protection and mitigation plan and tree permit conditions shall be submitted to the City following completion of grading and again at project completion, prior to the certificate of occupancy.</p>	I, G, B, O	CD(P)(E)
CULTURAL RESOURCE/TRIBAL CULTURAL RESOURCE REQUIREMENTS				
40.	✓	<p>It is always possible that ground-disturbing activities during project development may uncover previously unknown archaeological resources. In the event that archaeological resources are discovered during construction, construction operations shall stop within a 100-foot radius of the find and a qualified archaeologist shall be consulted to determine whether the resource requires further study. The City shall include a standard inadvertent discovery clause in every construction contract to inform contractors of this requirement. The archaeologist shall make recommendations concerning appropriate measures that will be implemented to protect the resources, including but not limited to, excavation and evaluation of the finds in accordance with Section 15064.5 of the CEQA Guidelines. Archaeological resources could consist of, but are not limited to, stone, bone, wood, or shell artifacts or features, including hearths. Any previously undiscovered resources found during construction within the project area should be recorded on appropriate Department of Parks and Recreation (DPR) 523 forms and evaluated for significance in terms of CEQA criteria.</p>	G, I, B	CD (P)(E)

CONDITIONS OF APPROVAL FOR THE VINTAGE SENIOR APARTMENTS PROJECT (PN 21-159) CONDITIONAL USE PERMIT, PLANNED DEVELOPMENT PERMIT, AND DENSITY BONUS 103 EAST NATOMA STREET				
	Mitigation Measure	Condition/Mitigation Measure	When Required	Responsible Department
41.	✓	<p>In the event of the accidental discovery or recognition of any human remains, CEQA Guidelines § 15064.5; Health and Safety Code § 7050.5; Public Resources Code § 5097.94 and § 5097.98 must be followed. If during the course of project development there is accidental discovery or recognition of any human remains, the following steps shall be taken:</p> <p>There shall be no further excavation or disturbance within a 100-foot radius of the potentially human remains until the County Coroner is contacted to determine if the remains are Native American and if an investigation of the cause of death is required. If the coroner determines the remains to be Native American, the coroner shall contact the Native American Heritage Commission (NAHC) within 24 hours, and the NAHC shall identify the person or persons it believes to be the “most likely descendant” (MLD) of the deceased Native American. The MLD may make recommendations to the landowner or the person responsible for the excavation work within 48 hours, for means of treating or disposing of, with appropriate dignity, the human remains and any associated grave goods as provided in PRC Section 5097.98.</p> <p>Where the following conditions occur, the landowner or his authorized representative shall rebury the Native American human remains and associated grave goods with appropriate dignity either in accordance with the recommendations of the most likely descendant or on the project site in a location not subject to further subsurface disturbance:</p> <ul style="list-style-type: none"> ○ The NAHC is unable to identify a most likely descendent or the most likely descendent failed to make a recommendation within 48 hours after being notified by the commission. ○ The descendant identified fails to make a recommendation. ○ The landowner or his authorized representative rejects the recommendation of the descendant, and mediation by the NAHC fails to provide measures acceptable to the landowner. 	G, I, B	CD (P)(E)

CONDITIONS OF APPROVAL FOR THE VINTAGE SENIOR APARTMENTS PROJECT (PN 21-159) CONDITIONAL USE PERMIT, PLANNED DEVELOPMENT PERMIT, AND DENSITY BONUS 103 EAST NATOMA STREET				
	Mitigation Measure	Condition/Mitigation Measure	When Required	Responsible Department
42.	✓	All construction personnel involved in ground disturbing activities shall be trained in the recognition of possible cultural resources and protection of such resources. The training will inform all construction personnel of the procedures to be followed upon the discovery of archaeological materials, including Native American burials. Construction personnel will be instructed that cultural resources must be avoided and that all travel and construction activity must be confined to designated roads and areas. The training will include a review of the local, state, and federal laws and regulations related to cultural resources, as well as instructions on the procedures to be implemented should unanticipated resources be encountered during construction, including stopping work in the vicinity of the find and contacting the appropriate environmental compliance specialist.	G, I, B	CD (P)(E)
43.	✓	If potentially significant Tribal Cultural Resources (TCR) are discovered during ground disturbing construction activities, all work shall cease within 50-ft of the find, or an agreed upon distance based on the nature of the find. A Native American Representative from traditionally and culturally affiliated Native American Tribes that requested consultation on the project shall be immediately contacted and invited to assess the significance of the find and make recommendations for further evaluation and treatment, as necessary. If deemed necessary by the City, a qualified cultural resources specialist meeting the Secretary of Interior's Standards and Qualifications for Archaeology, may also assess the significance of the find in joint consultation with Native American Representatives to ensure that Tribal values are considered. Work at the discovery location cannot resume until the City, in consultation as appropriate and in good faith, determines that the discovery is either not a TCR, or has been subjected to culturally appropriate treatment, if avoidance and preservation cannot be accommodated.	G, I, B	CD (P)(E)

CONDITIONS OF APPROVAL FOR THE VINTAGE SENIOR APARTMENTS PROJECT (PN 21-159) CONDITIONAL USE PERMIT, PLANNED DEVELOPMENT PERMIT, AND DENSITY BONUS 103 EAST NATOMA STREET				
	Mitigation Measure	Condition/Mitigation Measure	When Required	Responsible Department
BIOLOGICAL RESOURCE REQUIREMENTS				
44.	✓	<p><u>White-Tailed Kite and Other Nesting Birds:</u> If project (construction) ground-disturbing or vegetation clearing and grubbing activities commence during the avian breeding season (February 1 – August 31), a qualified biologist shall conduct a pre-construction nesting bird survey no more than 14 days prior to initiation of project activities and again immediately prior to construction. The survey area shall include suitable raptor nesting habitat within 500-ft of the project boundary (inaccessible areas outside of the project site can be surveyed from the site or from public roads using binoculars or spotting scopes). Preconstruction surveys are not required in areas where project activities have been continuous since prior to February 1, as determined by a qualified biologist. Areas that have been inactive for more than 14 days during the avian breeding season must be resurveyed prior to resumption of project activities. If no active nests are identified, no further mitigation is required. If active nests are identified, the following measure is required:</p> <ul style="list-style-type: none"> A suitable buffer (e.g., 500-ft for raptors; 100-ft for passerines) shall be established by a qualified biologist around active nests and no construction activities within the buffer shall be allowed until a qualified biologist has determined that the nest is no longer active (i.e., the nestlings have fledged and are no longer reliant on the nest, or the nest has failed). Encroachment into the buffer may occur at the discretion of a qualified biologist. Any encroachment into the buffer shall be monitored by a qualified biologist to determine whether nesting birds are being impacted. 	G, I	CD (E)(P)

Planning Commission
 Vintage Senior Apartments (PN 21-159)
 January 18, 2023

CONDITIONS OF APPROVAL FOR THE VINTAGE SENIOR APARTMENTS PROJECT (PN 21-159) CONDITIONAL USE PERMIT, PLANNED DEVELOPMENT PERMIT, AND DENSITY BONUS 103 EAST NATOMA STREET				
	Mitigation Measure	Condition/Mitigation Measure	When Required	Responsible Department
45.	✓	<u>Jurisdictional Wetlands and Waters</u> Prior to start of construction, the project proponent shall either prepare a formal delineation and submit it to the USACE for verification or obtain verification based on the mapping of aquatic resources in this report as well as contact the USACE, CVRWQCB, and CDFW to determine the need for permits and secure any required aquatic resources permits for impacts to waters of the U.S./State from the USACE, CVRWQCB, and CDFW, pursuant to Sections 404 and 401 of the Clean Water Act, the California Water Code, Section 1600 of the Fish and Game Code, and the State Water Resource Control Board Dredge and Fill Policy. The project proponent shall comply with all conditions of such permits including providing compensatory mitigation at a minimum 1:1 ratio as required to achieve no net loss of wetlands or other waters.	G, I	CD (E)(P)

CONDITIONS OF APPROVAL FOR THE VINTAGE SENIOR APARTMENTS PROJECT (PN 21-159) CONDITIONAL USE PERMIT, PLANNED DEVELOPMENT PERMIT, AND DENSITY BONUS 103 EAST NATOMA STREET				
	Mitigation Measure	Condition/Mitigation Measure	When Required	Responsible Department
AIR QUALITY REQUIREMENTS				
46.		<p>Control of fugitive dust is required by District Rule 403 and enforced by SMAQMD staff. The owner/applicant shall implement the following measures as identified by the SMAQMD:</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 [required by California Code of Regulations, Title 13, sections 2449(d)(3) and 2485. 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. 	G, I, B	CD (P)(E)(B)

CONDITIONS OF APPROVAL FOR THE VINTAGE SENIOR APARTMENTS PROJECT (PN 21-159) CONDITIONAL USE PERMIT, PLANNED DEVELOPMENT PERMIT, AND DENSITY BONUS 103 EAST NATOMA STREET				
	Mitigation Measure	Condition/Mitigation Measure	When Required	Responsible Department
47.		<p>To mitigate the project's contribution to the urban heat island effect, the Sacramento Air Quality Management District (SMAQMD) recommends the following measures be implemented to the satisfaction of the Community Development Department:</p> <ul style="list-style-type: none"> • The owner/applicant shall incorporate new shade trees to provide additional shade coverage for pavements and structures to the extent feasible. A directory of air-quality supportive trees is available in the Sacramento Tree Foundation's Shady Eighty guide and a more extensive tree list is available on page 153 of the UHI Technical Analysis Report. • All new pavements, including sidewalks, interior roads, bike lanes, pedestrian paths, parking lots, and plazas shall strive to achieve an albedo of at least 0.25-0.5. • For the parking lot areas, if cool pavement or additional tree shading is not feasible, the owner/applicant shall consider installing solar photovoltaic shade structures to reduce urban heat islands, generate renewable energy, and provide shading to parked vehicles, further reducing emissions. <p>All new structures shall utilize certified cool roofs. The California Energy Commission's Title 24, Part 67, recommends an aged solar reflectance of at least 0.63 for low-sloped roofs and at least 0.20 for steep-sloped roofs, and minimum thermal emittance of 0.75.</p>	B	CD (P)(B)
GREENHOUSE GAS REQUIREMENTS				
48.	✓	In accordance with the City General Plan GHG Reduction Measure T-3, the project shall provide a minimum of five percent more bicycle parking than required in the City's Municipal Code Section 17.57.090 (for a total of 28 bicycle parking spaces).	B	CD (P)(B)
49.	✓	In accordance with the City General Plan GHG Reduction Measure T-6, the project shall use high-performance diesel (also known as Diesel-HPR or Reg-9000/RHD) for all diesel-powered equipment utilized in construction of the project.	B	CD (P)(B)

Planning Commission
 Vintage Senior Apartments (PN 21-159)
 January 18, 2023

CONDITIONS OF APPROVAL FOR THE VINTAGE SENIOR APARTMENTS PROJECT (PN 21-159) CONDITIONAL USE PERMIT, PLANNED DEVELOPMENT PERMIT, AND DENSITY BONUS 103 EAST NATOMA STREET				
	Mitigation Measure	Condition/Mitigation Measure	When Required	Responsible Department
50.	✓	In accordance with the City General Plan GHG Reduction Measure T-8, the project shall provide 14 electric vehicle capable parking spaces based on the 136 total parking spaces proposed for the project. Of the 14 electric vehicle capable parking spaces, 7 parking spaces shall be equipped with electric vehicle charging equipment with initial development of the proposed project.	B	CD (P)(B)
51.	✓	In accordance with the City General Plan GHG Reduction Measure SW-1, the project shall divert to recycle or salvage a minimum 65 percent of nonhazardous construction and demolition waste generated at the project site in accordance with Appendix A4 (Residential) of the as outlined in the California Green Building Standards Code (2019 CALGreen).	B	CD (P)(B)
52.	✓	In accordance with the City General Plan GHG Reduction Measure W-1, the project shall comply with all applicable indoor and outdoor water efficiency and conservation measures required under 2019 CALGreen Tier 1, as outlined in the California Green Building Standards Code.	B	CD (P)(B)
TRAFFIC, ACCESS, CIRCULATION, AND PARKING				

53.	✓	<p>Based on the recommendations of the Transportation Impact Study dated February 2022 (Attachment 21), and to further ensure further ensure safe travel within the project site, the following measures shall be implemented to the satisfaction of the Community Development Department:</p> <p><u>East Natoma Street (Eastbound)</u></p> <ul style="list-style-type: none"> ○ The owner/applicant shall construct a 150-foot right-turn pocket with 60-foot taper on the eastbound approach to Prison Road from East Natoma Street. The existing bike trail shall be relocated to accommodate the right-turn lane. The relocated bike trail shall be placed in a dedicated pedestrian access and trail easement which shall be recorded prior to plan approval. With this proposed modification, the eastbound approach to Prison Road from East Natoma Street shall include one left-turn lane, one thru lane, and one right-turn lane. <p><u>East Natoma Street (Westbound)</u></p> <ul style="list-style-type: none"> ○ The owner/applicant shall construct a 100-foot left-turn pocket with a raised median with a 60-foot taper on the westbound approach to Prison Road from East Natoma Street. The median shall allow emergency vehicle access/egress and the modifications required for emergency vehicle access/egress shall be approved by the City of Folsom Fire Department. With these proposed modifications, the westbound approach to Prison Road from East Natoma Street shall include one shared thru/right-turn lane and one left-turn lane. <p><u>Prison Road (Southbound)</u></p> <ul style="list-style-type: none"> ○ Prior to entering State property, the contractor shall execute a right-of-entry agreement with the State of California, Department of Corrections. ○ The owner/applicant shall restripe the existing right-turn lane at the southbound approach to East Natoma Street from Prison Road to indicate that this lane is a shared thru and right-turn lane. The existing dedicated left-turn lane shall remain as currently striped. <p><u>Primary Project Driveway (East Natoma Street)</u></p> <ul style="list-style-type: none"> ○ The owner/applicant shall construct a shared thru/right-turn lane and a dedicated left-turn lane at the northbound approach to East Natoma Street at the primary project driveway. The shared thru/right-turn lane and dedicated left-turn lane shall include a 70-foot turn pocket and a 60-foot taper. 	I	CD (P)(E), PW
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<p>53. Cont.</p>	<p>✓</p>	<p><u>Secondary Project Driveway (East Natoma Street)</u></p> <ul style="list-style-type: none"> ○ The owner/applicant shall construct a raised median within Natoma Street and a right-turn channelization taper at the secondary project driveway to prevent left-turns into the project site from westbound East Natoma Street and left-turns out of the project site onto westbound East Natoma Street to the satisfaction of the Community Development Department. ○ The owner/applicant shall install “Stop” signs, appropriate pavement markings, and signage at the secondary project exit at East Natoma Street. <p><u>East Natoma Street/Prison Road Traffic Signal and Signal Timing</u></p> <ul style="list-style-type: none"> ○ The owner/applicant shall construct a traffic signal at the fourth leg of the intersection of East Natoma Street and Prison Road and modify all existing traffic signal improvements to the satisfaction of the Community Development Department. ○ The owner/applicant shall coordinate retiming the traffic signal at the intersection of East Natoma Street and Prison Road as follows: <ul style="list-style-type: none"> • Eastbound and westbound protected left turn phasing, northbound and southbound split phasing. 150 second cycle length, with 34 second northbound southbound split phases and 20 second eastbound and westbound protected phases, and 62 second eastbound and westbound through phases. Crosswalks shall be set to 22 seconds to accommodate a 3 feet per second walking speed. <p><u>East Natoma Street Frontage Improvements</u></p> <ul style="list-style-type: none"> ○ The owner/applicant shall install curbs, gutter, a bicycle lane, and sidewalks along the project’s frontage with East Natoma Street as shown on the submitted site plan. In addition, the owner/applicant shall construct curbs, gutters, a bicycle lane, and sidewalks from the project’s eastern boundary approximately 120-feet to the east to connect to the existing off-site sidewalk and associated improvements. The owner/applicant shall enter into a credit reimbursement agreement with the City to cover the costs of these off-site frontage improvements. 	<p>I</p>	<p>CD (P)(E), PW</p>
<p>54.</p>		<p>A minimum of 136 on-site parking spaces shall be provided for the project.</p>	<p>I, O</p>	<p>CD (P)(E)</p>
<p>55.</p>		<p>A minimum of 28 on-site bicycle parking spaces shall be provided for the project at locations that are close proximity to the primary building entrances.</p>	<p>I, O</p>	<p>CD (P)(E)</p>

CONDITIONS OF APPROVAL FOR THE VINTAGE SENIOR APARTMENTS PROJECT (PN 21-159) CONDITIONAL USE PERMIT, PLANNED DEVELOPMENT PERMIT, AND DENSITY BONUS 103 EAST NATOMA STREET				
	Mitigation Measure	Condition/Mitigation Measure	When Required	Responsible Department
NOISE/VIBRATION REQUIREMENTS				
56.	✓	<p>Construction activities shall be required to comply with the following and be noted accordingly on the improvement plans:</p> <ol style="list-style-type: none"> 1. Construction hours/Scheduling: The following are required to limit construction activities to the portion of the day when occupancy of the adjacent sensitive receptors are at the lowest: <ol style="list-style-type: none"> a. Construction activities for all phases of construction, including servicing of construction equipment shall only be permitted during the hours of 7:00 a.m. and 6:00 p.m. Monday through Friday and between 8:00 a.m. to 5:00 p.m. on Saturdays. Construction is prohibited on Sundays and on all holidays. b. Delivery of materials or equipment to the site and truck traffic coming to and from the site is restricted to the same construction hours specified above. 2. Construction Equipment Mufflers and Maintenance: All construction equipment powered by internal combustion engines shall be properly muffled and maintained. 3. Idling Prohibitions: All equipment and vehicles shall be turned off when not in use. Unnecessary idling of internal combustion engines is prohibited. 4. Equipment Location and Shielding: All stationary noise-generating construction equipment, such as air compressors, shall be located as far as practical from the adjacent homes. Acoustically shield such equipment when it must be located near adjacent residences. 5. Quiet Equipment Selection: Select quiet equipment, particularly air compressors, whenever possible. Motorized equipment shall be outfitted with proper mufflers in good working order. 6. Staging and Equipment Storage: The equipment storage location shall be sited as far as possible from nearby sensitive receptors. 	G, I, B	CD (P)(E)

Planning Commission
 Vintage Senior Apartments (PN 21-159)
 January 18, 2023

CONDITIONS OF APPROVAL FOR THE VINTAGE SENIOR APARTMENTS PROJECT (PN 21-159) CONDITIONAL USE PERMIT, PLANNED DEVELOPMENT PERMIT, AND DENSITY BONUS 103 EAST NATOMA STREET				
	Mitigation Measure	Condition/Mitigation Measure	When Required	Responsible Department
57.	✓	The owner/applicant or designated contractor shall provide evidence to the City (via testing data or calculations from a qualified expert), demonstrating that vibratory rollers to be used on the project site would produce less than 80 VdB at nearby occupied residences, or all vibratory rollers shall be used in static mode only (no vibrations) when operating within 120-ft of an occupied residence.	G, I, B	CD (P)(E)
ARCHITECTURE/SITE DESIGN REQUIREMENTS				
58.		The final location, design, materials, and colors of the trash/recycling enclosures be subject to review and approval by the Community Development Department.	I, B	CD (P)(E)
59.		Decorative stone pilasters shall be integrated into the screen wall design at strategically placed locations to break up the long expanse of the wall and a decorative trim cap shall be placed on top of the screen wall for its entire length to the satisfaction of the Community Development Department. In addition, the final location, height, design, materials, and colors for the proposed retaining walls, screen walls, and fencing shall be subject to review and approval by the Community Development Department.	I, B	CD (P)(E)

CONDITIONS OF APPROVAL FOR THE VINTAGE SENIOR APARTMENTS PROJECT (PN 21-159) CONDITIONAL USE PERMIT, PLANNED DEVELOPMENT PERMIT, AND DENSITY BONUS 103 EAST NATOMA STREET				
	Mitigation Measure	Condition/Mitigation Measure	When Required	Responsible Department
60.		<p>The project shall comply with the following architecture and design requirements:</p> <ol style="list-style-type: none"> 1. This approval is for a three-story apartment building totaling 111,755 square feet associated with the Vintage Apartments project. The applicant shall submit building plans that comply with this approval and the attached building elevations and color renderings dated June 3, 2022. 2. The design, materials, and colors of the proposed Vintage Senior Apartments building shall be consistent with the submitted building elevations, color renderings, materials samples, and color scheme to the satisfaction of the Community Development Department. 3. Brick pavers or another type of colored masonry material (ADA compliant) shall be used to designate pedestrian crosswalks on the project site, in addition to where pedestrian paths cross drive aisles, and shall be incorporated as a design feature at the driveway entrances at East Natoma Street to the satisfaction of the Community Development Department. 4. Roof-mounted mechanical equipment, including satellite dish antennas, shall not extend above the height of the parapet walls. Ground-mounted mechanical equipment shall be shielded by landscaping or trellis type features. <p>Utility equipment such as transformers, electric and gas meters, electrical panels, and junction boxes shall be screened by walls and or landscaping.</p>	I, B	CD (P)
GRADING REQUIREMENT				
61.		<p>Prior to the approval of the final facilities design and the initiation of construction activities, the applicant shall submit an erosion control plan to the City for review and approval. The plan shall identify protective measures to be taken during excavation, temporary stockpiling, any reuse or disposal, and revegetation. Specific techniques may be based upon geotechnical reports, the <u>Erosion and Sediment Control Handbook</u> of the State of California Department of Conservation, and shall comply with all updated City standards.</p>	G, I	CD (E)

CONDITIONS OF APPROVAL FOR THE VINTAGE SENIOR APARTMENTS PROJECT (PN 21-159) CONDITIONAL USE PERMIT, PLANNED DEVELOPMENT PERMIT, AND DENSITY BONUS 103 EAST NATOMA STREET				
	Mitigation Measure	Condition/Mitigation Measure	When Required	Responsible Department
SIGN REQUIREMENTS				
62.		The proposed monument sign shall be constructed of masonry, stone, or wood materials to be more consistent with the design/materials of the apartment building. In addition, the final location, design, materials, and color of the monument sign be subject to review and approval by the Community Development Department. Lastly, the owner/applicant shall obtain a sign permit prior to installation of the monument sign.	B	CD (P)
OTHER AGENCY REQUIREMENTS				
63.		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 and approval of any grading or improvement plan.	G, I	CD (P)(E)
CALIFORNIA DEPARTMENT OF FISH AND WILDLIFE (CDFW) REQUIREMENTS				
64.		The owner/applicant shall submit a Notification of Lake or Streambed Alteration to the California Department of Fish and Wildlife (CDFW) prior to commencement of any clearing, grubbing, grading, or site work.	G, I	CD (P)(E)
65.		The owner/applicant shall incorporate bird and wildlife friendly strategies including: <ul style="list-style-type: none"> • Implementing an education program for residents to keep domestic cats indoors. • Installing screens, window patterns, or new types of glass such as acid-etched, fritted, frosted, ultraviolet patterned, or channel. 	G, I, B	CD (P)

CONDITIONS OF APPROVAL FOR THE VINTAGE SENIOR APARTMENTS PROJECT (PN 21-159) CONDITIONAL USE PERMIT, PLANNED DEVELOPMENT PERMIT, AND DENSITY BONUS 103 EAST NATOMA STREET				
	Mitigation Measure	Condition/Mitigation Measure	When Required	Responsible Department
PACIFIC GAS & ELECTRIC (PG&E) REQUIREMENTS				
66.		<p>The owner/applicant shall implement the following measures as recommended by the Pacific Gas & Electric Company (PG&E):</p> <ul style="list-style-type: none"> • Additional bollards shall be placed within the parking lot to protect an existing PG&E transmission tower located along the southern property boundary. • Cuts, trenches, or excavations shall not be made within 25 feet of any PG&E transmission tower. • 25-foot clearance shall be maintained from any PG&E transmission tower during grading activities. • On overhead electric transmission fee strip(s) and/or easement(s), trees and shrubs shall be limited to those varieties that do not exceed 15 feet in height at maturity. • PG&E shall have access to its facilities at all times, including access by heavy equipment. • No planting is to occur within the footprint of the tower legs. 	G, I, OG	CD (P)(E)
SACRAMENTO METROPOLITAN UTILITY DISTRICT (SMUD) REQUIREMENTS				

67.		<p>The owner/applicant shall implement the following measures as recommended by the Sacramento Metropolitan Utility District (SMUD):</p> <ul style="list-style-type: none"> • Structural setbacks less than 14-feet shall require the owner/applicant to conduct a pre-engineering meeting with all utilities to ensure property clearances are maintained. • Any necessary future SMUD facilities located on the owner/applicant's property shall require a dedicated SMUD easement. This will be determined prior to SMUD performing work on the owner/applicant's property. • In the event the owner/applicant requires the relocation or removal of existing SMUD facilities on or adjacent to the subject property, the owner/applicant shall coordinate with SMUD. The owner/applicant shall be responsible for the cost of relocation or removal. • 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. • The owner/applicant shall not place any building foundations within 5-feet of any SMUD trench to maintain adequate trench integrity. The owner/applicant shall verify specific clearance requirements for other utilities (e.g., Gas, Telephone, etc.). • In the event the City requires an Irrevocable Offer of Dedication (IOD) for future roadway improvements, the owner/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. • The owner/applicant shall comply with SMUD siting requirements (e.g., panel size/location, clearances from SMUD equipment, transformer location, service conductors). Information regarding SMUD siting requirements can be found at: https://www.smud.org/en/Business-Solutions-and-Rebates/Design-and-Construction-Services. • The owner/applicant shall dedicate a 12.5-foot public utility easement for overhead and/or underground facilities and appurtenances adjacent to all public street rights-of-ways. • The owner/applicant shall dedicate any private drive, ingress and egress easement, (and 10-feet adjacent thereto) as a public utility easement for 	G, I, OG	CD (P)(E)
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CONDITIONS OF APPROVAL FOR THE VINTAGE SENIOR APARTMENTS PROJECT (PN 21-159) CONDITIONAL USE PERMIT, PLANNED DEVELOPMENT PERMIT, AND DENSITY BONUS 103 EAST NATOMA STREET				
	Mitigation Measure	Condition/Mitigation Measure	When Required	Responsible Department
67. Cont.		(overhead and) underground facilities and appurtenances. All access roads shall meet minimum SMUD requirements for access roads. <ul style="list-style-type: none"> The owner/applicant shall dedicate and provide all-weather vehicular access for service vehicles that are up to 26,000 pounds. At a minimum: (a) the drivable surface shall be 20-feet wide; and (b) all SMUD underground equipment and appurtenances shall be within 15-feet from the drivable surface. 		
FIRE DEPARTMENT REQUIREMENTS				
68.		The building shall have illuminated addresses visible from the street or drive fronting the property. Size and location of address identification shall be reviewed and approved by the Fire Marshal.	I	FD
69.		Prior to the issuance of any improvement plans or building permits, the Community Development and Fire Departments shall review and approve all detailed design plans for accessibility of emergency fire equipment, fire hydrant flow location, and other construction features.	I, B	FD
70.		All fire protection devices shall be designed to be located on site: fire hydrants, fire department connections, post indicator valves, etc. off-site devices cannot be used to serve the building. A water model analysis that proves the minimum fire flow will be required before any permits are issued. The fire sprinkler riser location shall be inside a Fire Control Room (5' X 7' minimum) with a full-sized 3'-0" door. This room can be a shared with other building utilities. The room shall only be accessible from the exterior.	I, B	FD
71.		All-weather emergency access roads and fire hydrants (tested and flushed) shall be provided before combustible material or vertical construction is allowed on site. 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.	I, B	FD
72.		All on-site curbing shall be painted as a fire zone (red-color) to the satisfaction of the Fire Department.	I, B	FD

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	Mitigation Measure	Condition/Mitigation Measure	When Required	Responsible Department
PARKS AND RECREATION REQUIREMENTS				
73.		The owner/applicant shall provide and record a dedicate pedestrian access and bike trail easement for the realigned and existing bicycle/pedestrian trail located within the project site. Upon recordation of the bicycle/pedestrian trail easement, the City shall assume ownership of the bicycle/pedestrian trail and all associated maintenance responsibilities.	I, B	P, CD (E)
74.		The on-site pedestrian trail which connects to the Class 1 bike trail (within the dedicated pedestrian access and bike trail easement) shall be maintained by the owner/applicant. In addition, the owner/applicant shall install signage at the south end of the new trail connection that reads "Yield to Cross Traffic".	OG	P, CD (E)
POLICE/SECURITY REQUIREMENT				
75.		The owner/applicant shall consult with the Police Department in order to incorporate all reasonable crime prevention measures. The following security/safety measures shall be required: <ul style="list-style-type: none"> • A security guard shall be on-duty at all times at the site or a six-foot security fence shall be constructed around the perimeter of construction areas. (This requirement shall be included on the approved construction drawings). • Security measures for the safety of all construction equipment and unit appliances shall be employed. Landscaping shall not cover exterior doors or windows, block line-of-sight at intersections or screen overhead lighting.	G, I, B	PD
MISCELLANEOUS REQUIREMENTS				
76.		The proposed project shall comply with all State and local rules, regulations, Governor's Declarations, and restrictions including but not limited to: Proclamation of a State of Emergency due to drought conditions issued by the Governor of California on October 19, 2021 relative to water usage and conservation, 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</u> , (Section 13.26 Water Conservation), or amended from time to time.	I, B, OG	CD (P)(E)

Planning Commission
 Vintage Senior Apartments (PN 21-159)
 January 18, 2023

CONDITIONS

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

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

Attachment 5

Vicinity Map

Attachment 6

Site Plan, dated October 17, 2022

Attachment 7

Preliminary Utility Plan
Dated November 16, 2021

Attachment 8

Preliminary Grading and Drainage Plan Dated October 17, 2022

Attachment 9

Preliminary Grading Sections
Dated October 17, 2022

Attachment 10

Preliminary Landscape and Irrigation Plans Dated October 20, 2022

Attachment 11

Preliminary Tree Impact Plan Dated October 17, 2022

Attachment 13

Preliminary Access and Circulation Plan Dated October 17, 2022

Attachment 14

Preliminary Fire Access Plan Dated October 17, 2022

Attachment 15

Preliminary Lighting Plan and Details Dated November 3, 2021

Attachment 16

Building Elevations and Floor Plans Dated June 3, 2022

Attachment 17

Color Building Renderings
Dated June 3, 2022

Attachment 18

Building Site Sections Dated June 3, 2022

Attachment 19

Color and Materials Board

Attachment 20

Vintage Senior Apartments Booklet (Separate Bound Document)

Attachment 21

Site Photographs

Attachment 22

Transportation Impact Study
Dated July, 2022

Attachment 23

Parking Memorandum, dated October 17, 2022

Attachment 24

Parking Case Study, dated January 3, 2023

Attachment 25

**Initial Study, Mitigated Negative Declaration, and
Mitigation Monitoring and Reporting Program,
dated November, 2022 (electronic version
available for viewing at
[www.folsom.ca.us/government/community-
development/planning-services/current-project-
information](http://www.folsom.ca.us/government/community-development/planning-services/current-project-information)**

Attachment 26

Comment Letters from Public Agencies

Attachment 27

Comment Letters from Residents

Attachment 28

CEQA Response Memorandum
Dated January 3, 2023

Attachment 12

Preliminary Oak Tree Mitigation Plan Dated October 20, 2022

Planning Commission
Vintage Senior Apartments (PN 21-159)
January 18, 2023

Attachment 5

Vicinity Map

Vicinity Map



CITY OF FOLSOM



Planning Commission
Vintage Senior Apartments (PN 21-159)
January 18, 2023

Attachment 6

Site Plan, dated October 17, 2022

PRELIMINARY SITE PLAN NATOMA SENIOR APARTMENTS CITY OF FOLSOM, CA

PROJECT INFORMATION

OWNER: [REDACTED]
 ARCHITECT: [REDACTED]
 ENGINEER: [REDACTED]
 DATE: [REDACTED]

DEVELOPMENT SUMMARY

PROPOSED: [REDACTED]
 TOTAL: [REDACTED]
 TOTAL: [REDACTED]

DEVELOPMENT SUMMARY

PROPOSED: [REDACTED]
 TOTAL: [REDACTED]
 TOTAL: [REDACTED]

APTY LEGEND

[Color]	APARTMENT UNIT
[Color]	LANDSCAPE AREA
[Color]	BUILDING AREA
[Color]	CONCRETE DRIVEWAY
[Color]	CONCRETE DRIVEWAY

GREEN BUILDING STANDARDS

FOLSOM GENERAL PLAN - LEV 1 FLOOR PAVING
 WITH CALIFORNIA GREEN BUILDING STANDARDS
 RESIDENTIAL VOLUNTARY APARTMENTS

PROJECT SUMMARY (OVERALL)

APTA: [REDACTED]
 2025 (VOLUME) = 11.52 ACRES
 2025 (AREA) = 49.68 ACRES
 PROJECT AREA = 49.68 ACRES

APARTMENT SUMMARY

1-BEDROOM	50
2-BEDROOM	20
TOTAL UNITS	70

PARKING SUMMARY

REQUIRED	44
PROVIDED	44
TOTAL REQUIRED PARKING SPACES	44

PROJECT SUMMARY (OVERALL)

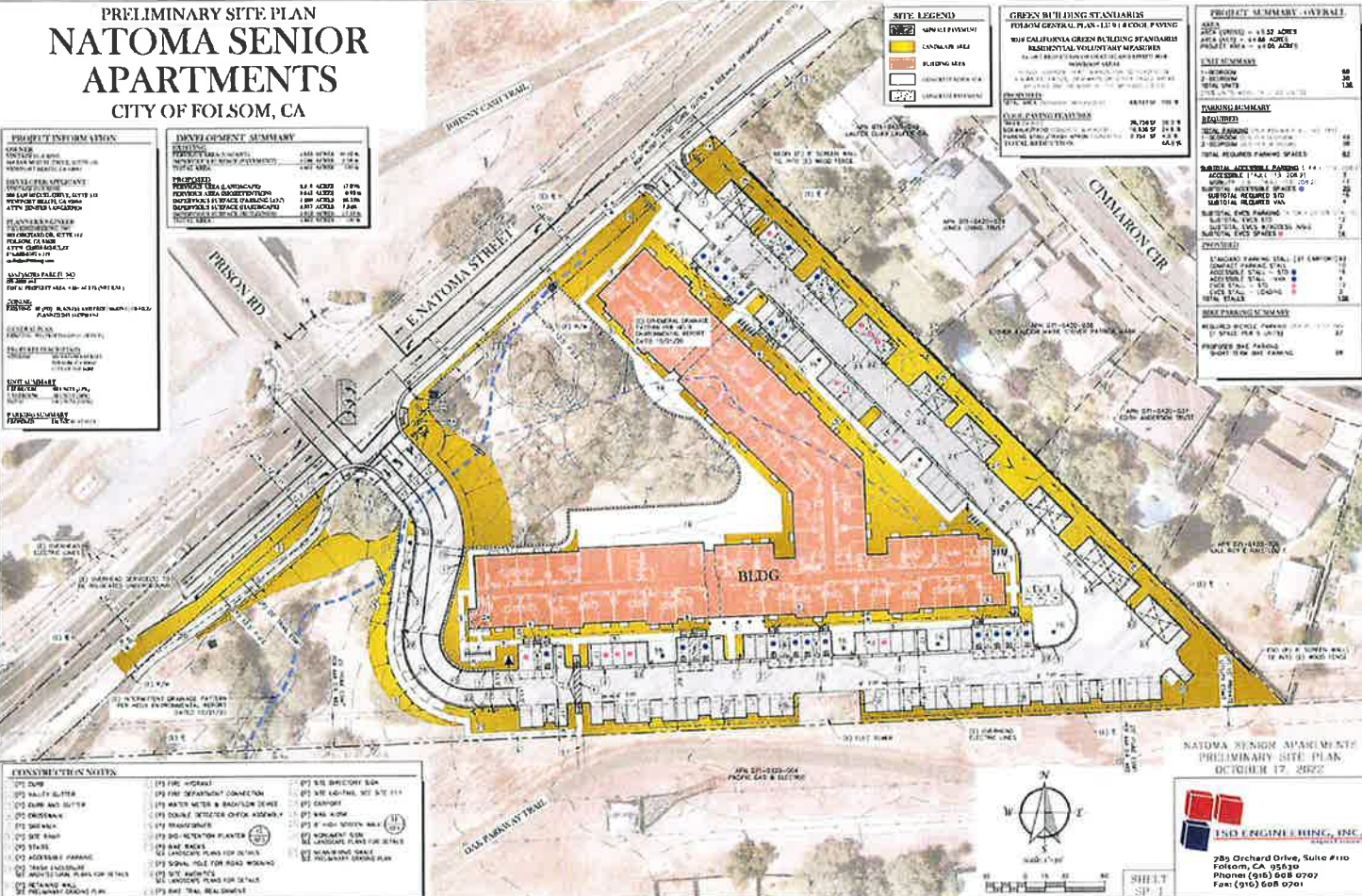
APTA: [REDACTED]
 2025 (VOLUME) = 11.52 ACRES
 2025 (AREA) = 49.68 ACRES
 PROJECT AREA = 49.68 ACRES

APARTMENT SUMMARY

1-BEDROOM	50
2-BEDROOM	20
TOTAL UNITS	70

PARKING SUMMARY

REQUIRED	44
PROVIDED	44
TOTAL REQUIRED PARKING SPACES	44



CONSTRUCTION NOTES

(C) CURB	(C) FIRE HYDRANT	(C) 3/4\"
(C) Gully	(C) FIRE DEPARTMENT CONNECTION	(C) 3/4\"
(C) Gully and SUTTER	(C) FIRE WATER METER & BASIN/LUM SERVICE	(C) 3/4\"
(C) DRIVEWAY	(C) DOUBLE DETECTOR OPTION ASSEMBLY	(C) 3/4\"
(C) DRIVEWAY	(C) FIRE MANDREL	(C) 3/4\"
(C) DRIVEWAY	(C) FIRE SIG-NOTIFICATION PLANTER	(C) 3/4\"
(C) DRIVEWAY	(C) FIRE RISE PANEL	(C) 3/4\"
(C) DRIVEWAY	(C) FIRE LAMP/PIERS FOR ROAD WORKING	(C) 3/4\"
(C) DRIVEWAY	(C) FIRE SIGNAL POLE FOR ROAD WORKING	(C) 3/4\"
(C) DRIVEWAY	(C) FIRE SIGN MOUNTING	(C) 3/4\"
(C) DRIVEWAY	(C) FIRE SIGN MOUNTING	(C) 3/4\"
(C) DRIVEWAY	(C) FIRE SIGN MOUNTING	(C) 3/4\"
(C) DRIVEWAY	(C) FIRE SIGN MOUNTING	(C) 3/4\"
(C) DRIVEWAY	(C) FIRE SIGN MOUNTING	(C) 3/4\"



NATOMA SENIOR APARTMENTS
 PRELIMINARY SITE PLAN
 OCTOBER 17, 2022

ISO ENGINEERING, INC.
 284 Orchard Drive, Suite #110
 Folsom, CA 95630
 Phone: (916) 608-0707
 Fax: (916) 608-0701

SHEET
 SP 1

Planning Commission
Vintage Senior Apartments (PN 21-159)
January 18, 2023

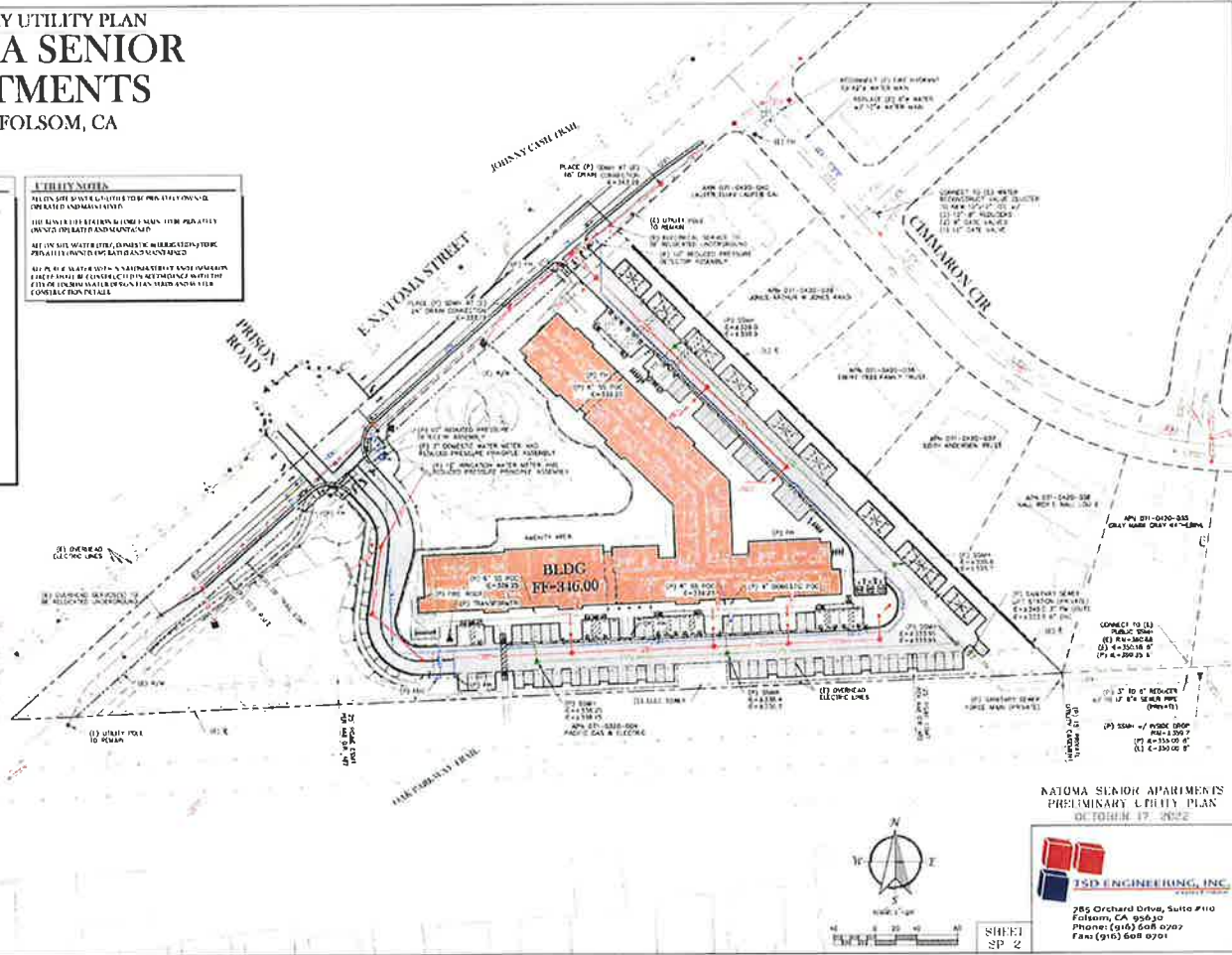
Attachment 7

**Preliminary Utility Plan
Dated November 16, 2021**

PRELIMINARY UTILITY PLAN
NATOMA SENIOR APARTMENTS
 CITY OF FOLSOM, CA

SYMBOL	DESCRIPTION	PROPOSED	EXISTING
(Symbol)	WATER MAIN	(Symbol)	(Symbol)
(Symbol)	WATER SERVICE LINE	(Symbol)	(Symbol)
(Symbol)	SEWER MAIN	(Symbol)	(Symbol)
(Symbol)	SEWER SERVICE LINE	(Symbol)	(Symbol)
(Symbol)	SEWER MANHOLE	(Symbol)	(Symbol)
(Symbol)	SEWER CLEANOUT	(Symbol)	(Symbol)
(Symbol)	STORM DRAIN	(Symbol)	(Symbol)
(Symbol)	STORM CLEANOUT	(Symbol)	(Symbol)
(Symbol)	STORM MANHOLE	(Symbol)	(Symbol)
(Symbol)	STORM CLEANOUT	(Symbol)	(Symbol)
(Symbol)	STORM SERVICE LINE	(Symbol)	(Symbol)
(Symbol)	STORM WATER MAIN	(Symbol)	(Symbol)
(Symbol)	STORM SERVICE LINE	(Symbol)	(Symbol)
(Symbol)	STORM WATER MAIN	(Symbol)	(Symbol)
(Symbol)	STORM SERVICE LINE	(Symbol)	(Symbol)
(Symbol)	STORM WATER MAIN	(Symbol)	(Symbol)
(Symbol)	STORM SERVICE LINE	(Symbol)	(Symbol)
(Symbol)	STORM WATER MAIN	(Symbol)	(Symbol)
(Symbol)	STORM SERVICE LINE	(Symbol)	(Symbol)
(Symbol)	STORM WATER MAIN	(Symbol)	(Symbol)
(Symbol)	STORM SERVICE LINE	(Symbol)	(Symbol)

UTILITY NOTES
 1. ALL UTILITIES SHOWN ARE TO BE INSTALLED IN ACCORDANCE WITH THE CITY OF FOLSOM SPECIFICATIONS AND STANDARDS.
 2. ALL UTILITIES SHALL BE INSTALLED AT THE DEPTH AND SPACING SPECIFIED ON THIS PLAN.
 3. ALL UTILITIES SHALL BE INSTALLED IN ACCORDANCE WITH THE CITY OF FOLSOM SPECIFICATIONS AND STANDARDS.
 4. ALL UTILITIES SHALL BE INSTALLED AT THE DEPTH AND SPACING SPECIFIED ON THIS PLAN.
 5. ALL UTILITIES SHALL BE INSTALLED IN ACCORDANCE WITH THE CITY OF FOLSOM SPECIFICATIONS AND STANDARDS.



NATOMA SENIOR APARTMENTS
 PRELIMINARY UTILITY PLAN
 OCTOBER 17, 2022

ESD ENGINEERING, INC.
 285 Orchard Drive, Suite #110
 Folsom, CA 95630
 Phone: (916) 608 0202
 Fax: (916) 608 0201

Planning Commission
Vintage Senior Apartments (PN 21-159)
January 18, 2023

Attachment 8

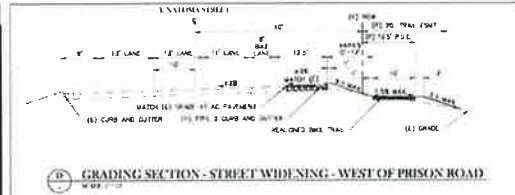
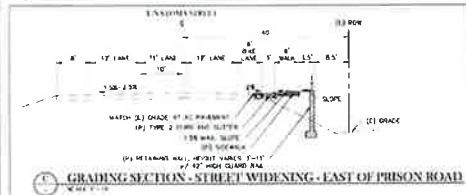
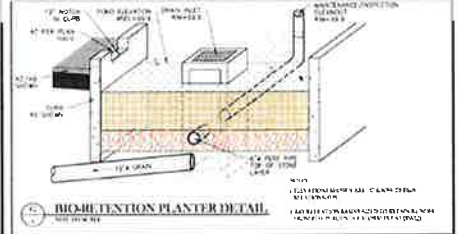
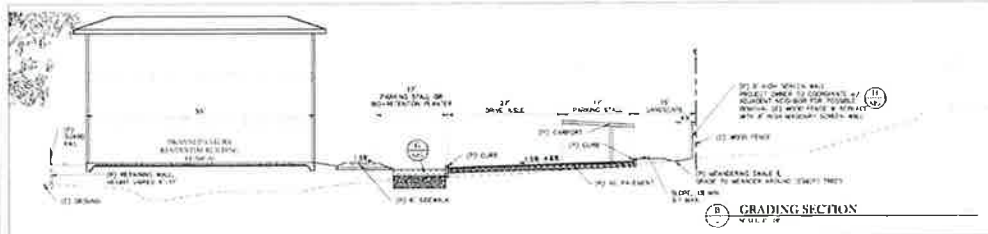
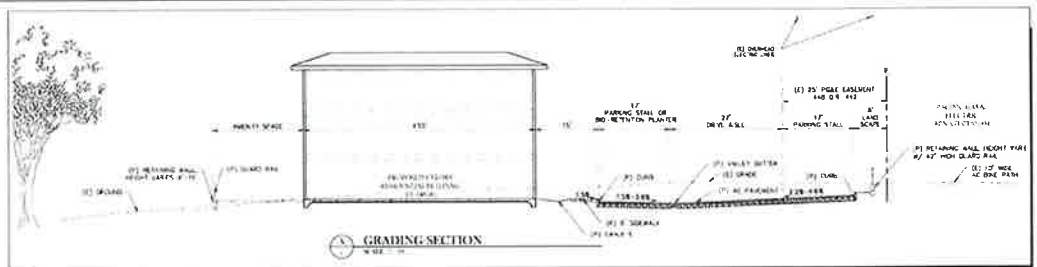
Preliminary Grading and Drainage Plan Dated October 17, 2022

Planning Commission
Vintage Senior Apartments (PN 21-159)
January 18, 2023

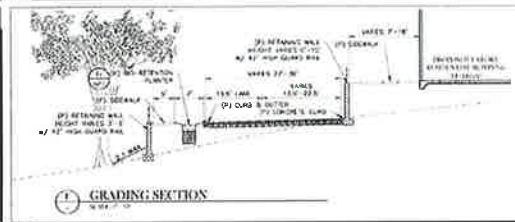
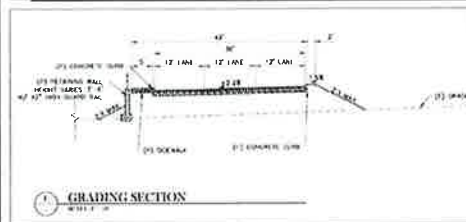
Attachment 9

**Preliminary Grading Sections
Dated October 17, 2022**

PRELIMINARY GRADING SECTIONS
NATOMA SENIOR APARTMENTS
 CITY OF FOLSOM, CA



8' HIGH SCREEN WALL DETAIL

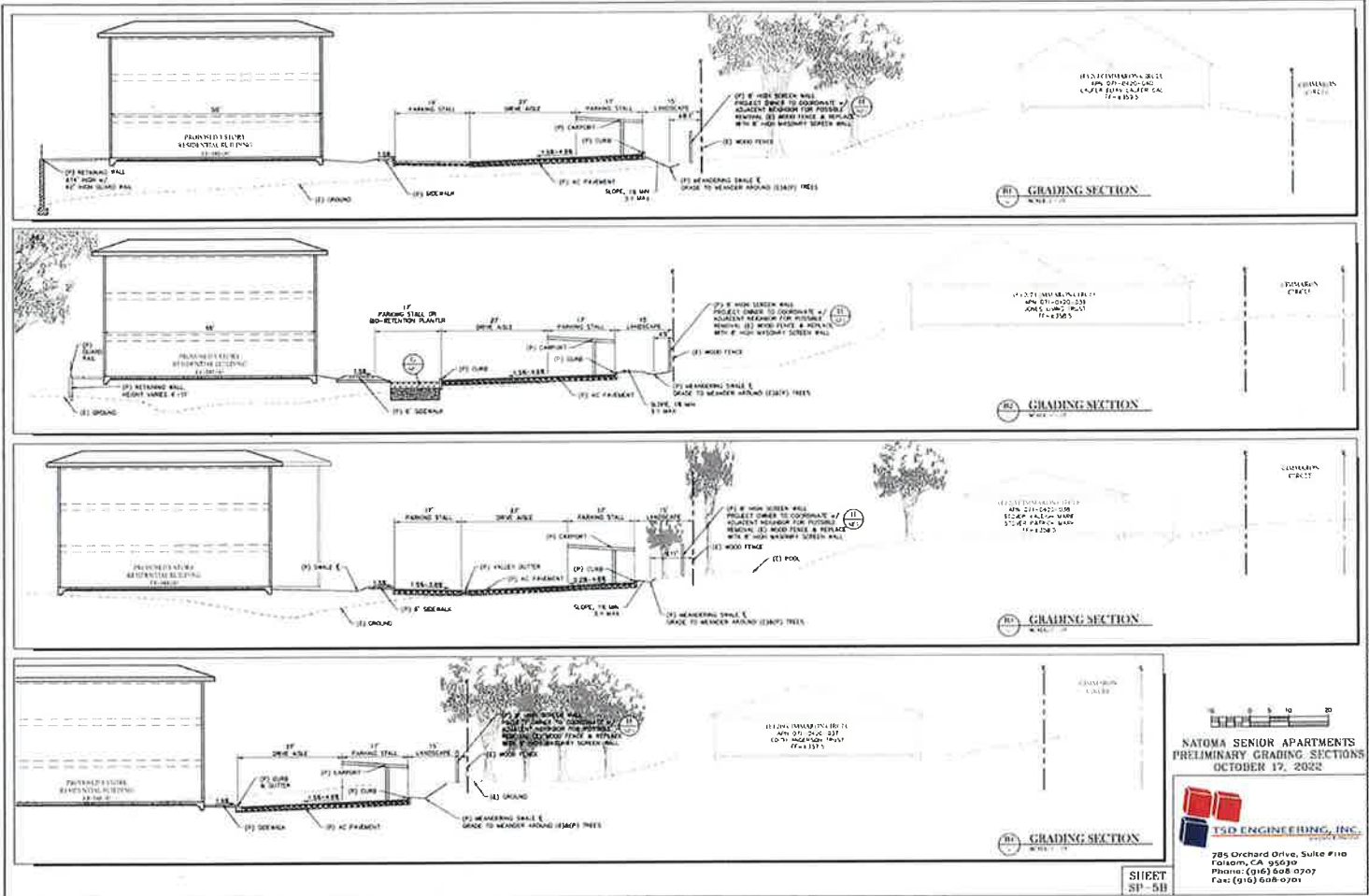


NATOMA SENIOR APARTMENTS
 PRELIMINARY GRADING SECTIONS
 JUNE 9, 2022

ESD ENGINEERING, INC.
 785 Orchard Drive, Suite #110
 Folsom, CA 95640
 Phone: (916) 868-0707
 Fax: (916) 868-0701

SCALE: 1" = 10'-0"

SHEET SP. 5



NATOMA SENIOR APARTMENTS
 PRELIMINARY GRADING SECTIONS
 OCTOBER 17, 2022

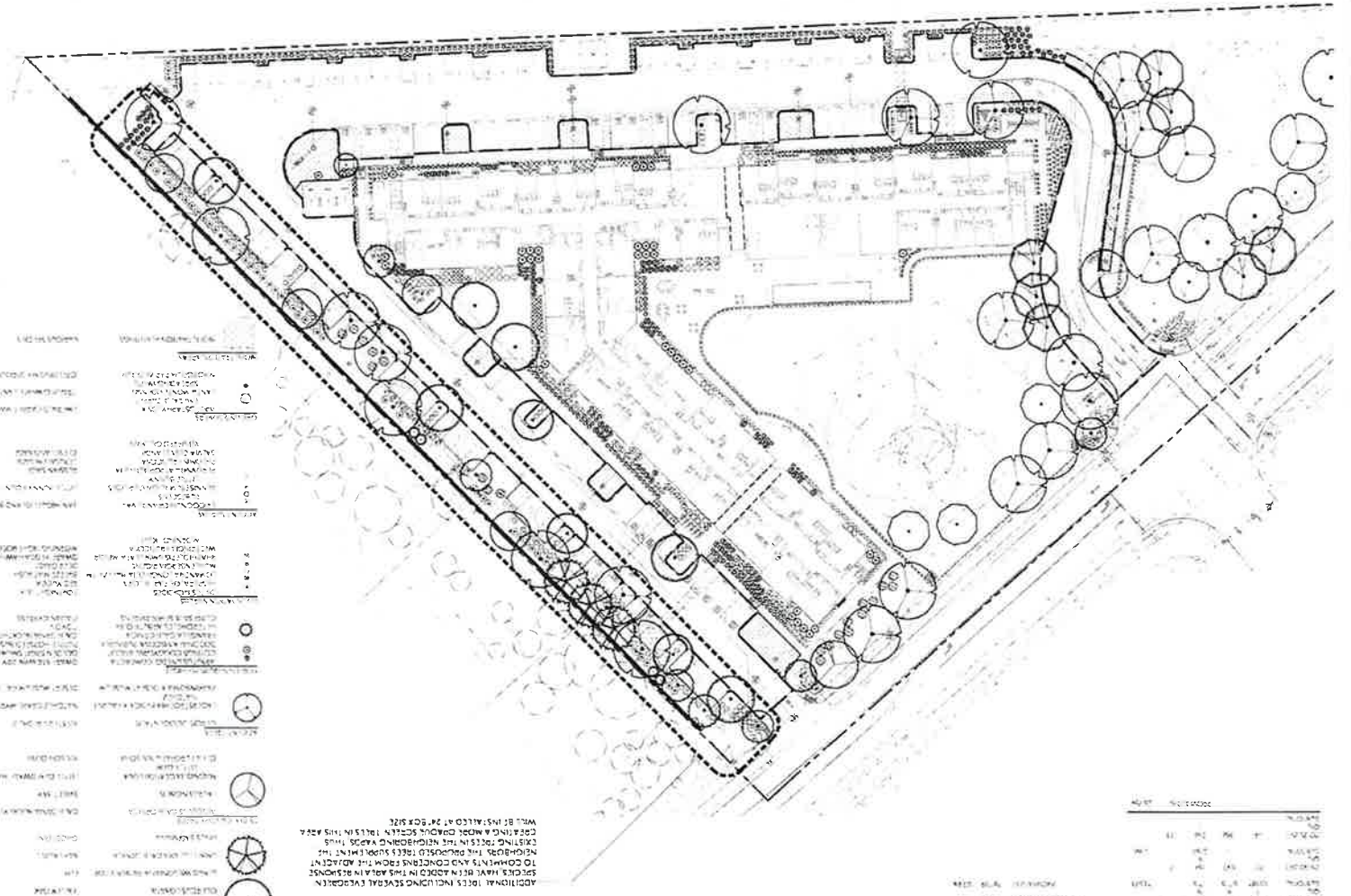
TSD ENGINEERING, INC.
 785 Orchard Drive, Suite #110
 Colton, CA 95619
 Phone: (916) 608-0707
 Fax: (916) 608-0701

SHEET
 SP-5H

Planning Commission
Vintage Senior Apartments (PN 21-159)
January 18, 2023

Attachment 10

Preliminary Landscape and Irrigation Plans Dated October 20, 2022



VIEW NO. 1 (SEE PLAN)

NO.	SYMBOL	DESCRIPTION	QUANTITY
1	(Symbol)	PLANTING SPECIES	10
2	(Symbol)	PLANTING SPECIES	15
3	(Symbol)	PLANTING SPECIES	20
4	(Symbol)	PLANTING SPECIES	25
5	(Symbol)	PLANTING SPECIES	30
6	(Symbol)	PLANTING SPECIES	35
7	(Symbol)	PLANTING SPECIES	40
8	(Symbol)	PLANTING SPECIES	45
9	(Symbol)	PLANTING SPECIES	50
10	(Symbol)	PLANTING SPECIES	55
11	(Symbol)	PLANTING SPECIES	60
12	(Symbol)	PLANTING SPECIES	65
13	(Symbol)	PLANTING SPECIES	70
14	(Symbol)	PLANTING SPECIES	75
15	(Symbol)	PLANTING SPECIES	80
16	(Symbol)	PLANTING SPECIES	85
17	(Symbol)	PLANTING SPECIES	90
18	(Symbol)	PLANTING SPECIES	95
19	(Symbol)	PLANTING SPECIES	100
20	(Symbol)	PLANTING SPECIES	105
21	(Symbol)	PLANTING SPECIES	110
22	(Symbol)	PLANTING SPECIES	115
23	(Symbol)	PLANTING SPECIES	120
24	(Symbol)	PLANTING SPECIES	125
25	(Symbol)	PLANTING SPECIES	130
26	(Symbol)	PLANTING SPECIES	135
27	(Symbol)	PLANTING SPECIES	140
28	(Symbol)	PLANTING SPECIES	145
29	(Symbol)	PLANTING SPECIES	150
30	(Symbol)	PLANTING SPECIES	155
31	(Symbol)	PLANTING SPECIES	160
32	(Symbol)	PLANTING SPECIES	165
33	(Symbol)	PLANTING SPECIES	170
34	(Symbol)	PLANTING SPECIES	175
35	(Symbol)	PLANTING SPECIES	180
36	(Symbol)	PLANTING SPECIES	185
37	(Symbol)	PLANTING SPECIES	190
38	(Symbol)	PLANTING SPECIES	195
39	(Symbol)	PLANTING SPECIES	200
40	(Symbol)	PLANTING SPECIES	205
41	(Symbol)	PLANTING SPECIES	210
42	(Symbol)	PLANTING SPECIES	215
43	(Symbol)	PLANTING SPECIES	220
44	(Symbol)	PLANTING SPECIES	225
45	(Symbol)	PLANTING SPECIES	230
46	(Symbol)	PLANTING SPECIES	235
47	(Symbol)	PLANTING SPECIES	240
48	(Symbol)	PLANTING SPECIES	245
49	(Symbol)	PLANTING SPECIES	250
50	(Symbol)	PLANTING SPECIES	255
51	(Symbol)	PLANTING SPECIES	260
52	(Symbol)	PLANTING SPECIES	265
53	(Symbol)	PLANTING SPECIES	270
54	(Symbol)	PLANTING SPECIES	275
55	(Symbol)	PLANTING SPECIES	280
56	(Symbol)	PLANTING SPECIES	285
57	(Symbol)	PLANTING SPECIES	290
58	(Symbol)	PLANTING SPECIES	295
59	(Symbol)	PLANTING SPECIES	300
60	(Symbol)	PLANTING SPECIES	305
61	(Symbol)	PLANTING SPECIES	310
62	(Symbol)	PLANTING SPECIES	315
63	(Symbol)	PLANTING SPECIES	320
64	(Symbol)	PLANTING SPECIES	325
65	(Symbol)	PLANTING SPECIES	330
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69	(Symbol)	PLANTING SPECIES	350
70	(Symbol)	PLANTING SPECIES	355
71	(Symbol)	PLANTING SPECIES	360
72	(Symbol)	PLANTING SPECIES	365
73	(Symbol)	PLANTING SPECIES	370
74	(Symbol)	PLANTING SPECIES	375
75	(Symbol)	PLANTING SPECIES	380
76	(Symbol)	PLANTING SPECIES	385
77	(Symbol)	PLANTING SPECIES	390
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79	(Symbol)	PLANTING SPECIES	400
80	(Symbol)	PLANTING SPECIES	405
81	(Symbol)	PLANTING SPECIES	410
82	(Symbol)	PLANTING SPECIES	415
83	(Symbol)	PLANTING SPECIES	420
84	(Symbol)	PLANTING SPECIES	425
85	(Symbol)	PLANTING SPECIES	430
86	(Symbol)	PLANTING SPECIES	435
87	(Symbol)	PLANTING SPECIES	440
88	(Symbol)	PLANTING SPECIES	445
89	(Symbol)	PLANTING SPECIES	450
90	(Symbol)	PLANTING SPECIES	455
91	(Symbol)	PLANTING SPECIES	460
92	(Symbol)	PLANTING SPECIES	465
93	(Symbol)	PLANTING SPECIES	470
94	(Symbol)	PLANTING SPECIES	475
95	(Symbol)	PLANTING SPECIES	480
96	(Symbol)	PLANTING SPECIES	485
97	(Symbol)	PLANTING SPECIES	490
98	(Symbol)	PLANTING SPECIES	495
99	(Symbol)	PLANTING SPECIES	500
100	(Symbol)	PLANTING SPECIES	505

ADDITIONAL TREES INCLUDING SPECIAL SPECIES
 SPECIES HAVE BEEN ADDED IN THIS AREA IN SEASONS
 TO COMPLY WITH CONDITIONS SPECIFIC TO ADJACENT
 LANDS. THE PROPOSED TREES SHOWN IN THIS
 EXISTING AREAS IN THE NEIGHBORING AREAS. THIS
 CREATING A MORE DIVERSE SCENE IN THIS AREA
 WILL BE INSTALLED AT THE SITE.

NO.	SYMBOL	DESCRIPTION	QUANTITY
1	(Symbol)	PLANTING SPECIES	10
2	(Symbol)	PLANTING SPECIES	15
3	(Symbol)	PLANTING SPECIES	20
4	(Symbol)	PLANTING SPECIES	25
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15	(Symbol)	PLANTING SPECIES	80
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17	(Symbol)	PLANTING SPECIES	90
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35	(Symbol)	PLANTING SPECIES	180
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87	(Symbol)	PLANTING SPECIES	440
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98	(Symbol)	PLANTING SPECIES	495
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100	(Symbol)	PLANTING SPECIES	505

SEE PLAN FOR
 TREE SYMBOLS
 (SEE PLAN FOR SYMBOLS)

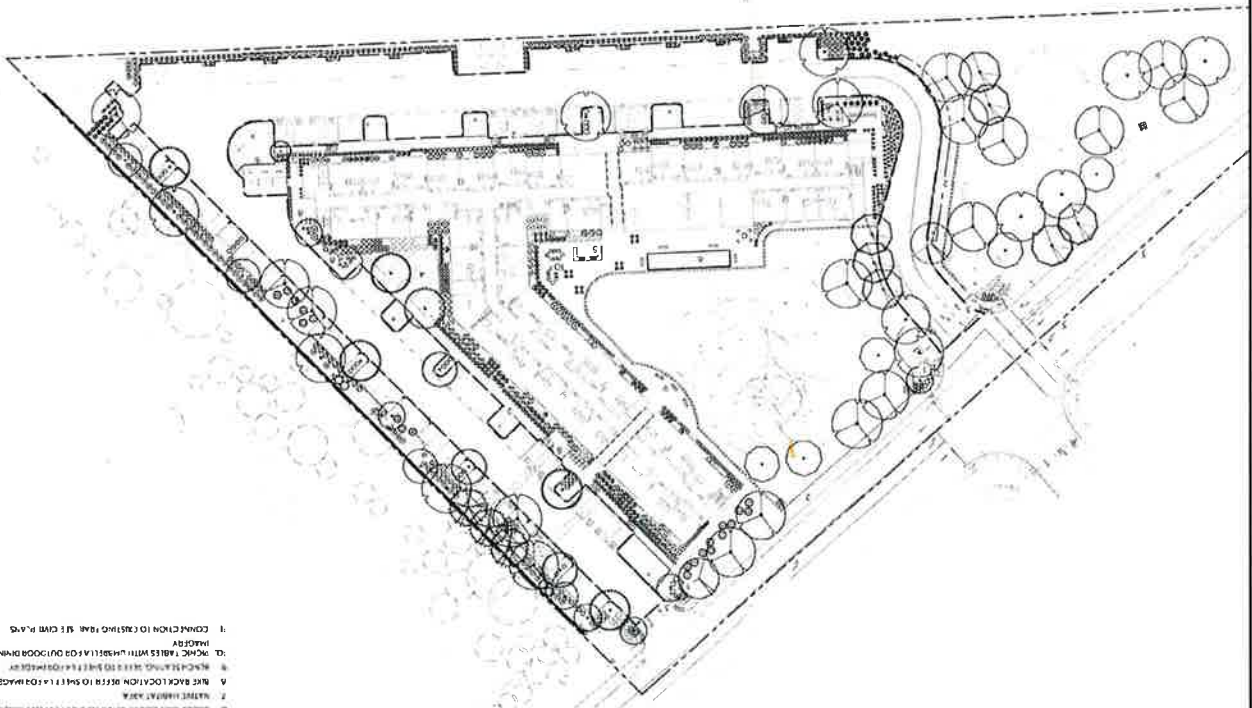
ANALYSIS OF THE MILLER/EVERETT STREET
SIDE OF THE TRACT IN THE AREA OF THE
TO COMMENTS AND CONCERN FOR AN ADULT
NEIGHBOR. THE PROPOSED TREELANDS IN THE
EXISTING TREES ON THE NEIGHBORING LOTS, THIS
CREATING A SENSE OF SCALE TO THE TRACT AND
WILL BE MAINTAINED AT THE SCALE OF THE



NATOMA SENIOR APARTMENTS

COLOR LANDSCAPE PLAN LIC





- ① LAYOUT KEYNOTES
- 1. MONUMENT SIGN AT VEHICLE ENTRY, REFER TO SHEET L4 FOR HIGHLIGHT
 - 2. LOOP / RAMP FOR TRISMIAN WALKWAY
 - 3. STAIRWAY ENTRY
 - 4. DOG PARK REFER TO SHEET L4 FOR HIGHLIGHT
 - 5. OUTDOOR BBQ / CHILDREN AREAS REFER TO SHEET L4 FOR HIGHLIGHT
 - 6. STREET LIGHTS REFER TO SHEET L4 FOR HIGHLIGHT
 - 7. STREET LIGHTS REFER TO SHEET L4 FOR HIGHLIGHT
 - 8. BACKSPLASH REFER TO SHEET L4 FOR HIGHLIGHT
 - 9. KITCHEN ISLANDS REFER TO SHEET L4 FOR HIGHLIGHT
 - 10. KITCHEN TABLES WITH CHAIRS REFER TO SHEET L4 FOR HIGHLIGHT
 - 11. CONNECTION TO EXISTING ROAD. SEE CIVIL PLANS.



