



## Folsom City Council Staff Report

<b>MEETING DATE:</b>	1/11/2022
<b>AGENDA SECTION:</b>	Public Hearing
<b>SUBJECT:</b>	<p>Toll Brothers at Folsom Ranch Phase 2 Subdivision – Northwest corner of White Rock Road and East Bidwell Street in the Folsom Plan Area (PN 20-267)</p> <p>i. Resolution No. 10780 - A Resolution to Approve a Small-Lot Vesting Tentative Subdivision Map and Minor Administrative Modification for the Toll Brothers at Folsom Ranch Phase 2 Subdivision Project</p>
<b>FROM:</b>	Community Development Department

### **RECOMMENDATION / CITY COUNCIL ACTION**

Move to Adopt Resolution No. 10780 - A Resolution to Approve a Small-Lot Vesting Tentative Subdivision Map and Minor Administrative Modification for the Toll Brothers at Folsom Ranch Phase 2 Subdivision Project

### **BACKGROUND / ISSUE**

On March 10, 2020, the City Council approved a General Plan Amendment, Specific Plan Amendment, Small-Lot Vesting Tentative Subdivision Map, Development Agreement Amendments, Planned Development Permit, and Inclusionary Housing Plan for development of a 1,225-unit active adult and traditional single-family residential subdivision (Toll Brothers at Folsom Ranch Subdivision) on a 314-acre site located at the northwest corner of the intersection of East Bidwell Street and White Rock Road within the Folsom Plan Area. The 1,225 approved residential units associated with the Toll Brothers at Folsom Ranch Subdivision included 590 residential units (tentative map approved) within Phase 1 of the active adult community, 421 residential units (no map approved) within Phase 2 of the active adult community, and 214 single-family residential units (tentative map approved) within a traditional subdivision.

All of the entitlements referenced above apply to the entire Toll Brothers at Folsom Ranch Subdivision project (Phase 1 and Phase 2 of active adult community and the traditional subdivision). However, it is important to point out that the Phase 2 portion of the active adult community was not mapped previously, which is why the applicant has submitted the subject Small-Lot Vesting Tentative Subdivision Map application. As described previously, Phase 2 of the Toll Brothers at Folsom Ranch active adult community was approved for development with 421 unmapped residential units. However, based on a number of site constraints (topography, property shape, etc.) associated with the subject property, the applicant is only proposing development of 329 residential units within Phase 2, 92 units less than was originally anticipated.

One of the entitlements approved with the Toll Brothers at Folsom Ranch Subdivision project was a Planned Development Permit. The Planned Development Permit established specific development standards and architectural designs for the active adult portion of the Toll Brothers at Folsom Ranch Subdivision. Approved modifications to the development standards, which were tailored to meet the specific needs of the active adult community, included increasing the maximum allowable lot coverage, reducing the minimum required garage setbacks, and reducing the minimum required rear yard setbacks. In relation to architecture and design, five different product lines with three single-story master plans were approved for the Toll Brothers at Folsom Ranch Subdivision. The approved master plans feature four distinct architectural themes that were chosen from the traditional heritage of California home styles including Italian Villa, Spanish Colonial, Modern Craftsman, and Modern Farmhouse.

On October 7, 2020, the Planning Commission approved a Design Review application for development of an 18,600-square-foot single-story clubhouse building with associated recreational amenities on a 5-acre site located within the Phase 1 portion of the Toll Brothers at Folsom Ranch Subdivision. In terms of recreational amenities, the approved clubhouse facility included an indoor swimming pool, an outdoor swimming pool, a spa, a fitness center, a social hall, multipurpose rooms, pickle ball courts, bocce ball courts, a putting green, and lounge areas.

The applicant, Toll Brothers Inc., is requesting approval of a Small-Lot Vesting Tentative Subdivision Map and Minor Administrative Modification for development of a 329-unit single-family residential subdivision on a 64.7-acre site located at the northwest corner of the intersection of East Bidwell Street and White Rock Road within the Folsom Plan Area.

The proposed Small-Lot Vesting Tentative Subdivision Map will result in the creation of a total of 348 lots including 329 residential lots, 14 landscape lots, 3 open space lots, 1 dog park lot, and 1 private recreation lot. The proposed subdivision includes an attached townhome product with lots that are 43' x 80' (3,440 SF) in size, and a detached single-family product with lots that are 50' x 90' (4,500 SF), 55' x 95' (5,225 SF), and 65' x 95' (6,175 SF) in size respectively. A land use summary and the proposed Small-Lot Vesting Tentative Subdivision Map is shown on the following pages.

TABLE 1: LAND USE SUMMARY

Land Use Summary								
	GP Designation	SP Designation	Ownership/Maintenance	Land Use	Dwelling Units	Acres Gross	Acres Net	Net Density
65'x95' (Active Adult)	SFHD	SP-SFHD-PD	Homeowner	Single-Family High Density Residential	71	55.7	51.7	5.0
55'x95' (Active Adult)					100			
50'x95' (Active Adult)					86			
43'x80' (Active Adult)	MLD	SP-MLD-PD	Homeowner	Multi-Family Low Density Residential Townhomes	72	8.2	8.2	8.8
Lot A	SFHD	SP-SFHD-PD	HOA	Private Recreation		0.0	1.2	
Lot B	SFHD	SP-SFHD-PD	HOA	Dog Park		0.0	0.5	
Landscape	SFHD	SP-SFHD-PD	HOA	Landscape		0.0	2.3	
OS/Landscape	OS	SP-OS	HOA	Open Space / Landscape (Measure W)		0.3	0.3	
Open Space (Lot S)	SFHD	SP-SFHD-PD	City	Open Space		0.01	0.01	
Mangini Parkway ROW			City	Major Roadways		0.5	0.5	
<b>Total</b>					<b>329</b>	<b>64.7</b>	<b>64.7</b>	

FIGURE 1: SMALL-LOT VESTING TENTATIVE SUBDIVISION MAP



Primary vehicle access to the project site is provided by Regency Parkway, which will connect to East Bidwell Street to the east and Mangini Parkway to the north. Internal vehicle circulation is proposed to be provided by a series of residential streets, all of which directly or indirectly tie into Regency Parkway. Bicycle and pedestrian circulation are provided by a combination of detached sidewalks, attached sidewalks, Class I bicycle trails, Class II bicycle lanes, and connections to nearby future Class I bicycle trails. Parking will be accommodated by two-car off-street garages associated with each of the residential units and on-street parking. Additional site improvements include underground utilities, site lighting, site landscaping, retaining walls, sound walls, fencing, and project identification signs. Off-site improvements include construction of two off-site hydromodification basins (Basins No. 5 and No. 16) located to the west and north of the project site respectively. The Master Plan Exhibit for the Toll Brothers at Folsom Ranch Subdivision and the proposed street sections are shown on the

following pages.

FIGURE 2: TOLL BROTHERS AT FOLSOM RANCH MASTER PLAN EXHIBIT



FIGURE 3: REGENCY PARKWAY STREET SECTION

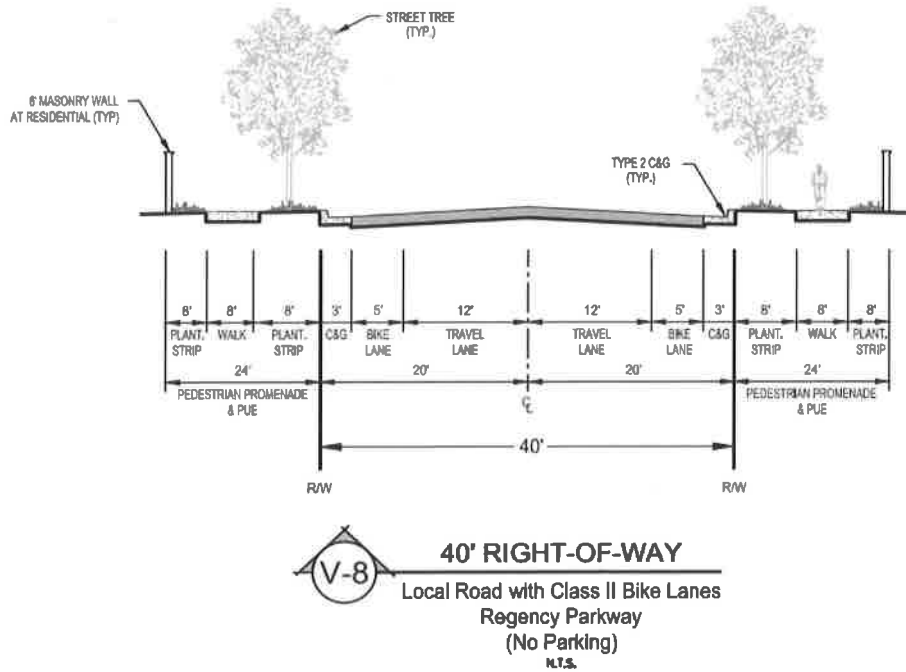
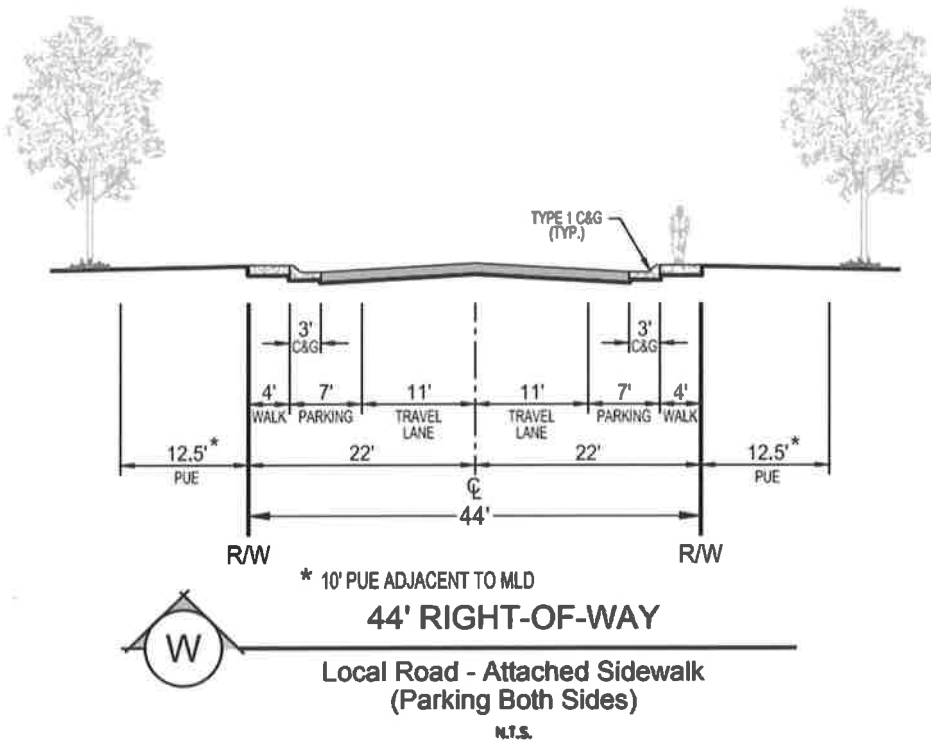
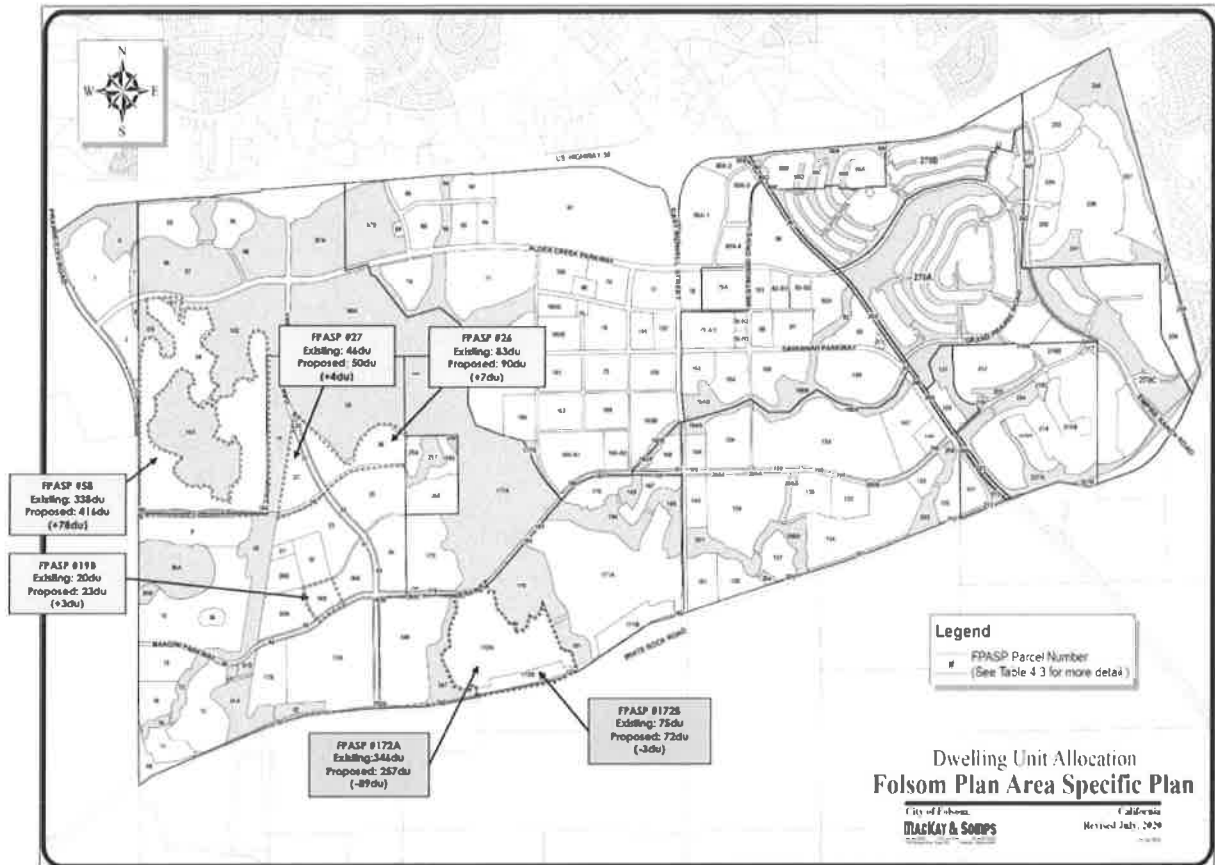


FIGURE 4: LOCAL ROADWAY STREET SECTION



A Minor Administrative Modification is also proposed to transfer 92 allocated dwelling units from the project site to other locations within the Folsom Plan Area Specific Plan. The Minor Administrative Amendment Exhibit is shown in Figure 5 below.

FIGURE 5: MINOR ADMINISTRATIVE AMENDMENT EXHIBIT



The applicant's request for approval of a Small-Lot Vesting Tentative Subdivision Map and Minor Administrative Modification was considered by the Planning Commission at its December 1, 2021 meeting. At this meeting, the Planning Commission discussed a number of issues associated with the proposed project including drought tolerant landscaping, private park amenities and usage, tree preservation, and the transfer of allocated dwelling units. With respect to drought tolerant landscaping, the Commission engaged in a lengthy discussion as to whether turf should be permitted in the front yards of the homes within the subdivision due to current drought conditions and also because of the increased amount of water and maintenance that lawns require as compared to other drought tolerant landscape materials. In response to this concern, the applicant stated that they are already required to comply with all local and state water regulations in relation to water consumption and the installation of front yard landscaping within the subdivision. In addition, the applicant commented that it was important to them to retain the option to plant turf in the front yards of the homes to accommodate future

homeowner requests and market demand. The Commission concluded that restricting the use of turf in the front yards of homes is an important topic, however, the Commission stated that issue has broader public policy implications and should be addressed globally by decision makers rather than on a project-by-project basis.

In relation to private park amenities, the Commission had questions regarding the maintenance responsibilities and operational characteristics of the two proposed private park amenities (0.5-acre dog park and 1.2-acre grass amphitheater) within the subdivision. In response to these questions, the applicant indicated that the homeowners association would be responsible for maintenance of the two private park amenities. In addition, the applicant responded that homeowners association would be in charge of determining the operation characteristics of the two private parks including the ability to rent out all or a portion of the amenities for private functions.

With regard to tree preservation, the Commission expressed gratitude to the applicant for their concerted effort to preserve oak trees within the subdivision. In particular, the Commission was pleased that the applicant is preserving a 35-inch diameter oak tree located at one of the project's main entrances at the intersection of Mangini Parkway and Regency Parkway. The Commission was also supportive of the applicant's decision to pursue planting of oak trees within the subdivision as a means to satisfying their oak tree mitigation requirements associated with removal of oak trees within the subdivision.

Lastly, the Commission had questions regarding transfer of allocated dwelling units from the project site to other locations within the Folsom Plan Area. Specifically, the Commission wanted to verify that the dwelling units were being transferred to other residential-designated properties within the Folsom Plan Area that had the capacity to accommodate the dwelling units. City staff confirmed that the transfer of the 92 allocated dwelling units from the project site to other locations within the Folsom Plan Area was consistent with all of the Minor Administrative Modification requirements established by the Folsom Plan Area Specific Plan including the requirement that the allocated units be transferred to parcels designated for residential land use and that there be no net increase in overall residential units. The Planning Commission expressed their support for the project and adopted a motion (6-1-0-0) to recommend approval of the proposed project to the City Council, subject to the findings included with this report.

### **POLICY / RULE**

The Folsom Municipal Code (FMC) requires that applications for Tentative Subdivision Maps be forwarded to the City Council for final action. City Council actions regarding Tentative Subdivision Maps are covered under Section 16.16.080 of the Folsom Municipal Code.



## ANALYSIS

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

- A. General Plan and Zoning Consistency
- B. Small-Lot Vesting Tentative Subdivision Map
- C. Traffic/Access/Circulation
- D. Parking
- E. Noise Impacts
- F. Walls/Fencing
- G. Measure W and Open Space
- H. Private Park Amenities
- I. Oak Tree Preservation and Removal
- J. Inclusionary Housing Plan
- K. Minor Administrative Modification

This section also includes a discussion of the project's performance with relation to relevant policies in the Folsom General Plan and the Folsom Plan Area Specific Plan:

- L. Conformance with Relevant Folsom General Plan Folsom Plan Area Specific Plan Objectives and Policies

### **A. General Plan and Zoning Consistency**

The 64.7-acre project site has General Plan land use designations of SFHD (Single-Family High Density), MLD (Multi-Family Low Density), and OS (Open Space) and Specific Plan designations of SP-SFHD-PD (Specific Plan-Single-Family High Density-Planned Development Permit District), SP-MLD-PD (Specific Plan-Multi-Family Low Density-Planned Development District), and SP-OS (Specific Plan-Open Space). The project is consistent with both the General Plan and the Specific Plan land use designations, as single-family attached and single-family detached residential units are identified as permitted land uses within the Folsom Plan Area Specific Plan (FPASP, Table A.1). The proposed project, which will be developed with 5.0 (SFHD) and 8.8 (MLD) dwelling units per acre respectively, is also consistent with the allowable density ranges (4 to 7 and 7 to 12 dwelling units per acre) established by the General Plan (Table LU-1: Residential Designations) and the FPASP. In addition, the proposed project is consistent with the development standards established for the Toll Brothers at Folsom Ranch Subdivision.

**B. Small-Lot Vesting Tentative Subdivision Map**

As described in the project description, the proposed project includes a request for approval of a Small-Lot Vesting Tentative Subdivision Map to create of a total of 348 lots including 329 residential lots, 14 landscape lots, 3 open space lots, 1 dog park lot, and 1 private recreation lot. The proposed residential lots would be of varying dimensions and sizes as described in the table below:

TABLE 2: TOLL BROTHERS PHASE 2 SUBDIVISION LOT DISTRIBUTION TABLE

Toll Brothers at Folsom Ranch Phase 2 Subdivision Lot Distribution					
Product Type	GP Designation	SP Designation	Dwelling Units	Lot Dimensions	Lot Sizes
Single-Family	SFHD	SP-SFHD-PD	89	50' by 95'	4,500 SF
Single-Family	SFHD	SP-SFHD-PD	98	55' by 95'	5,225 SF
Single-Family	SFHD	SP-SFHD-PD	70	65' by 95'	6,175 SF
Townhome	MLD	SP-MLD-PD	72	42' by 80'	3,440 SF

All roadways (streets and courts) within the Toll Brothers at Folsom Ranch Phase 2 Subdivision project are proposed to be private streets and are consistent with the street standards established by the Folsom Plan Area Specific Plan. Staff recommends that public utility easements be provided for all public utilities located within the private streets to the satisfaction of the Community Development Department. Condition No. 6 is included to reflect this requirement.

Staff has determined that the proposed Small-Lot Vesting Tentative Subdivision Map complies with all City requirements, as well as with the requirements of the State Subdivision Map Act.

**C. Traffic/Access/Circulation**

The Folsom Plan Area Specific Plan established a series of plans and policies for the circulation system within the entire Plan Area. The FPASP circulation system was designed with a sustainable community focus on the movement of people and provides a number of mobility alternatives such as walking, cycling, carpooling, and viable forms of public transportation in addition to vehicular circulation. The circulation plan evaluated regional travel, both in terms of connectivity and capacity as well as local internal connections and access.