MONUMENT SIGN



OUTDOOR SEATING & DINING AREA



DOG PARK



BOCCIE BALL COURT



BIKE RACK



PICNIC TABLE WITH UMBRELLA



OUTDOOR BBQ/KITCHEN



6 FT BENCH



NOTE: THESE IMAGES ARE FOR ILLUSTRATION PURPOSES ONLY. THE FINAL DESIGN AND MATERIALS WILL BE DETERMINED BY THE CLIENT AND THE DESIGNER.

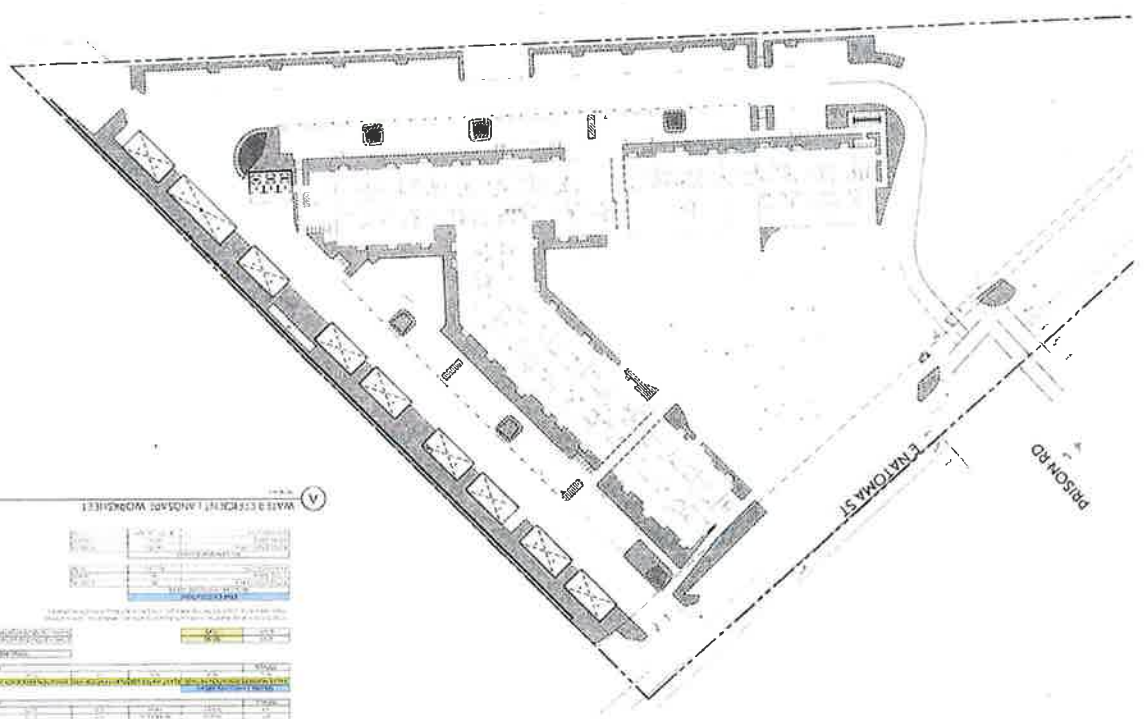


TABLE 1: IRRIGATION SCHEDULE

Area	Area (sq ft)	Planting	Watering Frequency	Watering Volume (gals)
Area 1	1000	Grass	Weekly	1000
Area 2	2000	Grass	Weekly	2000
Area 3	3000	Grass	Weekly	3000
Area 4	4000	Grass	Weekly	4000
Area 5	5000	Grass	Weekly	5000
Area 6	6000	Grass	Weekly	6000
Area 7	7000	Grass	Weekly	7000
Area 8	8000	Grass	Weekly	8000
Area 9	9000	Grass	Weekly	9000
Area 10	10000	Grass	Weekly	10000
Area 11	11000	Grass	Weekly	11000
Area 12	12000	Grass	Weekly	12000
Area 13	13000	Grass	Weekly	13000
Area 14	14000	Grass	Weekly	14000
Area 15	15000	Grass	Weekly	15000
Area 16	16000	Grass	Weekly	16000
Area 17	17000	Grass	Weekly	17000
Area 18	18000	Grass	Weekly	18000
Area 19	19000	Grass	Weekly	19000
Area 20	20000	Grass	Weekly	20000
Area 21	21000	Grass	Weekly	21000
Area 22	22000	Grass	Weekly	22000
Area 23	23000	Grass	Weekly	23000
Area 24	24000	Grass	Weekly	24000
Area 25	25000	Grass	Weekly	25000
Area 26	26000	Grass	Weekly	26000
Area 27	27000	Grass	Weekly	27000
Area 28	28000	Grass	Weekly	28000
Area 29	29000	Grass	Weekly	29000
Area 30	30000	Grass	Weekly	30000
Area 31	31000	Grass	Weekly	31000
Area 32	32000	Grass	Weekly	32000
Area 33	33000	Grass	Weekly	33000
Area 34	34000	Grass	Weekly	34000
Area 35	35000	Grass	Weekly	35000
Area 36	36000	Grass	Weekly	36000
Area 37	37000	Grass	Weekly	37000
Area 38	38000	Grass	Weekly	38000
Area 39	39000	Grass	Weekly	39000
Area 40	40000	Grass	Weekly	40000
Area 41	41000	Grass	Weekly	41000
Area 42	42000	Grass	Weekly	42000
Area 43	43000	Grass	Weekly	43000
Area 44	44000	Grass	Weekly	44000
Area 45	45000	Grass	Weekly	45000
Area 46	46000	Grass	Weekly	46000
Area 47	47000	Grass	Weekly	47000
Area 48	48000	Grass	Weekly	48000
Area 49	49000	Grass	Weekly	49000
Area 50	50000	Grass	Weekly	50000

Planning Commission
Vintage Senior Apartments (PN 21-159)
January 18, 2023

Attachment 11

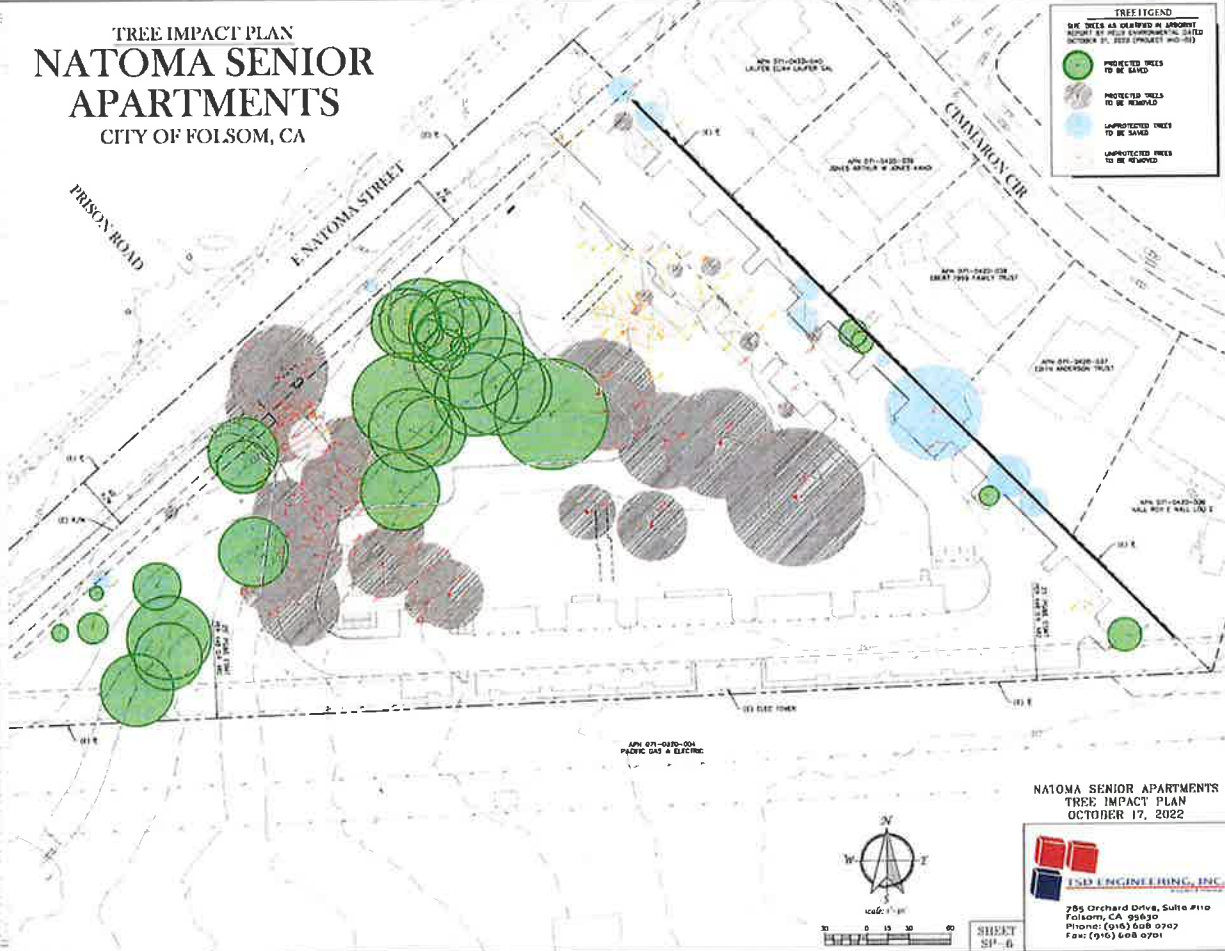
Preliminary Tree Impact Plan Dated October 17, 2022

TREE IMPACT PLAN
NATOMA SENIOR APARTMENTS
 CITY OF FOLSOM, CA

TREE LEGEND

DATE: 10/17/22
 REPORT NO: 2022-001
 PROJECT NO: 2022-001

	PROTECTED TREES TO BE SAVED
	PROTECTED TREES TO BE REPLANTED
	UNPROTECTED TREES TO BE SAVED
	UNPROTECTED TREES TO BE REPLANTED



NATOMA SENIOR APARTMENTS
 TREE IMPACT PLAN
 OCTOBER 17, 2022



ESD ENGINEERING, INC.
 285 Orchard Drive, Suite 2110
 Folsom, CA 95630
 Phone: (916) 608-0707
 Fax: (916) 608-0701

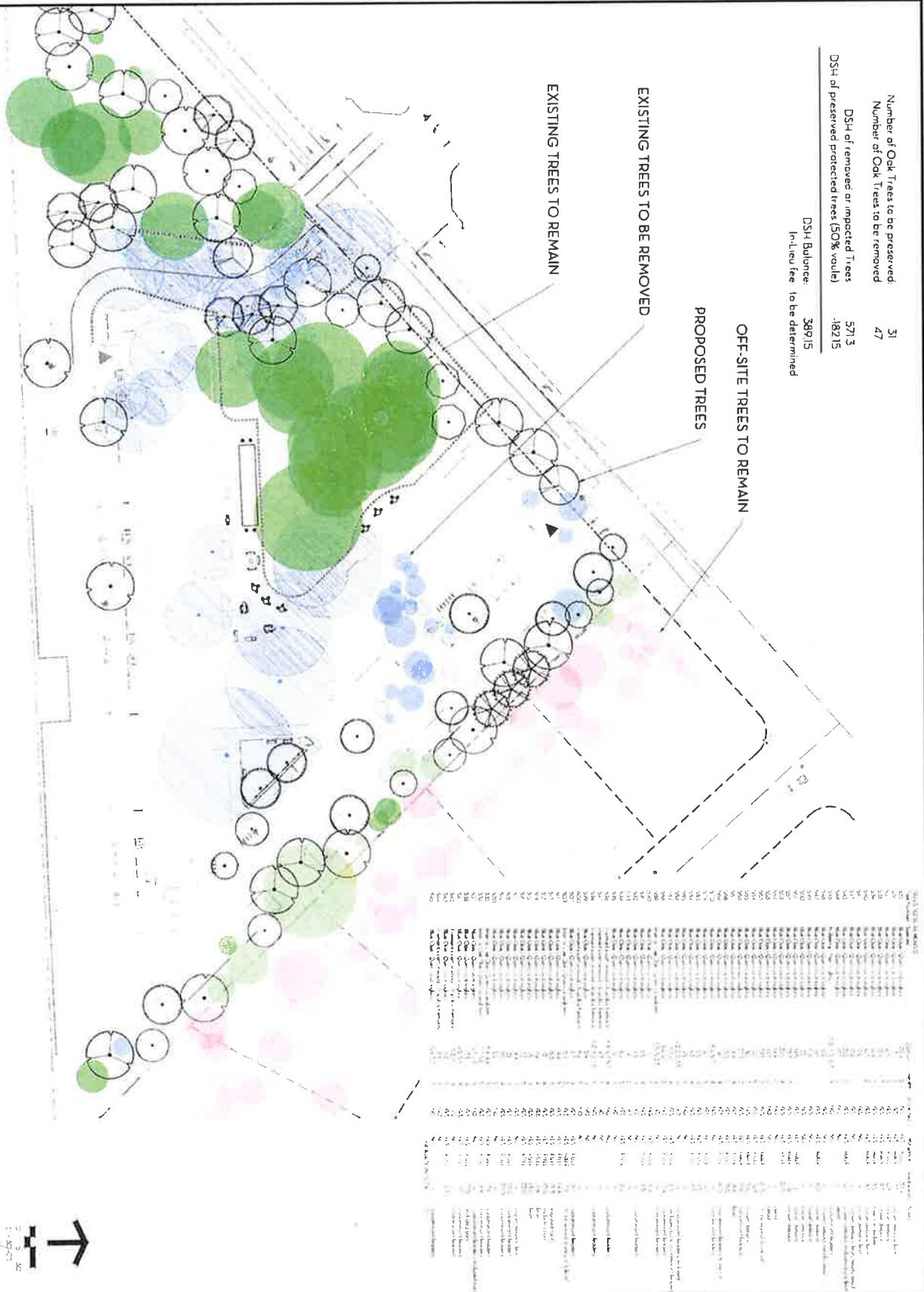
SHEET
 SV-0

Planning Commission
Vintage Senior Apartments (PN 21-159)
January 18, 2023

Attachment 12

Preliminary Oak Tree Mitigation Plan Dated October 20, 2022

Number of Oak Trees to be preserved	31
Number of Oak Trees to be removed	47
DSH of removed or impacted Trees	571.3
DSH of preserved protected trees (50% value)	18215
DSH Balance:	36915
In-Lieu fee	to be determined



	VINTAGE SENIOR HOUSING TREE EXHIBIT FOLSOM, CA	DESIGNED BY JG JG KB DATE 12/16/2022	REVISIONS <table border="1"> <tr> <th>NO.</th> <th>DATE</th> <th>DESCRIPTION</th> </tr> <tr> <td> </td> <td> </td> <td> </td> </tr> <tr> <td> </td> <td> </td> <td> </td> </tr> </table>	NO.	DATE	DESCRIPTION							OWNER [Blank]	
	NO.	DATE	DESCRIPTION											
11/16/2022 11:59:21														

Tree Impact Summary - Natoma Senior Apartments

DSH of removed or impacted trees	571.3	(68 total trees = 47 protected + 21 unprotected)
DSH of preserved protected trees (50% vaule)	-182.2	(55 total trees = 31 protected + 24 unprotected)
Mitigation plantings on-site	0.0	
<hr/>		
DSH Balance	389.2	
In-Lieu fee	to be determined	

Site Tree Plantings	DSH	quantity	Mitigated DSH
15 gal trees	1	9	0
24' box trees	2		0
36' box trees	3	20	0
<hr/>			
No mitigation is proposed through proposed plantings			0

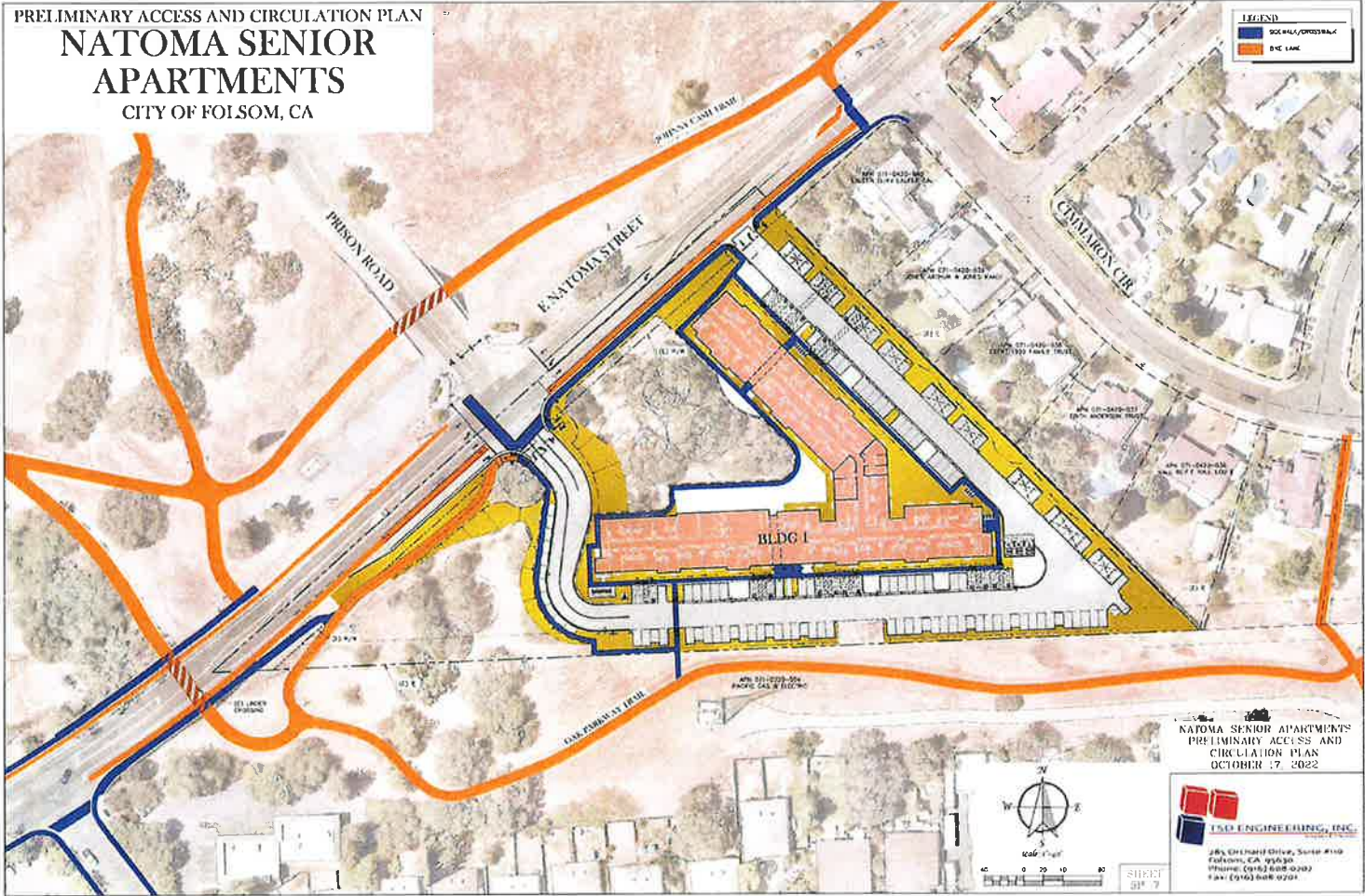
Tuesday, December 20, 2022

Planning Commission
Vintage Senior Apartments (PN 21-159)
January 18, 2023

Attachment 13

Preliminary Access and Circulation Plan Dated October 17, 2022

PRELIMINARY ACCESS AND CIRCULATION PLAN
NATOMA SENIOR APARTMENTS
 CITY OF FOLSOM, CA



LEGEND	
—	SIDEWALK/DRIVEWAY
—	ONE LANE

NATOMA SENIOR APARTMENTS
 PRELIMINARY ACCESS AND
 CIRCULATION PLAN
 OCTOBER 17, 2022

ES&E ENGINEERING, INC.
 2800 Elk Ridge Drive, Suite #100
 Folsom, CA 95630
 Phone: (916) 888-0282
 Fax: (916) 888-0284



SHEET
 91' 7

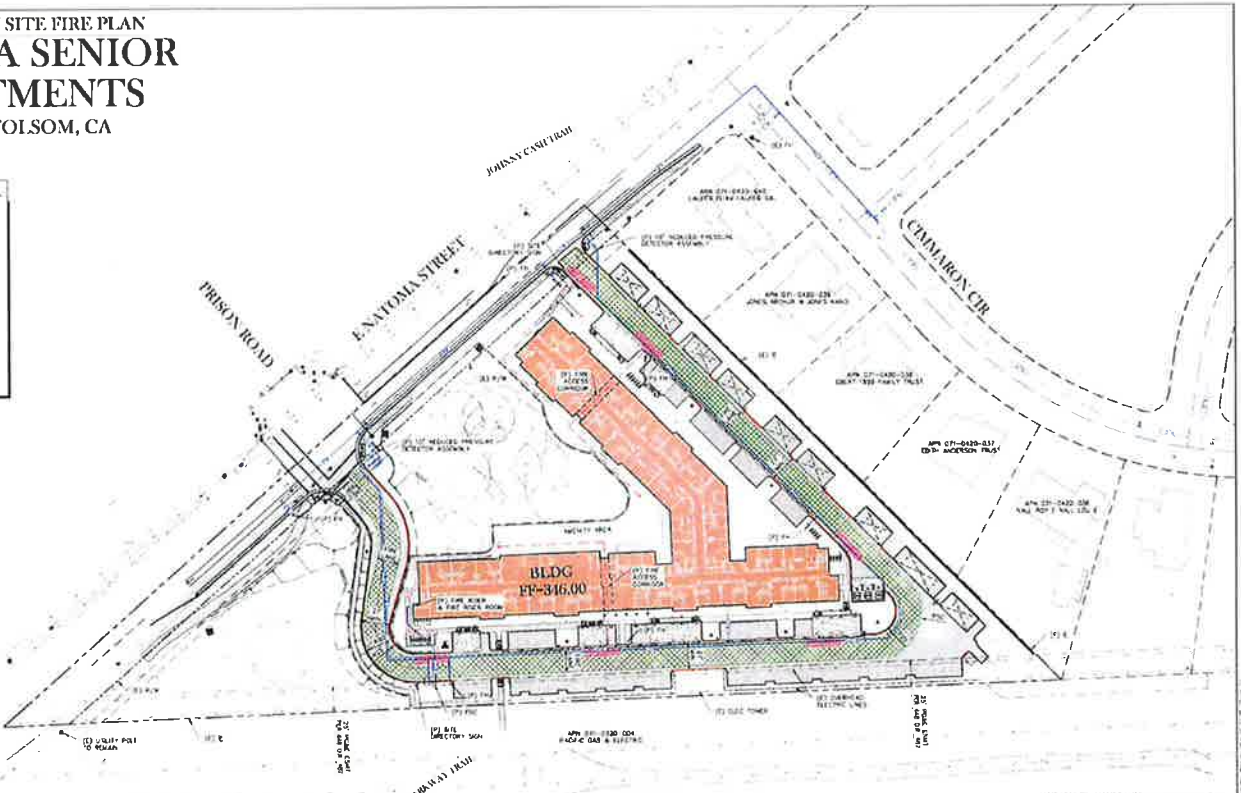
Planning Commission
Vintage Senior Apartments (PN 21-159)
January 18, 2023

Attachment 14

Preliminary Fire Access Plan Dated October 17, 2022

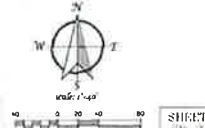
PRELIMINARY SITE FIRE PLAN NATOMA SENIOR APARTMENTS CITY OF FOLSOM, CA

LEGEND	PROPOSED	EXISTING
WATER MAIN		
SEWER MAIN		
SEWER LINE (SCHEDULE 40)		
FIRE DEPTH PENETRATION		
FIRE HOSE LINE		
FIRE HOSE VALVE		
FIRE ALARM		
FIRE LAMP		
PROPOSED UTILITY APPLIANCES		
EXISTING UTILITY		



NATOMA SENIOR APARTMENTS
PRELIMINARY SITE FIRE PLAN
OCTOBER 17, 2022

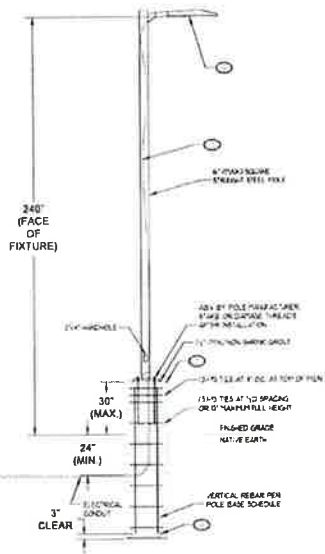
TSD ENGINEERING, INC.
 285 Orchard Drive, Suite #110
 Folsom, CA 95630
 Phone: (916) 608 0207
 Fax: (916) 608 0201



Planning Commission
Vintage Senior Apartments (PN 21-159)
January 18, 2023

Attachment 15

Preliminary Lighting Plan and Details Dated November 3, 2021



A POLE MOUNTED LIGHTING ELECTRICAL DETAIL

POLE MOUNTED LIGHTING ELECTRICAL DETAIL NOTES

- 1. COORDINATE WITH GENERAL CONTRACTOR AS REQUIRED FOR COMPLETE INSTALLATION OF NEW POLE MOUNTED LIGHTING. PROVIDE AND INSTALL ALL REQUIRED MOUNTING HARDWARE AND CONDUIT FOR ALL LIGHTING FIXTURES. PROVIDE AND INSTALL THE LIGHTING FIXTURES COMPLETE WITH ALL NECESSARY ACCESSORIES AND APPURTENANCES FOR USE ON THIS PROJECT.
- 2. ELECTRICAL CONTRACTOR SHALL COORDINATE WITH OWNER AND ARCHITECT AS REQUIRED FOR SELECTION OF ALL COLORS AND FINISHES. PROVIDE OWNER AND ARCHITECT WITH ALL AVAILABLE STANDARD AND CUSTOM OPTIONS FOR COLORS AND FINISHES.
- 3. COORDINATE WITH GENERAL CONTRACTOR AS REQUIRED FOR COMPLETE INSTALLATION OF NEW POLE MOUNTED LIGHTING. PROVIDE AND INSTALL LIGHTING FIXTURE, POLE MOUNTING HARDWARE, AND/OR POLE BASE ETC. AS REQUIRED. CONNECT COMPLETELY PER MANUFACTURER'S INSTRUCTIONS.

LIGHTING FIXTURE SCHEDULE

SYMBOL	FIXTURE TYPE	FIXTURE NAME	MANUFACTURER & MODEL	POLE HGT.	POLE DIA.	POLE MOUNTING	WIRE TYPE	NOTES AND REMARKS	VOLTAGE
[Symbol]	FI	AGILITY LITONIA	RECAL LED P3-42-4000-IP	31	3"	SURFACE	AT500AL-LED	INDICATING POINTED LED FIXTURE	00
[Symbol]	FI	AGILITY LITONIA	RECAL LED P3-42-4000-IP	60	3"	POLE	AT500AL-LED	POLE MOUNTED LED FIXTURE	00
[Symbol]	FI	AGILITY LITONIA	RECAL LED P3-42-4000-IP	31	3"	SURFACE	AT500AL-LED	RECAL RECAL LED FIXTURE (CURRENT ELEVATOR LIGHTING)	00

LIGHTING FIXTURE SCHEDULE NOTES

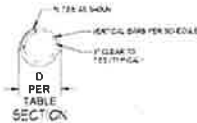
- 1. CATALOG NUMBER INDICATES THE BASIC LIGHTING FIXTURE REQUIRED. ELECTRICAL CONTRACTOR SHALL REVIEW ALL APPLICABLE PROJECT DRAWINGS AND SHALL PROVIDE AND INSTALL THE LIGHTING FIXTURES COMPLETE WITH ALL NECESSARY ACCESSORIES AND APPURTENANCES FOR USE ON THIS PROJECT.
- 2. ELECTRICAL CONTRACTOR SHALL COORDINATE WITH OWNER AND ARCHITECT AS REQUIRED FOR SELECTION OF ALL COLORS AND FINISHES. PROVIDE OWNER AND ARCHITECT WITH ALL AVAILABLE STANDARD AND CUSTOM OPTIONS FOR COLORS AND FINISHES.
- 3. COORDINATE WITH GENERAL CONTRACTOR AS REQUIRED FOR COMPLETE INSTALLATION OF NEW POLE MOUNTED LIGHTING. PROVIDE AND INSTALL LIGHTING FIXTURE, POLE MOUNTING HARDWARE, AND/OR POLE BASE ETC. AS REQUIRED. CONNECT COMPLETELY PER MANUFACTURER'S INSTRUCTIONS.

NOMENCLATURE

ABBREVIATION	DESCRIPTION	ABBREVIATION	DESCRIPTION
AP	ABOVE FINISHED FLOOR	AP	GROUND FAULT INTERRUPTER
AFS	ABOVE FINISHED GRADE	MS	METER
AF	ABOVE FINISHED FLOOR	MS	MAIN CREDIT BREAKER
AFS	ABOVE FINISHED GRADE	MS	METER
AFS	ABOVE FINISHED GRADE	MS	MAIN CREDIT BREAKER
C	CONDUIT	MS	METER
ED	EXISTING	MS	METER
EX	EXISTING	MS	METER
EX	EXISTING	MS	METER
EX	EXISTING	MS	METER

POLE BASE SCHEDULE

FIXTURE HEIGHT	OPTION 1		OPTION 2	
	D (IN)	E (IN)	D (IN)	E (IN)
30 FT	8	10	14	16



ELECTRICAL SHEET INDEX

SHEET NUMBER	SHEET TITLE
ED	ELECTRICAL SYMBOLS DETAILS NOTES INFORMATION SHEET INDEX
E-1	SITE PLAN - LIGHTING
E-10	SITE PHOTO MTRIC CALCULATION
E-21	SPECIFICATION SHEET
E-22	SPECIFICATION SHEET
E-23	SPECIFICATION SHEET

NATOMAS SENIOR APARTMENTS
CITY OF FOLSOM, CA

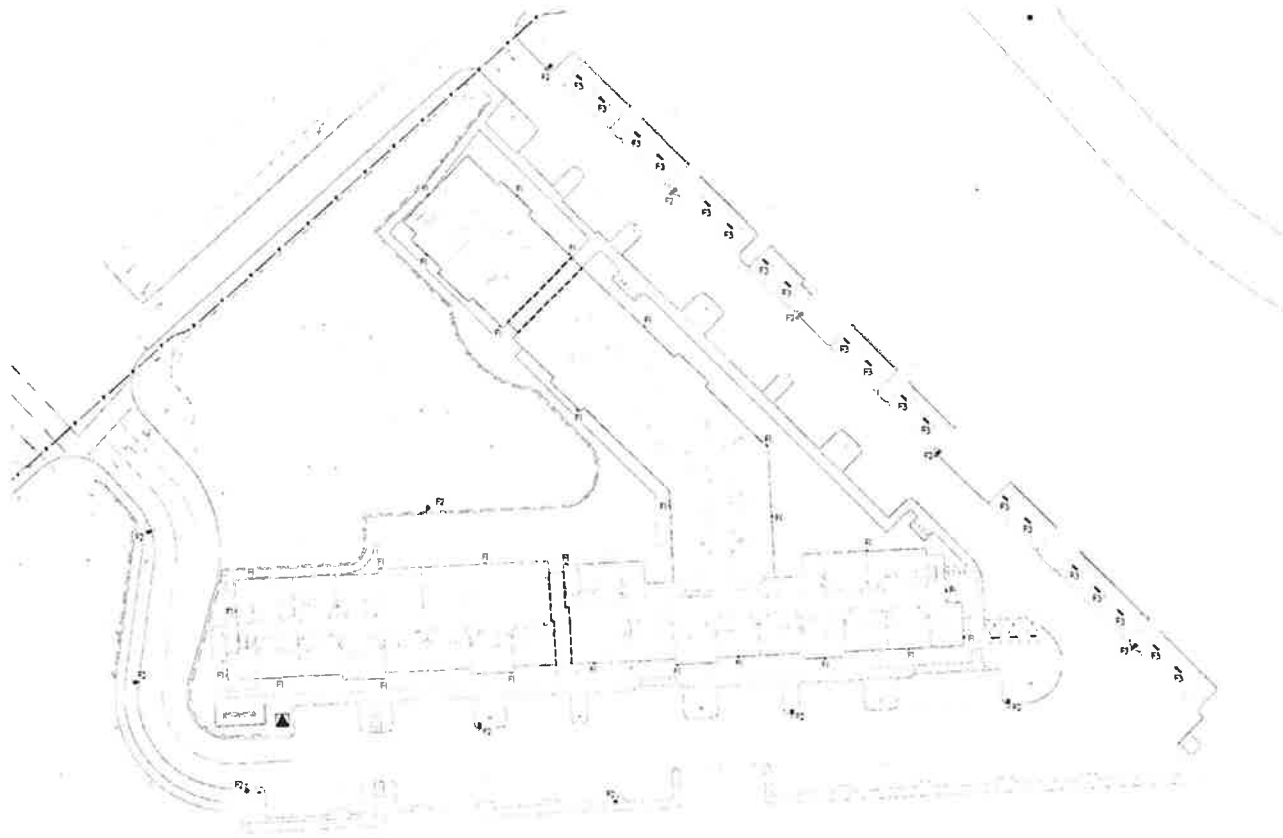


NOVEMBER 2, 2021

JOHNSON ENGINEERS
10100 FOLSOM BLVD., SUITE 200
FOLSOM, CA 95630
TEL: 916.452.1100 FAX: 916.452.1101

ELECTRICAL SYMBOLS, DETAILS, SCHEDULES & NOMENCLATURE

E0.1



4 SITE PLAN - LIGHTING 1" = 30' 0"

NATOMAS SENIOR APARTMENTS
CITY OF FOLSOM, CA

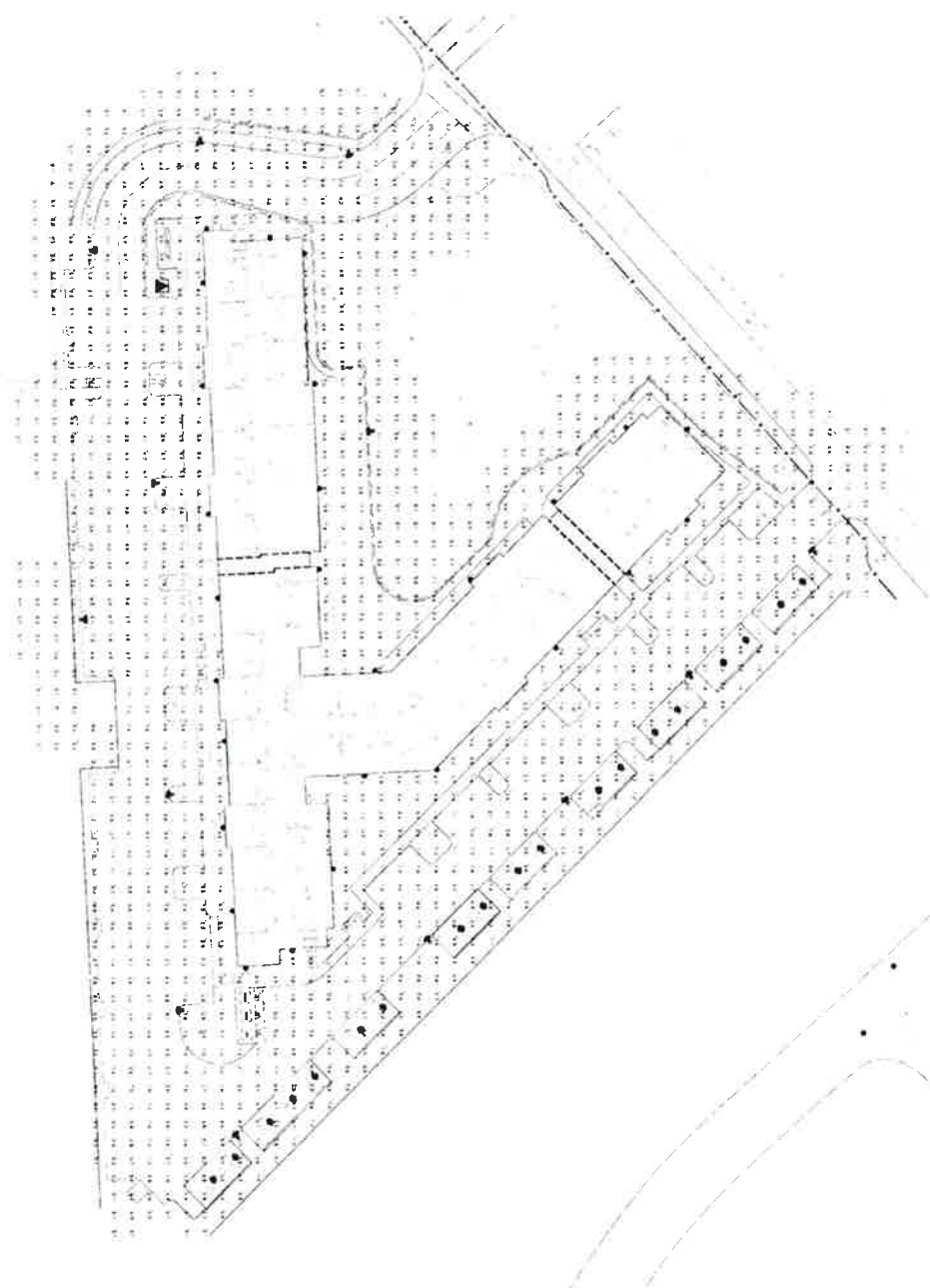
2021-1
SITE ENTITLEMENT

NO.	DATE	BY	REVISION
1			



NOVEMBER 3, 2021
SITE PLAN - LIGHTING

JENSEN ENGINEERING and INC.
Electrical Engineers
1800 Cambridge Drive, Folsom, CA 95630
Tel: (916) 452-2200 Fax: (916) 452-1884
Email: jenseng@jenseng.com Website: www.jenseng.com



1 SITE PHOTOMETRIC CALCULATION

SHEET NOTES: (SEE SHEET 0411)
 1. THIS PHOTOMETRIC CALCULATION WAS PERFORMED USING VISUAL RENDERING AND
 PHOTOGRAPHY PROVIDED BY THIS FIRM. VISUAL RENDERING AND
 LEVELS IN FOOT-CANDLES. NO CORRECTION FOR DISTANCE OR
 LIGHT SOURCE.

and ENGINEERS
 1144 S. GARDEN
 SUITE 100
 FOLSOM, CA 95630
 TEL: (916) 452-1100
 FAX: (916) 452-1101
 WWW: WWW.PJENR.COM

**NATOMAS SENIOR
 APARTMENTS**
 CITY OF FOLSOM, CA


2021-1
 SITE ENTITLEMENT



NOVEMBER 3, 2021
 SITE PHOTOMETRIC
 CALCULATION

E1.2

RSX2 LED
Aerial Work Light



Specifications:

- Power: 100W
- Voltage: 12VDC
- Current: 8.3A
- Beam Angle: 120°
- Mounting: Aerial
- Material: Aluminum
- Weight: 1.5 lbs
- Dimensions: 10" x 4" x 4"

Features:

- High-intensity LED chips
- Wide beam angle for maximum coverage
- Lightweight and compact design
- Easy installation and removal
- Long life span


Applications:

- Construction sites
- Emergency services
- Off-road vehicles
- Marine applications

Technical Data:

Beam Angle	Beam Diameter (ft)	Illuminance (fc)
120°	10	0.01
120°	20	0.0025
120°	30	0.0011
120°	40	0.0006
120°	50	0.0004
120°	60	0.0003
120°	70	0.0002
120°	80	0.0002
120°	90	0.0001
120°	100	0.0001

Installation:



Notes:

- Always use proper safety procedures when working with electrical systems.
- Ensure the light is properly secured to the mounting surface.
- Check for proper voltage and polarity before connecting.

Performance Data:

Beam Angle	Beam Diameter (ft)	Illuminance (fc)
120°	10	0.01
120°	20	0.0025
120°	30	0.0011
120°	40	0.0006
120°	50	0.0004
120°	60	0.0003
120°	70	0.0002
120°	80	0.0002
120°	90	0.0001
120°	100	0.0001

Notes:

- Always use proper safety procedures when working with electrical systems.
- Ensure the light is properly secured to the mounting surface.
- Check for proper voltage and polarity before connecting.

JOHN
INC
17710 132nd Ave
Folsom, CA 95630
916-997-8888
www.johninc.com

NOVEMBER 3, 2012
SPECIFICATION SHEETS
E.2.2



2021-1
SERV ENTITLEMENT
1 1/2" x 1/2" (40mm x 12mm)

NATOMAS SENIOR APARTMENTS
CITY OF FOLSOM, CA

Planning Commission
Vintage Senior Apartments (PN 21-159)
January 18, 2023

Attachment 16

**Building Elevations and Floor Plans
Dated June 3, 2022 .**

FOLSOM

NATOMA SENIOR APARTMENTS
VINTAGE HOUSING DEVELOPMENT
REVISED



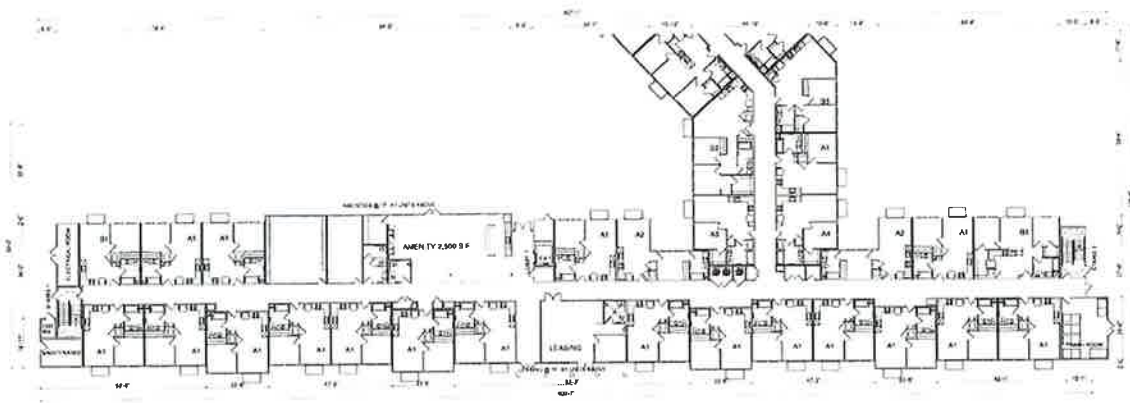


Folsom - Natoma Senior Apartments
 Vintage Housing Development

CHARACTER ELEVATIONS
 scale: 3/32" = 1'-0" on 24x36

June 3, 2022





GROUND LEVEL PLAN

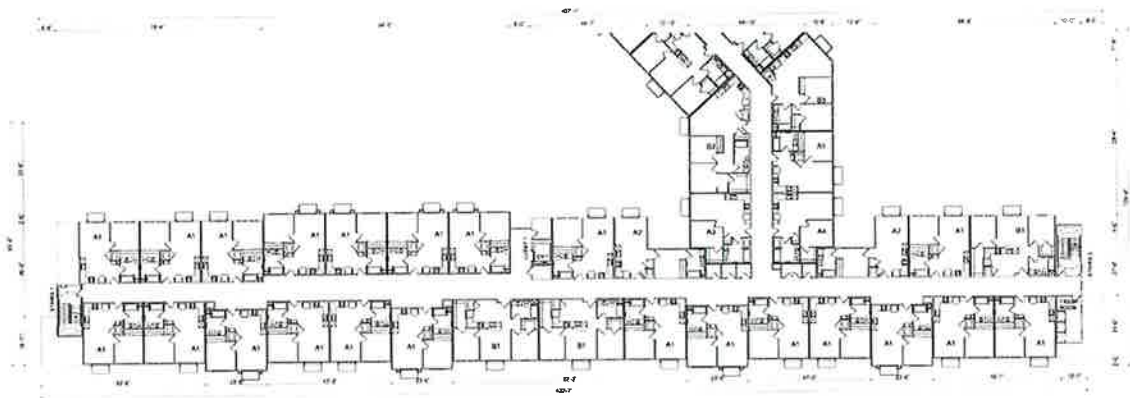
Folsom - Natoma Senior Apartments
 Vintage Housing Development

BUILDING PLAN - SOUTHERN HALF

scale: 1/16" = 1'-0" on 24x36 sheet

November 2, 2021



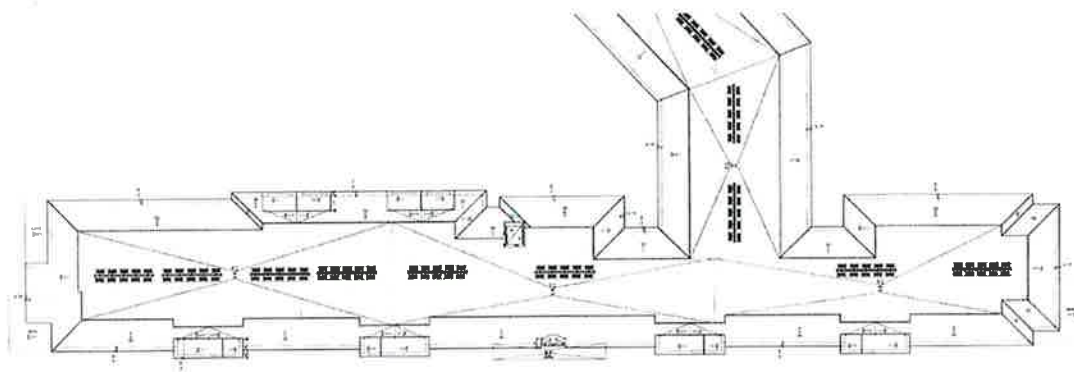


2nd & 3rd LEVEL PLAN

Folsom - Natoma Senior Apartments
Vintage Housing Development

BUILDING PLAN - SOUTHERN HALF
scale 1/16" = 1'-0" on 24x36 sheet
November 2, 2021





ROOF PLAN

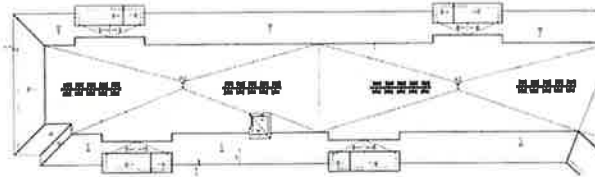
Folsom - Natoma Senior Apartments
Vintage Housing Development

BUILDING PLAN - SOUTHERN HALF

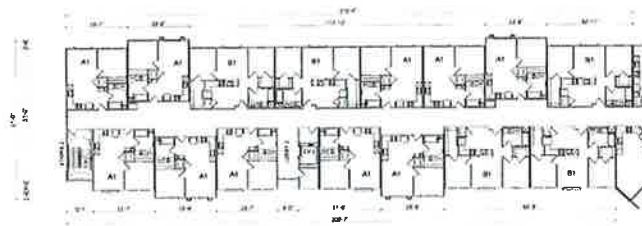
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November 2, 2021

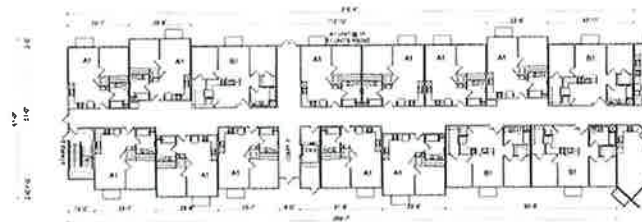




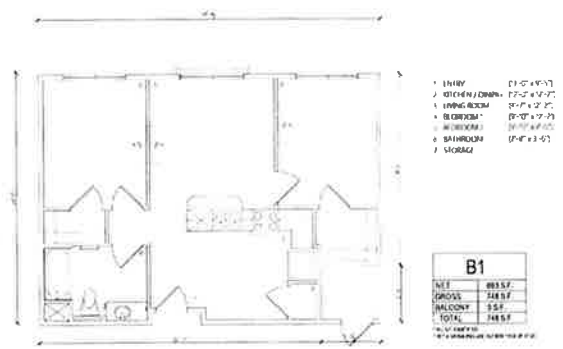
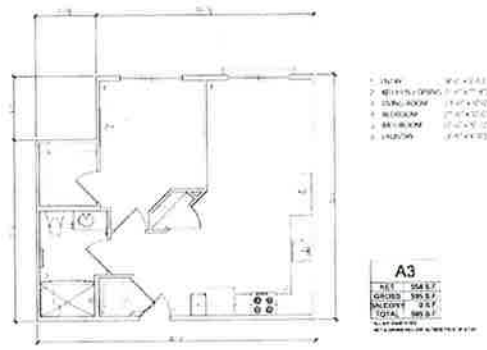
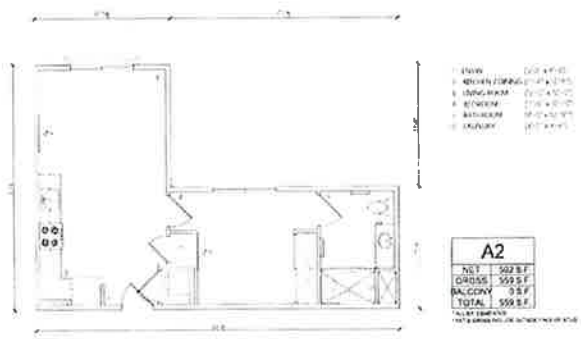
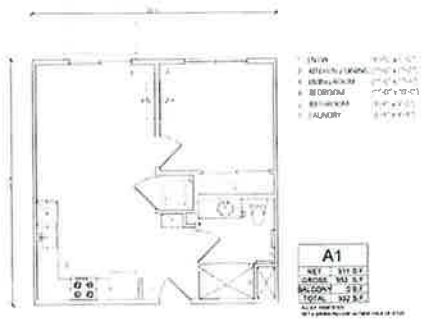
ROOF PLAN



2nd & 3rd LEVEL PLAN



GROUND LEVEL PLAN



Planning Commission
Vintage Senior Apartments (PN 21-159)
January 18, 2023

Attachment 17

**Color Building Renderings
Dated June 3, 2022**



Folsom - Natoma Senior Apartments
Vintage Housing Development

VIEW FROM NATOMA STREET NORTH

June 3, 2022





Folsom - Natoma Senior Apartments
Vintage Housing Development

VIEW FROM NATOMA STREET AT ENTRY

June 3, 2022





Folsom - Natoma Senior Apartments
Vintage Housing Development

VIEW FROM BIKE TRAIL WEST

June 1, 2022





Folsom - Natoma Senior Apartments
Vintage Housing Development

VIEW FROM BIKE TRAIL EAST

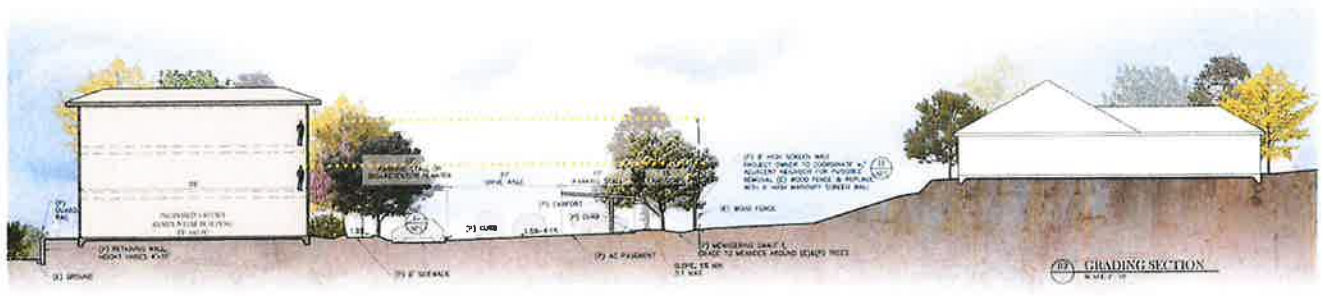
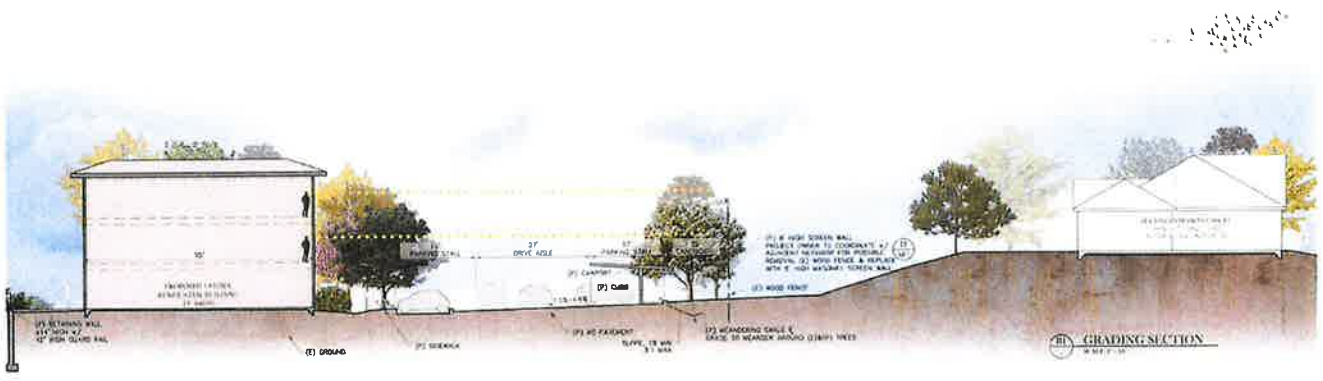
June 3, 2022



Planning Commission
Vintage Senior Apartments (PN 21-159)
January 18, 2023

Attachment 18

**Building Site Sections
Dated June 3, 2022**



Folsom - Natoma Senior Apartments
 Vintage Housing Development

SITE SECTIONS
 June 3, 2022



Planning Commission
Vintage Senior Apartments (PN 21-159)
January 18, 2023

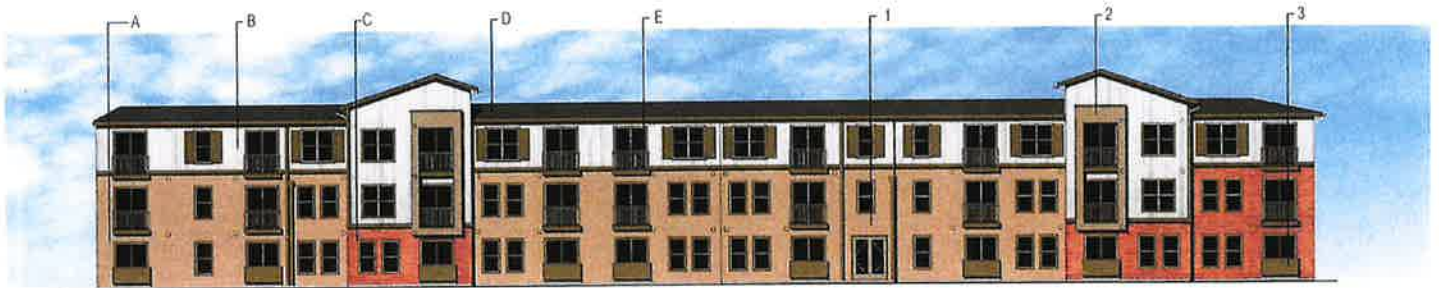
Attachment 19

Color and Materials Board



LEGEND

- 1. DUNN EDWARDS WOODED ACRE (DE6130)
- 2. DUNN EDWARDS WOODEN PEG (DE6215)
- 3. DUNN EDWARDS MIDNIGHT BROWN (DE6210)
- A. STUCCO
- B. BOARD AND BATTEN
- C. BRICK VENEER
- D. ASPHALT SHINGLE
- E. WROUGHT IRON RAILING



Planning Commission
Vintage Senior Apartments (PN 21-159)
January 18, 2023

Attachment 20

Vintage Senior Apartments Booklet (Separate Bound Document)

Planning Commission
Vintage Senior Apartments (PN 21-159)
January 18, 2023

Attachment 21

Site Photographs

PRELIMINARY PHOTO EXHIBIT
**NATOMA SENIOR
 APARTMENTS**
 CITY OF FOLSOM, CA



NATOMA SENIOR APARTMENTS
 PRELIMINARY PHOTO EXHIBIT
 OCTOBER 17, 2022

TS&J ENGINEERING, INC.
 285 Orchard Drive, Suite #110
 Folsom, CA 95630
 Phone: (916) 608-0707
 Fax: (916) 608-0701



A SITE PHOTO
DATE: 10/18/22



B SITE PHOTO
DATE: 10/18/22



C SITE PHOTO
DATE: 10/18/22



D SITE PHOTO
DATE: 10/18/22



E SITE PHOTO
DATE: 10/18/22



F SITE PHOTO
DATE: 10/18/22



G SITE PHOTO
DATE: 10/18/22



H SITE PHOTO
DATE: 10/18/22



I SITE PHOTO
DATE: 10/18/22



J SITE PHOTO
DATE: 10/18/22



K SITE PHOTO
DATE: 10/18/22



L SITE PHOTO
DATE: 10/18/22

M SITE PHOTO
DATE: 10/18/22

Planning Commission
Vintage Senior Apartments (PN 21-159)
January 18, 2023

Attachment 22

Transportation Impact Study Dated July, 2022

P21130

Natoma Senior Apartments Transportation Impact Study
Folsom, California

Prepared for:
City of Folsom
Helix Environmental, Inc.
FCC 50, LLC

Prepared By



TRANSPORTATION PLANNING
& MANAGEMENT, INC.

Contact: Tom Kear PhD, PE,
tkear@tkearinc.com,
(916) 340-4811
www.tkearinc.com



February 2022
Revised July 2022

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REVISION HISTORY

Date	Title	Comment
Feb 1, 2022	Draft TIS	
Feb 10, 2022	Final TIS	Clarified geometry for secondary driveway and added review of parking supply at 139 spaces and 144 spaces.
July 5, 2022	Revision	Proposed parking reduced to 136 spaces and revised site plan.

EXECUTIVE SUMMARY

This analysis describes the effect of the Natoma Senior Apartments project (the Project) on the motorized and unmotorized transportation systems in Folsom, California. This study has been prepared for the City of Folsom (City), Helix Environmental Inc., and FCC 50, LLC. A Planned Development Permit and Conditional Use Permit are requested by the applicant for the proposed 136 age-restricted affordable apartments.

Project Description

Figure ES-1 provides a Project vicinity map. The Project consists of 136 one- and two-bedroom affordable, age restricted, apartments located across from the main entrance to Folsom State Prison at 102 Natoma St, Folsom, CA 95630 (parcel 071-0320-042). Two access points to East Natoma St are planned: a full access driveway aligned with Prison Rd, and a right-in-right-out driveway near the eastern edge of the Project site. One hundred thirty-six parking stalls are included along the drive isle along the southern and eastern edges of the Project. A preliminary site plan is provided as **Figure ES-2**.

Accessible pathways are planned around the building to provide a walking path for residents. Sidewalks along the Project's East Natoma Street frontage are included from Prison Rd to the edge of the existing sidewalk at Cimmaron Circle. The existing multi-use trail connection from the Oak Parkway trail will be preserved, and a pedestrian connection will be added southernly from the Project to the Oak Parkway Trail.

The site is designated Professional-Office (PO) in the General Plan and zoned as Business Professional – Planned Development District (BP-PD). With the Planned Development Permit and Conditional Use Permit being requested the Project is consistent with the adopted General Plan and zoning.

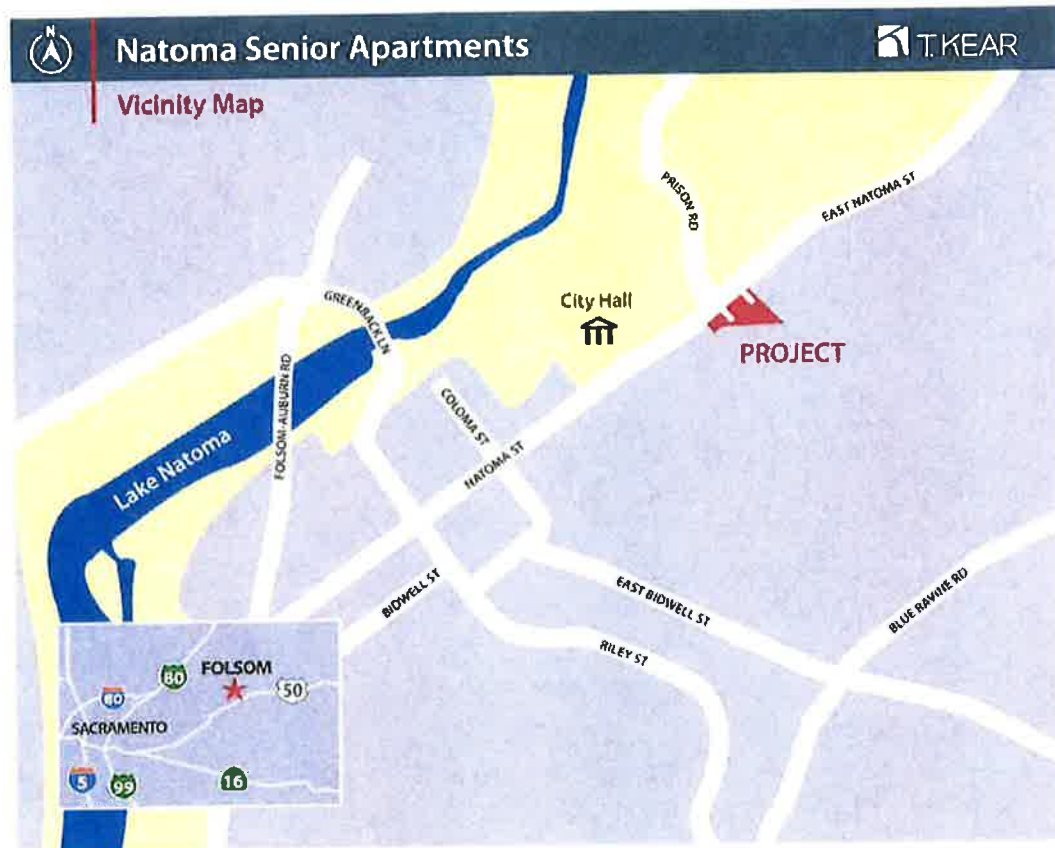


Figure ES-1. Scholar Way Senior Housing Vicinity Map

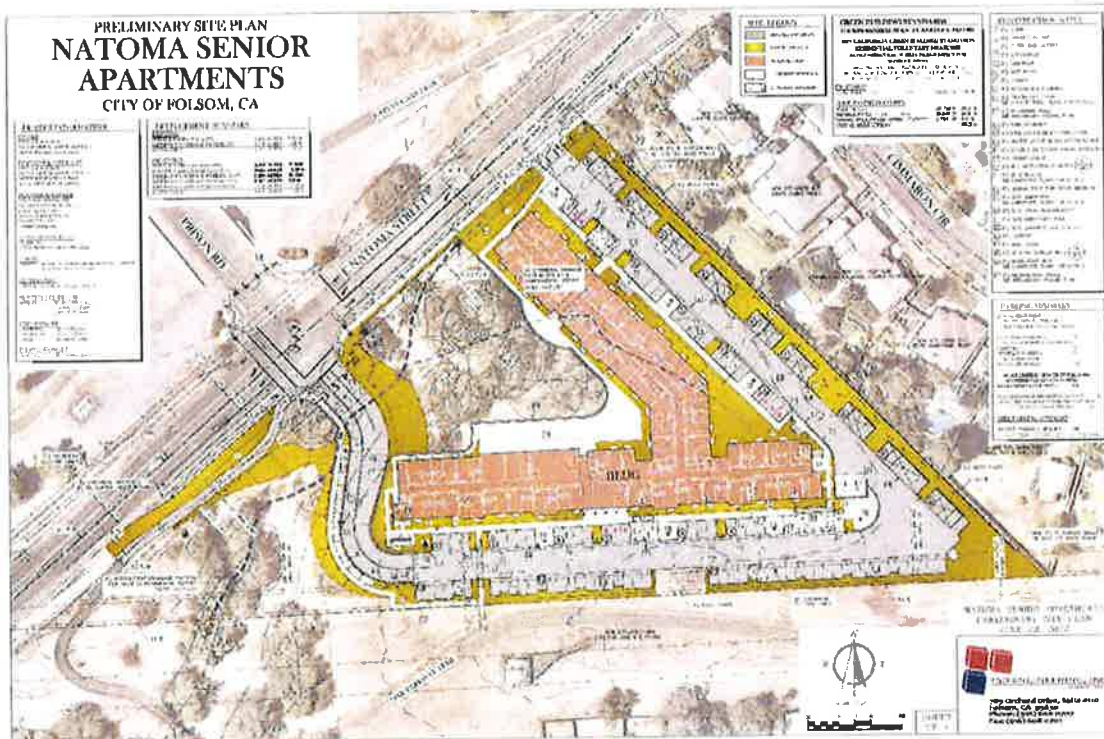


Figure ES-2. Preliminary Site Plan

Analysis Scope

The analysis considers the traffic operations at intersections in Folsom that could potentially be impacted by project traffic. This TIS considers two study scenarios:

- Existing 2022 without Project condition
- Existing 2022 with Project condition

The two driveway intersections (shown in Figure ES-2) were evaluated for conformity to City policies and policies from the adopted Folsom General Plan. Internal circulation and sight lines, parking supply and fire access were all considered.

Table ES-1. Study Intersections

Location	Control
1. East Natoma St/Prison Rd	Signal
2. East Natoma St/Eastern Project Driveway	Side-Street-Stop-Control (SSSC)

Findings

Project impacts are anticipated to be less than significant. Ten project specific findings are made.

Finding 1 (Trip Generation): The Project is anticipated to generate 441 daily vehicle trips including 39 AM peak-hour vehicle trips, and 41 PM peak-hour vehicle trips. Fewer than 50 peak-hour project trips are projected to pass through any intersection.

Finding 2 (Level-of-Service): All study intersections are anticipated to operate at level-of-service B or better under all study scenarios. The Project is not projected to create new deficiencies or worsen existing traffic level-of-service, pursuant to General Plan Policy M4.1.3. Impacts to level-of-service are considered less than significant.

Finding 3 (Vehicle Miles Traveled): Per capita Project VMT is projected to be at least 15% less than regional per capita VMT. Project VMT impacts are considered less than significant.

Finding 4 (Parking): The proposed parking supply of 136 spaces (1.00 spaces per unit). The Project was found to be adequately parked.

Finding 5 (Minimum Required Throat Depth): The standards for driveway throat depths are met.

Finding 6 (Emergency Vehicle Access): Emergency vehicle access is adequate.

Finding 7 (Pedestrian and Bicycle): The Project does not result in impacts to pedestrian and bicycle facilities. Impacts to pedestrian and bicycle facilities are considered less than significant.

Finding 8 (Transit): The Project does not result in impacts to transit facilities. Impacts to transit facilities are considered less than significant.

Finding 9 (Driveway Geometry): Proposed geometry for access to East Natoma St is adequate. Either a raised median or right-turn channelization should be used to limit the secondary (eastern) driveway to right-in-right access. Note that the secondary (eastern) driveway was modeled assuming a shared eastbound through-right turn lane, without a right turn taper or deceleration lane. Anticipated eastbound right turning volume is less than 10 vehicles during the AM and PM peak-hours and neither a right taper or deceleration lane is required per City of Folsom policy. However, the City reserves the right to require either a taper or pocket at the discretion of the City Engineer. **Finding 10 (Signal timing):** With the addition of a fourth leg to the East Natoma St/Prison Rd intersection, the signal timing and lane geometry was assumed to be configured as follows, or an equivalent plan to the satisfaction of the City Engineer:

- Eastbound: An eastbound right turn pocket was assumed with 150-feet of storage and a 60-foot taper; for a total of one left, one through, and one right turn lane.
- Westbound: A westbound left turn lane with 100-foot pocket plus 60-foot taper for a total of one left and one shared Through-right lane.
- Southbound: The existing exclusive right-turn lane is assumed to be restriped as a through-right turn lane (for a total of one left and one shared through-right).
- Northbound: The northbound approach is assumed to provide one left and one shared through-right lane. The northbound through-right lane is assumed to be in a 70' turn pocket plus 60' taper.
- Timing: Eastbound and westbound protected left turn phasing, northbound and southbound split phasing. 150 second cycle length, with 34 second northbound southbound split phases and 20 second eastbound and westbound protected phases, and 62 second eastbound and westbound through phases. Crosswalks are assumed across all legs of the intersection with flashing don't walk phases set to 22 seconds to accommodate a 3 foot per second walking speed.

City staff have noted that the East Natoma St/Prison Rd intersection may be an excellent location for protected-permissive left-turn phasing (i.e., "a flashing yellow arrow" to allow left turns during the conflicting through phase). Such phasing would increase the intersection capacity and reduce queuing for the eastbound through movement. It is our professional judgement that novel phasing plans, such as protected-permissive phasing, have the potential to confuse elderly drivers and pedestrians, resulting in increased accident rates. Because protected-permissive phasing is not necessary to maintain the General Plan level-of-service goals we do not recommend it for the entrance to age-restricted housing. The project adds a fourth leg to the existing T-intersection, which requires upgrading the traffic signal hardware. At the discretion of the City Engineer, those upgrades may include video vehicle detection, connecting the signal into the City traffic management center, and traffic signal controller upgrades to the satisfaction of the City Engineer.

Conditions of approval can be limited to the City of Folsom Standard conditions plus a requirement to time the traffic signal at East Natoma St/Prison Rd to be consistent with finding 10 above, or a similar timing plan, to the satisfaction of the City Engineer.

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Contents

REVISION HISTORY i

EXECUTIVE SUMMARY i

1. INTRODUCTION 1

 1.1 Project Description..... 1

 1.2 Report Organization..... 1

2. SCENARIOS, SETTING AND STUDY AREA..... 5

 2.1 Study Scenarios..... 5

 2.2 Project Area Roadways 5

 2.3 Study Intersections 6

 2.4 Transit 6

 Folsom Stage Lines and Dial-A-Ride..... 6

 Sacramento Regional Transit 6

 El Dorado County Transit 7

 2.5 Bicycle Facilities 7

3. METHODOLOGY 13

 3.1 Process Overview..... 13

 3.2 Level-of-Service Methodology..... 13

 Intersection Traffic Operations Analysis..... 13

 3.3 General Plan Thresholds 16

 Level of Service 16

 Bicycle/Pedestrian/Transit Facilities 17

 3.4 Vehicle Miles Traveled Standards of Significance..... 17

 3.5 Analysis Tools..... 18

4. EXISTING 2022 CONDITION 19

 4.1 Existing Condition 19

 Data Sources 19

 Existing Condition Intersection and Segment Level-of-Service 20

 4.2 Assessment of Proposed Project 22

 Trip Generation..... 22

 Trip Distribution 22

Signal Timing and Geometry.....	22
4.3 Existing 2022 with Project Conditions	23
5. PROJECT VMT IMPACTS AND GENERAL PLAN LEVEL-OF-SERVICE CONFORMITY.....	27
5.1 Vehicle Miles Traveled	27
5.2 Conformance with General Plan Level-of-Service Policy.....	28
6. OTHER CONSIDERATIONS	31
6.1 Internal Circulation and Site Plan Review	31
Parking Requirements.....	31
Minimum Required Throat-Depth	31
Emergency Vehicle Access	32
6.2 Bicycle/Pedestrian/Transit Facilities	32
6.3 Queuing.....	32
6.4 Driveway Geometry	32
6.5 Fire Lane and Internal Geometry	33
6.6 Accident History.....	33
7. FINDINGS, MITIGATION, AND RECOMMENDED CONDITIONS.....	35

List of Appendices

A. Traffic Counts and Signal Timing Sheets	A-1
B. Level-of-Service and Signal Warrant Calculations	B-1
C. Travel Demand Model Trip Distribution Plots	C-1

List of Tables

Table 1. Study Intersections and Control	6
Table 2. Level-of-Service Criteria for Signalized Intersections	14
Table 3. Level-of-Service Criteria for Unsignalized Intersections	16
Table 4. Key Items and Sources for Geometry and Usage Data	19
Table 5. Existing 2022 Intersection Delay and Level-of-Service	20
Table 6. Project Trip Generation.....	22
Table 7. Baseline 2022 Intersection Delay and Level-of-Service, with and without Project.....	25

List of Figures

Figure 1. Natoma Senior Apartments Vicinity Map	2
Figure 2. Preliminary Site Plan.....	3
Figure 3. Folsom Stage Lines Routes 10, 20 and 30.....	7
Figure 4. Bike Paths, Lanes, and Routes	9
Figure 5. Sharrow	10
Figure 6. Class IV Bikeway.....	10
Figure 7. Folsom Bike Map.....	11
Figure 8. Existing Condition Turn Movements and Geometry	21
Figure 9. Project Trip Distribution	24
Figure 10. SACOG SB 743 Regional VMT Screening Map	29

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1. INTRODUCTION

This Transportation Impact Study (TIS) identifies impacts of the proposed Natoma Senior Apartments project (the Project) on the motorized and unmotorized transportation systems in Folsom, California. This study has been prepared for the City of Folsom (City), Helix Environmental Inc., and FCC 50, LLC. A Planned Development Permit and Conditional Use Permit are requested by the applicant.

1.1 Project Description

Figure 1 provides a Project vicinity map. The Project consists of 136 one- and two-bedroom affordable, age restricted, apartments located across from the main entrance to Folsom State Prison at 103 E. Natoma St, Folsom, CA 95630 (parcel 071-0320-042). Two access points to East Natoma St are planned: a full access driveway aligned with Prison Rd, and a right-in-right-out driveway near the eastern edge of the Project site. One hundred thirty-six parking stalls are included along the drive isle along the southern and eastern edges of the Project.

Accessible pathways are planned around the building to provide a walking path for residents. Sidewalks along the Project's East Natoma Street frontage are included from Prison Rd to the edge of the existing sidewalk at Cimmaron Circle. The existing multi-use trail connection from the Oak Parkway trail will be preserved, and a pedestrian connection will be added southernly from the Project to the Oak Parkway Trail.

The site is designated Professional-Office (PO) in the General Plan and zoned as Business Professional – Planned Development District (BP-PD). With the Planned Development Permit and Conditional Use Permit being requested the Project is consistent with the adopted General Plan and zoning.

1.2 Report Organization

This report includes the following sections: Introduction, Setting and Study Area (key roadways and intersections, regulatory setting, and analysis scenarios); Methodology (detailing the analysis procedures); analysis sections; discussion of other considerations, and findings and recommendations.



Figure 1. Natoma Senior Apartments Vicinity Map

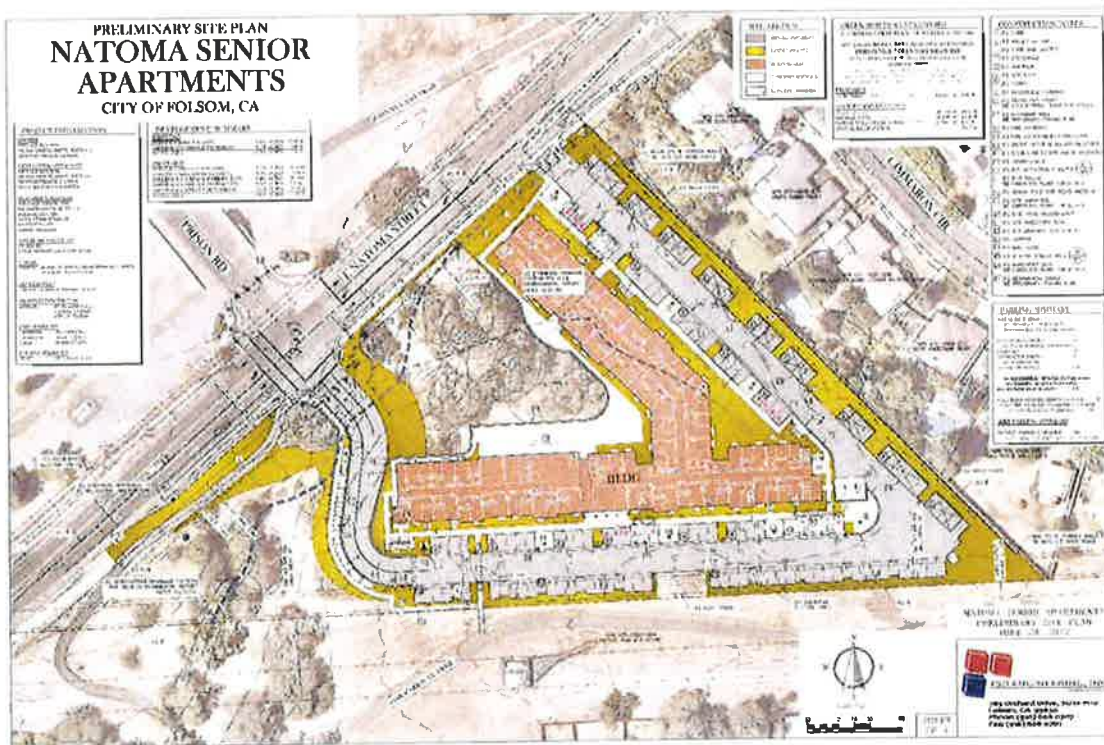


Figure 2. Preliminary Site Plan

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2. SCENARIOS, SETTING AND STUDY AREA

The Project generates fewer than 50 peak-hour trips which is the City's threshold for requiring the evaluation of Project traffic on the level-of-service at potential affected intersections. Consequently, this TIS evaluates traffic operations at the two Project driveway intersections.

2.1 Study Scenarios

Four scenarios were identified for inclusion in this TIS through consultation with City staff. These study scenarios were used to evaluate Project impacts relevant to General Plan Policy M4.1.3 relative to level of service. This study determines the weekday AM peak-hour, PM peak-hour, and Sunday peak-hour level-of-service at study intersections under the following scenarios:

- Existing 2022 without Project condition
- Existing 2022 with Project condition

Analysis of the existing condition reflects the traffic volumes and roadway geometry at the time the study began. This scenario quantifies performance measures for the existing condition and serves as a known reference point for those familiar with the study area. These scenarios, with and without the Project, identify Project related impacts anticipated to occur if the Project opened in 2020.

2.2 Project Area Roadways

Brief descriptions of the key roadways serving the Project site are provided below.

Natoma St/East Natoma St is a two-lane minor arterial connecting from Folsom Blvd, past Folsom City Hall, and connecting through Green Valley Rd and onto Empire Ranch Rd. From Folsom Blvd to Fargo Way, just east of City Hall, there are sidewalks, curb, and gutter with striped class 2 bike lanes. From Fargo Way to the east, fronting the Project site and Folsom State Prison, there are dirt shoulders without sidewalks until Folsom Crossing Rd, where East Natoma Street becomes a four-lane arterial with sidewalk, curb, gutter, and striped class 2 bike lanes to Empire Ranch Rd. At Coloma Street, near City Hall, Natoma St carries about 11,000 vehicles per day. A volume which drops to about 10,000 vehicles per day near the Project Site.

Prison Rd is a two-lane north-south access road from East Natoma St to Folsom State Prison. It has unpaved shoulders without bike lanes or sidewalks. Prison Road is signed to prohibit stopping or turning within the prison's property.

2.3 Study Intersections

There are two study intersections (Table 1), which are the driveway intersections shown in the site plan (Figure 2) shown previously. No segments were selected for analysis.

Table 1. Study Intersections and Control

Location	Control
1. East Natoma St/Prison Rd	Signal
2. East Natoma St/Eastern Project Driveway	Side-Street-Stop-Control (SSSC)

2.4 Transit

Folsom's public transportation includes bus and dial-a-ride service provided by the City through Folsom Stage Lines and light rail service provided by Sacramento Regional Transit District (SRTD). El Dorado County Transit (EDC Transit) also provides limited bus connections to El Dorado County.

Folsom Stage Lines and Dial-A-Ride

The Folsom Stage Line buses, operated by SRTD run Monday through Friday and there is no weekend service available. There are currently ten buses running on three routes. They are routes 10, 20 and 30 (Figure 3). Routes 10 and 20 intersect at Folsom Lake College. There is no charge to transfer from one Folsom Stage Line route to another.

- Route 10 - Serves Historic Folsom, E. Bidwell St., the Broadstone Market Place, Broadstone Plaza, Folsom Aquatics Center, Folsom Lake College, Intel, Kaiser Permanente, Folsom Premium Outlets, Mercy Hospital, Palladio Mall, and Century Theatres. It connects to light rail and with the RT bus service Line 24. Service with a one-hour headway starts at 5:25 AM with the last pickup at 7:25 PM.
- Route 20 - Serves Empire Ranch Road, East Natoma Street, Vista del Lago High School, Folsom Lake College and transfers to Route 10. There are one morning and two afternoon buses on Route 20.
- Route 30 - Serves Folsom State Prison, City Hall, and Woodmere Drive during peak-hours (6 a.m. – 8:10 a.m. and 2:35 p.m. – 4:55 p.m.) with four AM peak-period buses and five PM peak-period buses.

Dial-A-Ride is a curb-to-curb transportation service that operates within the Folsom city limits. It provides transportation to residents who have a physical, developmental, or mental disability. Senior citizens who are 55 years of age or older also qualify for this program.

Sacramento Regional Transit

SRTD light rail provides light rail service via the Gold Line connecting the Historic Folsom, Glenn, and Iron Point light rail stations to downtown Sacramento and points in between. Service is

provided from 5 AM to 7 PM with 30-minute headways. There is also a connection to SRTD bus route 24 from Folsom Stage Lines route 10 at the Madison/Main stop. SRTD route 24 provides service to Sunrise Mall on an approximately hourly headway from 6 AM to 7 PM.

El Dorado County Transit

The EDC Transit route 50X (the 50 Express) operates every hour from 6 AM until 7 PM Monday through Friday, with service from the Missouri Flat Transfer Center in El Dorado County to the Folsom Iron Point light rail station, Folsom Lake College, and back.

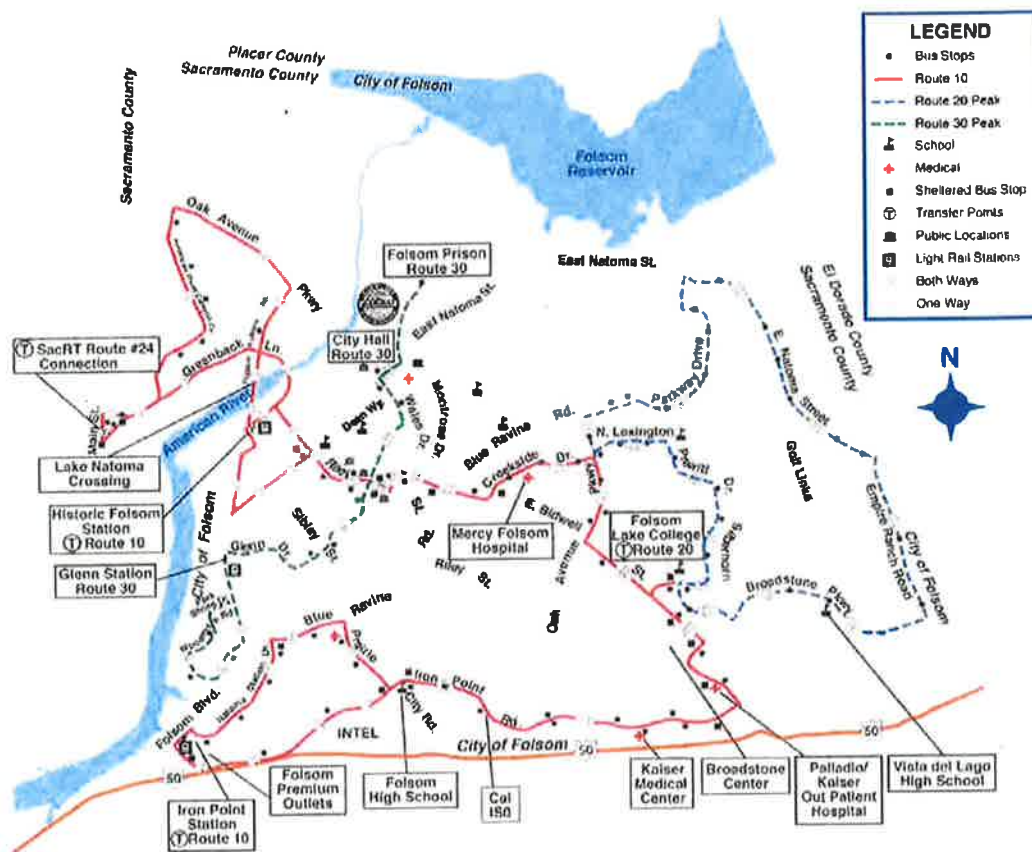


Figure 3. Folsom Stage Lines Routes 10, 20 and 30

2.5 Bicycle Facilities

Folsom is one of the most bike friendly settings in California, with an existing comprehensive bikeway system that is extensive and connects to a vast number of historical and recreational attractions. Existing and planned bicycle facilities within the Project area are described in the 2007

Folsom Bikeway Master Plan¹ which provides a framework for the design of a bikeway system that meets the California Street and Highway Code Section 890-894.2 - Bicycle Transportation Act and improves safety and convenience for all users. An updated bike plan is currently being prepared as part of the Folsom Active Transportation Plan. There are four types of bicycle facilities (Class 1, 2, 3, and 4) in Folsom.

Class 1 Bike Path: A bikeway physically separated from motorized vehicular traffic by an open space or barrier and either within the highway right-of-way or within an independent right-of-way (Figure 4).

Class 2 Bike Lane: Any portion of roadway designated for bicycle use and defined by pavement marking, curbs, signs, or other traffic-control devices (Figure 4).

Class 3 Bike Route: A designated route through high demand corridors on existing streets and are usually shared with motor vehicles. Are indicated by periodic signs and do not require pavement markings (Figure 4). A variant on Class III bikeways, shared lanes, or "sharrow" lanes, are becoming more common. Sharrows are a form of Class III bikeways where the general-purpose lane is too narrow for a bicycle and a vehicle to travel safely side-by-side within the same lane. A sharrow symbol painted (Figure 5) on the roadway is used to indicate the likely lateral location of bikes in the lane to inform motor vehicles.

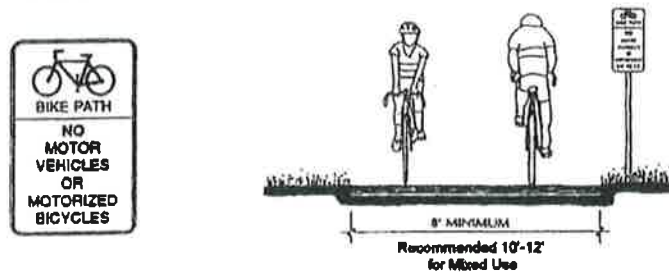
Class 4 Bikeway (Separated Bikeway or "Cycle Track") The Protected Bikeways Act of 2014 (Assembly Bill 1193 - Ting, Chapter 495) established Class IV bikeways for California. Class IV bikeways provide a right-of-way designated exclusively for bicycle travel adjacent to a roadway and which are protected from vehicular traffic. Types of separation include, but are not limited to, grade separation, flexible posts, inflexible physical barriers, or on-street parking. An example is shown in Figure 6.

Figure 7 provides a Folsom bike map. All road segments in the study area include Class 2 bike lanes. There are existing Class 1 trails paralleling the northern edge of East Natoma St (The Johnny Cash Trail, connecting Historic Folsom, Folsom Prison, and Folsom Lake). An existing Class 1 trail also follows underneath the high voltage line behind the Project site (the Oak Parkway Trail). Grade separated bike/pedestrian tunnels take these trails under Prison Road and East Natoma

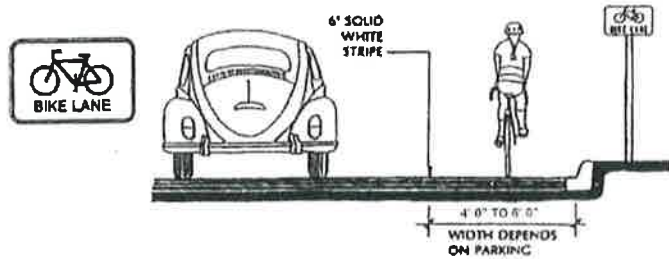
¹ Folsom (2007) Bikeway Master Plan,
www.folsom.ca.us/city_hall/depts/parks/parks_n_trails/trails/bikeway_master_plan.asp.

Street. There is also a bike only left turn from eastbound East Natoma St onto the Johnny Cash Trail at the East Natoma St/Cimmaron Circle intersection.

BIKE PATH



BIKE LANE



BIKE ROUTE



Figure 4. Bike Paths, Lanes, and Routes



Figure 5. Sharrow



Figure 6. Class IV Bikeway

(source: Gary Kavanagh image 1272: <https://flic.kr/p/hxp5e1>)



Figure 7. Folsom Bike Map

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3. METHODOLOGY

This section provides a process overview, describes traffic forecasting, and discusses the methods/criteria used to evaluate level-of-service. Discussion of significance criteria is included.

3.1 Process Overview

The overall analysis process was structured to identify potential adverse transportation effects related to the Project and evaluate consistency with General Plan Policy M4.1.3 relative to traffic level-of-service.

- Traffic volumes and turning movements for the Existing 2022 Condition were determined from observed traffic counts taken Tuesday December 7, 2021.
- Study intersection traffic operations were analyzed both with and without the proposed Project to identify any anticipated inconsistencies with General Plan Policy M4.1.3 relative to traffic level of service.
- California Environmental Quality Act (CEQA) impacts are based on qualitative vehicle miles of travel (VMT) analysis and significance criteria from the General Plan (Policy NCR 3.1.3), and CEQA guidance from the Governor's Office of Planning and Research^{2 3}.

3.2 Level-of-Service Methodology

Level-of-service (LOS) is a qualitative indication of the level of delay and congestion experienced by motorists using an intersection. Levels-of-service are designated by the letters A through F, with A being the best conditions and F being the worst (high delay and congestion). Calculation methodologies, measures of performance, and thresholds for each letter grade differ for road segments, signalized intersections, and unsignalized intersections.

Based on guidance from City staff, the following procedures described below for intersection traffic operations analysis were utilized for this TIS.

Intersection Traffic Operations Analysis

Signalized Intersections

The methodology from the Highway Capacity Manual (HCM) 6th Edition⁴, are used to analyze signalized intersections. Level-of-service can be characterized for the entire intersection, each approach, or by lane group. Control delay alone (the weighted average delay for all vehicles entering the intersection) is used to characterize level-of-service for the entire intersection or an approach. Control delay and volume to capacity ratio are used to characterize level-of-service for lane groups. The average delay criteria used to determine the level-of-service at signalized

² OPR (2018) Technical Advisory on Evaluating Transportation Impacts In CEQA, http://www.opr.ca.gov/docs/20190122-743_Technical_Advisory.pdf.

³ OPR's webinar on SB 743 Implementation, 4/16/2020.

⁴ Transportation Research Board (2016) Highway Capacity Manual, Washington, D.C.

intersections is presented in **Table 2**. The HCM 2010 methodology is used as the primary method. HCM 2000 methods are only utilized where the signal phasing is incompatible with HCM 2010 methods.

Table 2. Level-of-Service Criteria for Signalized Intersections

Level -of- Service	Description	Average Delay ¹ (Sec. /Vehicle.)
A	Very Low Delay: This level-of-service occurs when progression is extremely favorable, and most vehicles arrive during a green phase. Most vehicles do not stop at all.	≤ 10.0
B	Minimal Delays: This level-of-service generally occurs with good progression, short cycle lengths, or both. More vehicles stop than at LOS A, causing higher levels of average delay.	10.1-20.0
C	Acceptable Delay: Delay increases due to only fair progression, longer cycle lengths, or both. Individual cycle failures (<i>to service all waiting vehicles</i>) may begin to appear at this level of service. The number of vehicles stopping is significant, though many still pass through the intersection without stopping.	20.1-35.0
D	Approaching Unstable/Tolerable Delays: The influence of congestion becomes more noticeable. Longer delays may result from some combination of unfavorable progression, long cycle lengths, or high v/c ratios. Many vehicles stop, and the proportion of vehicles not stopping declines. Individual cycle failures are noticeable.	35.1-55.0
E	Unstable Operation/Significant Delays: This is considered by many agencies the upper limit of acceptable delays. These high delay values generally indicate poor progression, long cycle lengths, and high v/c ratios. Individual cycle failures are frequent occurrences.	55.1-80.0
F	Excessive Delays: This level, considered to be unacceptable to most drivers, often occurs with oversaturation (i.e., when arrival flow rates exceed the capacity of the intersection). It may also occur at high v/c ratios below 1.00 with many individual cycle failures. Poor progression and long cycle lengths may also contribute to such delay levels.	> 80.0 or v/c >1.0

Note 1: Weighted average of delay on all approaches. This is the measure used by the Highway Capacity Manual to determine level-of-service. Any movement with a volume-to-capacity ratio (v/c) greater than 1.0 is considered to be level-of-service F.

Source: Transportation Research Board (2016) Highway Capacity Manual 6th Edition, Washington D.C.

Unsignalized Intersections

The methodology from HCM 6th Edition is used for the analysis of unsignalized intersections. At an unsignalized intersection, most of the main street traffic is un-delayed and, by definition, have acceptable conditions. The main street left-turn movements and the minor street movements are all susceptible to delay of varying degrees. Generally, the higher the main street traffic volumes,

the higher the delay for the minor movements. Separate methods are utilized for Two-Way Stop-Controlled (TWSC) intersections and All-Way Stop-Controlled (AWSC) intersections.

- **TWSC:** The methodology for analysis of two-way stop-controlled intersections calculates an average total delay per vehicle for each minor street movement and for the major street left-turn movements, based on the availability of adequate gaps in the main street through traffic. A level-of-service designation is assigned to individual movements or combinations of movements (in the case of shared lanes) based upon delay, it is not defined for the intersection as a whole. Unsignalized intersection level-of-service is for each movement (or group of movements) based upon the respective average delay per vehicle. **Table 3** presents the average delay criteria used to determine the level-of-service at TWSC and AWSC intersections.
- **AWSC:** At all-way stop-controlled intersections, the level-of-service is determined by the weighted average delay for all vehicles entering the intersection. The methodologies for these types of intersections calculate a single weighted average delay and level-of-service for the intersection as a whole. The average delay criteria used to determine the level-of-service at all-way stop intersections is the same as that presented in **Table 3**. Level-of-service for specific movements can also be determined based on the TWSC methodology.

It is not unusual for some of the minor street movements at unsignalized intersections to have level-of-service D, E, or F conditions while the major street movements have level-of-service A, B, or C conditions. In such a case, the minor street traffic experiences delays that can be substantial for individual minor street vehicles, but the majority of vehicles using the intersection have very little delay. Usually in such cases, the minor street traffic volumes are relatively low. If the minor street volume is large enough, improvements to reduce the minor street delay may be justified, such as channelization, widening, or signalization.

Table 3. Level-of-Service Criteria for Unsignalized Intersections

Level of Service (LOS)	Description	TWSC ¹	AWSC ²
		Average Delay by Movement (seconds / vehicle)	Intersection Wide Average Delay (seconds / vehicle)
A	Little or no delay	< 10	< 10
B	Short traffic delay	> 10 and < 15	> 10 and < 15
C	Average traffic delays	> 15 and < 25	> 15 and < 25
D	Long traffic delays	> 25 and < 35	> 25 and < 35
E	Very long traffic delays	> 35 and < 50	> 35 and < 50
F	Extreme delays potentially affecting other traffic movements in the intersection	> 50 (or, v/c >1.0)	> 50

Note 1: Two-Way Stop-Control (TWSC) level-of-service is calculated separately for each minor street movement (or shared movement) as well as major street left turns using these criteria. Any movement with a volume to capacity ratio (v/c) greater than 1.0 is considered to be level-of-service F.

Note 2: All-Way Stop-Control (AWSC) assessment of level-of-service at the approach and intersection levels is based solely on control delay.

Source: Transportation Research Board (2016) Highway Capacity Manual 6th Edition, Washington D.C.

3.3 General Plan Thresholds

Level of Service

Consistency with General Plan level-of-service policies for the proposed Project were determined based on the methods described above and identified as either "conforming" or "non-conforming". General Plan Policy M4.1.3 addresses level of service:

Strive to achieve at least traffic 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 temporally 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. City 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.

The General Plan Environmental Impact Report (EIR) includes a criterion addressing potential impacts at locations that operate at level-of-service E or F under no-project conditions. Under this standard, a non-conforming situation would occur if the proposed project would:

Increase the average delay by five seconds or more at an intersection that currently operates (or is projected to operate) at an unacceptable level-of-service under "no-project" conditions.

For the purposes of this analysis, level-of-service is considered potentially non-conforming if implementation of the Project would result in any of the following:

- Cause an intersection in Folsom that currently operates (or is projected to operate) at level-of-service D or better to degrade to level-of-service E, or worse;
- Increase the average delay by five seconds or more at an intersection in Folsom that currently operates (or is projected to operate) at an unacceptable level-of-service E or F.

Bicycle/Pedestrian/Transit Facilities

An impact is considered significant if implementation of the Project would:

- Inhibit the use of bicycle, pedestrian, or transit facilities;
- Eliminate existing bicycle, pedestrian, or transit facilities;
- Prevent the implementation of planned bicycle, pedestrian, or transit facilities.

3.4 Vehicle Miles Traveled Standards of Significance

Under State Law (SB 743), on July 1, 2020, vehicle miles traveled (VMT) will become the only metric for evaluating significant transportation impacts in environmental impact analyses required under the California Environmental Quality Act (CEQA). Without specific General Plan guidance for VMT thresholds, this analysis uses a qualitative screening against The Governors' Office of Planning and Research (OPR) guidance of a 15% per capita VMT reduction and utilizes OPR's suggested exemption for affordable housing projects.

Folsom General Plan policy NCR 3.1.3 addresses VMT, as stated below:

Policy NCR 3.1.3 "Encourage efforts to reduce the amount of vehicle miles traveled (VMT). These efforts could include encouraging mixed-use development promoting a jobs/housing balance, and encouraging alternative transportation such as walking, cycling, and public transit."

OPR has published guidance recommending a CEQA threshold for transportation impacts of land use projects of a 15% VMT reduction per capita, relative to either city or regional averages

based on the California's Climate Scoping Plan⁵. Qualitative assessment of VMT reduction is acceptable to screen projects⁶.

Based on these criteria, a project will be considered to have a potentially significant impact if:

- Per capita VMT from residential projects is anticipated to be greater than 85% of the regional average per capita VMT.
- The project is anticipated to inhibit implementation of planned pedestrian, bicycle, or transit improvements.

3.5 Analysis Tools

Level-of-Service

Control delays and level-of-service for study intersections were calculated using the Synchro 11⁷ analysis software (Version 11.1, build 1, revision 6). Synchro implements the methodologies of the 6th Edition of the Highway Capacity Manual to model traffic controls and vehicle delay.

The software requires data on road characteristics (geometric), traffic counts, and the signal timing data for each analysis intersection. In general, default parameters were used, except in locations where specific field data are available. Heavy vehicle percentages of 2% were assumed during the peak hour.

VMT

To support jurisdictions' SB743 implementation, The Sacramento Area Council of Governments (SACOG) staff developed thresholds and screening maps for residential and office projects, using outputs from the 2016 base year travel demand model run for the 2020 Metropolitan Transportation Plan/Sustainable Communities Strategies (MTP/SCS). SACOG travel demand model is activity/tour based and is designed to estimate an individual's daily travel, accounting for land use, transportation and demographics that influence peoples' travel behaviors.

For residential projects, the threshold is defined as total household VMT per capita achieving 15% of reduction comparing to regional (or any appropriate sub-area) average. The SACOG screening map uses "hex" geography, with each hex being about 1000 feet on edge. Residential VMT per capita per hex is calculated by tallying all household VMTs, including VMT traveling outside the region, generated by the residents living at the hex and divided by the total population in the hex. Hexes are then color coded with green and blue hexes depicting neighborhoods with at least a 15% reduction in residential VMT relative to the SACOG region. Yellow, orange, pink and red hexes have less than a 15% VMT reduction.

⁵ OPR (2018) Technical Advisory on Evaluating Transportation Impacts In CEQA, http://www.opr.ca.gov/docs/20190122-743_Technical_Advisory.pdf.

⁶ OPR's webinar on SB 743 implementation, 4/16/2020.

⁷ <https://www.trafficware.com/synchro-studio.html>

4. EXISTING 2022 CONDITION

This section presents the Existing Condition. For purposes of this TIS, Existing Conditions represent typical midweek, non-holiday, traffic volumes in 2022⁸

4.1 Existing Condition

Data Sources

The analysis tools require a variety of data to generate the evaluation criteria. The following sections describe data collection procedures for Existing Conditions. There were three primary data elements (roadway characteristics, intersection turning movement counts, and traffic control data); and two supplementary elements (other recent studies, and field data) that comprised the data collection program for this traffic analysis.

Roadway Geometry and Usage Characteristics

The geometry and usage data for the analysis were collected through aerial photographs, field visits, and prior studies. Current intersection geometry was field validated. Table 4 shows the key items included in the geometric data and the source for each item.

Table 4. Key Items and Sources for Geometry and Usage Data

Key Item	Source
Lane configurations and width	Aerial photographs and field visits
Lane utilization	Prior studies, aerial photographs, and field visits
Intersection spacing	Aerial photographs and field visits
Length of storage bays	Aerial photographs and field visits
Transit stops and routes	Transit schedules, aerial photographs, and field visits
Turn prohibitions or allowance	Aerial photographs and field visits

Lane configurations and width – These data specify the number of lanes and the width of the roadway in each direction, and the directional turns that are allowed from each lane.

Lane utilization – These data specify how lanes are used by drivers, such as traffic distribution between lanes on a multi-lane roadway.

Intersection spacing – These data refer to the distance (in feet) between intersections.

Length of storage bays – These data refer to the length (in feet) of available storage for left-turning or right-turning vehicles where exclusive turn lanes are available. It is collected for right-turn lanes when the parking lane is used as a right-turn lane.

⁸ Traffic Counts were collected on Tuesday December 7, 2021

Transit stops and routes – A transit stop is an area where passengers await, board, alight, and transfer between transit vehicles. A transit route is the roadway that transit vehicles operate on.

Turn prohibitions or allowance – These data specify if right turns on red (RTOR) are allowed on the roadway.

Intersection Turning Movement Counts

Existing morning and evening peak-period vehicle and pedestrian turning movement counts were collected at study intersections on Tuesday December 7, 2021. Traffic count data sheets are provided in **Appendix A** of this TIS. Peak-hour traffic counts were used to conduct the intersection level-of-service analysis. Turning movement counts at consecutive intersections were balanced and adjusted where appropriate to conservatively reflect existing traffic flows. Observed intersection peak hour factors (PHF) were applied. **Figure 8** provides a summary of the intersection lane geometry and peak-period turning movements under Existing Conditions As well as Project traffic and Existing Plus Project conditions).

Existing Condition Intersection and Segment Level-of-Service

Table 5 presents a summary of level-of-service results for the study intersections under Existing Conditions, along with 95% queue lengths for left turns. All study intersections operate at level-of-service A or better during the AM, PM, and Sunday peak hours. Calculation sheets for intersection delay and level-of-service are provided in **Appendix B**. Left turn queues are adequately accommodated by the existing left turn storage pockets.

Table 5. Existing 2022 Intersection Delay and Level-of-Service

Intersection	Control	No Project (Delay and Level-of-Service)	
		AM	PM
E Natoma St/Prison Rd	Signal	9.3 A	9.1 A
Eastern Project Driveway	SSSC *	n/a	n/a
Intersection	Approach	No Project 95% Queues (Feet)	
		AM	PM
E Natoma St/Prison Rd	EB Left	173'	30'
	WB Left	n/a	n/a
	SB Left	22'	49'
	NB Left	n/a	n/a
Eastern Project Driveway	NB	n/a	n/a

* SSSC = Side Street Stop Control

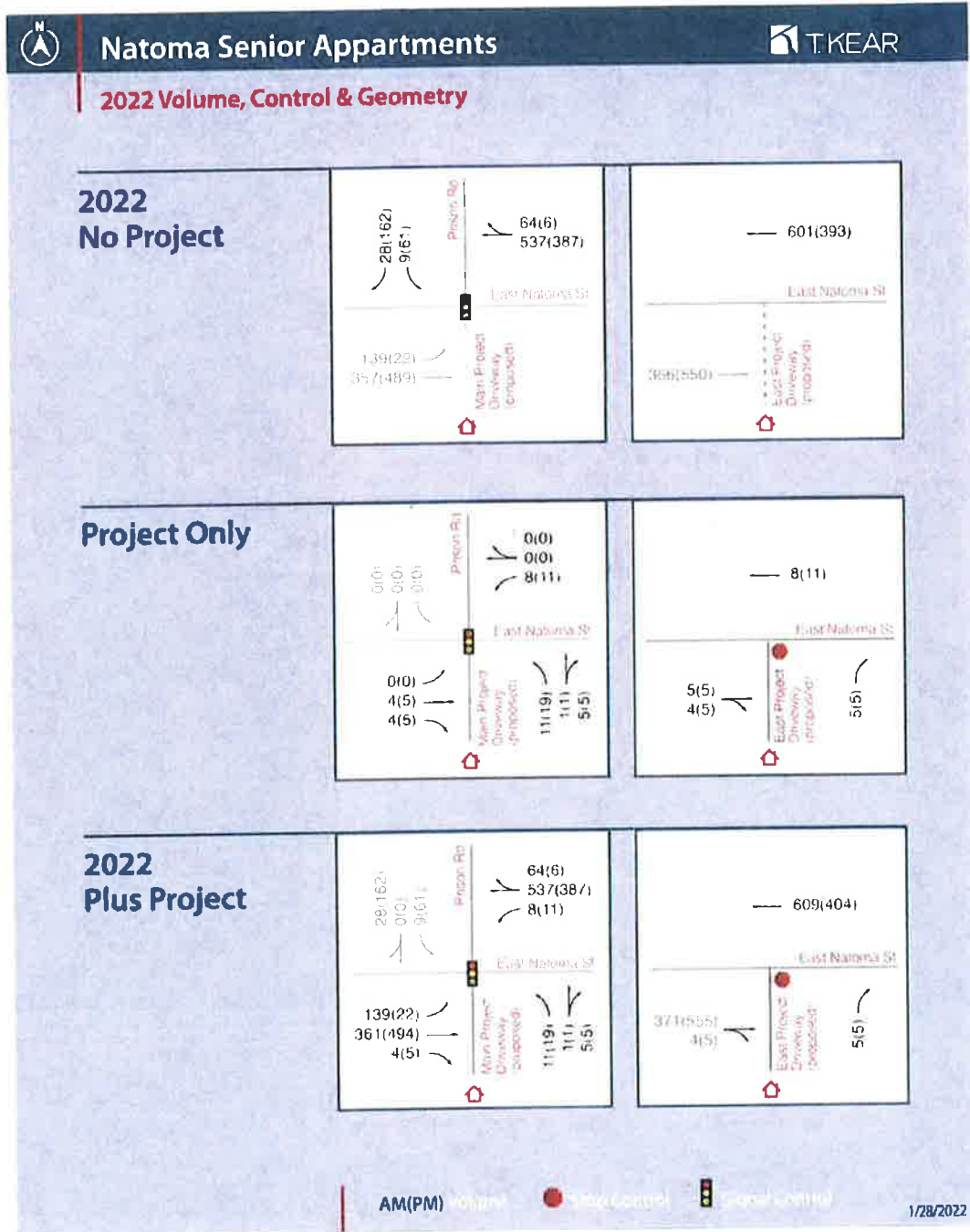


Figure 8. Existing Condition Turn Movements and Geometry

4.2 Assessment of Proposed Project

Trip Generation

Projected traffic generated by the proposed Project was calculated using trip generation factors from the Institute of Transportation Engineers (ITE) Trip Generation Manual, 11th Edition (2021), and is provided in Table 6 below.

Table 6. Project Trip Generation

Land Use	ITE Category	Quantity	Data	Daily	AM Peak hour			PM Peak hour		
					Total	Inbound	Outbound	Total	Inbound	Outbound
Senior Adult Housing (Multifamily)	252	136 dwelling units	Rate	3.24	0.29	45%	55%	0.3	54%	46%
			Trips	441	39	17	22	41	22	19

Source: ITE (2021) Trip Generation Manual, Institute of Transportation Engineers, Washington DC. (Higher value of either the average rate or the fitted equation-based rate for peak hour of generator).

Trip Distribution

Trip distribution was based on observed traffic counts and select zone analysis within the travel demand model. New Project trips were distributed as follows:

- 48% to/from the west on East Natoma Street
- 48% to/from the east on East Natoma Street
- 4% to/from the north via Prison Road

Project trip assignment is shown in Figure 9.

Signal Timing and Geometry

With the addition of a fourth leg to the East Natoma St/Prison Rd intersection, the signal timing and lane geometry was assumed to be configured as follows:

- Eastbound: An eastbound right turn pocket was assumed with 150-feet of storage and a 60-foot taper; for a total of one left, one through, and one right turn lane.
- Westbound: A westbound left turn lane with 100-foot pocket plus 60-foot taper for a total of one left and one shared through-right lane.
- Southbound: The existing exclusive right-turn lane is assumed to be restriped as a through-right turn lane (for a total of one left and one shared through-right).
- Northbound: The northbound approach is assumed to provide one left and one shared through-right lane. The northbound through-right lane is assumed to be in a 70' turn pocket plus 60' taper.
- Timing: Eastbound and westbound protected left turn phasing, northbound and southbound split phasing. 150 second cycle length, with 34 second northbound southbound split phases and 20 second eastbound and westbound protected phases, and

62 second eastbound and westbound through phases. Crosswalks are assumed across all legs of the intersection with flashing don't walk phases set to 22 seconds to accommodate a 3 feet per second walking speed.

City staff have noted that the East Natoma St/Prison Rd intersection may be an excellent location for protected-permissive left-turn phasing (i.e., "a flashing yellow arrow" to allow left turns during the conflicting through phase). Such phasing would increase the intersection capacity and reduce queuing for the eastbound through movement. It is our professional judgement that novel phasing plans, such as protected-permissive phasing, have the potential to confuse elderly drivers and pedestrians, resulting in increased accident rates. Because protected-permissive phasing is not necessary to maintain the General Plan level-of-service goals we do not recommend it for the entrance to age-restricted housing. The project adds a fourth leg to the existing T-intersection, which requires upgrading the traffic signal hardware. At the discretion of the City Engineer, those upgrades may include video vehicle detection, connecting the signal into the City traffic management center, and traffic signal controller upgrades to the satisfaction of the City Engineer. The eastern Project driveway was assumed to be configured as right-in-right-out. Because there are fewer than ten peak-hour vehicle trips anticipated to enter the Project via the eastern driveway, no deceleration lane or taper is necessary.

4.3 Existing 2022 with Project Conditions

Project peak-hour traffic was added to the Existing 2022 turning volumes at each intersection. Delay and level-of-service were determined at the study intersections. **Figure 8** summarized the turning movements and lane configurations for the Existing with Project Condition. **Table 7** presents a summary of level-of-service results for the study intersections under Existing Conditions. All study intersections operate at level-of-service B or better during the AM, PM, and Sunday peak hours. Calculation sheets for intersection delay and level-of-service are provided in **Appendix B**. Left turn queues are adequately accommodated by the existing left turn storage pockets.



Figure 9. Project Trip Distribution

Table 7. Baseline 2022 Intersection Delay and Level-of-Service, with and without Project

Intersection	Control	No Project (Delay and Level-of-Service)		With Project (Delay and Level-of-Service)	
		AM	PM	AM	PM
E Natoma St/Prison Rd	Signal	9.3 A	9.1 A	15.9 B	16.7 B
Eastern Project Driveway	SSSC *	n/a	n/a	10.6 B (NB)	12.3 B (NB)
Intersection	Approach	No Project 95% Queues (Feet)		With Project 95% Queues (Feet)	
		AM	PM	AM	PM
E Natoma St/Prison Rd	EB Left	173'	30'	166'	37'
	WB Left	n/a	n/a	22'	23'
	SB Left	22'	49'	23'	73'
	NB Left	n/a	n/a	27'	21'
Eastern Project Driveway	NB	n/a	n/a	0	0

* SSSC = Side Street Stop Control

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5. PROJECT VMT IMPACTS AND GENERAL PLAN LEVEL-OF-SERVICE CONFORMITY

5.1 Vehicle Miles Traveled

Folsom General Plan policy NCR 3.1.3 addressed vehicle miles traveled (VMT) as shown below:

Policy NCR 3.1.3 “Encourage efforts to reduce the amount of vehicle miles traveled (VMT). These efforts could include encouraging mixed-use development promoting a jobs/housing balance, and, encouraging alternative transportation such as walking, cycling, and public transit.”

The Governors’ Office of Planning and Research (OPR) has published guidance recommending a CEQA threshold for transportation impacts of land use projects of a 15% VMT reduction per capita, relative to either city or regional averages, based on the California’s Climate Scoping Plan⁹. Qualitative assessment of VMT reduction is acceptable to screen projects¹⁰.

Under State Law (SB 743), VMT became the only CEQA threshold of significance for transportation impacts on July 1, 2020. Without specific General Plan guidance for VMT thresholds, this analysis uses qualitative screening against OPR’s guidance of a 15% per capita VMT reduction.

To support jurisdictions’ SB743 implementation, SACOG developed thresholds and screening maps (Figure 10) for residential projects¹¹, using outputs from the 2016 base year travel demand model run for the 2020 MTP/SCS. SACOG’s travel demand model is activity/tour based and is designed to estimate an individual’s daily travel, accounting for land use, transportation and demographics that influence peoples’ travel behaviors. For residential projects, the threshold is defined as total household VMT per capita achieving 15% of reduction compared to regional (or any appropriate sub-area) average VMT. The map uses HEX geography. Residential VMT per capita per HEX is calculated by tallying all household VMTs, including VMT traveling outside the region, generated by the residents living at the HEX and divided by the total population in the HEX. Green hexagons denote areas where residential VMT is 50% to 85% of the regional average and yellow hexagons denote areas where residential VMT is 85% to 100% of the regional average.

The Project is located within one of the green hexagons with average residential VMT of 17 miles per capita (per day). The Project is anticipated to generate less than 82% of the regional

⁹ OPR (2018) Technical Advisory on Evaluating Transportation Impacts In CEQA, http://www.opr.ca.gov/docs/20190122-743_Technical_Advisory.pdf.

¹⁰ OPR’s webinar on SB 743 implementation, 4/16/2020.

¹¹ SACOG (2021) <https://sb743-sacog.opendata.arcgis.com/>

per capita residential daily VMT of 20.82 miles. The Project is therefore anticipated to have a less-than-significant impact on VMT.

5.2 Conformance with General Plan Level-of-Service Policy

All study intersections are anticipated to operate at level-of-service B or better under all study scenarios, both with and without the addition of Project traffic. The Project is not anticipated to create new level-of-service deficiencies, or to or worsen any existing deficiencies, based on General Plan Policy M4.1.3.

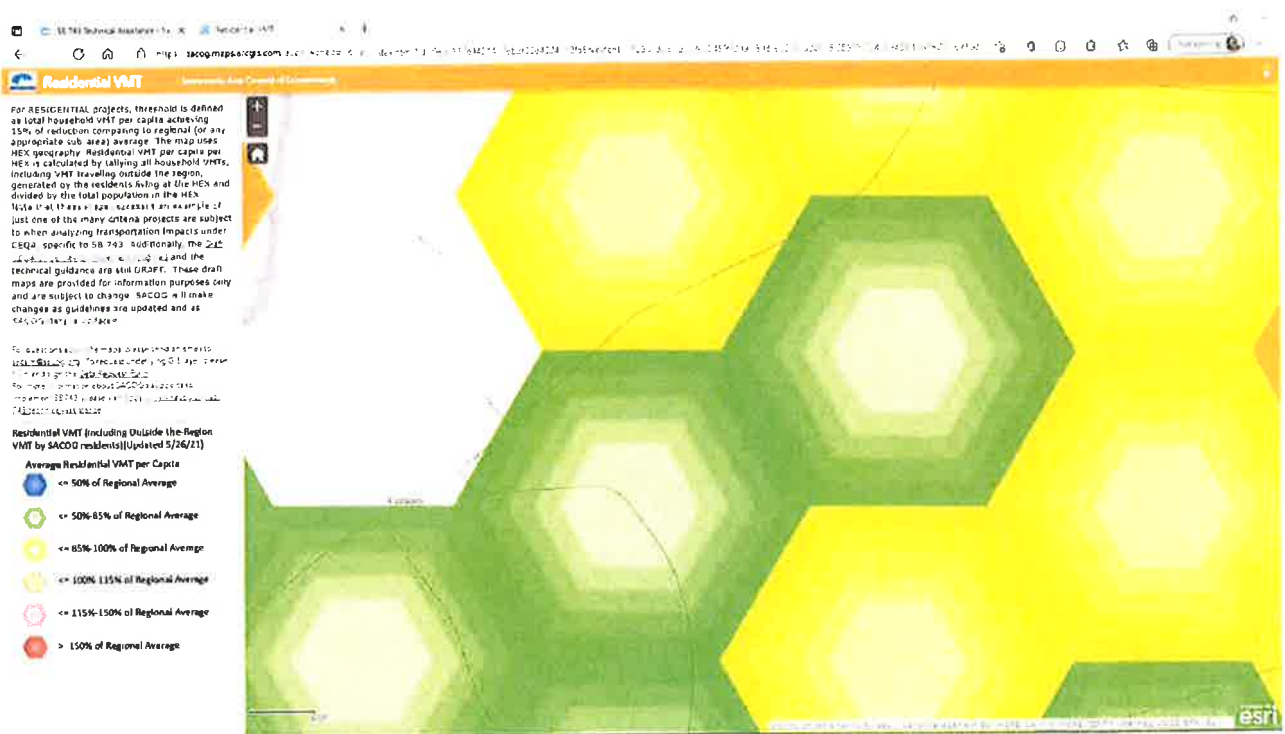


Figure 10. SACOG SB 743 Regional VMT Screening Map

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6. OTHER CONSIDERATIONS

6.1 Internal Circulation and Site Plan Review

This section reviews parking, driveway throat-depth, and emergency vehicle access shown on the preliminary site plan shown in **Figure 2** (page 3).

Parking Requirements

The City does not have an adopted parking standard for age-restricted (senior) multi-family housing or affordable age-restricted multi-family housing. With a Planned Development (PD), parking supply is established through the PD permit process.

Proposed Project Parking: Proposed Parking consists of 136 spaces (1.00 parking spaces per unit). This exceeds that of many other recently approved age restricted multi-family projects in and around Folsom. The 136 spaces include 8 accessible spaces (i.e., with the adjacent space striped out to provide vehicle access for wheelchairs and/or mobility scooters) and 14 spaces with electric vehicle charging.

Parking Demand: The ITE Parking Generation Manual¹² lists an average peak parking demand of 0.59 vehicles per dwelling unit for Land Use 252 (Senior Adult Housing-Attached), with a standard deviation of 0.12. The ITE sample size is small (three observations), yet the proposed parking ratio of 1.00 is more than 3.5 standard deviations greater than the mean parking demand. Consequently, the proposed parking for the Project is sufficient to meet the anticipated parking demand with a parking ratio of 1.00.

For comparison, Revel Senior Living, a similar project approved by Folsom in 2018 had a parking ratio of 0.81 spaces per dwelling unit. The Revel project conducted a parking survey of six similar Sacramento area facilities. All six facilities were found to use less than 0.60 spaces per dwelling unit during peak parking demand hours (consistent with the ITE parking demand data referenced above.)

Finding: The proposed parking supply of 136 spaces is adequate for the 136 multi-family units proposed in the Project.

Minimum Required Throat-Depth

Minimum Required Throat-Depth (MRTD): For an 81-160 unit apartment complex, the standard for the MRTD is 50 feet¹³. This 50-foot length represents vehicle storage equivalents, which means the total required length may be achieved by summing the throat depths for several access points if more than one access point is to serve the site.

Throat-Depth Provided: As shown on the preliminary site plan in **Figure 2** (page 3), the throat depths for the primary and second driveways exceed 50 feet and 25 feet, respectively.

¹² ITE (2010) Parking Generation 4th Edition, Institute of Transportation Engineers, Washington DC.

¹³ Folsom (2020) Design and Procedures Manual and Improvement Standards, site access Table 12-1, <https://www.folsom.ca.us/civicax/filebank/blobdload.aspx?t=66183.89&BlobID=38340>.

Finding: The MRTD of the Project driveways meet the standard because the primary driveway throat depth meets the minimum standard of 50 feet.

Emergency Vehicle Access

The Project's internal drive isles are designed with minimum 25-foot inner and 50-foot turning radii to accommodate fire department access.

Finding: Emergency vehicle access is designed consistent with standards and is adequate.

6.2 Bicycle/Pedestrian/Transit Facilities

The Project does not inhibit the use of bicycle or pedestrian facilities; eliminate existing bicycle, or pedestrian facilities; or prevent the implementation of planned bicycle, or pedestrian facilities. The Project includes accessible pathways around the building to provide a walking path for residents. Path connections are planned to paths internal to the Project site, south to the Oak Parkway Trail, and west to the East Natoma St underpass to the Johnny Cash Trail.

Finding: The Project has a **less-than-significant** impact on pedestrians and bicycles. With relocation of the effected bus stop, transit impacts will be less-than-significant.

6.3 Queueing

Anticipated 95th-percentile left turn queue lengths were reviewed and are anticipated to be less than the supplied storage lengths in the turn bays.

Finding: Existing turn pockets are adequate.

6.4 Driveway Geometry

City standards requires a 60-foot right turn taper in conditions with ten or more peak-hour right turns into a driveway, and a 150-foot pocket plus 60-foot taper, with 50 or more peak-hour right turns. Neither project driveway is anticipated to have ten or more right turning vehicles into the Project during the AM or PM peak-hours. The main driveway at the signalized East Natoma Street/Prison Rd intersection includes an eastbound right turn pocket and a westbound left turn pocket accessing the Project, these are adequate to safely accommodate Project traffic without hindering existing traffic.

The secondary (eastern) driveway is restricted to right-in-right-out movements and is anticipated to only have fewer than ten eastbound right-turns into the Project during either the AM or PM peak hours. No turn pockets are necessary. The eastern driveway should be channelized to restrict left turns from entering or existing the Project via the eastern driveway. Such channelization may be accomplished by either a triangular island located within the driveway, or by extending the raised median at the East Natoma St/Cimmaron Cir intersection west-word across the eastern Project driveway.

Finding: Driveway geometry has been determined to be adequate, left turns at the eastern Project driveway should be restricted through the use of channelization.

6.5 Fire Lane and Internal Geometry

The Project proposes two access points connected by a fire lane which circles the back of the Proposed apartments. All internal radii have at least a 25' inner radius and 50' outer radius per City requirements.

6.6 Accident History

Potential geometric constraints and safety issues were evaluated, including driveway spacing, sight triangles, and Statewide Integrated Traffic Records System (SWITRS) collision data. Driveway spacing, throat depth, and corner sight distance are all adequate. In the last five years, there have been three accidents proximate to the Project site including:

- One eastbound rear-end collision at the existing traffic light,
- Two driving under the influence (DUI) accidents (one a sideswipe, and the other a single vehicle overturn.)

These are not accident varieties that would be anticipated to be worsened by the Project, and the project does not require any project specific traffic safety treatments.

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7. FINDINGS, MITIGATION, AND RECOMMENDED CONDITIONS

Finding 1 (Trip Generation): The Project is anticipated to generate 441 daily vehicle trips including 39 AM peak-hour vehicle trips, and 41 PM peak-hour vehicle trips. Fewer than 50 peak-hour project trips are projected to pass through any intersection.

Finding 2 (Level-of-Service): All study intersections are anticipated to operate at level-of-service B or better under all study scenarios. The Project is not projected to create new deficiencies or worsen existing traffic level-of-service, pursuant to General Plan Policy M4.1.3. Impacts to level-of-service are considered less than significant.

Finding 3 (Vehicle Miles Traveled): Per capita Project VMT is projected to be at least 15% less than regional per capita VMT. Project VMT impacts are considered less than significant.

Finding 4 (Parking): The proposed parking supply of 136 spaces (1.00 spaces per unit). The Project was found to be adequately parked with either parking ratio.

Finding 5 (Minimum Required Throat Depth): The standards for driveway throat depths are met.

Finding 6 (Emergency Vehicle Access): Emergency vehicle access is adequate.

Finding 7 (Pedestrian and Bicycle): The Project does not result in impacts to pedestrian and bicycle facilities. Impacts to pedestrian and bicycle facilities are considered less than significant.

Finding 8 (Transit): The Project does not result in impacts to transit facilities. Impacts to transit facilities are considered less than significant.

Finding 9 (Driveway Geometry): Proposed geometry for access to East Natoma St is adequate. Either a raised median or right-turn channelization should be used to limit the secondary (eastern) driveway to right-in-right-out access. Note that the secondary (eastern) driveway was modeled assuming a shared eastbound through-right turn lane, without a right turn taper or deceleration lane. Anticipated eastbound right turning volume is less than 10 vehicles during the AM and PM peak-hours and neither a right taper or deceleration lane is required per City of Folsom policy. However, the City reserves the right to require either a taper or pocket at the discretion of the City Engineer.

Finding 10 (Signal Timing): With the addition of a fourth leg to the East Natoma St/Prison Rd intersection, the signal timing and lane geometry was assumed to be configured as follows:

- Eastbound: An eastbound right turn pocket was assumed with 150-feet of storage and a 60-foot taper; for a total of one left, one through, and one right turn lane.
- Westbound: A westbound left turn lane with 100-foot pocket plus 60-foot taper for a total of one left and one shared through-right lane.
- Southbound: The existing exclusive right-turn lane is assumed to be restriped as a through-right turn lane (for a total of one left and one shared through-right).

- Northbound: The northbound approach is assumed to provide one left and one shared through-right lane. The northbound through-right lane is assumed to be in a 70' turn pocket plus 60' taper.
- Timing: Eastbound and westbound protected left turn phasing, northbound and southbound split phasing. 150 second cycle length, with 34 second northbound southbound split phases and 20 second eastbound and westbound protected phases, and 62 second eastbound and westbound through phases. Crosswalks are assumed across all legs of the intersection with flashing don't walk phases set to 22 seconds to accommodate a 3 feet per second walking speed.

City staff have noted that the East Natoma St/Prison Rd intersection may be an excellent location for protected-permissive left-turn phasing (i.e., "a flashing yellow arrow" to allow left turns during the conflicting through phase). Such phasing would increase the intersection capacity and reduce queuing for the eastbound through movement. It is our professional judgement that novel phasing plans, such as protected-permissive phasing, have the potential to confuse elderly drivers and pedestrians, resulting in increased accident rates. Because protected-permissive phasing is not necessary to maintain the General Plan level-of-service goals we do not recommend it for the entrance to age-restricted housing. The project adds a fourth leg to the existing T-intersection, which requires upgrading the traffic signal hardware. At the discretion of the City Engineer, those upgrades may include video vehicle detection, connecting the signal into the City traffic management center, and traffic signal controller upgrades to the satisfaction of the City Engineer.

Planning Commission
Vintage Senior Apartments (PN 21-159)
January 18, 2023

Attachment 23

Parking Memorandum, dated October 17, 2022

MEMORANDUM

Date: October 17th, 2022 **TG:** 1.21286.00

To: Steven Banks, City of Folsom

From: Mike Swenson – Transpo Group
Jessica Lambert – Transpo Group

cc: Jenifer Vangerpen – Vintage housing

Subject: Vintage Folsom – Parking Study

The following memorandum summarizes the parking demand analysis that was conducted for the proposed affordable attached senior housing development in the City of Folsom, CA. City staff provided the following comment in response to the initial site plan application.

- *Parking: The submitted site plan indicates that 136 on-site parking spaces are proposed for the 136-unit senior affordable living community (1:1 parking ratio). The Folsom Municipal Code does not include any specific parking requirements with regard to senior affordable apartment communities. As a result, a justification for the proposed parking ratio is requested (similar projects?). As part of the parking analysis, please provide information on the total number of employees on the project site at any one time. Also, will employees have designated parking spaces? Project-specific parking standards for this development can be accommodated through the Planned Development Permit.*

Project Description

The proposed project is located in Folsom, CA and would include development of up to 136 affordable attached senior housing units with up 136 on-site parking stalls. The project is proposing to provide 98 1-bedroom units and 38 2-bedroom units and would employ 3.5 full time employees.

Parking Requirements

The Folsom Municipal Code does not include any specific parking requirements with regard to senior affordable apartment communities. As noted in the City comments, parking requirements are established through the Planned Development Permit process. The purpose of the following analysis is to establish a parking supply for the proposed project based on similar projects and demand rates published in the ITE Parking Generation Manual.

Previous proposed senior adult attached housing developments in Folsom have proposed similar parking ratios to the current proposal. Table 1 provides a summary of parking ratios for similar attached senior housing developments in the City.

Table 1. Historic City of Folsom Senior Attached Housing Parking Ratios

Project Name	Number of Units	Total Parking Spaces	Parking Ratio Supply (spaces/unit)
Scholar Way Senior Housing	110	115	1.05 spaces/unit
Avenida Folsom Senior Living	154	168	1.09 spaces/unit
Revel Folsom	166	135	0.81 spaces/unit

As shown in Table 1, while not specifically affordable housing units, the parking ratios range between 0.81 and 1.09 spaces per unit. The proposed project is within the range of similar projects in the area.

Parking Demand Forecasts

Data was collected and submitted as part of previous applications in the City. Figure 1 summarizes the data that was submitted as part of the *Parking Survey Evaluation Revel Folsom Senior Living Community, Uhora Excellence, April 27, 2018*¹.

Table 1.1 Parking Summary

Facility Name	Location	Type*	No. of Units	Total # of Parking Stalls	Parked Cars Observed	Parking Stall to Unit Ratio (Stalls/Unit)	Parked Cars to Units Ratio (Cars/Unit)
Atrium	Carmichael	IL	151	76	49	0.50 : 1	0.32 : 1
Creekside Oaks	Folsom	IL	109	69	48	0.63 : 1	0.44 : 1
Park Folsom	Folsom	IL	90	83	27	0.92 : 1	0.30 : 1
Campus Commons	Sacramento	IL	126	64	49	0.51 : 1	0.39 : 1
Winding Commons	Carmichael	IL	102	78	51	0.76 : 1	0.50 : 1
El Dorado Estates	El Dorado Hills	IL	130	85	71	0.65 : 1	0.55 : 1
Revel Folsom	Folsom	IL	166	135		0.81 : 1	

* Independent Living (IL)

Figure 1 On-Site Parking Summary

As shown in Figure 1, the six observed facilities had parking demand ratios less than 0.60 vehicles per dwelling unit.

Additionally, peak parking demand for the proposed project was evaluated based on parking rates provided in the ITE Parking Generation Manual (5th Edition) for the Senior Adult Housing – Attached use. The results are shown in Table 2.

Table 2. Parking Demand - ITE

Element	Residential Units	Peak Parking Demand Rate ¹	Peak Parking Demand	Proposed Parking Supply	Excess Parking Stalls
Vintage Affordable Senior Housing ²	136	0.61 per dwelling unit	83	136	+53

1. ITE Parking Generation, 5th Edition average rate.

2. ITE LU #252, Senior Adult Housing - Attached

¹ *Parking Survey Evaluation Revel Folsom Senior Living Community, Uhora Excellence, April 27, 2018*

As shown in Table 2, the ITE average parking demand rate of 0.61 stalls per units results in an anticipated peak parking demand of 83 vehicles and could be accommodated in the proposed supply of 136 stalls with a surplus of approximately 53 stalls. The ITE demand rate is also consistent with the rate observed as part of the Revel Folsom Parking Study. Table 2 demonstrates that there is adequate parking for the proposed senior housing project considering ITE parking demand rates. Additionally, affordable housing developments typically result in lower parking demand rates than market rate developments; therefore, the resulting analysis should be considered conservative.

Summary/Justification

The proposed project would develop 136 affordable attached senior housing units with up 136 on-site parking stalls. The resulting parking demand ratio of 1:1 stalls per unit is consistent with previously approved developments in the area. Additionally, as identified in this analysis, the proposed project is projected to have adequate parking supply to accommodate the peak parking demand.

Planning Commission
Vintage Senior Apartments (PN 21-159)
January 18, 2023

Attachment 24

Parking Case Study, dated January 3, 2023

**VINTAGE SENIOR APARTMENTS
PARKING DEMAND CASE STUDY ANALYSIS
January 3, 2023**

Vintage Housing has requested their property management company, FPI Management, to perform case study of real time review of parking demand at seven existing Vintage owned Senior Apartment Communities that are similarly located in suburban settings. The seven Senior properties/projects are as follows:

1. Vintage at Bouquet Canyon; Santa Clarita, CA
264 Units & 181 Parking Spaces (0.69 Spaces per Unit)
1-bedroom = 182 & 2-bedroom = 82; Total Bedroom = 346 (0.52 spaces per Bedroom)
2. Vintage at The Crossings; Reno, NV
230 Units & 175 Parking Spaces (0.76 Spaces per Unit)
1-bedroom = 140 & 2-bedroom = 90; Total Bedroom = 320 (0.55 spaces per Bedroom)
3. Vintage at Sanctuary; Reno, NV
208 Units & 100 Parking Spaces (0.48 Spaces per Unit)
Studio = 3 & 1-bedroom = 205; Total Bedroom = 208 (0.48 spaces per Bedroom)
4. Vintage at Seven Hills; Reno NV
244 Units & 244 Parking Spaces (1.0 Spaces per Unit)
1-bedroom = 70 & 2-bedroom = 174; Total Bedroom = 418 (0.58 spaces per Bedroom)
5. Vintage at Bennett Valley; Santa Rosa CA
189 Units & 210 Parking Spaces (1.11 Spaces per Unit)
1-bedroom = 125 & 2-bedroom = 64; Total Bedroom = 253 (0.83 spaces per Bedroom)
6. Vintage at Napa; Napa CA
115 Units & 62 Parking Spaces (0.54 Spaces per Unit)
1-bedroom = 109 & 2-bedroom = 6; Total Bedroom = 121 (0.51 spaces per Bedroom)
7. Seasons at Laguna; Elk Grove CA
222 Units & 158 Parking Spaces (0.71 Spaces per Unit)
1-bedroom = 150 & 2-bedroom = 72; Total Bedroom = 294 (0.54 spaces per Bedroom)

Property Management (FPI) has been managing all seven properties for many years and is acutely aware of all management items of the seven properties listed above. Based on historical experience the peak demand for parking typically takes place after 8 PM. Property Management (FPI) performed a parking count on the following dates of September 19, 2022, or November 14, 2022, after the 8 PM hour. Property Management (FPI) reviewed parking demand and the projects above and reported back on the following questions:

- Do you have parking problems?
- Is your parking lot underutilized? Meaning do you have extra spots in the evening after 8 PM that go unused?
- Are your residents parking off site (on streets).

Attached to this letter is Property Management (FPI) summary findings of Parking Demand at each of the Senior Apartment Projects listed above.