The 2011 Folsom Plan Area Specific Plan Environmental Impact Report/Environmental Impact Statement included not only a detailed analysis of traffic-related impacts within the Plan Area, but also an evaluation of traffic-related impacts on the surrounding communities. In total, there are fifty-five (55) traffic-related mitigation measures associated with development of the FPASP which are included as conditions of approval for the Toll Brothers at Folsom Ranch project. Many of these mitigation measures are expected to reduce traffic impacts to East Bidwell Street. Included among the mitigation measures are requirements to; fund and construct roadway improvements within the Plan Area, pay fair-share contribution

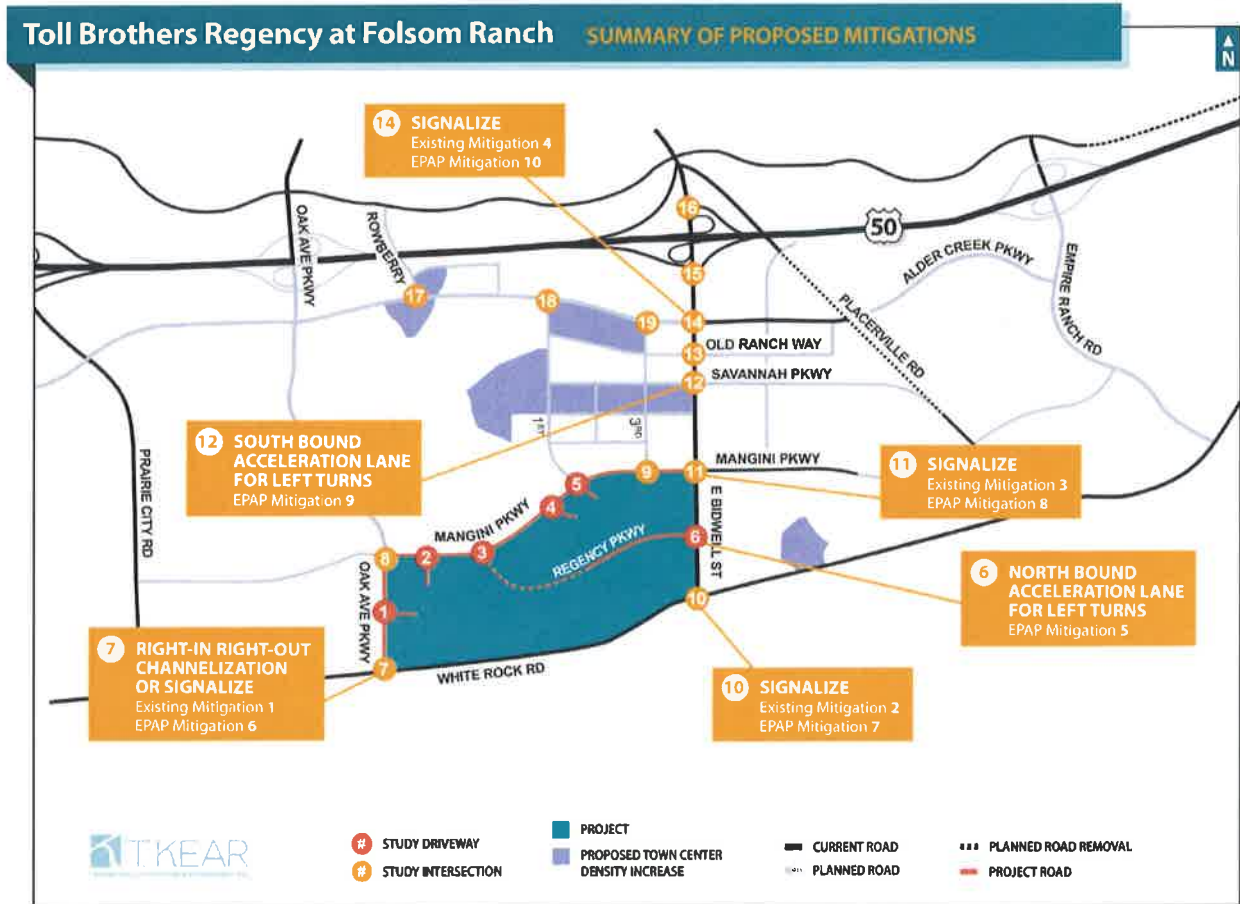
for construction of improvements north of U.S. Highway 50, participate in the City's Transportation System Management Fee Program, and Participate in the U.S. Highway 50 Corridor Transportation Management Association. The Toll Brothers at Folsom Ranch Phase 2 Subdivision project is subject to all traffic-related mitigation measures required by the 2011 FPASP EIR/EIS.

On November 11, 2019, T.KEAR Transportation Planning & Management completed a Transportation Impact Study for the previously approved Toll Brothers at Folsom Ranch Subdivision project to determine whether additional impacts would occur that were not previously identified and addressed by the 2011 FPASP EIR/EIS and the 2015 Westland-Eagle Specific Plan Addendum to the FPASP EIR/EIS. This Study analyzed traffic operations at 19 intersections, three arterial roadway segments, and the U.S. Highway 50 Freeway under four scenarios: Existing Conditions, Existing Plus Project Conditions, Existing Plus Planned and Approved Projects Conditions (EPPAP), Existing Plus Planned and Approved Projects Plus Project Conditions (EPPAP Plus Project). In addition, a cumulative analysis was prepared to evaluate the ultimate lane and geometry requirements at street intersections internal and adjacent to the project site.

The Study determined that the Toll Brothers at Folsom Ranch project (including all 1,225 +/- dwelling units in Regency Phase 1, Regency Phase 2, and Future Traditional Subdivision) would generate approximately 6,716 daily vehicle trips including 439 vehicle trips during the weekday AM peak hour and 557 vehicle trips during the weekday PM peak hour. The Study also determined that, with planned street and intersection improvements, the project would not create any new significant impacts under Existing Plus Project Conditions or EPPAP Plus Project Conditions when compared to the FPASP EIR/EIS and the Westland-Eagle Specific Plan Amendment Addendum. In addition, all arterial and freeway study segments were found to operate at acceptable levels of service both with and without the project under all study scenarios.

The Study also concluded that with the proposed improvements, the project does not create any new significant deficiencies under Existing Plus Project Conditions or EPPAP Plus Project Conditions. Table 5 and Figure 10 summarize required on-site and off-site street intersection improvements and associated timing of those improvements. No new mitigation measures are needed, although the 2019 Study includes recommendations that phase the ultimate improvements originally identified in the traffic analysis for the FPASP. The Figure on the following page includes the locations and a summary of the required roadway improvements associated with the approved Toll Brothers at Folsom Ranch Subdivision project.

FIGURE 6: LOCATIONS AND SUMMARY OF REQUIRED ROADWAY IMPROVEMENTS



As mentioned in the project description section of this staff report, primary vehicle access to the Toll Brothers at Folsom Ranch Phase 2 Subdivision site will be provided by Regency Parkway, which will connect to East Bidwell Street to the east and Mangini Parkway to the north. Internal vehicle circulation is proposed to be provided by a series of residential streets, all of which directly or indirectly tie into Regency Parkway. Bicycle and pedestrian circulation are provided by a combination of detached sidewalks, attached sidewalks, Class I bicycle trails, Class II bicycle lanes, and connections to nearby future Class I bicycle trails.

A majority of the required roadway improvements associated with the overall Toll Brothers at Folsom Ranch Subdivision will be constructed with development of the first phase (Phase 1) of the Toll Brothers at Folsom Ranch Subdivision. However, there are still a number of required roadway improvements that will need to be constructed with the proposed project (Phase 2) including the following:

Regency Parkway (Segment 2)

- Construct Regency Parkway as a two-lane roadway from Street F to the planned bridge over creek at the western edge of the Regency Phase 1 Small-Lot Vesting Tentative Subdivision Map.

Regency Parkway (Segment 3)

- Construct Regency Parkway as a two-lane roadway from the eastern edge of the planned bridge over the creek bisecting the project site to Mangini Parkway.

Mangini Parkway/Regency Parkway (Driveway 3)

- Construct driveway as shown in (Figure 47 of the November 20, 2019 Transportation Impact Study):

East Bidwell Street/Regency Parkway (Driveway 6)

- Modify driveway as shown in (Figure 51 of the November 20, 2019, Transportation Impact Study), unless intersection has been signalized:

Regency Phase 2 Internal Stop Control

- Stop Control shall be installed at any internal Regency Phase 2 intersections with four (or more) legs as directed by the City Engineer. Roundabouts may replace stop control at internal intersections with authorization from the City Engineer.

East Bidwell Street/Mangini Parkway

- Expand the intersection and update signal configuration as follows (Figure 57 of the November 20, 2019 Transportation Impact Study):

East Bidwell St/Alder Creek Parkway

- Reconstruct and modify signal at the East Bidwell Street/Alder Creek Parkway intersection as shown in Figure 59 of the November 20, 2019, Transportation Impact Study:

East Bidwell Street/Savannah Parkway

- Reconstruct the East Bidwell Street/Savannah Pkwy intersection with the following geometry (Figure 61 of the November 20, 2019, Transportation Impact Study):

The aforementioned roadway improvements are included as conditions of approval for development of the proposed project (Condition Nos. 19-26).

**D. Parking**

The Folsom Plan Area Specific Plan requires that single-family residential units located within a Single-Family High Density (SFHD) designated area provide two covered parking spaces per unit. The FPASP does not require a specific amount of on-street guest parking spaces for single-family residential units within an SFHD designated area. The Folsom Plan Area Specific Plan also requires that single-family residential units (townhome product) located

within a Multi-Family Low Density (MLD) designated area provide two covered parking spaces per unit. The FPASP also requires that single-family residential units located within an MLD designated area provide a minimum of 0.8 guest parking spaces per unit.

Each of the single-family residential units within the SFHD designated areas and each of the single-family units (townhome product) within the MLD designated areas will include an attached two-car garage, thus meeting the covered parking requirement of the FPASP. In addition, the project (includes combination of single-family units and townhome units) provides a minimum of 0.8 on-street guest parking spaces, thus meeting the on-street guest parking requirement established by the FPASP.

#### **E. Noise Impacts**

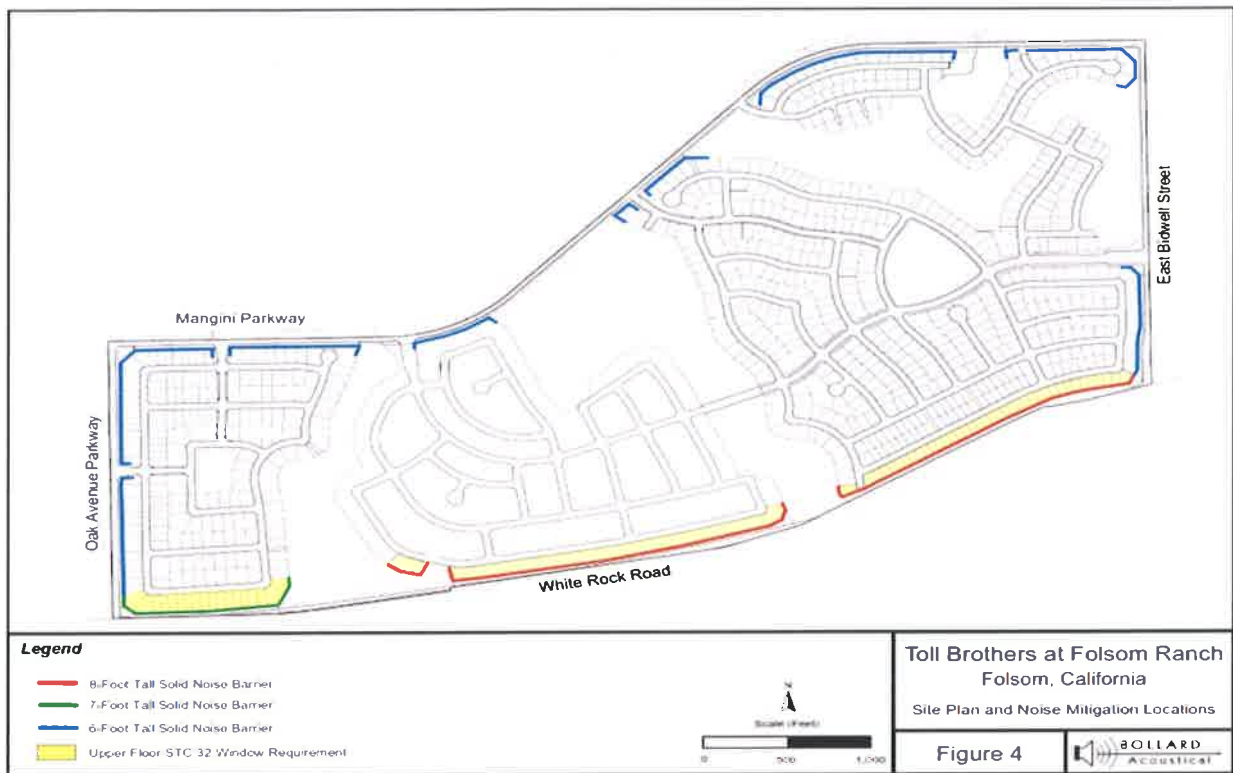
A supplemental Environmental Noise Assessment was previously prepared by Bollard Acoustical in order to verify that there would be no new noise-related impacts associated with the Toll Brothers at Folsom Ranch Subdivision project that were not contemplated and addressed by the 2011 FPASP EIR/EIS and the 2015 Westland-Eagle Specific Plan Amendment Addendum.

The purpose of the supplemental Noise Assessment was to quantify future noise levels at the Toll Brothers at Folsom Ranch project site which would be generated by traffic on nearby existing and proposed roadways and by construction occurring within the Toll Brothers site, and to compare those noise levels against the noise standards established by the Noise Element in the City's General Plan.

In addition, the Assessment evaluated compliance of the proposed project with the FPASP EIR/EIS noise mitigation measures. The Assessment determined that portions of the proposed Toll Brothers project located adjacent to major roadways will be exposed to future traffic noise levels in excess of the City of Folsom exterior (60 Dba) noise level standard. To achieve compliance with the required exterior noise level standard, staff recommends that the following measures be implemented:

- Solid noise barriers or similar natural features (earthen berms, etc.) shall be constructed adjacent to Oak Avenue Parkway, Mangini Parkway, White Rock Road, and East Bidwell Street to reduce future traffic noise levels to below the City of Folsom exterior criteria of 60 dB Ldn at the proposed residential backyards. Barrier heights are specified relative to backyard elevations, and vary from 6 feet to 8 feet in height as shown in Figure 4 of the Noise Assessment (and as shown in Figure 7 on the following page).
- Mechanical ventilation (air conditioning) shall be provided for all residences within the Toll Brothers project to allow the occupants to close doors and windows as desired to achieve compliance with the applicable interior noise level criteria.

FIGURE 7: NOISE MITIGATION LOCATION MAP



The Assessment also determined that the proposed project complies and is consistent with the noise requirements established by the FPASP EIR/EIS and that there would not be an increase in the severity of noise-related impacts compared to the significance determination contained in the FPASP EIR/EIS. In addition to the noise measures recommended above, the proposed project is subject to the noise mitigation measures identified within the 2011 FPASP EIR/EIS and the 2015 Westland-Eagle Specific Plan Amendment Addendum.

**F. Walls/Fencing**

The applicant is proposing to secure and screen the project site with a combination of walls and fences as shown in Figure 8 on the following page. A split-face block wall is proposed around the perimeter of the project, generally six feet in height but increasing up to 8 feet in height to implement recommended noise reductions measures (see the discussion of Noise, earlier in this report).

Private yard areas for the individual residential lots are proposed to be screened by a combination of wood fencing, open-view fencing, and masonry walls. The wood fencing will be utilized for the interior side yards, street side yards, and rear yards of the residential lots. The open-view fencing will be utilized for the rear yards on residential lots located adjacent to open space areas (where noise mitigation is not required). Masonry walls will be installed at various locations throughout the project site to minimize potential noise and privacy concerns.

FIGURE 8: WALL AND FENCE EXHIBIT



**G. Measure W and Open Space**

In 2004, the City of Folsom electorate voted in favor of Measure W, which was an amendment to the City Charter regarding local control of the Folsom Plan Area south of U.S. Highway 50. Measure W included seven major components including: water supply, transportation, open space, schools, development plan, public notice, and implementation.

The Folsom Plan Area Specific Plan complied with each of the aforementioned components through the provision of at least 30% open space, adoption of a transportation infrastructure funding and phasing plan, identification and securing of a water source, submission of a funding and construction plan for school facilities to the FCUSD, adoption of a General Plan Amendment for the Plan Area, conducting a comprehensive series of public meetings and hearings, and adoption of the required documents (including CEQA) to approve the FPASP.

The approved Toll Brothers at Folsom Ranch Subdivision project increased the amount of Measure W open space from 83.9 acres to 86.1 acres, and is consistent with the FPASP, and thus is in compliance with the requirements of Measure W. The proposed Toll Brothers at Folsom Ranch Phase 2 Subdivision project will not result in any changes with respect to Measure W open space.



## **H. Private Park Amenities**

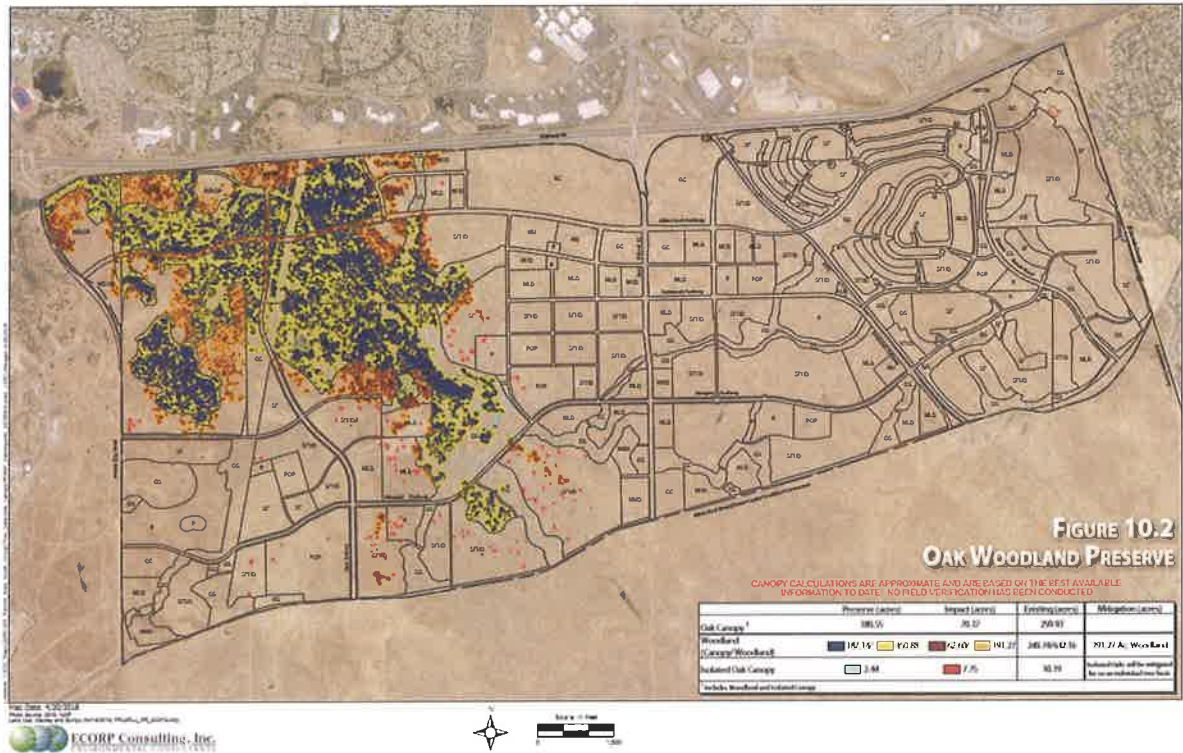
As shown on the Small-Lot Vesting Tentative Subdivision Map, the Toll Brothers at Folsom Ranch Phase 2 Subdivision includes two private park amenities. The first private park amenity is a 0.5-acre dog park which is located on the north side of Regency Parkway in the eastern portion of the project site. The second private park amenity, which is a 1.2-acre park area that will feature a large grass amphitheater, is located on the south side of Regency Parkway in the western portion of the project site. The applicant is proposing to construct the dog park prior to issuance of the 640<sup>th</sup> building permit and the amphitheater park prior to issuance of the 830<sup>th</sup> building permit for the overall Toll Brothers at Folsom Ranch Subdivision.

## **I. Oak Tree Preservation and Removal**

As required by the City of Folsom Charter, the Folsom Plan Area Specific Plan preserves thirty percent of the Plan Area in perpetual open space that will encompass valuable natural resources such as oak woodlands. The FPASP uses the California Oak Woodland Conservation Act of 2001 definition of oak woodlands as “oak stands with a greater than 10% canopy cover.” The oak woodlands, isolated oak tree canopy, and individual oak trees within the Plan Area are exclusively located in the western section (west of East Bidwell Street) and consist of 642-acres of oak woodland habitat with a canopy cover of 249-acres (approximately 39% canopy cover). Additionally, the Plan Area contains 10-acres of isolated oak tree canopy that is not classified as oak woodlands because it has less than 10% canopy cover. Figure 9 on the following page illustrates the location of the blue oak woodlands and individual oak trees within the Folsom Plan Area and also within the boundaries of the project site.