Based on review of the Data for each Senior Apartment project Vintage Housing findings are as follows:

1. Vintage at Bouquet Canyon; Santa Clarita, CA (0.69 stalls per unit//0.52 spaces per Bedroom)
Project was noted to have an onsite parking supply issue, not based on parking stalls being provided, however City code requires that 33 spaces (18%) be reserved by guests. Guest parking spaces at peak demand were going underutilized. FPI working with the City to allow for the use of the guest parking spaces for overnight parking by residents. FPI ongoing/continual efforts of collaborating with the City and assigning and enforcing parking rules and regulations parking is adequate with no on-street parking.
2. Vintage at The Crossings; Reno, NV (0.76 stalls per unit//0.55 spaces per Bedroom)
Project was noted to have no onsite parking supply issues. Based on counts 10-12 spaces go unused in the peak hours. However, it was noted on street parking is allowed and up to 4 residents choose to park on the street based on the proximity of the unit to on-street parking. FPI assigns parking and manages accordingly and FPI does not report any parking demand issues.
3. Vintage at Sanctuary; Reno, NV (0.48 stalls per unit//0.48 spaces per Bedroom)
Project was noted to be experiencing a lack of onsite parking supply resulting in resident parking on the adjacent streets. On-Street parking is encouraged and allowed by the City in the zoning district. FPI does report that onsite parking is assigned, and demand is high for these parking spaces. Through FPI continual ongoing management and enforcement of parking, residents parking both onsite and/or on-street meets the demand of the project. FPI did note that all units in this project are either Studios or 1-Bedroom units.
4. Vintage at Seven Hills; Reno NV (1.0 stalls per unit//0.58 spaces per Bedroom)
Project was noted to have no onsite parking supply issues. FPI assigns parking and manages accordingly and FPI does report during peak hours most if not all the parking stalls are utilized. FPI did identify this Senior Apartment Community does have a relatively high 2-bedroom unit mix (71%) and based on this FPI experience the 1 to 1 parking to unit ratio works fine based on the high 2-Bedroom count.
5. Vintage at Bennett Valley; Santa Rosa CA (1.11 stalls per unit//0.83 spaces per Bedroom)
Project was noted to have no resident onsite parking supply issues and during peak demand there are several parking stalls not being utilized. FPI experience is that these routinely unused parking stalls do become a bit of a nuisance as these parking stalls tend to attract non-operable vehicles that are in violation of property management rules and in rare instances require towing. FPI did note at the main entry location periodic loading and unloading is an issue that is continually managed by property management.
6. Vintage at Napa; Napa, CA (0.54 Spaces per Unit //0.51 spaces per Bedroom)
Project was noted to be experiencing a lack of onsite parking supply. This is resulting in residents/visitors parking on the adjacent local streets. FPI does report that onsite parking is assigned, and demand is extremely high for these parking spaces. Through FPI continual ongoing management and enforcement of onsite parking by residents, FPI is able to manage the parking demand of the project. FPI did note that this project has a relatively high 1-Bedroom count (95% units) and if there were more 2-Bedroom units parking would need to be restricted.
7. Seasons at Laguna; Elk Grove, CA (0.71 Spaces per Unit //0.54 spaces per Bedroom)
Project was noted to be experiencing a lack of onsite parking supply resulting in resident parking on the adjacent streets. On-Street parking is currently being allowed by the city. FPI does report

that onsite parking is assigned, and demand is high for these parking spaces. Through FPI continual ongoing management and enforcement the parking of residents both onsite and on the street meets the demand of the project. FPI did note that this property has 2 large loading areas on both the west and east side of the and ownership/management discussions have taken place and studies would indicate that an additional 20 onsite parking spaces could be provided.

Vintage Housing review, including assistance from Property Management (FPI), of both historical experience and real time data provided for the seven Case Studies includes a relatively wide range of onsite parking allocation range from the lower end of 0.48 stalls/unit (0.48 stalls/bedroom) to 1.11 stall/unit (0.83 stalls/bedroom). In this review it was noted that any parking analysis should consider both the total number of units and the actual unit mix of 1-Bedroom to 2-Bedrooms. In this review the high percentage of 1-Bedrooms could support a lower demand for parking ratio and a high percentage of 2-Bedrooms yielded a higher demand parking ratio. Furthermore, based on zoning districts the City's desire for allowing on-street parking should be considered.

Based on both experience and data provided to determine adequate onsite parking is provided for residents/guests/employees, doing any analysis of parking based on total number of units could be misleading as parking demand for 1-bedroom and 2-bedroom can vary widely. Instead for the purpose of this analysis we used the number of bedrooms to analyze parking demand. Based on the Data provided the average parking to bedroom ratio was 0.57 parking spaces per unit. Vintage Housing upon review of this data inquired with Property Management (FPI) should a parking ratio of 0.60 spaces per bedroom be provided for each of the six projects listed would this resolve any onsite parking demand issues. Property Management (FPI) after performing an analysis of the potential increase in number of parking spaces for six of the seven properties Property Management (FPI) indicated that the additional parking spaces onsite would meet the demand for residents/guest /employees.

The proposed Natoma Senior Apartments being a 136-unit Senior Residential Apartment (98 1-Bedroom (72%) and 38 2-Bedroom (28%)) and providing 136 parking spaces at ration of 1-space/1-unit or 0.78 space/bedroom provides more than the 0.60 spaces per bedroom as analyzed above. Natoma Senior Apartment parking ratio provided of 0.78 spaces/bedroom will yield an onsite parking facility that should exceed the demand of the proposed Senior Apartment complex to included residents/guests/employees.

**VINTAGE SENIOR APARTMENTS
SUMMARY PARKING DEMAND CASE STUDY ANALYSIS
3-Jan-23**

PROPERTY	LOCATION	TOTAL UNITS	TOTAL PARKING STALLS	PARKING/UNIT RATIO	# 1-BED	% 1-BED	# 2-BED	% 2-BED	TOTAL BEDROOMS	PARKING/BEDROOM RATIO
Vintage at Bouquet Canyon	Santa Clarita, CA	264	181	0.69	182	69%	82	31%	346	0.52
Vintage at The Crossings	Reno, NV	230	175	0.76	140	61%	90	39%	320	0.55
Vintage at Sanctuary	Reno, NV	208	100	0.48	208	100%	0	0%	208	0.48
Vintage at Seven Hills	Reno NV	244	244	1.00	70	29%	174	71%	418	0.58
Vintage at Bennett Valley	Santa Rosa CA	189	210	1.11	125	66%	64	34%	253	0.83
Vintage at Napa	Napa CA	115	62	0.54	109	95%	6	5%	121	0.51
Seasons at Laguna	Elk Grove CA	222	158	0.71	150	68%	72	32%	294	0.54
Natoma Senior Apartments	Folsom CA	136	136	1.00	98	72%	38	28%	174	0.78

Parking Study
Week of: September 19, 2022
Vintage at Bouquet Canyon
Santa Clarita, CA

Q: How many apartment homes and parking spaces do you have at your property?

- 264 total apartment homes
- 181 total spaces = 0.69 ratio (stall/unit)
- 1 bedroom = 182
- 2 bedrooms = 82
- 0.52 ratio (stall/bedroom)

Q: Do you have parking problems

- Yes. Mostly due to city requiring 33 spaces for "guest parking".

Q: Is your parking lot underutilized? Meaning do you have extra spots in the evening after 8 PM that go unused.

- During a recent study, management counted, most if not all spaces occupied during this time period.

Q: Are your residents parking off site (on streets). For senior projects only.

- It doesn't appear that residents are parking on the city streets

Parking Study
Week of: September 19, 2022
Vintage at The Crossings
Reno, NV

Q: How many apartment homes and parking spaces do you have at your property?

- 230 total apartment homes
- 175 total spaces = 0.76 ratio (stall/unit)
- 1 bedroom = 140
- 2 bedrooms = 90
- 0.55 ratio (stall/bedroom)

Q: Do you have parking problems

- No issues with parking. Many of our residents do not own a car. We have many services within walking distance of the property for their convenience.

Q: Is your parking lot underutilized? Meaning do you have extra spots in the evening after 8 PM that go unused.

- Yes, we have open spaces. It varies at different times. During a recent study, management counted 10-12 available parking spaces.

Q: Are your residents parking off site (on streets). For senior projects only.

- Approximately 3-4 residents park on the street by choice. This is not required based on frequent open parking available.

Parking Study
Week of: September 19, 2022
Vintage at Sanctuary
Reno, NV

Q: How many apartment homes and parking spaces do you have at your property?

- 208 total apartment homes
- 100 total spaces = 0.48 ratio (stall/unit)
- Studio = 3
- 1 bedroom = 205
- 0.48 ratio (stall/bedroom)

Q: Do you have parking problems

- Yes. We have many seniors with cars.

Q: Is your parking lot underutilized? Meaning do you have extra spots in the evening after 8 PM that go unused.

- During a recent study, management counted all parking spaces were occupied.

Q: Are your residents parking off site (on streets). For senior projects only.

- Yes, residents park on the street.

Parking Study
Week of: September 19, 2022
Vintage at Seven Hills
Reno, NV

Q: How many apartment homes and parking spaces do you have at your property?

- 244 total apartment homes
- 244 total spaces = 1.0 ratio (stall/unit)
- 1 bedroom = 70
- 2 bedroom = 174
- 0.58 ratio (stall/bedroom)

Q: Do you have parking problems

- No issues with parking.

Q: Is your parking lot underutilized? Meaning do you have extra spots in the evening after 8 PM that go unused.

- During a recent study, management counted most if not all parking spaces were occupied.

Q: Are your residents parking off site (on streets). For senior projects only.

- No, residents do not park on the street.

Parking Study
Week of: November 14, 2022
Vintage at Bennett Valley
Santa Rosa, CA

Q: How many apartment homes and parking spaces do you have at your property?

- 189 total apartment homes
- 210 total spaces = 1.11 ratio (stall/unit)
- 1 bedroom = 125
- 2 bedroom = 64
- 0.83 ratio (stall/bedroom)

Q: Do you have parking problems

- Periodic loading and unloading parking violations by the Leasing office.

Q: Is your parking lot underutilized? Meaning do you have extra spots in the evening after 8 PM that go unused.

- During a recent study, there are a lot of open spaces near the north side of the property.

Q: Are your residents parking off site (on streets). For senior projects only.

- No, residents do not park on the street.

Parking Study
Week of: November 14, 2022
Vintage at Napa
Napa, CA

Q: How many apartment homes and parking spaces do you have at your property?

- 115 total apartment homes
- 62 total spaces = 0.54 ratio (stall/unit)
- 1 bedroom = 109
- 2 bedrooms = 6
- 0.51 ratio (stall/bedroom)

Q: Do you have parking problems

- Yes, not enough parking for the number of resident cars and caregivers.

Q: Is your parking lot underutilized? Meaning do you have extra spots in the evening after 8 PM that go unused.

- No, parking is always full.

Q: Are your residents parking off site (on streets). For senior projects only.

- Yes. Parking along side street

Parking Study
Week of: November 14, 2022
Seasons at Laguna
Elk Grove, CA

Q: How many apartment homes and parking spaces do you have at your property?

- 222 total apartment homes
- 158 total spaces = 0.71 ratio (stall/unit)
- 1 Bedroom = 150
- 2 Bedroom = 72
- 0.54 ratio (stall/bedroom)

Q: Do you have parking problems

- Yes, not enough parking for the number of resident cars and caregivers.

Q: Is your parking lot underutilized? Meaning do you have extra spots in the evening after 8 PM that go unused.

- No, parking is always full.

Q: Are your residents parking off site (on streets). For senior projects only.

- Yes. Parking along side street

Attachment 25

**Initial Study, Mitigated Negative Declaration, and
Mitigation Monitoring and Reporting Program,
dated November, 2022 (electronic version
available for viewing at
[www.folsom.ca.us/government/community-
development/planning-services/current-project-
information](http://www.folsom.ca.us/government/community-development/planning-services/current-project-information)**

Vintage at Folsom Senior Apartments

Initial Study/Mitigated Negative Declaration

Prepared by:

**City of Folsom
Community Development Department**
50 Natoma Street
Folsom, CA 95630

With technical support from:

HELIX Environmental Planning, Inc.
11 Natoma Street, Suite 155
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November 2022

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TABLE OF CONTENTS

Section	Page
1.0 INTRODUCTION	1
2.0 PROJECT BACKGROUND	1
3.0 PROJECT DESCRIPTION	2
3.1 Project Location	2
3.2 Project Setting and Surrounding Land Uses	2
3.3 Project Characteristics	2
3.3.1. Parking and Circulation	3
3.3.2. Utilities	5
3.3.3. Sustainability Features	5
3.3.4. Trash/Recycling	5
3.3.5. Fencing and Signage	5
3.3.6. Amenities and Landscaping	5
3.4 Construction and Phasing	6
3.5 City Regulation of Urban Development	6
3.5.1. General Plan	6
3.5.2. Zoning Ordinance	6
3.6 Other City Regulation of Urban Development	7
3.6.1. Community Development Department Standard Construction Conditions	7
3.6.2. City of Folsom Municipal Code	8
4.0 PROJECT OBJECTIVES	9
5.0 REQUIRED APPROVALS	9
6.0 PREVIOUS RELEVANT ENVIRONMENTAL ANALYSIS	10
6.1 City of Folsom General Plan	10
6.2 Tiering	10
7.0 ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED	11
7.1 DETERMINATION	12
8.0 ENVIRONMENTAL INITIAL STUDY CHECKLIST	13
I. AESTHETICS	14
II. AGRICULTURE AND FORESTRY RESOURCES	17
III. AIR QUALITY	19

IV.	BIOLOGICAL RESOURCES	27
V.	CULTURAL RESOURCES	40
VI.	ENERGY	55
VII.	GEOLOGY AND SOILS	58
VIII.	GREENHOUSE GAS EMISSIONS	63
IX.	HAZARDS AND HAZARDOUS MATERIALS	72
X.	HYDROLOGY AND WATER QUALITY	75
XI.	LAND USE AND PLANNING	81
XII.	MINERAL RESOURCES	83
XIII.	NOISE	84
XIV.	POPULATION AND HOUSING	94
XV.	PUBLIC SERVICES	96
XVI.	RECREATION	99
XVII.	TRANSPORTATION	100
XVIII.	TRIBAL CULTURAL RESOURCES	112
XIX.	UTILITIES AND SERVICE SYSTEMS	117
XX.	WILDFIRE	121
XXI.	MANDATORY FINDINGS OF SIGNIFICANCE	123
9.0	MITIGATION MONITORING AND REPORTING PROGRAM	127
10.0	INITIAL STUDY PREPARERS	127
11.0	REFERENCES	128

LIST OF FIGURES

1	Vicinity Map
2	Aerial Map
3	Site Plan
4	Architectural Rendering-View from Natoma Street North
5	Architectural Rendering-View from Natoma Street at Entry
6	Architectural Rendering-View from Bike Trail West
7	Architectural Rendering-View from Bike Trail East
8	Architectural Rendering-Site Sections
9	Architectural Rendering-Site Sections
10	Tree Impact Plan

LIST OF TABLES

<u>No.</u>	<u>Title</u>	<u>Page</u>
Table 1.	Neighboring Land Uses.....	2
Table 2.	Summary of Project Features.....	3
Table 3.	City of Folsom Municipal Code Regulating Construction and Development	8
Table 4.	Sacramento Valley Air Basin -- Attainment Status.....	20
Table 5.	Construction Criteria Pollutant and Precursor Emissions	24
Table 6.	Maximum Daily Operational Emissions.....	24
Table 7:	On-Site Tree Designation	35
Table 8.	Tree Replacement Equivalency Table	38
Table 9.	Previous Studies Conducted within 0.5-Mile of the APE	48
Table 10.	Previously Recorded Cultural Resources within 0.5-Mile of the APE	50
Table 11.	Previously Recorded Cultural Resources within 0.5-Mile of the APE	55
Table 12.	Construction Energy Summary.....	56
Table 13.	Operational energy Summary	57
Table 14.	Construction GHG Emissions.....	67
Table 15.	Operational GHG Emissions	67
Table 16.	City of Folsom Municipal Code Sections Regulating the Effects on Hydrology and Water Quality from Urban Development.....	77
Table 17.	Peak Discharge Rates (Downstream from the Project Site).....	79
Table 18.	Noise Measurement Results	86
Table 19.	PM Peak Hour Traffic Volumes	87
Table 20.	HVAC Condenser Noise Data (SWL dBA).....	88
Table 21.	Off-Site Traffic Noise Levels	90
Table 22.	Operational HVAC Noise	90
Table 23.	Building Exterior Noise Levels	91
Table 24.	Level-of-Service Criteria for Signalized Intersections.....	101
Table 25.	Level-of-Service Criteria for Unsignalized Intersections	103
Table 26.	Existing 2022 Intersection Delay and Level-of-Service	106
Table 27.	Project Trip Generation.....	106
Table 28.	Baseline 2022 Intersection Delay and Level-of-Service, with and without Project	107

LIST OF APPENDICES

- A** **Figures**
- B** **Air Quality Modeling Results and Greenhouse Gas Reduction Strategy Consistency Checklist**
- C** **Arborist Report**
- D** **Biological Resource and Wetland Evaluation**
- E** **Cultural Resources Assessment**
- F** **Geotechnical Engineering Study**
- G** **Preliminary Drainage and Storm Water Quality Report**
- H** **Noise and Vibration Assessment**
- I** **Transportation Impact Study and Parking Evaluation**
- J** **Tribal Cultural Resources Memorandum**
- K** **Mitigation Monitoring and Reporting Program**

ACRONYMS AND ABBREVIATIONS

AB	Assembly Bill
APN	Assessors Parcel Number
AWSC	All-Way Stop Control
BMP	Best Management Practices
CAA	Clean Air Act
CAAQS	California Ambient Air Quality Standards
CARB	California Air Resources Control Board
CBC	California Building Code
CCAA	California Clean Air Act
CDFW	California Department of Fish and Wildlife
CEQA	California Environmental Quality Act
CESA	California Endangered Species Act
CH ₄	Methane
CO	Carbon Monoxide
CO ₂	Carbon Dioxide
CNDDDB	California Natural Diversity Database
CNEL	Community Noise Equivalent Level
CNPS	California Native Plant Society
CRHR	California Register of Historic Resources
CWA	Clean Water Act
dB	Decibels
dba	A-weighted Decibel
DBH	Diameter at Breast Height
DTSC	Department of Toxic Substances Control
EBC	East Bidwell Corridor
EIR	Environmental Impact Report
EO	Executive Order
EPA	U.S. Environmental Protection Agency
EPAP	Existing plus Approved Project
EVCS	Electric vehicle charging station
FEMA	Federal Emergency Management Agency
FESA	Federal Endangered Species Act
GHG	Greenhouse Gas Emissions
GWh	Gigawatt hours
GWP	Global Warming Potential
HFC	Hydrofluorocarbons
HVAC	Heating, Ventilation and Air Conditioning
ISMND	Initial Study/Mitigated Negative Declaration
ITE	Institute of Transportation Engineers
LOS	Level of Service
LSAA	Lake and Streambed Alteration Agreement
MBTA	Migratory Bird Treaty Act
MHD	Multi-Family High Density
MLD	Most Likely Descendent

MMRP	Mitigation Monitoring and Reporting Program
MPH	Miles per Hour
MTP	Metropolitan Transportation Plan
NAAQS	National Ambient Air Quality Standards
NAHC	Native American Heritage Commission
NCIC	North Central Information Center
NOX	Nitrogen Oxides
NPDES	National Pollution Discharge Elimination System
NRCS	Natural Resources Conservation Service
NRHP	National Register of Historic Places
N ₂ O	Nitrous Oxide
OHP	Office of Historic Preservation
OPR	Governor's Office of Planning and Research
OSHA	Occupational Safety and Health Administration
O ₃	Ozone
PACE	Property Assessed Clean Energy
PD	Planned Development
PFC	Perfluorocarbons
PG&E	Pacific Gas & Electric
PM	Particulate Matter
PRC	Public Resources Code
ROG	Reactive Organic Gases
RWQCB	Regional Water Quality Control Board
SB	Senate Bill
SCS	Sustainable Communities Strategy
sf	Square foot/feet
SF ₆	Sulfur Hexafluoride
SIP	State Implementation Plan
SMAQMD	Sacramento Metropolitan Air Quality Management District
SMUD	Sacramento Municipal Utilities District
SSC	Species of Special Concern
SSO	Sanitary Sewer Overflows
STC	Sound Transmission Class
SWITRS	Statewide Integrated Traffic Records System
SWPPP	Stormwater Pollution Prevention Plan
SWRCB	State Water Resources Control Board
SVAB	Sacramento Valley Air Basin
TCR	Tribal Cultural Resources
TIS	Transportation Impact Study
TNM	Traffic Noise Model
TWSC	Two-Way Stop Control
UAIC	United Auburn Indian Community
USACE	U.S. Army Corps of Engineers
USFWS	U.S. Fish and Wildlife Service
USGS	U.S. Geological Survey
VMT	Vehicle Miles Traveled
WL	Watch List

1.0 INTRODUCTION

Vintage at Folsom, LP (Applicant) proposes to develop the Vintage at Folsom Senior Apartments Project (proposed project), which includes construction and operation of a 136-unit, affordable senior (i.e., age-restricted) rental housing community on an estimated 4.86-acre site. The site is located at 103 East Natoma Street, approximately 350-feet (ft) northeast of the intersection of Fargo Way and Natoma Street in the City of Folsom.

This Initial Study addresses the proposed project and whether it may cause significant effects on the environment. These potential environmental effects are further evaluated to determine whether they were examined in the Folsom General Plan 2035 Environmental Impact Report (EIR; 2018). In particular, consistent with Public Resources Code (PRC) §21083.3, this Initial Study focuses on any effects on the environment which are specific to the proposed project, or to the parcels on which the project would be located, which were not analyzed as potentially significant effects in the General Plan EIR, or for which substantial new information shows that identified effects would be more significant than described in the previous EIRs. For additional information regarding the relationship between the proposed project and the previous EIRs, see Section 6 of this Initial Study.

The Initial Study is also intended to assess whether any environmental effects of the project are susceptible to substantial reduction or avoidance by the choice of specific revisions in the project, by the imposition of conditions, or by other means [§15152(b)(2)] of the California Environmental Quality Act (CEQA) Guidelines. If such revisions, conditions, or other means are identified, they will be identified as mitigation measures.

This Initial Study relies on CEQA Guidelines §15064 and 15064.4 in its determination of the significance of environmental effects. According to §15064, the finding as to whether a project may have one or more significant effects shall be based on substantial evidence in the record, and that controversy alone, without substantial evidence of a significant effect, does not trigger the need for an EIR.

2.0 PROJECT BACKGROUND

The proposed project is comprised of Assessor Parcel Number (APN) 071-0320-042 in Sacramento County, California. The following project specific technical reports or surveys were used in preparation of this Initial Study and are incorporated by reference:

- Biological Resources and Wetland Evaluation Letter Report by HELIX (October 2020).
- Cultural Resources Assessment by HELIX (March 2022).
- Geotechnical Engineering Study by Youngdahl Consulting Group, Inc. (December 2021).
- Traffic Impact Study by T. Kear Transportation Planning & Management, Inc. (February 2022).
- Arborist Inventory Letter Report by HELIX (March 2022).
- Air Quality Assessment, Greenhouse Gas Emissions Analysis by HELIX (April 2022).
- Noise Impact Analysis by HELIX (May 2022).
- Tribal Consultation Record for Compliance with Assembly Bill 52 and CEQA, prepared by ECORP Consulting, Inc. (June 2022).
- Preliminary Drainage and Storm Water Quality Report by TSD Engineering, Inc. (August 2022).

3.0 PROJECT DESCRIPTION

3.1 Project Location

The project site is located at 103 East Natoma Street, approximately 350-ft northeast of the intersection of Fargo Way and Natoma Street, in the City of Folsom (City) in Sacramento County, California. The project site is approximately 4.86-acres and is identified as Assessor's Parcel Number (APN) 071-0320-042. The project site frontage is along East Natoma Street. The site is located within Rios de los Americanos Land Grant (Mount Diablo Base and Meridian, United States Geological Survey 7.5-minute "Folsom Quadrangle"). Refer to Figure 1 for the Vicinity Map, Figure 2 for the Aerial Map, and Figure 3 for the Site Plan (Note: All figures are located in **Appendix A**). The property is owned by Vintage at Folsom, LP.

3.2 Project Setting and Surrounding Land Uses

The triangle shaped project site is currently vacant and undeveloped. The project site is considered to be blue oak woodland, surrounded by urban development. Historic aerial imagery shows that the project site has changed little since 1952 and habitat types/vegetation communities in the project site include blue oak woodland and ephemeral and intermittent drainages. The site is moderately disturbed. There is evidence of recreational use by bicycles and the site has a constructed dirt track with several constructed dirt ramps and jumps for bicycles, presumably constructed by children from the adjacent residential neighborhood. It also has debris piles and other evidence of use by transients. The terrain in the project site and vicinity is locally flat. The elevation on the project site ranges from 350- to 370-ft above mean sea level (amsl) and has low to moderate slope from east to west.

Folsom State Prison is located immediately north of the site, along Prison Road. East of the project site is single family homes along Cimmaron Circle, and south of the project site is Pacific Gas & Electric (PG&E) powerlines, single-family homes, and duplexes. West of the project, along Fargo Way, is office space and across from Fargo way is the Folsom City Police Department.

Neighboring land uses are summarized in **Table 1**.

Table 1. Neighboring Land Uses

Direction	Land Use
North	Prison Road, Folsom State Prison
East	Cimmaron Circle, Single Family Homes
South	PG&E Powerlines, Single Family Homes, Duplexes
West	Fargo Way, Office Space, Folsom City Police Department

3.3 Project Characteristics

The proposed project is a 136-unit, affordable senior (i.e., age-restricted) rental housing community with a mix of one- and two-bedroom units in a three-story building. All 136-units would be Age Restricted Senior (+60 age restricted) Affordable Apartment as defined by the State and City requirements with 14 of the units offered to seniors with incomes at or below 30 percent of area median income (AMI) and 122-units would be available to seniors with incomes at or below 60 percent

of AMI. The project site would include surfaced driveways and parking spots surrounding the proposed building to accommodate 136 parking stalls. The site would also include 28 bicycle parking spaces, landscaping, and indoor and outdoor amenities. Table 2 provides a summary of all pervious and impervious project features on the 4.86-acre site.

Table 2. Summary of Project Features

Project Feature	Acreage/ Percentage of Total Site
Landscape (Pervious Area)	2.318 (47.69%)
Bioretention (Pervious Area)	0.045 (0.92%)
Parking Lot (Impervious Area)	1.289 (26.52%)
Hardscape (Impervious Area)	0.357 (7.34%)
Building (Impervious Area)	0.852 (17.53%)
Total	4.861 (100%)

The proposed three-story apartment building would include 98 one-bedroom units and 38 two-bedroom units. Residential units would range from approximately 552- to 748-square feet (sf) each. Each unit would be designed with a full kitchen, living space, kitchen/dining, bathroom, laundry, and a balcony. In-unit amenities would include dishwashers, garbage disposals, refrigerators, in-unit laundry, patios, and/or decks. Furthermore, 15 percent of the units would be set aside for persons with disabilities. Apartment units are planned on each of the three levels of the building and would be accessible from the hallway corridors. Entrances to the building would be located on each side of the irregularly shaped building. Maximum projected building height would be less than 34-ft with architectural elements ranging from 40-ft, 6-inches to up to 42-ft, 6-inches from grade.

Community amenities would include an estimated 2,500-sf community center on the ground floor, as well as a game room, a library room, exercise room and a craft room. A leasing office, electrical room, maintenance room, and trash room would also be located on the ground floor. Additional amenities on the project site would include outdoor seating and dining areas, perimeter walkways, a bocce ball court, bike racks, picnic tables with umbrellas, outdoor barbeques/ kitchens, and 6-ft benches. Landscaped areas with various trees and shrubs would surround the parking area and the proposed building.

3.3.1. Parking and Circulation

Primary vehicle access to the site would be from a proposed main access driveway (36-ft) on East Natoma Street, across from Prison Road. The main entrance would modify the existing three-way signalization intersection at East Natoma Street and Prison Road, into a four-way signalized intersection. An additional right only ingress/egress driveway (27-ft) would be located on the northeastern corner of

the project site, with no traffic signal control. The main access driveway (36-ft) would wrap around the proposed building and connect with the additional egress/ingress point. The circulation driveway would range from 27- to 36-ft wide with parking spaces on either side. Turnarounds for emergency vehicle access would have an inner turning radius of 25-ft and an outer turning radius of 50-ft.

Oak Parkway Trail, a Class I Bikeway, surrounds the project site. This biking trail would enter the southwestern corner of the site boundary. Within the site boundary, the Oak Parkway Trail would be realigned and connected to a concrete sidewalk proposed for the project. The concrete sidewalk would extend around the southern parking area and connect to the existing Oak Parkway Trail section located south of the site boundary. The realignment would add a pedestrian connection to the existing Oak Parkway Trail. Additional proposed concrete sidewalks would be located at the frontage of the project site and would provide a sidewalk extension to Cimmaron Circle and would connect to internal sidewalks proposed around the building. These concrete sidewalks would provide walking paths for residents.

The proposed project would include 136 parking spaces in asphalt paved areas surrounding the proposed building. The parking supply includes 92 standard spaces (including 37 carport parking spaces), 10 compact parking stalls, 16 standard accessible stalls, four van accessible stalls, 12 standard electric vehicle charging station (EVCS) stalls, and two loading EVCS stalls. The electric vehicle charging spaces would be approximately 10.3 percent of the total parking spaces, which meets the electric vehicle charging station requirement outlined by CalGreen (Title 24, Part 11). Proposed parking is provided at a ratio of spaces per unit of 1:1.

The total parking area square feet excluding the carport areas would be 52,525-sf. The Folsom Municipal Code (FMC, Section 17.57 G (3) Planters, Landscaping) states that tree shall be interspersed through the parking area so that in 15 years, 40 percent of the parking lot will be in shade at high noon. In addition, the new California Green Code requires a project's parking lot area needs to provide 50 percent shade coverage within 15 years. Within the project site, the total shaded area would be 26,759-sf, which is approximately 50.9 percent of the total parking lot square footage, exceeding the minimum shade requirements of the Folsom Municipal Code and the California Green Code.

The applicant proposes a parking supply of 136 spaces to correspond to the development being age-restricted to seniors over 60 years of age and occupied with a population that typically has fewer drivers and a lower rate of vehicle ownership compared to conventional (family) multi-family communities. The reduced parking demand of age-restricted communities is also the result of reduced household sizes occupied by residents who no longer drive vehicles or who less frequently drive vehicles. Additionally, The Folsom Municipal Code does not address specific parking standards for senior residential uses. Formerly approved senior apartments project (for both Market Rate and Affordable) have varied from 0.81 parking stalls per unit to 1.09 parking stalls per unit.

Additionally, the Folsom Municipal Code requires one bicycle parking space for every five residential units. With 136 residential units, the project requires 27 bicycle parking spaces. Bike racks would accommodate 28 bicycle parking spaces on the eastern side of the project site, east of the proposed building.

3.3.2. Utilities

Proposed utilities include domestic water, sewer utilities, fire service line and fire water main, primary and secondary electricity lines, storm drain line, telephone/cable line, and gas line. Electrical, telephone/cable, and gas lines would be connected to existing facilities within the same vicinity of the project site, on East Natoma Street. All on site sewer utilities and water utilities (fire, domestic, and irrigation) are to be privately owned, operated, maintained. All public water within the site boundary would be constructed in accordance with the City of Folsom water design standards and water construction details as a condition of approval. On-site water supply would be connected to the Zone 3 Cimmaron pressure zone located off-site. On-site sewer utilities would connect with a publicly owned sewer collection system off-site. Proposed fire hydrants are located throughout the project site. Along the frontage of the site, a 12.5-ft public utility easement would be installed for overhead or underground facilities.

3.3.3. Sustainability Features

The project design incorporates sustainable features consistent with General Plan Goal LU 9.1 and the California Green Building Standards Code (CalGreen). The project would exceed the 2019 California Building Energy Efficiency Standards (Title 24, Part 6) by 15 percent or more. The project provides 10 percent electric vehicle parking spaces (14), which is consistent with CalGreen standards. Cool paving features would be incorporated in the project site such as shade trees (39.3 percent), sidewalks/patios (24.9 percent), and parking stall/trash apron (4 percent), for a total reduction of 68.2 percent. This exceeds the minimum 50 percent reduction of nonroof heat islands on the project site. A cool roof would be installed per CalGreen/California Building Code (CBC) and a solar array is proposed for the asymmetrical, gabled rooftops.

3.3.4. Trash/Recycling

A City standard trash enclosure would be enclosed with a trellis cover. The trash enclosure would have refused bins for recyclables, organics, and general waste. The trash enclosure would be located in the southeastern corner of the project site. Additionally, a trash room would be located on the ground floor of the proposed apartment building.

3.3.5. Fencing and Signage

An 8-ft masonry wall is proposed on the eastern side of the project site, behind the single-family residences. The masonry wall would tie into an existing wood fence that runs along the eastern boundary line. A 6-ft-tall monument sign would be placed adjacent to the main access driveway, along East Natoma Street.

3.3.6. Amenities and Landscaping

Community amenities would include an estimated 2,500-sf community center on the ground floor, as well as a game room, a library room, exercise room and a craft room. Additional amenities on the project site would include outdoor seating and dining areas, perimeter walkways, a bocce ball court, bike racks, picnic tables with umbrellas, outdoor barbeques/ kitchens, and 6-ft benches. The project is

located just over one mile to East Bidwell and the Historic Folsom District which offers a variety of shopping centers, mercantile services, restaurants, state parks, and Light Rail Transit Access.

Landscaping would be designed to complement the buildings and make a positive contribution to the overall aesthetic of the site. The project would preserve key open space areas, including existing Oak Groves and portions of perennial creeks, through an interactive landscape design process. Within the property site, 30- to 35-ft diameter shade trees, 25-ft diameter shade trees, accent trees, screen shrubs, foundation shrubs, accent shrubs, groundcovers, and bio infiltration species would be planted. Under existing conditions, the runoff from residential properties located east of the property flows onto the property site. This offsite runoff would be intercepted by proposed landscaped swales within 15-ft landscape planters along the eastern boundary of the property. This runoff would then be redirected towards East Natoma Street and would enter the public storm drain system. Additionally, eight bio-retention planters are proposed throughout the project site to manage stormwater runoff.

3.4 Construction and Phasing

The project would be graded and constructed in a single phase. Construction would likely begin in spring 2023 and would take approximately 18 months to complete.

3.5 City Regulation of Urban Development

3.5.1. General Plan

The site is designated as Professional Office (PO) in the Folsom 2035 General Plan. The PO designation provides for low-intensity business and professional offices that are compatible with higher-intensity residential uses.

3.5.2. Zoning Ordinance

The zoning designation of the site is in the Business and Professional (BP) District. According to Section 17.22.30 of the Folsom Municipal Code, the BP zoning district generally permits office building and related uses such as banks, doctor's offices, general business office, and general uses. The purpose of a BP zoning district is to provide an area for business and professional office and compatible related uses. This zoning district is intended to promote a harmonious development of business and professional office areas with adjacent commercial or residential development. However, Senior citizens (Age 55+) residential complexes are considered a permitted land use within the BP zoning district upon approval of a Conditional Use Permit by the Planning Commission according to FMC Section 17.22.030E).

Entitlement requests for this project include a Planned Development Permit (PD) Permit and a Conditional Use Permit. The purpose of the PD Permit is to allow for greater flexibility in the design of integrated developments than otherwise possible through strict application of land use regulations. With the PD Permit, the project's site plan, elevations, and overall project design would be evaluated, and specific development standards would be defined. A Conditional Use Permit is required to allow for development of senior apartments on the project site based on the BP PD zoning designation.

3.6 Other City Regulation of Urban Development

3.6.1. Community Development Department Standard Construction Conditions

The City's standard construction requirements are set forth in the City of Folsom, Community Development Standard Construction Specifications updated in July 2020. A summary of these requirements is set forth below and incorporated by reference into the project description. Copies of these documents may be reviewed at the City of Folsom, Community Development Department, 50 East Natoma Street, Folsom, California 95630.

The Department's standard construction specifications are required to be adhered to by any contractor constructing a public or private project within the City.

Use of Pesticides – Requires contractors to store, use, and apply a wide range of chemicals consistent with all local, state, and federal rules and regulations.

Air Pollution Control – Requires compliance with all Sacramento Metropolitan Air Quality Management District (SMAQMD) and City air pollution regulations.

Water Pollution – Requires compliance with City water pollution regulations, including National Pollutant Discharge Elimination System (NPDES) provisions.

Noise Control – Requires that all construction work comply with the Folsom Noise Ordinance (discussed further below), and that all construction vehicles be equipped with a muffler to control sound levels.

Naturally Occurring Asbestos – Requires compliance with all SMAQMD and City air pollution regulations, including preparation and implementation of an Asbestos Dust Mitigation Plan consistent with the requirements of Section 93105 of the State Government Code.

Weekend, Holiday, and Night Work – Prohibits construction work during evening hours, or on Sunday or holidays, to reduce noise and other construction nuisance effects.

Public Convenience – Regulates traffic through the work area, operations of existing traffic signals, roadway cuts for pipelines and cable installation, effects to adjacent property owners, and notification of adjacent property owners and businesses.

Public Safety and Traffic Control – Regulates signage and other traffic safety devices through work zones.

Existing Utilities – Regulates the relocation and protection of utilities.

Preservation of Property – Requires preservation of trees and shrubbery and prohibits adverse effects to adjacent property and fixtures.

Cultural Resources – Requires that contractors stop work upon the discovery of unknown cultural or historic resources, and that an archaeologist be retained to evaluate the significance of the resource and to establish mitigation requirements, if necessary.

Protection of Existing Trees – Specifies measures necessary to protect both ornamental and native oak trees.

Clearing and Grubbing – Specifies protection standards for signs, mailboxes, underground structures, drainage facilities, sprinklers and lights, trees and shrubbery, and fencing. Also requires the preparation of a Stormwater Pollution Prevention Plan (SWPPP) to control erosion and siltation of receiving waters.

Reseeding – Specifies seed mixes and methods for reseeding of graded areas.

3.6.2. City of Folsom Municipal Code

The City regulates many aspects of construction and development through requirements and ordinances established in the Folsom Municipal Code. These requirements are summarized in **Table 3**, and hereby incorporated by reference into the Project Description as though fully set forth herein. Copies of these documents may be reviewed at the City of Folsom, Office of the City Clerk, 50 Natoma Street; Folsom, California 95630.

Table 3. City of Folsom Municipal Code Regulating Construction and Development

Code Section	Code Name	Effect of Code
8.42	Noise Control	Establishes interior and exterior noise standards that may not be exceeded within structures, including residences; establishes time periods for construction operations.
8.70	Stormwater Management and Discharge Control	Establishes conditions and requirements for the discharge of urban pollutants and sediments to the storm-drainage system; requires preparation and implementation of Stormwater Pollution Prevention Plans.
9.34	Hazardous Materials Disclosure	Defines hazardous materials; requires filing of a Hazardous Material Disclosure Form by businesses that manufacture, use, or store such materials.
9.35	Underground Storage of Hazardous Substances	Establishes standards for the construction and monitoring of facilities used for the underground storage of hazardous substances, and establishes a procedure for issuance of permits for the use of these facilities.
12.16	Tree Preservation	Regulates the cutting or modification of trees, including oaks and specified other trees; requires a Tree Permit prior to cutting or modification; establishes mitigation requirements for cut or damaged trees.
13.26	Water Conservation	Prohibits the wasteful use of water; establishes sustainable landscape requirements; defines water use restrictions.
14.19	Energy Code	Adopts the California Energy Code, 2019 Edition, published as Part 6, Title 24, C.C.R. to require energy efficiency standards for structures.

14.20	Green Building Standards Code	Adopts the California Green Building Standards Code (CalGreen Code), 2019 Edition, excluding Appendix Chapters A4, A5, and A6.1 published as Part 11, Title 24, C.C.R. to promote and require the use of building concepts having a reduced negative impact or positive environmental impact and encouraging sustainable construction practices.
14.29	Grading Code	Requires a grading permit prior to the initiation of any grading, excavation, fill or dredging; establishes standards, conditions, and requirements for grading, erosion control, stormwater drainage, and revegetation.
14.32	Flood Damage Prevention	Restricts or prohibits uses that cause water or erosion hazards, or that result in damaging increases in erosion or in flood heights; requires that uses vulnerable to floods be protected against flood damage; controls the modification of floodways; regulates activities that may increase flood damage or that could divert floodwaters.

4.0 PROJECT OBJECTIVES

The project objective is to provide affordable senior rental housing consistent with the 2035 General Plan, including the Housing Element, which identifies guiding principles, goals, and policies for housing choices for all generations.

5.0 REQUIRED APPROVALS

A listing and brief description of the regulatory permits and approvals required to implement the proposed project are provided below. This Initial Study is intended to address the environmental impacts associated with all of the following decision action and approval:

- Planned Development Permit (PD Permit);
- Conditional Use Permit (CUP); and,
- Density Bonus.

The City of Folsom has the following discretionary powers related to the proposed project:

- Adoption of the Initial Study, Mitigated Negative Declaration, and Mitigation Monitoring and Reporting Program: The City of Folsom Planning Commission will act as the lead agency as defined by the California Environmental Quality Act (CEQA) and will have authority to determine if the Initial Study is adequate under CEQA.
- Approval of project: The City of Folsom Planning Commission will consider approval of the project and the entitlements described above.

6.0 PREVIOUS RELEVANT ENVIRONMENTAL ANALYSIS

6.1 City of Folsom General Plan

The Program EIR for the City of Folsom General Plan (2018) provides relevant policy guidance for this environmental analysis. The EIR evaluated the environmental impacts that could result from implementation of the City of Folsom 2035 General Plan (2035 General Plan) (City of Folsom 2018a). The Program EIR is intended to provide information to the public and to decision makers regarding the potential effects of adoption and implementation of the 2035 General Plan, which consists of a comprehensive update of Folsom's current General Plan. The 2035 General Plan consists of a policy document, including Land Use and Circulation Diagrams.

6.2 Tiering

"Tiering" refers to the relationship between a program-level EIR (where long-range programmatic cumulative impacts are the focus of the environmental analysis) and subsequent environmental analyses such as the subject document, which focus primarily on issues unique to a smaller project within the larger program or plan. Through tiering a subsequent environmental analysis can incorporate, by reference, discussion that summarizes general environmental data found in the program EIR that establishes cumulative impacts and mitigation measures, the planning context, and/or the regulatory background. These broad-based issues need not be reevaluated subsequently, having been previously identified and evaluated at the program stage.

Tiering focuses the environmental review on the project-specific significant effects that were not examined in the prior environmental review, or that are susceptible to substantial reduction or avoidance by specific revisions in the project, by the imposition of conditions or by other means. Section 21093(b) of the Public Resources Code requires the tiering of environmental review whenever feasible, as determined by the Lead Agency.

In the case of the proposed project, this Initial Study tiers from the EIR for the Broadstone Unit No. 3 Specific Plan, and the EIR for the City of Folsom General Plan. The Folsom General Plan, as amended, is a project that is related to the proposed project and, pursuant to §15152(a) of the CEQA Guidelines, tiering of environmental documents is appropriate. CEQA Guidelines §15152(g) specifically provides that:

The above mentioned EIRs can be reviewed at the following location:

City of Folsom
Community Development Department
50 Natoma Street (2nd Floor)
Folsom, CA 95630
Contact: Mr. Steve Banks, Principal Planner
(916) 461-6207

7.0 ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED


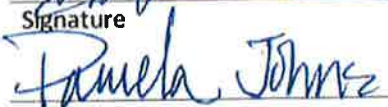
The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a "Potentially Significant Impact" or "Less than Significant with Mitigation Incorporated" as indicated by the checklist on the following pages.

<input type="checkbox"/> Aesthetics	<input type="checkbox"/> Agriculture and Forestry Resources	<input type="checkbox"/> Air Quality
<input checked="" type="checkbox"/> Biological Resources	<input checked="" type="checkbox"/> Cultural Resources	<input type="checkbox"/> Energy
<input checked="" type="checkbox"/> Geology and Soils	<input checked="" type="checkbox"/> Greenhouse Gas Emissions	<input type="checkbox"/> Hazards and Hazardous Materials
<input type="checkbox"/> Hydrology and Water Quality	<input type="checkbox"/> Land Use and Planning	<input type="checkbox"/> Mineral Resources
<input checked="" type="checkbox"/> Noise	<input type="checkbox"/> Population and Housing	<input type="checkbox"/> Public Services
<input type="checkbox"/> Recreation	<input checked="" type="checkbox"/> Transportation	<input checked="" type="checkbox"/> Tribal Cultural Resources
<input type="checkbox"/> Utilities and Service Systems	<input type="checkbox"/> Wildfire	<input checked="" type="checkbox"/> Mandatory Findings of Significance

7.1 DETERMINATION

On the basis of this initial evaluation:

<input type="checkbox"/>	I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
<input checked="" type="checkbox"/>	I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.
<input type="checkbox"/>	I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
<input type="checkbox"/>	I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.
<input type="checkbox"/>	I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.


 Signature

 Printed Name

11/7/22
 Date
 Community Development
 Title
 Director

8.0 ENVIRONMENTAL INITIAL STUDY CHECKLIST

The lead agency has defined the column headings in the environmental checklist as follows:

- A. "Potentially Significant Impact" is appropriate if there is substantial evidence that an effect may be significant even with the incorporation of mitigation. If there are one or more "Potentially Significant Impact" entries when the determination is made, an EIR is required.
- B. "Less Than Significant with Mitigation Incorporated" applies where the inclusion of mitigation measures has reduced an effect from "Potentially Significant Impact" to a "Less Than Significant Impact." All mitigation measures are described, including a brief explanation of how the measures reduce the effect to a less than significant level. Mitigation measures from earlier analyses may be cross-referenced.
- C. "Less Than Significant Impact" applies where the project does not create an impact that exceeds a stated significance threshold.
- D. "No Impact" applies where a project does not create an impact in that category. "No Impact" answers do not require an explanation if they are adequately supported by the information sources cited by the lead agency which show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A "No Impact" answer should be explained where it is based on project-specific factors as well as general standards (e.g., the project would not expose sensitive receptors to pollutants, based on a project specific screening analysis).

The explanation of each issue identifies the significance criteria or threshold used to evaluate each question; and the mitigation measure identified, if any, to reduce the impact to less than significance. Earlier analyses may be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or negative declaration [CEQA Guidelines Section 15063(c)(3)(D)]. Where appropriate, the discussion identifies the following:

- a) Earlier Analyses Used. Identifies where earlier analyses are available for review.
- b) Impacts Adequately Addressed. Identifies which effects from the checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and states whether such effects were addressed by mitigation measures based on the earlier analysis.
- c) Mitigation Measures. For effects that are "Less Than Significant with Mitigation Incorporated," 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.

I. AESTHETICS

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Except as provided in Public Resources Code Section 21099, would the project:				
a) Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Environmental Setting

The 4.86-acre parcel proposed for development is currently vacant and undeveloped. Folsom State Prison is located immediately north of the site, along Prison Road. East of the project site is single family homes along Cimmaron Circle, and south of the project site is Pacific Gas & Electric (PG&E) utility powerlines, single-family homes, and duplexes. West of the project, along Fargo Way, is office space and across from Fargo Way is the Folsom City Police Department. Oak Parkway Trail is located west and south of the site, and Johnny Cash Recreation Trail is located north of the project site. The local setting is characterized by commercial development to the south and west, residential to the east and south, and institutional to the north. Existing utility lines are located along East Natoma Street and south of the project site.

Evaluation of Aesthetics

a) Have a substantial adverse effect on a scenic vista?

No impact. Neither the project site nor the surrounding areas are scenic vistas due to the existing nearby commercial, residential developments. Further, neither the project site, nor views to or from the project site, have been designated as important scenic resources by the City or any other public agency. Therefore, the proposed development would not interfere with or degrade a scenic vista, and no impact would occur.

- b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?

No impact. The project site is currently vacant and undeveloped. The nearest officially designated state scenic highway is the segment of US Highway 50 from Placerville to Echo Summit, approximately 20 miles east (CalTrans 2019). Therefore, the project would not impact scenic resources, such as trees, rock outcroppings or historic buildings within a state scenic highway, and no impact would occur.

- c) In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?

Less than significant impact. The proposed project is located within an urbanized area of Folsom, surrounded by commercial and residential development and institutional land. The site is vacant and undeveloped, and the existing character of the site would be modified by the proposed development. The proposed project would construct a 136-unit affordable senior housing development, as well as proposed parking (bicycle and vehicle), landscape, and outdoor and indoor amenities. The apartment building roof height is 34-ft, with architectural elements ranging from 42-ft, 6-inches to up to 42-ft, 6-inches above grade, and would be designed with stucco, board and batten, brick veneer, asphalt shingles, and wrought iron railing. The building would be visually compatible with the proposed landscaping throughout the project site. Please refer to Figure 4, Figure 5, Figure 6, and Figure 7 for architectural renderings of the proposed project site viewed from Natoma Street and the bike trail.

In order to accommodate for the change in existing character, the proposed project would implement landscape screening, site amenities, and building designs to blend the proposed project with surrounding development and screen the project from residential neighbors. Along the proposed 8-ft masonry wall on the eastern boundary, shade, and accent trees, as well as several evergreen species would be planted as landscape screening. The landscape screening would be planted in order to block the sightline of homes along Cimmaron Circle and surrounding streets from the third story of the proposed building. Tree height would range from 15- to 35-ft based on tree type and would supplement the existing trees in the neighboring yards. Please refer to Figure 8 and Figure 9 for architectural renderings of the proposed sightline screening. Additionally, landscaped areas with various trees and shrubs would surround the proposed building and parking area, and a bocce ball court, and outdoor seating areas would be included to add to the overall visual aesthetic. The proposed building would have asymmetrical gabled roofs to add visual interest.

The proposed project is consistent with types of uses envisioned and permitted in the Folsom General Plan. The project is consistent with the BP zoning district development standards and would be designed consistent with the City's Design Guidelines for Senior Housing Development. Entitlement requests for this project include a Planned Development Permit (PD Permit) and a Conditional Use Permit (CUP). The Conditional Use Permit is required to allow for development of a senior residential apartment community on the project site. The proposed land use is consistent with the overall suburban character and ongoing development in the vicinity and is expected to integrate into the existing and planned development of the area. The proposed project would have a less than significant impact on visual character and no mitigation is necessary.

- d) Create a new source of substantial light or glare that would adversely affect day or nighttime views in the area?

Less than significant impact. The project includes a combination of free-standing, pole-mounted parking lot and walkway lights, recessed carport and elevator lights, and building-mounted lights. To minimize potential lighting-related impacts, free-standing parking lot lights and recessed carport lights would be screened, shielded, and directed downward to minimize glare towards the surrounding properties. New lighting installed with the development of the proposed project would be subject to City standard practices regarding night lighting that would be made a condition of approval of the PD Permit. The proposed units and other project features would comply with design standards outlined in the Folsom Municipal Code. The exterior of the proposed apartment buildings would be designed with architectural detailing that would not produce glare and would not affect day or nighttime views, and existing City standards would limit light spillover and intensity. Therefore, impacts would be less than significant, and no mitigation is necessary.

II. AGRICULTURE AND FORESTRY RESOURCES

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
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 use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code Section 12220(g)), timberland (as defined by Public Resources Code Section 4526), or timberland zoned Timberland Production (as defined by Government Code Section 51104(g))?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Result in the loss of forest land or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Environmental Setting

No agricultural activities or timber management occur on the project site or in adjacent areas and the project site is not designated for agricultural or timberland uses. The California Important Farmlands Map prepared for Sacramento County by the California Resources Agency classifies the project site and surrounding area as Other Land (California Department of Conservation (CDC) 2016). Other Land is land not included in any other mapping category. Common examples include low density rural developments; brush timber, wetland, and riparian areas not suitable for livestock grazing; confined livestock, poultry or aquaculture facilities; strip mines, borrow pits; and water bodies smaller than forty acres. Vacant and non-agricultural land surrounded on all sides by urban development and greater than 40 acres is mapped as Other Land (CDC 2016).

The Natural Resources Conservation Service (NRCS) soil survey report generated for the project site (NRCS 2020) indicates that the soil units at the site, Argonaut-Auburn complex, 3 to 8 percent slopes, and Argonaut-Auburn-Urban complex, 3 to 8 percent slopes, are not Prime Farmland, Farmland of Statewide Importance, Farmland of Local Importance, or Unique Farmland.

Evaluation of Agriculture and Forestry Services

- 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 use?

No impact. The project site is not designated as Prime Farmland, Unique Farmland, or Farmland of Statewide importance (Farmland), as indicated in the Sacramento County Important Farmland 2016 Map (CDC 2016). Therefore, the project would have no impact on these farmland resources.

- b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?

No impact. The project site is not zoned for agricultural use or a Williamson Act contract.

- c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code Section 12220(g)), timberland (as defined by Public Resources Code Section 4526), or timberland zoned Timberland Production (as defined by Government Code Section 51104(g))?

No impact. The project site is not zoned or designated as farmland, and the surrounding land uses are primarily residential developments, office space, and institutional land. Therefore, the nature and location of the project would not directly or indirectly result in the conversion of Farmland to non-agricultural uses. No impact would occur.

- d) Result in the loss of forest land or conversion of forest land to non-forest use?

OR

- e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?

No impact. Because no portion of the City or the project site are zoned for forest land or timberland, no impact would occur for questions d) and e).

III. AIR QUALITY

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Where available, the significance criteria established by the applicable air quality management district or air pollution control district may be relied upon to make the following determinations. Would the project:				
a) Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

HELIX Environmental Planning conducted air quality modeling (CalEEMod) for the proposed project based primarily on the preliminary site plan and the Transportation Impact Study conducted by T. Kear Transportation Planning and Management (2022). Air quality modeling output files and quantitative results are presented in **Appendix B**.

Environmental Setting

Climate in the Folsom area is characterized by hot, dry summers and cool, rainy winters. During summer’s longer daylight hours, plentiful sunshine provides the energy needed to fuel photochemical reactions between oxides of nitrogen (NO_x) and reactive organic gases (ROG), which result in ozone (O₃) formation. High concentrations of O₃ are reached in the Folsom area due to intense heat, strong and low morning inversions, greatly restricted vertical mixing during the day, and daytime subsidence that strengthens the inversion layer. The greatest pollution problem in the Folsom area is from NO_x.

The City of Folsom lies within the eastern edge of the Sacramento Valley Air Basin (SVAB). The Sacramento Metropolitan Air Quality Management District (SMAQMD) is responsible for implementing emissions standards and other requirements of federal and state laws in the project area. As required by the California Clean Air Act (CCAA), SMAQMD has published various air quality planning documents as discussed below to address requirements to bring the District into compliance with the federal and state ambient air quality standards. The Air Quality Attainment Plans are incorporated into the State Implementation Plan (SIP), which is subsequently submitted to the U.S. Environmental Protection Agency (USEPA), the federal agency that administrates the Federal Clean Air Act of 1970, as amended in 1990.

Ambient air quality is described in terms of compliance with state and national standards, and the levels of air pollutant concentrations considered safe, to protect the public health and welfare. These standards are designed to protect people most sensitive to respiratory distress, such as people with asthma, the elderly, very young children, people already weakened by other disease or illness, and persons engaged in strenuous work or exercise. The USEPA has established national ambient air quality standards (NAAQS) for seven air pollution constituents. As permitted by the Clean Air Act, California has adopted more stringent air emissions standards (California Ambient Air Quality Standards [CAAQS]) and expanded the number of regulated air constituents.

The California Air Resources Board (CARB) is required to designate areas of the state as attainment, nonattainment, or unclassified for any state standard. An “attainment” designation for an area signifies that pollutant concentrations do not violate the standard for that pollutant in that area. A “nonattainment” designation indicates that a pollutant concentration violated the standard at least once. The air quality attainment status of the SVAB, including the City of Folsom, is shown in Table 4.

Table 4. Sacramento Valley Air Basin -- Attainment Status

Pollutant	State of California Attainment Status	Federal Attainment Status
Ozone (1-hour)	Nonattainment	No Federal Standard
Ozone (8-hour)	Nonattainment	Nonattainment
Coarse Particulate Matter (PM_{10})	Nonattainment	Attainment
Fine Particulate Matter ($PM_{2.5}$)	Attainment	Nonattainment
Carbon Monoxide (CO)	Attainment	Attainment/Unclassified
Nitrogen Dioxide (NO_2)	Attainment	Attainment/Unclassified
Lead	Attainment	Attainment/Unclassified
Sulfur Dioxide (SO_2)	Attainment	Unclassified
Sulfates	Attainment	No Federal Standard
Hydrogen Sulfide	Unclassified	No Federal Standard
Visibility Reducing Particles	Unclassified	No Federal Standard

Sources: SMAQMD 2020

Sacramento County is designated as nonattainment for the state and federal ozone standards, the state PM_{10} standards, and the federal $PM_{2.5}$ standards. Concentrations of all other pollutants meet state and federal standards.

Ozone is not emitted directly into the environment, but is generated from complex chemical reactions between ROG, or non-methane hydrocarbons, and NO_x that occur in the presence of sunlight. ROG and NO_x generators in Sacramento County include motor vehicles, recreational boats, other transportation sources, and industrial processes. PM_{10} and $PM_{2.5}$ arise from a variety of sources, including road dust, diesel exhaust, fuel combustion, tire and brake wear, construction operations, and windblown dust.

Toxic Air Contaminants

Toxic air contaminants (TAC) are a diverse group of air pollutants that may cause or contribute to an increase in deaths or in serious illness or that may pose a present or potential hazard to human health. TACs can cause long-term chronic health effects such as cancer, birth defects, neurological damage, asthma, bronchitis, or genetic damage, or short-term acute effects such as eye watering, respiratory irritation (a cough), runny nose, throat pain, and headaches. TACs are considered either carcinogenic or

noncarcinogenic based on the nature of the health effects associated with exposure to the pollutant. For carcinogenic TACs, there is no level of exposure that is considered safe and impacts are evaluated in terms of overall relative risk expressed as excess cancer cases per one million exposed individuals. Noncarcinogenic TACs differ in that there is generally assumed to be a safe level of exposure below which no negative health impact is believed to occur. These levels are determined on a pollutant-by-pollutant basis.

The Health and Safety Code (§39655[a]) defines TAC as “an air pollutant which may cause or contribute to an increase in mortality or in serious illness, or which may pose a present or potential hazard to human health.” All substances that are listed as hazardous air pollutants pursuant to subsection (b) of Section 112 of the CAA (42 United States Code Sec. 7412[b]) are designated as TACs. Under State law, the California Environmental Protection Agency (CalEPA), acting through CARB, is authorized to identify a substance as a TAC if it determines the substance is an air pollutant that may cause or contribute to an increase in mortality or an increase in serious illness, or that may pose a present or potential hazard to human health.

Diesel engines emit a complex mixture of air pollutants, including both gaseous and solid material. The solid material in diesel exhaust is referred to as diesel particulate matter (DPM). Almost all DPM is 10 microns or less in diameter, and 90 percent of DPM is less than 2.5 microns in diameter (CARB 2022). Because of their extremely small size, these particles can be inhaled and eventually trapped in the bronchial and alveolar regions of the lung. In 1998, CARB identified DPM as a TAC based on published evidence of a relationship between diesel exhaust exposure and lung cancer and other adverse health effects. DPM has a notable effect on California’s population—it is estimated that about 70 percent of total known cancer risk related to air toxics in California is attributable to DPM (CARB 2022).

Sensitive Receptors

Some land uses are considered more sensitive to air pollution than others due to the types of population groups or activities involved and are referred to as sensitive receptors. Examples of these sensitive receptors are residences, schools, hospitals, and daycare centers. CARB and the Office of Environmental Health Hazard Assessment (OEHHA) have identified the following groups of individuals as the most likely to be affected by air pollution: the elderly over 65, children under 14, infants (including in utero in the third trimester of pregnancy), and persons with cardiovascular and chronic respiratory diseases such as asthma, emphysema, and bronchitis (CARB 2005; OEHHA 2015).

Residential areas are considered sensitive receptors to air pollution because residents (including children and the elderly) tend to be at home for extended periods of time, resulting in sustained exposure to any pollutants present. Children and infants are considered more susceptible to health effects of air pollution due to their immature immune systems, developing organs, and higher breathing rates. As such, schools are also considered sensitive receptors, as children are present for extended durations and engage in regular outdoor activities.

The closest existing sensitive receptors to the project site are the single-family residences that border the project site to the east and the single-family residences located approximately 100-ft south of the project site. Additionally, Vibra Hospital of Sacramento is located approximately 350-ft south of the project site. The closest schools to the project site are Theodore Judah Elementary School and Blanche Sprentz Elementary School, located approximately 1,400-ft to the southwest and 2,000-ft to the southeast, respectively.

Methodology and Assumptions

Criteria pollutant, precursor, and GHG emissions for project construction and operation were estimated using the California Emissions Estimator Model (CalEEMod), Version 2020.4.0. CalEEMod is a statewide land use emissions computer model designed to provide a uniform platform for government agencies, land use planners, and environmental professionals to quantify potential criteria pollutant and GHG emissions associated with both construction and operations from a variety of land use projects. The model was developed for the California Air Pollution Control Officers Association (CAPCOA) in collaboration with the California air districts. CalEEMod allows for the use of default data (e.g., emission factors, trip lengths, meteorology, source inventory) provided by the various California air districts to account for local requirements and conditions, and/or user-defined inputs. The calculation methodology and default data used in the model are available in the CalEEMod User's Guide, Appendices A, D, and E (CAPCOA 2021). The CalEEMod output files are included in Attachment A to this letter.

Construction of the project is anticipated to begin as early as January 2023 and be completed in April 2024. Construction modeling assumes the following anticipated schedule: site preparation 10 working days; grading 87 working days; building construction 207 working days; paving 21 working days; and architectural coating 22 working days. Construction equipment assumptions were based on estimates from CalEEMod defaults. The project would not require an import or export of soil during construction activities. Construction emissions modeling assumes implementation of basic dust control practices (watering exposed areas twice per day) to comply with the requirements of: SMAQMD Rule 403, *Fugitive Dust*.

Operational mobile emissions were modeled using the project trip generation of 441 average daily trips from the project Transportation Impact Study (T. Kear Transportation Planning and Management, Inc. 2022). Operational emissions resulting from energy use, water use, and solid waste generation were modeled using CalEEMod defaults with an added 20 percent reduction in water use to account for the requirements of the 2019 CALGreen, and an additional 25 percent solid waste diversion to account for AB 341 requirements.

Standards of Significance

While the final determination of whether or not a project has a significant effect is within the purview of the lead agency pursuant to CEQA Guidelines Section 15064(b), SMAQMD recommends that its air pollution thresholds be used to determine the significance of project emissions. The criteria pollutant thresholds and various assessment recommendations are contained in SMAQMD's *Guide to Air Quality Assessment in Sacramento County* (CEQA Guide; 2020, revised), and are discussed under the checklist questions below.

Evaluation of Air Quality

- a) Conflict with or obstruct implementation of the applicable air quality plan?

Less than Significant Impact. In accordance with SMAQMD's Guide, construction-generated NOX, PM10, and PM2.5, and operational-generated ROG and NOX (all ozone precursors) are used to determine consistency with the Ozone Attainment Plan. The Guide states:

By exceeding the District's mass emission thresholds for operational emissions of ROG, NOX, PM10, or PM2.5, the project would be considered to conflict with or obstruct implementation of the District's air quality planning efforts.

As shown in the discussion for question 2) below, the project's construction-generated emissions of NO_x, PM₁₀, and PM_{2.5} and operation-generated emissions ROG and NO_x would not exceed SMAQMD thresholds. The project would not conflict with or obstruct implementation of the applicable air quality plan and the impact would be less than significant.

- b) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?

Less than Significant Impact. The Sacramento region is in non-attainment for ozone (ozone precursors NO_x and ROG) and particulate matter (PM_{2.5} and PM₁₀). The project's emissions of these criteria pollutants and precursors during construction and operation are evaluated below.

Construction Emissions

CalEEMod version 2020.4.0 was used to quantify project-generated construction emissions. The model output sheets are included in Attachment A. Construction activities were assumed to commence as early as January 2023 and be completed in April 2024. The quantity, duration, and intensity of construction activity influence the amount of construction emissions and related pollutant concentrations that occur at any one time. As such, the emission forecasts provided herein reflect a specific set of conservative assumptions based on the expected construction scenario wherein a relatively large amount of construction activity is occurring in a relatively intensive manner. Because of this conservative assumption, actual emissions could be less than those forecasted. If construction is delayed or occurs over a longer time period, emissions could be reduced because of (1) a more modern and cleaner-burning construction equipment fleet mix than assumed in CalEEMod; and/or (2) a less intensive buildout schedule (i.e., fewer daily emissions occurring over a longer time interval).

The project's construction period emissions of ROG, NO_x, PM₁₀, and PM_{2.5} are compared to the SMAQMD construction thresholds in Table 5. The SMAQMD does not have a recommended threshold for construction-generated ROG. However, quantification and disclosure of ROG emissions is recommended. The SMAQMD considers any emissions of PM₁₀ and PM_{2.5} to be significant unless the Basic Construction Emissions Control Practices are implemented, also known as Best Management Practices (BMPs). The project would implement the SMAQMD BMPs to control fugitive dust in accordance with SMAQMD Rule 403. The modeling accounts for emissions reductions resulting from watering exposed surfaces twice daily. As shown in Table 5, the proposed project's construction period emissions of the ozone precursor NO_x, PM₁₀, and PM_{2.5} would not exceed the SMAQMD thresholds. Impacts related to construction-generated emissions of ROG, NO_x, PM₁₀, and PM_{2.5} would be less than significant.

Table 5. Construction Criteria Pollutant and Precursor Emissions

Construction Activity	ROG (pounds/day)	NO_x (pounds/day)	PM₁₀ (pounds/day)	PM_{2.5} (pounds/day)
Site Preparation	2.7	27.6	10.2	5.7
Grading	1.8	18.0	4.1	2.3
Building Construction	1.9	15.3	1.5	0.9
Paving	0.9	8.3	0.6	0.4
Architectural Coatings	62.6	1.3	0.2	0.1
Maximum Daily Emissions	62.6	27.6	10.2	5.7
<i>SMAQMD Thresholds</i>	<i>None</i>	<i>85</i>	<i>80</i>	<i>82</i>
<i>Exceed Thresholds?</i>	<i>No</i>	<i>No</i>	<i>No</i>	<i>No</i>

Source: CalEEMod (output data is provided in Attachment A)

ROG = reactive organic gases; NO_x = nitrogen oxides; PM₁₀ = particulate matter 10 microns or less in diameter; PM_{2.5} = particulate matter 2.5 microns or less in diameter; SMAQMD= Sacramento Metropolitan Air Quality Management District

Operational Emissions

Emissions generated from operational activities would include:

- Areas sources – combustion emissions from the use of landscape maintenance equipment, the reapplication of architectural coatings for maintenance, and the use of consumer products.
- Energy sources – combustion emissions from the use of natural gas appliances, water heaters, and heating systems.
- Mobile emissions – combustion, fuel evaporation, brake and tire wear, and road dust emission resulting from worker, customer, and vendor vehicle traveling to and from the project site.

The results of the modeling for project operational activities are shown in Table 6. The data is presented as the maximum anticipated daily emissions for comparison with the SMAQMD thresholds, the model output and calculation sheets are included as Attachment A to this letter. As shown in Table 6, the proposed project operation period emissions of the ozone precursor NO_x, ROG, PM₁₀, and PM_{2.5} would not exceed the SMAQMD thresholds. Impacts related to operation-generated emissions of ROG, NO_x, PM₁₀, and PM_{2.5} would be less than significant.

Table 6. Maximum Daily Operational Emissions

Source	ROG (pounds/day)	NO_x (pounds/day)	PM₁₀ (pounds/day)	PM_{2.5} (pounds/day)
Area	3.1	0.1	<0.1	<0.01
Energy	<0.1	0.3	<0.1	<0.01
Mobile	1.1	1.5	2.4	0.7
Maximum Daily Emissions	4.2	2.0	2.5	0.7
<i>SMAQMD Thresholds</i>	<i>65</i>	<i>65</i>	<i>80</i>	<i>82</i>
<i>Exceed Thresholds?</i>	<i>No</i>	<i>No</i>	<i>No</i>	<i>No</i>

Source: CalEEMod (output data is provided in Attachment A)

ROG = reactive organic gases; NO_x = nitrogen oxides; PM₁₀ = particulate matter 10 microns or less in diameter; PM_{2.5} = particulate matter 2.5 microns or less in diameter; SMAQMD= Sacramento Metropolitan Air Quality Management District

As shown in Table 5 and Table 6, the project's maximum daily construction or operational emissions would not exceed the SMAQMD's thresholds. Therefore, the project would not result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment, and the impact would be less than significant.

c) Expose sensitive receptors to substantial pollutant concentrations?

Less than Significant Impact. CARB and OEHHA have identified the following groups of individuals as the most likely to be affected by air pollution: the elderly over 65, children under 14, infants (including in utero in the third trimester of pregnancy), and persons with cardiovascular and chronic respiratory diseases such as asthma, emphysema, and bronchitis (CARB 2005, OEHHA 2015). Some land uses are considered more sensitive to air pollution than others due to the types of population groups or activities involved and are referred to as sensitive receptor locations. Examples of these sensitive receptor locations are residences, schools, hospitals, and daycare centers.

- The closest existing sensitive receptors to the project site are the single-family residences that border the project site to the east and the single-family residences located approximately 100-ft south of the project site. Additionally, Vibra Hospital of Sacramento is located approximately 350-ft south of the project site. The closest schools to the project site are Theodore Judah Elementary School and Blanche Sprentz Elementary School, located approximately 1,400-ft to the southwest and 2,000-ft to the southeast, respectively.

The dose (of TAC) to which receptors are exposed is the primary factor used to determine health risk. Dose is a function of the concentration of a substance in the environment and the extent of exposure a person has with the substance; a longer exposure period to a fixed quantity of emissions would result in higher health risks. Current models and methodologies for conducting cancer health risk assessments are associated with longer-term exposure periods (typically 30 years for individual residents based on guidance from OEHHA) and are best suited for evaluation of long duration TAC emissions with predictable schedules and locations. These assessment models and methodologies do not correlate well with the temporary and highly variable nature of construction activities. Cancer potency factors are based on animal lifetime studies or worker studies where there is long-term exposure to the carcinogenic agent. There is considerable uncertainty in trying to evaluate the cancer risk from projects that will only last a small fraction of a lifetime (OEHHA 2015). In addition, concentrations of mobile source DPM emissions disperse rapidly and are typically reduced by 70 percent at approximately 500-ft (CARB 2005). Considering this information, the highly dispersive nature of DPM, and the fact that construction activities would occur at various locations throughout the project site, it is not anticipated that construction of the project would expose sensitive receptors to substantial DPM concentrations.

According to the SMAQMD, land use development projects do not typically have the potential to result in localized concentrations of criteria air pollutants that expose sensitive receptors to substantial pollutant concentrations. This is because criteria air pollutants are predominantly generated in the form of mobile-source exhaust from vehicle trips associated with the land use development project. These vehicle trips occur throughout a paved network of roads, and, therefore, associated exhaust emissions of criteria air pollutants are not generated in a single location where high concentrations could be formed (SMAQMD 2020). Therefore, localized concentration of CO from exhaust emissions, or "CO hotspots," would only be a concern on high-volume roadways where vertical and/or horizontal mixing is substantially limited, such as tunnels or below grade highways. There are no high-volume roadways in the region with limited mixing that would be affected by project generated traffic. Once operational, the

project would not be a significant source of TACs. Therefore, the project would not expose sensitive receptors to substantial pollutant concentrations, and the impact would be less than significant.

d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?

Less than Significant Impact. The project could produce odors during construction activities resulting from heavy diesel equipment exhaust and VOC released during application of asphalt. The odor of these emissions is objectionable to some; however, emissions would disperse rapidly from the project site and therefore should not be at a level that would affect a substantial number of people. Any odors emitted during construction activities would be temporary, short-term, and intermittent in nature, and would cease upon the facility maintenance. As a result, impacts associated with temporary odors during construction are not considered significant.

As an affordable senior rental housing development, operation of the project would not result in odors affecting a substantial number of people. Solid waste generated by the project would be collected by a contracted waste hauler, ensuring that any odors resulting from on-site waste would be managed and collected in a manner to prevent the proliferation of odors. The project would not result in other emissions (such as those leading to odors) adversely affecting a substantial number of people, and the impact would be less than significant.

IV. BIOLOGICAL RESOURCES

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
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 Wildlife or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Wildlife or US Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

An Arborist Inventory Letter Report was prepared by HELIX Environmental Planning, Inc. on March 22, 2022 (HELIX 2022a) and is included as **Appendix C**. A Biological Resources Evaluation (BRE) was also prepared by HELIX Environmental Planning, Inc. on October 21, 2020 (HELIX 2020) and is included as **Appendix D**.

Environmental Setting

The project site is a vacant, wooded parcel within the City of Folsom. The site is generally bordered by residential parcels and small commercial buildings, as well as the paved Oak Parkway cycling trail. Folsom State Prison is located north of the project site, on the opposite side of Natoma Street.

Site Conditions

The entire project site is considered to be blue oak woodland, surrounded by urban development. Historic aerial imagery shows that the project site has changed little since 1952 and has consisted of oak woodland with a drainage running through the site. The site is moderately disturbed. There is evidence of recreational use by bicycles and the site has a constructed dirt track with several constructed dirt ramps and jumps for bicycles, presumably constructed by kids from the adjacent residential neighborhood. It also has debris piles and other evidence of use by transients.

Methods

Studies conducted in support of the BRE included a special-status species evaluation, an aquatic resources evaluation, and a biological and wetlands reconnaissance survey. An Arborist Report was also concluded.

Special-Status Species Evaluation

For the purposes of the BRE, special-status species are those that fall into one or more of the following categories:

- Listed as endangered or threatened under the Federal Endangered Species Act of 1973 (FESA), including candidate species and species proposed for listing;
- Listed as endangered or threatened under the California Endangered Species Act (CESA), including candidate species and species proposed for listing;
- Designated as a Species of Special Concern (SSC) or watch-list (WL) species by the California Department of Fish and Wildlife (CDFW), or “Fully Protected” under the California Fish and Game Code (FP), or a sensitive natural community; and/or,
- Designated by the California Native Plant Society (CNPS) as California Rare Plant Rank 1A, 1B, 2A, 2B, or 3.

In order to evaluate special-status species and/or their habitats with the potential to occur in the project site and/or be impacted by the proposed project, HELIX obtained lists of special-status species known to occur and/or having the potential to occur on the proposed project site and vicinity from the U.S. Fish and Wildlife Service (USFWS; USFWS 2020), the California Native Plant Society (CNPS; CNPS 2020), and the California Natural Diversity Database (CNDDDB; CDFW 2020), which are included as **Appendix D**. The potential for these regionally occurring special-status species to occur in the project site is analyzed in **Appendix D**.

Aquatic Resources Evaluation

The U.S. Fish and Wildlife Service’s National Wetlands Inventory (NWI) online database¹ was reviewed to determine if there are any wetlands or other waters of the U.S. mapped by the USFWS on the project site. The NWI provides reconnaissance level information on wetlands and deepwater habitats from analysis of high-altitude aerial imagery. Historic aerial imagery from National Environmental Title Research (NETR)² was reviewed for information on past land uses and presence of aquatic features visible on aerial imagery. NETR provides aerial imagery covering the study area at irregular intervals

from 1956 to 2016.

Biological and Wetland Resource Evaluation

A biological and wetlands reconnaissance survey was conducted on September 30, 2020 by HELIX Principal Biologist Stephen Stringer, M.S. and HELIX Biologist Stephanie McLaughlin, M.S. between 0830 and 1400 hours. The project site was assessed to identify the habitat type(s) present on-site and the potential to support special-status plant and wildlife species. The survey consisted of a pedestrian survey of the project site and the surrounding area. Meandering transects of the site were performed to obtain visual coverage of the site. Plant species were identified to the level necessary to determine whether or not they were a special-status species.

The three-parameter method was used to determine the presence/absence of wetlands, which involves identifying indicators of hydrophytic vegetation, hydric soils, and wetland hydrology according to the *Corps of Engineers Wetlands Delineation Manual* (USACE 1987), the *Regional Supplement to the Corps of Engineers Wetland Delineation Manual: Arid West Region* (Version 2.0; USACE 2008), *A Field Guide to the Identification of the Ordinary High Water Mark (OHWM) in the Arid West Region of the Western United States* (Lichvar and McColley 2008) and the *State Wetland Definition and Procedures for Discharges of Dredged or Fill Material to Waters of the State* prepared by the State Water Resources Control Board and which became effective May 28, 2020. The presence/absence of other non-wetland aquatic resources was determined by searching for the presence of an ordinary high water mark and bed and bank. The extent of waters on the project site were mapped in the field with sub-meter accuracy using a Trimble GeoXT Global Positioning System (GPS) hand-held unit. The GPS data were downloaded from the unit, exported into ArcMap 10.7.1[®], and used to produce the map of aquatic features in the delineation area and to calculate the acreage of each aquatic feature.

Weather during the survey was clear and warm and hazy conditions. A complete list of plant and animal species observed on the project site during the biological reconnaissance survey is included in **Appendix D**.

Arborist Inventory

The arborist inventory was conducted on September 24, 2020 by HELIX Biologist and ISA Certified Arborist Stephanie McLaughlin, M.S. (WE-12922A). Woody plants in the project area with a trunk diameter of at least 4-inches at 4.5-ft above grade (diameter at breast height) were located and assessed. A diameter tape or calipers were used to verify each trunk diameter. The measurement from the trunk to the end of the longest lateral limb was estimated and used as the dripline radius. All accessible trees were numbered with a pre-printed aluminum tag. Approximate trunk locations were mapped using a sub-meter accurate global positioning system (GPS). Approximate tree locations are identified in Figure 3 of the arborist report (**Appendix C**).

The condition of each tree was rated on a scale of 1 to 5, with 1 indicating poor condition, 3 indicating fair condition, and 5 indicating good condition. The rating considers factors health and structural factors such as the size, color, and density of the foliage; the amount of deadwood within the canopy; bud viability; evidence of wound closure; and the presence or evidence of stress, disease, nutrient deficiency, and/or insect infestation; trunk and branch configuration; canopy balance; the presence of included bark and other structural defects such as decay; and the potential for structural failure.

Regulatory Framework Related to Biological Resources

State and Federal Endangered Species Acts

Special status species are protected by state and federal laws. The California Endangered Species Act (CESA; California Fish and Game Code Sections 2050 to 2097) protects species listed as threatened and endangered under CESA from harm or harassment. This law is similar to the Federal Endangered Species Act of 1973 (FESA; 16 USC 1531 et seq.) which protects federally threatened or endangered species (50 CFR 17.11, and 17.12; listed species) from take. For both laws, take of the protected species may be allowed through consultation with and issuance of a permit by the agency with jurisdiction over the protected species.

California Code of Regulations and California Fish and Game Code

The official listing of endangered and threatened animals and plants is contained in the California Code of Regulations Title 14 § 670.5. A state candidate species is one that the California Fish and Game Code has formally noticed as being under review by CDFW for inclusion on the state list pursuant to Sections 2074.2 and 2075.5 of the California Fish and Game Code. CDFW also designates Species of Special Concern that are not currently listed or candidate species.

Legal protection is also provided for wildlife species in California that are identified as “fully protected animals.” These species are protected under Sections 3511 (birds), 4700 (mammals), 5050 (reptiles and amphibians), and 5515 (fishes) of the California Fish and Game Code. These statutes prohibit take or possession of fully protected species at any time. The CDFW is unable to authorize incidental take of fully protected species when activities are proposed in areas inhabited by these species. The CDFW has informed non-federal agencies and private parties that they must avoid take of any fully protected species. However, Senate Bill (SB) 618 (2011) allows the CDFW to issue permits authorizing the incidental take of fully protected species under the CESA, so long as any such take authorization is issued in conjunction with the approval of a Natural Community Conservation Plan that covers the fully protected species (California Fish and Game Code Section 2835).

California Native Plant Protection Act

The California Native Plant Protection Act of 1977 (California Fish and Game Code Sections 1900 to 1913) requires all state agencies to use their authority to implement programs to conserve endangered and otherwise rare species of native plants. Provisions of the act prohibit the taking of listed plants from the wild and require notification of CDFW at least 10 days in advance of any change in land use other than changing from one agricultural use to another, which allows CDFW to salvage listed plants that would otherwise be destroyed.

Nesting and Migratory Birds

Nesting birds are protected by state and federal laws. California Fish and Game Code (§3503, 3503.5, and 3800) prohibits the possession, incidental take, or needless destruction of any bird nests or eggs; Fish and Game Code §3511 designates certain bird species “fully protected” (including all raptors), making it unlawful to take, possess, or destroy these species except under issuance of a specific permit. The Attorney General of California has released an opinion that the Fish and Game Code prohibits incidental take. Under the Migratory Bird Treaty Act (MBTA) of 1918 (16 USF §703-711), migratory bird

species and their nests and eggs that are on the federal list (50 CFR §10.13) are protected from injury or death, and project-related disturbance must be reduced or eliminated during the nesting cycle. The U.S. Court of Appeals for the 9th Circuit (with jurisdiction over California) has ruled that the MBTA does not prohibit incidental take (952 F 2d 297 – Court of Appeals, 9th Circuit, 1991).

City of Folsom Tree Preservation Ordinance

Requirements related to biological resources also include protection of existing trees and specifies measures necessary to protect both ornamental and native oak trees. Chapter 12.16 of the Folsom Municipal Code, the Tree Preservation Ordinance, further regulates the cutting or modification of trees, including oaks and specified other trees; requires a Tree Permit prior to cutting or modification; and establishes mitigation requirements for cut or damaged trees (City of Folsom 2020b). The Tree Preservation Ordinance establishes policies, regulations, and standards necessary to ensure that the City will continue to preserve and maintain its “urban forests”. Anyone who wishes to perform “Regulated Activities” on “Protected Trees” must apply for a permit with the City. Regulated activities include:

- Removal of a Protected Tree;
- Pruning/trimming of a Protected Tree; and/or,
- Grading or trenching within the Protected zone.

Protected trees include:

- Native oak trees with a diameter of 6-inches or larger for single trunk trees 20-inches or larger combined diameter of native oak multi-trunk trees;
- Heritage oak trees - native oaks with a trunk diameter of 19-inches or greater and native oaks with a multi-trunk diameter of 38 inches or greater;
- Landmark trees identified individually by the City Council through resolution as being a significant community benefit; and/or,
- Street trees within the tree maintenance strip.

Jurisdictional Waters

Any person, firm, or agency planning to alter or work in “waters of the U.S.,” including the discharge of dredged or fill material, must first obtain authorization from the U.S. Army Corps of Engineers (USACE) under Section 404 of the Clean Water Act (CWA). Section 401 requires an applicant for a federal license or permit that allows activities resulting in a discharge to waters of the U.S. must obtain a state certification that the discharge complies with other provisions of the CWA. The Regional Water Quality Control Board (RWQCB) administers the certification program in California. The RWQCB also regulates discharges of pollutants or dredged or fill material to waters of the State which is a broader definition than waters of the U.S.

California Fish and Game Code Section 1602 – Lake and Streambed Alteration Program

Diversions or obstructions of the natural flow of, or substantial changes or use of material from the bed, channel, or bank of any river, stream, or lake in California that supports wildlife resources are subject to regulation by CDFW, pursuant to Section 1602 of the California Fish and Game Code. The CDFW requires notification prior to commencement of any such activities, and a Lake and Streambed Alteration Agreement (LSAA) pursuant to Fish and Game Code Sections 1601-1603, if the activity may substantially adversely affect an existing fish and wildlife resource.

Habitat Types/ Vegetation Communities

Habitat types/vegetation communities in the project site include blue oak woodland and ephemeral and intermittent drainages.

Blue Oak Woodland

Blue oak woodland is the predominant habitat type in the project site and occupies approximately 4.82-acres within the site. Vegetation in the blue oak woodland habitat consists primarily of blue oak (*Quercus douglasii*) and interior live oak (*Quercus wislizeni*), with some non-native species including mulberry (*Morus alba*), Chinese tallow (*Triadica sebifera*), Chinese hackberry (*Celtis sinensis*), and ornamental cherry (*Prunus* sp.). The understory is dominated by non-native grasses and forbs, including cultivated oats (*Avena* sp.), Italian rye grass (*Festuca perennis*), and yellow star-thistle (*Centaurea solstitialis*). Disturbed areas, such as bike trails and jumps occur beneath the canopy of the oak woodland, and there is a significant amount of trash and debris in these areas. A small segment of the bike trail occurs in this habitat.

Topography

The terrain in the project site and vicinity is locally flat. The elevation on the project site ranges from 350- to 370-ft above mean sea level and has low to moderate sloping from east to west.

Soils

The project site includes two soil mapping units (NRCS 2020): Argonaut-Auburn-Urban land complex, 3 to 8 percent slopes and Argonaut-Auburn complex, 3 to 8 percent slopes. Soils on the National Hydric Soils List for Sacramento County (NRCS 2015) are not present in the project site.

Both soils occur on hills and are derived from residuum weathered from metamorphic rock. A typical profile of the Argonaut-Auburn-Urban land complex and Argonaut-Auburn complex, 3 to 8 percent slopes include loam from 0- to 14-inches, clay from 14- to 29-inches and bedrock from 29- to 33-inches; the depth to water table is more than 80-inches.

Special-Status Plant Species

No special-status plant species were determined to have the potential to occur on the project site or be impacted by the proposed project. Of the 17 regionally occurring special-status plant species that were identified during the database queries and desktop review, the majority occur in wetland habitats such as vernal pools or seeps, which are absent from the site. Several others are limited to grassland or

cismontane woodland habitats. Although the site contains blue oak woodland, the study area is located in an urban area dominated by non-native species that does not provide suitable habitat for special status plant species. Therefore, no impacts to special-status plants are anticipated as a result of the proposed project.

Special-Status Wildlife Species

A total of 23 regionally occurring special-status wildlife species were identified during the database searches and desktop review. The majority of the special-status wildlife species are associated with aquatic habitats of the adjacent Sacramento Valley such as rivers, sloughs, and freshwater wetlands, including vernal pools. The remaining species are associated with specific habitats such as bats roosting in rocky habitats, caves or abandoned buildings, which are not present in or near the study area.

There are no reported occurrences of special-status animal species on or adjacent to the site. However, the site provides suitable habitat for white-tailed kite (*Elanus leucurus*) and other nesting migratory birds. These species are discussed briefly below. Species determined to have no potential to occur on the project site or be impacted by the proposed project (**Appendix D**) are not discussed further in this report.

White-Tailed Kite

White-tailed kite is a year-round resident in coastal and valley lowlands, where it inhabits herbaceous and open stages of most habitat types. Individuals forage in grasslands, farmlands, and wetlands, preying mostly on small diurnal mammals. Nests are built near the top of dense tree stands, usually near open foraging areas (Zeiner et al. 1988).

No white-tailed kites were observed during any of the biological surveys conducted for the proposed project. The nearest reported extant occurrence of white-tailed kite in the CNDDDB is located approximately 3-miles southwest of the project site near Lake Natoma (CDFW 2020). Nesting habitat is present on the site in large trees and foraging habitat is present in the ruderal vegetation. However, habitat for white-tailed kite is marginal due to the urban character of the surrounding area.

No adverse effects to white-tailed kite foraging habitat are anticipated as a result of the loss of oak woodland habitat that would occur due to development of the proposed project. Non-breeding adults could readily avoid contact with construction equipment or personnel by moving out of the construction area. Displacement of non-breeding adults would not be a significant impact. The project has potential for adverse effects to white-tailed kite through nest disturbance leading to destruction of eggs or nestlings if this species were to nest in or adjacent to the project site. Eggs and young still dependent on the nest would be susceptible to injury or mortality through physical contact or through nest abandonment caused by displacement of adults. Destruction of eggs or young would be a violation of the Fish and Game Code and a significant impact.

Implementation of Mitigation Measure BIO-01 would reduce impacts to white-tailed kite and other nesting birds to a less than significant level.

Migratory Birds and Raptors

The project site provides suitable habitat for nesting migratory birds and raptors. However, migratory and non-game birds are protected during the nesting season by California Fish and Game Code. The project site and immediate vicinity provides nesting and foraging habitat for a variety of native birds common to urbanized areas. Nests were not observed during surveys; however, a variety of migratory birds have the potential to nest in and adjacent to the site, in trees, shrubs and on the ground in vegetation.

Project activities such as clearing and grubbing during the avian breeding season (February 1 – August 31) could result in injury or mortality of eggs and chicks directly through destruction or indirectly through forced nest abandonment due to noise and other disturbance. Needless destruction of nests, eggs, and chicks would be a violation of the Fish and Game Code and a significant impact.

Aquatic Resource Evaluation

The project site is located in the City of Folsom in the Upper American River hydrologic unit (HUC12: 180201110201). NWI mapping shows no aquatic features on the project site.

HELIX conducted a routine assessment of waters of the U.S. and State on September 30, 2020, generally in accordance with the U.S. Army Corps of Engineers' (USACE) Corps of Engineers Wetlands Delineation Manual and the Regional Supplement to the Corps of Engineers Wetland Delineation Manual: Arid West Region (Version 2.0). A formal delineation of wetlands was not completed. HELIX identified two aquatic resources; an intermittent drainage and an ephemeral drainage totaling 0.04-acre of aquatic resources that are potentially jurisdictional waters of the U.S. and state. The drainage features are depicted on the Habitat and Resource Map, which is included in Attachment A of **Appendix D**. No other aquatic resources are present on the site.

The intermittent drainage totals 0.03-acre and flows in a southwesterly direction along the northern boundary of the project site. The intermittent drainage is fed by an unnamed emergent wetland swale located north of the site on the Folsom State Prison grounds, via a 24-inch metal culvert that runs beneath Natoma Street to enter the project site. The drainage also receives stormwater runoff from Natoma Street. The water to the site flows intermittently, with water persisting after rain events. The banks of the drainage are incised with a stream channel that is approximately 3-ft wide at the ordinary high-water mark. The intermittent drainage on the project site does not support wetland vegetation, with most of the vegetation within the feature consistent with vegetation in the blue oak woodland vegetation community. Upon leaving the site, the intermittent drainage continues in a southwesterly direction and enters an unnamed tributary to the American River/Lake Natoma west of the prison.

An ephemeral drainage is characterized as a feature with a bed and a bank that channels water from uplands and typically only flows during periods of precipitation. Ephemeral drainages typically do not support wetlands due to their brief hydroperiods, although they typically have an incised bank. In the project site, there is one ephemeral drainage totaling 0.01-acre that crosses the eastern portion of the site and intersects with the intermittent drainage. The ephemeral drainage in the project site supports vegetation consistent with understory vegetation described in the blue oak woodland and is dominated by weedy grasses and forbs.

Determination of regulatory jurisdiction must be made by the U.S. Army Corps of Engineers (USACE), Central Valley Regional Water Quality Control Board (CVRWQCB), and CDFW. It is likely that impacts to the drainages would occur as a result of the proposed project, which would be a significant impact if they are considered waters of the U.S. or state or subject to CDFW jurisdiction.

Protected Trees

A total of 111 trees are present on the site, including 94 blue oaks, seven Fremont’s cottonwoods (*Populus fremontii*), four interior live oaks, two Gooding’s black willow (*Salix gooddingii*), one mulberry, one Chinese hackberry, one Chinese tallow, and one ornamental cherry (Figure 3). The City of Folsom regulates trees under Section 12.16 of the Folsom Municipal Code (Tree Preservation Ordinance). A permit is required to remove native oaks (defined as valley oak, blue oak, interior live oak, and coast live oak) measuring 6-inches in diameter at standard height (i.e., 54-inches above natural grade, DSH), or a multi-stemmed native oak measuring a total of 20-inches at DSH. For a tree with a common root system that branches at the ground, DSH is defined as the sum of the diameter of the largest trunk and one-half the cumulative diameter of the remaining trunks measured at 4.5-ft above natural grade.

A total of 77 trees on the project site are considered protected by Folsom City Code. None of the Fremont’s cottonwood, Chinese hackberry, Chinese tallow, mulberry, ornamental cherry or Gooding’s black willow are protected. See Attachment B in Appendix C for additional data on the trees found on the project site.

Table 7 outlines the number of trees, with their respective DSH, to be impacted or to be retained. The project includes a total of 111 trees on the project site, of which 77 trees are protected by the Folsom City Code. Of the total 77 protected trees, 65 protected trees require mitigation (the remaining 12 trees do not warrant mitigation due to poor health). Under the proposed project, 30 protected trees, with 473.1-inches at DSH, would be retained. The proposed project would result in direct or indirect impact of the remaining 47 protected trees, which would require 571.3-inches at DSH of mitigation. However, the final mitigation for the impact of protected trees is to be determined by the City Arborist prior to issuance of a City Grading Permit. Please refer to Figure 10 for the Tree Impact Plan.

Table 7: On-Site Tree Designation

	Total Trees on Project Site	Unprotected Trees	Protected Trees	Protected Trees to be impacted	Protected Trees to be retained
Number	111	34	77	47	30
DSH (inches)	--	--	--	571.3	473.1

Based on Figure 10 included in Appendix A.

Evaluation of Biological Resources

- 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 Wildlife or U.S. Fish and Wildlife Service?

Less than significant with mitigation. The trees and understory grassland areas within the project site provide suitable nesting habitat for white-tailed kite and other raptors as well as other native birds and large trees adjacent to the site provide nesting habitat for raptors. Removal of vegetation containing active nests would potentially result in destruction of eggs and/or chicks; noise, dust, and other anthropogenic stressors in the vicinity of an active nest could lead to forced nest abandonment and mortality of eggs and/or chicks. Needless destruction of eggs or chicks would be a violation of the Fish and Game Code and a significant impact. Pre-construction surveys should be conducted prior to project implementation to determine if nesting birds are present on or adjacent to the site, so that measures could be implemented if needed to avoid harming nesting birds. Implementation of Mitigation Measure BIO-01 would reduce impacts to white-tailed kite and other nesting birds to a less than significant level.

Mitigation Measure BIO-01: Avoid and minimize impacts to white-tailed kite and other nesting birds.

- If project (construction) ground-disturbing or vegetation clearing and grubbing activities commence during the avian breeding season (February 1 – August 31), a qualified biologist shall conduct a pre-construction nesting bird survey no more than 14 days prior to initiation of project activities and again immediately prior to construction. The survey area shall include suitable raptor nesting habitat within 500-ft of the project boundary (inaccessible areas outside of the project site can be surveyed from the site or from public roads using binoculars or spotting scopes). Pre-construction surveys are not required in areas where project activities have been continuous since prior to February 1, as determined by a qualified biologist. Areas that have been inactive for more than 14 days during the avian breeding season must be resurveyed prior to resumption of project activities. If no active nests are identified, no further mitigation is required. If active nests are identified, the following measure is required:
 - A suitable buffer (e.g., 500-ft for raptors; 100-ft for passerines) shall be established by a qualified biologist around active nests and no construction activities within the buffer shall be allowed until a qualified biologist has determined that the nest is no longer active (i.e., the nestlings have fledged and are no longer reliant on the nest, or the nest has failed). Encroachment into the buffer may occur at the discretion of a qualified biologist. Any encroachment into the buffer shall be monitored by a qualified biologist to determine whether nesting birds are being impacted.

With implementation of Mitigation Measure BIO-01, impacts to the white-tailed kite and nesting birds would be less than significant.

- b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?

No impact. No riparian habitats, sensitive natural communities, or other protected habitats are located on or adjacent to the project site. Therefore, no impact would occur.

- c) Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?

Less than significant with mitigation. The 0.04-acre of aquatic features located on the project site are potentially regulated by the USACE, CVRWQCB, and CDFW under the Clean Water Act, Porter-Cologne Act, and Section 1600 of the Fish and Game Code. Therefore, removal or fill of the aquatic features would likely require a permit from these agencies. In order to avoid impacts to jurisdictional wetland and waters, Mitigation Measure BIO-02 would be implemented, mitigating impacts to a less than significant level.

Mitigation Measure BIO-02: Avoid and minimize impacts to jurisdictional wetland and waters

- Prior to start of construction, the project proponent shall either prepare a formal delineation and submit it to the USACE for verification or obtain verification based on the mapping of aquatic resources in this report as well as contact the USACE, CVRWQCB, and CDFW to determine the need for permits and secure any required aquatic resources permits for impacts to waters of the U.S./State from the USACE, CVRWQCB, and CDFW, pursuant to Sections 404 and 401 of the Clean Water Act, the California Water Code, Section 1600 of the Fish and Game Code, and the State Water Resource Control Board Dredge and Fill Policy. The project proponent shall comply with all conditions of such permits including providing compensatory mitigation at a minimum 1:1 ratio as required to achieve no net loss of wetlands or other waters.
- d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?

No impact. The project site is surrounded by development including Prison Road and Folsom State Prison to the north, Cimmaron Circle and single-family homes to the east, PG&E powerlines, single family homes, and duplexes to the south, and Fargo Way, Office Space, and Folsom City Police Department to the west. The project site does not provide any wildlife movement corridors or wildlife nursery sites. Therefore, there would be no impacts to wildlife corridors or the use of native wildlife nursery sites as a result of the proposed project.

- e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?

Less than significant impact with mitigation. Of the 111 trees on the project site, 77 trees are considered protected by Folsom City Code. If protected trees will be removed by the proposed project mitigation will be required per Section 12.16.150.

Protected trees rated 3, 4 or 5 shall be replaced at a ratio of one-inch equivalent for every one-inch of DSH removed as shown in **Table 8**. Protected trees rated 2 shall be replaced at a ratio of one-half-inch equivalent for every one inch removed. Protected trees rated 0 or 1 require no replacement or any other mitigation. Mitigation for trees can be done through on-site replacement planting, payment of in lieu fees, or a combination thereof.

Table 8. Tree Replacement Equivalency Table

Replacement Tree Size	DSH Equivalency
A Sampling tree; or	0.5-inch DSH
Tree in container less than 15 gallons	0.5-inch DSH
15-gallon container tree	1-inch DSH
24-inch box tree	2-inch DSH
36-inch box tree	3-inch DSH

Of the 77 trees protected by Folsom City Code, only 65 trees require potential mitigation based on having a health rating of 5, 4, 3, or 2. Of those 65 trees potentially requiring mitigation, the proposed project would only result in direct or indirect impact to 47 protected oak trees, which would require 571.3-inches at DSH of mitigation (Table 7). With implementation of Mitigation Measure BIO-03, impacts to protected trees would be less than significant.

Mitigation Measure BIO-03: Avoid and minimize impacts to protected trees

- The applicant shall provide mitigation for directly or indirectly impacted oak trees based on having a health rating of 5,4,3, or 2. Based on the DSH equivalency ratio, the project applicant shall mitigate for the removal of approximately 47 oak trees (571.3 inches at DSH) that will be removed with development of the project. Final mitigation requirements shall be determined by the City Arborist upon receipt of final design plans prior to the issuance of a grading permit. Mitigation for trees shall be done through on-site replacement planting, payment of in-lieu fees as determined by the City, or a combination thereof.
- A Tree Permit Application containing an Application Form, Tree Protection and Mitigation Plan, and Arborist Report shall be submitted to the City of Folsom by the owner/applicant for issuance of a Tree Work Permit and Tree Removal Permit prior to commencement of any grading or site improvement activities. The tree protection and mitigation plan shall be prepared in collaboration with a qualified arborist and shall be subject to review and approval by the City. The tree protection and mitigation plan shall contain the contact information of the project arborist and shall be included in all associated plan sets for the project.
- Removal of any protected tree shall be mitigated by planting replacement trees and/or payment of "In-Lieu" fees on a diameter inch basis in accordance with FMC, Section 12.16.150. The proposed method of mitigation shall be subject to review and approval by the City.
- Prior to starting construction, oak trees to be preserved shall be fenced with high visibility fencing consistent with the city-approved tree protection and mitigation plan. Parking of vehicles, equipment, or storage of materials is prohibited within the Tree Protection Zone of Protected Trees at all times. Signs shall be posted on exclusion fencing stating that the enclosed trees are to be preserved. Signs shall state the penalty for damage to, or removal of, the protected tree.
- The owner/applicant shall retain the services of a project arborist for the duration of the development project to monitor the health of oak trees to be preserved and carry out the City-approved tree protection plan. All regulated activity conducted within the Critical Root Zone of protected trees, as that term is defined in Folsom Municipal Code (FMC) 12.16.020, shall be

performed under the direct supervision of the project arborist. A copy of the executed contract for these arboricultural services shall be submitted to the City prior to the issuance of any tree or grading permits

- Certification letters by the project arborist attesting compliance with the tree protection and mitigation plan and tree permit conditions shall be submitted to the City.
- 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?

No impact. No Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan has been approved for the City of Folsom. Therefore, no impacts to an existing adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan would occur.

V. CULTURAL RESOURCES

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a) Cause a substantial adverse change in the significance of a historical resource pursuant to §15064.5?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Disturb any human remains, including those interred outside of dedicated cemeteries?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

The discussion below is based on a cultural resources assessment prepared by HELIX Environmental Planning, Inc. (HELIX 2022b), attached to this Initial Study as **Appendix E**. This assessment, which addresses both archaeological and architectural resources, is based on the results of an archival records search, Native American coordination, and a pedestrian survey of the project site.

Environmental Setting

State and federal legislation require the protection of historical and cultural resources. In 1971, President’s Executive Order No. 11593 required that all federal agencies initiate procedures to preserve and maintain cultural resources by nomination and inclusion on the National Register of Historic Places. In 1980, the Governor’s Executive Order No. B-64-80 required that state agencies inventory all “significant historic and cultural sites, structures, and objects under their jurisdiction which are over 50 years of age and which may qualify for listing on the National Register of Historic Places.” Section 15064.5(b)(1) of the CEQA Guidelines specifies that projects that cause “...physical demolition, destruction, relocation, or alteration of the resource or its immediate surroundings such that the significance of an historic resource would be materially impaired” shall be found to have a significant impact on the environment. For the purposes of CEQA, an historical resource is a resource listed in, or determined eligible for listing in the California Register of Historical Resources. When a project could impact a resource, it must be determined whether the resource is an historical resource, which is defined as a resource that:

(A) is historically or archaeologically significant, or is significant in the architectural, engineering, scientific, economic, agricultural, educational, social, political or cultural annals of California; and,

(B) Meets any of the following criteria: 1) is associated with events that have made a significant contribution to the broad patterns of California’s history and cultural heritage; 2) is associated with the lives of persons important in our past; 3) embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of an important creative individual, or possesses high artistic values; or 4) has yielded, or may be likely to yield, information important in prehistory or history. The City of Folsom Standard Construction Specifications were developed and approved by the City of Folsom in May 2004 and updated in

April 2015. They include Article 11 - Cultural Resources, which provides direction on actions to be taken in the event that materials are discovered that may ultimately be identified as a historical or archaeological resource, or human remains (City of Folsom 2015).

Cultural Background

The following is a brief overview of the prehistory, ethnography, and historic background of the project area intended to provide a historical context for cultural resources that might be found in the vicinity of the APE. This section is not intended to be a comprehensive review of the current resources available; rather, it serves as a general overview of human occupations and uses of the general project vicinity. Further details can be found in ethnographic studies, mission records, and major published sources, including Beardsley (1948), Bennyhoff (1950, 1954, 1977), Fredrickson (1973 and 1974), Kroeber (1925), Chartkoff and Chartkoff (1984), and Moratto (1984).

Prehistoric Background

Early archaeological investigations in central California were conducted at sites located in the Sacramento-San Joaquin Delta region. The first published account documents investigations in the Lodi and Stockton area (Schenck and Dawson 1929). The initial archaeological reports typically contained descriptive narratives, with more systematic approaches sponsored by Sacramento Junior College in the 1930s. At the same time, University of California at Berkeley excavated several sites in the lower Sacramento Valley and Delta region, which resulted in recognizing archaeological site patterns based on variations of inter-site assemblages. Research during the 1930s identified temporal periods in central California prehistory and provided an initial chronological sequence (Lillard and Purves 1936; Lillard et al. 1939). In 1939, Lillard noted that each cultural period led directly to the next and that influences spread from the Delta region to other regions in central California (Lillard et al. 1939). In the late 1940s and early 1950s, Beardsley documented similarities in artifacts among sites in the San Francisco Bay region and the Delta and refined his findings into a cultural model that ultimately became known as the Central California Taxonomic System (CCTS). This system proposed a uniform, linear sequence of cultural succession (Beardsley 1948 and 1954). The CCTS system was challenged by Gerow, whose work looked at radiocarbon dating to show that Early and Middle Horizon sites were not subsequent developments but, at least partially, contemporaneous (Gerow 1954, 1974; Gerow and Force 1968).

To address some of the flaws in the CCTS system, Fredrickson (1973) introduced a revision that incorporated a system of spatial and cultural integrative units. Fredrickson separated cultural, temporal, and spatial units from each other and assigned them to six chronological periods: Paleo-Indian (10000 to 6000 B.C.); Lower, Middle and Upper Archaic (6000 B.C. to A.D. 500), and Emergent (Upper and Lower, A.D. 500 to 1800). The suggested temporal ranges are like earlier horizons, which are broad cultural units that can be arranged in a temporal sequence (Moratto 1984). In addition, Fredrickson defined several patterns—a general way of life shared within a specific geographical region. These patterns include:

- Windmill Pattern or Early Horizon (3000 to 1000 B.C.);
- Berkeley Pattern or Middle Horizon (1000 B.C. to A.D. 500); and,
- Augustine Pattern or Late Horizon (A.D. 500 to historic period).

Brief descriptions of these temporal ranges and their unique characteristics are presented below.

Windmill Pattern or Early Horizon (3000 to 1000 B.C.)

The Windmill Pattern, or, the Early Horizon culture, was centered in the Cosumnes district of the Delta and emphasized hunting rather than gathering, as evidenced by the abundance of projectile points in relation to plant processing tools. Additionally, atlatl, dart, and spear technologies used typically included stemmed projectile points of slate and chert. Obsidian projectile points, however, are sparingly found on Windmill sites. The large variety of projectile point types and faunal remains suggests exploitation of numerous types of terrestrial and aquatic species (Bennyhoff 1950; Ragir 1972). Burials occurred in cemeteries and intra-village graves. These burials typically were ventrally extended, although some dorsal extensions are known with a westerly orientation and a high number of grave goods. Trade networks focused on acquisition of ornamental and ceremonial objects in finished form rather than as raw material. The presence of artifacts made of exotic materials such as quartz, obsidian, and shell indicate an extensive trade network that may represent the arrival of Utian populations into central California. Also indicative of this period are rectangular *Haliotis* and *Olivella* shell beads, and charmstones that usually were perforated.

Berkeley Pattern or Middle Horizon (1000 B.C. to A.D. 500)

The Middle Horizon is characterized by the Berkeley Pattern, which displays considerable changes from the Early Horizon. This period exhibited a strong milling technology represented by minimally shaped cobble mortars and pestles, although metates and manos were still used. Dart and atlatl technologies during this period were characterized by non-stemmed projectile points made primarily of obsidian. Fredrickson (1973) suggests that the Berkeley Pattern marked the eastward expansion of Mi-Wuk groups from the San Francisco Bay Area. Compared with the Early Horizon there is a higher proportion of grinding implements at this time, implying an emphasis on plant resources rather than on hunting. Typical burials occurred within the village with flexed positions, variable cardinal orientation, and some cremations. As noted by Lillard, the practice of spreading ground ochre over the burial was common at this time (Lillard et al. 1939). Grave goods during this period are generally sparse and typically include only utilitarian items and a few ornamental objects. However, objects such as charmstones, quartz crystals, and bone whistles occasionally were present, which suggest the religious or ceremonial significance of the individual (Hughes 1994). During this period, larger populations are suggested by the number and depth of sites compared with the Windmill Pattern. According to Fredrickson (1973), the Berkeley Pattern reflects gradual expansion or assimilation of different populations rather than sudden population replacement and a gradual shift in economic emphasis.

Augustine Pattern or Late Horizon (A.D. 500 to Historic Period)

The Late Horizon is characterized by the Augustine Pattern, which represents a shift in the general subsistence pattern. Changes include the introduction of bow and arrow technology; most importantly, acorns became the predominant food resource. Trade systems expanded to include raw resources as well as finished products. There are more baked clay artifacts and extensive use of *Haliotis* ornaments of many elaborate shapes and forms. Burial patterns retained the use of flexed burials with variable orientation, but there was a reduction in the use of ochre and widespread evidence of cremation (Moratto 1984). Judging from the number and types of grave goods associated with the two types of burials, cremation seems to have been reserved for individuals of higher status, whereas other individuals were buried in flexed positions. Johnson (1976) suggests that the Augustine Pattern represents expansion of the Wintuan population from the north, which resulted in combining new traits with those established during the Berkeley Pattern.

Central California research has expanded from an emphasis on defining chronological and cultural units to a more comprehensive look at settlement and subsistence systems. This shift is illustrated by the early use of burials to identify mortuary assemblages and more recent research using osteological data to determine the health of prehistoric populations (Dickel et al. 1984). Although debate continues over a single model or sequence for central California, the general framework consisting of three temporal/cultural units is generally accepted. Having said that, the identification of regional and local variation remains a major goal of current archaeological research.

Ethnographic Background

The cultural groups that occupied the project area at the time of Euro-American contact around 1845 are the Southern Maidu, sometimes called the Nisenan. This group speaks a language related to the Penutian stock, and it is generally agreed that they entered the region sometime after 1750 AD, and that their territory included the Bear River, American River, Yuba River, and southern portions of the Feather River drainages (Wilson and Towne 1978:387). Southern Maidu settlements were often located on ridges that separated parallel streams, or terraces located part way up slopes (Kroeber 1925).

The Southern Maidu village of Yodok was thought to have been originally located on the south side of the American River, in the approximate vicinity of the current town of Folsom (Kroeber 1925:394). Later ethnographers however, depict the village on the north side of the river (Bennyhoff 1977:125, 165; Wilson and Towne 1978:388), close to the present-day location of the Cliff House Restaurant (located at 9900 Greenback Lane). It is suspected that additional large settlements existed in the region prior to Euroamerican contact which went undocumented due to the speed with which the Southern Maidu way of life was impacted by white settler colonialism.

Ethnographic descriptions of the Southern Maidu suggest a varied subsistence strategy based on the exploitation of available resources. They hunted a variety of large and small mammals, (including deer, bear, elk, antelope, and rabbit), fish (salmon, trout, and eel), and birds (waterfowl, crows, and pigeons), and gathered numerous edible seeds, nuts, berries, herbs, and native fruits (Kroeber 1925). The Maidu were nomadic throughout the year, following game and gathering plants. Population movements were predicated upon the changes of seasons in an effort to make subsistence gathering easier. Winter villages were formed along drainages at elevations below 2,500-ft (Johnson 1982:74-75). Spring, summer, and early fall were spent at higher elevation camps, where resources were gathered, prepared, and stored for winter (Wilson and Towne 1978:388).

Maidu dwellings include a conical structure built out of poles thatched with bark, sticks, leaves, and pine needles. These structures were often built on top of shallowly excavated pits, with dirt built up around their perimeters. These structures measured between 10- and 15-ft in diameter. Larger Maidu villages often included dance houses, which measured between 20- and 40-ft in diameter, as well as other larger structures which functioned as sweat houses and lodges. These larger structures extended down into the subsurface, with 10- to 20-ft high posts used to support a domed roof which consisted of poles and thatched sticks, bark, and pine needles. An outer layer of earth, measuring roughly 1-foot thick, was used to seal the structure against the elements (Kroeber 1925:407-408).

The epidemic of 1833, which was brought by Euromericans into the Folsom area, had terrible impacts on local Maidu populations. Thought to be malaria, this epidemic is estimated to have killed up to 75 percent of the Sacramento Valley native population, Maidu included. Another major impact to the Maidu way of life came with the discovery of gold in Coloma in 1848. This prompted thousands of

miners to move into the region and stake claims for mining operations. This carving up of territory on maps was quickly followed by the removal of trees, and the diversion of rivers and creeks from their natural beds, resulting in the siltation of local streams. Beyond the environmental degradations these activities caused, mining operations radically reduced the hunting and gathering territories of the Maidu and other native American groups all but extinguishing their means of maintaining self-sufficient levels of food collection/production as well as their capacity to collect materials used in the crafting of tools, structures, trade goods, and medical supplies (Levy 1978, Wilson and Towne 1978). By the 1870s, the surviving Maidu were largely working in Euro-American owned mines and ranches or working as day laborers in industrial or agricultural settings (Powers 1975). Still, Maidu people continue to live in the region to this day, and are striving to maintain, reinvigorate, and safeguard their cultural heritage and traditional practices.

Historic Background

The first Europeans to visit the interior of California were Spanish expeditions launched to recapture Native Americans who had escaped from the rule of coastal missions (Heizer and Almquist 1971, McGruder 1950, Napton 1997:6). Catholic missions were the hallmark of the Spanish Period (1796-1822) in California, during which time 21 missions were established by the Franciscan Order along the coast between San Diego (among the earliest of missions) and San Francisco. Among the first Europeans to formally explore the Central Valley was Lieutenant Gabriel Moraga, who led excursions in the area between 1806 and 1808 to examine the area's main water ways including what we today call the American, Calaveras, Cosumnes, Feather, Merced, Mokelumne, Sacramento, San Joaquin, and Stanislaus rivers. In 1813, Moraga again ventured into the Central Valley, this time focusing on the south, and coined the name of the San Joaquin River (Hoover et al. 2002:369). Luis Arguello led the last of the Spanish expeditions into the Central Valley in 1817 when he traveled up the Sacramento River, past current day Sacramento, and into the mouth of the Feather River before turning back to the coast (Beck and Haase 1974:18, 20, Grunsky 1989:3-4).

The Mexican Revolution, which took place between 1810 and 1821, resulted in the end of Spanish rule in modern day California and ushered in Mexican governance in the area, which was marked by an extensive issuance of land grants, mostly of lands in the interior of the state. Californios (or Mexican Citizens in California who were given land grants) were given locations by the Mexican Republic in the interior, with the goal of increasing populations in areas further from the coast where Spanish era settlements had already been established and developed into bustling areas of commerce.

Settlement of the Sacramento area began by late 1830s and early 1840s, when entrepreneurs such as John Sutter and Jared Sheldon obtained land grants from the Mexican government in exchange for an agreement to protect Mexican interest in these remote regions. In 1839, John Sutter built the earliest Euro-American settlement within Sacramento County. Named Sutter's Fort, it was well known outpost that brought with it an increase in Euro-American trappers, hunters, and settlers to the Sacramento area. John Sutter also founded New Helvetia, a trading and agricultural outfit, that was based out of Sutter's Fort, close to the location where the Sacramento and American rivers split, near today's City of Sacramento (Hoover et al. 2002).

The Mexican period was also characterized by exploration of the western Sierra Nevada mountain range by American fur trappers and later, miners. Jedediah Smith, an American trapper, is known to have explored the Sierra Nevadas in 1826 and 1827, entering the Sacramento Valley and traveling along the American and Cosumnes rivers and through the San Joaquin Valley. Soon after other trappers ventured

into the area, including those involved with the Hudson's Bay Company in 1832 (Hoover et al. 2002:370). Colonel J. Warner is also known to have traveled with the Ewing-Young trapping expedition which passed through the Central Valley in 1832 and 1833 (Gilbert 1879:11).

The American period in California began in 1848 with the end the Mexican American War (1846 – 1848), and the ensuing Treaty of Guadalupe Hidalgo which officially made California a territory of the United States. Soon after, gold was discovered at Sutter's Mill, located along the American River in Coloma. By 1849 over 80,000 people had emigrated to try and stake their claims and strike it rich in the California Gold Rush. Due to this population boom, and the industries that popped up as a result, California was made the 31st state of the United States in 1850, and by 1854, the bustling town of Sacramento was made the state capital.

Local History

The City of Folsom was named after Captain Joseph Libbey Folsom, a West Point graduate who arrived in California in 1847 to serve as Quartermaster in San Francisco. In 1848 Captain Folsom purchased a 35,000-acre Mexican land grant located just to the east of John Sutter's land grant and hired Theodore Judah, a railway engineer, and surveyor, to lay out a town initially named Granite City. After Captain Folsom's death in July 19, 1885, his executors changed the town name to Folsom (Gudde 1998). The history of the city is steeped in the development of the mining and transportation industries, and later was heavily influenced by the development of the Folsom Prison and hydroelectric dams.

Mormon Bar, located just a few miles east of Folsom, was the second major gold find within California and by the spring of 1848 a group of Mormons had developed mining operations in the area (Hoover et al. 1990, The Telegraph 1966:8). These efforts were soon followed by the exploration of the other gravel bars along the American River; by 1849 mining works were established between Mormon Island and Mississippi Bar, including Alabama Bar, Slate Bar, Beam or Bean's Bar, and Sailor Bar. Other nearby mining camps included Texas Hill, just south of present-day Folsom and Big Gulch mining camp, north along the American River (Hoover et al. 1990:289). Negro Bar was also located on the American River, near present day Decatur and Reading streets, and was first mined by Afro-Americans in 1849. The community that sprang up around Negro Bar began within the current townsite of Folsom and extended almost a mile downstream. These works, camps, and residences housed some 700 inhabitants as of 1851, and the settlements included two general stores and two hotels (Gudde 1975:235, Hoover et al. 1990:289). In 1852, however, a massive flood on the river forced a relocation of the community onto the bluffs above the bar (Gudde 1975).

In 1851, check dams were built by the Natomas Water and Mining Company on the South Fork American River two miles above Salmon Falls to facilitate the supply of water for mining operations in the growing Folsom Mining District. By 1854 these dams diverted water across 20-miles of ditches and sluice gates that supplied the Folsom area, and included a main canal that reached Prairie City to the south (Barrows 1966, Reed 1923:130, Thompson and West 1880). The area saw an infusion of Chinese immigrants around 1850, with many of them hired to help build the ditches and dams for the Natomas Company. Some also established themselves in the Folsom area by reworking abandoned claims and tailings piles (Barrows 1966:70-71, Thompson and West 1880). By the mid-1850s there were over 1,200 Chinese living in the area, primarily working as miners.

Mining in the area persisted through the 1960s, though to a far lesser extent than the mining boom in the 1850s. these efforts included placer and drift mining ventures near Alder Creek and Willow Springs,

at the Golden Treasure Mine close to Leidersdorff Street, at the White and Donnelly Gravel Mine between Leidesdorff and Sutter Street, and at Wool and Reading streets (Maniery and Syda 1991:25). Dredge mining the American River was first attempted by W. P. Bonright and Company when they obtained title and rights to the Mississippi Bar (Barrows 1966:54-55). By the 1900s and 1910s several companies seeking to emulate the successes of the Bonright dredging endeavor moved into the region, with some working the gravels at Sailor Bar and Texas Hill (The Telegraph, May 30, 1903). Mining remained the primary focus on the Folsom economy until the 1940s, when the federal government placed a moratorium on the mining of non-essential metals as a result of the outbreak of World War II. Though mining/dredging operations resumed after the war in 1946, the returns proved to be not nearly as profitable as they had in earlier years. The last mining enterprise in the region halted operations in 1962 (Barrows 1966).

In 1852 the Sacramento Valley Railroad Company (SVRR) was developed to build a rail line between Sacramento and Negro Bar. The route was surveyed and laid in 1854. Construction began in 1855 and completed by 1856, making it the first line completed in California (Barrows 1966:16, Reed 1923:130). A terminus for the SVRR was built in Folsom near already established hotels and stores. The railway opened on February 22, 1856 and quickly made Folsom a transportation center for freight and passengers who needed to push further into the California interior, or to arrive in Sacramento for shipment by boat to San Francisco and then elsewhere. Many would arrive in Folsom to stage voyages to Sonora, Placerville, Auburn, and Marysville (Thompson and West 1880:223). As a result Folsom grew along with the railroad traffic, with the years between 1856 and 1865 characterized by the development of hotels, houses, churches, an academy, and businesses including a flour mill, and the Folsom Telegraph building (Thompson and West 1880:223). A series of fires (two in 1871, one in 1872, and another in 1886) destroyed a tremendous amount of property in the area, but each time the city's business district found ways to quickly bounce back with the construction of larger and grander buildings.

In the 1870s Folsom also saw an increase in agricultural activity as the Natoma Water and Mining Company began renting out large swaths of their property for use as vineyards, gardens, and orchards (Reed 1923:130). Chinese, Native Americans, Portuguese, Italians, and African Americans worked in these agricultural fields and took on the roles of cooks, laborers, and handymen in the Folsom area. Growth in the area was also spurred in the 1870s and 1880s by the opening of Folsom State prison in 1878. This prison remains a major employer for the town through the present day.

Originally intended to house the surplus of criminals held at San Quentin prison, construction began on the Folsom Prison in 1874, with the efforts largely supplied by local Folsom businesses. The prison was built on land owned by the Natoma Water and Mining company. In exchange for the state gaining possession of the land, convict labor was to be used to construct a dam for the company (Barrows 1966:77). A railroad spur intended to supply the new prison facility was built along the south bank of the American River and extended to the intended dam site. The first cell block was completed in 1880 prompting the first transfer of 44 convicts from San Quentin. These men were soon put to work building an additional cellhouse and the dam for the Natoma Company. These buildings were made with granite quarried from the prison grounds, and as the prison was expanded, so was the prisoner population. The prison was unique in that it had an electric power plant on the grounds to power interior lighting and the arc-lights that illuminated the boundaries of the prison grounds (Barrows 1966:78). Convict labor from the prison was used to build the Folsom dam as intended, which led to the development of the nearby hydroelectric plant.

The dam and the first half-mile of the associated canal were completed in 1893. Soon after log booms

were constructed so that logs could be floated through the power canal and to a milling pond and sawmill near Folsom. These logging businesses were operated by the American River Land and Lumber Company which were affiliated with the Natoma Company (Barrows 1966). By 1895, a hydroelectric system consisting of a two-story powerhouse, intake gates, penstocks, McCormick turbines, and GE generators was completed. Once operational, this powerhouse brought electric current through transmission lines to Sacramento, forming the longest transmission line in the world at the time (Barrows 1966:23). This hydroelectric system was continuously upgraded and remained in use until 1952 when the Folsom Dam was demolished in anticipation of the construction of a new dam further upstream.

In the latter half of the 20th century the City of Folsom continued to expand and grow. The new Folsom Dam project began in 1952 and was completed by 1956. This new dam was built to control flooding in Sacramento and to provide hydroelectric power to nearby cities. In the 1960s, musician Johnny Cash brought fame to the city and the Folsom Prison, with his hit single "Folsom Prison Blues" and the subsequent recording of an album on the prison grounds in 1968. In 1982 Intel Corporation, the computer hardware company, made Folsom its home and purchased 234 acres to set up offices, warehouses and manufacturing center. Today the 1.5 million square foot Intel campus employs over 6,000 employees and is the single largest employer in the city. In more recent decades, especially the 1990s, Folsom has been the site of rapid expansion, as the suburbs of Sacramento spread out into the Folsom city limits. As of the 2020 census, Folsom is home to some 80,454 residents. This recent growth has spurred the development of numerous residential neighborhoods, apartment complexes and shopping centers.

Cultural Resource Record Search

Previous Studies

On January 21, 2022, a records search addressing the APE and a 0.50-mile radius beyond the APE boundaries was conducted by the North Central Information Center (NCIC) at California State University, Sacramento. The purpose of the records search was to: (1) identify prehistoric and historic resources previously documented in the APE and within 0.5-mile of APE boundaries; (2) determine which portions of the APE may have been previously studied, when those studies took place, and how the studies were conducted; and, (3) ascertain the potential for archaeological resources, historical resources, and human remains to be found in the APE. This search also included a review of the appropriate USGS topographic maps on which cultural resources are plotted, archaeological site records, building/structure/object records, and data from previous surveys and research reports. The California Points of Historical Interest, the California Historical Landmarks, the NRHP, the CRHR, and the California State Historic Resources Inventory listings were also reviewed to ascertain the presence of designated, evaluated, and/or historic-era resources within the APE. Historical maps and historical aerial photographs of the area were also examined (NETROnline 2022).

The cultural resources records search identified 10 studies that have previously been conducted within a 0.5-mile radius of the APE (Table 9). Of these, two studies overlapped with the current APE for at least part of their survey area; these include report numbers 004508 (Maniery 1993) and 004509 (Maniery and Syda 1991). Brief summaries of the reports pertaining to surveys that overlapped with the current APE are provided below Table 9.

Table 9. Previous Studies Conducted within 0.5-Mile of the APE

Report	Year	Author(s)	Affiliation	Includes APE?	Title
004508	1993	Maniery, Mary L.	PAR Environmental Services, Inc.	Yes	Determination of Effect, American River Bridge Crossing Project, City of Folsom, Sacramento County, California
004509	1991	Maniery, Mary L. and Keith A. Syda	PAR Environmental Services, Inc.	Yes	Cultural Resources Investigation for the American River Bridge Crossing Project, City of Folsom, Sacramento County, California
000155	1977	Greenway, Gregory	Archaeology Study Center, CSU Sacramento	No	An Archaeological Survey of the Oak Avenue Parkway, Ashland Water Transmission Main and Storage, Blue Ravine Water Transmission Main, and the Lew Howard Memorial Park for the City of Folsom, Sacramento County, California
001837	1997	Waechter, Sharon	Sharon Waechter	No	Archaeological Survey for the Proposed Natoma Pipeline Expansion, Folsom Dam to the City of Folsom Water Treatment Plant
003761	2001	Billat, Lorna Beth	EarthTouch, LLC	No	Nextel Communications (on-air) CA-0205A / West Folsom Entrance Road to Folsom State Prison
006933	1998	Maniery, Mary L. and Cindy Baker	PAR Environmental Services, Inc.	No	Cultural Resources Investigation for the Folsom Sanitary Sewer Rehabilitation Project- Phase 1 Folsom, CA
011288	2013	PAR Environmental Services, Inc.	PAR Environmental Services, Inc.	No	Supplemental Historic Property Survey Report for the Johnny Cash Class 1 Bicycle Trail, City of Folsom, California Federal Project No. 5288 (025)
011533	2014	Wills, Carrie D. and Kathleen A. Crawford	Environmental Assessment Specialist, Inc.	No	Cultural Resources Records Search and Site Visit Results for T-Mobile West, LLC Candidate SC 14633A (East Natoma & Randall), 235 Marchant Drive, Folsom, Sacramento County, California
011755	2015	Allen, Josh	PAR Environmental Services, Inc.	No	Cultural Resources Survey of Folsom Zoo, Sacramento County, California
013383	2015	Wills, Carrie	HELIX Environmental Planning Inc.	No	Oak Parkway Trail Undercrossing, Draft Initial Study & Environmental Evaluation

Source: Helix 2022b.

Report 004508 – *Determination of Effect, American River Bridge Crossing Project, City of Folsom, Sacramento County, California* was written by Mary.L. Maniery in 1993. The American River Bridge Crossing Project APE consisted of four linear alignments or alternatives that extended (east to west) from near the current Folsom Dam, to downstream of the existing Rainbow Bridge. Intersection improvements and road widening activities were also planned as part of the project. The survey area covered for this effort encompassed four possible alignments (referred to in the report as “alternatives”) for a bridge that would be built across the American River. The records searches and surveys conducted for these alternative alignments encountered 10 historic period cultural resources including Folsom’s “Chinatown” district (CA-SAC-426-H), the Sacramento Valley Railroad (CA-SAC-428-H), the Folsom Hydroelectric System (CA-SAC-429-H), the Folsom Powerhouses (National Historic Landmark/CHL #633), Rainbow Bridge (Bridge #246-67), and several individual built resources on APNs 070-0113-001, 070-0105-012, 070-0010-019, 070-0010-019 and 070-0091-007. However, none of the identified resources fall within the currently proposed APE, nor are any of these resources anticipated to be affected by the currently proposed undertaking.

Report 004509 – *Cultural Resources Investigation for the American River Bridge Crossing Project, City of Folsom, Sacramento County, California*, was written by Mary L. Maniery and Keith A. Syda in 1991. Similar to report 004508, this cultural resource investigation examined four linear alignments or alternatives for a proposed bridge that would cross the American River, as well as associated road improvements that extended (east to west) from near the current Folsom Dam to downstream of the existing Rainbow Bridge. The investigation identified 13 archaeological sites, five isolated artifacts, and 55 historic structures. None of the resources identified during the records searches or pedestrian surveys covered within this report fall within the currently proposed APE, and none of the resources mentioned in the report are anticipated to be affected by the current undertaking.

Previously Recorded Searches

The records search revealed that elements of one cultural resource, the Folsom Mining District (P-34-000335 / CA-SAC-000308H) may be present within the APE, and that eight previously recorded cultural resources lie within 0.5-mile of the APE. A brief description of resource P-34-000335 (CA-SAC-000308H) is provided below **Table 10**.

P-34-000335 (CA-SAC-000308H): Most recently updated by Coleman, Talcott, and Wolpert of Solano Archaeological Services, this resource, known as the Folsom Mining District, is comprised of a variety of elements from the region’s historic mining period (spanning from the 1840s through the mid-twentieth century) including mines, quarries, tailings, mining equipment, habitation sites, roads, railroad grades, water conveyances, and structural foundations. The results of HELIX’s records search indicated that elements of this historic district could be present within the currently proposed APE. NCIC records suggest that the Folsom Mining District taken as a unified entity has been determined to be ineligible for listing on the NRHP and CRHR, but that individual elements within the district may be eligible for listing and that they should be evaluated as eligible or ineligible on a case-by-case basis.

Table 10. Previously Recorded Cultural Resources within 0.5-Mile of the APE

Primary	Trinomial	Year	Recorder	Description
P-34-000335	CA-SAC-0 00308H	1969	K. G. S.	Historic period district- Folsom Mining District, several incorporating elements including foundations and structure pads, a water conveyance system, mines, quarries, and tailings
P-34-000016	n/a	1990	Syda, K., and C. Thomas	Prehistoric period isolate - Mano
P-34-000017	n/a	1990	Syda, K., and C. Thomas	Prehistoric period isolate - Pestle
P-34-000018	n/a	1990	Syda, K., and C. Thomas	Historic period site- Concrete rubble and 3 quarried granite blocks
P-34-000451	CA-SAC-000424	1990	Syda, K., and C. Thomas	Historic period site - Water conveyance system, associated with Folsom Mining District
P-34-000452	CA-SAC-000425	1990	Syda, K., and C. Thomas	Prehistoric period site - Lithic scatter
P-34-000456	CA-SAC-000429H	1989	Gerry, R., and M. Peak	Historic period site - Water conveyance system, roads/trails/railroad grades, dams, and standing structures
P-34-005017	n/a	2014	Crawford, K. A.	Historic period site – 1960s PG&E Tower constructed with bolted steel L-shaped profiles and cross arms
P-34-005119	CA-SAC-000426	2011	Appleby, Richard Allen	Historic period site - Folsom State Prison Railroad, no longer extant, plotted route appears on 1892 USGS topo map

Source: HELIX 2022b

Historic Maps and Aerial Photographs

Historic maps and aerial photographs examined for this review include plat maps from 1857 and 1866; Folsom USGS 7.5-minute quadrangle maps from 1914, 1944, 1954, and 1967; and a series of aerial photographs dating from 1952 through 2018 (NETROnline 2022). The plat maps and USGS quadrangle maps reveal no signs of development of the APE through 1967. The aerial photograph series of the APE reveals the development of Natoma Street by 1952 and several dirt roads to the southwest of the APE. By 1964, the area adjacent south of the APE has been further developed with paved roads and the construction of a few residential houses. By 1993 development in the area increased considerably, with residential construction having taken place to the northeast, east, south, southwest, and northwest of the APE. Due north of the APE, however, the land remained undeveloped save for the paved road that leads to the Folsom prison located 2.5-miles north of the APE. Despite these developments in the

vicinity of the APE throughout the 20th century, the aerial photography analysis suggests that no developments took place within the currently proposed APE (NETROnline 2022).

Native American Heritage Commission Sacred Lands File Search

On January 21, 2022, HELIX requested that the NAHC conduct a search of their Sacred Lands File (SLF) for the presence of Native American sacred sites or human remains in the vicinity of the proposed project area. On February 9, 2022 HELIX received a response from the NAHC that indicated the SLF search returned negative results but that the absence of specific site information in the SLF does not necessarily indicate the absence of cultural resources within the project area. As a result, the letter recommended that HELIX reach out to 10 Native American tribal representatives (Appendix E) who may also have knowledge of cultural resources in the project area. The recommended points of contact with Native American Tribes included:

- Dahlton Brown, Director of Administration, Wilton Rancheria
- Grayson Coney, Cultural Director, Tsi Akim Maidu
- Pamela Cubbler, Treasurer, Colfax-Todds Valley Consolidated Tribe
- Regina Cuellar, Chairperson, Lone Band of Miwok Indians
- Sara A. Dutschke, Chairperson, Lone Band of Miwok Indians
- Steven Hutchason, Tribal Historic Preservation Office, Wilton Rancheria
- Rhonda Morningstar Pope, Chairperson, Buena Vista Rancheria of Me-Wuk Indians
- Clyde Prout, Chairperson, Colfax-Todds Valley Consolidated Tribe
- Jesus Tarango, Chairperson, Wilton Rancheria
- Gene Whitehouse, Chairperson, United Auburn Indian Community of the Auburn Rancheria

HELIX sent letters to these tribal representatives on February 10, 2022. As of the date of this report no responses have been received.

Pedestrian Survey

HELIX Staff Archaeologist, Jentin Joe, surveyed the undertaking's APE on February 8, 2022. The survey involved the systematic investigation of the APE's ground surface by walking in parallel 10-meter (m) transects. During the survey the ground surface was examined for artifacts (e.g., flaked stone tools, tool-making debris, stone milling tools, fire-affected rock, prehistoric ceramics), soil discoloration that might indicate the presence of a prehistoric cultural midden, soil depressions, and features indicative of the former presence of structures or buildings (e.g., standing exterior walls, postholes, foundations, wells) or historic debris (e.g., metal, glass, ceramics). Ground disturbances such as gopher holes, burrows, cut banks, and drainage banks were also visually inspected. Representative survey photographs are found in **Appendix E**.

The topography of the APE is largely flat, with small rises in elevation in the northeast which dip down to a small creek which lies along the north boundary of the property and runs east to west. The APE is bounded by residential neighborhoods to the south, and east, a small business center to the west, and by Natoma Street to the north, with the Folsom Prison property just north of Natoma Street. The APE is mostly covered in oak trees and tall grasses, and the surveyor encountered fairly poor surface visibility (10 percent or less) with the exception of exposed patches of the ground surface that have been

modified (Photograph 1). These patches have clearly been disturbed and reveal light brown, loamy soils with few inclusions. The patches are signs of significant and recent ground disturbance in the form of excavations and earthen works that appear to have been designed to create an informal mountain biking trail/racing course (Photograph 2). The surveyor also found a great deal of modern trash on the site, including planks of wood, scraps of plastic, and a discarded mattress (Photograph 3). To the west is a walking trail that extends just outside the southern boundary of the APE.

No prehistoric or historic-era materials or features were observed during HELIX's intensive pedestrian survey of the APE.

Evaluation of Cultural Resources

- a) Cause a substantial adverse change in the significance of a historical resource pursuant to §15064.5?
- b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?

Less than significant impact with mitigation.

The results of this Cultural Resources Assessment indicate that there are no known or newly discovered cultural resources within the APE, prompting HELIX to recommend that the area is not likely to contain surface based archaeological deposits. Although the NCIC records search indicated that elements of district P-34-000335 (the Folsom Mining District) may potentially be located within the current APE, no traces of the district were found during HELIX's pedestrian survey of the project area. As a result, the current project is anticipated to have no impacts on district P-34-000335.

Based on the results of HELIX's cultural resource assessment the APE can be assumed to have a low sensitivity for surficial cultural resources and this project is anticipated to have no impacts to historical resources for the purposes of compliance with both Section 106 of the NHPA and CEQA. The recommendations provided below are intended to minimize the potential for buried and undocumented cultural resources to be significantly impacted during project implementation.

Consequently, HELIX recommends that there would be no effect on historic properties or historical resources, including archaeological and built-environment resources as a result of project implementation. No additional studies, archaeological work, or construction monitoring are recommended. However, in light of the presence of prehistoric resources within the study area (P-34-0000016 and P-34-000017) and the potential presence of elements of district P-34-000335 to lie within the study area, HELIX recommends that the Mitigation Measure CUL-01 and CUL-02 outlined below be implemented in the unlikely event that cultural resources are encountered during construction. If historical or archaeological resources are discovered, implementation of Mitigation Measure CUL-01 and Mitigation Measure CUL-02 would reduce any potential impact to a less than significant level for questions a) and b).

Mitigation Measure CUL-01: Inadvertent Discovery

- In the event that cultural resources are exposed during ground-disturbing activities, construction activities should be halted within 100-ft of the discovery. Cultural resources could consist of but are not limited to stone, bone, wood, or shell artifacts, or features including

hearths, structural remains, or historic dumpsites. If the resources cannot be avoided during the remainder of construction, an archaeologist who meets the Secretary of the Interior's Professional Qualifications Standards should then be retained, in coordination with USACE and the City, to assess the resource and provide appropriate management recommendations. If the discovery proves to be NRHP- and/or CRHR-eligible, additional work, such as data recovery excavation, may be warranted and should be discussed in consultation with USACE and the City.