FIGURE 9: FPASP OAK WOODLAND PRESERVE EXHIBIT

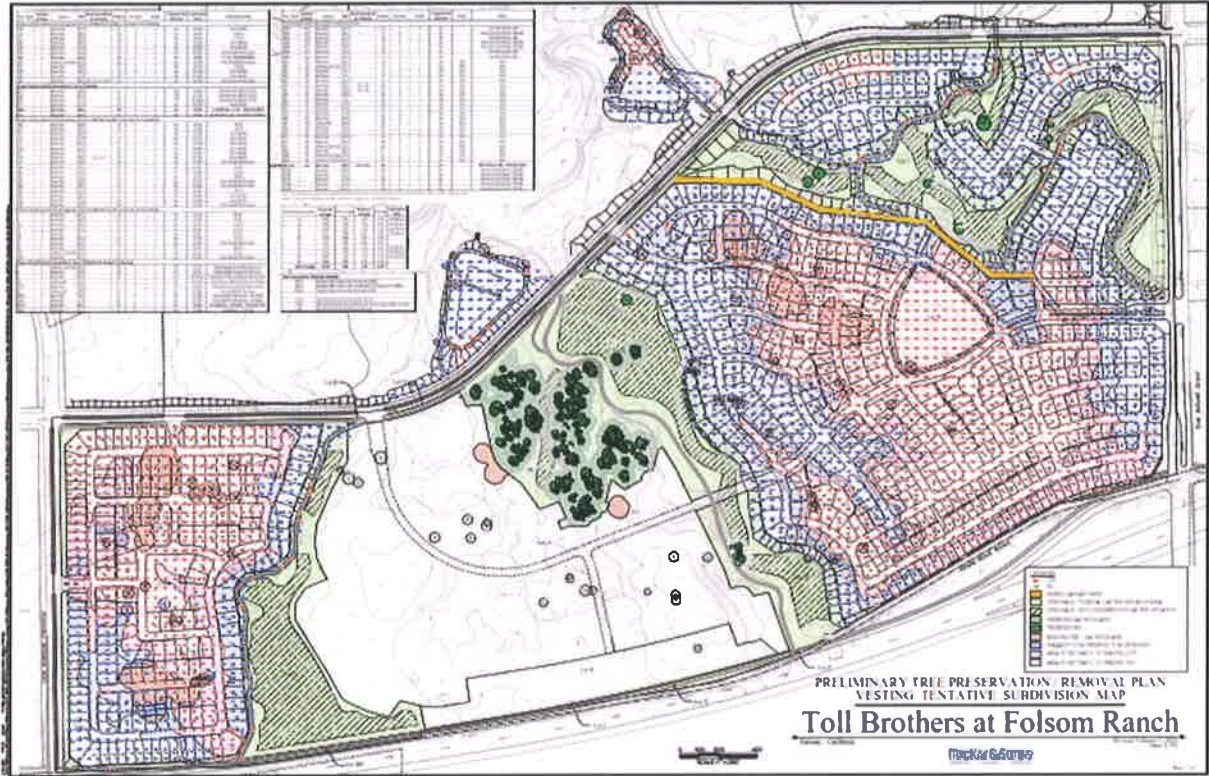
Resource Management & Sustainability Division



The FPASP includes a number of oak woodlands and isolated oak tree mitigation objectives and policies to ensure the preservation of large expanses of oak woodlands within the Folsom Plan Area. However, the FPASP also recognizes that required infrastructure to accommodate development will result in unavoidable impacts to oak woodlands and isolated oak trees. In particular, the FPASP identified approximately 121-acres of unavoidable oak woodland impacts for construction of Plan Area backbone infrastructure. In addition, approximately 114-acres of potential oak woodland impacts were identified by the FPASP in conjunction with construction on residential and non-residential parcels in the Plan Area. Lastly, the FPASP identified approximately 8.41-acres of isolated oak tree canopy that may be impacted by construction of backbone infrastructure as well as development on residential and non-residential parcels in the Plan Area.

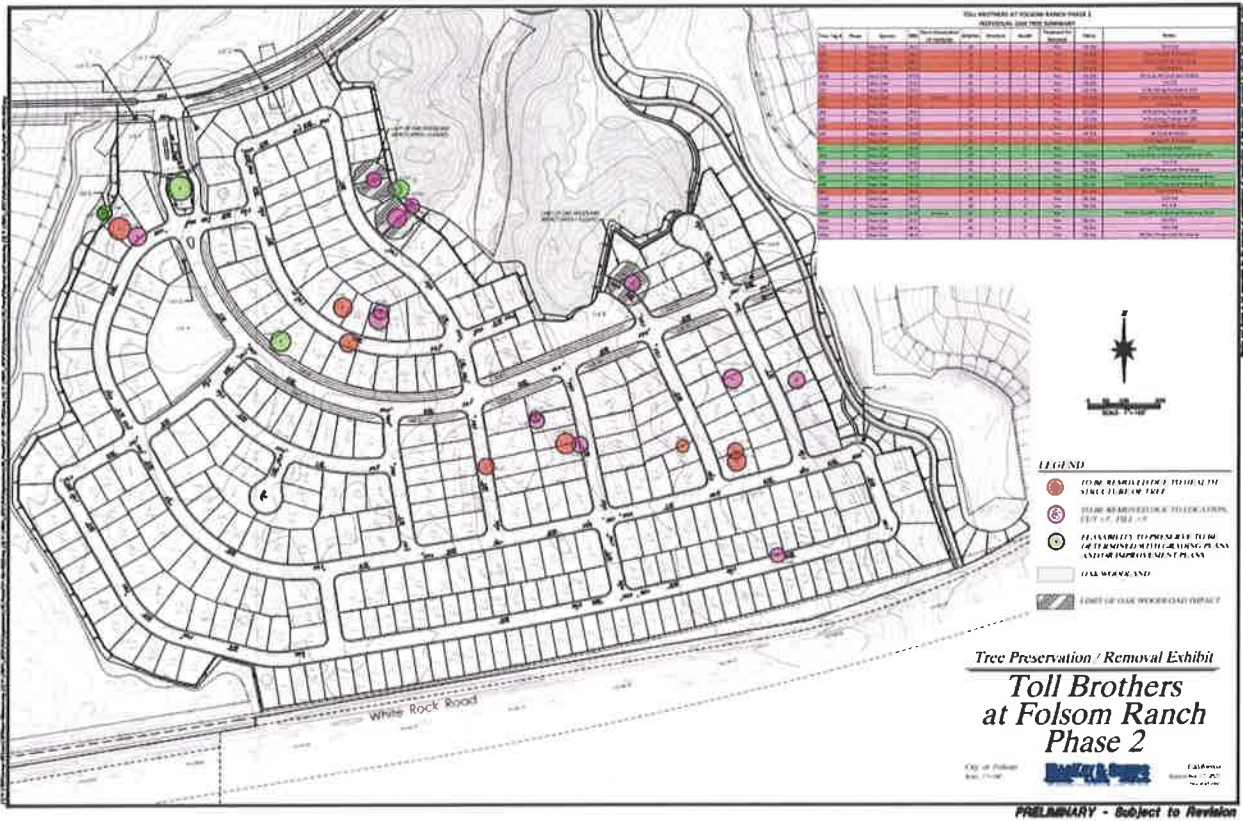
As mentioned previously, the overall Toll Brothers at Folsom Ranch Subdivision includes oak woodland, isolated oak tree canopy, and individual oak trees that are scattered throughout the grassland community. As part of approval of the Toll Brothers at Folsom Ranch Subdivision project, the open space (included oak woodland) boundary in the central portion of the project site was adjusted resulting in an overall increase of open space from 83.9 acres to 86.1 acres. Figure 10 on the following page shows the approved Tree Preservation/Removal Plan for the Toll Brothers at Folsom Ranch Subdivision.

FIGURE 10: TREE PRESERVATION/REMOVAL PLAN



The Toll Brothers at Folsom Ranch Phase 2 Subdivision project site features a total of 27 oak trees including 14 oak trees which are proposed to be removed due to excessive cut and fill conditions (+/- 5 feet), 8 oak trees which are proposed to be removed due to poor health and structure, and 5 trees which are proposed to be preserved. The proposed Tree Preservation/Tree Removal Plan is shown in Figure 11 on the following page.

FIGURE 11: TREE PRESERVATION/REMOVAL PLAN



As described earlier within this report, the topography of the project site is quite varied with slopes varying between 0 percent and 15 percent and elevations ranging from 326 feet to 399 feet above sea level. As a result, a significant amount of grading is required within the development areas with cuts of up to 51 feet and fills up to 34 feet, making it challenging to preserve oak trees throughout many portions of the project site. That being said, City staff worked closely with the applicant in an effort to preserve as many oak trees as possible on the project site. A direct result of this coordination is the preservation of 5 oak trees including a prominent 35-inch diameter oak tree (Tree No. 62) which will be located in a landscape median at the project entrance off of Mangini Parkway. A photograph of this 35-inch diameter oak tree is shown on the following page:

FIGURE 12: PHOTOGRAPH OF OAK TREE AT PROJECT ENTRANCE



As required by the FPASP EIR/EIS (Mitigation Measure 3A.3-5), the applicant is required to submit an Oak Tree Mitigation Plan consistent with the approved Oak Tree Mitigation and Monitoring Plan for the FPASP to mitigate for impacts to the individual oak trees and isolated oak tree canopy areas located on the project site. To mitigate for the impact to the individual or isolated oak trees, staff recommends that the following measure be implemented (Condition No. 49):

- A Tree Permit Application containing an application form, justification statement, site map, preservation program, and arborist's report shall be submitted to the City of Folsom by the owner/applicant for issuance of a Tree Permit prior to commencement of any grading or site improvement activities.
- A Mitigation Plan shall be prepared by the owner/applicant to mitigate for the removal of the protected Isolated Oak Trees within the development site. The Mitigation Plan for the Isolated Oak Trees shall consist of replacement trees and/or payment of "In-Lieu" fees on a diameter inch bases consistent with 10-14, 10-15 of the FPASP. Replacement trees may be located within the boundaries of the development parcel, a natural parkway, landscape corridor or passive or preserve open space zone, preferably within the Folsom Plan Area.

The Mitigation Plan for the Isolated Oak Trees shall be subject to review and approval by the City.

- The Conservation Areas shall be fenced prior to construction. In addition, oak trees to be preserved within the Passive Recreation Open Spaces shall be fenced with high visibility fencing prior to starting construction. The fencing shall be installed outside the tree preservation zone of oak trees, and shall surround the entirety of the tree preservation zone area. 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 an ISA certified project arborist for implementation of the project. The project arborist shall be responsible for overseeing onsite tree removal and tree preservation. Oak trees located adjacent to construction areas that may be indirectly impacted due to work within or near the Tree Protection Zone shall be identified and tagged by the project arborist during construction activities. The indirectly impacted trees shall be monitored by the project arborist for five years in accordance with the Conceptual Oak Plan and FPASP EIR/EIS Mitigation Measure 3A.3-5. Trees that appear to be dead or dying within five years of project implementation will be replaced as per the requirements of this Plan.

#### **J. Inclusionary Housing Plan**

As permitted by the City's Inclusionary Housing Ordinance, the applicant is proposing to meet their inclusionary housing requirement by providing an in-lieu fee payment (Attachment 14). The in-lieu fee payment is calculated by multiplying one percent of the lowest priced for-sale residential unit within the proposed subdivision by the total number of for-sale residential units within the proposed subdivision. The in-lieu fee is payable at the time of the building permit on a per-unit basis.

Staff recommends that the Final Inclusionary Housing Plan be approved by the City Council and that subsequently the Inclusionary Housing Agreement be approved by the City Attorney and executed prior to recordation of the Small-Lot Final Subdivision Map. Condition No. 55 is included to reflect these requirements.

#### **K. Minor Administrative Modification**

The proposed project includes a request for approval of a Minor Administrative Modification (Attachment 13) for the transfer of development rights to move 92 allocated dwelling units from the project site (Parcels 172A and 172B) to four other parcels (Parcels 19B, 26, 27, and 58) located within the Folsom Plan Area Specific Plan.

The FPASP permits flexibility in making minor adjustments to land use locations and parcel boundaries and also with regard to transferring residential unit allocations to reflect changing

market demand. With respect to transferring residential unit allocations, the FPASP states that “the City shall approve residential dwelling unit allocation transfers or density adjustments between any Plan Area resident land parcel or parcels, provided the following conditions are met”:

- The transferor and transferee parcel or parcels are located in the Plan Area and are designated for residential use.
- The transferor and transferee parcel or parcels conform to all applicable development standards contained in Appendix A – Development Standards.
- The transfer of units does not result in increased impacts beyond those identified in the FPASP EIR/EIS.
- The transfer of units does not adversely impact planned infrastructure, roadways, schools, or other public facilities; affordable housing agreements; or fee programs and assessment districts; unless such impacts are reduced to an acceptable level through project-specific mitigation measures.

Based on staff’s review, the proposed reallocation of 92 residential units from the project site to other parcels within the Folsom Plan Area, meets all of the required criteria mentioned above.

**L. Conformance with Relevant General Plan and Folsom Plan Area Specific Plan Objectives and Policies**

The following is a summary analysis of the project’s consistency with the City’s General Plan and with key policies of the Folsom Plan Area Specific Plan.

**GP and SP OBJECTIVE H-1 (Housing)**

To provide an adequate supply of suitable sites for the development of a range of housing types to meet the housing needs of all segments of the population.

**GP and SP POLICY H-1.1**

The City shall ensure that sufficient land is designated and zoned in a range of residential densities to accommodate the City’s regional share of housing.

Analysis: The City provides residential lands at a variety of residential densities as specified in the General Plan and in the Folsom Municipal Code. The Folsom Plan Area Specific Plan includes specialized zoning (Specific Plan Designations) that are customized to the Plan Area as adopted in 2011 and as Amended over time. The FPASP provides residential lands at densities ranging from 1-4 dwelling unit per acre (SF), 4-7 dwelling units per acre (SFHD), 7-12 dwelling units per acre (MLD), 12-20 dwelling units per acre (MMD), 20-30 dwelling units per acre (MHD), and 9-30 dwelling units per acre (MU).

The Toll Brothers at Folsom Ranch Phase 2 Subdivision project, which is designated SFHD, MLD, and OS in the General Plan, is proposed to be developed at residential densities of 5.0 units per acre (SFHD) and 8.8 units per acre (MLD) respectively, which is consistent with the allowable density ranges (SFHD: 4-7 DU/Acre, MLD: 7-12 DU/Acre) established by the General Plan (Table LU-1: Residential Designations)

#### SP POLICY 4.1

Create pedestrian-oriented neighborhoods through the use of a grid system of streets where feasible, sidewalks, bike paths and trails. Residential neighborhoods shall be linked, where appropriate, to encourage pedestrian and bicycle travel.

Analysis: The Toll Brothers at Folsom Ranch Phase 2 Subdivision project is based on a roadway system that provides connectivity between the residential, open space, and private recreation land uses within the project area. Biking and walking within the project area is facilitated by a series of Class I bicycle trails, Class II bicycle lanes, street-separated sidewalks and street-attached sidewalks.

The overall Toll Brothers at Folsom Ranch Subdivision project has an extensive planned trail system that is linked to and consistent with the overall trail system within the Folsom Plan Area Specific Plan. The planned trail system was previously reviewed and approved by the Parks and Recreation Commission and by the City Council. The proposed Toll Brothers at Folsom Ranch Phase 2 Subdivision project is not making any modifications to the previously approved trail system for the subdivision.

#### SP POLICY 4.3

Residential neighborhoods that are directly adjacent to open space shall provide at least two defined points of pedestrian access into the open space area.

Analysis: The Toll Brothers at Folsom Ranch Phase 2 Subdivision project includes multiple pedestrian access points to the open space areas within the project. In addition, trail connections will be provided to Mangini Parkway, East Bidwell Street, and White Rock Road, as well as to internal roadways within the project.

#### SP POLICY 4.4

Provide a variety of housing opportunities for residents to participate in the home-ownership market.

Analysis: The Folsom Plan Area Specific Plan provides home ownership opportunities within the SF (Single-Family), SFHD (Single-Family High Density), and MLD (Multi-Family Low Density) land use designated areas. Residential development in the MLD (Multi-Family Low Density), MMD (Multi-Family Medium Density), MHD (Multi-Family High Density) and MU (Mixed-Use) land use categories may provide 'for rent' opportunities; however,



home ownership may also be accommodated in ‘for sale’ condos, townhomes, etc. at the time of development of these particular parcels.

The Toll Brothers at Folsom Ranch Phase 2 Subdivision project is consistent with this policy in that it will provide home ownership opportunities and potential rental opportunities within the SFHD and MLD-zoned parcels.

#### SP POLICY 4.6

As established by the Folsom Plan Area Specific Plan, the total number of dwelling units for the Plan Area shall not exceed 11,461. The number of units within individual land use parcels may vary, so long as the number of units falls within the allowable density range for a particular land use designation.

Analysis: There have been a number of Specific Plan Amendments approved by the City Council within the Folsom Plan Area, which has generally led to an increase in residentially zoned land and a decrease in commercially zoned land. As a result, the number of residential units within the Plan Area increased from 10,210 to 11,461. The various Specific Plan Amendment EIRs and Addenda analyzed impacts from the conversion of the commercial lands to residential lands; impacts and associated mitigations measures can be found in the individual project-specific environmental documents. The increase in population was analyzed and can be accommodated in the excess capacity of the school sites provided in the Plan Area.

The proposed project does not result in any change in total dwelling units in the FPASP. The reallocation of the 92 dwelling units associated with the proposed Minor Administrative Modification to other parcels within the Folsom Plan Area will not exceed the allowable density for any of the impacted parcels.

#### SP POLICY 4.9

Subdivisions of 200 dwelling units or more not immediately adjacent to a neighborhood or community park are encouraged to develop one or more local parks as needed to provide convenient resident access to children’s play areas, picnic areas, and unprogrammed turf areas. If provided, these local parks shall be maintained by a landscape and lighting district or homeowners association and shall not receive or provide substitute park land dedication credit for parks required by the FPASP.

Analysis: At the time that the FPASP was adopted in 2011, the City Council directed that there be fewer but larger parks in the FPASP so that it would be more efficient for the City to program and maintain these parks (as opposed to smaller parks dispersed throughout the Plan Area). To that end, the FPASP was approved with two (2) large community parks approximately 20-50 acres in size that have a general service radius of 1.0 mile (Community Park West and Community Park East). Additionally, six (6) neighborhood parks were provided which are approximately 7-10 acres in size and have a service radius of 0.5 miles.

The previously approved Toll Brothers at Folsom Ranch Subdivision project included amendments to the FPASP to shift approximately ten acres of public parkland to other parts of the Specific Plan because the Toll Brothers project is proposed as a gated, private community. A total of 7.5-acres of private park and recreation facilities will be provided within the Toll Brothers project which would be open to residents of the project but would not be available to the general public. (Approximately 86 acres of Measure W open space, traversed by public trails, would also be provided within the Toll Brothers project.). The Toll Brothers at Folsom Ranch Phase 2 Subdivision project includes a 1.5-acre private park amenity and a 0.2-acre dog park amenity, both of which are included in the 7.5-acres of private park amenities referenced above.

**SP POLICY 4.15**

Thirty percent (30%) of the Plan Area shall be preserved and maintained as natural open space, consistent with Section 7.08C of the Folsom City Charter.

**Analysis:** The Folsom Plan Area Specific Plan (FPASP) provides one of the largest natural open space areas in the Sacramento Region with over 1,067-acres of open space, which equates to approximately 30.3% of the overall Plan Area. The FPASP open space plan exemplifies the SACOG Smart Growth Principals not only in protecting and preserving natural resources in the Plan Area, but also ensuring that these resources can be used to provide outdoor recreational and educational opportunities for Plan Area residents. The FPASP open space plan preserves wetlands, Alder Creek and its tributaries, oak woodlands, and cultural features for the use and benefit of all Folsom residents. The FPASP includes two distinct open space zoning categories within the open space land use designation. The first zone, Preserve Open Space (SP-OS1), is more restrictive of the two and is intended to preserve and protect wetlands, vernal pools, ponds, and creeks. The second zone, Passive Open Space (SP-OS2), is less restrictive than the first and is intended to provide passive recreational uses including walking, hiking, and bicycling on designated paved and unpaved trails.

The overall Toll Brothers at Folsom Ranch Subdivision project was allocated 83.9 acres of Measure W open space by the FPASP; the approved project resulted in a 2.2-acre increase (83.9-acres to 86.1-acres) in Measure W open space. The proposed Toll Brothers at Folsom Ranch Phase 2 Subdivision project does not result in any changes to the Measure W open space referenced above.

**SP OBJECTIVE 7.1 (Circulation)**

Consistent with the California Complete Streets Act of 2008 and the Sustainable Communities and Climate Protection Act (SB 375), create a safe and efficient circulation system for all modes of travel.

### SP POLICY 7.1

The roadway network in the Plan Area shall be organized in a grid-like pattern of streets and blocks, except where topography and natural features make it infeasible, for the majority of the Plan Area in order to create neighborhoods that encourage walking, biking, public transit, and other alternative modes of transportation.

Analysis: Consistent with the requirements of the California Complete Streets Act, the FPASP identified and planned for hierarchy of connect “complete streets” to ensure that pedestrian, bike, bus, and automobile modes are travel are designed to have direct and continuous connections throughout the Plan Area. Every option, from regional connector roadways to arterial and local streets, has been carefully planned and designed. Recent California legislation to reduce greenhouse gas emissions (AB 32 and SB 375) has resulted in an increased market demand for public transit and housing located closer to service needs and employment centers. In response to these changes, the FPASP includes a regional transit corridor that will provide public transportation links between the major commercial, public, and multi-family residential land uses in the Plan Area.

As shown in the various exhibits attached to this staff report, the Toll Brothers at Folsom Ranch Phase 2 Subdivision project has been designed with multiple modes of transportation options consistent with the approved FPASP circulation plan.