Mitigation Measure CUL-02: Worker Awareness Training Program

- All construction personnel involved in ground disturbing activities shall be trained in the recognition of possible cultural resources and protection of such resources. The training will inform all construction personnel of the procedures to be followed upon the discovery of archaeological materials, including Native American burials. Construction personnel will be instructed that cultural resources must be avoided and that all travel and construction activity must be confined to designated roads and areas. The training will include a review of the local, state, and federal laws and regulations related to cultural resources, as well as instructions on the procedures to be implemented should unanticipated resources be encountered during construction, including stopping work in the vicinity of the find and contacting the appropriate environmental compliance specialist.

c) Disturb any human remains, including those interred outside of dedicated cemeteries?

Less than significant impact with mitigation. No human remains are known to exist within the project area nor were there any indications of human remains found during the field survey. However, there is always the possibility that subsurface construction activities associated with the proposed project, such as trenching and grading, could potentially damage or destroy previously undiscovered human remains. This is a potentially significant impact. However, if human remains are discovered, implementation of Mitigation Measure CUL-02 and Mitigation Measure CUL-03 would reduce this potential impact to a less than significant level.

Mitigation Measure CUL-03: Treatment of Human Remains

- Although considered highly unlikely, there is always the possibility that ground disturbing activities during construction may uncover previously unknown human remains. In the event of an accidental discovery or recognition of any human remains, Public Resource Code (PRC) Section 5097.98 must be followed. Once project-related earthmoving begins and if there is a discovery or recognition of human remains, the following steps shall be taken:
 1. There shall be no further excavation or disturbance of the specific location or any nearby area reasonably suspected to overlie adjacent human remains until the County Coroner is contacted to determine if the remains are Native American and if an investigation of the cause of death is required. If the coroner determines the remains are Native American, the coroner shall contact the NAHC within 24 hours, and the NAHC shall identify the person or persons it believes to be the "most likely descendant" of the deceased Native American. The most likely descendant may make recommendations to the landowner or the person responsible for the excavation work, for means of treating or disposing of, with appropriate dignity, the human remains, and any associated grave goods as provided in PRC Section 5097.98, or

2. Where the following conditions occur, the landowner or his/her authorized representative shall rebury the Native American human remains and associated grave goods with appropriate dignity either in accordance with the recommendations of the most likely descendent or on the project area in a location not subject to further subsurface disturbance:
 - a. The NAHC is unable to identify a most likely descendent or the most likely descendent failed to make a recommendation within 48 hours after being notified by the commission;
 - b. The descendent identified fails to make a recommendation; or
 - c. The landowner or his authorized representative rejects the recommendation of the descendent,

VI. ENERGY

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Environmental Setting

California’s electricity needs are satisfied by a variety of entities, including investor-owned utilities, publicly owned utilities, electric service providers and community choice aggregators. In 2020, the California power mix totaled 272,576 gigawatt hours (GWh). In-state generation accounted for 51 percent of the state’s power mix. The remaining electricity came from out-of-state imports (CEC 2021a). Table 11 provides a summary of California’s electricity sources as of 2020.

Table 11. Previously Recorded Cultural Resources within 0.5-Mile of the APE

Fuel Type	Percent of California Power
Coal	2.74
Large Hydro	12.21
Natural Gas	37.06
Nuclear	9.33
Oil	0.01
Other (Petroleum Coke/Waste Heat)	0.19
Renewables	33.09

Source: CEC 2021a.

Natural gas provides the largest portion of the total in-state capacity and electricity generation in California, with nearly 45 percent of the natural gas burned in California used for electricity generation in a typical year. Much of the remainder is consumed in the residential, industrial, and commercial sectors for uses such as cooking, space heating, and as an alternative transportation fuel. In 2012, total

natural gas demand in California for industrial, residential, commercial, and electric power generation was 2,313 billion cubic feet per year (bcf/year), up from 2,196 bcf/year in 2010 (CEC 2021b).

Transportation accounts for a major portion of California's energy budget. Automobiles and trucks consume gasoline and diesel fuel, which are nonrenewable energy products derived from crude oil. Gasoline is the most used transportation fuel in California, with 97 percent of all gasoline being consumed by light-duty cars, pickup trucks, and sport utility vehicles (SUVs). In 2015, 15.1 billion gallons of gasoline were sold in California (CEC 2021c). Diesel fuel is the second most consumed fuel in California, used by heavy-duty trucks, delivery vehicles, buses, trains, ships, boats, and farm and construction equipment. In 2015, 4.2 billion gallons of diesel were sold in California (CEC 2021d).

Evaluation of Energy

a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?

Less than significant impact. Energy used for construction would primarily consist of fuels in the form of diesel and gasoline for the operation of construction equipment and construction worker vehicles. While construction activities would consume petroleum-based fuels, consumption of such resources would be temporary and would cease upon the completion of construction. The Air Quality and Greenhouse Gas Emissions Technical Report estimated the proposed project's GHG emissions using CalEEMod (HELIX 2022c). The construction energy calculations from the prepared for the proposed project is shown in **Table 12**.

Table 12. Construction Energy Summary

Source	Gallons Diesel	Gallons Gas	kBtu
Off-Road Construction Equipment	14,104	-	1,960,515
On-Road Construction Traffic	2,926	8,916	1,512,319
Project Construction Total	17,031	8,916	3,472,834

Source: HELIX 2022c; kBtu = kilo-British thermal unit

The project's construction-related energy usage would not represent a significant demand on energy resources because it is temporary in nature. Additionally, with implementation of the low impact design features, project construction would avoid or reduce inefficient, wasteful, and unnecessary consumption of energy. Therefore, the project's construction-phase energy impacts would be less than significant.

Operation of the proposed project would increase the consumption of energy related to electricity, natural gas, water, and wastewater. However, implementation of low impact design, energy efficient, and sustainable features would also reduce the energy usage. The project design incorporates sustainable features that would exceed the requirement of the California Building Energy Efficiency Standards (Title 24, Part 6), by 15 percent or more. The project would provide 14 electric vehicle charging stations, as required under the City's General Plan GHG Reduction Measure T-8 and would provide 28 bicycle parking spaces, as required under the City's General Plan GHG Reduction Measure T-3 (**Appendix B**).

Hardscapes, such as pedestrian and bicycle pathways, outdoor seating and dining areas, and parking stalls/ trash apron would be constructed with cool paving materials (e.g., slab concrete). Cool paving areas, including shaded areas, account for approximately 68.2 percent of the non-roof impervious area.

The operational energy calculations prepared for the proposed project are shown in Table 13.

Table 13. Operational energy Summary

Energy Type	Quantity	kBtu
Gasoline (Gallons)	41,472	5,142,521
Diesel (Gallons)	3,099	430,744
Natural Gas (kBtu)	1,280.610	1,280,610
Electricity (kWh)	598,537	2,042,292
	Total	8,896,167

Source: HELIX 2022c; kBtu = kilo-British thermal unit

During operations, the majority of fuel consumption resulting from the project would involve the use of motor vehicles traveling to and from the project site, as well as fuels used for alternative modes of transportation that may be used by residents. It should be noted that over the lifetime of the project, the fuel efficiency of vehicles is expected to increase. As such, the amount of gasoline consumed as a result of vehicular trips to and from the project site during operation is expected to decrease over time. Based on these considerations, implementation of the proposed project would not result in wasteful, inefficient, or unnecessary consumption of energy. Impacts would be less than significant.

b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?

No impact. The proposed project would not conflict with or obstruct a state or local plan for renewable energy efficiency. The project would conform to all applicable state, federal, and local laws and codes. Therefore, the proposed project would have no impact.

VII. GEOLOGY AND SOILS

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i. 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.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
ii. Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iii. Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iv. Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

The Geology and Soils section of this document is based on the project-specific Geotechnical Engineering Study prepared by Youngdahl Consulting Group, Inc (Youngdahl 2021). The environmental setting discussion below is largely from this geotechnical study, which is included as **Appendix F**.

Environmental Setting

Surface Conditions

The project site is located on the southeastern side of East Natoma Street in Folsom, California and is bounded by East Natoma Street to the northwest, existing residential subdivisions to the northeast and

south, and Folsom Prison to the north. A paved pedestrian path is present between the site and the subdivision to the west and south, along with transformer towers and overhead power lines. Seasonal drainage paths are present, extending from the east to the southwest along the northern property boundary. Topography at the site generally consists of the highest elevation at the southeast corner, sloping downward in various directions. The existing slopes within the site are generally 2H:1V (Horizontal: Vertical) or flatter. Vegetation throughout the project generally consisted of seasonal grasses and trees.

Geology

The project site is situated on the eastern edge of Sacramento County, located within the western foothills of the Sierra Nevada geomorphic province of California. According to the Geologic Map of the Sacramento Quadrangle, California (D.L. Wagner, et al., 1981), this portion of the foothills and the project site is underlain by Copper Hill Volcanic Rocks. The Copper Hill volcanic are a sequence of Late Jurassic-age volcanic rock that overlies the Salt Spring Slate.

Based upon the records currently available from the California Department of Conservation, the project site is not located within an Alquist-Priolo Regulatory Review Zone and there are no known faults located at the project site.

Subsurface Conditions

Subsurface explorations by Youngdahl Consulting Group, Inc., were conducted on November 5, 2021, and included the excavation of eight exploratory test pits. Subsurface soil conditions at the project site primarily consisted of sands, silts, and clays overlying weathered bedrock. The site was generally observed to be surfaced with sand and silt layers in a medium dense/ stiff condition, that were present to depths of 1- to 2.5-ft below existing grade. Test pit 8 consisted of clays in stiff condition, and in Test pits 1-7, clay layers were in a medium to stiff condition. The clays were primarily present in layer thicknesses between approximately 0.5- to 1-ft; however, 3-ft clay layers were encountered in Test pits 1 and 3. No clays were observed in Test pit 6. Bedrock was encountered at 1.5- to 4-ft below the ground surface and was completely to slightly weathered and soft to very hard condition range. A permanent groundwater table was not encountered at the project site with no impact to the development of the site. Due to shallow depth and low permeability of the underlying rock, perched water is common to the area and could be encountered during grading operations (Youngdahl 2021).

City Regulation of Geology and Soils

The City of Folsom regulates the effects of soils and geological constraints on urban development primarily through enforcement of the California Building Code, which requires the implementation of engineering solutions for constraints to urban development posed by slopes, soils, and geology.

Additionally, the City adopted a Grading Code (Folsom Municipal Code Section 14.29) that regulates grading citywide to control erosion, storm water drainage, revegetation, and ground movement.

Evaluation of Geology and Soils

a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:

- i. 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*?

Less than significant impact. According to the Geotechnical Engineering Survey, there are no known active faults crossing the property, and the project site is not located within an Earthquake Fault Zone (Youngdahl 2021). Therefore, ground rupture is unlikely at the subject property, and impacts would be less than significant.

- ii. Strong seismic ground shaking?

Less than significant impact. The site-specific Geotechnical Engineering Survey identified the project site as a Site Class C in accordance with the 2016 California Building Code (Class A requires least earthquake resistant design and Class F the most earthquake resistant design). Seismic design parameters based on the 2016 California Building Code and site investigations were outlined in the Geotechnical Engineering Survey for use in structural design. Evaluation of seismicity for the project site included the review of existing fault maps and the implementation of seismic design parameters from the United State Geological Survey (USGS) online calculator and databases (Youngdahl 2021). Conformance to the current building code would minimize potential ground shaking impacts to a less than significant level.

- iii. Seismic-related ground failure, including liquefaction?

Less than significant impact. Liquefaction is the sudden loss of soil shear strength and sudden increase in porewater pressure caused by shear strains, which could result from an earthquake. Research has shown that saturated, loose to medium-dense sands with a silt content less than about 25 percent located within the top 40-ft are most susceptible to liquefaction and surface rupture or lateral spreading. Slope instability can occur as a result of seismic ground motions and/or in combination with weak soils and saturated conditions.

Due to the absence of a permanently elevated groundwater table, the relatively low seismicity of the area, and the relatively shallow depth to rock, the potential for seismically induced damage due to site liquefaction, surface rupture, and settlement was considered low (Youngdahl 2021). For the above-mentioned reasons, mitigation for these potential hazards is not considered necessary for the development of this project. Therefore, liquefaction is unlikely at the subject property and impacts would be less than significant.

- iv. Landslides?

Less than significant impact. The existing slopes on the project site were observed to have adequate vegetation on the slope face, appropriate drainage away from the slope face, and no apparent tension

cracks or slip blocks in the slope face or at the head of the slope. Additionally, due to the absence of permanently elevated groundwater table, the relatively low seismicity of the area, and the relatively shallow depth to bedrock, the potential for seismicity induced slope instability for the existing slopes was considered low (Youngdahl 2021). Therefore, landslides are unlikely at the subject property and impacts would be less than significant.

b) Result in substantial soil erosion or the loss of topsoil?

Less than significant impact. The 2016 CBC (California Building Code) and the City's Grading Code and standard conditions for project approval contain requirements to minimize or avoid potential effects from water erosion hazards. As a condition of approval, prior to the issuance of a grading or building permit, the City would require the applicant to prepare a soils report, a detailed grading plan, and an erosion control plan by a qualified and licensed engineer. The soils report would identify soil hazards, including potential impacts from erosion. The City would be required to review and approve the erosion control plan based on the California Department of Conservation's "Erosion and Control Handbook." The erosion control plan would identify protective measures to be implemented during excavation, temporary stockpiling, disposal, and revegetation activities. With the approval of a soils report, grading plan, and an erosion control plan, impacts relating to substantial soil erosion or loss of topsoil would be less than significant.

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?

Less than significant impact with mitigation. The proposed project is relatively long, irregular in shape, and anticipated to be supported by variable thicknesses of soil and or bedrock. Due to these features, the primary geotechnical concern associated with the planned development is the potential for excessive differential settlement, which can stress and damage foundations and other structural and architectural elements. Generally, foundations constructed within the planned cut areas of the building pad would bear a relatively thin section of native soils and or bedrock. However, foundations constructed within the planned fill areas could bear significantly thicker sections to fill, which have a much higher potential for settlement.

A Geotechnical Engineering Survey by Youngdahl Consulting Group, Inc. prepared recommendations for the foundation, construction, and design of the proposed building in the project site (See **Appendix F** for more detail on site recommendations). With the implementation of Mitigation Measure GEO-01, outlined below, the impacts relating to unstable soils in the project area would be less than significant with mitigation.

Mitigation Measure GEO-01: Implementation of Recommendations in the Geotechnical Engineering Survey

- A Geotechnical Engineering Survey was prepared by Youngdahl Consulting Group, Inc. in December 2021. The proposed projects' design plans and specifications outlined in the survey shall be reviewed and approved by a California-licensed geotechnical engineer or engineering geologist prior to contract bidding. A review shall be performed to determine whether the recommendations contained within the Geotechnical Engineering Survey are still applicable to the project. Modifications to the recommendations provided in the Geotechnical Engineering

Survey prepared by Youngdahl Consulting Group, Inc. or to the design may be necessary at the time of review based on the proposed plans. The project applicant shall implement all applicable recommendations approved by a California-licensed geotechnical engineer or engineering geologist prior to issuance of a grading permit.

- d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?

Less than significant impact with mitigation. Plastic materials (clay soils) were encountered in relatively thin layers at the project site. An expansion index test was performed on a sample of the clay, which resulted in a value of 40 (low expansion). The majority of the remaining materials encountered in the exploration were generally non-plastic (rock, sand, and non-plastic silt). The non-plastic materials are generally considered to be non-expansive. The Geotechnical Engineering Study provided recommendations relating to mitigation of expansive soils in the project site (See Appendix F for more detail). Due to the configuration of the proposed construction, the anticipated grading, and with implementation of Mitigation Measure GEO-01, it is not anticipated that special design considerations for expansive soils would be required. With these conditions, the impacts would be less than significant with mitigation.

- e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?

No impact. The proposed sewer system would connect to the public sewer system and would not require septic systems or an alternative waste disposal system. No impact would occur.

- f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

Less than significant impact with mitigation. No previous surveys conducted in the project area have identified the project site as sensitive for paleontological resources or other geologically sensitive resources, nor have testing or ground disturbing activities performed to date uncovered any paleontological resources or geologically sensitive resources. While the likelihood encountering paleontological resources and other geologically sensitive resources is considered low, project-related ground disturbing activities could affect the integrity of a previously unknown paleontological or other geologically sensitive resource, resulting in a substantial change in the significance of the resource. Therefore, the proposed project could result in potentially significant impacts to paleontological resources. Implementation of Mitigation Measure GEO-02 would reduce potentially significant impacts to a less than significant level.

Mitigation Measure GEO-02: Identification of Paleontological Resource During Project Construction

- In the event a paleontological or other geologically sensitive resources (such as fossils or fossil formations) are identified during any phase of project construction, all excavations within 100-ft of the find shall be temporarily halted until the find is examined by a qualified paleontologist, in accordance with Society of Vertebrate Paleontology standards. The paleontologist shall notify the appropriate representative at the City of Folsom who shall coordinate with the paleontologist as to any necessary investigation of the find. If the find is determined to be significant under CEQA, the City shall implement those measures which may include avoidance, preservation in place, or other appropriate measures, as outlined in Public Resources Code Section 21083.2.

VIII. GREENHOUSE GAS EMISSIONS

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

HELIX Environmental Planning conducted a greenhouse gas emissions assessment for the proposed project based primarily on the results of the City’s Greenhouse Gas Reduction Strategy Consistency Checklist as presented in **Appendix B**.

Environmental Setting

Global climate change refers to changes in average climatic conditions on Earth including temperature, wind patterns, precipitation, and storms. Global temperatures are moderated by atmospheric gases. These gases are commonly referred to as greenhouse gasses (GHG) because they function like a greenhouse by letting sunlight in but preventing heat from escaping, thus warming the Earth’s atmosphere.

GHGs are emitted by natural processes and human (anthropogenic) activities. Anthropogenic GHG emissions are primarily associated with burning of fossil fuels during motorized transport; electricity generation; natural gas consumption; industrial activity; manufacturing; and other activities such as deforestation, agricultural activity, and solid waste decomposition.

The GHGs defined under California’s Assembly Bill (AB) 32 include carbon dioxide (CO₂), methane (CH₄), nitrous oxide (N₂O), hydrofluorocarbons (HFC), perfluorocarbons (PFC), and sulfur hexafluoride (SF₆). Each GHG differs in its ability to absorb heat in the atmosphere based on the lifetime, or persistence, of the gas molecule in the atmosphere. Estimates of GHG emissions are commonly presented in carbon dioxide equivalents (CO₂e), which weigh each gas by its global warming potential (GWP). Expressing GHG emissions in CO₂e takes the contribution of all GHG emissions to the greenhouse effect and converts them to a single unit equivalent to the effect that would occur if only CO₂ were being emitted. GHG emissions quantities in this analysis are presented in metric tons (MT) of CO₂e. For consistency with United Nations Standards, modeling, and reporting of GHGs in California and the U.S. use the GWPs defined in the Intergovernmental Panel on Climate Change’s (IPCC) Fourth Assessment Report (IPCC 2007): CO₂ – 1; CH₄ – 25; N₂O – 298.

GHG Reduction Regulations and Plans

The primary GHG reduction regulatory legislation and plans (applicable to the project) at the State, regional, and local levels are described below. Implementation of California's GHG reduction mandates is under the authority of CARB at the state level, SMAQMD and the Sacramento Area Council of Governments (SACOG) at the regional level, and the City at the local level.

Executive Order S-3-05: On June 1, 2005, Executive Order (EO) S-3-05 proclaimed that California is vulnerable to climate change impacts. It declared that increased temperatures could reduce snowpack in the Sierra Nevada, further exacerbate California's air quality problems, and potentially cause a rise in sea levels. To avoid or reduce climate change impacts, EO S-3-05 calls for a reduction in GHG emissions to the year 2000 levels by 2010, to year 1990 levels by 2020, and to 80 percent below 1990 levels by 2050. Executive Orders are not laws and can only provide the governor's direction to state agencies to act within their authority to reinforce existing laws.

Assembly Bill 32 – Global Warming Solution Act of 2006: The California Global Warming Solutions Act of 2006, widely known as AB 32, requires that CARB develop and enforce regulations for the reporting and verification of statewide GHG emissions. CARB is directed by AB 32 to set a GHG emission limit, based on 1990 levels, to be achieved by 2020. The bill requires CARB to adopt rules and regulations in an open public process to achieve the maximum technologically feasible and cost-effective GHG emission reductions.

Executive Order B-30-15: On April 29, 2015, EO B-30-15 established a California GHG emission reduction target of 40 percent below 1990 levels by 2030. The EO aligns California's GHG emission reduction targets with those of leading international governments, including the 28 nation European Union. California achieved the target of reducing GHGs emissions to 1990 levels by 2020, as established in AB 32. California's new emission reduction target of 40 percent below 1990 levels by 2030 will make it possible to reach the goal established by EO S-3-05 of reducing emissions 80 percent under 1990 levels by 2050.

Senate Bill 32: Signed into law by Governor Brown on September 8, 2016, Senate Bill (SB) 32 (Amendments to the California Global Warming Solutions Action of 2006) extends California's GHG reduction programs beyond 2020. SB 32 amended the Health and Safety Code to include Section 38566, which contains language to authorize CARB to achieve a statewide GHG emission reduction of at least 40 percent below 1990 levels by no later than December 31, 2030. SB 32 codified the targets established by EO B-30-15 for 2030, which set the next interim step in the State's continuing efforts to pursue the long-term target expressed in EO B-30-15 of 80 percent below 1990 emissions levels by 2050.

California Air Resources Board: On December 11, 2008, the CARB adopted the Climate Change Scoping Plan (Scoping Plan) as directed by AB 32. The Scoping Plan proposes a set of actions designed to reduce overall GHG emissions in California to the levels required by AB 32. Measures applicable to development projects include those related to energy-efficiency building and appliance standards, the use of renewable sources for electricity generation, regional transportation targets, and green building strategy. Relative to transportation, the Scoping Plan includes nine measures or recommended actions related to reducing vehicle miles traveled (VMT) and vehicle GHGs through fuel and efficiency measures. These measures would be implemented statewide rather than on a project-by-project basis (CARB 2008).

In response to EO B-30-15 and SB 32, all state agencies with jurisdiction over sources of GHG emissions were directed to implement measures to achieve reductions of GHG emissions to meet the 2030 and 2050 targets. The mid-term target is critical to help frame the suite of policy measures, regulations, planning efforts, and investments in clean technologies and infrastructure needed to continue driving down emissions (CARB 2014). In December 2017, CARB adopted the 2017 Climate Change Scoping Plan Update, the Strategy for Achieving California's 2030 Greenhouse Gas Target, to reflect the 2030 target set by EO B-30-15 and codified by SB 32 (CARB 2017).

Sacramento Area Council of Governments: As required by the Sustainable Communities and Climate Protection Act of 2008 (SB 375), SACOG has developed the 2020 Metropolitan Transportation Plan and Sustainable Communities Strategy. This plan seeks to reduce GHG and other mobile source emissions through coordinated transportation and land use planning to reduce VMT.

City of Folsom: As part of the 2035 General Plan, the City prepared an integrated Greenhouse Gas Emissions Reduction Strategy (Appendix A to the 2035 General Plan; adopted August 28, 2018). The purpose of the Greenhouse Gas Emissions Reduction Strategy (GHG Strategy) is to identify and reduce current and future community GHG emissions and those associated with the City's municipal operations. The GHG Strategy includes GHG reduction targets to reduce GHG emissions (with a 2005 baseline year) by 15 percent in 2020, 51 percent in 2035, and 80 percent in 2050. The GHG Strategy identifies policies within the City of Folsom General Plan that would decrease the City's emissions of greenhouse gases. The GHG Strategy also satisfies the requirements of CEQA to identify and mitigate GHG emissions associated with the General Plan Update as part of the environmental review process and serves as the City's "plan for the reduction of greenhouse gases", per Section 15183.5 of the CEQA Guidelines, which provides the opportunity for tiering and streamlining of project-level emissions for certain types of discretionary projects subject to CEQA review that are consistent with the General Plan (City 2018).

Methodology and Assumptions

Criteria pollutant, precursor, and GHG emissions for project construction and operation were estimated using the California Emissions Estimator Model (CalEEMod), Version 2020.4.0. CalEEMod is a statewide land use emissions computer model designed to provide a uniform platform for government agencies, land use planners, and environmental professionals to quantify potential criteria pollutant and GHG emissions associated with both construction and operations from a variety of land use projects. The model was developed for the California Air Pollution Control Officers Association (CAPCOA) in collaboration with the California air districts. CalEEMod allows for the use of default data (e.g., emission factors, trip lengths, meteorology, source inventory) provided by the various California air districts to account for local requirements and conditions, and/or user-defined inputs. The calculation methodology and default data used in the model are available in the CalEEMod User's Guide, Appendices A, D, and E (CAPCOA 2021). The CalEEMod output files are included in **Appendix B**.

Construction of the project is anticipated to begin as early as January 2023 and be completed in April 2024. Construction modeling assumes the following anticipated schedule: site preparation 10 working days; grading 87 working days; building construction 207 working days; paving 21 working days; and architectural coating 22 working days. Construction equipment assumptions were based on estimates from CalEEMod defaults. The project would not require an import or export of soil during construction activities. Construction emissions modeling assumes implementation of basic dust control practices (watering exposed areas twice per day) to comply with the requirements of: SMAQMD Rule 403, *Fugitive Dust*.

Operational mobile emissions were modeled using the project trip generation of 441 average daily trips from the project Transportation Impact Study (T. Kear Transportation Planning and Management, Inc. 2022). Operational emissions resulting from energy use, water use, and solid waste generation were modeled using CalEEMod defaults with an added 20 percent reduction in water use to account for the requirements of the 2019 CALGreen, and an additional 25 percent solid waste diversion to account for AB 341 requirements.

Standards of Significance

The final determination of whether or not a project has a significant effect is within the purview of the lead agency pursuant to CEQA Guidelines Section 15064(b). The City's GHG Strategy, described above, is a qualified plan for the reduction of greenhouse gases pursuant to CEQA Guidelines Section 15183.5. Consistency with the GHG Strategy may be used to determine the significance of the project's GHG emissions.

The City's 2035 General Plan Policy NCR 3.2.8 and GHG Strategy include criteria to determine whether the potential greenhouse gas emissions of a proposed project are significant (City 2018).

NCR 3.2.8 Streamlined GHG Analysis for Projects Consistent with the General Plan

Projects subject to environmental review under CEQA may be eligible for tiering and streamlining the analysis of GHG emissions, provided they are consistent with the GHG reduction measures included in the General Plan and EIR. The City may review such projects to determine whether the following criteria are met:

- Proposed project is consistent with the current general plan land use designation for the project site;
- Proposed project incorporates all applicable GHG reduction measures (as documented in the Climate Change Technical Appendix to the General Plan EIR) as mitigation measures in the CEQA document prepared for the project; and
- Proposed project clearly demonstrates the method, timing and process for which the project will comply with applicable GHG reduction measures and/or conditions of approval, (e.g., using a CAP/GHG reduction measures consistency checklist, mitigation monitoring and reporting plan, or other mechanism for monitoring and enforcement as appropriate).

Evaluation of Greenhouse Gas Emissions

- a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?

Less than Significant Impact with Mitigation. GHG emissions would be generated by the project during construction (vehicle engine exhaust from construction equipment, vendor trips, and worker commuting trips) and during long-term operation (electricity and natural gas use, electricity resulting from water consumption; solid waste disposal, and vehicle engine exhaust). GHG emissions were calculated used CalEEMod, as described in Methodology and Assumptions.

The calculated GHG emissions anticipated to be generated during construction of the project are shown below in **Table 14**. Due to the cumulative nature of GHGs, SMAQMD recommends amortizing a project's construction emissions over the operational lifetime of the project. Therefore, the construction emissions are amortized (i.e., averaged) over 30 years and added to operational emissions in this analysis.

Table 14. Construction GHG Emissions

Year	Emissions (MT CO ₂ e)
2023	396.1
2024	92.4
Total¹	488.5
<i>Amortized Construction Emissions</i>	<i>16.3</i>

Source: CalEEMod (output data is provided in Attachment A)

¹ Totals may not sum due to rounding.

GHG = greenhouse gas; MT = metric tons; CO₂e = carbon dioxide equivalent

The results of the 2025 Operational GHG Emissions are provided below in **Table 15**.

Table 15. Operational GHG Emissions

Emission Sources	2025 Emissions (MT CO ₂ e)
Area	2.3
Energy	118.2
Mobile	370.0
Waste	23.6
Water	9.1
Subtotal¹	523.3
<i>Amortized Construction Emissions</i>	<i>16.3</i>
Total	539.6

Source: CalEEMod (output data is provided in Attachment A)

¹ Totals may not sum due to rounding.

GHG = greenhouse gas; MT = metric tons; CO₂e = carbon dioxide equivalent

To determine significance of the project's GHG emissions, the City's Greenhouse Gas Reduction Strategy Consistency Checklist was completed (City of Folsom 2021; included in **Appendix B**).

Part 1: Land Use Consistency

The proposed project is consistent with the City's 2035 General Plan land use and zoning designations?

The project parcel is designated as Professional Office (PO) in the Folsom 2035 General Plan, which provides for low-intensity business and professional offices that are compatible with higher-intensity residential uses. The zoning designation of the project site is Business and Professional (BP) District. In accordance with the Greenhouse Gas Reduction Strategy Consistency Checklist, if the project would require a change in land use designation or a rezone, consistency would be determined by calculating the estimated the GHG emissions resulting from maximum buildout of the project site allowed using the current zoning and using the

proposed zoning change. If the land use designation/zoning change would not result in an increase in annual GHG emissions, the project would be consistent (*City 2021a*). However, the project would not result in a land use designation/zoning change and therefore, there would be no change in GHG emissions.

A senior housing development would be an allowable use for the BP zoning district. Entitlement requests for this project include a Planned Development Permit (PD Permit) and a Conditional Use Permit. The purpose of the PD Permit is to allow for greater flexibility in the design of integrated developments than otherwise possible through strict application of land use regulations. With the PD Permit, the project's site plan, elevations, and overall project design would be evaluated, and specific development standards would be defined. The project is consistent with applicable development standards for the BP zoning district. As shown in Table 15 above, the proposed project is anticipated to result in approximately 539.6 MT CO₂e per year.

Part 2: GHG Reduction Measures Consistency (only applicable measures shown):

E-1 Building energy Sector: The project will exceed the requirements of the California Building Energy Efficiency Standards (Title 24, Part 6) by 15 percent or more?

Consistent. The project would exceed the requirement of the California Building Energy Efficiency Standards (Title 24, Part 6), by 15 percent or more.

T-1 Project Location and Density: The project is a mixed-use building with two or more uses (i.e., residential, commercial, office, etc.) or if the site is 5 acres or larger there are two or more uses on the site connected by protected pedestrian paths (e.g., sidewalks, elevated walkways) excluding driveways?

Consistent. The project is less than 5 acres and is located within an existing empty lot. Implementation of the proposed development would include a mix of uses including residential units, community center, and leasing office. The project would include a concrete sidewalk that would extend around the southern parking area and connect to the existing Oak Parkway Trail section located south of the site boundary. Additional proposed concrete sidewalks would be located at the frontage of the project site and would connect to internal sidewalks proposed around the building.

T-3 Bicycle Parking: Project provides 5 percent more bicycle parking spaces than required in the City's Municipal Code?

Consistent with mitigation. With 136 residential units, the project requires 27 bicycle parking spaces. Bike racks would accommodate 28 bicycle parking spaces on the eastern side of the project site, exceeding the number of bicycle parking spaces required by five percent. Mitigation Measure GHG-01 would require the installation of bicycle parking 5 percent or more higher than the requirements of City Code section 17.57.090.

T-6 High-Performance Diesel (Construction only): Use high-performance diesel (also known as Diesel-HPR or Reg-9000/RHD) for construction equipment?

Consistent with mitigation. Mitigation Measure GHG-02 would require the use of high-performance diesel for all project construction activities.

T-8 Electric Vehicle Charging (Residential): For multifamily projects with 17 or more dwelling units, provide electric vehicle charging in 5 percent of total parking spaces?

Consistent with mitigation. Mitigation Measure GHG-03 would require installation of 14 electrical vehicle charging stations based on the 136 total parking spaces proposed for the project.

SW-1 Enhanced Construction Waste Diversion: Project diverts to recycle or salvage at least 65 percent of nonhazardous construction and demolition waste generated at the project site in accordance with Appendix A4 (Residential) of CALGreen?

Consistent with mitigation. Mitigation Measure GHG-04 would require a minimum of 65 percent of nonhazardous construction and demolition waste to be diverted, recycled or salvaged.

W-1 Water Efficiency: For new residential and non-residential projects, the project will comply with all applicable indoor and outdoor water efficiency and conservation measures required under CALGreen Tier 1?

Consistent with mitigation. Mitigation Measure GHG-05 would require implementation of all 2019 CALGreen Tier 1 applicable indoor and outdoor water efficiency and conservation measures.

With implementation of Mitigation Measures GHG-01 through GHG-05, the project would be consistent with the City's GHG Strategy. Therefore, the project would not generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment, and the impact would be less than significant with mitigation.

Mitigation Measure GHG-01: Bicycle Parking

- In accordance with the City General Plan GHG Reduction Measure T-3, the project shall provide a minimum of 5 percent more bicycle parking than required in the City's Municipal Code Section 17.57.090.

Mitigation Measure GHG-02: High-Performance Diesel

- In accordance with the City General Plan GHG Reduction Measure T-6, the project shall use high-performance diesel (also known as Diesel-HPR or Reg-9000/RHD) for all diesel-powered equipment utilized in construction of the project.

Mitigation Measure GHG-03: Electric Vehicle Charging

- In accordance with the City General Plan GHG Reduction Measure T-8, the project shall provide 14 electric vehicle charging stations based on the 136 total parking spaces proposed for the project.

Mitigation Measure GHG-04: Enhanced Construction Waste Diversion

- In accordance with the City General Plan GHG Reduction Measure SW-1, the project shall divert to recycle or salvage a minimum 65 of nonhazardous construction and demolition waste generated at the project site in accordance with Appendix A4 (Residential) of the as outlined in the California Green Building Standards Code (2019 CALGreen).

Mitigation Measure GHG-05: Water Efficiency

- In accordance with the City General Plan GHG Reduction Measure W-1, the project shall comply with all applicable indoor and outdoor water efficiency and conservation measures required under 2019 CALGreen Tier 1, as outlined in the California Green Building Standards Code.
- b) Conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases?

Less than Significant Impact with Mitigation. There are numerous State plans, policies, and regulations adopted for the purpose of reducing GHG emissions. The principal overall State plan and policy is AB 32, the California Global Warming Solutions Act of 2006. The quantitative goal of AB 32 is to reduce GHG emissions to 1990 levels by 2020. SB 32 would require further reductions of 40 percent below 1990 levels by 2030. The mandates of AB 32 and SB 32 are implanted at the state level by the CARB's Scoping Plan. Because the project's operational year is post-2020, the project aims to reach the quantitative goals set by SB 32. Statewide plans and regulations such as GHG emissions standards for vehicles (AB 1493), the LCFS, and regulations requiring an increasing fraction of electricity to be generated from renewable sources are being implemented at the statewide level; as such, compliance at the project level is not addressed. Therefore, the proposed project would not conflict with those plans and regulations.

The Metropolitan Transportation Plan/Sustainable Communities Strategy (MTP/SCS) for Sacramento County is the 2020 MTP/SCS adopted by the Sacramento Area Council of Governments (SACOG) on November 18, 2019. The 2020 MTP/SCS lays out a transportation investment and land use strategy to support a prosperous region, with access to jobs and economic opportunity, transportation options, and affordable housing that works for all residents. The plan also lays out a path for improving our air quality, preserving open space and natural resources, and helping California achieve its goal to reduce greenhouse gas emissions (SACOG 2019). The transportation sector is the largest source of GHG emissions in the state. A project's GHG emissions from cars and light trucks are directly correlated to the project's VMT. According to the Transportation Impact Study prepared for the project, the project is anticipated to generate at least 15 percent less VMT per capita than the regional average (T. Kear Transportation Planning and Management, Inc. 2022). This VMT reduction meets the 15 percent reduction required by SB 743. In addition to regional VMT projections, SACOG utilizes local growth projections to develop the strategies and measures in the 2020 MTP/SCS. As discussed in question a), above, there would be no change in land use and zoning, and no change in GHG emissions would result. Therefore, the regional VMT and population growth resulting from implementation of the project would be consistent with the assumptions used in the 2020 MTP/SCS.

As discussed in question a), above, with implementation of Mitigation Measures GHG-01 through GHG-05, the project would be consistent with the City's GHG Strategy, a qualified plan for the reduction of greenhouse gases pursuant to CEQA Guidelines Section 15183.5. Therefore, the project would not

conflict with CARB's 2017 Scoping Plan, the SACOG's 2020 MTP/SCS, or the City's GHG Strategy, and the impact would be less than significant with mitigation.

IX. HAZARDS AND HAZARDOUS MATERIALS

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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 result in a safety hazard or excessive noise for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Environmental Setting

The project site is currently undeveloped has no past land uses associated with potentially hazardous sites. The schools nearest to the project site are St. John’s Notre Dame School, approximately 0.2-miles east of the site, Theodore Judah Elementary School, approximately 0.5-miles southwest of the site, Blanche Sprentz Elementary School, approximately 0.7-miles southeast of the site and Folsom Middle School, approximately 1.5-miles southeast of the site.

The following databases were reviewed for the project site and surrounding area to identify potential hazardous contamination sites: the SWRCB Geotracker (SWRCB 2020); California Department of Toxic Substance Control’s EnviroStor online tool (DTSC 2020); and the US EPA’s Superfund National Priorities

List (EPA 2019). Based on the results of the databases reviewed, no hazardous waste sites are located on the project site.

Federal and state laws include provisions for the safe handling of hazardous substances. The federal *Occupational Safety and Health Administration* (OSHA) administers requirements to ensure worker safety. Construction activity must also be in compliance with the California OSHA regulations (*Occupational Safety and Health Act of 1970*).

Evaluation of Hazards and Hazardous Materials

- a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?

Less than significant impact. The site has no known history of past land uses associated with potentially hazardous sites. Construction of the proposed project would result in an increase in the generation, storage, and disposal of hazardous wastes. During project construction oil, gasoline, diesel fuel, paints, solvents, and other hazardous materials may be used. If spilled, these substances could pose a risk to the environment and to human health.

Following construction, household hazardous materials such as various cleaners, paints, solvents, pesticides, pool chemicals, and automobile fluids would be expected to be used. The routine transport, use, and disposal of hazardous materials are subject to local, state, and federal regulations to minimize risk and exposure.

Further, the City has set forth its hazardous materials goals and policies in the *Hazardous Materials Element* of the General Plan. The preventative policies protect the health and welfare of residents of Folsom through management and regulation of hazardous materials. Consequently, use of the listed materials above for their intended purpose would not pose a significant risk to the public or environment and would therefore cause a less than significant impact.

- 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?

Less than significant impact. As discussed above, the proposed project site has no known history of past land uses associated with potentially hazardous sites and construction of the proposed project would follow all local, state, and federal regulations. These regulations protect the health and welfare of residents of Folsom through management and regulation of hazardous materials in a manner that focus' on preventing problems. With the implementation of these regulations, the potential for a foreseeable upset and accident conditions involving the release of hazardous materials into the environment would be low, and therefore would cause a less than significant impact.

- c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?

Less than significant impact. The nearest school is St. John's Notre Dame School, approximately 0.2-miles east of the site. During project construction, oil, gasoline, diesel fuel, paints, solvents, and other hazardous materials may be used, but they would be used accordingly to local, state, and federal regulations. With these regulations in place, the proposed project would have a less than significant impact.

- 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?

No impact. The site is not included on any list of hazardous materials sites compiled pursuant to Government Code Section 65962.5. No hazardous materials sites are located at the project site based on review of the *EnviroStar* (DTSC 2020), *Geotracker* (SWRCB 2020), and *EPA Superfund Priority List* (EPA 2019). Therefore, project implementation would have no impact on hazards to the public or environment.

- 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 result in a safety hazard or excessive noise for people residing or working in the project area?

No impact. The nearest public or public use airport is Cameron Airpark, approximately 11-miles east of the project site. At this distance, the project is not within the airport land use plan area and the project would have no impact on safety hazards or excessive noise related to airports.

- f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?

Less than significant impact. The City of Folsom maintains pre-designated emergency evacuation routes as identified in the *City of Folsom Evacuation Plan* (City of Folsom 2020a). The proposed project is located in evacuation plan area #10-Cimmaron Hill/ Rancho Diablo, which identifies East Natoma Street as a major evacuation route and Cimmaron Circle as a minor evacuation route. The proposed project would not modify any pre-designated emergency evacuation route or preclude their continued use as an emergency evacuation route. Emergency vehicle access would be maintained throughout the project site to meet the Fire Department standards for fire truck maneuvering, location of fire truck to fight a fire, rescue access to the units, and fire hose access to all sides of the building. Therefore, project impacts to the City's adopted evacuation plan and emergency plans would be less than significant.

- g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?

Less than significant impact. The project site is located in an urbanized area in the City of Folsom and is provided urban levels of fire protection by the City. The site is designed for clear fire lane/fire truck access and fire hose access to all parts of the buildings. The project would include fire hydrants, exterior Fire Department Connection assemblies, and fire riser rooms. Emergency vehicle access would be maintained on the site to meet the Fire Department standards for fire truck maneuvering, location of fire truck to fight a fire, rescue access to the units, and fire hose access to all sides of the building. The fire lane would be 27-ft minimum, with an inner turning radius of 25-ft and an outer turning radius of 50-ft. All curbs adjacent to the fire lane would be painted red for emergency fire services. Therefore, the proposed project would not expose people or structures to a significant risk of loss due to wildland fires, and impacts would be less than significant.

X. HYDROLOGY AND WATER QUALITY

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:				
i. Result in substantial erosion or siltation on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
ii. Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off- site?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iii. Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional resources of polluted runoff?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iv. Impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

A Preliminary Drainage and Stormwater Quality Report was prepared by TSD Engineering Inc. on August 19, 2022, and is included as **Appendix G**.

Environmental Setting

A Preliminary Drainage and Storm Water Quality Report was prepared for the proposed project by TSD Engineering and is included as **Appendix G**. This memo was used when analyzing potential impacts to hydrology and water quality resources. The project site is vacant and undeveloped with a fairly dense oak tree canopy and a drainage channel traversing the site adjacent to East Natoma Street. The Oak Parkway Trail separated the project site from residential properties to the south. The Cimmaron Hill Sub-division is located east of the project site and the entrance to Folsom State Prison (Prison) and the Johnny Cash Trail are located on the northwest side of E. Natoma Street. The project is proposing 2.318

acres of landscape (pervious area), 0.05-acres of bioretention (pervious area), 1.3-acres of parking lots (impervious surface), 0.4-acres of hardscape (impervious surface), and 0.9-acres of building (impervious surface).

The existing channel conveys runoff from a portion of the Cimmaron Hill Subdivision as well as runoff from a portion of the Prison open space. Runoff from the Prison property is conveyed to the existing channel through a 24-inch culvert that crosses E. Natoma Street. The channel conveys runoff to a 48-inch culvert that crosses and discharges on the northwest side of E. Natoma Street, ultimately discharging into the American River approximately 2,500-ft west of E. Natoma Street.

The existing 24-inch culvert that conveys runoff from the Prison site limits the contribution of runoff to the existing channel from the prison site. The 24-inch culvert has a maximum flow rate of 23.3-cubic feet per second (cfs) based on the size, slope and maximum headwater elevation. It is assumed that once the ponding area upstream of the 24-inch culvert is full, runoff will release overland, following the bike trail to trench drains located under the Prison Road bridge, ultimately reaching the American River through Robbers Ravine.

Precipitation is the source of surface water for the project site. Because the area is currently undeveloped, implementation of the project would result in an increase of impervious surface area and channelization of storm water runoff, the rates and volumes of which would increase. As the proposed project would create more than one acre of impervious area, the project is required to implement source control measures, low impact development measures, storm impact treatment and full trash captures measures in accordance with the Stormwater Quality Design Manual for the Sacramento Region, dated July 2018 (SWQ Manual).

Federal Emergency Management Agency (FEMA) flood insurance rate maps were reviewed for the project's proximity to a 100-year floodplain. The proposed project is on FEMA panel 06067C0117H, effective August 16, 2012. The project site is not located within a 100-year floodplain (FEMA 2012).

The site is not located in an area of important groundwater recharge. Domestic water in the City is provided solely by surface water sources. The City is the purveyor of water for the site.

Regulatory Framework Relating to Hydrology and Water Quality

The City is a signatory to the Sacramento Countywide National Pollutant Discharge Elimination Program (NPDES) permit for the control of pollutants in urban stormwater. Since 1990, the City has been a partner in the Sacramento Stormwater Quality Partnership, along with the County of Sacramento and the Cities of Sacramento, Citrus Heights, Elk Grove, Galt, and Rancho Cordova. These agencies are implementing a comprehensive program involving public outreach, construction and industrial controls (i.e., BMPs), water quality monitoring, and other activities designed to protect area creeks and rivers. This program would be unchanged by the proposed project, and the project would be required to implement all appropriate program requirements.

In addition to these activities, the City maintains the following requirements and programs to reduce the potential impacts of urban development on stormwater quality and quantity, erosion and sediment

control, flood protection, and water use. These regulations and requirements would be unchanged by the proposed project.

Standard construction conditions required by the City include:

- Water Pollution – requires compliance with City water pollution regulations, including NPDES provisions.
- Clearing and Grubbing – specifies protection standards for signs, mailboxes, underground structures, drainage facilities, sprinklers and lights, trees and shrubbery, and fencing. Also requires the preparation of a Stormwater Pollution Prevention Plan (SWPPP) to control erosion and siltation of receiving waters.
- Reseeding – specifies seed mixes and methods for reseeded of graded areas.

Additionally, the City enforces the following requirements of the Folsom Municipal Code as presented in Table 16.

Table 16. City of Folsom Municipal Code Sections Regulating the Effects on Hydrology and Water Quality from Urban Development

Code Section	Code Name	Effect of Code
8.70	Stormwater Management and Discharge Control	Establishes conditions and requirements for the discharge of urban pollutants and sediments to the storm-drainage system; requires preparation and implementation of Stormwater Pollution Prevention Plans.
13.26	Water Conservation	Prohibits the wasteful use of water; establishes sustainable landscape requirements; defines water use restrictions.
14.20	Green Building Standards Code	Adopts the California Green Building Standards Code (CalGreen Code), 2010 Edition, excluding Appendix Chapters A4 and A5, published as Part 11, Title 24, C.C.R. to promote and require the use of building concepts having a reduced negative impact or positive environmental impact and encouraging sustainable construction practices.
14.29	Grading Code	Requires a grading permit prior to the initiation of any grading, excavation, fill or dredging; establishes standards, conditions, and requirements for grading, erosion control, stormwater drainage, and revegetation
14.32	Flood Damage Prevention	Restricts or prohibits uses that cause water or erosion hazards, or that result in damaging increases in erosion or in flood heights; requires that uses vulnerable to floods be protected against flood damage; controls the modification of floodways; regulates activities that may increase flood damage or that could divert floodwaters.
14.33	Hillside Development	Regulates urban development on hillsides and ridges to protect property against losses from erosion, ground movement and flooding; to protect significant natural features; and to provide for functional and visually pleasing development of the city's hillsides by establishing procedures and standards for the siting and design of physical improvements and site grading.

Source: City of Folsom 2020b

Evaluation of Hydrology and Water Quality

- a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?
- c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:
 - i. Result in substantial erosion or siltation on- or off-site?
 - ii. Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off- site?
 - iii. Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional resources of polluted runoff?
 - iv. Impede or redirect flood flows?
- e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?

Less than significant impact. The project site consists of open space with a fairly dense oak tree canopy and a drainage channel traversing the site adjacent to E. Natoma Street. The Oak Parkway Trail separates the project site from residential properties to the south. The Cimmaron Hill Sub-division is located east of the project site and the entrance to Folsom State Prison is located northwest of East Natoma Street. The existing channel conveys runoff from a portion of the Cimmaron Hill Subdivision as well as runoff from a portion of the Prison open space. Implementation of the proposed project would alter the existing drainage patterns on the project site. The site conditions would be replaced with impervious surfaces from the three-story building, associated parking and drive aisles, and landscaping. The existing drainage channel will remain and will be required to maintain the existing drainage patterns, conveying the runoff generated onsite and *offsite*, as is the case under existing conditions.

Modifications to the existing drainage patterns may result in localized flooding, and an increase in impervious surfaces may result in an increase in the total volume and peak discharges of the proposed project has the potential to degrade water quality associated with urban runoff. Ground disturbing activities would expose soil to erosion and may result in the transport of sediments which could adversely affect water quality. A 36-inch culvert is proposed to be installed under the southernmost driveway to allow runoff to continue to flow through the existing channel. The 36-inch culvert will restrict the developed flows, causing water to back up in the existing channel. The existing channel will function as a detention basin in high intensity storm events. The preliminary analysis considered the worst possible scenario under a 10-year, 24-hour storm event, and under a 100-year, 24-hour storm event.

Sacramento Method within SacCalc software was used to estimate runoff, employing the same methods used to determine the runoff under existing conditions, as outlined in the Preliminary Drainage and Stormwater Quality Report. Comparison of the runoff rates under existing and developed conditions during the 10-year, 24-hour storm event show equal flow rates under existing and developed conditions

during the 10-year, 24-hour storm event. Therefore, the development of the site would maintain existing drainage paths and would not have a negative effect on the existing storm system.

Preliminary hydrologic and hydraulic analysis estimates a decrease of 5.84 cfs during 100-year, 24-hour storm event *due to the development* of the site as proposed. Table 17 shows the peak discharge rates under existing conditions and developed conditions. The hydrologic estimations neglect losses due to friction, travel time and proposed onsite storage and should be considered conservative.

Table 17. Peak Discharge Rates (Downstream from the Project Site)

	Existing (cfs)	Mitigated Developed (cfs)
10-Year	75.3	75.3
100-Year	112.3	106.46

The preliminary analysis determined the development site would not increase the flow rate through the existing channel during the 10-year, 24-hour storm event, and flow rates through the existing channel are estimated to decrease during the 100-year, 24-hour storm event. The existing channel has the capacity, upstream from the proposed 36-inch culvert, to detain flows exceeding the capacity of the culvert while maintain at least 1-foot of freeboard. The offsite areas draining through the existing channel and associated underground system will not be negatively affected by the development of this project. Impacts would be less than significant.

Additionally, the proposed project would be required to comply with various State and local water quality standards which would ensure the proposed project would not violate water quality standards or waste discharge permits, or otherwise substantially degrade water quality. As the project is greater than one acre, the proposed project would be subject to NPDES permit conditions which include the preparation of a SWPPP for implementation during construction. The proposed project would also be subject to all of the City's standard Code requirements, including conditions for the discharge of urban pollutants and sediments to the storm drainage system, and restrictions on uses that cause water or erosion hazards.

As outlined previously, the preliminary analysis concluded flow rates with the development site would be equal to or decrease under the 10-year and 100-year storm events. Additionally, compliance with these requirements would ensure that water quality standards and discharge requirements are not violated, and water quality is protected. Therefore, mpacts would be less than significant, and no mitigation would be necessary for questions a), c), d), e), and f).

- b) *Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?*

Less than significant impact. Implementation of the proposed project would not result in the use of groundwater supplies because domestic water in the City is provided solely from surface water sources from the Folsom Reservoir. While development of the proposed project would increase the percentage of impervious surface on the site that could affect groundwater recharge, the site is not previously known to be important to groundwater recharge. Further, because the proposed project would not rely on groundwater for domestic water and irrigation purposes, and because the site is not an important area of groundwater recharge, the proposed project would not deplete groundwater supplies or interfere substantially with groundwater recharge that would result in a net deficit in aquifer volume or

a lowering of the local groundwater table. Therefore, impacts to groundwater supplies and recharge would be less than significant.

d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?

Less than significant impact. The project site is not located within a 100-year floodplain and is not subject to flood hazard. The project site is also approximately 70-miles northeast of the nearest tsunami inundation area near Benicia, CA (California Emergency Management Agency 2009). The nearest body of water is the American River, which is approximately 0.5-miles west, and Folsom Lake, which is approximately 1-mile north of the project site. Based on the site's location away from the 100-year floodplain, distance from tsunami inundation area, and distance to Folsom Lake, the project site is not subject to release of pollutants due to inundation.

The City of Folsom is located approximately 95-miles from the Pacific Ocean, at elevations ranging from approximately 140- to 828-ft amsl. Because of this, there would be no possibility of inundation by tsunami. The City is located adjacent to Folsom Lake, a reservoir of the American River impounded by a main dam on the river channel and wing dikes. Areas of the City adjacent to the wing dikes could be adversely affected by a seiche as a result of an earthquake, either through sloshing within a full reservoir or by a massive landslide or earth movement into the lake. Although historic seismic activity has been minor, the potential for strong ground shaking is present and the possibility exists of a strong earthquake occurring when lake levels are high. This could create a large enough wave to overtop or breach the wing dikes although this is considered to be a remote possibility.

Mudslides and other forms of mass wasting occur on steep slopes in areas having susceptible soils or geology, typically as a result of an earthquake or high rainfall event. Slopes associated with the edges of the building pads are located on the project site; however, City grading standards, including requirements to evaluate slope stability and implement slope stabilizing measures as necessary, would prevent this potential effect. In summary, there would be no potentially significant effect from inundation by seiche, tsunami, or mudflow and no mitigation would be necessary.

XI. LAND USE AND PLANNING

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a) Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Cause significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Environmental Setting

Land use in the project area is regulated by the City of Folsom through the various plans and ordinances adopted by the City. These include the City of Folsom General Plan and the City of Folsom Municipal Code, including the Zoning Code. The project site is designated in the General Plan as Professional Office (PO) which provides low-intensity business and professional offices that are compatible with higher-intensity residential uses.

The zoning designation of the site is in the Business and Professional (BP) District. According to the Folsom City Municipal Code, the BP zoning district generally permits office building and related uses such as banks, doctor’s offices, general business office, and general uses. The purpose of a BP zoning district is to provide an area for business and professional office and compatible related uses. This zoning district is intended to promote a harmonious development of business and professional office areas with adjacent commercial or residential development. A senior citizens residential complex is allowed in the BP zoning district with approval of a minor Conditional Use Permit.

Entitlement requests for this project include a Planned Development Permit (PD Permit) and a Conditional Use Permit (CUP). The purpose of the PD Permit is to allow for greater flexibility in the design of integrated developments than otherwise possible through strict application of land use regulations. With the PD Permit, the project’s site plan, elevations, and overall project design would be evaluated, and specific development standards would be defined. The Conditional Use Permit is required to allow development of a senior citizens residential complex within the BP zoning district.

Evaluation of Land Use and Planning

a) Physically divide an established community?

Less than significant impact. The proposed project would develop a vacant, undeveloped lot, surrounded by residential, commercial, and institutional land uses. The construction would not barricade or reduce access to East Natoma Street, Fargo Way, Cimmaron Circle, or Prison Road. The community would not be gated, and the main access driveway would be on East Natoma Street, across from Prison Road. Oak Parkway Trail surrounds the project site and would enter into the southwestern corner of the site boundary. Within the site boundary, the Oak Parkway Trail would be realigned and

connected to a concrete sidewalk proposed for the project site. The concrete sidewalk would extend around the southern parking area and connect to the existing Oak Parkway Trail section located south of the site boundary. The realignment would add a pedestrian connection to Oak Parkway Trail. Although the proposed project would realign the Oak Parkway Trail for a pedestrian connection, the existing trail surrounding the site would not be physically impacted. The proposed project would not divide an established community and therefore impacts would be less than significant.

- b) Cause significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?

No impact. The proposed project is consistent with both the General Plan land use and zoning designations for the site, as affordable senior housing is identified as a permitted land use with a minor Conditional Use Permit. A CUP is a required approval for the implementation of the proposed project. The density of the proposed project would be 0.32 FAR which is consistent with the maximum 0.5 FAR densities permitted under the BP zoning district and PO land use designation. The proposed project would not conflict with any land use plan, policy, or regulation and, therefore, would have no impact.

XII. MINERAL RESOURCES

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Environmental Setting

The Folsom area regional geologic structure is defined by the predominantly northwest to southeast trending belt of metamorphic rocks and the strike-slip faults that bound them. The structural trend influences the orientation of the feeder canyons into the main canyons of the North and South Forks of the American River. This trend is interrupted where the granodiorite plutons outcrop (north and west of Folsom Lake) and where the metamorphic rocks are blanketed by younger sedimentary layers (west of Folsom Dam) (Geotechnical Consultants, Inc. 2013). The four primary rock divisions found in the area are: ultramafic intrusive, metamorphic, granodiorite intrusive, and volcanic mud flows.

The presence of mineral resources within the City has led to a long history of gold extraction, primarily placer gold. No areas of the City are currently designated for mineral resource extraction. Based on a review of the *Mineral Land Classification of the Folsom 15' Quadrangle, Sacramento, El Dorado, Placer, and Amador Counties, California* (Department of Conservation 1984), no known mineral resources are mapped in the project area.

Evaluation of Mineral Resources

- 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?
- 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?

No impact. The proposed project is not located in a zone of known mineral or aggregate resources. No active mining operations are present on or near the site. Implementation of the project would not interfere with the extraction of any known mineral resources. Thus, no impacts would result, and no mitigation would be necessary for questions a) and b).

XIII. NOISE

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project result in:				
a) Generate a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the Folsom General Plan or noise ordinance?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Generate excessive ground-borne vibration or ground borne noise levels?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) For a project located within the vicinity of a private airstrip or an airport land use plan, or where such a plan has not been adopted, within two miles of a public use airport or private airstrip, expose people residing or working in the project area to excessive noise.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

A Noise and Vibration Assessment was prepared by HELIX on May 5, 2022, and is included as **Appendix H**. The components of the report are summarized below.

Noise Metrics

All noise-level and sound-level values presented herein are expressed in terms of decibels (dB), with A weighting, abbreviated “dBA,” to approximate the hearing sensitivity of humans. Time averaged noise levels of one hour are expressed by the symbol “L_{EQ}” unless a different time period is specified. Maximum noise levels are expressed by the symbol “L_{MAX}.” Some of the data also may be presented as octave-band-filtered and/or A-octave band-filtered data, which are a series of sound spectra centered on each stated frequency, with half of the bandwidth above and half of the bandwidth below, the stated frequency. These data are typically used for machinery noise analysis and barrier-effectiveness calculations. The Community Noise Equivalent Level (CNEL) is a 24-hour average, where noise levels during the evening hours of 7:00 p.m. to 10:00 p.m. have an added 5 dBA weighting, and sound levels during the nighttime hours of 10:00 p.m. to 7:00 a.m. have an added 10 dBA weighting. This is similar to the Day Night sound level (L_{DN}), which is a 24-hour average with an added 10 dBA weighting on the same nighttime hours but no added weighting on the evening hours.

Because decibels are logarithmic units, S_{PL} cannot be added or subtracted through standard arithmetic. Under the decibel scale, a doubling of sound energy corresponds to a 3 dBA increase. In other words, when two identical sources are each producing sound of the same loudness, the resulting sound level at a given distance would be 3 dBA higher than from one source under the same conditions. For example, if one automobile produces an S_{PL} of 70 dBA when it passes an observer, two cars passing simultaneously would not produce 140 dBA—rather, they would combine to produce 73 dBA. Under the decibel scale, three sources of equal loudness together produce a sound level 5 dBA louder than one source.

Under controlled conditions in an acoustical laboratory, the trained, healthy human ear is able to discern 1 dBA changes in sound levels, when exposed to steady, single-frequency (“pure-tone”) signals in the mid-frequency (1,000 Hertz [Hz]–8,000 Hz) range. In typical noisy environments, changes in noise of 1 to 2 dBA are generally not perceptible. It is widely accepted, however, that people begin to detect sound level increases of 3 dB in typical noisy environments. Further, a 5 dBA increase is generally perceived as a distinctly noticeable increase, and a 10 dBA increase is generally perceived as a doubling of loudness.

Vibration Metrics

Groundborne vibration consists of rapidly fluctuating motions or waves transmitted through the ground with an average motion of zero. Sources of groundborne vibrations include natural phenomena and anthropogenic causes (e.g., explosions, machinery, traffic, trains, construction equipment). Vibration sources may be continuous (e.g., factory machinery) or transient (e.g., explosions). Peak particle velocity (PPV) is commonly used to quantify vibration amplitude. The PPV, with units of inches per second (in/sec), is defined as the maximum instantaneous positive or negative peak of the vibration wave. Decibels are also used to compress the range of numbers required to describe vibration. Vibration velocity level (LV) with units of VdB are commonly used in evaluating human reactions to vibrations.

Environmental Setting

Existing Noise Environment

The project site is currently vacant and undeveloped. Surrounding land uses include Folsom State Prison to the north; single-family residences to the northeast; Pacific Gas & Electric (PG&E) powerlines and a bicycle trail to the south; single- and multi-family residences to the south; and office space and the City of Folsom Police Department to the west. Noise sources in the project vicinity are dominated by traffic noise from East Natoma Street. Additional noise sources in the area include typical suburban residential noise (e.g., landscape maintenance equipment; building heating, ventilation, and air conditioning (HVAC) systems; dogs) and occasional noise from operation of the Folsom State prison, approximately 2,500-ft (0.5-mile) to the north.

Noise Sensitive Land Uses

Noise-sensitive land uses (NSLUs) are land uses that may be subject to stress and/or interference from excessive noise, including residences, hospitals, schools, hotels, resorts, libraries, sensitive wildlife habitat, or similar facilities where quiet is an important attribute of the environment. Noise receptors (receivers) are individual locations that may be affected by noise. The closest existing NSLUs to the project site are five single-family residences adjacent to the project’s northeast property line. Additional single-family and multi-family residence are located approximately 120-ft south of the project site. The closest school to the project site is the *Saint John's Notre Dame School* approximately 320-ft to the southeast. The closest hospital to the project site is the *Vibra Hospital of Sacramento*, approximately 350-ft to the south.

Noise Survey

A site visit/noise survey was conducted on March 29, 2022, which included two short-term (10 minute) ambient noise measurements. Measurement M1 was conducted on the northeast side of

the project site approximately 150-ft from the residences along Cimmaron Drive and approximately 300-ft from East Natoma Street. Measurement M2 was conducted the northwest side of the project site approximately 40-ft from East Natoma Street and approximately 300-ft northeast of the Folsom Prison Road intersection. Traffic counts were conducted during measurement M2. The noise measurement survey notes are included as Attachment A to this report. The noise measurement locations are shown on Figure 2 in Appendix H. The measured noise levels are shown on Table 18.

Table 18. Noise Measurement Results

M1	
Date	March 29, 2022
Time	1:57 p.m. – 2:07 p.m.
Location	Northeast side of the project site, approximately 150 feet from residences on Cimmaron Drive
Noise Level	56.7 dBA L_{eq}
Notes	Noise primarily from vehicular traffic on East Natoma Street and residential landscape maintenance equipment.
M2	
Date	March 29, 2022
Time	2:10 p.m. – 2:20 p.m.
Location	Northwest side of the project site, approximate 40 feet from East Natoma Street.
Noise Level	65.5 dBA L_{eq}
Notes	Noise primarily from traffic on East Natoma Street. Traffic count: 170 cars, 1 medium truck.

Regulatory Framework

City of Folsom General Plan Noise Element

The Safety and 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. Policy SN 6.1.2 and Table SN-1 from the General Plan provide noise compatibility standards for land uses. For multi-family housing, noise due to traffic on public roadways, railroad line operations, and aircraft shall be reduced to or below 65 CNEL for outdoor activity areas and reduced to or below 45 CNEL for interior use areas. For other land uses that may be affected by project-generated traffic noise, the exterior noise compatibility limit is: 60 CNEL for single-family residential uses and 70 CNEL for commercial uses (City 2021b).

Policy SN 6.1.8 requires construction projects and new development anticipated to generate a significant amount of vibration to ensure acceptable interior vibration levels at nearby vibration-sensitive uses based on Federal Transit Administration criteria. Table SN-3 from the General Plan provides vibration impact criteria. For construction with infrequent vibration events (defined as fewer than 30 vibration events of the same source per day), impacts would be significant if nearby residences are subject to ground borne vibrations in excess of 80 VdB (City 2021b).

City of Folsom Municipal Code

For stationary noise sources, the City has adopted a Noise Ordinance as Section 8.42 of the City Municipal Code (City 1993). The Noise Ordinance establishes hourly noise level performance standards that are most commonly quantified in terms of the one-hour average noise level (L_{EQ}). Using the limits specified in Section 8.42.040 of the Noise Ordinance, noise levels generated on the project site (other than noise from HVAC systems) for 30 or more minutes in any hour would be significant if they exceed 50 dBA L_{EQ} from 7:00 a.m. to 10:00 p.m. and 45 dBA L_{EQ} from 10:00 p.m. to 7:00 a.m., measured at off-site residential property boundaries. Section 8.42.060 exempts construction noise from these standards provided that construction does not occur before 7:00 a.m. or after 6:00 p.m. on weekdays, or before 8:00 a.m. or after 5:00 p.m. on Saturday or Sunday. Noise from the project's HVAC would be significant if exterior noise levels exceed 50 dBA, per Section 8.42.070 of the City Municipal Code measured at off-site residential property boundaries.

Methodology and Assumptions

Noise Modeling Software

Project construction noise was analyzed using the U.S. Department of Transportation (USDOT) Roadway Construction Noise Model (RCNM; USDOT 2008), which utilizes estimates of sound levels from standard construction equipment.

Modeling of the exterior noise environment for this report was accomplished using the Computer Aided Noise Abatement (CadnaA) model version 2021. Traffic noise was evaluated within CadnaA using the U.S. Department of Transportation Federal Highway Administration (FHWA) Traffic Noise Model (TNM) version 2.5 (USDOT 2004). The noise models used in this analysis were developed from the site plan provided by the project architect. Input variables included building mechanical equipment reference noise levels, road alignment, lane configuration, projected traffic volumes, estimated truck composition percentages, and vehicle speeds.

Off-Site Traffic Noise

The one-hour L_{EQ} traffic noise level is calculated utilizing peak-hour traffic. The model-calculated one-hour L_{EQ} noise output is the equivalent to the CNEL (Caltrans 2009). The off-site traffic noise modeling includes does not account buildings, structures or terrain. The project Transportation Impact Study (TIS) included an intersection analysis with data for calculation of peak hour traffic volumes on streets in the project vicinity (T. Kear 2022). Existing traffic for East Natoma Street was estimated from intersection turning counts included in the TIS. The PM peak hour traffic volumes used in the analysis is shown in **Table 19**. The noise modeling input and output are included in **Appendix H**. Traffic was assumed to be comprised of a typical mix of vehicles for suburban streets in California: 96 percent cars and light trucks; 3 percent medium trucks and buses; and 1 percent heavy trucks.

Table 19. PM Peak Hour Traffic Volumes

Roadway Segment	Existing (2022)	Existing (2022) + Project
East Natoma Street – Fargo Street to Folsom Prison Road	1,060	1,089
East Natoma Street – Folsom Prison Road to Cimmaron Circle	943	969

Source: T. Kear 2022

Heating, Ventilation, and Air Conditioning

The project would use one residential-sized HVAC units for each apartment, with the air conditioning condenser located on the rooftop of the building. The condensers would be located behind a parapet wall of equal or greater height to the HVAC unit, which would provide substantial noise attenuation. Specific details on planned HVAC units were not available at the time of this analysis. A typical system for apartments in multi-story buildings would be a Carrier model 38BRC-024-34 2-ton split system for, which has a sound rating of 76 dBA S_{WL} (Carrier 2005). The manufacturer's noise data for the HVAC units is provided below in Table 20.

Table 20. HVAC Condenser Noise Data (SWL dBA)

	125 Hz	250 Hz	500 Hz	1 kHz	2 kHz	4 kHz	8 kHz	Overall Noise Level
	55.5	62.5	68.0	70.0	67.0	61.5	58.5	76.0

Source: Carrier 2005

S_{WL} = sound power level; Hz = Hertz; kHz = kilohertz

Standards of Significance

Based on Appendix G of the CEQA Guidelines, implementation of the project would result in a significant adverse impact if it would:

1. Generate a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the City of Folsom General Plan or noise ordinance;
2. Generate excessive ground-borne vibration or ground borne noise levels; or
3. For a project located within the vicinity of a private airstrip or an airport land use plan, or where such a plan has not been adopted, within two miles of a public use airport or private airstrip, expose people residing or working in the project area to excessive noise.

Per the City General Plan, impacts related to the generation of noise on the project site would be significant if noise levels generated by the project site HVAC systems would be significant if it would exceed 50 dBA L_{Eq} residential property boundaries. For traffic-related noise, impacts would be considered significant if the project would cause ambient noise levels at nearby NSLUs to exceed the noise compatibility limits defined in the City General Plan or would increase noise levels by 1.5 CNEL or more in areas with existing ambient noise levels exceeding the noise compatibility limits.

In accordance with the City Municipal Code, any noise from project construction activity would be considered significant for construction occurring before 7:00 a.m. or after 6:00 p.m. on weekdays, or before 8:00 a.m. or after 5:00 p.m. on Saturday or Sunday.

In accordance with the City General Plan, excessive ground-borne vibration would occur if construction-related ground-borne vibration exceeds 80 VdB at nearby residential properties.

Evaluation of Noise

- a) *Generate a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the Folsom General Plan or noise ordinance?*

Less than significant with mitigation.

Construction Noise

The nearest NSLUs to the project site area are single-family residences approximately adjacent to the project's northeast property line. Heavy earthmoving equipment would have the potential to be as close as 15-ft from the residential property line, including rubber-tired dozers and graders. Over the course of one hour, it is anticipated that the average distance of heavy earthmoving equipment from residential property lines would be approximately 50-ft. Modeling shows that the combined one-hour noise from a dozer and grader would result in 82.7 dBA L_{EQ} at the closest residential property. Because construction equipment would be mobile as it moves across the project site, the noise level experienced by the neighboring uses would vary throughout the day. The modeling output for the anticipated construction equipment is included in Attachment B, within **Appendix H**.

According to the City Code Section 8.42.060, noise sources associated with construction of the project which are conducted between the hours of 7:00 a.m. and 6:00 p.m., on Monday, Tuesday, Wednesday, Thursday, Friday, and Saturday, and between 9:00 a.m. and 6:00 p.m. on Sunday, are exempt from the City noise standard (City 1993). Nighttime construction noise is not anticipated for the project. However, nighttime construction is not exempt from the City Noise Ordinance and would exceed the nighttime standard of 45 dBA if it were to occur, resulting in a potentially significant noise impact. Mitigation measure NOI-01 would prohibit construction activities outside the above daytime hours.

Operation Noise

Off-Site Traffic Noise

As described above, modeling of the exterior noise environment for this report was accomplished using CadnaA and the TNM. According to the TIS, the project is expected to generate approximately 504 daily trips and 41 trips during the PM peak hour (T. Kear 2022). Future traffic noise levels presented in this analysis are based on traffic volumes (as described above) for the existing (2022) and existing plus project scenarios. The modeling does not account for intervening terrain or structures (e.g., sound walls, buildings).

The calculated off-site traffic noise levels are shown in Table 21, *Off-Site Traffic Noise Levels*. In typical outdoor environments, a 3 dBA increase in ambient noise level is considered just perceptible and a 5 dBA increase is considered distinctly perceptible. In areas where existing or future ambient noise exceeds the land use compatibility standards, an individual project's contribution to increases in ambient noise level could be considered significant if it exceeds 1.5 dBA. Because areas along the analyzed road segments already exceed the residential land use noise compatibility standard listed in the City General Plan (60 CNEL for low density residential; 65 CNEL for multi-family residential), this analysis uses a threshold of a 1.5 CNEL increase to determine significance of the impact.

As shown in **Table 21**, the maximum change in CNEL as a result of project-generated traffic would be 0.1 CNEL, a change in ambient noise level that is lower than the threshold and is not discernable.

Therefore, impacts related to the project generating a substantial permanent increase in ambient noise levels in the vicinity of the project in excess of General Plan standards from project-generated traffic would be less than significant.

Table 21. Off-Site Traffic Noise Levels

Roadway Segment	Existing 2021 (CNEL)	Existing + Project (CNEL)	Change In CNEL
East Natoma Street – Fargo Street to Folsom Prison Road (Commercial)	63.4	63.5	0.1
East Natoma Street – Folsom Prison Road to Cimmaron Circle (Residential)	67.5	67.6	0.1

Source: TNM version 2.5

Heating, Ventilation, and Air Conditioning Noise

The primary potential noise sources on the project site would be roof-top mounted HVAC systems, as described in the Methodology and Assumptions section, above. HVAC systems were analyzed using the CadnaA software, assuming 140 condenser units (one per apartment plus additional for common areas) as shown on the project roof plan. Modeling assumed one hour of continuous operation of all equipment. Modeled noise levels were analyzed at receivers placed at the property line of nearby NSLUs (see Figure 2 for NSLU areas) at a height of 5-ft above the ground. The modeled 1-hour (L_{EQ}) noise level at the adjacent property lines is compared with the City standard in Table 22, *Operational HVAC Noise*. As shown in Table 22, noise from the project's HVAC systems would not exceed the City's noise ordinance standard of 50 dBA L_{EQ} , and impacts from project HVAC noise would be less than significant.

Table 22. Operational HVAC Noise

Receptor	Description	Modeled Noise (dBA L_{EQ})	HVAC Standard (dBA L_{EQ})	Exceed Standards?
R1	Single-family residence	28.5	50	No
R2	Single-family residence	29.7	50	No
R3	Single-family residence	29.7	50	No
R4	Single-family residence	28.6	50	No
R5	Single-family residence	26.2	50	No
R6	Multi-family residence	28.8	50	No
R7	Single-family residence	28.6	50	No
S1	School	20.3	50	No
H1	Hospital	24.5	50	No

Source: CadnaA; City Noise Ordinance Sections 8.42.050

Off-site Traffic Noise

Modeling of the exterior noise environment on the project site was accomplished using the CadnaA model and the road segment traffic volumes, as described above.

Exterior Noise

As discussed above, the City General Plan Safety and Noise Element has established an exterior noise standard of 65 CNEL for multi-family residential outdoor activity areas, defined as “[...] the patios or common areas where people generally congregate for multifamily development” (City 2021b). The patio/outdoor kitchen/bocce ball and seating areas on the west side of the project building would be the outdoor activity areas for the project. The modeling shows ground level noise for the outdoor common areas would range from approximately 55.5 CNEL to 58.6 CNEL. This noise level would not exceed the City exterior noise standard of 65 CNEL and the impact would be less than significant.

Interior Noise

Standard building design and construction using current building codes provides approximately 20 dBA of exterior to interior noise reduction with the windows and doors closed. The noise at the exterior facades for the project end units facing East Natoma Street was modeled for apartments on the first through third floors, and is shown in **Table 23**.

Table 23. Building Exterior Noise Levels

Floor	North Arm (CNEL)	West Arm (CNEL)
First	66.3	62.7
Second	66.0	62.5
Third	65.7	62.0

Source: CadnaA version 2021

Buildings with exterior noise levels exceeding 65 dBA could result in interior noise levels in excess of the City General Plan Safety and Noise Element standard of 45 CNEL. Noise levels for the end unit apartments on the project building north arm would exceed 65 CNEL. Therefore, interior noise levels were calculated based on the architectural plans for the project. The calculation sheets are included in Attachment B. The calculations show, with construction meeting minimum code requirements, interior noise levels would not exceed the City standard of 45 CNEL, and the impact would be less than significant.

Impact Conclusion

If project construction activities were to occur outside the hours of 7:00 a.m. and 7:00 p.m. Monday through Friday and 9:00 a.m. to 5:00 p.m. on Saturday, construction noise generated by the project would not be exempt for the City’s noise ordinance nighttime exterior standard of 45 dBA, and the impact would be potentially significant. Implementation of Mitigation Measure NOI-01 would restrict construction hours.

The addition of permanent project-generated traffic vicinity on roadways would not result in a discernable increase in ambient noise levels. The project would not expose future project residents to noise levels that exceed compatibility guidelines in the General Plan.

Long-term operation of project would not result in noise levels from on-site sources, including HVAC systems, exceeding the City noise ordinance standards, measured at the property line of the closest NSLUs to the project site.

Therefore, with implementation of Mitigation Measure NOI-01, the project would not generate a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the Folsom General Plan or noise ordinance and the impact would be less than significant.

Mitigation Measure NOI-01: Construction Hours/Scheduling

- The City shall specify on all grading, and construction permits that construction activities for all phases of construction, including servicing of construction equipment shall only be permitted during the hours of 7:00 a.m. and 6:00 p.m. Monday through Friday and between 8:00 a.m. to 5:00 p.m. on Saturdays. Construction shall be prohibited on Sundays and on all holidays. Delivery of materials or equipment to the site and truck traffic coming to and from the site shall be restricted to the same construction hours specified above.

b) *Generation of excessive ground-borne vibration or ground borne noise levels?*

Less than significant with mitigation.

An on-site source of vibration during project construction would be a vibratory roller. A vibratory roller would primarily be used to achieve soil compaction as part of the foundation and paving construction, and for aggregate and asphalt compaction as part of project driveway and parking lot construction). Vibratory rollers could be used within approximately 65-ft of the single-family residences to the northwest. A large vibratory roller creates approximately 0.21 in/sec PPV at a distance of 25-ft, or 94 VdB (Caltrans 2020). At a distance of 65-ft, a vibratory roller would create a PPV of 0.073 in/sec, or 85 VdB.¹ This would exceed the City General Plan residential standard of 80 VdB, and the impact would be potentially significant. Once operational, the project would not be a source of groundborne vibrations. A large vibratory roller would result in approximately 80 VdB or greater at distances less than 120-ft. Mitigation measure NOI-02 would require the contractor demonstrate that the rollers to be used on the project site would produce less than 80 VdB at nearby occupied residences, or use vibratory rollers in static mode only (no vibrations) when operated within 120-ft of occupied residences. Therefore, with implementation of Mitigation Measure NOI-02, the project would not generate excessive ground-borne vibration levels and the impact would be less than significant.

Mitigation Measure NOI-02: Vibratory Roller

- The applicant or designated contractor shall provide evidence to the City (via testing data or calculations from a qualified expert), demonstrating that vibratory rollers to be used on the project site would produce less than 80 VdB at nearby occupied residences, or all vibratory rollers shall be used in static mode only (no vibrations) when operating within 120-ft of an occupied residence. The City shall specify vibratory roller model, size, or operating mode restrictions on all demolition, grading, and construction permits.

¹ Equipment PPV = Reference PPV * (25/D)ⁿ(in/sec), where Reference PPV is PPV at 25 feet, D is distance from equipment to the receptor in feet, and n= 1.1 (the value related to the attenuation rate through the ground); formula from Caltrans 2020. VdB = 20 * Log(PPV/4/10⁻⁶).

- c) *For a project located within the vicinity of a private airstrip or an airport land use plan, or where such a plan has not been adopted, within two miles of a public use airport or private airstrip, expose people residing or working in the project area to excessive noise.*

The closest airports to the project site are the Cameron Park Airport, approximately 9-miles to the east, and Mather Airport, approximately 10.7-miles to the southwest. The project site is not located within the influence area or noise contours for the Cameron Park Airport (El Dorado County 2012). The project site is located within the influence area and is identified as a review area in the Mather Airport Land Use Compatibility Plan (ALUCP). The project site is beneath the approach paths for runways 22 Left and 22 Right, however, the project site is not with the 60 dBA noise contour for the airport (Sacramento County Association of Governments 2020). Therefore, although the project site is subject to overflight by aircraft approaching and departing Mather Airport, residents of the proposed project or people working in the project area would not be exposed to excessive levels of noise due to aircraft or airport operations, and the impact would be less than significant.

XIV. POPULATION AND HOUSING

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a) Induce substantial unplanned 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)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Environmental Setting

Folsom’s estimated population in 2019 was 81,328 people (U.S. Census Bureau 2019). The population is projected to increase to 97,485 by 2035 (City of Folsom 2018a). The proposed project would construct 136 affordable one- and two-bedroom senior apartment units within an estimated 109,608-sf building.

Evaluation of Population and Housing

- a) Induce substantial unplanned 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)?

Less than significant impact. Implementation of the proposed project would result in the construction of 136 affordable one- and two-bedroom units for seniors aged 60 and older. Existing backbone infrastructure and roads in the area would not need to be expanded or extended as a result of the project. A signal would need to be added to the existing stoplight at the intersection of East Natoma Street and Prison Road for the proposed main access driveway.

The proposed project would accommodate the demand for housing and would not induce substantial growth in the City of Folsom. Although it is anticipated that the majority of individuals relocating to the apartment community would be from the area, it is possible that the apartment units could draw in between 136 to 358 new residents (assuming 2.63 people per unit, based on projected household size in 2035 [City of Folsom 2018a]). The projected household size is for single family homes, which is larger than the predicted unit size of a senior housing complex proposed for the project. The project would be restricted to residents 60 years and older and units would be one- or two- bedroom. The population generated by the project is within the projected increase in population from planned growth as projected in the City’s Housing Element. Therefore, impacts from project implementation would be less than significant, and no mitigation would be required.

- b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?

No Impact. The project site is currently vacant. Therefore, there would be no impact on displacement of existing people or housing.

XV. PUBLIC SERVICES

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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 of the public services:				
a) Fire protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Environmental Setting

The proposed project is in an area currently served by urban levels of all utilities and services. Public services provided by the City of Folsom in the project area include fire, police, school, library, and park services. The site is served by all public utilities including domestic water, wastewater treatment, and storm water utilities.

The City of Folsom Fire Department provides fire protection services. There are five fire stations providing fire/rescue and emergency medical services within the City of Folsom. Station 38 is nearest to the project site and is located at 1300 Blue Ravine Road, approximately 2.5-miles southeast of the project site. The Fire Department responds to over 6,000 requests for service annually with an average of 16.4 per day (City of Folsom 2018b). The City of Folsom Police Department is located at 46 Natoma Street, approximately 1-mile southwest of the project site.

The project site is located within the Folsom Cordova Unified School District and is within the attendance area for St. John’s Notre Dame School, Blanche Sprentz Elementary School, Folsom Middle School, and Folsom Lake High School. There are several parks near the project site, including the Folsom City Lions Park, Granite Mini Park, Castle Park, Elvie Perazzo Briggs Park, and Econome Family Park.

The Sacramento Municipal Utilities District (SMUD) would supply electricity to the project site. Pacific Gas & Electric (PG&E) provides natural gas to the area and would provide natural gas to the project site. The City of Folsom has a program of maintaining and upgrading existing utility and public services within the City. Similarly, all private utilities maintain and upgrade their systems as necessary for public convenience and necessity, and as technology changes.

Evaluation of Public Services

a) Fire protection?

Less than significant impact. On-site water for fire services would be privately owned and managed but would connect to the City of Folsom's water supply in Zone 3 Cimmaron Pressure Zone. The project would include fire hydrants, exterior Fire Department Connection assemblies, and fire riser rooms. Emergency vehicle access would be maintained on the site to meet the Fire Department standards for fire truck maneuvering, location of fire truck to *fight a fire*, rescue access to the units, and fire hose access to all sides of the building. The fire lane would be 27-ft minimum, with an inner turning radius of 25-ft and an outer turning radius of 50-ft. All curbs adjacent to the fire lane would be painted red for emergency fire services. The proposed project would not significantly increase fire service demands or render the current service level to be inadequate, and impacts would be less than significant.

b) Police Protection?

Less than significant impact. The project site is within an urbanized area of Folsom and would increase the residential population requiring police protection services. The project would be required to pay the City's Capital Improvement New Construction Fee (Folsom Municipal Code Chapter 3, Title 3.80) to fund police services and facilities. The project includes features that reduce opportunities for crime such as adequate lighting on East Natoma Street, the proposed building, and parking areas (refer to 8.0 I. Aesthetics for more detail on lighting). Additionally, there would be on-site management services, visibility of common areas from adjacent units, and no dead-end low-visibility areas. Potential impacts from implementation of the proposed project would therefore be less than significant.

c) Schools?

Less than significant impact. The proposed project is age-restricted to residents aged 60 years and older and would not generate students in grades K-12 or create demand for school facilities. Pursuant to Government Section 65995.1, the project would be required to pay development impact fees to the Folsom Cordova Unified School District. No new school facilities would be necessary to serve the proposed project. Potential impacts from implementation of the proposed project would be less than significant.

d) Parks?

Less than significant impact. The 136-unit project would accommodate residents who would create additional demand for park and recreation facilities. The nearest park is Folsom City Lions Park, 403 Stafford Street, approximately 0.5-miles from the project site. Since the park is not adjacent to the *proposed apartment community*, a substantial increase in usage of the park is not anticipated. The proposed project would include on-site indoor and outdoor recreational amenities to serve residents that would *reduce the need for park demand*. The project would be required to pay park fees to mitigate the project's impact on existing park facilities and fund new park and recreation facilities. The potential impacts from the *proposed project* would be less than significant.

e) Other Facilities?

Less than significant impact. The project site is within the urban area of Folsom served by adequate police, fire, and emergency services. The senior housing apartment complex would include on-site

recreational amenities to serve residents. Construction and operation of the proposed project would not require the construction or expansion of parks and other public facilities or result in the degradation of those facilities. Potential impacts would be less than significant, and mitigation would not be necessary.

XVI. RECREATION

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a) 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Environmental Setting

The Folsom Parks and Recreation Department provides and maintains a full range of recreational activities and park facilities for the community. There are several recreational amenities and parks near the project site, including the Johnny Cash Recreational Trail and Oak Parkway Trail, Folsom City Lion’s Park, Granite Mini Park, Castle Park, Elvie Perazzo Briggs Park, and Econome Family Park.

Evaluation of Recreation

- a) 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?

Less than significant impact. Some additional use of community parks and trails is anticipated, however, on-site recreational facilities at the apartment complex would reduce park and trail demand. Implementation of the proposed project would enhance existing and planned recreation facilities in the project area. The project would be required to pay park fees to mitigate the project’s impact on existing park facilities and fund new park and recreation facilities. Potential impacts to existing parks would be less than significant.

- 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?

Less than significant impact. The proposed project would result in a 2,500-sf community center on the ground floor of the proposed building. Additional amenities on the project site would include outdoor seating and dining areas, perimeter walkways, a bocce ball court, bike racks, picnic tables with umbrellas, outdoor barbeques/ kitchens, and 6-ft benches. On-site facilities and existing neighborhood parks are anticipated to adequately serve the recreation demands of project residents. The amenities associated with the proposed project are analyzed in this IS/MND. Potential impacts on recreational facilities would be less than significant.

XVII. TRANSPORTATION

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a) Conflict with a program plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Would the project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

The discussion below is based on a Transportation Impact Study (TIS) prepared by T. Kear Transportation Planning & Management, Inc. (T. Kear 2022). The report is included in **Appendix I**.

Environmental Setting

Study Scenarios

Four scenarios were identified for inclusion in this TIS through consultation with City staff. These study scenarios were used to evaluate Project impacts relevant to General Plan Policy M4.1.3 relative to level of service. This study determines the weekday AM peak-hour, PM peak-hour, and Sunday peak-hour level-of-service at study intersections under the following scenarios:

- Existing 2022 without Project condition
- Existing 2022 with Project condition

Analysis of the existing condition reflects the traffic volumes and roadway geometry at the time the study began. This scenario quantifies performance measures for the existing condition and serves as a known reference point for those familiar with the study area. These scenarios, with and without the Project, identify Project related impacts anticipated to occur if the Project opened in 2020.

Roadway System

Brief descriptions of the key roadways serving the project site are provided below:

- **Natoma St/East Natoma St** is a two-lane minor arterial connecting from Folsom Blvd, past Folsom City Hall, and connecting through Green Valley Rd and onto Empire Ranch Rd. From Folsom Blvd to Fargo Way, just east of City Hall, there are sidewalks, curb, and gutter with striped class 2 bike lanes. From Fargo Way to the east, fronting the Project site and Folsom State Prison, there are dirt shoulders without sidewalks until Folsom Crossing Rd, where East Natoma

Street becomes a four-lane arterial with sidewalk, curb, gutter, and striped class 2 bike lanes to Empire Ranch Rd. At Coloma Street, near City Hall, Natoma St carries about 11,000 vehicles per day. A volume which drops to about 10,000 vehicles per day near the Project Site.

- **Prison Rd** is a two-lane north-south access road from East Natoma St to Folsom State Prison. It has unpaved shoulders without bike lanes or sidewalks. Prison Road is signed to prohibit stopping or turning within the prison's property.

Study Intersections

The traffic impact study analyzed the following three study intersections:

- 1) East Natoma St/ Prison Road: Signal
- 2) East Natoma Street/ Eastern Project Driveway: Side-Street-Stop-Control (SSSC)

Level of Service Methodology

Level of service (LOS) is a qualitative indication of the level of delay and congestion experienced by motorists using an intersection. LOS are designated by the letters A through F, with A being the best conditions and F being the worst (high delay and congestion). Calculation methodologies, measures of performance, and thresholds for each letter grade differ for road segments, signalized intersections, and unsignalized intersections.

Based on guidance from City staff, the following procedures described below for intersection traffic operations analysis were utilized for this TIS.

Intersection Traffic Operations Analysis

Signalized Intersections

The methodology from the Highway Capacity Manual (HCM) 6th Edition², are used to analyze signalized intersections. LOS can be characterized for the entire intersection, each approach, or by lane group. Control delay alone (the weighted average delay for all vehicles entering the intersection) is used to characterize LOS for the entire intersection or an approach. Control delay and volume to capacity ratio are used to characterize level-of-service for lane groups. The average delay criteria used to determine the LOS at signalized intersections is presented in **Table 24**. The HCM 2010 methodology is used as the primary method. HCM 2000 methods are only utilized where the signal phasing is incompatible with HCM 2010 methods.

Table 24. Level-of-Service Criteria for Signalized Intersections

Level -of- Service	Description	Average Delay ¹ (Sec. /Vehicle.)
A	Very Low Delay: This level-of-service occurs when progression is extremely favorable, and most vehicles arrive during a green phase. Most vehicles do not stop at all.	≤ 10.0

² Transportation Research Board (2016) Highway Capacity Manual, Washington, D.C.

B	Minimal Delays: This level-of-service generally occurs with good progression, short cycle lengths, or both. More vehicles stop than at LOS A, causing higher levels of average delay.	10.1-20.0
C	Acceptable Delay: Delay increases due to only fair progression, longer cycle lengths, or both. Individual cycle failures (<i>to service all waiting vehicles</i>) may begin to appear at this level of service. The number of vehicles stopping is significant, though many still pass through the intersection without stopping.	20.1-35.0
D	Approaching Unstable/Tolerable Delays: The influence of congestion becomes more noticeable. Longer delays may result from some combination of unfavorable progression, long cycle lengths, or high v/c ratios. Many vehicles stop, and the proportion of vehicles not stopping declines. Individual cycle failures are noticeable.	35.1-55.0
E	Unstable Operation/Significant Delays: This is considered by many agencies the upper limit of acceptable delays. These high delay values generally indicate poor progression, long cycle lengths, and high v/c ratios. Individual cycle failures are frequent occurrences.	55.1-80.0
F	Excessive Delays: This level, considered to be unacceptable to most drivers, often occurs with oversaturation (i.e., when arrival flow rates exceed the capacity of the intersection). It may also occur at high v/c ratios below 1.00 with many individual cycle failures. Poor progression and long cycle lengths may also contribute to such delay levels.	> 80.0 or v/c >1.0

Note 1: Weighted average of delay on all approaches. This is the measure used by the Highway Capacity Manual to determine level-of-service. Any movement with a volume-to-capacity ratio (v/c) greater than 1.0 is considered to be level-of-service F.

Source: Transportation Research Board (2016) Highway Capacity Manual 6th Edition, Washington D.C.

Unsignalized Intersections

The methodology from HCM 6th Edition is used for the analysis of unsignalized intersections. At an unsignalized intersection, most of the main street traffic is un-delayed and, by definition, have acceptable conditions. The main street left-turn movements and the minor street movements are all susceptible to delay of varying degrees. Generally, the higher the main street traffic volumes, the higher the delay for the minor movements. Separate methods are utilized for Two-Way Stop-Controlled (TWSC) intersections and All-Way Stop-Controlled (AWSC) intersections.

- **TWSC:** The methodology for analysis of two-way stop-controlled intersections calculates an average total delay per vehicle for each minor street movement and for the major street left-turn movements, based on the availability of adequate gaps in the main street through traffic. A LOS designation is assigned to individual movements or combinations of movements (in the case of shared lanes) based upon delay, it is not defined for the intersection as a whole. Unsignalized intersection LOS is for each movement (or group of movements) based upon the respective average delay per vehicle presents the average delay criteria used to determine the LOS at TWSC and AWSC intersections.
- **AWSC:** At all-way stop-controlled intersections, the LOS is determined by the weighted average delay for all vehicles entering the intersection. The methodologies for these types of intersections calculate a single weighted average delay and LOS for the intersection as a whole. The average delay criteria used to determine the LOS at all-way stop intersections is the same as

that presented in **Table 25**. LOS for specific movements can also be determined based on the TWSC methodology.

It is not unusual for some of the minor street movements at unsignalized intersections to have LOS D, E, or F conditions while the major street movements have LOS A, B, or C conditions. In such a case, the minor street traffic experiences delays that can be substantial for individual minor street vehicles, but the majority of vehicles using the intersection have very little delay. Usually in such cases, the minor street traffic volumes are relatively low. If the minor street volume is large enough, improvements to reduce the minor street delay may be justified, such as channelization, widening, or signalization.

Table 25. Level-of-Service Criteria for Unsignalized Intersections

Level of Service (LOS)	Description	TWSC ¹	AWSC ²
		Average Delay by Movement (seconds / vehicle)	Intersection Wide Average Delay (seconds / vehicle)
A	Little or no delay	< 10	< 10
B	Short traffic delay	> 10 and < 15	> 10 and < 15
C	Average traffic delays	> 15 and < 25	> 15 and < 25
D	Long traffic delays	> 25 and < 35	> 25 and < 35
E	Very long traffic delays	> 35 and < 50	> 35 and < 50
F	Extreme delays potentially affecting other traffic movements in the intersection	> 50 (or, v/c >1.0)	> 50

Note 1: Two-Way Stop-Control (TWSC) level-of-service is calculated separately for each minor street movement (or shared movement) as well as major street left turns using these criteria. Any movement with a volume to capacity ratio (v/c) greater than 1.0 is considered to be level-of-service F.

Note 2: All-Way Stop-Control (AWSC) assessment of level-of-service at the approach and intersection levels is based solely on control delay.

Source: Transportation Research Board (2016) Highway Capacity Manual 6th Edition, Washington D.C.

General Plan Thresholds

Level of Service

Consistency with General Plan LOS policies for the proposed project were determined based on the methods described above and identified as either "conforming" or "non-conforming". General Plan Policy M 4.1.3 addresses LOS:

Strive to achieve at least traffic 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 temporally higher LOS 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. City 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 LOS D or better.

The General Plan EIR includes a criterion addressing potential impacts at locations that operate at LOS E or F under no-project conditions. Under this standard, a non-conforming situation would occur if the proposed project would:

Increase the average delay by five seconds or more at an intersection that currently operates (or is projected to operate) at an unacceptable LOS under “no-project” conditions.

For the purposes of this analysis, LOS is considered potentially non-conforming if implementation of the project would result in any of the following:

- Cause an intersection in Folsom that currently operates (or is projected to operate) at LOS D or better to degrade to LOS E or worse.
- Increase the average delay by five seconds or more at an intersection in Folsom that currently operates (or is projected to operate) at an unacceptable LOS E or F.

Bicycle/Pedestrian/Transit Facilities

An impact is considered significant if implementation of the project would:

- Inhibit the use of bicycle, pedestrian, or transit facilities.
- Eliminate existing bicycle, pedestrian, or transit facilities.
- Prevent the implementation of planned bicycle, pedestrian, or transit facilities.

Vehicle Miles Traveled Standards of Significance

Under State Law (SB 743), on July 1, 2020, vehicle miles traveled (VMT) will become the only metric for evaluating significant transportation impacts in environmental impact analyses required under the California Environmental Quality Act (CEQA). Without specific General Plan guidance for VMT thresholds, this analysis uses a qualitative screening against The Governors’ Office of Planning and Research (OPR) guidance of a 15 percent per capita VMT reduction and utilizes OPR’s suggested exemption for affordable housing projects.

Folsom General Plan policy NCR 3.1.3 addresses VMT, as stated below:

Policy NCR 3.1.3 “Encourage efforts to reduce the amount of VMT. These efforts could include encouraging mixed-use development promoting a jobs/housing balance, and encouraging alternative transportation such as walking, cycling, and public transit.”

OPR has published guidance recommending a CEQA threshold for transportation impacts of land use projects of a 15 percent VMT reduction per capita, relative to either city or regional averages based on

the California's Climate Scoping Plan³. Qualitative assessment of VMT reduction is acceptable to screen projects⁴. Based on these criteria, a project will be considered to have a potentially significant impact if:

- Per capita VMT from residential projects is anticipated to be greater than 85 percent of the regional average per capita VMT.
- The project is anticipated to inhibit implementation of planned pedestrian, bicycle, or transit improvements.

Analysis Tools

LOS

Control delays and level-of-service for study intersections were calculated using the Synchro 11⁵ analysis software (Version 11.1, build 1, revision 6). Synchro implements the methodologies of the 6th Edition of the Highway Capacity Manual to model traffic controls and vehicle delay.

The software requires data on road characteristics (geometric), traffic counts, and the signal timing data for each analysis intersection. In general, default parameters were used, except in locations where specific field data are available. Heavy vehicle percentages of 2 percent were assumed during the peak hour.

VMT

To support jurisdictions' SB743 implementation, The Sacramento Area Council of Governments (SACOG) staff developed thresholds and screening maps for residential and office projects, using outputs from the 2016 base year travel demand model run for the 2020 Metropolitan Transportation Plan/Sustainable Communities Strategies (MTP/SCS). SACOG travel demand model is activity/tour based and is designed to estimate an individual's daily travel, accounting for land use, transportation and demographics that influence peoples' travel behaviors.

For residential projects, the threshold is defined as total household VMT per capita achieving 15 percent of reduction comparing to regional (or any appropriate sub-area) average. The SACOG screening map uses "hex" geography, with each hex being about 1,000-ft on edge. Residential VMT per capita per hex is calculated by tallying all household VMTs, including VMT traveling outside the region, generated by the residents living at the hex and divided by the total population in the hex. Hexes are then color coded with green and blue hexes depicting neighborhoods with at least a 15 percent reduction in residential VMT relative to the SACOG region. Yellow, orange, pink and red hexes have less than a 15 percent VMT reduction.

Existing 2022 Condition

Table 26 presents a summary of level-of-service results for the study intersections under Existing Conditions, along with 95 percent queue lengths for left turns. All study intersections operate at LOS A

³ OPR (2018) Technical Advisory on Evaluating Transportation Impacts In CEQA, http://www.opr.ca.gov/docs/20190122-743_Technical_Advisory.pdf.

⁴ OPR's webinar on SB 743 implementation, 4/16/2020.

⁵ <https://www.trafficware.com/synchro-studio.html>

or better during the AM, PM, and Sunday peak hours. Left turn queues are adequately accommodated by the existing left turn storage pockets.

Table 26. Existing 2022 Intersection Delay and Level-of-Service

Intersection	Control	No Project (Delay and Level-of-Service)	
		AM	PM
E Natoma St/Prison Rd	Signal	9.3 A	9.1 A
Eastern Project Driveway	SSSC *	n/a	n/a
Intersection	Approach	No Project 95% Queues (Feet)	
		AM	PM
E Natoma St/Prison Rd	EB Left	173'	30'
	WB Left	n/a	n/a
	SB Left	22'	49'
	NB Left	n/a	n/a
Eastern Project Driveway	NB	n/a	n/a

* SSSC = Side Street Stop Control

Projected Trip Generation

Projected traffic generated by the proposed Project was calculated using trip generation factors from the Institute of Transportation Engineers (ITE) Trip Generation Manual, 11th Edition (2021), and is provided in Table 27.

Table 27. Project Trip Generation

Land Use	ITE Category	Quantity	Data	Daily	AM Peak hour			PM Peak hour		
					Total	Inbound	Outbound	Total	Inbound	Outbound
Senior Adult Housing (Multifamily)	252	136 dwelling units	Rate	3.24	0.29	45%	55%	0.3	54%	46%
			Trips	441	39	17	22	41	22	19

Source: ITE (2021) Trip Generation Manual, Institute of Transportation Engineers, Washington DC. (Higher value of either the average rate or the fitted equation-based rate for peak hour of generator).

Trip Distribution

Trip distribution was based on observed traffic counts and select zone analysis within the travel demand model. New Project trips were distributed as follows:

- 48 percent to/from the west on East Natoma Street
- 48 percent to/from the east on East Natoma Street
- 4 percent to/from the north via Prison Road

Signal Timing Geometry

With the addition of a fourth leg to the East Natoma St/Prison Rd intersection, the signal timing and lane geometry was assumed to be configured as follows:

- Eastbound: An eastbound right turn pocket was assumed with 150-ft of storage and a 60-foot taper; for a total of one left, one through, and one right turn lane.
- Westbound: A westbound left turn lane with 100-foot pocket plus 60-foot taper for a total of one left and one shared through-right lane.
- Southbound: The existing exclusive right-turn lane is assumed to be restriped as a through-right turn lane (for a total of one left and one shared through-right).
- Northbound: The northbound approach is assumed to provide one left and one shared through-right lane. The northbound through-right lane is assumed to be in a 70-foot turn pocket plus 60-foot taper.
- Timing: Eastbound and westbound protected left turn phasing, northbound and southbound split phasing. 150 second cycle length, with 34 second northbound southbound split phases and 20 second eastbound and westbound protected phases, and 62 second eastbound and westbound through phases. Crosswalks are assumed across all legs of the intersection with flashing don't walk phases set to 22 seconds to accommodate a 3-feet per second walking speed.

Existing 2022 with Project Conditions

Project peak-hour traffic was added to the Existing 2022 turning volumes at each intersection. Delay and LOS were determined at the study intersections. **Table 28** presents a summary of LOS results for the study intersections under Existing Conditions. All study intersections operate at LOS B or better during the AM, PM, and Sunday peak hours. Left turn queues are adequately accommodated by the existing left turn storage pockets.

Table 28. Baseline 2022 Intersection Delay and Level-of-Service, with and without Project

Intersection	Control	No Project (Delay and Level-of-Service)		With Project (Delay and Level-of-Service)	
		AM	PM	AM	PM
E Natoma St/Prison Rd	Signal	9.3 A	9.1 A	15.9 B	16.7 B
Eastern Project Driveway	SSSC *	n/a	n/a	10.6 B (NB)	12.3 B (NB)
Intersection	Approach	No Project 95% Queues (Feet)		With Project 95% Queues (Feet)	
		AM	PM	AM	PM
E Natoma St/Prison Rd	EB Left	173'	30'	166'	37'
	WB Left	n/a	n/a	22'	23'
	SB Left	22'	49'	23'	73'
	NB Left	n/a	n/a	27'	21'
Eastern Project Driveway	NB	n/a	n/a	0	0

* SSSC = Side Street Stop Control

Project VMT Impacts and General Plan LOS Conformity

Conformance with General Plan LOS Policy

All study intersections are anticipated to operate at LOS B or better under all study scenarios, both with and without the addition of project traffic. The project is not anticipated to create new LOS deficiencies, or to or worsen any existing deficiencies, based on General Plan Policy M4.1.3.

Evaluation of Transportation

- a) Conflict with a program plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?

Less than significant impact. The project is anticipated to generate 441 daily vehicle trips including 39 AM peak-hour vehicle trips, and 41 PM peak-hour vehicle trips. Fewer than 50 peak-hour project trips are projected to pass through any intersection. All study intersections are anticipated to operate at LOS B or better under all study scenarios, both with and without the addition of project traffic. The project is not anticipated to create new LOS deficiencies, or to or worsen any existing deficiencies, based on General Plan Policy M4.1.3. All intersection LOS impacts are considered less than significant.

The project does not inhibit the use of bicycle or pedestrian facilities; eliminate existing bicycle, or pedestrian facilities; or prevent the implementation of planned bicycle, or pedestrian facilities. The project includes accessible pathways around the building to provide a walking path for residents. Path connections are planned to paths internal to the project site, south to the Oak Parkway Trail, and west to the East Natoma St underpass to the Johnny Cash Trail. The project has a less than significant impact on pedestrians and bicycles. With relocation of the effected bus stop, transit impacts will be less than significant.

The City does not have an adopted parking standard for age-restricted (senior) multi-family housing. With a Planned Development Permit (PD), parking supply is established through the PD permit process. The project is proposing 136 spaces (1.00 parking spaces per unit). This exceeds that of many other recently approved age restricted multi-family projects in and around Folsom. The 136 spaces include eight accessible spaces (i.e., with the adjacent space striped out to provide vehicle access for wheelchairs and/or mobility scooters) and 14 spaces with electric vehicle charging.

The ITE Parking Generation Manual⁶ lists an average peak parking demand of 0.59 vehicles per dwelling unit for Land Use 252 (Senior Adult Housing-Attached), with a standard deviation of 0.12. The ITE sample size is small (three observations), yet the proposed parking ratio of 1.05 is greater than 3.5 standard deviations greater than the mean parking demand. Consequently, the proposed parking for the Project is sufficient to meet the anticipated parking demand with a parking ratio of 1.00.

For comparison, Revel Senior Living, a similar project approved by Folsom in 2018 had a parking ratio of 0.81 spaces per dwelling unit. The Revel project conducted a parking survey of six similar Sacramento

⁶ ITE (2010) Parking Generation 4th Edition, Institute of Transportation Engineers, Washington DC.

area facilities. All six facilities were found to use less than 0.60 spaces per dwelling unit during peak parking demand hours (consistent with the ITE parking demand data referenced above.) A second parking review for the Revel Senior Living project surveyed local jurisdictions parking requirements for senior housing. Only two jurisdictions in the vicinity of Folsom were found to directly address the issue of the parking needs of senior independent living facilities. Both of those zoning code requirements from other jurisdictions are lower than the proposed parking supply for the Vintage at Folsom Senior Apartments Project. Therefore, the proposed parking supply of 136 parking spaces is adequate for the 136 multi-family units proposed in the project.

The project would have a less than significant impact on program plans, ordinances, or policies addressing the circulation system.

b) Would the project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?

Less than significant impact. SB 743, passed in 2013, required OPR to develop new CEQA Guidelines that address traffic metrics under CEQA. As stated in the legislation (and Section 21099[b][2] of CEQA), upon adoption of the new CEQA guidelines, “automobile delay, as described solely by LOS or similar measures of vehicular capacity or traffic congestion shall not be considered a significant impact on the environment pursuant to this division, except in locations specifically identified in the CEQA guidelines, if any.” The Office of Administrative Law approved the updated CEQA Guidelines on December 28, 2018, and the changes are reflected in new CEQA Guidelines (Section 15064.3). State CEQA Guidelines Section 15064.3 was added December 28, 2018, to address the determination of significance for transportation impacts. Pursuant to the new CEQA Guidelines VMT replaced congestion as the metric for determining transportation impacts.

The Governors’ Office of Planning and Research (OPR) has published guidance recommending a CEQA threshold for transportation impacts of land use projects of a 15 percent VMT reduction per capita, relative to either city or regional averages, based on the California’s Climate Scoping Plan⁷. Qualitative assessment of VMT reduction is acceptable to screen projects⁸.

Under State Law (SB 743), VMT became the only CEQA threshold of significance for transportation impacts on July 1, 2020. Without specific General Plan guidance for VMT thresholds, this analysis uses qualitative screening against OPR’s guidance of a 15 percent per capita VMT reduction.

To support jurisdictions’ SB743 implementation, SACOG developed thresholds and screening maps for residential projects⁹, using outputs from the 2016 base year travel demand model run for the 2020 MTP/SCS. SACOG’s travel demand model is activity/tour based and is designed to estimate an individual’s daily travel, accounting for land use, transportation and demographics that influence peoples’ travel behaviors. For residential projects, the threshold is defined as total household VMT per capita achieving 15 percent of reduction compared to regional (or any appropriate sub-area) average VMT. The map uses HEX geography. Residential VMT per capita per HEX is calculated by tallying all household VMTs, including VMT traveling outside the region, generated by the residents living at the HEX and divided by the total population in the HEX. Green hexagons denote areas where residential

⁷ OPR (2018) Technical Advisory on Evaluating Transportation Impacts In CEQA, http://www.opr.ca.gov/docs/20190122-743_Technical_Advisory.pdf.

⁸ OPR’s webinar on SB 743 implementation, 4/16/2020.

⁹ SACOG (2021) <https://sb743-sacog.opendata.arcgis.com/>

VMT is 50 to 85 percent of the regional average and yellow hexagons denote areas where residential VMT is 85 to 100 percent of the regional average.

The project is located within one of the green hexagons with average residential VMT of 17 miles per capita (per day). The Project is anticipated to generate less than 82 percent of the regional per capita residential daily VMT of 20.82 miles. The project is therefore anticipated to have a less than significant impact on VMT.

- c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?

Less than significant impact with mitigation. Access to the project site would be provided by two driveways on East Natoma Street. City standards requires a 60-ft right turn taper in conditions with ten or more peak-hour right turns into a driveway, and a 150-ft pocket plus 60-ft taper, with 50 or more peak-hour right turns. Neither project driveway is anticipated to have ten or more right turning vehicles into the project during the AM or PM peak-hours. The main driveway at the signalized East Natoma Street/Prison Rd intersection includes an eastbound right turn pocket and a westbound left turn pocket accessing the project, these are adequate to safely accommodate project traffic without hindering existing traffic.

The secondary (eastern) driveway is restricted to right-in-right-out movements and is anticipated to only have fewer than ten eastbound right-turns into the project during either the AM or PM peak hours. No turn pockets are necessary. In order to limit the secondary (eastern) driveway to right-in-right-out access, the applicant would implement Mitigation Measure TRA-01. With Mitigation Measure TRA-01 implemented, impacts relating to process access design would be less than significant.

For an 81–160-unit apartment complex, the standard for the Minimum Required Throat Depth (MRTD) is 50 feet¹⁰. This 50-ft length represents vehicle storage equivalents, which means the total required length may be achieved by summing the throat depths for several access points if more than one access point is to serve the site. The throat depths for the primary and second driveways exceed 50-ft and 25-ft, respectively. Therefore, MRTD of the project driveways meet the standard because the primary driveway throat depth meets the minimum standard of 50-ft.

Potential geometric constraints and safety issues were evaluated, including driveway spacing, sight triangles, and Statewide Integrated Traffic Records System (SWITRS) collision data. Driveway spacing, throat depth, and corner sight distance are all adequate. In the last five years, there have been three accidents proximate to the project site including:

- One eastbound rear-end collection at the existing traffic light,
- Two driving under the influence (DUI) accidents (one a sideswipe, and the other a single vehicle overturn.)

These are not accident varieties that would be anticipated to be worsened by the project, and the project does not require any project specific traffic safety treatments.

¹⁰ Folsom (2020) Design and Procedures Manual and Improvement Standards, site access Table 12-1, <https://www.folsom.ca.us/civicax/filebank/blobdload.aspx?t=66183.89&BlobID=38340>.

Implementation of Mitigation Measures TRA-01 would reduce all potential impacts regarding hazards due to geometric design to a less than significant level.

Mitigation Measure TRA-01: Limit Access to the Secondary (Eastern) Driveway

- During construction of the project, the applicant shall ensure the eastern driveway is channelized to restrict left turns from entering or exiting the project via the eastern driveway. Such channelization shall be accomplished during construction by either a triangular island located within the driveway, or by extending the raised median at the East Natoma St/Cimmaron Cir intersection westward across the eastern project driveway.

d) Result in inadequate emergency access?

No impact. The project proposes two access points connected by a fire lane which circles the back of the Proposed apartments. All internal radii have at least a 25-foot inner radius and 50-foot outer radius per City requirements. Emergency vehicle access is available to the site from East Natoma Street. Emergency vehicle access is designed consistent with standards and is adequate. There would be no impact.

XVIII. TRIBAL CULTURAL RESOURCES

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a) Cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:				
i. Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code Section 5020.1(k), or	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
ii. A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

The discussion below is based on a tribal cultural resources memorandum prepared by ECORP Consulting, Inc. (ECORP 2022), attached to this Initial Study as **Appendix J**.

Environmental Setting

CEQA, as amended in 2014 by Assembly Bill 52 (AB 52), requires that the City of Folsom (City) provide notice to any California Native American tribes that have requested notice of projects subject to CEQA review, and consult with tribes that responded to the notice within 30 days of receipt with a request for consultation. Section 21073 of the Public Resources Code (PRC) defines California Native American tribes as “a Native American tribe located in California that is on the contact list maintained by the NAHC for the purposes of Chapter 905 of the Statutes of 2004.” This includes both federally and non-federally recognized tribes. For the City, these include the following tribes that previously submitted general request letters, requesting such noticing:

- Wilton Rancheria (letter dated January 13, 2020);
- Lone Band of Miwok Indians (letter dated March 2, 2016); and,
- United Auburn Indian Community (UAIC) of the Auburn Rancheria (letter dated November 23, 2015 and updated per UAIC via email on September 29, 2021).

The purpose of consultation is to identify Tribal Cultural Resources (TCR) that may be significantly impacted by the proposed project, and to allow the City to avoid or mitigate significant impacts prior to project approval and implementation. Section 21074(a) of the PRC defines TCRs for the purpose of CEQA as:

Sites, features, places, cultural landscapes (geographically defined in terms of the size and scope), sacred places, and objects with cultural value to a California Native American tribe that are either of the following:

- a) included or determined to be eligible for inclusion in the California Register of Historical Resources; and/or,*
- b) included in a local register of historical resources as defined in subdivision (k) of Section 5020.1; and/or,*
- c) a resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Section 5024.1. In applying the criteria set forth in subdivision (c) of Section 5024.1 for the purposes of this paragraph, the lead agency shall consider the significance of the resource to a California Native American tribe.*

Because the first two criteria also meet the definition of a Historical Resource under CEQA, a TCR may also require additional consideration as an Historical Resource. TCRs may or may not exhibit archaeological, cultural, or physical indicators and can only be identified by a culturally affiliated tribe, which has been determined under State law to be the subject matter expert for TCRs.

CEQA requires that the City initiate consultation with tribes at the commencement of the CEQA process to identify TCRs. Furthermore, because a significant effect on a TCR is considered a significant impact on the environment under CEQA, consultation is required to develop appropriate avoidance, impact minimization, and mitigation measures. Therefore, in accordance with the requirements summarized above, the City carried out, or attempted to carry out, tribal consultation for the project.

Within 14 days of initiating CEQA review for the project, on November 19, 2021, the City sent project notification letters to the three California Native American tribes named above, which had previously submitted general consultation request letters pursuant to 21080.3.1(d) of the Public Resources Code (PRC). Each tribe was provided a brief description of the project and its location, the contact information for the City's authorized representative, and a notification that the tribe has 30 days to request consultation.

The Lone Band of Miwok Indians did not respond to the City's notification letter, and therefore, the threshold for carrying out tribal consultation with that tribe under PRC 21080.3.1(e) was not met, and no further consultation is warranted.

On December 10, 2021, and within the 30-day response timeframe, the City received an email from Anna Starkey that acknowledged receipt of the City's notification letter and accepted consultation under AB 52 for the project. She indicated that the project area is potentially sensitive for unrecorded cultural and tribal cultural resources based on the presence of a known and recorded resource in the vicinity. She inquired whether a cultural resources survey has been conducted and if so, requested a copy.

On December 13, 2021, the City formally initiated consultation with United Auburn Indian Community

and acknowledged Ms. Starkey's inquiry of a cultural report. The City confirmed that a survey had been conducted and that preparation of a cultural resources report was underway and welcomed the opportunity to further discuss the project. Accordingly, the City provided a copy of the report to Ms. Starkey for her review on March 8, 2022. Ms. Starkey responded the same day indicating that the report aligns with their findings and inquired whether an arborist report had been prepared and if so, requested to review it. Additionally, Ms. Starkey questioned if any heritage trees had been identified. On March 23, 2022, the city transmitted the arborist report to Ms. Starkey. As of the date of this memorandum, there has been no further correspondence received from Ms. Starkey or any other representative from UAIC. The City did not receive any specific information about TCRs that meet the definitions in PRC Section 21074 within the project area. Therefore, on June 3, 2022, the City formally concluded consultation with UAIC pursuant to PRC Sections 21080.3.2(b)(1) and 21082.3(d)(1).

Wilton Rancheria did not respond to the City's notification letter, and therefore, the threshold for carrying out tribal consultation with that tribe under PRC 21080.3.1(e) was not met. However, separately, as part of the cultural resources inventory, HELIX contacted the Native American Heritage Commission (NAHC) on January 21, 2022 to request a search of the Sacred Lands File. On February 9, 2022, the NAHC contacted HELIX to report that no sacred lands are recorded inside the project area and provided a list of culturally affiliated tribes and their contact information. On February 10, 2022, HELIX contacted all of the named tribes, which included Wilton Rancheria, UAIC, Tsi Akim Maidu, the Colfax-Todds Valley Consolidated Tribe, the Lone Band of Miwok Indians, and the Buena Vista Rancheria of Me-Wuk Indians. While none of the other tribes responded, on March 31, 2022, an unnamed representative of the Cultural Preservation Department from Wilton Rancheria replied by email and stated that the tribe had requested consultation on December 2 for this project, and that the tribe was requesting monitoring because of three sensitive sites in the vicinity. No specific information about TCRs was provided in the March 31 email.

After an exhaustive search of the consultation record, City staff emails, and physical mail, none of the City staff or its consultants could locate any correspondence from Wilton on this project. Suspecting that the tribal representative might have been mistaking this as a different project, on April 8, 2022, HELIX replied to the tribe to report that the City is not in possession of any correspondence regarding this project and requested a copy of the December 2 correspondence. Wilton Rancheria did not respond to the request for information, and as of the date of this memorandum, there has been no further communication received from the tribe. Therefore, because the City: 1) is not in possession of a written request for consultation on this project; and 2) did not receive any specific information about TCRs that meet the definitions in PRC Section 21074 within the project area; and, further, because Wilton Rancheria failed to engage in consultation pursuant to PRC 21802.3(d)(2), the City closed the matter and drew from other lines of evidence to make a determination of impacts to TCRs.

Evaluation of Tribal Cultural Resources

- a) Cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:
 - i. Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code Section 5020.1(k)?

Less than significant impact with mitigation. As discussed in Section V., Cultural Resources, the results of this Cultural Resources Assessment indicate that there are no known or newly discovered cultural resources within the APE, prompting HELIX to recommend that the area is not likely to contain surface based archaeological deposits. Although the NCIC records search indicated that elements of district P-34-000335 (the Folsom Mining District) may potentially be located within the current APE, no traces of the district were found during HELIX's pedestrian survey of the project area. As a result, the current project is anticipated to have no impacts on district P-34-000335.

Based on the results of HELIX's cultural resource assessment the APE can be assumed to have a low sensitivity for surficial cultural resources and this project is anticipated to have no impacts to historical resources for the purposes of compliance with both Section 106 of the NHPA and CEQA. Consequently, HELIX recommends that there would be no effect on historic properties or historical resources, including archaeological and built-environment resources as a result of project implementation. No additional studies, archaeological work, or construction monitoring are recommended. However, in light of the presence of prehistoric resources within the study area (P-34-0000016 and P-34-000017) and the potential presence of elements of district P-34-000335 to lie within the study area, HELIX recommends that the Mitigation Measure CUL-01 and CUL-02 outlined below be implemented in the unlikely event that cultural resources are encountered during construction

If historical or archaeological resources are discovered, implementation of Mitigation Measure CUL-01 and Mitigation Measure CUL-02 (Section V) would reduce any potential impact to a less than significant level.

- ii. A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe?

Less than significant impact with mitigation. Information about potential impacts to TCRs was drawn from information provided by consulting and culturally affiliated tribes, the ethnographic context, the results of a search of the Sacred Lands File by the NAHC, and the results of a cultural resources inventory prepared by HELIX (**Appendix E**). Based on the information provided, the project would not have any impact on known TCRs. Impacts to unanticipated tribal cultural resources, if encountered during construction, would be potentially significant. Based on the consultation record summarized above and included in Appendix J, the City concludes that there would be a less than significant impact on TCR's with the incorporation of Mitigation Measure TCR-01 regarding unanticipated discoveries.

Mitigation Measure TCR-01: Unanticipated Discovery of Tribal Cultural Resources.

- If potentially significant Tribal Cultural Resources (TCR) are discovered during ground disturbing construction activities, all work shall cease within 50-ft of the find, or an agreed upon distance based on the nature of the find. A Native American Representative from traditionally and culturally affiliated Native American Tribes that requested consultation on the project shall be immediately contacted and invited to assess the significance of the find and make recommendations for further evaluation and treatment, as necessary. If deemed necessary by the City, a qualified cultural resources specialist meeting the Secretary of Interior's Standards and Qualifications for Archaeology, may also assess the significance of the find in joint

consultation with Native American Representatives to ensure that Tribal values are considered. Work at the discovery location cannot resume until the City, in consultation as appropriate and in good faith, determines that the discovery is either not a TCR, or has been subjected to culturally appropriate treatment, if avoidance and preservation cannot be accommodated.

XIX. UTILITIES AND SERVICE SYSTEMS

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a) Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Environmental Setting

The project site is currently vacant and does not contain any existing utilities. Existing powerlines are located on East Natoma Street and south of the project boundary. The City of Folsom employs a design process that includes coordination with potentially affected utilities as part of project development. Identifying and accommodating existing utilities is part of the design process, and utilities are considered when finalizing public project plans. The City of Folsom coordinates with the appropriate utility companies to plan and implement any needed accommodation of existing utilities, including water and sewer utility lines. Based on the results of an initial request for comments from the utility providers, all utility services are able to accommodate the proposed project.

Evaluation of Utilities and Service Systems

- a) Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?

- b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years
- c) 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?

Less than significant impact. Discussion of the project's impact on water, wastewater treatment or storm water drainage, electric power, natural gas, and telecommunications facilities follows:

Water Supply

The City's public water supply is from the Folsom Reservoir and Folsom South Canal. The City's Urban Water Management Plan calculated supply and demand at buildout of the 2035 General Plan and determined that there was sufficient supply available for normal, single dry, and multi-dry years scenarios (City of Folsom 2018a). Folsom's Water Treatment Plant has a capacity of 50 million gallons per day. According to the Urban Water Management Plan and General Plan EIR, water demand is not anticipated to exceed the City's current water rights to 38,970 acre-feet annually (City of Folsom 2018a). All on site water (fire, domestic, and irrigation) are to be privately owned, operated, maintained as a condition of approval. All public water within the site boundary shall be constructed in accordance with the City of Folsom water design standards and water construction details as a condition of approval. The on-site water supply would be connected to the Zone 3 Cimmaron pressure Zone located off-site. The proposed project would provide housing for less than 400 residents and would not result in a substantial increase in water demand. Because sufficient supplies are available for build out of land uses in the General Plan (including development at the proposed project site) no additional facilities would need to be constructed or expanded and impacts would be less than significant.

Water Conservation Efforts

The City actively implements water conservation actions in response to the drought. Standards and regulations issued by the State Water Resources Control Board that came into effect June 1, 2015, require the City to reduce water consumption by 32 percent. In response, the City developed a water reduction plan to reduce water consumption, and conserve water in the City.

City actions include reducing watering in parks by one third, removing turf and retrofitting irrigation in more than 30 medians citywide, turn off irrigation in ornamental streetscapes that do not have trees, prohibiting new homes and buildings from irrigating with potable water unless water-efficient drip systems are used, replacing and upgrading sprinklers and irrigation systems with water-efficient systems, suspending operation of water features throughout the City. The City also implemented water restrictions and rebate programs for residents of the City. Folsom residents successfully reduced water consumption by 21 percent in 2014. The City reduced water consumption in parks by 27 percent, and 31 percent in Landscape and Lighting Districts. This was among the highest conservation rates statewide (Brainerd 2015).

Wastewater (Sanitary Sewer)

The City of Folsom is responsible for managing and maintaining its wastewater collection system, including 275-miles of pipeline and nine pump stations. This system ultimately discharges into the Sacramento Regional County Sanitation District interceptor sewer system. Wastewater is treated at the Sacramento Regional Wastewater Treatment Plant, located in Elk Grove.

In compliance with the 2006 State Water Resources Control Board (SWRCB) General Waste Discharge Requirements for Sanitary Sewer Systems, the City of Folsom adopted a Sewer System Management Plan on July 28, 2009 which was updated and adopted on August 26, 2014. The plan outlines how the municipality operates and maintains the collection system, and the reporting of all Sanitary Sewer Overflows (SSO) to the SWRCB's online SSO database. All on site sewer utilities are to be privately owned, operated, maintained as a condition of approval, and would connect with an existing public sewer collection system off-site. Because the City has sufficient capacity to accommodate any additional demand that could result from implementation of the proposed project, and because the City is in compliance with statutes and regulations related to wastewater collection and treatment, there would be no impact and mitigation would not be necessary.

Stormwater

Folsom's Public Works Department handles stormwater management for the City, from design and construction of the storm drain system to operation and maintenance, and urban runoff pollution prevention.

Under existing conditions, runoff from residential properties located east of the property flows onto the property site. This offsite runoff would be intercepted by proposed landscaped swales within the 15-foot landscape planters along the eastern boundary of the property. This runoff would then redirect the flow towards East Natoma Street and enter the public storm drain system. Additionally, eight (8) bio-retention planters are proposed throughout the project site to manage stormwater runoff. The curb, gutter, and sidewalk are proposed to be extended to Cimmaron Circle, which requires storm drain improvements at the frontage of the project site. Stormwater drains would be installed throughout the concrete parking lot areas and would be designed to prevent flooding or ponding. The on-site storm drain would conform to City of Folsom standards. Environmental impacts from these stormwater features would be less than significant and no mitigation would be necessary.

Electricity, Gas, and Telephone

Primary and secondary electric lines, gas lines, and telephone/cable lines are proposed within the project. These proposed utility lines would connect with existing utilities in the same vicinity of the project site, on East Natoma Street. Through the City's coordination with utility providers including SMUD for electricity, PG&E for underground gas lines, AT&T for underground telephone lines, utility providers are able to accommodate the proposed project.

Based on the details above, the project would have less than significant impact on water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities. No mitigation is needed for questions a), b), and c).

- d) Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?
- e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?

Less than significant impact. The City of Folsom provides solid waste, recycling, and hazardous materials collection services to its residential and business communities. In order to meet the State mandated 50 percent landfill diversion requirements stipulated under AB 939, the City has instituted several

community-based programs. The City offers a door-to-door collection program for household hazardous and electronic waste, in addition to six "drop off" recycling locations within the City.

After processing, solid waste is taken to the Kiefer Landfill, the primary municipal solid waste disposal facility in Sacramento County. The landfill facility sits on a site of 1,084-acres in the community of Sloughhouse. Currently 250-acres, the State permitted landfill is 660-acres in size, and is of sufficient capacity to accommodate the solid waste disposal needs of the City of Folsom. Because the landfill serving the project area is of sufficient capacity to accommodate solid waste needs, there is less than significant impact and no mitigation would be necessary for questions d) and e).

XX. WILDFIRE

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:				
a) Substantially impair an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Environmental Setting

The project site is located in a Local Responsibility Area and it is not in a Very High Fire Hazard Severity Zone (California Department of Forestry and Fire Protection 2007).

Evaluation of Wildfire

- a) Substantially impair an adopted emergency response plan or emergency evacuation plan?
- b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?
- c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?
- d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?

No impact. Questions "a" through "d" are not applicable because the project site is in a Local Responsibility Area and the site is not in a Very High Fire Hazard Severity Zone (California Department of Forestry and Fire Protection 2007).

XXI. MANDATORY FINDINGS OF SIGNIFICANCE

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Does the project have the potential to substantially 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 a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are significant when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of past, present and probable future projects)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Evaluation of Mandatory Findings of Significance

- a) Does the project have the potential to substantially 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 a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?

Less than significant impact. The preceding analysis indicates that the proposed project has the potential to adversely affect biological resources, cultural resources, geology and soils, greenhouse gas emissions, noise, transportation, and tribal cultural resources. See Sections 8.IV, 8.V, 8.VII, 8.VIII, 8.XIII, 8.XVII, and 8.XVIII of this Initial Study for discussion of the proposed project's potential impacts on these environmental issue areas. With implementation of the mitigation measures identified in those Sections, and compliance with City programs and requirements identified in this report, impacts would be reduced to a less than significant level. No significant or potentially significant impacts would remain.

- b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are significant when

viewed in connection with the effects of past projects, the effects of other current projects, and the effects of past, present and probable future projects)?

Less Than Significant Impact. While the project would indirectly contribute to cumulative impacts associated with increased urban development in the City and region, these impacts have previously been evaluated by the City and considered in development of the City's General Plan as set forth in this Initial Study. Key areas of concern are discussed in detail below.

Evaluation of cumulative biological resources impacts: The trees and understory grassland areas within the project site provide suitable nesting habitat for white-tailed kite and other raptors as well as other native birds and large trees adjacent to the site provide nesting habitat for raptors. Pre-construction surveys should be conducted prior to project implementation to determine if nesting birds are present on or adjacent to the site, so that measures could be implemented if needed to avoid harming nesting birds. Implementation of Mitigation Measure BIO-01 would reduce impacts to white-tailed kite and other nesting birds to a less than significant level.

The 0.04-acre of aquatic features located on the project site are potentially regulated by the USACE, CVRWQCB, and CDFW under the Clean Water Act, Porter-Cologne Act, and Section 1600 of the Fish and Game Code. Therefore, removal or fill of the aquatic features would likely require a permit from these agencies. In order to avoid impacts to jurisdictional wetland and waters, Mitigation Measure BIO-02 would be implemented, mitigating impacts to a less than significant level.

Of the 111 trees on the project site, 77 trees are considered protected by Folsom City Code. If protected trees will be removed by the proposed project mitigation will be required per Section 12.16.150. Of the 77 trees protected by Folsom City Code, only 65 trees require mitigation based on having a health rating of 5, 4, 3, or 2. Based on the DSH equivalency ratio, mitigation for a total of 935.6-inches is required if all protected trees subject to mitigation requirements are impacted. With implementation of Mitigation Measure BIO-03, impacts to protected trees would be less than significant.

With implementation of Mitigation Measures BIO-01, BIO-02, and BIO-03 the impacts would be reduced to a less than significant level and the project would not result in a cumulatively considerable contribution to any significant cumulative impacts.

Evaluation of cumulative cultural resources impacts: The results of the Cultural Resources Assessment indicate that there are no known or newly discovered cultural resources within the APE, prompting HELIX to recommend that the area is not likely to contain surface based archaeological deposits. Although the NCIC records search indicated that elements of district P-34-000335 (the Folsom Mining District) may potentially be located within the current APE, no traces of the district were found during HELIX's pedestrian survey of the project area. As a result, the current project is anticipated to have no impacts on district P-34-000335. No additional studies, archaeological work, or construction monitoring are recommended. However, in light of the presence of prehistoric resources within the study area (P-34-0000016 and P-34-000017) and the potential presence of elements of district P-34-000335 to lie within the study area, HELIX recommends that the Mitigation Measure CUL-01 and CUL-02 outlined below be implemented in the unlikely event that cultural resources are encountered during construction. If historical or archaeological resources are discovered, implementation of Mitigation Measure CUL-01 and Mitigation Measure CUL-02 would reduce any potential impact to a less than significant level.

No human remains are known to exist within the project area nor were there any indications of human remains found during the field survey. However, there is always the possibility that subsurface construction activities associated with the proposed project. However, if human remains are discovered, implementation of Mitigation Measure CUL-02 and Mitigation Measure CUL-03 would reduce impacts to a less than significant level.

With implementation of Mitigation Measures CUL-01 and CUL-02, and CUL-03, the impacts would be reduced to a less than significant level and the project would not result in a cumulatively considerable contribution to any significant cumulative impacts.

Evaluation of cumulative geology and soils impacts: A Geotechnical Engineering Survey was written by Youngdahl Consulting Group, Inc. on December 3rd, 2021. In the survey, Youngdahl prepared recommendations for the foundation, construction, and design of the proposed building in the project site (See Appendix F for more detail on site recommendations). With the implementation of Mitigation Measure GEO-01, outlined below, the impacts relating to unstable soils in the project area would be less than significant.

No previous surveys conducted in the project area have identified the project site as sensitive for paleontological resources or other geologically sensitive resources, nor have testing or ground disturbing activities performed to date uncovered any paleontological resources or geologically sensitive resources. While the likelihood encountering paleontological resources and other geologically sensitive resources is considered low, project-related ground disturbing activities could affect the integrity of a previously unknown paleontological or other geologically sensitive resource, resulting in a substantial change in the significance of the resource. Therefore, the proposed project could result in potentially significant impacts to paleontological resources. Implementation of Mitigation Measure GEO-02 would reduce potentially significant impacts to a less than significant level.

With implementation of Mitigation Measure GEO-01 and GEO-02, the impacts would be reduced to a less than significant level and the project would not result in a cumulatively considerable contribution to any significant cumulative impacts.

Evaluation of cumulative greenhouse gas emissions impacts: The project must comply with the City's Greenhouse Gas Reduction Strategy Consistency Checklist. The Checklist is part of the City's 2035 General Plan GHG Reduction Strategy which outlines the policies and programs that the City will undertake to achieve its proportional share of State GHG emissions reductions. Per the Checklist, the GHG reduction measures included in the Checklist that are applicable to a project are to be incorporated into the project's CEQA documents as mitigation measures. The GHG reduction measures applicable to the proposed project are therefore included as Mitigation Measure GHG-01 through GHG-05. With implementation of this mitigation measure and compliance with SMAQMD's recommendations, the 2017 Scoping Plan, and the MTP/SCS, the project's impacts would be reduced to a less than significant level and the project would not result in a cumulatively considerable contribution to any significant cumulative impacts.

Evaluation of cumulative noise impacts: The project would be subject to noise from construction and operation conditions. If project construction activities were to occur outside the hours of 7:00 a.m. and 7:00 p.m. Monday through Friday and 9:00 a.m. to 5:00 p.m. on Saturday, construction noise generated by the project would not be exempt for the City's noise ordinance nighttime exterior standard of 45

dba, and the impact would be potentially significant. Implementation of Mitigation Measure NOI-01 would restrict construction hours and reduce impacts to a less than significant level.

An on-site source of vibration during project construction would be a vibratory roller. A vibratory roller would primarily be used to achieve soil compaction as part of the foundation and paving construction, and for aggregate and asphalt compaction as part of project driveway and parking lot construction). Vibratory rollers could be used within approximately 65-ft of the single-family residences to the northwest. A large vibratory roller creates approximately 0.21 in/sec PPV at a distance of 25-ft, or 94 VdB (Caltrans 2020). At a distance of 65-ft, a vibratory roller would create a PPV of 0.073 in/sec, or 85 VdB.¹¹ This would exceed the City General Plan residential standard of 80 VdB, and the impact would be potentially significant. Once operational, the project would not be a source of groundborne vibrations. A large vibratory roller would result in approximately 80 VdB or greater at distances less than 120-ft. Mitigation measure NOI-02 would require the contractor demonstrate that the rollers to be used on the project site would produce less than 80 VdB at nearby occupied residences, or use vibratory rollers in static mode only (no vibrations) when operated within 120-ft of occupied residences.

With the implementation of Mitigation Measure NOI-01 and NOI-02, the project would not result in a cumulatively considerable contribution to any significant cumulative impacts related to noise.

Evaluation of cumulative transportation impacts: Access to the project site would be provided by two driveways on East Natoma Street. City standards requires a 60-ft right turn taper in conditions with ten or more peak-hour right turns into a driveway, and a 150-ft pocket plus 60-ft taper, with 50 or more peak-hour right turns. Neither project driveway is anticipated to have ten or more right turning vehicles into the project during the AM or PM peak-hours. The main driveway at the signalized East Natoma Street/Prison Rd intersection includes an eastbound right turn pocket and a westbound left turn pocket accessing the project, these are adequate to safely accommodate project traffic without hindering existing traffic. The secondary (eastern) driveway is restricted to right-in-right-out movements and is anticipated to only have fewer than ten eastbound right-turns into the Project during either the AM or PM peak hours. No turn pockets are necessary. In order to limit the secondary (eastern) driveway to right-in-right-out access, the applicant would implement Mitigation Measure TRA-01. Thus, the project would not result in a cumulatively considerable contribution to any significant cumulative impacts related to transportation.