### **SP OBJECTIVE 10.5 (Oak Woodlands and Isolated Oak Trees)**

Preserve oak woodlands and isolated oak trees in residential and non-residential development parcels wherever practical.

### SP POLICY 10.15

Oak trees included in residential and non-residential development parcels are encouraged to be preserved wherever practical, provided preservation does not:

- Cause a reduction in the number of lots or a significant reduction in the size of residential lots
- Require mass grading that eliminates level pads or requires specialized foundations
- Require the use of retaining walls or extended earthen slopes greater than 4-feet in height
- Require the preservation of any tree certified by an arborist to be dead or in poor or hazardous or non-correctable condition or trees that pose a safety risk to the public
- Cost more to preserve the tree than to mitigate for its loss

Analysis: As shown on the submitted Tree Preservation/Removal Plan (Attachment 12), a concerted effort was made by the applicant to protect and preserve as many oak trees as possible. Specifically, the applicant is proposing to preserve 5 individual Oak trees on the project site including a notable 35-inch diameter Oak tree which will be prominently featured at the driveway entrance off of Mangini Parkway. As described earlier within this report, the topography of the project site is quite varied with slopes varying between 0 percent and 15 percent and elevations ranging from 326 feet to 399 feet above sea level. As a result, a significant amount of grading is required within the development areas with cuts of up to 51 feet and fills up to 34 feet, making it difficult to preserve additional oak trees throughout many portions of the project site. Based on this information, staff has determined that the applicant has made every effort to preserve oak trees on the project site wherever practical as recommended by this policy. In addition, the applicant is required to mitigate for project-related impacts to oak woodland preserve, isolated oak tree canopy, and isolated oak trees per the requirements of the FPASP.

### **FINANCIAL IMPACT**

No financial impact is anticipated with approval of the Toll Brothers at Folsom Ranch Phase 2 Subdivision project as the project will not result in any change in the total number of residential units within the Folsom Plan Area.

### **ENVIRONMENTAL REVIEW**

An Addendum to the Folsom Plan Area Specific Plan EIR/EIS was previously adopted by the City Council on March 10, 2020 for the Toll Brothers at Folsom Ranch project in accordance with the California Environmental Quality Act (CEQA). The applicant prepared an environmental memorandum (Attachment 16) for the Toll Brothers at Folsom Ranch Phase 2 Subdivision project that demonstrates that no new or substantially more adverse impacts would occur through implementation of the proposed project. As a result, no new environmental document is required, consistent with State CEQA Guidelines Section 15162(b).

### **ATTACHMENTS**

1. Resolution No. 10780 - A Resolution to Approve a Small-Lot Vesting Tentative Subdivision Map and Minor Administrative Modification for the Toll Brothers at Folsom Ranch Phase 2 Subdivision Project
2. Planning Commission Staff Report, dated December 1, 2021
3. Minutes from December 1, 2021 Planning Commission Meeting
4. Vicinity Map
5. Illustrative Master Plan Exhibit, dated August 31, 2020
6. Small-Lot Vesting Tentative Subdivision Map, dated September 17, 2021
7. Preliminary Grading and Drainage Plan, dated September 17, 2021
8. Preliminary Utility Plan, dated September 17, 2021

9. Preliminary Landscape Plan and Details, dated January 24, 2020
10. Preliminary Entry Exhibit, dated April 28, 2021
11. Preliminary Wall and Fence Exhibit, dated April 28, 2021
12. Preliminary Tree Preservation/Removal Exhibit, dated October 13, 2021
13. Minor Administrative Modification Exhibit, dated July, 2020
14. Inclusionary Housing Letter, dated November 16, 2020
15. Project Narrative, dated September 16, 2021
16. Environmental Memorandum, dated September 7, 2021
17. Site Photographs

Submitted,



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PAM JOHNS  
Community Development Director

## Attachment 1

**Resolution No. 10780 – A Resolution to Approve a  
Small-Lot Vesting Tentative Subdivision Map and Minor  
Administrative Modification for the Toll Brothers at  
Folsom Ranch Phase 2 Subdivision Project**

**RESOLUTION NO. 10780**

**A RESOLUTION TO APPROVE A SMALL-LOT VESTING TENTATIVE SUBDIVISION MAP AND MINOR ADMINISTRATIVE MODIFICATION FOR THE TOLL BROTHERS AT FOLSOM RANCH PHASE 2 SUBDIVISION PROJECT**

**WHEREAS**, the Planning Commission on December 1, 2021, held a public hearing on the proposed Small-Lot Vesting Tentative Subdivision Map, considered public comment and based on the proposed configuration of the 329 single-family residential lots, determined the proposed subdivision complies with all City requirements, as well as with the requirements of the State Subdivision Map Act; and

**WHEREAS**, the Planning Commission on December 1, 2021, held a public hearing on the proposed Minor Administrative Modification to transfer 92 allocated dwelling units from the project site to other locations within the Folsom Plan Area Specific Plan, considered public comment and determined that the Minor Administrative Modification is consistent with the goals, policies, and objectives of the City of Folsom General Plan, and the Folsom Plan Area Specific Plan; and

**WHEREAS**, notice has been given at the time and in the manner required by State Law and City Code; and

**WHEREAS**, an Addendum to the Folsom Plan Area Specific Plan EIR/EIS was previously adopted by the City Council on March 10, 2020 for the Toll Brothers at Folsom Ranch project in accordance with the California Environmental Quality Act (CEQA) and staff has determined that no new or substantially more adverse impacts would occur through implementation of the proposed project.

**NOW, THEREFORE, BE IT RESOLVED** that the City Council of the City of Folsom hereby Approve a Small-Lot Vesting Tentative Subdivision Map creating 329 single-family residential lots for the Toll Brothers at Folsom Ranch Phase 2 Subdivision Project, as set forth in the conditions of approval attached as Exhibit "A" and the following findings:

**GENERAL FINDINGS**

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

## **CEQA FINDINGS**

- C. THE CITY, AS LEAD AGENCY, PREVIOUSLY CERTIFIED AN ENVIRONMENTAL IMPACT REPORT/ENVIRONMENTAL IMPACT STATEMENT FOR THE FOLSOM PLAN AREA SPECIFIC PLAN.
- D. AN ADDENDUM TO THE FOLSOM PLAN AREA SPECIFIC PLAN FINAL ENVIRONMENTAL IMPACT REPORT/ENVIRONMENTAL IMPACT STATEMENT WAS CERTIFIED BY THE CITY ON MARCH 10, 2020 FOR THE TOLL BROTHERS AT FOLSOM RANCH SUBDIVISION PROJECT IN ACCORDANCE WITH CEQA.
- E. THE CITY HAS DETERMINED THAT NONE OF THE CIRCUMSTANCES DESCRIBED IN PUBLIC RESOURCES CODE SECTION 21166 OR CEQA GUIDELINES SECTION 15162 GENERALLY REQUIRING THE PREPARATION OF A SUBSEQUENT EIR EXIST IN THIS CASE.
- F. THE CITY HAS PREVIOUSLY ADOPTED AN ADDENDUM TO THE FINAL ENVIRONMENTAL IMPACT REPORT FOR THE FOLSOM PLAN AREA SPECIFIC PLAN AND HAS DETERMINED THAT NONE OF THE CHANGES OR REVISIONS PROPOSED BY THE PROJECT WOULD RESULT IN SIGNIFICANT NEW OR SUBSTANTIALLY MORE SEVERE ENVIRONMENTAL IMPACTS AND DOES NOT REQUIRE ANY MITIGATION MEASURES IN ADDITION TO THOSE IN THE FINAL ENVIRONMENTAL IMPACT REPORT AND THE ADDENDUM FOR THE TOLL BROTHERS AT FOLSOM RANCH SUBDIVISION PROJECT.
- G. THE CITY HAS DETERMINED THAT THE IMPACTS OF THE TOLL BROTHERS AT FOLSOM RANCH PHASE 2 SUBDIVISION PROJECT ARE ADEQUATELY ADDRESSED BY THE FINAL ENVIRONMENTAL IMPACT REPORT FOR THE FOLSOM PLAN AREA SPECIFIC PLAN AND THE ADDENDUM FOR THE TOLL BROTHERS AT FOLSOM RANCH SUBDIVISION PROJECT.

## **TENTATIVE SUBDIVISION MAP FINDINGS**

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



- J. THE SITE IS PHYSICALLY SUITABLE FOR THE TYPE OF DEVELOPMENT PROPOSED.
- K. THE SITE IS PHYSICALLY SUITABLE FOR THE PROPOSED DENSITY OF THE DEVELOPMENT.
- L. AS CONDITIONED, THE DESIGN OF THE SMALL-LOT VESTING TENTATIVE SUBDIVISION MAP AND THE PROPOSED IMPROVEMENTS ARE NOT LIKELY TO CAUSE SUBSTANTIAL ENVIRONMENTAL DAMAGE OR SUBSTANTIALLY AND AVOIDABLY INJURY FISH OR WILDLIFE OR THEIR HABITAT.
- M. THE DESIGN OF THE SMALL-LOT VESTING TENTATIVE SUBDIVISION MAP AND THE PROPOSED IMPROVEMENTS ARE NOT LIKELY TO CAUSE SERIOUS PUBLIC HEALTH OR SAFETY PROBLEMS.
- N. THE DESIGN OF THE SMALL-LOT VESTING TENTATIVE SUBDIVISION MAP AND THE TYPE OF IMPROVEMENTS WILL NOT CONFLICT WITH EASEMENTS FOR ACCESS THROUGH OR USE OF PROPERTY WITHIN THE PROPOSED SUBDIVISION.
- O. SUBJECT TO SECTION 66474.4 OF THE SUBDIVISION MAP ACT, THE LAND IS NOT SUBJECT TO A CONTRACT ENTERED INTO PURSUANT TO THE CALIFORNIA LAND CONSERVATION ACT OF 1965 (COMMENCING WITH SECTION 51200 OF THE GOVERNMENT CODE).

**PASSED AND ADOPTED** this 11<sup>th</sup> day of January, 2022, by the following roll-call vote:

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

\_\_\_\_\_  
 Kerri Howell, MAYOR

ATTEST:

\_\_\_\_\_  
 Christa Freemantle, CITY CLERK

# Exhibit A

**CONDITIONS OF APPROVAL FOR THE TOLL BROTHERS AT FOLSOM RANCH PHASE 2 SUBDIVISION PROJECT (PN 20-267)  
NORTHWEST CORNER OF EAST BIDWELL STREET AND WHITE ROCK ROAD  
SMALL-LOT VESTING TENTATIVE SUBDIVISION MAP**

Condition No.	Condition of Approval	When Required	Responsible Department
1.	<p><b><i>Final Development Plans</i></b> The owner/applicant shall submit final site development plans to the Community Development Department that shall substantially conform to the exhibits referenced below:</p> <ol style="list-style-type: none"> <li>1. Illustrative Master Plan Exhibit, dated August 31, 2020</li> <li>2. Small-Lot Vesting Tentative Subdivision Map, dated September 17, 2021</li> <li>3. Preliminary Grading and Drainage Plan, dated September 17, 2021</li> <li>4. Preliminary Utility Plan, dated September 17, 2021</li> <li>5. Preliminary Landscape Plan and Details, dated January 24, 2020</li> <li>6. Preliminary Entry Exhibit, dated April 28, 2021</li> <li>7. Preliminary Wall and Fence Exhibit, dated April 28, 2021</li> <li>8. Preliminary Tree Preservation Exhibit, dated October 13, 2021</li> <li>9. Minor Administrative Modification Exhibit, dated September 17, 2021</li> <li>10. Inclusionary Housing Letter, dated November 16, 2020</li> <li>11. Project Narrative</li> </ol> <p>The Small-Lot Vesting Tentative Subdivision Map is approved for the development of a 329-unit single-family residential subdivision (Toll Brothers at Folsom Ranch Phase 2). Implementation of the project shall be consistent with the above referenced items and these conditions of approval.</p>	G, I, M, B	CD (P)(E)
2.	<p><b><i>Plan Submittal</i></b> All civil engineering, improvement, and landscape and irrigation plans, shall be submitted to the Community Development Department for review and approval to ensure conformance with this approval and with relevant codes, policies, standards and other requirements of the City of Folsom.</p>	G, I	CD (P)(E)

**CONDITIONS OF APPROVAL FOR THE TOLL BROTHERS AT FOLSOM RANCH PHASE 2 SUBDIVISION PROJECT (PN 20-267)  
NORTHWEST CORNER OF EAST BIDWELL STREET AND WHITE ROCK ROAD  
SMALL-LOT VESTING TENTATIVE SUBDIVISION MAP**

Condition No.	Condition of Approval	When Required	Responsible Department
3.	<p><b>Validity</b> This approval of the Small-Lot Vesting Tentative Subdivision Map shall be valid for a period of twenty four months pursuant to Section 16.16.110A of the Folsom Municipal Code and the Subdivision Map Act. The term of the approved Inclusionary Housing Agreement shall track the term of the Small-Lot Vesting Tentative Subdivision Map, as may be extended from time to time pursuant to Section 16.16.110.A and 16.16.120 of the Folsom Municipal Code and the Subdivision Map Act.</p>	M	CD (P)
4.	<p><b>FMC Compliance</b> The Small-Lot Final Map shall comply with the Folsom Municipal Code and the Subdivision Map Act.</p>	M	CD (E)
5.	<p><b>Development Rights</b> The approval of this Small-Lot Vesting Tentative Subdivision Map conveys the right to develop. As noted in these conditions of approval for the Small-Lot Vesting Tentative Subdivision Map, the City has identified improvements necessary to develop the subject parcels. These improvements include on and off-site roadways, water, sewer, storm drainage, landscaping, sound-walls, and other improvements.</p>	OG	CD (P)(E)(B) PW, PR, FD, PD
6.	<p><b>Public Utility Easements</b> Public utility easements shall be provided for public utilities within private streets to the satisfaction of the Community Development Department.</p>	M	CD (E)(P)

**CONDITIONS OF APPROVAL FOR THE TOLL BROTHERS AT FOLSOM RANCH PHASE 2 SUBDIVISION PROJECT (PN 20-267)  
NORTHWEST CORNER OF EAST BIDWELL STREET AND WHITE ROCK ROAD  
SMALL-LOT VESTING TENTATIVE SUBDIVISION MAP**

Condition No.	Condition of Approval	When Required	Responsible Department
7.	<p><b><i>Indemnity for City</i></b>                      The owner/applicant shall protect, defend, indemnify, and hold harmless the City and its agents, officers and employees from any claim, action or proceeding against the City or its agents, officers or employees to attack, set aside, void, or annul any approval by the City or any of its agencies, departments, commissions, agents, officers, employees, or legislative body concerning the project, which claim, action or proceeding is brought within the time period provided therefore in Government Code Section 66499.37 or other applicable statutes of limitation. The City will promptly notify the owner/applicant of any such claim, action or proceeding, and will cooperate fully in the defense. If the City should fail to cooperate fully in the defense, the owner owner/applicant shall not thereafter be responsible to defend, indemnify and hold harmless the City or its agents, officers, and employees, pursuant to this condition. The City may, within its unlimited discretion, participate in the defense of any such claim, action or proceeding if both of the following occur:</p> <ul style="list-style-type: none"> <li>• The City bears its own attorney’s fees and costs; and</li> <li>• The City defends the claim, action or proceeding in good faith</li> </ul> <p>The owner/applicant shall not be required to pay or perform any settlement of such claim, action or proceeding unless the settlement is approved by the owner/applicant. The owner/applicant’s obligations under this condition shall apply regardless of whether a Final Map is ultimately recorded with respect to this project.</p>	OG	CD (P)(E)(B) PW, PR, FD, PD
8.	<p><b><i>Small-Lot Vesting Tentative Subdivision Map</i></b>                      The Small-Lot Vesting Tentative Subdivision map is expressly conditioned upon compliance with all environmental mitigation measures identified in the Folsom Plan Area Specific Plan (FEIR/EIS) as amended by the Toll Brothers at Folsom Ranch CEQA Addendum dated February-2020.</p>	OG	CD

**CONDITIONS OF APPROVAL FOR THE TOLL BROTHERS AT FOLSOM RANCH PHASE 2 SUBDIVISION PROJECT (PN 20-267)  
NORTHWEST CORNER OF EAST BIDWELL STREET AND WHITE ROCK ROAD  
SMALL-LOT VESTING TENTATIVE SUBDIVISION MAP**

Condition No.	Condition of Approval	When Required	Responsible Department
9.	<p><b><i>ARDA and Amendments</i></b>                      The owner/applicant shall comply with all provisions of Amendments No. 1 and 2 to the First Amended and Restated Tier 1 Development Agreement and any approved amendments thereafter by and between the City and the owner/applicant of the project including but not limited to Amendment No. 2 to the First Amended and Restated Tier 1 Development Agreement by and between the City of Folsom and Easton Valley Holdings, LLC, Amendment No. 2 to the First Amended and Restated Tier 1 Development Agreement by and between the City of Folsom and West Scott Road, LLC/Toll West Coast, LLC, Amendment No. 2 to the First Amended and Restated Tier 1 Development Agreement by and between the City of Folsom and Oak Avenue Holdings, LLC, and Amendment No. 3 to the First Amended and Restated Tier 1 Development Agreement by and between the City of Folsom and Folsom Real Estate South, LLC/Toll West Coast, LLC.</p>	M	CD (E)
10.	<p><b><i>Mitigation Monitoring</i></b>                      The owner/applicant shall participate in a mitigation monitoring and reporting program pursuant to City Council Resolution No. 2634 and Public Resources Code 21081.6. The mitigation monitoring and reporting measures identified in the Folsom Plan Area Specific Plan FEIR/EIS and the Toll Brothers at Folsom Ranch Addendum to the FPASP EIR/EIS have been incorporated into these conditions of approval in order to mitigate or avoid significant effects on the environment. These mitigation monitoring and reporting measures are identified in the mitigation measure column. Applicant shall fund on a Time and Materials basis all mitigation monitoring (e.g., staff and consultant time).</p>	OG	CD (P)

**POLICE/SECURITY REQUIREMENT**

11.		<p>The owner/applicant shall consult with the Police Department in order to incorporate all reasonable crime prevention measures. The following security/safety measures shall be considered:</p> <ul style="list-style-type: none"> <li>• A security guard on-duty at all times at the site or a six-foot security fence shall be constructed around the perimeter of construction areas.</li> <li>• Security measures for the safety of all construction equipment and unit appliances.</li> <li>• Landscaping shall not cover exterior doors or windows, block line-of-sight at intersections or screen overhead lighting.</li> </ul>	G, I, B	PD
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**DEVELOPMENT COSTS AND FEE REQUIREMENTS**

12.		<p><b><i>Taxes and Fees</i></b>                  The owner/applicant shall pay all applicable taxes, fees and charges for the project at the rate and amount required by the Public Facilities Financing Plan and Amendment No. 1 to the Amended and Restated Tier 1 Development Agreement.</p>	M	CD (P)(E)
13.		<p><b><i>Assessments</i></b>                  If applicable, the owner/applicant shall pay off any existing assessments against the property, or file necessary segregation request and pay applicable fees.</p>	M	CD (E)

14.	<p><b><i>FPASP Development Impact Fees</i></b></p> <p>The owner/applicant shall be subject to all Folsom Plan Area Specific Plan Area development impact fees in place at the time of approval or subsequently adopted consistent with the Public Facilities Financing Plan (PFFP), Development Agreement and amendments thereto, unless exempt by previous agreement. The owner/applicant shall be subject to all applicable Folsom Plan Area plan-wide development impact fees in effect at such time that a building permit is issued. These fees may include, but are not limited to, the Folsom Plan Area Specific Plan Fee, Specific Plan Infrastructure Fee (SPIF), Solid Waste Fee, Corporation Yard Fee, Transportation Management Fee, Transit Fee, Highway 50 Interchange Fee, General Park Equipment Fee, Housing Trust Fee, etc.</p> <p>Any protest to such for all fees, dedications, reservations or other exactions imposed on this project will begin on the date of final approval (January 11, 2022), or otherwise shall be governed by the terms of Amendments No. 1 and 2 to ARDA. The fees shall be calculated at the fee rate set forth in the PFFP and the ARDA.</p>	B	CD (P), PW, PK
15.	<p><b><i>Legal Counsel</i></b></p> <p>The City, at its sole discretion, may utilize the services of outside legal counsel to assist in the implementation of this project, including, but not limited to, drafting, reviewing and/or revising agreements and/or other documentation for the project. If the City utilizes the services of such outside legal counsel, the City shall provide notice to the owner/applicant of the outside counsel selected, the scope of work and hourly rates, and the owner/applicant shall reimburse the City for all outside legal fees and costs incurred and documented by the City for such services. The owner/applicant may be required, at the sole discretion of the City Attorney, to submit a deposit to the City for these services prior to initiation of the services. The owner/applicant shall be responsible for reimbursement to the City for the services regardless of whether a deposit is required.</p>	OG	CD (P)(E)
16.	<p><b><i>Consultant Services</i></b></p> <p>If the City utilizes the services of consultants to prepare special studies or provide specialized design review or inspection services for the project, the City shall provide notice to the owner/applicant of the outside consultant selected, the scope of work and hourly rates, and the owner/applicant shall reimburse the City for actual costs incurred and documented in utilizing these services, including administrative costs for City personnel. A deposit for these services shall be provided prior to initiating review of the Grading Plan, Final Map, improvement plans, or beginning inspection, whichever is applicable.</p>	G, I, M, B	CD (P)(E)