Evaluation of cumulative tribal cultural resources impacts: The City of Folsom sent project notification letters to three California Native American tribes. Although there is no evidence of TCRs occurring or having the potential to occur on the project site, the City recognizes that sensitive and/or protected resources could be unintentionally discovered during project demolition and construction. With implementation of Mitigation Measures TCR-01, the impacts would be reduced to a less than significant level and potentially significant cumulative impacts would be avoided. Thus, the project would not result in a cumulatively considerable contribution to any significant cumulative impacts related to tribal cultural resources.

¹¹ Equipment PPV = Reference PPV * (25/D)ⁿ(in/sec), where Reference PPV is PPV at 25 feet, D is distance from equipment to the receptor in feet, and n= 1.1 (the value related to the attenuation rate through the ground); formula from Caltrans 2020. VdB = 20 * Log(PPV/4/10⁻⁶).

- c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?

Less than significant impact. Because of site conditions, existing City regulations, and regulation of potential environmental impacts by other agencies, the proposed project would not have the potential to cause substantial adverse effects on human beings as demonstrated in the detailed evaluation contained in this Initial Study.

9.0 MITIGATION MONITORING AND REPORTING PROGRAM

A Mitigation Monitoring and Reporting Program (MMRP) has been prepared by the City per Section 15097 of the CEQA Guidelines and is presented in **Appendix K**.

10.0 INITIAL STUDY PREPARERS

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Planning Commission
Vintage Senior Apartments (PN 21-159)
January 18, 2023

Attachment 26

Comment Letters from Public Agencies

SACRAMENTO METROPOLITAN



November 30, 2022

Steven Banks
City of Folsom Planning Department
50 Natoma Street
Folsom Cordova, CA 95630

Subject: Vintage at Folsom Senior Apartments Mitigated Negative Declaration (SAC202102633)

Dear Steven Banks:

Thank you for the opportunity to review the Mitigated Negative Declaration (MND) for the Vintage at Folsom Senior Apartments project. The project includes the construction of a 136-unit affordable senior rental apartments in a three-story building on 4.86 acres at 103 East Natoma Street. Sac Metro Air District commends the project for providing high density, affordable, senior housing with access to a trail network and within a half mile of a transit stop. We also commend the project for including cool roofing and solar arrays as sustainability features. The following comments are intended to further improve air quality and health and reduce greenhouse gas emissions.

CEQA comments

Although the MND determined the project is consistent with the City's Greenhouse Gas Reduction Strategy, and therefore not significant for greenhouse gas emission impacts, Sac Metro Air District recommends the proponent consider building the project without natural gas infrastructure. Not only does removing natural gas reduce the cost of infrastructure, operating buildings without burning natural gas provides substantial public health benefits. Homes in which gas stoves are used have nitrogen dioxide concentrations 50 to 400% higher than homes with electric stoves¹. Using a gas stove and oven for just an hour often leads to indoor air pollutant levels that exceed California's ambient air quality standards. This exposure to nitrogen dioxide can cause respiratory effects.

If the project is built with natural gas infrastructure, Sac Metro Air District recommends the project be pre-wired to allow for the future conversion to all-electric (space heating, water heating, cooking) to support the State's goal of carbon neutrality by 2045.

Since greenhouse gas emissions from equipment during project construction do not exceed Sac Metro Air District's recommended thresholds of significance, the emissions do not need to be amortized in the analysis.

The CalEEMod report in Appendix A includes PG&E as the utility provider for electricity. The project is in SMUD territory, therefore SMUD electricity intensity factors should be included.

¹ Rocky Mountain Institute, Basalt, CO. *Health Effects from Gas Stove Pollution* (2020) <https://rmi.org/insight/gas-stoves-pollution-health/>

Greenhouse Gas Reduction Strategy consistency

Mitigation Measure GHG-03 requires the project to comply with Greenhouse Gas Reduction Strategy Measure T-8 (page 69). Measure T-8 requires multi-family residential projects with 17 or more units to provide EV charging in 5% of total parking spaces. To comply with GHG Reduction Strategy Measure T-8, the project would need at least 7 EV charging stations (5% of the 136 stalls). Sac Metro Air District recommends installing Level 2 EV charging stations.

Mitigation Measure GHG-03 indicates the project will provide 14 EV charging stations. For clarity and convenience, we recommend updating GHG-03 to specify the actual number of EV charging stations that the project proponent must install to comply with Measure T-8. We recommend that GHG-03 specify that at least 7 EV charging stations are required to comply with Measure T-8.

Finally, please note that the MND appears to reference CalGreen incorrectly. The MND indicates (page 4) the project will provide "12 standard electric vehicle charging station (EVCS) stalls, and two loading EVCS stalls." And further states that "The electric vehicle charging spaces would be approximately 10.3 percent of the total parking spaces, which meets the electric vehicle charging station requirement outlined by CalGreen (Title 24, Part 11)." This text appears to reference the 2019 CalGreen Code, which requires that 10% EV capable spaces be installed, but does not require that actual EV charging stations be installed.

Design comments

To promote the use of bicycles by residents, Sac Metro Air District recommends the proponent cover the bicycle parking areas for weather protection and install outdoor electrical outlets to allow charging of E-bikes, which are becoming more common. Bicycle parking areas should be sized to accommodate larger bicycle types that seniors may use, including tricycles, cargo bikes, and reclined bikes, consistent with the City of Folsom's Active Transportation Plan Design Guide, Chapter VI, and the APBP Bicycle Parking Guide².

There is a statement on page 108 regarding that "relocation of the effected bus stop" would reduce transit impacts to less than significant. No additional details are included in the MND. If a bus stop will be relocated, Sac Metro Air District recommends adding a shelter to provide shade and weather protection to further encourage transit use.

Construction

The MND notes that Folsom's Community Development Department Standard Construction Conditions include air pollution control and naturally occurring asbestos provisions. Sac Metro Air District recommends all projects implement the attached Basic Construction Emission Control Practices³. A listing of the most common air district rules that apply during construction⁴ is also attached.

² Association of Pedestrian and Bicycle Professionals, *Essentials of Bike Parking* (2015)

https://www.apbp.org/assets/docs/EssentialsofBikeParking_FINAL.pdf

³ Sac Metro Air District Basic Construction Emission Control Practices, CEQA Guide Chapter 3 (2019)

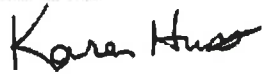
<https://www.airquality.org/LandUseTransportation/Documents/Ch3BasicEmissionControlPracticesBMPSFinal7-2019.pdf>

⁴ Sac Metro Air District Rules Statement (2020)

<https://www.airquality.org/LandUseTransportation/Documents/RulesAttachment10-2020Final.pdf>

Please contact me at 279-207-1131 or khuss@airquality.org if you have any questions regarding these comments.

Sincerely,

A handwritten signature in black ink that reads "Karen Huss". The signature is written in a cursive style with a large initial "K".

Karen Huss
Associate Air Quality Planner/Analyst

cc: Paul Philley, AICP, Program Supervisor

Attachments

BASIC CONSTRUCTION EMISSION CONTROL PRACTICES (BEST MANAGEMENT PRACTICES)

The following Basic Construction Emissions Control Practices are considered feasible for controlling fugitive dust from a construction site. The practices also serve as best management practices (BMPs), allowing the use of the non-zero particulate matter significance thresholds. Lead agencies should add these emission control practices as Conditions of Approval (COA) or include in a Mitigation Monitoring and Reporting Program (MMRP).

- Control of fugitive dust is required by District Rule 403 and enforced by District staff.
- 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.

The following practices describe exhaust emission control from diesel powered fleets working at a construction site. California regulations limit idling from both on-road and off-road diesel-powered equipment. The California Air Resources Board (CARB) enforces idling limitations and compliance with diesel fleet regulations.

- Minimize idling time either by shutting equipment off when not in use or reducing the time of idling to 5 minutes [California Code of Regulations, Title 13, sections 2449(d)(3) and 2485]. Provide clear signage that posts this requirement for workers at the entrances to the site.
- Provide current certificate(s) of compliance for CARB's In-Use Off-Road Diesel-Fueled Fleets Regulation [California Code of Regulations, Title 13, sections 2449 and 2449.1]. For more information contact CARB at 877-593-6677, doors@arb.ca.gov, or www.arb.ca.gov/doors/compliance_cert1.html.

Although not required by local or state regulation, many construction companies have equipment inspection and maintenance programs to ensure work and fuel efficiencies.

- 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.



Sac Metro Air District Rules & Regulations Statement (revised 10/2020)

The following statement is recommended as standard condition of approval or construction document language for all development projects within the Sacramento Metropolitan Air Quality Management District (Sac Metro Air District):

All projects are subject to Sac Metro Air District rules in effect at the time of construction. A complete listing of current rules is available at www.airquality.org or by calling 916-874-4800. Specific rules that may relate to construction activities or building design may include, but are not limited to:

Rule 201: General Permit Requirements. Any project that includes the use of equipment capable of releasing emissions to the atmosphere may require permit(s) from Sac Metro Air District prior to equipment operation. The applicant, developer, or operator of a project that includes an emergency generator, boiler, or heater should contact the Sac Metro Air District early to determine if a permit is required, and to begin the permit application process. Other general types of uses that require a permit include, but are not limited to, dry cleaners, gasoline stations, spray booths, and operations that generate airborne particulate emissions. Portable construction equipment (e.g. generators, compressors, pile drivers, lighting equipment, etc.) with an internal combustion engine over 50 horsepower is required to have a Sac Metro Air District permit or a California Air Resources Board portable equipment registration (PERP) (see Other Regulations below).

Rule 402: Nuisance. The developer or contractor is required to prevent dust or any emissions from onsite activities from causing injury, nuisance, or annoyance to the public.

Rule 403: Fugitive Dust. The developer or contractor is required to control dust emissions from earth moving activities, storage or any other construction activity to prevent airborne dust from leaving the project site.

Rule 414: Water Heaters, Boilers and Process Heaters Rated Less Than 1,000,000 BTU PER Hour. The developer or contractor is required to install water heaters (including residence water heaters), boilers or process heaters that comply with the emission limits specified in the rule.

Rule 417: Wood Burning Appliances. This rule prohibits the installation of any new, permanently installed, indoor or outdoor, uncontrolled fireplaces in new or existing developments.

Rule 442: Architectural Coatings. The developer or contractor is required to use coatings that comply with the volatile organic compound content limits specified in the rule.

Rule 453: Cutback and Emulsified Asphalt Paving Materials. This rule prohibits the use of certain types of cut back or emulsified asphalt for paving, road construction or road maintenance activities.

Rule 460: Adhesives and Sealants. The developer or contractor is required to use adhesives and sealants that comply with the volatile organic compound content limits specified in the rule.

Rule 902: Asbestos. The developer or contractor is required to notify the Sac Metro Air District of any regulated renovation or demolition activity. Rule 902 contains specific requirements for surveying, notification, removal, and disposal of asbestos containing material.

Other Regulations (California Code of Regulations (CCR))

17 CCR, Division 3, Chapter 1, Subchapter 7.5, §93105 Naturally Occurring Asbestos: The developer or contractor is required to notify the Sac Metro Air District of earth moving projects, greater than 1 acre in size in areas "Moderately Likely to Contain Asbestos" within eastern Sacramento County. The developer or contractor is required to comply with specific requirements for surveying, notification, and handling soil that contains naturally occurring asbestos.

13 CCR, Division 3, Chapter 9, Article 5, Portable Equipment Registration Program: The developer or contractor is required to comply with all registration and operational requirements of the portable equipment registration program such as recordkeeping and notification.

13 CCR, Division 3, Chapter 9, Article 4.8, §2449(d)(2) and 13 CCR, Division 3, Chapter 10, Article 1, §2485 regarding Anti-Idling: Minimize idling time either by shutting equipment off when not in use or reducing the time of idling to 5 minutes. These apply to diesel powered off-road equipment and on-road vehicles, respectively.



Central Valley Regional Water Quality Control Board

14 December 2022

Steven Banks
City of Folsom
50 Natoma Street
Folsom, CA 95630
sbanks@folsom.ca.us

COMMENTS TO REQUEST FOR REVIEW FOR THE MITIGATED NEGATIVE DECLARATION, VINTAGE SENIOR APARTMENTS PROJECT, SCH#2022110187, SACRAMENTO COUNTY

Pursuant to the State Clearinghouse's 10 November 2022 request, the Central Valley Regional Water Quality Control Board (Central Valley Water Board) has reviewed the *Request for Review for the Mitigated Negative Declaration* for the Vintage Senior Apartments Project, located in Sacramento County.

Our agency is delegated with the responsibility of protecting the quality of surface and groundwaters of the state; therefore, our comments will address concerns surrounding those issues.

I. Regulatory Setting

Basin Plan

The Central Valley Water Board is required to formulate and adopt Basin Plans for all areas within the Central Valley region under Section 13240 of the Porter-Cologne Water Quality Control Act. Each Basin Plan must contain water quality objectives to ensure the reasonable protection of beneficial uses, as well as a program of implementation for achieving water quality objectives with the Basin Plans. Federal regulations require each state to adopt water quality standards to protect the public health or welfare, enhance the quality of water and serve the purposes of the Clean Water Act. In California, the beneficial uses, water quality objectives, and the Antidegradation Policy are the State's water quality standards. Water quality standards are also contained in the National Toxics Rule, 40 CFR Section 131.36, and the California Toxics Rule, 40 CFR Section 131.38.

The Basin Plan is subject to modification as necessary, considering applicable laws, policies, technologies, water quality conditions and priorities. The original Basin Plans were adopted in 1975, and have been updated and revised periodically as required, using Basin Plan amendments. Once the Central Valley Water Board has adopted a Basin Plan amendment in noticed public hearings, it must be approved by the State Water Resources Control Board (State Water Board), Office of

MARK BRADFORD, CHAIR | PATRICK PULUPA, ESQ., EXECUTIVE OFFICER

Administrative Law (OAL) and in some cases, the United States Environmental Protection Agency (USEPA). Basin Plan amendments only become effective after they have been approved by the OAL and in some cases, the USEPA. Every three (3) years, a review of the Basin Plan is completed that assesses the appropriateness of existing standards and evaluates and prioritizes Basin Planning issues. For more information on the *Water Quality Control Plan for the Sacramento and San Joaquin River Basins*, please visit our website:

http://www.waterboards.ca.gov/centralvalley/water_issues/basin_plans/

Antidegradation Considerations

All wastewater discharges must comply with the Antidegradation Policy (State Water Board Resolution 68-16) and the Antidegradation Implementation Policy contained in the Basin Plan. The Antidegradation Implementation Policy is available on page 74 at:

https://www.waterboards.ca.gov/centralvalley/water_issues/basin_plans/sacsjr_2018_05.pdf

In part it states:

Any discharge of waste to high quality waters must apply best practicable treatment or control not only to prevent a condition of pollution or nuisance from occurring, but also to maintain the highest water quality possible consistent with the maximum benefit to the people of the State.

This information must be presented as an analysis of the impacts and potential impacts of the discharge on water quality, as measured by background concentrations and applicable water quality objectives.

The antidegradation analysis is a mandatory element in the National Pollutant Discharge Elimination System and land discharge Waste Discharge Requirements (WDRs) permitting processes. The environmental review document should evaluate potential impacts to both surface and groundwater quality.

II. Permitting Requirements

Construction Storm Water General Permit

Dischargers whose project disturb one or more acres of soil or where projects disturb less than one acre but are part of a larger common plan of development that in total disturbs one or more acres, are required to obtain coverage under the General Permit for Storm Water Discharges Associated with Construction and Land Disturbance Activities (Construction General Permit), Construction General Permit Order No. 2009-0009-DWQ. Construction activity subject to this permit includes clearing, grading, grubbing, disturbances to the ground, such as stockpiling, or excavation, but does not include regular maintenance activities performed to restore the original line, grade, or capacity of the facility. The Construction General Permit requires the development and implementation of a Storm Water Pollution Prevention Plan (SWPPP). For more information on the Construction General Permit, visit the State Water Resources Control Board website at:

http://www.waterboards.ca.gov/water_issues/programs/stormwater/constpermits.shtml

Clean Water Act Section 404 Permit

If the project will involve the discharge of dredged or fill material in navigable waters or wetlands, a permit pursuant to Section 404 of the Clean Water Act may be needed from the United States Army Corps of Engineers (USACE). If a Section 404 permit is required by the USACE, the Central Valley Water Board will review the permit application to ensure that discharge will not violate water quality standards. If the project requires surface water drainage realignment, the applicant is advised to contact the Department of Fish and Game for information on Streambed Alteration Permit requirements. If you have any questions regarding the Clean Water Act Section 404 permits, please contact the Regulatory Division of the Sacramento District of USACE at (916) 557-5250.

Clean Water Act Section 401 Permit – Water Quality Certification

If an USACE permit (e.g., Non-Reporting Nationwide Permit, Nationwide Permit, Letter of Permission, Individual Permit, Regional General Permit, Programmatic General Permit), or any other federal permit (e.g., Section 10 of the Rivers and Harbors Act or Section 9 from the United States Coast Guard), is required for this project due to the disturbance of waters of the United States (such as streams and wetlands), then a Water Quality Certification must be obtained from the Central Valley Water Board prior to initiation of project activities. There are no waivers for 401 Water Quality Certifications. For more information on the Water Quality Certification, visit the Central Valley Water Board website at:

https://www.waterboards.ca.gov/centralvalley/water_issues/water_quality_certification/

Waste Discharge Requirements – Discharges to Waters of the State

If USACE determines that only non-jurisdictional waters of the State (i.e., “non-federal” waters of the State) are present in the proposed project area, the proposed project may require a Waste Discharge Requirement (WDR) permit to be issued by Central Valley Water Board. Under the California Porter-Cologne Water Quality Control Act, discharges to all waters of the State, including all wetlands and other waters of the State including, but not limited to, isolated wetlands, are subject to State regulation. For more information on the Waste Discharges to Surface Water NPDES Program and WDR processes, visit the Central Valley Water Board website at:

https://www.waterboards.ca.gov/centralvalley/water_issues/waste_to_surface_water/

Projects involving excavation or fill activities impacting less than 0.2 acre or 400 linear feet of non-jurisdictional waters of the state and projects involving dredging activities impacting less than 50 cubic yards of non-jurisdictional waters of the state may be eligible for coverage under the State Water Resources Control Board Water Quality Order No. 2004-0004-DWQ (General Order 2004-0004). For more information on the General Order 2004-0004, visit the State Water Resources Control Board website at:

https://www.waterboards.ca.gov/board_decisions/adopted_orders/water_quality/2004/wqo/wqo2004-0004.pdf

Dewatering Permit

If the proposed project includes construction or groundwater dewatering to be discharged to land, the proponent may apply for coverage under State Water Board General Water Quality Order (Low Threat General Order) 2003-0003 or the Central Valley Water Board's Waiver of Report of Waste Discharge and Waste Discharge Requirements (Low Threat Waiver) R5-2018-0085. Small temporary construction dewatering projects are projects that discharge groundwater to land from excavation activities or dewatering of underground utility vaults. Dischargers seeking coverage under the General Order or Waiver must file a Notice of Intent with the Central Valley Water Board prior to beginning discharge.

For more information regarding the Low Threat General Order and the application process, visit the Central Valley Water Board website at:
http://www.waterboards.ca.gov/board_decisions/adopted_orders/water_quality/2003/wqo/wqo2003-0003.pdf

For more information regarding the Low Threat Waiver and the application process, visit the Central Valley Water Board website at:
https://www.waterboards.ca.gov/centralvalley/board_decisions/adopted_orders/waivers/r5-2018-0085.pdf

Limited Threat General NPDES Permit

If the proposed project includes construction dewatering and it is necessary to discharge the groundwater to waters of the United States, the proposed project will require coverage under a National Pollutant Discharge Elimination System (NPDES) permit. Dewatering discharges are typically considered a low or limited threat to water quality and may be covered under the General Order for *Limited Threat Discharges to Surface Water* (Limited Threat General Order). A complete Notice of Intent must be submitted to the Central Valley Water Board to obtain coverage under the Limited Threat General Order. For more information regarding the Limited Threat General Order and the application process, visit the Central Valley Water Board website at:

https://www.waterboards.ca.gov/centralvalley/board_decisions/adopted_orders/general_orders/r5-2016-0076-01.pdf

NPDES Permit

If the proposed project discharges waste that could affect the quality of surface waters of the State, other than into a community sewer system, the proposed project will require coverage under a National Pollutant Discharge Elimination System (NPDES) permit. A complete Report of Waste Discharge must be submitted with the Central Valley Water Board to obtain a NPDES Permit. For more information regarding the NPDES Permit and the application process, visit the Central Valley Water Board website at: <https://www.waterboards.ca.gov/centralvalley/help/permit/>

Vintage Senior Apartments Project
Sacramento County

- 5 -

14 December 2022

If you have questions regarding these comments, please contact me at (916) 464-4684
or Peter.Minkel2@waterboards.ca.gov.

Peter Minkel

Peter Minkel
Engineering Geologist

cc: State Clearinghouse unit, Governor's Office of Planning and Research,
Sacramento



Sent Via E-Mail

December 14, 2022

Steven Banks
City of Folsom Planning Department
50 Natoma Street
Folsom, CA 95630
sbanks@folsom.ca.us

Subject: Vintage Senior Apartments / MND / 2022110187

Dear Mr. Banks:

The Sacramento Municipal Utility District (SMUD) appreciates the opportunity to provide comments on the Mitigated Negative Declaration (MND) for the Vintage Senior Apartments (Project, SCH 2022110187). SMUD is the primary energy provider for Sacramento County and a portion of the proposed Project area. SMUD's vision is to empower our customers with solutions and options that increase energy efficiency, protect the environment, reduce global warming, and lower the cost to serve our region. As a Responsible Agency, SMUD aims to ensure that the proposed Project limits the potential for significant environmental effects on SMUD facilities, employees, and customers.

We have no comments to offer at this time but would appreciate if the City of Folsom would continue to keep SMUD facilities in mind as environmental review of the Project moves forward. Please reroute the Project analysis for SMUD's review if there are any changes to the scope of the Project.

If you have any questions regarding this letter, please do not hesitate to contact me at 916.732.7466, or by email at Ammon.Rice@smud.org.

Sincerely,

A handwritten signature in black ink, appearing to read "Ammon Rice", is positioned above the typed name.

Ammon Rice
Environmental Services Supervisor
Sacramento Municipal Utility District
6201 S Street
Sacramento, CA 95817

cc: Entitlements

Steven Banks

From: Boyd, Alexa <A5G5@pge.com>
Sent: Friday, December 23, 2022 12:15 PM
To: Steven Banks
Subject: Vintage Senior Apartments

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Classification: Public

Hello Steve,

This project is under review by PG&E's transmission engineering group for the associated grading and improvements (retaining wall) before an approval letter can be issued. In the meantime, I wanted to provide the following comments:

- Retaining Wall: Walls, fences, and other structures must be installed at locations that do not affect the safe operation of PG&E's facilities. Heavy equipment access to our facilities must be maintained at all times. Metal fences are to be grounded to PG&E specifications. **No wall, fence or other like structure is to be installed within 10 feet of tower footings.** Please provide distances from proposed retaining wall to tower footings.
- Landscaping: On overhead electric transmission easements, trees and shrubs are limited to those varieties that do not exceed 10 feet in height at maturity. PG&E must have access to its facilities at all times, including access by heavy equipment. No planting is to occur within the footprint of the tower legs. Greenbelts are encouraged.
- No buildings or other structures are permitted within transmission easement areas; this included signage.

Respectfully,



Alexa Boyd | Land Agent

Pacific Gas and Electric Company
Land Management, Land Rights Services
2730 Gateway Oaks Drive, Ste 220 | Sacramento, CA 95833
Phone: (916) 760-5738
Email: alexa.gardea@pge.com

Planning Commission
Vintage Senior Apartments (PN 21-159)
January 18, 2023

Attachment 27

Comment Letters from Residents

Steven Banks

From: dreamasplace@aol.com
Sent: Thursday, June 30, 2022 3:42 PM
To: Steven Banks
Subject: Vintage project at 103 E Natoma St

You don't often get email from dreamasplace@aol.com. [Learn why this is important](#)

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear Steve Banks,

I am a resident of the Cimmaron Hills neighborhood directly next to 103 E Natoma Street. We have attended two meetings with the owner/developer that wants to put a three story 136 unit senior (55 and up) apartment building on that property. This property is zoned BP and while the proposed use is allowed it needs an issuance of a minor conditional permit to have a three story building. I, as well as my neighbors, are requesting that this conditional use permit be denied.

A three story building at this location is unacceptable. There are no three story buildings in this area. This property borders residential neighborhoods that have single or two story homes, and one story office buildings. Changing this small plot of land from R2 to R4 high density is egregious. Not only will it be an eyesore, but it does not fit in with the adjoining neighborhoods. Those neighbors along its border lose the privacy and peaceful enjoyment of their property.. Imagine the occupants of the third story looking directly into your backyard and back windows. This is not one of those neighborhoods that have homes close together and look down into each other's back yards. We have larger lot sizes and the homes are built so that we have that privacy. That is why people have chosen to live here. Please do not allow the third story, a one story would be more appropriate for this space.

Another main concern is parking. The developer has indicated to us that there are not parking spaces for every unit. Yikes!!! Their response is that not every occupant will have a vehicle. Maybe so, but the reality is that most units will have more than one occupant and all occupants in those units will have vehicles. Then if you factor in building staff, caregivers, and visitors there is not ample parking spaces. This means that their cars will be lining the streets of the adjoining neighborhoods, once again unacceptable. Please require that all units have parking spaces as well as additional parking for staff, caregivers, and visitors.

It is also our understanding that there will be two entrance/exits. One is proposed to be a right in, right out passage. I would ask that this be made accessible to service vehicles only. Police, EMT, Fire Dept. The traffic issue is going to be a nightmare. Natoma has become a very busy street. The additional entrance/exits will put three entrance/exits within a very short distance from each other. Once again that is a traffic nightmare. Residents in our neighborhood have a hard enough time getting in and out as it is. There are already visibility problems as well as a pedestrian crosswalk. This will be a very dangerous situation.

What a shame to lose all the beautiful trees and wildlife on this lot, as well as, the minimal undeveloped green space left in Folsom. This project does not align with the Distinctive by Nature image in appearance or location.

Please take these issues into consideration and not issue this conditional permit.

Yours respectfully,
Dreama Pacheco
dreamasplace@aol.com
916-496-6536

Steven Banks

From: Elaine Andersen
Sent: Friday, July 8, 2022 7:14 AM
To: Steven Banks
Subject: FW: Vintage project at 103 E Natoma St

From: dreamasplace@aol.com <dreamasplace@aol.com>
Sent: Thursday, June 30, 2022 3:40 PM
To: Elaine Andersen <eandersen@folsom.ca.us>
Subject: Vintage project at 103 E Natoma St

You don't often get email from dreamasplace@aol.com. [Learn why this is important](#)

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear Elaine Andersen,

I am a resident of the Cimmaron Hills neighborhood directly next to 103 E Natoma Street. We have attended two meetings with the owner/developer that wants to put a three story 136 unit senior (55 and up) apartment building on that property. This property is zoned BP and while the proposed use is allowed it needs an issuance of a minor conditional permit to have a three story building. I, as well as my neighbors, are requesting that this conditional use permit be denied.

A three story building at this location is unacceptable. There are no three story buildings in this area. This property borders residential neighborhoods that have single or two story homes, and one story office buildings. Changing this small plot of land from R2 to R4 high density is egregious. Not only will it be an eyesore, but it does not fit in with the adjoining neighborhoods. Those neighbors along its border lose the privacy and peaceful enjoyment of their property.. Imagine the occupants of the third story looking directly into your backyard and back windows. This is not one of those neighborhoods that have homes close together and look down into each other's back yards. We have larger lot sizes and the homes are built so that we have that privacy. That is why people have chosen to live here. Please do not allow the third story, a one story would be more appropriate for this space.

Another main concern is parking. The developer has indicated to us that there are not parking spaces for every unit. Yikes!!! Their response is that not every occupant will have a vehicle. Maybe so, but the reality is that most units will have more than one occupant and all occupants in those units will have vehicles. Then if you factor in building staff, caregivers, and visitors there is not ample parking spaces. This means that their cars will be lining the streets of the adjoining neighborhoods, once again unacceptable. Please require that all units have parking spaces as well as additional parking for staff, caregivers, and visitors.

It is also our understanding that there will be two entrance/exits. One is proposed to be a right in, right out passage. I would ask that this be made accessible to service vehicles only. Police, EMT, Fire Dept. The traffic issue is going to be a nightmare. Natoma has become a very busy street. The additional entrance/exits will put three entrance/exits within a very short distance from each other. Once again that is a traffic nightmare. Residents in our neighborhood have a hard enough time getting in and out as it is. There are already visibility problems as well as a pedestrian crosswalk. This will be a very dangerous situation.

What a shame to lose all the beautiful trees and wildlife on this lot, as well as, the minimal undeveloped green space left in Folsom. This project does not align with the Distinctive by Nature image in appearance or location.

Please take these issues into consideration and not issue this conditional permit.

Steven Banks

From: Kandi Jones <kandis57@yahoo.com>
Sent: Thursday, July 7, 2022 7:43 PM
To: Steven Banks
Subject: 103 E. Natoma Street

You don't often get email from kandis57@yahoo.com. [Learn why this is important](#)

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I reside on Cimmaron Circle. I am vehemently opposed to the proposed project at the above referenced address for reasons too many to list here, but are well known to the builder/developers.

Steven Banks

From: eprkeeper5 <eprkeeper5@gmail.com>
Sent: Thursday, July 7, 2022 8:00 PM
To: Steven Banks
Subject: 103 E. Natoma Street

You don't often get email from eprkeeper5@gmail.com. [Learn why this is important](#)

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I reside on Cimmaron Circle and I am vehemently opposed to the proposed project at the above referenced address for too many reasons to list here. but which are well known to the owner/developers.

Sent via the Samsung Galaxy S22+ 5G, an AT&T 5G smartphone

Steven Banks

From: erin@sargentfam.net
Sent: Thursday, July 14, 2022 2:11 PM
To: Steven Banks
Subject: Vintage Housing proposal question

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Good afternoon,

My name is Erin Sargent. We met at the first neighborhood meeting regarding the Vintage Housing senior living proposal. I was also in attendance for the second meeting, but did not see you there. I have also tried reaching out to you earlier, but we were not able to connect.

I, along with my neighbors on Cimmaron Circle, have some valid concerns with this development. Obviously, anytime there is a new development, the loss of beautiful open space is mourned, and concerns about noise, traffic, & parking are all negatives compared to the open space that currently exists. And neighbors who have lived with that open space behind them for over 30 years are rightfully dismayed. One of the very reasons we purchased our home here six months ago was because of the amazing trail access and quiet, open feel. Our home abuts the trail access from Cimmaron Circle and therefore, overflow parking for those seeking access to the apartment complex from the Oak Parkway trail is of considerable concern to me.

However, I understand that this is developable land per the zoning map, and that all the studies that need to be done regarding noise, traffic, tree removal, etc. have all been done or are in process.

I have read the zoning code and also understand that there are significant developer incentives or bonuses involved when considering low income and senior living facilities.

My question is regarding a specific part of the code, namely section 17.102.030 where density bonuses are concerned, as pasted below:

A. Density Bonus.

1. The city shall grant a density bonus to an applicant or developer of a housing development, consisting of five or more dwelling units, who agrees to provide the following:
 - a. At least ten percent of the total units of a housing development for low income households; or
 - b. At least five percent of the total units of a housing development for very low income households; or
 - c. A senior citizen housing development.

All density calculations resulting in fractional units shall be rounded up to the next whole number.

2. In determining the number of target units to be provided pursuant to this section, the maximum residential density shall be multiplied by 0.05 where very low income households are targeted, or by 0.10 where low income households are targeted. The density bonus units shall not be included when determining the total number of target units in the housing development. When calculating the required number of target units, any fractions of units shall be rounded to the next larger number.

3. Amount of Density Bonus.

a. General Density Bonus. The density bonus shall be a density increase of at least twenty percent, unless a lesser percentage is elected by the applicant/developer over the otherwise maximum allowable residential density. The amount of density bonus to which the applicant/developer is entitled shall vary according to the amount by which the percentage of affordable units exceeds the percentage set forth in subsection (A)(1) of this section. For each percent increase above ten percent in the percentage of units affordable to low income households, the density bonus shall be increased by one and one-half percent up to a maximum of thirty-five percent. For each one percent increase above five percent in the percentage of units affordable to very low income households, the density bonus shall be increased by two and one-half percent up to a maximum of thirty-five percent. For senior citizen housing developments, the density bonus shall be a flat twenty percent.

I am curious as to how these density bonuses are calculated, and if Vintage housing is seeking a larger bonus due to the low income nature of their units? Which is the overriding percentage? Can Vintage claim larger density bonus based on the low income household status or is the flat 20 percent for senior citizen housing applicable?

Exactly what numbers are the starting point here? On an intuitive level, it seems like a jump from our neighborhood with R1-ML zone to an R4 high density zone would be more than 20%. This is why I am seeking clarification on the matter.

I would be happy to discuss the matter over the phone or in person if that is easier for you. I can be reached at 916-849-2134 at your convenience, and am available to meet in person any time next week.

Thank you so much,
Erin Sargent

Steven Banks

From: Randy Bundock <randybundock@yahoo.com>
Sent: Monday, November 14, 2022 10:08 AM
To: Steven Banks
Subject: Vintage Senior Apartments

[You don't often get email from randybundock@yahoo.com. Learn why this is important at <https://aka.ms/LearnAboutSenderIdentification>]

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Dear Steve,

It was inevitable someone would want to develop the land across from the prison entrance. My wife and I always joked if we won the lottery we would buy it and build another bike and dog park, but that hasn't happened yet. It seems that there would be a lot of challenges with extra traffic at a 4 way stop since the shift changes at the prison already make that intersection busy enough. Also how to preserve all the nice oak trees, the small creek that forms when it rains, and how close the power lines are. A three story building seems like it would be too tall for that area. The city has invested so much in the JC Trail with bridges and tunnels it would be a shame to clog up the trail access with more cross traffic.

Thank you for your time,
Randy Bundock
218 Spencer Street

Sent from my iPhone

Steven Banks

From: Kandi Jones <kandis57@yahoo.com>
Sent: Monday, November 14, 2022 1:27 PM
To: Steven Banks
Subject: 103 E Natoma

You don't often get email from kandis57@yahoo.com. [Learn why this is important](#)

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I am contacting you to express my opposition to the proposed project by Vintage Properties at 103 E Natoma. I have several issues, however, my concern at this time is the 3 story proposal and overall design of the building which does not blend in with the existing neighboring structures, which includes single family homes, businesses, medical facilities, and other multi family apartments. Thank you . Kandi Jones

Steven Banks

From: Dreama Pacheco <dreamasplace@aol.com>
Sent: Wednesday, November 16, 2022 12:53 PM
To: Steven Banks
Subject: Vintage Properties 103 Natoma

[You don't often get email from dreamasplace@aol.com. Learn why this is important at <https://aka.ms/LearnAboutSenderIdentification>]

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Dear Steve Banks,

I am writing in regards to the Vintage Properties proposed for 103 Natoma St. Although I have many concerns what I would like to address here is the parking situation for this project.

This 136 unit apartment building does not have plans for enough parking spaces. There is not a parking space for each unit nor parking designated for staff and visitors. The developers answer to this was that not every one living in the building will drive. That is a nonsense answer, as many of those units will have more than one driver.

In my research I found eight other properties owned by this company and of the many complaints the one common thread for all eight properties is those living there cannot find parking. Some complaining that they have to park in the supermarket parking lot down the road, and one resident complaining she has to park down the road and walk to the building in the dark. These are seniors, this is not acceptable.

Also having cars scattered all over the neighborhood from lack of parking is unacceptable.

Please require this project to have parking spaces for all units as well as additional parking for staff and visitors.

Thank you,
Dreama Pacheco

Sent from my iPhone

Steven Banks

From: Farrah Wood <farrahwood@gmail.com>
Sent: Monday, November 28, 2022 2:26 PM
To: Steven Banks
Subject: Vintage Properties at 103 E Natoma Folsom, CA

[You don't often get email from farrahwood@gmail.com. Learn why this is important at <https://aka.ms/LearnAboutSenderIdentification>]

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Mr Banks-

I am contacting you to express my opposition to the proposed project by Vintage Properties at 103 E. Natoma. I have several issues, however, my concern at this time is the 3 story proposal and overall design of the building which does not blend in with the existing structures which includes single family homes, businesses, medical facilities, and other multi family apartments. Also the protected oak trees. Thank you.

Farrah Wood
Sent from iPhone

Steven Banks

From: Bill Pacheco <billjpacheco@aol.com>
Sent: Tuesday, November 29, 2022 5:21 PM
To: Steven Banks
Subject: Vintage Senior Apartments

[You don't often get email from billjpacheco@aol.com. Learn why this is important at <https://aka.ms/LearnAboutSenderIdentification>]

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Steve,

Our neighborhood has many concerns about the senior apartments planned to be built next to the homes on Cimmaron Circle.

Natomas is already extremely impacted by the current traffic conditions from all of the building over the past 15 years. It's very dangerous as it is and with adding a three story building will increase the traffic and make more unsafe. There is a crosswalk for the bike/walking trails that has had the signs hit by oncoming vehicles several times. The most recent time one of the signs has been hit , the driver through the sign over my fence into my backyard. Most people driving on that road speed and eventually one of the walking path users are going to get hurt. This is already a major safety problem.

It's also frustrating when you can't leave your neighborhood in a reasonable amount of time.

The road noise/pollution is very loud only going to get louder with more traffic.

There are few services near this location for seniors. This project would make more sense near shopping and grocery stores.

What is the City of Folsom planning to do about the safety issues, the road noise issues, timely accessibility and the lack of services for the seniors?

Please excuse any typos this message was sent from my iPhone

Thanks,

Bill Pacheco

Steven Banks

From: Josh Guthrie <joshguthrie@hotmail.com>
Sent: Thursday, December 15, 2022 8:42 AM
To: Steven Banks
Cc: Rosario Rodriguez; Mike Kozlowski; YK Chalamcherla; Sarah Aquino; Anna Rohrbough
Subject: Opposition to Vintage Senior Apartments across from Folsom Prison Entrance

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Hi Steve,

I couldn't attend last night's City Council Meeting, so I wanted to write this email.

I'm adamantly opposed to putting a three story senior living center on APN:071-0320-042, as it will adversely affect my quality of life, along with hundreds of other residents.

- 1) The Traffic is already an issue for the residents of Cimmaron Hills entering Natomas street. This will only add to it.
- 2) A three story complex doesn't conform to the 'feel' of the area.
- 3) This project will erode the property values of the adjacent homes by creating direct viewable access to residents living rooms. Unacceptable design.
- 4) I'm very concerned about the density and classification of these residences
 - a. They can be too easily converted to 'Low-income' genialized dwellings in the future, and our area already carries its societal burden with the medium density dwellings of Montrose and Talisman, and the areas behind Circle K. The city will be effectively creating a 'ghetto' in the future and this is simply irresponsible planning.
- 5) I'm not allowed to build a stair case within 10 feet of my oak tree, but we're comfortable wiping out an entire oak grove, all at the justification of high density tax revenues. Ridiculous hypocrisy being exhibited here. Again, unacceptable design.

I seriously hope this isn't approved.

Best regards,
Josh Guthrie
242 Spencer St.

Steven Banks

From: Kat Gray <k.blackman.gray@gmail.com>
Sent: Wednesday, December 21, 2022 9:33 AM
To: Steven Banks
Subject: Mitigation Measures for Vintage Homes Apartments

You don't often get email from k.blackman.gray@gmail.com. [Learn why this is important](#)

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Hi Steve,

I am inquiring about the Vintage Homes apartment project at Natoma. I'm a concerned resident and homeowner living near the proposed Vintage Homes site. I know you are probably really busy but I am wondering if you can tell me where to find information for all the Mitigation Measures listed in the summary. I counted 15 different mitigation measures for the many impacts this project will have. Where can I find out more? Hoping you can point me in the right direction.

Kat Gray

Planning Commission
Vintage Senior Apartments (PN 21-159)
January 18, 2023

Attachment 28

CEQA Response Memorandum Dated January 4, 2023

Memorandum

HELIX Environmental Planning, Inc.
1180 Iron Point Road, Suite 130
Folsom, CA 95630
916.435.1205 tel
www.helixepi.com



Date: January 3, 2023

To: Steve Banks, Principal Planner, City of Folsom

From: Robert Edgerton, AICP CEP

Message: Vintage at Folsom Senior Apartments Comment Letters Memorandum

Below is a summary of public agency letters and local resident comments received regarding the Vintage at Folsom Senior Apartments Initial Study Mitigated Negative Declaration (ISMND) prepared by HELIX Environmental Planning, Inc. (HELIX). The 30-day public review period for the ISMND began on November 14, 2022 and ended on December 14, 2022.

Public Agency Letters

- Central Valley Regional Water Quality Control Board (CVRWQCB) (December 14, 2022)
- Sacramento Municipal Utility District (SMUD) (December 14, 2022)
- Sacramento Metropolitan Air Quality Management District (SMAQMD) (November 30, 2022)
- Pacific Gas and Electric Company (PG&E) (November 17, 2022)

All four letters received from the CVRWQCB, SMUD, SMAQMD, and PG&E were standardized template letters. No response is required for the public agency letters received to date as no comments relevant to compliance with the California Environmental Quality Act (CEQA) were noted. The public agency letters may contain relevant information for the City to consider (primarily for conditions of approval purposes).

Local Resident Comments

Several comment letters were received from local residents expressing concern with project impacts related to aesthetics, biological resources, transportation and parking, safety, and noise. No letter received from a public agency, or a local resident triggers additional action required of the City per CEQA Guidelines. All of the issues raised in the comment letters, regarding CEQA compliance, have been previously addressed in the ISMND. No formal written response from the City is required.

- 103 E Natoma Letter (November 14, 2022)
- 103 E. Natoma Street Letter (July 7, 2022)
- 103 E. Natoma Street Letter (July 7, 2022)
- FW Vintage project at 103 E Natoma Street Letter (July 8, 2022)
- Opposition to Vintage Senior Apartments across from Folsom Prison Entrance (December 15, 2022)
- Vintage Housing proposal question Letter (July 14, 2022)

Memorandum to Mr. Steve Banks
January 3, 2023

Page 2 of 2

- **Vintage project at 103 E Natoma Street Letter (July 30, 2022)**
- **Vintage Properties 103 Natoma Letter (November 16, 2022)**
- **Vintage Properties at 103 E Natoma Folsom, CA (November 28, 2022)**
- **Vintage Senior Apartments Letter (November 29, 2022)**
- **Vintage Senior Apartments Letter (November 14, 2022)**

Attachment 3

Planning Commission Staff Report
Dated February 15, 2023



CITY OF
FOLSOM
DISTINCTIVE BY NATURE

AGENDA ITEM NO. 1
Type: Public Hearing
Date: February 15, 2023

Planning Commission Staff Report

50 Natoma Street, Council Chambers
Folsom, CA 95630

Project: Vintage Senior Apartments
File #: PN 21-159
Requests: Conditional Use Permit
Planned Development Permit
Density Bonus
Location/APN: The proposed Vintage Senior Apartments project is located on a 4.86-acre parcel situated on the south side of East Natoma Street at the intersection of East Natoma Street and Prison Road (103 East Natoma Street)/APN No. 071-0320-042
Staff Contact: Steve Banks, Principal Planner, 916-461-6207
sbanks@folsom.ca.us

Property Owner/Applicant

Name: Vintage at Folsom, LP
Address: 369 San Miguel Drive, Suite 135
Newport Beach, CA 92660

Recommendation: Resume the continued agenda item and upon conclusion recommend approval of a Conditional Use Permit, Planned Development Permit, and Density Bonus for the Vintage Senior Apartments project, based on the findings (Findings A-U) and subject to the conditions of approval (Conditions 1-76) attached to this report.

Project Summary: The proposed project includes development of a 136-unit senior affordable apartment community on a 4.86-acre site located on the south side of East Natoma Street at the intersection of East Natoma Street and Prison Road (103 East Natoma Street). The following are the specific entitlements requested with the proposed project.

- A **Conditional Use Permit** for development and operation of a senior apartment community on the subject 4.86-acre property.



CITY OF
FOLSOM
DISTINCTIVE BY NATURE

AGENDA ITEM NO. 1
Type: Public Hearing
Date: February 15, 2023

- A **Planned Development Permit** which contains detailed development and architectural standards for the proposed 136-unit senior affordable apartment community.
- A **Density Bonus** for development of a senior, one hundred percent affordable apartment community at a residential density of 28 units per acre and a request for three incentives/concessions including establishing a parking ratio of one parking space per apartment unit, increasing the maximum building height from 35 feet to 42-feet 6-inches (proposed apartment building is 34 feet in height with architectural features extending to 42-feet 6-inches), and increasing the maximum number of building stories from 2-stories to 3-stories.

These proposed actions are described in detail and analyzed in Attachment 2, the staff report from the January 18, 2023 Planning Commission meeting.

Table of Contents:

Attachment 1 - Modified Conditions of Approval, dated February 15, 2023

Attachment 2 - Planning Commission Staff Report and Attachments from the January 18, 2023 Planning Commission meeting

Submitted,

PAM JOHNS
Community Development Director

BACKGROUND/ISSUE

On January 18, 2023, the Planning Commission considered a request for approval of a Conditional Use Permit, Planned Development Permit, and Density Bonus for the development of a 136-unit senior (55+) affordable apartment community (Vintage Senior Apartments) on a 4.86-acre site located at 103 East Natoma Street. During the public hearing, 13 residents addressed the Commission and expressed a variety of concerns regarding the proposed project. A representative sample of these comments is as follows:

- Concern regarding the high density of the project
- Concern regarding the design and architecture of the apartment building
- Concern regarding the size, scale, and visual compatibility of the project
- Concern regarding lighting and noise impacts
- Concern regarding pedestrian, bicycle, and traffic safety
- Concern regarding lack of parking being provided
- Concern regarding emergency service response time and access
- Concern regarding impacts to biological resources and natural habitat
- Concern regarding Oak tree impacts

Following public comment and testimony, the public hearing was closed and the Commission engaged in a lengthy discussion regarding the proposed project. In general, the Commission commented that the project site at 103 Natoma Street was not an appropriate location for development of a senior affordable apartment community. Additional comments and concerns raised by the Commission included:

- Concern regarding design and architecture of the apartment building
- Concern regarding the overall site design of the project
- Concern regarding emergency service response times and fire access
- Concern regarding pedestrian and traffic safety in the project area
- Concern regarding the walkability of the project
- Concern regarding insufficient parking on the site
- Concern regarding distance to services and amenities for residents
- Concern regarding drainage and wetland impacts

At the conclusion of their deliberation, the Commission was unanimous that it was their desire to recommend denial of the proposed project. However, the Commission had difficulty in identifying the appropriate basis to deny the proposed project, given the legal findings required by the HAA.

City staff indicated to the Commission that in order to deny the proposed project they would need to make two specific Conditional Use Permit Findings to the effect that the proposed project would have a significant, quantifiable, direct, and unavoidable impact, based on objective, identified written public health or safety standards, policies, or conditions as they existed on the date the application was deemed complete by the City and that the impacts could not be mitigated without rendering the project unaffordable to low income households.

After further discussion, the Commission voted to continue the proposed project to the February 15, 2023 Planning Commission meeting in order for City staff to further evaluate potential areas where the project might not be consistent with any established written objective standards.

POLICY / RULE

Folsom Municipal Code

As set forth in Section 17.60.010 of the Folsom Municipal Code, the Planning Commission is the decision-making body responsible for taking action on a Conditional Use Permit. As set forth in Section 17.38.050 of the Folsom Municipal Code, the Planning Commission is also the decision making body responsible for taking action on a Planned Development Permit. Lastly, as set forth in Section 17.102.050 of the Folsom Municipal Code, the Planning Commission is the decision-making body responsible for taking action on a Density Bonus Request if no concurrent application requires City Council approval.

The project site is zoned BP (Business Professional), which allows development of a senior citizens residential complex upon the issuance of a conditional use permit by the Planning Commission. (FMC § 17.22.030 (E)(214); FMC 17.22.040(1).) The Folsom Municipal Code regulates Conditional Use Permits and states that the findings of the Planning Commission shall be that the establishment, maintenance, or operation of the use or building applied for will or will not, under the circumstances of the particular case, be detrimental to the health, safety, peace, morals, comfort, and general welfare of persons residing or working in the neighborhood of such proposed use, or be detrimental or injurious to property and improvements in the neighborhood, or to the general welfare of the City. (FMC § 17.60.040.)

While the Folsom Municipal Code continues to govern the findings required to grant a conditional use permit, state law has severely limited the City's ability to deny a conditional use permit (and other discretionary approvals) in the context of housing development projects.

State Housing Accountability Act

Senator Nancy Skinner authored Senate Bill 330 ("SB 330"), the "Housing Crisis Act of 2019," to "suspend certain restrictions on the development of new housing during the period of the statewide emergency" through January 1, 2025 stemming from the lack of housing supply throughout the state. On October 9, 2019, Governor Newsom signed SB 330 into law effective as of January 1, 2020. Subsequently, the Legislature enacted and the Governor signed Senate Bill 8, which extends SB 330 through January 1, 2030.

Objective Standards

In general, the Housing Accountability Act (HAA) restricts the City's ability to deny or reduce the density of all housing development projects, whether they are affordable or market rate. (Government Code § 65589.5.) A housing development project can still be denied, or the density can be reduced, if the project fails to comply with applicable objective standards. (Government Code § 65589.5(f)(1).) However, the receipt of a density bonus, incentive, concession, etc. cannot constitute a valid basis on which to find that a proposed housing development project fails to comply with applicable objective standards. (Government Code § 65589.5(j)(3).)

Under the HAA, "objective" means "involving no personal or subjective judgment by a public official and being uniformly verifiable by reference to an external and uniform benchmark or criterion available and knowable by both the development applicant or proponent and the public official". (Government Code § 65589.5(h)(8).) For a standard to be objective, it must be "*uniformly verifiable*," which means that there is little to no room for reasonable persons to differ on whether a project complies with an external and uniform benchmark. Examples of objective standards include height limits, setbacks, building coverage, lot area, and similar requirements when they are suitably specific. For example, requirements that building height not exceed 35 feet, that buildings shall be set back a minimum of 20 feet from the property line, and that building lot coverage is no more than 60% of lot, are all objective, because it is possible for an applicant, the public, City staff, and City officials to know whether an application complies by reference to measurable benchmarks. Likewise, design review criteria can be objective by making reference to specific features, such as a roof pitch with a slope of 1:5. References to design styles may be objective so long as the elements are clearly defined and include illustrations.

By contrast, standards that are "so malleable that reasonable minds could differ on whether they are met" are not objective, and may not be used to deny or reduce the density of housing development projects unless specific findings are made. If a standard requires any level of "after-the-fact interpretive gloss," it is not objective for purposes of the HAA. For example, the City of San Mateo established guidelines that advised an applicant to avoid changes in building height greater than one story from adjacent structures. The guidelines further provided that if height varied by more than one story between buildings, a transition or step in height would be necessary. Such standards are not objective, because it is not knowable in advance when changes greater than one story

in height would be allowable or how much “transition or step in height” would be sufficient to bring a project into conformity with the guideline.

Standards that require a project to obtain entitlements that involve subjective decision-making are likewise not objective, and therefore the HAA no longer allows the Commission the discretion it previously enjoyed with respect to housing development projects. For example, the State Department of Housing and Community Development advises that, “a standard that requires a general plan amendment, the adoption of a specific plan, planned development permit, conditional use permit or another discretionary permit or approval does not constitute an objective standard.” Under HCD’s guidance, the City “shall not require a development proponent to meet any standard for which the locality typically exercises subjective discretion, on a case-by-case basis,” because such a requirement would expose housing development projects to non-objective standards, upending the HAA’s protections.

With respect to the City of Folsom, our typical use permit findings and design review findings are not objective because they involve personal judgment and are not verifiable by reference to an external benchmark. Therefore, the Commission cannot deny those entitlements for a housing development project unless it can make the statutorily required findings discussed below.

On the other hand, subjective standards or guidelines can be used as the basis for conditions of approval on a housing development project, as long as they do not result in denial of the project, a reduction in the project’s density, or, for an affordable project, increased costs that render the project infeasible.

Denial of a Housing Development Project

As noted above, the HAA’s key function is to limit the City’s discretion to deny or reduce the density of housing development projects. As such, when a housing development project complies with applicable objective development standards, the City may not deny the project or impose a condition that it be developed at a lower density without making statutorily required findings that the project would otherwise have a specific, adverse impact on public health and safety that cannot be mitigated. (Government Code § 65589.5(j).) The law defines a “specific adverse impact” as a “significant, quantifiable, direct, and unavoidable impact, based on objective, identified, written public health or safety standards”. (Government Code § 65589.5(j)(1)(A).) The law also requires the City to find that there is no way to mitigate the impact without denying the project or reducing the density. (Government Code § 65589.8(j)(1)(B).) The receipt of a density bonus or any associated incentive or concession is not a valid basis for making those findings. (Government Code § 65589.5(j)(3).)

Denial of an Affordable Housing Development Project

The Legislature made it even more difficult to deny an affordable housing development project, or to impose any condition of approval that renders the project infeasible for the development of affordable housing. Under the HAA, the City shall not disapprove an affordable project, or condition approval in a manner that renders the project infeasible

for the development of affordable housing, including through the use of design review standards, unless it makes one of five written findings based on a preponderance of the evidence in the record:

1. The City has “met or exceeded” its share of the regional housing needs allocation (RHNA) for the types of housing that the project would provide. (Government Code § 65589.5(d)(1).)
2. The project would have a “specific, adverse impact upon the public health and safety and there is no feasible method to satisfactorily mitigate or avoid” said impact without making the project unaffordable. (Government Code § 65589.5(d)(2).)
3. The denial is required to meet state or federal law, and there is “no feasible method” to comply without rendering the project unaffordable. (Government Code § 65589.5(d)(3).)
4. The project site is zoned for agricultural or resource preservation and is surrounded on at least two sides by land used for agriculture or resource preservation or lacks adequate water or wastewater facilities to serve the project. (Government Code § 65589.5(d)(4).)
5. The project is “inconsistent with both the jurisdiction’s zoning ordinance and general plan land use designation as specified in any element of the general plan.” (Government Code § 65589.5(d)(5).

Penalties for Failure to Comply with the HAA

If the City denies a housing development project, reduces the density of the project, or imposes condition(s) of approval that render an affordable project unaffordable, the project applicant, a person who would be eligible to apply to live in the proposed project, or a “housing organization” may file suit to enforce the HAA. (Government Code § 65589.5(k)(1)(A)(i).) In addition, the Department of Housing and Community Development (HCD) has authority to enforce the HAA and refer violators to the Attorney General. (Government Code § 65585(j), (k).) The City could find itself facing multiple plaintiffs: the applicant, a “housing organization” such as YIMBY, and the Attorney General.

The City must then prove that its decision was based on one of the statutorily required findings, and that those findings are supported by substantial evidence in the record. (Government Code § 65589.5(i); Government Code § 65589.5(k)(1)(A).) In this context, the City has the burden of proof even though it is the one being sued. (Government Code § 65589.6.)

If the court determines that the City’s decision to deny the project, reduce the density of the project, or impose condition(s) of approval that render an affordable project unaffordable violated the HAA, it will order the City to comply with the HAA within 60 days.

If the court finds that the City acted in bad faith (by, for example, denying the project without merit), it can simply order the City to approve the project. Either way, if the City does not comply within 60 days, the court "shall" impose a minimum fine of \$10,000 per housing unit in the project at issue. (Government Code § 65589.5(k).) If the court finds that the City acted in bad faith *and* the City failed to comply with the HAA within 60 days, the fine "shall" increase to a minimum of \$50,000 per unit. (Government Code § 65589.5(l).)

Any successful plaintiff is entitled to recover attorney's fees, which typically range from \$100,000 to \$500,000 in these kinds of cases. In a situation involving multiple plaintiffs (the applicant, a housing organization, etc.), each plaintiff is entitled to recover its own attorney's fees, so the City would be faced with multiple fee demands in the range stated above. In addition, the City would have to pay for its own attorneys to defend the case, which would carry a similar cost.

Finally, if the court rules against the City, it may be impractical to appeal, because doing so would require the City to post a bond, in an amount determined by the trial court. (Government Code § 65589.5(m).) The City of Los Angeles decided not to appeal an unfavorable judgment in an HAA case after the trial court required it to post a bond exceeding \$10 million.

DISCUSSION/ ANALYSIS

As it relates to the State Housing Accountability Act, the proposed Vintage Senior Apartments project meets the definition of a "housing development project." (Government Code § 65589.5(h)(2).) It also meets the definition of an affordable project, since one hundred percent of the units will be affordable to seniors. (Government Code § 65589.5(h)(3).) Therefore, if the Commission were to consider denying the Conditional Use Permit for the proposed project, the Commission would need to make one of the five specific findings noted above.

Under the circumstances, the only potentially applicable finding is number 2, based on Government Code section 65589.5(d)(2), under which the Commission would have to find, based on a preponderance of the evidence in the record:

- a. The proposed project would have a significant, quantifiable, direct, and unavoidable impact, based on objective, identified written public health or safety standards, policies, or conditions as they existed on the date the application was deemed complete by the City; and
- b. There is no feasible method to satisfactorily mitigate or avoid" said impact without making the project unaffordable.

In its original review of the proposed project, the City did not identify any specific adverse impacts (as defined in the HAA) associated with development of the apartment community (see Conditional Use Permit Section of Attachment 2).

With respect to requested Planned Development Permit, the Folsom Municipal Code (FMC, Section 17.22.050) includes objective standards with respect to development within the BP zoning district. The objective standards include minimum lot area, minimum lot width, maximum building coverage, minimum front yard setback, minimum side yard setbacks, minimum rear yard setback, and maximum building height. As discussed within the previous Planning Commission Staff Report (Development Standards Section of Attachment 2), the proposed project complies with all of the established objective development standards. The R4 (General Apartment) District also contains objective development standards in the same categories just mentioned. (Folsom Municipal Code Chapter 17.18.) The proposed project also complies with the objective development standards applicable to the R4 zone, with the exception of parking. Even so, based on the density bonus law's applicability to parking, the proposed project's parking ratio of 1:1 must be considered consistent with the applicable parking standard. (Government Code § 65589.5(f)(4).)

A review of the architecture and design of the proposed apartment building was included as part of the Planned Development Permit (Building Architecture and Design Section of Attachment 2). As discussed within the Building Architecture and Design Section of the previous Planning Commission Staff Report, the proposed project is subject to the City's Design Guidelines for Multi-Family Development (Design Guidelines). While City staff has determined that the architecture and design of the proposed project meets the intent of the Design Guidelines, these guidelines do not provide specific objective standards for the purposes of complying with the Housing Accountability Act. As a result, the Commission would not be able to deny the Planned Development Permit on the basis of the project's architecture and design. However, the Planning Commission is able to recommend modifications to the design, color, and materials of the building so long as these changes do not reduce the overall density of the proposed project or render it infeasible for development of affordable housing.

Following the January 18, 2023 Planning Commission meeting, City staff revisited all of the existing written objective standards (Folsom General Plan 2035, Folsom Municipal Code, Stormwater Quality Program, Design Standards for Improvements and Construction, etc.) that would be potentially applicable to the proposed project and determined that the proposed project is compliance with these written objective standards.

However, subsequent to the January 18, 2023 Planning Commission meeting, City staff met with the project applicant to evaluate whether any modifications could be made to the project to address concerns raised by residents and the Commission. Through these discussions, City staff, with agreement by the applicant, was able to identify four specific areas where modifications to the project could be made relative to traffic safety, pedestrian safety, parking, and landscape screening.

One of the concerns raised by residents at the Commission meeting was the close proximity of the secondary project driveway on East Natoma Street in relation to an existing pedestrian crosswalk on East Natoma Street and in relation to the existing intersection of East Natoma Street and Cimarron Circle (western driveway). The specific concern was that the addition of a new driveway and associated vehicle trips would create a potential safety issue for pedestrians utilizing the existing crosswalk on East Natoma Street and also create a potential safety issue for vehicles attempting to exit Cimarron Circle (western driveway) onto East Natoma Street, especially those making a left turn. To address these two concerns, the applicant has agreed to restrict the secondary project driveway on East Natoma Street to emergency service and solid waste vehicle access only by installing a sliding electronically activated gate located a minimum of 40 feet back from the entrance to the secondary project driveway.

In addition, the applicant has agreed to install a pedestrian-actuated Rectangular Rapid Flashing Beacon (RFFB) system at the existing uncontrolled pedestrian crosswalk located on East Natoma Street near the intersection of Cimarron Circle. The design of the RFFB will consist of two rectangular-shaped yellow indicators each with a light-emitting diode array-based source that is activated by a pedestrian pressing a button. Condition of Approval No. 53 has been updated to reflect these modifications.

Another concern expressed by residents and the Commission at the Commission meeting in January was the lack of on-site parking being provided for the project and also the lack of parking provided for employees and guests. With respect to increasing the number of total parking spaces, the applicant evaluated this option and determined that it is not feasible due to a number of constraints (Oak trees, site topography, etc.) present on the project site. In addition, the City is not able to impose any further parking restrictions on this project because of the Density Bonus Law. (Government Code § 65915(p)(1) and (p)(6).) However, the applicant has agreed to implement a parking permit program whereby a maximum of 130 resident parking permits are issued and active at any one time, with the other 6 parking spaces designated for exclusive use by employees and guests only. Condition of Approval No. 54 has been updated to reflect these modifications.

Lastly, residents and the Commission expressed concern regarding the visual impact the proposed three-story apartment building would have on adjacent single-family homes directly to the east of the subject property within the Cimarron Hills Subdivision. To address this concern, the applicant has agreed to increase the size of trees planted along the eastern property boundary within a landscape buffer from 24-inch box trees to 36-inch box trees, with the trees being required to be a minimum of 16-feet-tall when they are planted. The applicant has also agreed to implement additional measures (soil analysis, soil amendment, etc.) to ensure the long-term success of the tree planting along the eastern project boundary and throughout the project site. Condition of Approval No.

38 has been updated to reflect these modifications. The applicant will be responsible for maintaining the trees and landscaping throughout the life of the project. Condition of Approval No. 37 was included in the original staff report and is still included to reflect this requirement.

With respect to the other concerns and comments raised by residents and the Commission at its January 18, 2023 meeting, the previous Planning Commission Staff Report and supporting documentation (Attachment 2) addresses most of these comments in detail. However, City staff does have additional information to share with respect to emergency service response times and fire access. The Folsom Fire Department Strategic Plan 2020 sets a goal for the overall time (dispatch, turnout, travel time) required for emergency service responders to reach any location within the City, with the standard for EMS response being 6 minutes or less and the standard for fire response set at 7 minutes or less. The City of Folsom Fire Chief has reviewed the proposed project and determined that the emergency service response time from Fire Station 35 (Glenn Drive) to the project site at 103 Natoma Street is less than 6 minutes, well within the City's targeted response time. In relation to fire access, the project site has been designed to accommodate access for all emergency vehicles with respect to driveway access and turning radius as well as drive aisle width. In relation to fire access to the apartment building, the proposed project includes multiple staircases located on the ends of the building and two elevators centrally located in each wing of the building. In addition, the proposed apartment building is required to be constructed to current Building and Fire Code standards, which include the installation of fire sprinklers and fire alarms.

Residents and the Commission also expressed concern with respect how drainage and stormwater quality would be addressed by the proposed project at the January 18, 2023 Commission meeting. A Preliminary Drainage and Storm Water Quality Report was prepared for the project by TSD Engineering on August 19, 2022. The Report states that the proposed storm drain system has been designed to comply with all applicable standards include the City's Design and Procedures Manual, the Sacramento City/County Drainage Manual, and the Sacramento Region Stormwater Quality Design Manual. The Report also details the specific measures that will be implemented to manage drainage and stormwater including maintaining existing storm drain conveyance, implementing source control measures, implementing low impact development measures, and capturing and treating stormwater. City staff has reviewed the Preliminary Drainage and Storm Water Quality Report and determined that with the proposed project has adequately addressed drainage and stormwater quality for the site. In addition, staff has previously included conditions of approval (Condition Nos. 15, 16, 28, 31, 32, 33, and 34) in the original staff report to ensure that stormwater and drainage will be managed in accordance with all local, state, and federal requirements.

ENVIRONMENTAL REVIEW

Helix Environmental has prepared an Initial Study, Mitigated Negative Declaration, and Mitigation Monitoring and Reporting Program (Attachment 2) for the project in accordance with the California Environmental Quality Act (CEQA) and associated regulations and determined that with the proposed mitigations, the project will not have a significant effect on the environment. The Mitigated Negative Declaration has been prepared and noticed for public comment on the project, and mitigation measures have been included as Conditions of Approval.

RECOMMENDED PLANNING COMMISSION ACTION

Move to:

- Adopt the Mitigated Negative Declaration and Mitigation Monitoring and Reporting Program prepared for the Vintage Senior Apartments project (PN 21-159) per Attachment 25 of the original staff report in Attachment 2; and
- Approve a Conditional Use Permit for development and operation of a senior affordable apartment community on the subject 4.86-acre property; and
- Approve a Planned Development Permit for development of the 136-unit Vintage Senior Apartments project on a 4.86-acre site located at 103 East Natoma Street; and
- Approve a Density Bonus for development of the Vintage Senior Apartments project at a residential density of 28 units per acre and to allow for three incentives/concessions including establishing a parking ratio of one parking space per unit, increasing the maximum building height from 35 feet to 42-feet 6-inches, and increasing the maximum number of building stories from 2-stories to 3-stories.

These approvals are based on the findings below (Findings A-U) and subject to the conditions of approval (Conditions 1-76) attached to this report.

GENERAL FINDINGS

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

CEQA FINDINGS

- C. A MITIGATED NEGATIVE DECLARATION HAS BEEN PREPARED FOR THE PROJECT IN ACCORDANCE WITH CEQA.
- D. THE PLANNING COMMISSION HAS CONSIDERED THE PROPOSED MITIGATED NEGATIVE DECLARATION AND MITIGATION MONITORING AND REPORTING PROGRAM BEFORE MAKING A DECISION REGARDING THE PROJECT.
- E. ON THE BASIS OF THE WHOLE RECORD BEFORE THE PLANNING COMMISSION, THERE IS NO SUBSTANTIAL EVIDENCE THAT THE PROJECT, AS CONDITIONED, WILL HAVE A SIGNIFICANT EFFECT ON THE ENVIRONMENT.
- F. THE MITIGATED NEGATIVE DECLARATION REFLECTS THE INDEPENDENT JUDGMENT AND ANALYSIS OF THE CITY OF FOLSOM.
- G. THE MITIGATED NEGATIVE DECLARATION HAS DETERMINED THAT THE PROPOSED PROJECT, AS CONDITIONED AND CONSISTENT WITH THE REQUIRED MITIGATION MONITORING AND REPORTING PROGRAM, WOULD NOT HAVE A SIGNIFICANT EFFECT ON THE ENVIRONMENT WITH THE REQUIRED MITIGATION MEASURES.
- H. THE LOCATION AND CUSTODIAN OF THE DOCUMENTS WHICH CONSTITUTE THE RECORD OF PROCEEDINGS UPON WHICH THE DECISION IS BASED ARE: CITY OF FOLSOM COMMUNITY DEVELOPMENT DEPARTMENT, 50 NATOMA STREET, FOLSOM, CA 95630.

CONDITIONAL USE PERMIT FINDING

- I. AS CONDITIONED, THE ESTABLISHMENT, MAINTENANCE OR OPERATION OF THE USE APPLIED FOR WILL NOT, UNDER THE CIRCUMSTANCES OF THIS PARTICULAR CASE, BE DETRIMENTAL TO THE HEALTH, SAFETY, PEACE, MORALS, COMFORT, AND GENERAL WELFARE OF PERSONS RESIDING OR WORKING IN THE NEIGHBORHOOD, OR BE DETRIMENTAL OR INJURIOUS TO PROPERTY AND IMPROVEMENTS IN THE NEIGHBORHOOD OR TO THE GENERAL WELFARE OF THE CITY, AS THE PROPOSED USE IS COMPLIMENTARY TO EXISTING USES IN THE PROJECT VICINITY AND, AS CONDITIONED, THE PROPOSED PROJECT WILL NOT HAVE NEGATIVE IMPACTS TO NEARBY USES THAT HAVE NOT BEEN MITIGATED.