**GRADING PERMIT REQUIREMENTS**

17.	<p><b><i>Walls/Fences/Gates</i></b>                  The final location, design, height, materials, and colors of the walls, fences, and gates shall consistent with the submitted Wall and Fence Exhibit and Details, dated April 28, 2021 subject to review and approval by the Community Development Department to ensure consistency with the Folsom Ranch Central District Design Guidelines.</p>	G, I, B	CD (P)(E)
18.	<p>The owner/applicant shall construct, and phase improvements as referenced in the traffic impact report prepared by T. Kear dated November 20, 2019 to the satisfaction of the Community Development Department. The owner/applicant shall implement the following traffic conditions (Conditions of Approval Nos. 19-25) prior to issuance of the 546<sup>th</sup> Regency Active Adult Community building permit (excluding the 47 model home building permits).</p>	I, B,O	CD (E), PW, FD
19.	<p><b><i>Regency Parkway (Segment 3)</i></b>                  Construct Regency Parkway as a two-lane roadway from the eastern edge of the planned bridge over the creek bisecting the project site to Mangini Parkway.</p>	B	CD (E), PW, FD
20.	<p><b><i>Mangini Parkway/Regency Parkway (Driveway 3)</i></b>                  Construct driveway as shown in (Figure 47 of the November 20, 2019 Transportation Impact Study):</p> <ul style="list-style-type: none"> <li>• Northbound: one shared lane;</li> <li>• Westbound: one through lane and one left turn lane in a 60’ pocket with 60’taper;</li> <li>• Eastbound: one through lane and one right turn lane in a 150’ pocket with 60’taper;</li> <li>• Control: side-street-stop-control.</li> </ul>	B	CD (E), PW, FD
21.	<p><b><i>East Bidwell Street/Regency Parkway (Driveway 6)</i></b>                  Modify driveway as shown in (Figure 51 of the November 20, 2019, Transportation Impact Study), unless intersection has been signalized:</p> <ul style="list-style-type: none"> <li>• Northbound: one through lane and one left turn lane in a 150’ pocket with 60’ taper;</li> <li>• Southbound: one through lane and one right turn lane in a 150’ pocket with 60’taper;</li> <li>• Eastbound: one shared lane, plus a 300’ northbound acceleration lane on East Bidwell Street to receive left-turns from Regency Parkway (a second NB lane on East Bidwell Street starting from Regency Parkway is equivalent to the 300’ acceleration lane);</li> <li>• Westbound departure: two lanes separated by a median for two access gates shall be subject to City Engineers prior approval.</li> <li>• Control: side-street-stop-control.</li> </ul>	B	CD (E), PW, FD

22.		<p><b><i>Regency Phase 2 Internal Stop Control</i></b>  Stop Control shall be installed at any internal Regency Phase 2 intersections with four (or more) legs as directed by the City Engineer. Roundabouts may replace stop control at internal intersections with authorization from the City Engineer.</p>	B	CD (E), PW, FD
23.		<p><b><i>East Bidwell Street/Mangini Parkway</i></b>  Expand the intersection and update signal configuration as follows (Figure 57 of the November 20, 2019 Transportation Impact Study):</p> <ul style="list-style-type: none"> <li>• NB: One left-turn lane in a 200' pocket with 60' taper, two through lanes, and one right-turn lane in a 150' pocket with a 60' taper (the second through lane should be developed 300' south of the intersection);</li> <li>• SB: One left-turn lane in a 200' pocket with 60' taper, one through lane, and one right-turn lane in a 150' pocket with 60' taper;</li> <li>• EB and WB: One left-turn lane in a 200' pocket with 60' taper, one through lane, and one right-turn lane in a 200' pocket with 60' taper.</li> </ul>	B	CD (E), PW, FD
24.		<p><b><i>East Bidwell Street/Alder Creek Parkway</i></b>  Reconstruct and modify signal at the East Bidwell Street/Alder Creek Parkway intersection as shown in Figure 59 of the November 20, 2019, Transportation Impact Study:</p> <ul style="list-style-type: none"> <li>• NB Approach: One U-turn lane in a 150' pocket with a 60' taper, two through lanes, and one right turn lane in a 150' pocket plus 60' taper.</li> <li>• SB Approach: One left turn lane in a 240' pocket plus 60' taper, and two through lanes. The second SB through lane can be dropped south of Old Ranch Way, the estimated taper for merging the two southbound lanes into one should be 660 feet long based on a 55 mph design speed and 12-foot lane width.</li> <li>• WB Approach: One right turn lane, plus one left-turn lane in a 200' pocket plus 60' taper.</li> </ul>	B	CD (E), PW, FD

25.		<p><b><i>East Bidwell Street/Savannah Parkway</i></b>  Reconstruct the East Bidwell Street/Savannah Pkwy intersection with the following geometry (Figure 61 of the November 20, 2019, Transportation Impact Study):</p> <ul style="list-style-type: none"> <li>• NB Approach: One through lane and one shared through-right lane with a 150' taper;</li> <li>• SB Approach: One left turn lane in a 150' pocket plus 60' taper, and one through lane;</li> <li>• WB Approach: One left turn lane in a 60' pocket plus 60' taper, and one through lane;</li> <li>• SB departure: Construct a southbound receiving and acceleration lane for westbound left turn traffic. The acceleration lane shall be in a 300' pocket plus an appropriate taper.</li> </ul>	B	CD (E), PW, FD
26.		<p><b><i>Utility Infrastructure</i></b></p> <ul style="list-style-type: none"> <li>• Utilities shall be constructed concurrent with the roadway phasing, as deemed appropriate and necessary to support the particular phase by the City Engineer.</li> <li>• A particular development phase may be developed into sub-phases in which the roadway and utility phasing may change. If sub-phasing is proposed, the City Engineer shall determine what roadway and utility improvements are appropriate and necessary to serve the sub-phase.</li> </ul>	G, I, M	CD (E), PW, FD
27.		<p><b><i>Off-site improvements / Rights of Entry</i></b>  For any improvements constructed on private property that are not under the ownership or control of the owner/applicant, all rights-of-entry, and if necessary, a permanent easement shall be obtained and provided to the City. All rights of entry, construction easements, either permanent or temporary and other easements shall be obtained as set forth in Amendments No. 1 and 2 to ARDA, which shall be fully executed by all affected parties and shall be recorded with the Sacramento County Recorder, where applicable, prior to approval of grading and/or improvement plans.</p>	G, I	CD (E)
28.		<p><b><i>Mine Shaft Remediation</i></b>  The owner/applicant shall locate and remediate all antiquated mine shafts, drifts, open cuts, tunnels, and water conveyance or impoundment structures existing on the project site, with specific recommendations for the sealing, filling, or removal of each that meet all applicable health, safety and engineering standards. Recommendations shall be prepared by an appropriately licensed engineer or geologist. All remedial plans shall be reviewed and approved by the City prior to approval of grading plans.</p>	G	CD (E)

29.		<p><b><i>Prepare Traffic Control Plan.</i></b>  Prior to construction, a Traffic Control Plan for roadways and intersections affected by construction shall be prepared by the owner/applicant. The Traffic Control Plan prepared by the owner/applicant shall, at minimum, include the following measures:</p> <ul style="list-style-type: none"> <li>• Maintaining the maximum amount of travel lane capacity during non-construction periods, possible, and advanced notice to drivers through the provision of construction signage.</li> <li>• Maintaining alternate one-way traffic flow past the lay down area and site access when feasible.</li> <li>• Heavy trucks and other construction transport vehicles shall avoid the busiest commute hours (7 a.m. to 8 a.m. and 5 p.m. to 6 p.m. on weekdays).</li> <li>• A minimum 72-hour advance notice of access restrictions for residents, businesses, and local emergency response agencies. This shall include the identification of alternative routes and detours to enable for the avoidance of the immediate construction zone.</li> <li>• A phone number and City contact for inquiries about the schedule of the construction throughout the construction period. This information will be posted in a local newspaper, via the City’s web site, or at City Hall and will be updated on a monthly basis.</li> </ul>	G	CD (E)
30.		<p><b><i>State and Federal Permits</i></b>  The owner/applicant shall obtain all required State and Federal permits and provide evidence that said permits have been obtained, or that the permit is not required, subject to staff review prior to approval of any grading or improvement plan.</p>	G, I	CD (P)(E)
31.		<p><b><i>Water Quality Certification</i></b>  A water quality certification pursuant to Section 401 of the Clean Water Act is required before issuance of the record of decision and before issuance of the Section 404 permit. Before construction in any areas containing wetland features, the owner/applicant shall obtain water quality certification for the project. Any measures required as part of the issuance of water quality certification shall be implemented pursuant to the permit conditions.</p>	G	CD (E)
32.		<p><b><i>Landslide /Slope Failure</i></b>  The owner/applicant shall retain an appropriately licensed engineer during the grading activities to identify existing landslides and potential slope failure hazards. The said engineer shall be notified a minimum of two days prior to any site clearing or grading to facilitate meetings with the grading contractor in the field.</p>	G	CD (E) PW

**IMPROVEMENT PLAN REQUIREMENTS**

33.	<p><b><i>Improvement Plans</i></b>                  The improvement plans for the required public and private subdivision improvements necessary to serve any and all phases of development shall be reviewed and approved by the Community Development Department prior to approval of a Final Map.</p>	M	CD (E)
34.	<p><b><i>Standard Construction Specifications and Details</i></b>                  Public and private improvements, including roadways, curbs, gutters, sidewalks, bicycle lanes and trails, streetlights, underground infrastructure and all other improvements shall be provided in accordance with the latest edition of the City of Folsom <u><i>Standard Construction Specifications and Details</i></u> and the <u><i>Design and Procedures Manual and Improvement Standards</i></u>.</p>	I	CD (P)(E)
35.	<p><b><i>Water and Sewer Infrastructure</i></b>                  All City-owned water and sewer infrastructure shall be placed within the street right of way. In the event that a City-maintained public water or sewer main needs to be placed in an area other than the public right of way, such as through an open space corridor, landscaped area, etc., the following criteria must be met;</p> <ul style="list-style-type: none"> <li>• The owner/applicant shall provide public sewer and water main easements</li> <li>• An access road shall be designed and constructed to allow for the operations, maintenance and replacement of the public water or sewer line by the City along the entire water and/or sewer line alignment. However, no access road is required within the two pedestrian paseos (Lot BI and BJ) as shown on the Small-Lot Vesting Tentative Subdivision Map)</li> <li>• In no case shall a City-maintained public water or public sewer line be placed on private residential property.</li> <li>• The domestic water and irrigation system owned and maintained by the City shall be separately metered per City of Folsom <u><i>Standard Construction Specifications and Details</i></u>.</li> </ul>	I	CD (E)

36.		<p><b>Lighting Plan</b>  The owner/applicant of all project phases shall submit a lighting plan for the project to the Community Development Department. The lighting plan shall be consistent with the Folsom Ranch Central District Design Guidelines:</p> <ul style="list-style-type: none"> <li>• Shield or screen lighting fixtures to direct the light downward and prevent light spill on adjacent properties;</li> <li>• Place and shield or screen flood and area lighting needed for construction activities, nighttime sporting activities, and/or security so as not to disturb adjacent residential areas and passing motorists;</li> <li>• For public lighting in residential neighborhoods, prohibit the use of light fixtures that are of unusually high intensity or that blink or flash;</li> <li>• Use appropriate building materials (such as low-glare glass, low-glare building glaze or finish, neutral, earth toned colored paint and roofing materials), shielded or screened lighting, and appropriate signage in the office/commercial areas to prevent light and glare from adversely affecting motorists on nearby roadways; and</li> <li>• Design exterior on-site lighting as an integral part of the building and landscaping design in the Specific Plan Area. Lighting fixtures shall be architecturally consistent with the overall site design. Lights used on signage should be directed to light only the sign face with no off-site glare.</li> </ul>	I	CD (P)
37.		<p><b>Utility Coordination</b>  The owner/applicant shall coordinate the planning, development and completion of this project with the various utility agencies (i.e., SMUD, PG&amp;E, etc.). The owner/applicant shall provide the City with written confirmation of public utility service prior to approval of all final maps.</p>	M	CD (P)(E)
38.		<p><b>Replacing Hazardous Facilities</b>  The owner/applicant shall be responsible for replacing any and all damaged or hazardous public sidewalk, curb and gutter, and/or bicycle trail facilities along the site frontage and/or boundaries, including pre-existing conditions and construction damage, to the satisfaction of the Community Development Department.</p>	I, OG	CD (E)
39.		<p><b>Future Utility Lines</b>  All future utility lines lower than 69 KV that are to be built within the project shall be placed underground within and along the perimeter of the project at the developer's cost. The owner/applicant shall dedicate to SMUD all necessary underground easements for the electrical facilities that will be necessary to service development of the project.</p>	M	CD (E)

40.		<p><b>Water Meter Fixed Network System</b> The owner owner/applicant shall pay for, furnish and install all infrastructure associated with the water meter fixed network system for any City-owned and maintained water meter within the project.</p>	I	CD (E), EWR
41.		<p><b>Vertical Curb</b> All curbs located adjacent to landscaping, whether natural or manicured, and where parking is allowed shall be vertical.</p>	I	CD (P)(B)
42.		<p><b>Class II Bike Lanes</b> All Class II bike lanes shall be striped, and the legends painted to the satisfaction of the Community Development Department. No parking shall be permitted within the Class II bike lanes.</p>	I	CD (E)(P)
43.	✓	<p><b>Noise Barriers</b> Based on the Environmental Noise Assessment (the “2019 Noise Assessment”) prepared by Bollard Acoustical Consultants on November 24, 2019, the following measures shall be implemented to the satisfaction of the Community Development Department:</p> <ul style="list-style-type: none"> <li>• 6-foot-tall solid noise barriers, relative to backyard elevations, shall be constructed along all residential property boundaries adjacent to East Bidwell Street, Mangini Parkway, and Oak Avenue Parkway prior to occupancy of any residences adjacent to the aforementioned streets.</li> <li>• For the proposed Regency Phase 1 and Phase 2 portions of the project (which are located at the northwest corner of the intersection of White Rock Road and East Bidwell Street and north of White Rock Road in the central portion of the Toll Brothers at Folsom Ranch project site), an 8-foot-tall solid noise barrier, relative to backyard elevations, shall be constructed along all residential property boundaries adjacent to White Rock Road.</li> <li>• Suitable materials for the traffic noise barriers include masonry and precast concrete panels. The overall barrier height may be achieved by utilizing a barrier and earthen berm combination. Other materials may be acceptable but shall be reviewed by an acoustical consultant and approved by the Community Development Department prior to use.</li> <li>• Mechanical ventilation (air conditioning) shall be provided for all residences in this development to allow the occupants to close doors and windows as desired to achieve compliance with the applicable interior noise level criteria.</li> </ul>	I, O	CD (E)(P)

44.	<p><b><i>Master Plan Updates</i></b></p> <p>The City has approved the Folsom Plan Area Storm Drainage Master Plan, Wastewater Master Plan, and Water Master Plan. The owner/applicant shall submit complete updates to the approved master plans, if applicable, for the proposed changes to the master plans as a result of the proposed project. The updates to the master plans for the proposed project shall be reviewed and approved by the City prior to approval of grading and/or improvement plans.</p> <p>The plans shall be accompanied by engineering studies supporting the sizing, location, and timing of the proposed facilities. Improvements shall be constructed in phases as the project develops in accordance with the approved master plans, including any necessary off-site improvements to support development of a particular phase or phases, subject to prior approval by the City. Off-site improvements may include roadways to provide secondary access, water transmission lines or distribution facilities to provide a looped water system, sewer trunk mains and lift stations, water quality facilities, non-potable water pipelines and infrastructure, and drainage facilities including on or off-site detention. No changes in infrastructure from that shown on the approved master plan shall be permitted unless and until the applicable master plan has been revised and approved by the City. Final lot configurations may need to be modified to accommodate the improvements identified in these studies to the satisfaction of the City.</p> <p>The owner/applicant shall provide sanitary sewer, water and storm drainage improvements with corresponding easements, as necessary, in accordance with these studies and the latest edition of the City of Folsom <u><i>Standard Construction Specifications and Details</i></u>, and the <u><i>Design and Procedures Manual and Improvement Standards</i></u>.</p> <p>The storm drainage design shall provide for no net increase in run-off under post-development conditions.</p>	G, I	CD(E), EWR, PW
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45.		<p><b>Best Management Practices</b></p> <p>The storm drain improvement plans shall provide for “Best Management Practices” that meet the requirements of the water quality standards of the City’s National Pollutant Discharge Elimination System Permit issued by the State Regional Water Quality Control Board.</p> <p>In addition to compliance with City ordinances, the owner/applicant shall prepare a Stormwater Pollution Prevention Plan (SWPPP), and implement Best Management Practices (BMPs) that comply with the General Construction Stormwater Permit from the Central Valley RWQCB, to reduce water quality effects during construction. Detailed information about the SWPPP and BMPs are provided in Chapter 3A.9, “Hydrology and Water Quality.”</p> <p>Each proposed project development shall result in no net change to peak flows into Alder Creek and associated tributaries, or to Buffalo Creek, Carson Creek, and Coyote Creek. The owner/applicant shall establish a baseline of conditions for drainage on-site. The baseline-flow conditions shall be established for 2-, 5-, and 100-year storm events. These baseline conditions shall be used to develop monitoring standards for the stormwater system on the Specific Plan Area. The baseline conditions, monitoring standards, and a monitoring program shall be submitted to USACE and the City for their approval. Water quality and detention basins shall be designed and constructed to ensure that the performance standards, which are described in Chapter 3A.9, “Hydrology and Water Quality,” are met and shall be designed as off-stream detention basins.</p> <p>Discharge sites into Alder Creek and associated tributaries, as well as tributaries to Carson Creek, Coyote Creek, and Buffalo Creek, shall be monitored to ensure that pre-project conditions are being met. Corrective measures shall be implemented as necessary. The mitigation measures will be satisfied when the monitoring standards are met for 5 consecutive years without undertaking corrective measures to meet the performance standard.</p>	G, I	CD (E)
46.		<p><b>Litter Control</b></p> <p>During Construction, the owner/applicant shall be responsible for litter control and sweeping of all paved surfaces in accordance with City standards. All on-site storm drains shall be cleaned immediately before the commencement of the rainy season (October 15).</p>	OG	CD (E)

**FIRE DEPT REQUIREMENTS**

47.	<p><b><i>Prepare fuel modification plan (FMP)</i></b>                  The owner/applicant shall submit a Fuel Modification Plan consistent with the FPA Open Space Management Plan to the City for review and approval by the City. Final approval of the plan shall occur prior to the issuance of a building permit for any new construction. A Fuel Modification Plan shall consist of a set of scaled plans showing fuel modification zones indicated with applicable assessment notes, a detailed landscape plan and an irrigation plan. A fuel modification plan submitted for approval shall be prepared by one of the following: a California state licensed landscape architect, or state licensed landscape contractor, or a landscape designed, or an individual with expertise acceptable to the Fire Code Official.</p> <p>Notification of fuel modification requirements are to be made upon sale to new property owners. Proposed changes to the approved Fuel Modification Plan shall be submitted to the City for approval prior to implementation.</p> <p>The owner/applicant shall dedicate a 30-foot-wide fuel modification easement(s) for all residential properties located adjacent to open space areas within the development. The owner/applicant shall dedicate easements, if applicable, for the required fuel modification buffer. The fuel modification easement(s) shall be shown on the Final Map. The owner/applicant shall be responsible for the maintenance of the fuel modification areas until such time that the City takes ownership of the open space areas that are to be deeded to the City within the project site.</p>	M, B	CD (P), FD
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48.		<p><b><i>All-Weather Access and Fire Hydrants</i></b></p> <p>The owner/applicant shall provide all-weather access and fire hydrants before combustible materials are allowed on any project site or other approved alternative method as approved by the Fire Department. All-weather emergency access roads and fire hydrants (tested and flushed) shall be provided before combustible material or vertical construction is allowed on any project site or other approved alternative method as approved by the Fire Department. (All-weather access is defined as six inches of compacted aggregate base from May 1 to September 30 and two inches asphalt concrete over six inches aggregate base from October to April 30). The building shall have illuminated addresses visible from the street or drive fronting the property. Size and location of address identification shall be reviewed and approved by the Fire Department.</p> <ul style="list-style-type: none"> <li>• Residential Fire-Flow with Automatic Fire Sprinkler System: The required fire-flow for the proposed residential portion of the project is determined to be 875 GPM for one hour.</li> <li>• All public streets shall meet City of Folsom Street Standards.</li> <li>• The maximum length of any dead-end street shall not exceed 500 feet in accordance with the Folsom Fire Code (unless approved by the Fire Department).</li> <li>• All-weather emergency access roads and fire hydrants (tested and flushed) shall be provided before combustible material storage or vertical construction is allowed. All-weather access is defined as 6" of compacted AB from May 1 to September 30 and 2"AC over 6" AB from October 1 to April 30</li> <li>• The first Fire Station planned for the Folsom Plan Area may be required to be completed and operational at the time that the threshold of 1,500 occupied homes within the Folsom Plan Area is met.</li> </ul>	G, I, M, B	CD (P), FD
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**LANDSCAPE/TREE PRESERVATION REQUIREMENTS**

49.	<p>The owner/applicant shall obtain a tree removal permit, mitigate for removal of protected and heritage trees consistent with the Preliminary Tree Preservation/Removal Exhibit, dated October 13, 2021 and in accordance with Chapter 12.16 of the City of Folsom Municipal Code for Tree Preservation, and minimize indirect impacts to trees to be preserved. This shall include the following:</p> <ul style="list-style-type: none"> <li>• A Tree Permit Application containing an application form, justification statement, site map, preservation program, and arborist’s report shall be submitted to the City of Folsom by the owner/applicant for issuance of a Tree Permit prior to commencement of any grading or site improvement activities.</li> <li>• A Mitigation Plan shall be prepared by the owner/applicant to mitigate for the removal of the protected Canopy Oak Trees and Isolated Oak Trees within the development site. The Mitigation Plan for the Isolated Oak Trees shall consist of replacement trees and/or payment of “In-Lieu” fees on a diameter inch bases consistent with 10-14, 10-15 of the FPASP. Replacement trees may be located within the boundaries of the development parcel, a natural parkway, landscape corridor or passive or preserve open space zone, preferably within the Folsom Plan Area. The Mitigation Plan for the Isolated Oak Trees shall be subject to review and approval by the City. The Mitigation Plan for the Canopy Oak Trees shall be consistent with the mitigation requirements established by the Folsom Plan Area Specific Plan.</li> <li>• The Conservation Areas shall be fenced prior to construction. In addition, oak trees to be preserved within the Passive Recreation Open Spaces shall be fenced with high-visibility fencing prior to starting construction. The fencing shall be installed outside the tree preservation zone of oak trees, and shall surround the entirety of the tree preservation zone area. 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.</li> </ul>	G, I	CD (P)(E)
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50.		<ul style="list-style-type: none"> <li>The owner/applicant shall retain an ISA certified project arborist for implementation of the project. The project arborist shall be responsible for overseeing onsite tree removal and tree preservation. Oak trees located adjacent to construction areas that may be indirectly impacted due to work within or near the Tree Protection Zone shall be identified and tagged by the project arborist during construction activities. The indirectly impacted trees shall be monitored by the project arborist for five years in accordance with the Conceptual Oak Plan and FPASP EIR/EIS Mitigation Measure 3A.3-5. Trees that appear to be dead or dying within five years of project implementation will be replaced as per the requirements of this Plan.</li> </ul>	G	CD (P)(E)
51.		<p><b><i>Landscaping Plans</i></b>  Final landscape plans and specifications shall be prepared by a registered landscape architect and approved by the City prior to the approval of the first building permit. Said plans shall include all on-site landscape specifications and details including a tree planting exhibit demonstrating sufficient diversity and appropriate species selection to the satisfaction of the Community Development Department. The tree exhibit shall include all street trees, accent trees, parking lot shading trees, and mitigation trees proposed within the development. Said plans shall comply with all State and local rules, regulations, Governor’s declarations and restrictions pertaining to water conservation and outdoor landscaping.</p> <p>Landscaping shall meet shade requirements as outlined in the Folsom Plan Area Specific Plan where applicable. The landscape plans shall comply and implement water efficient requirements as adopted by the State of California (Assembly Bill 1881) (State Model Water Efficient Landscape Ordinance) until such time the City of Folsom adopts its own Water Efficient Landscape Ordinance at which time the owner/applicant shall comply with any new ordinance. Shade and ornamental trees shall be maintained according to the most current American National Standards for Tree Care Operations (ANSI A-300) by qualified tree care professionals. Tree topping for height reduction, view protection, light clearance or any other purpose shall not be allowed. Specialty-style pruning, such as pollarding, shall be specified within the approved landscape plans and shall be implemented during a 5-year establishment and training period. The owner/applicant shall comply with city-wide landscape rules or regulations on water usage. 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 Toll Brothers project.</p>	B	CD (P)(E)

52.		<b><i>Right of Way Landscaping</i></b> Landscaping along all road rights of way and in public open space lots shall be installed when the adjoining road or lots are constructed.	I, OG	CD (P)
<b>MAP REQUIREMENTS</b>				
53.		<b><i>Subdivision Improvement Agreement</i></b> Prior to the approval of any Final Map, the owner/applicant shall enter into a subdivision improvement agreement with the City, identifying all required improvements, if any, to be constructed with each proposed phase of development. The owner/applicant shall provide security acceptable to the City, guaranteeing construction of the improvements.	M	CD (E)
54.		<b><i>The Final Inclusionary Housing Plan</i></b> The Final Inclusionary Housing Plan shall be approved by the City Council, and the Inclusionary Housing Agreement approved by the City Attorney shall be executed prior to recordation of the first Small-Lot Final Map for the Toll Brothers at Folsom Ranch project.	M	CD (P)(E)

55.	<p><b><i>Department of Real Estate Public Report</i></b>  The owner/applicant shall disclose to the homebuyers in the Department of Real Estate Public Report and the CC&amp;R's for the Toll Brothers at Folsom Ranch project the following items:</p> <ol style="list-style-type: none"> <li>1) Future public parks and public schools are located in relatively close proximity to the proposed subdivision, and that the public parks may include facilities (basketball courts, a baseball field, softball fields, soccer fields, and playground equipment) that may generate noise impacts during various times, including but not limited to evening and nighttime hours. The owner/applicant shall also disclose that the existing public parks include nighttime sports lighting that may generate lighting impacts during evening and nighttime hours.</li> <li>2) The soil in the subdivision may contain naturally occurring asbestos and naturally occurring arsenic.</li> <li>3) The collecting, digging, or removal of any stone, artifact, or other prehistoric or historic object located in public or open space areas, and the disturbance of any archaeological site or historic property, is prohibited.</li> <li>4) The project site is located within close proximity to the Mather Airport flight path and that overflight noise may be present at various times.</li> <li>5) That all properties located within one mile of an on- or off-site area zoned or used for agricultural use (including livestock grazing) shall be accompanied by written disclosure from the transferor, in a form approved by the City of Folsom, advising any transferee of the potential adverse odor impacts from surrounding agricultural operations which disclosure shall direct the transferee to contact the County of Sacramento concerning any such property within the County zoned for agricultural uses within one mile of the subject property being transferred.</li> <li>6) The project site is located adjacent to the future JPA Connector which may generate noise impacts during various times including but not limited to evening and nighttime hours.</li> </ol>	M	CD (P) PK
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56.		<p><b>Public Utility Easements</b>  The owner/applicant shall dedicate public utility easements for underground facilities on properties adjacent to the public and private streets. A minimum of twelve and one-half-foot (12.5') wide Public Utility Easements for underground facilities (i.e., SMUD, Pacific Gas and Electric, cable television, telephone) shall be dedicated adjacent to all public and private street rights-of-way. The owner/applicant shall dedicate additional width to accommodate extraordinary facilities as determined by the City. The width of the public utility easements adjacent to public and private right of way may be reduced with prior approval from public utility companies.</p>	M	CD (E)
57.		<p><b>Final Map Phasing</b>  Should multiple Final Maps be filed by the owner/applicant, the phasing of maps shall be to the satisfaction of the Community Development Department.</p>	M	CD (E)
58.		<p><b>Backbone Infrastructure</b>  As provided for in the ARDA and the Amendment No. 1 thereto, the owner/applicant shall provide fully executed grant deeds, legal descriptions, and plats for all necessary Infrastructure to serve the project, including but not limited to lands, public rights of way, public utility easements, public water main easements, public sewer easements, irrevocable offers of dedication and temporary construction easements. All required easements as listed necessary for the Infrastructure shall be reviewed and approved by the City and recorded with the Sacramento County Recorder pursuant to the timing requirements set forth in Section 3.8 of the ARDA, and any amendments thereto.</p>	M	CD (E)
59.		<p><b>New Permanent Benchmarks</b>  The owner/applicant shall provide and establish new permanent benchmarks on the (NAVD 88) datum in various locations within the subdivision or at any other locations in the vicinity of the project/subdivision as directed by the City Engineer. The type and specifications for the permanent benchmarks shall be provided by the City. The new benchmarks shall be placed by the owner/applicant within 6 months from the date of approval of the vesting tentative subdivision map.</p>	M	CD (E)
60.		<p><b>Centralized Mail Delivery Units</b>  All Final Maps shall show easements or other mapped provisions for the placement of centralized mail delivery units. The owner/applicant shall provide a concrete base for the placement of any centralized mail delivery unit. Specifications and location of such base shall be determined pursuant to the applicable requirements of the U. S. Postal Service and the City of Folsom Community Development Department, with due consideration for street light location, traffic safety, security, and consumer convenience.</p>	M	CD (E)



61.		<b><i>Recorded Final Map</i></b> Prior to the issuance of building permits, the owner/applicant shall provide a digital copy of the recorded Final Map (in AutoCAD format) to the Community Development Department. The exception to this requirement are model homes; subject to approval of the Community Development Department, building permits for model homes only may be issued prior to recording of the Final Map.	B	CD (E)
62.		<b><i>Recorded Final Map</i></b> Prior to issuance of building permits, the owner/applicant shall provide the Folsom-Cordova Unified School District with a copy of the recorded Final Map.	B	CD (P), FCUSD
63.		<b><i>Credit Reimbursement Agreement</i></b> Prior to the recordation of the first Small-Lot Final Map, the owner/applicant and City shall enter into a credit and reimbursement agreement for constructed improvements that are included in the Folsom Plan Area's Public Facilities Financing Plan.	M	CD (E)
<b>PARKS AND RECREATION REQUIREMENTS</b>				
64.		Prior to issuance of the 640th overall Regency Active Adult Community building permit (excluding the 45 model home building permits), the owner/applicant shall construct the 0.5-acre dog park. Prior to issuance of the 830th overall Regency Active Adult Community building permit (excluding the 47 model home building permits), the owner/applicant shall construct the 1.2-acre amphitheater park. The location and size of the aforementioned private parks shall be consistent with the location and size depicted on the Small-Lot Vesting Tentative Subdivision Map dated September 17, 2021.	B, OG	CD (E) (P), PR
65.		Prior to the issuance of the last building permit within Regency Phase 2, the owner/applicant shall complete grading of the public trails on Lots H, I, J, and N, and the Class 1 trail parallel to Mangini Parkway on Lots Q and R, as shown on the Toll Brothers Public Trails System Modification Exhibit and the Phase 1 Small-Lot Vesting Tentative Subdivision Map, dated January 24, 2020 and Phase 2 Small-Lot Vesting Tentative Subdivision Map dated September 17, 2021.	B	CD (E) (P), PR
66.		The owner/applicant shall include the maintenance of all graded subdivision trails within the responsibility of the development Homeowner's Association (HOA) until the Open Space and Mangini Parkway are deeded to the City. The City shall not incur any maintenance responsibility or expense as a result of these trails until the transfer of Open Space ownership to the City is complete.	G, I, OG	CD (E) (P), PR
67.		The owner/applicant shall include the maintenance of all private trail connections within the responsibility of the development Homeowner's Association (HOA) in perpetuity. The City shall not incur any maintenance responsibility or expense as a result of these private trail connections to the public trails within the subdivision.	G, I, OG	CD (E) (P), PR

68.		The owner/applicant shall include the maintenance of all 86.1-acres of Open Space (Measure W Open Space) and fuel modification buffers, in accordance with the Folsom Plan Area Open Space Master Plan, within the responsibility of the development Homeowner's Association (HOA) until the Open Space is deeded to the City. The City shall not incur any maintenance responsibility or expense as a result of this Open Space until the transfer of Open Space ownership to the City is complete. In addition, the Open Space shall not be deeded to the City until development on both sides adjacent to the Open Space are complete and at such a time the City is ready to take ownership.	OG	CD (E) (P), PR
69.		Parkland dedications shall be calculated as net acreage.	G, I	CD (E) (P), PR

**Mitigation Measures**

70. ***Toll Brothers at Folsom Ranch Project Mitigation Monitoring Reporting Program (MMRP).*** Table 1 below describes the mitigation measures from the FPASP (May 2011) MMRP, as amended by the Revised Proposed Water Supply Facility Alternative (November 2012), Folsom South of U.S. Highway 50 Backbone Infrastructure Mitigated Negative Declaration (December 2014), the Westland Eagle Specific Plan Amendment (September 2015), and the Toll Brothers at Folsom Ranch Project.

Condition No.	Mitigation Number (Source)	Mitigation Measures	Timing	Responsible Agency
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**Aesthetics**

71-1	<b>3A.1-1 (FPASP EIR/EIS)</b>	<p><b>Construct and Maintain a Landscape Corridor Adjacent to U.S. 50.</b> The project applicant(s) for any particular discretionary development application adjacent to U.S. 50 shall fund, construct, and maintain a landscaped corridor within the SPA, south of U.S. 50. This corridor shall be 50 feet wide, except that the landscaped corridor width shall be reduced to 25 feet adjacent to the proposed regional mall. Landscaping plans and specifications shall be approved by Caltrans and the City of Folsom, and constructed by the project applicant(s) before the start of earthmoving activities associated with residential or commercial units. Landscaped areas would not be required within the preserved oak woodlands. As practicable, landscaping shall primarily contain native and/or drought tolerant plants. Landscaped corridors shall be maintained in perpetuity to the satisfaction of the City of Folsom.</p>	<p>1. Plans and specifications: before approval of grading plans and building permits</p> <p>2. Construction: before the approval of occupancy permits associated with residential and commercial units</p> <p>3. Maintenance: in perpetuity</p>	City of Folsom Community Development Department
71-2	<b>3A.1-4 (FPASP EIR/EIS)</b>	<p><b>Screen Construction Staging Areas.</b> The project applicant(s) for any particular discretionary development application shall locate staging and material storage areas as far away from sensitive biological resources and sensitive land uses (e.g., residential areas, schools, parks) as feasible. Staging and material storage areas shall be approved by the appropriate agency (identified below) before the approval of grading plans for all project phases and shall be screened from adjacent occupied land uses in earlier development phases to the maximum extent practicable. Screens may include, but are not limited to, the use of such visual barriers such as berms or fences. The screen design shall be approved by the appropriate agency to further reduce visual effects to the extent possible.</p> <p>Mitigation for the off-site elements outside of the City of Folsom’s jurisdictional boundaries shall be developed by the project applicant(s) of each applicable project phase in consultation with the affected oversight agency(ies) (i.e., El Dorado and/or Sacramento Counties, and Caltrans) to reduce to the extent feasible</p>	<p>Before approval of grading plans and during construction for all project phases.</p>	City of Folsom Community Development Department.

		the visual effects of construction activities on adjacent project land uses that have already been developed.		
71-3	3A.1-5 (FPASP EIR/EIS)	<p><b>Establish and Require Conformance to Lighting Standards and Prepare and Implement a Lighting Plan.</b></p> <p>To reduce impacts associated with light and glare, the City shall:</p> <ul style="list-style-type: none"> <li>▶ Establish standards for on-site outdoor lighting to reduce high-intensity nighttime lighting and glare as part of the Folsom Specific Plan design guidelines/standards. Consideration shall be given to design features, namely directional shielding for street lighting, parking lot lighting, and other substantial light sources, that would reduce effects of nighttime lighting. In addition, consideration shall be given to the use of automatic shutoffs or motion sensors for lighting features to further reduce excess nighttime light.</li> <li>▶ Use shielded or screened public lighting fixtures to prevent the light from shining off of the surface intended to be illuminated.</li> </ul> <p>To reduce impacts associated with light and glare, the project applicant(s) of all project phases shall:</p> <ul style="list-style-type: none"> <li>▶ Shield or screen lighting fixtures to direct the light downward and prevent light spill on adjacent properties.</li> <li>▶ Flood and area lighting needed for construction activities, nighttime sporting activities, and/or security shall be screened or aimed no higher than 45 degrees above straight down (half-way between straight down and straight to the side) when the source is visible from any off-site residential property or public roadway.</li> <li>▶ For public lighting in residential neighborhoods, prohibit the use of light fixtures that are of unusually high intensity or brightness (e.g., harsh mercury vapor, low-pressure sodium, or fluorescent bulbs) or that blink or flash.</li> <li>▶ Use appropriate building materials (such as low-glare glass, low-glare building glaze or finish, neutral, earth-toned colored paint and roofing materials), shielded or screened lighting, and appropriate signage in the office/commercial areas to prevent light and glare from adversely affecting motorists on nearby roadways.</li> <li>▶ Design exterior on-site lighting as an integral part of the building and landscape design in the Folsom Specific Plan area. Lighting fixtures shall be architecturally consistent with the overall site design.</li> </ul>	Before approval of building permits.	City of Folsom Community Development Department

		<ul style="list-style-type: none"> <li>▶ Lighting of off-site facilities within the City of Folsom shall be consistent with the City’s General Plan standards.</li> <li>▶ Lighting of the off-site detention basin shall be consistent with Sacramento County General Plan standards.</li> <li>▶ Lighting of the two local roadway connections from Folsom Heights off-site into El Dorado Hills shall be consistent with El Dorado County General Plan standards.</li> </ul> <p>A lighting plan for all on- and off-site elements within the each agency’s jurisdictional boundaries (specified below) shall be submitted to the relevant jurisdictional agency for review and approval, which shall include the above elements. The lighting plan may be submitted concurrently with other improvement plans, and shall be submitted before the installation of any lighting or the approval of building permits for each phase. The project applicant(s) for any particular discretionary development application shall implement the approved lighting plan.</p> <p>Mitigation for the off-site elements outside of the City of Folsom’s jurisdictional boundaries must be coordinated by the project applicant(s) of each applicable project phase with the affected oversight agency(ies) (i.e., El Dorado and/or Sacramento Counties).</p>		
<b>Air Quality</b>				
71-4	3A.2-1a (FPASP EIR/EIS)	<p><b>Implement Measures to Control Air Pollutant Emissions Generated by Construction of On-Site Elements.</b> To reduce short-term construction emissions, the project applicant(s) for any particular discretionary development application shall require their contractors to implement SMAQMD’s list of Basic Construction Emission Control Practices, Enhanced Fugitive PM Dust Control Practices, and Enhanced Exhaust Control Practices (list below) in effect at the time individual portions of the site undergo construction. In addition to SMAQMD-recommended measures, construction operations shall comply with all applicable SMAQMD rules and regulations.</p> <p><b>Basic Construction Emission Control Practices</b></p> <ul style="list-style-type: none"> <li>▶ 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.</li> </ul>	Before the approval of all grading plans by the City and throughout project construction, where applicable, for all project phases.	City of Folsom Community Development Department

- ▶ Cover or maintain at least two feet of free board space on haul trucks transporting soil, sand, or other loose material on the site. Any haul trucks that would be traveling along freeways or major roadways should be covered.
- ▶ Use wet power vacuum street sweepers to remove any visible trackout mud or dirt onto adjacent public roads at least once a day. Use of dry power sweeping is prohibited.
- ▶ Limit vehicle speeds on unpaved roads to 15 miles per hour (mph).
- ▶ All roadways, driveways, sidewalks, parking lots to be paved should be completed as soon as possible. In addition, building pads should be laid as soon as possible after grading unless seeding or soil binders are used.
- ▶ Minimize idling time either by shutting equipment off when not in use or reducing the time of idling to 5 minutes (as required by the state airborne toxics control measure [Title 13, Section 2485 of the California Code of Regulations]). Provide clear signage that posts this requirement for workers at the entrances to the site.
- ▶ Maintain all construction equipment in proper working condition according to manufacturer’s specifications. The equipment must be checked by a certified mechanic and determine to be running in proper condition before it is operated.

**Enhanced Fugitive PM Dust Control Practices – Soil Disturbance Areas**

- ▶ Water exposed soil with adequate frequency for continued moist soil. However, do not overwater to the extent that sediment flows off the site.
- ▶ Suspend excavation, grading, and/or demolition activity when wind speeds exceed 20 mph.
- ▶ Plant vegetative ground cover (fast-germinating native grass seed) in disturbed areas as soon as possible. Water appropriately until vegetation is established.

**Enhanced Fugitive PM Dust Control Practices – Unpaved Roads**

- ▶ Install wheel washers for all exiting trucks, or wash off all trucks and equipment leaving the site.
- ▶ Treat site accesses to a distance of 100 feet from the paved road with a 6 to 12-inch layer of wood chips, mulch, or gravel to reduce generation of road dust and road dust carryout onto public roads.

- ▶ Post a publicly visible sign with the telephone number and person to contact at the construction site regarding dust complaints. This person shall respond and take corrective action within 48 hours. The phone number of SMAQMD and the City contact person shall also be posted to ensure compliance.

**Enhanced Exhaust Control Practices**

- ▶ The project shall provide a plan, for approval by the City of Folsom Community Development Department and SMAQMD, demonstrating that the heavy-duty (50 horsepower [hp] or more) off-road vehicles to be used in the construction project, including owned, leased, and subcontractor vehicles, will achieve a project wide fleet-average 20% NOX reduction and 45% particulate reduction compared to the most current California Air Resources Board (ARB) fleet average that exists at the time of construction. Acceptable options for reducing emissions may include use of late-model engines, low-emission diesel products, alternative fuels, engine retrofit technology, after-treatment products, and/or other options as they become available. The project applicant(s) of each project phase or its representative shall submit to the City of Folsom Community Development Department and SMAQMD a comprehensive inventory of all off-road construction equipment, equal to or greater than 50 hp, that would be used an aggregate of 40 or more hours during any portion of the construction project. The inventory shall include the horsepower rating, engine production year, and projected hours of use for each piece of equipment. The inventory shall be updated and submitted monthly throughout the duration of the project, except that an inventory shall not be required for any 30-day period in which no construction activity occurs. At least 48 hours prior to the use of heavy-duty off-road equipment, the project representative shall provide SMAQMD with the anticipated construction timeline including start date, and name and phone number of the project manager and on-site foreman. SMAQMD's Construction Mitigation Calculator can be used to identify an equipment fleet that achieves this reduction (SMAQMD 2007a). The project shall ensure that emissions from all off-road diesel powered equipment used on the SPA do not exceed 40% opacity for more than three minutes in any one hour. Any equipment found to exceed 40 percent opacity (or Ringelmann 2.0) shall be repaired immediately, and the City and SMAQMD shall be notified within 48 hours of identification of noncompliant equipment. A visual survey of all in-operation equipment shall be made at least weekly, and a monthly summary of the visual survey results

		<p>shall be submitted throughout the duration of the project, except that the monthly summary shall not be required for any 30-day period in which no construction activity occurs. The monthly summary shall include the quantity and type of vehicles surveyed as well as the dates of each survey. SMAQMD staff and/or other officials may conduct periodic site inspections to determine compliance. Nothing in this mitigation measure shall supersede other SMAQMD or state rules or regulations.</p> <ul style="list-style-type: none"> <li>▶ If at the time of construction, SMAQMD has adopted a regulation or new guidance applicable to construction emissions, compliance with the regulation or new guidance may completely or partially replace this mitigation if it is equal to or more effective than the mitigation contained herein, and if SMAQMD so permits.</li> </ul>		
71-5	3A.2-1b (FPASP EIR/EIS)	<p><b>Pay Off-site Mitigation Fee to SMAQMD to Off-Set NO<sub>x</sub> Emissions Generated by Construction of On-Site Elements.</b></p> <p>Implementation of the project or the other four other action alternatives would result in construction-generated NO<sub>x</sub> emissions that exceed the SMAQMD threshold of significance, even after implementation of the SMAQMD Enhanced Exhaust Control Practices (listed in Mitigation Measure 3A.2-1a). Additionally, Mitigation Measure 3A.4-1 (Implement Additional Measures to Control Construction-Generated GHG Emissions, pages 3A.4-14 to 15) has the potential to both reduce and increase NO<sub>x</sub> emissions, depending on the types of alternative fuels and engine types employed. Therefore, the project applicant(s) shall pay SMAQMD an off-site mitigation fee for implementation of any of the five action alternatives for the purpose of reducing NO<sub>x</sub> emissions to a less-than-significant level (i.e., less than 85 lb/day). All NO<sub>x</sub> emission reductions and increases associated with GHG mitigation shall be added to or subtracted from the amount above the construction threshold to determine off-site mitigation fees, when possible. The specific fee amounts shall be calculated when the daily construction emissions can be more accurately determined: that is, if the City/USACE select and certify the EIR/EIS and approves the Proposed Project or one of the other four other action alternatives, the City and the applicants must establish the phasing by which development would occur, and the applicants must develop a detailed construction schedule. Calculation of fees associated with each project development phase shall be conducted by the project applicant(s) in consultation with SMAQMD staff before the approval of grading plans by the City. The project applicant(s) for any particular discretionary development application shall pay into SMAQMD's off-site construction mitigation fund to further mitigate</p>	Before the approval of all grading plans by the City and throughout project construction for all project phases.	The City of Folsom Community Development Department shall not grant any grading permits to the respective project applicant(s) until the respective project applicant(s) have paid the appropriate off-site mitigation fee to SMAQMD.



		<p>construction generated emissions of NO<sub>x</sub> that exceed SMAQMD's daily emission threshold of 85 lb/day. The calculation of daily NO<sub>x</sub> emissions shall be based on the cost rate established by SMAQMD at the time the calculation and payment are made. At the time of writing this EIR/EIS the cost rate is \$16,000 to reduce 1 ton of NO<sub>x</sub> plus a 5% administrative fee (SMAQMD 2008c). The determination of the final mitigation fee shall be conducted in coordination with SMAQMD before any ground disturbance occurs for any project phase. Based on information available at the time of writing this EIR/EIS, and assuming that construction would be performed at a consistent rate over a 19-year period (and averaging of 22 work days per month), it is estimated that the off-site construction mitigation fees would range from \$517,410 to \$824,149, depending on which alternative is selected. Because the fee is based on the mass quantity of emissions that exceed SMAQMD's daily threshold of significance of 85 lb/day, total fees would be substantially greater if construction activity is more intense during some phases and less intense during other phases of the 19-year build out period, and in any event, based on the actual cost rate applied by SMAQMD. (This fee is used by SMAQMD to purchase off-site emissions reductions. Such purchases are made through SMAQMD's Heavy Duty Incentive Program, through which select owners of heavy-duty equipment in Sacramento County can repower or retrofit their old engines with cleaner engines or technologies.)</p>		
71-6	<b>3A.2-1c (FPASP EIR/EIS)</b>	<p>Analyze and Disclose Projected PM<sub>10</sub> Emission Concentrations at Nearby Sensitive Receptors Resulting from Construction of On-Site Elements. Prior to construction of each discretionary development entitlement of on-site land uses, the project applicant shall perform a project-level CEQA analysis (e.g., supporting documentation for an exemption, negative declaration, or project-specific EIR) that includes detailed dispersion modeling of construction-generated PM<sub>10</sub> to disclose what PM<sub>10</sub> concentrations would be at nearby sensitive receptors. The dispersion modeling shall be performed in accordance with applicable SMAQMD guidance that is in place at the time the analysis is performed. At the time of writing this EIR/EIS, SMAQMD's most current and most detailed guidance for addressing construction-generated PM<sub>10</sub> emissions is found in its Guide to Air Quality Assessment in Sacramento County (SMAQMD 2009a). The project-level analysis shall incorporate detailed parameters of the construction equipment and activities, including the year during which construction would be performed, as well as the proximity of potentially affected receptors, including receptors proposed by the project that exist at the time the construction activity would occur.</p>	Before the approval of all grading plans by the City.	City of Folsom Community Development Department

71-7	3A.2-2 (FPASP EIR/EIS)	<p><b>Implement All Measures Prescribed by the Air Quality Mitigation Plan to Reduce Operational Air Pollutant Emissions.</b> To reduce operational emissions, the project applicant(s) for any particular discretionary development application shall implement all measures prescribed in the SMAQMD-approved Folsom Plan Area Specific Plan Air Quality Mitigation Plan (AQMP) (Torrence Planning 2008), a copy of which is included in Appendix C2. The AQMP is intended to improve mobility, reduce vehicle miles traveled, and improve air quality as required by AB 32 and SB 375. The AQMP includes, among others, measures designed to provide bicycle parking at commercial land uses, an integrated pedestrian/bicycle path network, transit stops with shelters, a prohibition against the use the wood-burning fireplaces, energy star roofing materials, electric lawnmowers provided to homeowners at no charge, and on-site transportation alternatives to passenger vehicles (including light rail) that provide connectivity with other local and regional alternative transportation networks.</p>	Before issuance of subdivision maps or improvement plans.	City of Folsom Community Development Department
71-8	3A.2-4a (FPASP EIR/EIS)	<p><b>Develop and Implement a Plan to Reduce Exposure of Sensitive Receptors to Construction-Generated Toxic Air Contaminant Emissions.</b> The project applicant(s) for any particular discretionary development application shall develop a plan to reduce the exposure of sensitive receptors to TACs generated by project construction activity associated with buildout of the selected alternative. Each plan shall be developed by the project applicant(s) in consultation with SMAQMD. The plan shall be submitted to the City for review and approval before the approval of any grading plans.</p> <p>The plan may include such measures as scheduling activities when the residences are the least likely to be occupied, requiring equipment to be shut off when not in use, and prohibiting heavy trucks from idling. Applicable measures shall be included in all project plans and specifications for all project phases.</p> <p>The implementation and enforcement of all measures identified in each plan shall be funded by the project applicant(s) for the respective phase of development.</p>	Before the approval of all grading plans by the City and throughout project construction, where applicable, for all project phases.	City of Folsom Community Development Department
71-9	3A.2-4b (FPASP EIR/EIS)	<p><b>Implement Measures to Reduce Exposure of Sensitive Receptors to Operational Emissions of Toxic Air Contaminants.</b> The following measures shall be implemented to reduce exposure of sensitive receptors to Toxic Air Contaminants.</p> <ul style="list-style-type: none"> <li>▶ Proposed commercial and industrial land uses that have the potential to emit TACs or host TAC-generating activity (e.g., loading docks) shall be located away from existing and proposed on-site sensitive receptors such that they do not expose sensitive receptors to TAC emissions that exceed an incremental</li> </ul>	Before the approval of all grading plans by the SMAQMD and throughout project construction, where applicable, for all project phases.	City of Folsom Community Development Department

		<p>increase of 10 in 1 million for the cancer risk and/or a noncarcinogenic Hazard Index of 1.0.</p> <ul style="list-style-type: none"> <li>▶ The multi-family residences planned across from the off-site corporation yard near the southwest corner of the SPA shall be set back as far as possible from the boundary of the corporation yard and/or relocated to another area.</li> <li>▶ Where necessary to reduce exposure of sensitive receptors to an incremental increase of 10 in 1 million for the cancer risk and/or a noncarcinogenic Hazard Index of 1.0, proposed commercial and industrial land uses that would host diesel trucks shall incorporate idle reduction strategies that reduce the main propulsion engine idling time through alternative technologies such as, IdleAire, electrification of truck parking, and alternative energy sources for TRUs, to allow diesel engines to be completely turned off.</li> <li>▶ Signs shall be posted in at all loading docks and truck loading areas which indicate that diesel-powered delivery trucks must be shut off when not in use for longer than 5 minutes on the premises in order to reduce idling emissions. This measure is consistent with the ATCM to Limit Diesel-Fueled Commercial Motor Vehicle Idling, which was approved by the California Office of Administrative Law in January 2005.</li> <li>▶ Implement the following additional guidelines, which are recommended in ARB's Land Use Handbook: A Community Health Perspective (ARB 2005) and are considered to be advisory and not regulatory: <ul style="list-style-type: none"> <li>▪ Sensitive receptors, such as residential units and daycare centers, shall not be located in the same building as dry-cleaning operations that use perchloroethylene. Dry-cleaning operations that use perchloroethylene shall not be located within 300 feet of any sensitive receptor. A setback of 500 feet shall be provided for operations with two or more machines.</li> <li>▪ Large gasoline stations (defined as facilities with a throughput of 3.6 million gallons per year or greater) and sensitive land uses shall not be sited within 300 feet of each other. Small gasoline-dispensing facilities (less than 3.6 million gallons of throughput per year) and sensitive land uses shall not be sited within 50 feet of each other.</li> </ul> </li> </ul>		
71-10	3A.2-5 (FPASP EIR/EIS)	<b>Implement A Site Investigation to Determine the Presence of NOA and, if necessary, Prepare and Implement an Asbestos Dust Control Plan.</b> A site investigation shall be performed to determine whether and where NOA is present in the soil and rock on the SPA. The site investigation shall include the collection	Before the approval of all grading plans by the City and throughout project	City of Folsom Community Development Department

		<p>of soil and rock samples by a qualified geologist. If the site investigation determines that NOA is present on the SPA then the project applicant shall prepare an Asbestos Dust Control Plan for approval by SMAQMD as required in Title 17, Section 93105 of the California Code of Regulations, "Asbestos Airborne Toxic Control Measure for Construction, Grading, Quarrying, and Surface Mining Operations." The Asbestos Dust Control Plan shall specify measures, such as periodic watering to reduce airborne dust and ceasing construction during high winds. Measures in the Asbestos Dust Control Plan may include but shall not be limited to dust control measures required by Mitigation Measure 3A.2-1a. The project applicant shall submit the plan to the Folsom Community Development Department for review and SMAQMD for review and approval before construction of the first project phase. SMAQMD approval of the plan must be received before any asbestos-containing rock (serpentine) can be disturbed. Upon approval of the Asbestos Dust Control Plan by SMAQMD, the applicant shall ensure that construction contractors implement the terms of the plan throughout the construction period.</p>	<p>construction, where applicable, for all project phases.</p>	
71-11	3A.2-6 (FPASP EIR/EIS)	<p><b>Implement Measures to Control Exposure of Sensitive Receptors to Operational Odorous Emissions.</b> The project applicant(s) for any particular discretionary development application shall implement the following measures:</p> <ul style="list-style-type: none"> <li>▶ The odor-producing potential of land uses shall be considered when the exact type of facility that would occupy areas zoned for commercial, industrial, or mixed-use land uses is determined. Facilities that have the potential to emit objectionable odors shall be located as far away as feasible from existing and proposed sensitive receptors.</li> <li>▶ The multi-family residences planned across from the off-site corporation yard near the southwest corner of the SPA shall be set back as far as possible from the boundary of the corporation yard and/or relocated to another area. (This measure is also required by Mitigation Measure 3A.2-4b to limit exposure to TAC emissions.)</li> <li>▶ Before the approval of building permits, odor control devices shall be identified to mitigate the exposure of receptors to objectionable odors if a potential odor-producing source is to occupy an area zoned for commercial, industrial, or mixed-use land uses. The identified odor control devices shall be installed before the issuance of certificates of occupancy for the potentially odor-producing use. The odor producing potential of a source and control devices shall be determined in coordination with SMAQMD and</li> </ul>	<p>Before the approval of building permits by the City and throughout project construction, where applicable, for all project phases.</p>	<p>City of Folsom Community Development Department</p>

		<p>based on the number of complaints associated with existing sources of the same nature.</p> <ul style="list-style-type: none"> <li>▶ The deeds to all properties located within the plan area that are within one mile of an on- or off-site area zoned or used for agricultural use (including livestock grazing) shall be accompanied by a written disclosure from the transferor, in a form approved by the City of Folsom, advising any transferee of the potential adverse odor impacts from surrounding agricultural operations, which disclosure shall direct the transferee to contact the County of Sacramento concerning any such property within the County zoned for agricultural uses within one mile of the subject property being transferred.</li> <li>▶ Truck loading docks and delivery areas shall be located as far away as feasible from existing and proposed sensitive receptors.</li> <li>▶ Signs shall be posted at all loading docks and truck loading areas which indicate that diesel-powered delivery trucks must be shut off when not in use for longer than 5 minutes on the premises in order to reduce idling emissions. This measure is consistent with the ATCM to Limit Diesel-Fueled Commercial Motor Vehicle Idling, which was approved by California's Office of Administrative Law in January 2005. (This measure is also required by Mitigation Measure 3A.2-4b to limit TAC emissions.)</li> <li>▶ Proposed commercial and industrial land uses that have the potential to host diesel trucks shall incorporate idle reduction strategies that reduce the main propulsion engine idling time through alternative technologies such as, IdleAire, electrification of truck parking, and alternative energy sources for TRUs, to allow diesel engines to be completely turned off. (This measure is also required by Mitigation Measure 3A.2-4b to limit TAC emissions.)</li> </ul>		
<b>Biological Resources</b>				
71-12	3A.3-1a (FPASP EIR/EIS)	<p><b>Design Stormwater Drainage Plans and Erosion and Sediment Control Plans to Avoid and Minimize Erosion and Runoff to All Wetlands and Other Waters That Are to Remain on the SPA and Use Low Impact Development Features.</b></p> <p>To minimize indirect effects on water quality and wetland hydrology, the project applicant(s) for any particular discretionary development application shall include stormwater drainage plans and erosion and sediment control plans in their improvement plans and shall submit these plans to the City Public Works Department for review and approval. For off-site elements within Sacramento</p>	Before approval of improvement and drainage plans, and on an ongoing basis throughout and after project construction, as required for all project phases.	City of Folsom Public Works Department

County or El Dorado County jurisdiction (e.g., off-site detention basin and off-site roadway connections to El Dorado Hills), plans shall be submitted to the appropriate county planning department. Before approval of these improvement plans, the project applicant(s) for any particular discretionary development application shall obtain a NPDES MS4 Municipal Stormwater Permit and Grading Permit, comply with the City's Grading Ordinance and County drainage and stormwater quality standards, and commit to implementing all measures in their drainage plans and erosion and sediment control plans to avoid and minimize erosion and runoff into Alder Creek and all wetlands and other waters that would remain on-site. Detailed information about stormwater runoff standards and relevant City and County regulation is provided in Chapter 3A.9, "Hydrology and Water Quality."

The project applicant(s) for any particular discretionary development entitlement shall implement stormwater quality treatment controls consistent with the Stormwater Quality Design Manual for Sacramento and South Placer Regions in effect at the time the application is submitted. Appropriate runoff controls such as berms, storm gates, off-stream detention basins, overflow collection areas, filtration systems, and sediment traps shall be implemented to control siltation and the potential discharge of pollutants. Development plans shall incorporate Low Impact Development (LID) features, such as pervious strips, permeable pavements, bioretention ponds, vegetated swales, disconnected rain gutter downspouts, and rain gardens, where appropriate. Use of LID features is recommended by the EPA to minimize impacts on water quality, hydrology, and stream geomorphology and is specified as a method for protecting water quality in the proposed specific plan. In addition, free spanning bridge systems shall be used for all roadway crossings over wetlands and other waters that are retained in the on-site open space. These bridge systems would maintain the natural and restored channels of creeks, including the associated wetlands, and would be designed with sufficient span width and depth to provide for wildlife movement along the creek corridors even during high-flow or flood events, as specified in the 404 permit.

In addition to compliance with City ordinances, the project applicant(s) for any particular discretionary development application shall prepare a Stormwater Pollution Prevention Plan (SWPPP), and implement Best Management Practices (BMPs) that comply with the General Construction Stormwater Permit from the Central Valley RWQCB, to reduce water quality effects during construction. Detailed information about the SWPPP and BMPs are provided in Chapter 3A.9, "Hydrology and Water Quality."

		<p>Each project development shall result in no net change to peak flows into Alder Creek and associated tributaries, or to Buffalo Creek, Carson Creek, and Coyote Creek. The project applicant(s) shall establish a baseline of conditions for drainage on-site. The baseline-flow conditions shall be established for 2-, 5-, and 100-year storm events. These baseline conditions shall be used to develop monitoring standards for the stormwater system on the SPA. The baseline conditions, monitoring standards, and a monitoring program shall be submitted to USACE and the City for their approval. Water quality and detention basins shall be designed and constructed to ensure that the performance standards, which are described in Chapter 3A.9, "Hydrology and Water Quality," are met and shall be designed as off-stream detention basins. Discharge sites into Alder Creek and associated tributaries, as well as tributaries to Carson Creek, Coyote Creek, and Buffalo Creek, shall be monitored to ensure that pre-project conditions are being met. Corrective measures shall be implemented as necessary. The mitigation measures will be satisfied when the monitoring standards are met for 5 consecutive years without undertaking corrective measures to meet the performance standard.</p> <p>See FEIR/FEIS Appendix S showing that the detention basin in the northeast corner of the SPA has been moved off stream.</p> <p>Mitigation for the off-site elements outside of the City of Folsom's jurisdictional boundaries must be coordinated by the project applicant(s) of each applicable project phase in consultation with the affected oversight agency(ies) (i.e., El Dorado County for the roadway connections, Sacramento County for the detention basin west of Prairie City Road, and Caltrans for the U.S. 50 interchange improvements) such that the performance standards described in Chapter 3A.9, "Hydrology and Water Quality," are met.</p>		
71-13	3A.3-1b (FPASP EIR/EIS)	<p><b>Secure Clean Water Act Section 404 Permit and Implement All Permit Conditions; Ensure No Net Loss of Functions and Values of Wetlands, Other Waters of the U.S., and Waters of the State.</b></p> <p>Before the approval of grading and improvement plans and before any groundbreaking activity associated with each distinct discretionary development entitlement, the project applicant(s) for any particular discretionary development application requiring fill of wetlands or other waters of the U.S. or waters of the state shall obtain all necessary permits under Sections 401 and 404 of the CWA or the state's Porter-Cologne Act for the respective phase. For each respective discretionary development entitlement, all permits, regulatory approvals, and permit conditions for effects on wetland habitats shall be secured before</p>	Before the approval of grading or improvement plans or any ground disturbing activities for any project development phase containing wetland features or other waters of the U.S. The MMP must be approved before any	City of Folsom Community Development Department

	<p>implementation of any grading activities within 250 feet of waters of the U.S. or wetland habitats or lesser distance deemed sufficiently protective by a qualified biologist with approval from USFWS, including waters of the state, that potentially support Federally listed species. The project applicant(s) shall commit to replace, restore, or enhance on a “no net loss” basis (in accordance with USACE and the Central Valley RWQCB) the acreage of all wetlands and other waters of the U.S. that would be removed, lost, and/or degraded with implementation of project plans for that development increment. Wetland habitat shall be restored, enhanced, and/or replaced at an acreage and location and by methods agreeable to USACE, the Central Valley RWQCB, and the City, as appropriate, depending on agency jurisdiction, and as determined during the Section 401 and Section 404 permitting processes. As part of the Section 404 permitting process, a draft wetland mitigation and monitoring plan (MMP) shall be developed for the project on behalf of the project applicant(s). Before any ground-disturbing activities in an area that would adversely affect wetlands and before engaging in mitigation activities associated with each discretionary development entitlement, the project applicant(s) shall submit the draft wetland MMP to USACE, the Central Valley RWQCB, Sacramento County, El Dorado County, and the City for review and approval of those portions of the plan over which they have jurisdiction. The MMP would have to be finalized prior to impacting any wetlands. Once the final MMP is approved and implemented, mitigation monitoring shall continue for a minimum of 5 years from completion of mitigation, or human intervention (including recontouring and grading), or until the performance standards identified in the approved MMP have been met, whichever is longer.</p> <p>As part of the MMP, the project applicant(s) shall prepare and submit plans for the creation of aquatic habitat in order to adequately offset and replace the aquatic functions and services that would be lost at the SPA, account for the temporal loss of habitat, and contain an adequate margin of safety to reflect anticipated success. Restoration of previously altered and degraded wetlands shall be a priority of the MMP for offsetting losses of aquatic functions on the SPA because it is typically easier to achieve functional success in restored wetlands than in those created from uplands. The MMP must demonstrate how the aquatic functions and values that would be lost through project implementation will be replaced.</p> <p>The habitat MMP for jurisdictional wetland features shall be consistent with USACE’s and EPA’s April 10, 2008 Final Rule for Compensatory Mitigation for Losses of Aquatic Resources (33 CFR Parts 325 and 332 and 40 CFR Part 230) and USACE’s October 26, 2010 Memorandum Re: Minimum Level of</p>	<p>impact on wetlands can occur.</p> <p>Mitigation shall be implemented on an ongoing basis throughout and after construction, as required.</p>	
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		<p>Documentation Required for Permit Decisions. According to the Final Rule, mitigation banks should be given preference over other types of mitigation because a lot of the risk and uncertainty regarding mitigation success is alleviated by the fact that mitigation bank wetlands must be established and demonstrating functionality before credits can be sold. The use of mitigation credits also alleviates temporal losses of wetland function while compensatory wetlands are being established. Mitigation banks also tend to be on larger, more ecologically valuable parcels and are subjected to more rigorous scientific study and planning and implementation procedures than typical permittee-responsible mitigation sites (USACE and EPA, 2008). Permittee-responsible on-site mitigation areas can be exposed to long-term negative effects of surrounding development since they tend to be smaller and less buffered than mitigation banks. The Final Rule also establishes a preference for a “watershed approach” in selecting locations for compensatory mitigation project locations, that mitigation selection must be “appropriate and practicable” and that mitigation banks must address watershed needs based on criteria set forth in the Final Rule. The watershed approach accomplishes this objective by expanding the informational and analytic basis of mitigation project site selection decisions and ensuring that both authorized impacts and mitigation are considered on a watershed scale rather than only project by project. This requires a degree of flexibility so that district engineers can authorize mitigation projects that most effectively address the case-specific circumstances and needs of the watershed, while remaining practicable for the permittee. The SPA includes portions of the Alder Creek, Buffalo Creek, Coyote Creek, and Carson Creek Watersheds. The majority of the SPA is within the Alder Creek Watershed. Alder Creek and Buffalo Creek are part of the Lower American River Watershed. Carson Creek and Coyote Creek are part of the Cosumnes River Watershed. Mitigation credits may be available within the Cosumnes Watershed, but not within the American River Watershed and not within the sub-watersheds of the SPA. Therefore, aquatic habitats may need to be restored or created on the SPA and adjacent off-site lands, preferably within the affected watersheds, in order to successfully replace lost functions at the appropriate watershed scale where loss of function would occur. It is not likely feasible to provide compensatory mitigation for all aquatic resource impacts on site.</p> <p>Therefore, a combination of on-site and off-site permittee-responsible mitigation and mitigation banking would likely be necessary to achieve the no-net-loss standard.</p> <p>The SPA is located within the service areas of several approved mitigation banks (e.g., Bryte Ranch, Clay Station, Fitzgerald Ranch, and Twin City Mitigation</p>		
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Bank). The majority of compensatory mitigation for wetland impacts is proposed to be accomplished at an agency approved mitigation bank or banks authorized to sell credits to offset impacts in the SPA. The applicants' biological consultant, ECORP, has identified availability of approximately 31 vernal pool credits and 228 seasonal wetland credits at mitigation banks whose service area includes the SPA. Additional credits may also be available from pending, but not yet approved, mitigation banks. However, availability is subject to change and, as noted above, a combination of mitigation bank credits and permittee-responsible on and off-site mitigation may be necessary to fully offset project impacts on wetlands and other waters of the U.S. If USACE determines that the use of mitigation bank credits is not sufficient mitigation to offset impacts within the SPA, the October 26, 2010 Memorandum Re: Minimum Level of Documentation Required for Permit Decisions requires USACE to specifically demonstrate why the use of bank credits is not acceptable to USACE in accordance with Section 33 CFR 332.3(a)(1).

Compensatory mitigation for losses of stream and intermittent drainage channels shall follow the Final Rule Guidelines, which specify that compensatory mitigation should be achieved through in-kind preservation, restoration, or enhancement within the same watershed, subject to practicability considerations. The wetland MMP shall address how to mitigate impacts on vernal pool, seasonal swale, seasonal wetland, seep, marsh, pond, and intermittent and perennial stream habitat, and shall describe specific method(s) to be implemented to avoid and/or mitigate any off-site project-related impacts. The wetland compensation section of the habitat MMP shall include the following:

- ▶ Compensatory mitigation sites and criteria for selecting these mitigation sites. In General, compensatory mitigation sites should meet the following criteria, based on the Final Rule;
  - located within the same watershed as the wetland or other waters that would be lost, as appropriate and practicable;
  - located in the most likely position to successfully replace wetland functions lost on the impact site considering watershed-scale features such as aquatic habitat diversity, habitat connectivity, available water sources and hydrologic relationships, land use trends, ecological benefits, and compatibility with adjacent land uses, and the likelihood for success and sustainability;

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|  |  | <ul style="list-style-type: none"> <li>▶ A complete assessment of the existing biological resources in both the on-site preservation areas and off-site compensatory mitigation areas, including wetland functional assessment using the California Rapid Assessment Method (CRAM) (Collins et al. 2008), or other appropriate wetland assessment protocol as determined through consultation with USACE and the USFWS, to establish baseline conditions;</li> <li>▶ Specific creation and restoration plans for each mitigation site;</li> <li>▶ Use of CRAM to compare compensatory wetlands to the baseline CRAM scores from wetlands in the SPA. The compensatory wetland CRAM scores shall be compared against the highest quality wetland of each type from the SPA;</li> <li>▶ CRAM scores, or other wetland assessment protocol scores, from the compensatory wetlands shall be compared against the highest quality wetland scores for each wetland type to document success of compensatory wetlands in replacing the functions of the affected wetlands to be replaced;</li> <li>▶ Monitoring protocol, including schedule and annual report requirements, and the following elements: <ul style="list-style-type: none"> <li>▪ ecological performance standards, based on the best available science, that can be assessed in a practicable manner (e.g., performance standards proposed by Barbour et al. 2007). Performance standards must be based on attributes that are objective and verifiable;</li> <li>▪ assessments conducted annually for 5 years after construction or restoration of compensatory wetlands to determine whether these areas are acquiring wetland functions and to plot the performance trajectory of preserved, restored, or created wetlands over time.</li> <li>▪ assessments results for compensatory wetlands shall also be compared against scores for reference wetlands assessed in the same year;</li> <li>▪ assessments analysis conducted annually for 5 years after any construction adjacent to wetlands preserved on the SPA to determine whether these areas are retaining functions and values. Assessments results for wetlands preserved on site shall also be compared against scores for reference wetlands assessed in the same year;</li> <li>▪ analysis of assessments data, including assessment of potential stressors, to determine whether any remedial activities may be necessary;</li> </ul> </li> </ul> |  |  |
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- corrective measures if performance standards are not met;
- monitoring of plant communities as performance criteria (annual measure of success, during monitoring period) and success criteria (indicative of achievement of mitigation habitat requirement at end of monitoring period) for hydrologic function have become established and the creation site “matures” over time;
- GIS analysis of compensatory wetlands to demonstrate actual acreage of functioning wetland habitat;
- adaptive management measures to be applied if performance standards and acreage requirements are not being met;
- responsible parties for monitoring and preparing reports; and
- responsible parties for receiving and reviewing reports and for verifying success or prescribing implementation or corrective actions.

A final operations and management plan (OMP) for all on- and off-site permittee-sponsored wetland preservation and mitigation areas shall be prepared and submitted to USACE and USFWS for review, comment and preliminary approval prior to the issuance of any permits under Section 404 of the CWA. The plan shall include detailed information on the habitats present within the preservation and mitigation areas, the long-term management and monitoring of these habitats, legal protection for the preservation and mitigation areas (e.g., conservation easement, declaration of restrictions), and funding mechanism information (e.g., endowment). A final OMP for each discretionary development entitlement affecting wetlands must be approved prior to construction.

USACE has determined that the project will require an individual permit. In its final stage and once approved by USACE, the MMP for the project is expected to detail proposed wetland restoration, enhancement, and/or replacement activities that would ensure no net loss of aquatic functions in the project vicinity. Approval and implementation of the wetland MMP shall aim to fully mitigate all unavoidable impacts on jurisdictional waters of the U.S., including jurisdictional wetlands. In addition to USACE approval, approval by the City, Sacramento County, El Dorado County, and the Central Valley RWQCB, as appropriate depending on agency jurisdiction, and as determined during the Section 401 and Section 404 permitting processes, will also be required. Approvals from Sacramento County and El Dorado County shall be required for impacts resulting from off-site project elements occurring in these counties, such as the off-site detention basin in Sacramento County and the roadway connections into El

		<p>Dorado County. To satisfy the requirements of the City and the Central Valley RWQCB, mitigation of impacts on the nonjurisdictional wetlands beyond the jurisdiction of USACE shall be included in the same MMP. All mitigation requirements determined through this process shall be implemented before grading plans are approved. The MMP shall be submitted to USACE and approved prior to the issuance of any permits under Section 404 of the CWA. Water quality certification pursuant to Section 401 of the CWA will be required before issuance of a Section 404 permit. Before construction in any areas containing wetland features, the project applicant(s) shall obtain water quality certification for the project. Any measures required as part of the issuance of water quality certification shall be implemented.</p> <p>Mitigation for the off-site elements outside of the City of Folsom's jurisdictional boundaries must be developed by the project applicant(s) of each applicable project phase in consultation with the affected oversight agency(ies) (i.e., Caltrans, El Dorado and/or Sacramento Counties).</p>		
71-14	3A.3-2a (FPASP EIR/EIS)	<p><b>Avoid Direct Loss of Swainson's Hawk and Other Raptor Nests.</b> To mitigate impacts on Swainson's hawk and other raptors (including burrowing owl), the project applicant(s) of all project phases shall retain a qualified biologist to conduct preconstruction surveys and to identify active nests on and within 0.5 mile of the SPA and active burrows on the SPA. The surveys shall be conducted before the approval of grading and/or improvement plans (as applicable) and no less than 14 days and no more than 30 days before the beginning of construction for all project phases. To the extent feasible, guidelines provided in Recommended Timing and Methodology for Swainson's Hawk Nesting Surveys in the Central Valley (Swainson's Hawk Technical Advisory Committee 2000) shall be followed for surveys for Swainson's hawk. If no nests are found, no further mitigation is required.</p> <p>If active nests are found, impacts on nesting Swainson's hawks and other raptors shall be avoided by establishing appropriate buffers around the nests. No project activity shall commence within the buffer area until the young have fledged, the nest is no longer active, or until a qualified biologist has determined in consultation with DFG that reducing the buffer would not result in nest abandonment. DFG guidelines recommend implementation of 0.25- or 0.5-mile-wide buffers, but the size of the buffer may be adjusted if a qualified biologist and the City, in consultation with DFG, determine that such an adjustment would not be likely to adversely affect the nest. Monitoring of the nest by a qualified</p>	Before the approval of grading and improvement plans, before any ground disturbing activities, and during project construction as applicable for all project phases.	California Department of Fish and Game and City of Folsom Community Development Department.

		<p>biologist during and after construction activities will be required if the activity has potential to adversely affect the nest.</p> <p>If active burrows are found, a mitigation plan shall be submitted to the City for review and approval before any ground-disturbing activities.</p> <p>The City shall consult with DFG. The mitigation plan may consist of installation of one-way doors on all burrows to allow owls to exit, but not reenter, and construction of artificial burrows within the project vicinity, as needed; however, burrow owl exclusions may only be used if a qualified biologist verifies that the burrow does not contain eggs or dependent young. If active burrows contain eggs and/or young, no construction shall occur within 50 feet of the burrow until young have fledged. Once it is confirmed that there are no owls inside burrows, these burrows may be collapsed.</p> <p>Mitigation for the off-site elements outside of the City of Folsom’s jurisdictional boundaries must be developed by the project applicant(s) of each applicable project phase in consultation with the affected oversight agency(ies) (i.e., El Dorado and/or Sacramento Counties, or Caltrans), such that the performance criteria set forth in DFG’s guidelines are determined to be met.</p>		
71-15	<b>3A.3-2b (FPASP EIR/EIS)</b>	<p><b>Mitigation Measure 3A.3-2b: Prepare and Implement a Swainson’s Hawk Mitigation Plan.</b></p> <p>To mitigate for the loss of Swainson’s hawk foraging habitat, the project applicant(s) of all project phases shall prepare and implement a Swainson’s hawk mitigation plan including, but not limited to the requirements described below.</p> <p>Before the approval of grading and improvement plans or before any ground-disturbing activities, whichever occurs first, the project applicant(s) shall preserve, to the satisfaction of the City or Sacramento County, as appropriate depending on agency jurisdiction, suitable Swainson’s hawk foraging habitat to ensure 1:1 mitigation of habitat value for Swainson’s hawk foraging habitat lost as a result of the project, as determined by the City, or Sacramento County, after consultation with DFG and a qualified biologist.</p> <p>The 1:1 habitat value shall be based on Swainson’s hawk nesting distribution and an assessment of habitat quality, availability, and use within the City’s planning area, or Sacramento County jurisdiction. The mitigation ratio shall be consistent with the 1994 DFG Swainson’s Hawk Guidelines included in the Staff Report Regarding Mitigation for Impacts to Swainson’s Hawks (<i>Buteo swainsoni</i>) in the Central Valley of California, which call for the following mitigation ratios for loss of foraging habitat in these categories: 1:1 if within 1 mile of an active nest site, 0.75:1 if over 1 mile but less than 5 miles, and 0.5:1 if over 5 miles but less than</p>	Before the approval of grading, improvement, or construction plans and before any ground disturbing activity in any project development phase that would affect Swainson’s hawk foraging habitat.	City of Folsom Community Development Department

10 miles from an active nest site. Such mitigation shall be accomplished through credit purchase from an established mitigation bank approved to sell Swainson's hawk foraging habitat credits to mitigate losses in the SPA, if available, or through the transfer of fee title or perpetual conservation easement. The mitigation land shall be located within the known foraging area and within Sacramento County. The City, or Sacramento County if outside City jurisdiction, after consultation with DFG, will determine the appropriateness of the mitigation land.

Before approval of such proposed mitigation, the City, or Sacramento County for the off-site detention basin, shall consult with DFG regarding the appropriateness of the mitigation. If mitigation is accomplished through conservation easement, then such an easement shall ensure the continued management of the land to maintain Swainson's hawk foraging values, including but not limited to ongoing agricultural uses and the maintenance of all existing water rights associated with the land. The conservation easement shall be recordable and shall prohibit any activity that substantially impairs or diminishes the land's capacity as suitable Swainson's hawk habitat.

The project applicant(s) shall transfer said Swainson's hawk mitigation land, through either conservation easement or fee title, to a third party, nonprofit conservation organization (Conservation Operator), with the City and DFG named as third-party beneficiaries. The Conservation Operator shall be a qualified conservation easement land manager that manages land as its primary function. Additionally, the Conservation Operator shall be a tax-exempt nonprofit conservation organization that meets the criteria of Civil Code Section 815.3(a) and shall be selected or approved by the City or County, after consultation with DFG. The City, or County, after consultation with DFG and the Conservation Operator, shall approve the content and form of the conservation easement. The City, or County, DFG, and the Conservation Operator shall each have the power to enforce the terms of the conservation easement. The Conservation Operator shall monitor the easement in perpetuity to assure compliance with the terms of the easement.

The project applicant(s), after consultation with the City, or County of jurisdiction, DFG, and the Conservation Operator, shall establish an endowment or some other financial mechanism that is sufficient to fund in perpetuity the operation, maintenance, management, and enforcement of the conservation easement. If an endowment is used, either the endowment funds shall be submitted to the City for impacts on lands within the City's jurisdiction or Sacramento County for the off-site detention basin to be distributed to an

		<p>appropriate third-party nonprofit conservation agency, or they shall be submitted directly to the third-party nonprofit conservation agency in exchange for an agreement to manage and maintain the lands in perpetuity. The Conservation Operator shall not sell, lease, or transfer any interest of any conservation easement or mitigation land it acquires without prior written approval of the City and DFG. Mitigation lands established or acquired for impacts incurred at the off-site detention basin shall require approval from Sacramento County prior to sale or transfer of mitigation lands or conservation easement.</p> <p>If the Conservation Operator ceases to exist, the duty to hold, administer, manage, maintain, and enforce the interest shall be transferred to another entity acceptable to the City and DFG, or Sacramento County and DFG depending on jurisdiction of the affected habitat. The City Planning Department shall ensure that mitigation habitat established for impacts on habitat within the City’s planning area is properly established and is functioning as habitat by reviewing regular monitoring reports prepared by the Conservation Operator of the mitigation site(s). Monitoring of the mitigation site(s) shall continue for the first 10 years after establishment of the easement and shall be funded through the endowment, or other appropriate funding mechanism, established by the project applicant(s). Sacramento County shall review the monitoring reports for impacts on habitat at the off-site detention basin.</p> <p>Mitigation for the off-site elements outside of the City of Folsom’s jurisdictional boundaries must be coordinated by the project applicant(s) of each applicable project phase with the affected oversight agency(ies) (i.e., Sacramento County and Caltrans).</p>		
71-16	3A.3-2c (FPASP EIR/EIS)	<p><b>Avoid and Minimize Impacts to Tricolored Blackbird Nesting Colonies.</b> To avoid and minimize impacts to tricolored blackbird, the project applicant(s) of all project phases shall conduct a preconstruction survey for any project activity that would occur during the tricolored blackbird’s nesting season (March 1–August 31). The preconstruction survey shall be conducted by a qualified biologist before any activity occurring within 500 feet of suitable nesting habitat, including freshwater marsh and areas of riparian scrub vegetation. The survey shall be conducted within 14 days before project activity begins.</p> <p>If no tricolored blackbird colony is present, no further mitigation is required. If a colony is found, the qualified biologist shall establish a buffer around the nesting colony. No project activity shall commence within the buffer area until a qualified biologist confirms that the colony is no longer active. The size of the buffer shall be determined in consultation with DFG. Buffer size is anticipated to range from</p>	Before the approval of any ground-disturbing activity within 500 feet of suitable nesting habitat as applicable for all project phases.	City of Folsom Community Development Department



		<p>100 to 500 feet, depending on the nature of the project activity, the extent of existing disturbance in the area, and other relevant circumstances.</p> <p>Mitigation for the off-site elements outside of the City of Folsom’s jurisdictional boundaries (i.e., U.S. 50 interchange improvements) must be developed by the project applicant(s) of each applicable project phase in consultation with the affected oversight agency(ies) (i.e., Caltrans) and must be sufficient to achieve the performance criteria described above.</p>		
71-17	3A.3-2d (FPASP EIR/EIS)	<p><b>Avoid and Minimize Impacts to Special-Status Bat Roosts.</b> The project applicant of all project phases containing potential bat roosting habitat shall retain a qualified biologist to conduct surveys for roosting bats. Surveys shall be conducted in the fall to determine if the mine shaft is used as a hibernaculum and in spring and/or summer to determine if it is used as a maternity or day roost. Surveys shall consist of evening emergence surveys to note the presence or absence of bats and could consist of visual surveys at the time of emergence. If evidence of bat use is observed, the number and species of bats using the roost shall be determined. Bat detectors may be used to supplement survey efforts. If no bat roosts are found, then no further study shall be required.</p> <p>If roosts of pallid bat or Townsend’s big-eared bats are determined to be present and must be removed, the bats shall be excluded from the roosting site. A mitigation program addressing compensation, exclusion methods, and roost removal procedures shall be developed in consultation with DFG before implementation. Exclusion methods may include use of one-way doors at roost entrances (bats may leave but not reenter), or sealing roost entrances when the site can be confirmed to contain no bats. Exclusion efforts may be restricted during periods of sensitive activity (e.g., during hibernation or while females in maternity colonies are nursing young). The loss of each roost (if any) will be replaced in consultation with DFG and may include construction and installation of bat boxes suitable to the bat species and colony size excluded from the original roosting site. Roost replacement will be implemented before bats are excluded from the original roost sites. Once the replacement roosts are constructed and it is confirmed that bats are not present in the original roost site, the mine shaft may be removed.</p>	Before the approval of any ground-disturbing activity within 500 feet of suitable nesting habitat as applicable for all project phases.	City of Folsom Community Development Department
71-18	3A.3-2g (FPASP EIR/EIS)	<p><b>Secure Take Authorization for Federally Listed Vernal Pool Invertebrates and Implement All Permit Conditions.</b> No project construction shall proceed in areas supporting potential habitat for Federally listed vernal pool invertebrates, or within adequate buffer areas (250 feet or lesser distance deemed sufficiently protective by a qualified biologist with approval from USFWS), until a biological opinion (BO) or Not Likely to Adversely Affect (NLAA) letter has been issued by</p>	Before the approval of any grading or improvement plans, before any ground disturbing activities within 250 feet of	U.S. Army Corps of Engineers, Sacramento District; U.S. Fish and Wildlife Service; and City of Folsom Community Development Department

USFWS and the project applicant(s) for any particular discretionary development entitlements affecting such areas have abided by conditions in the BO (including conservation and minimization measures) intended to be completed before on-site construction. Conservation and minimization measures shall include preparation of supporting documentation describing methods to protect existing vernal pools during and after project construction, a detailed monitoring plan, and reporting requirements.

As described under Mitigation Measure 3A.3-1a, an MMP shall be developed that describes details how loss of vernal pool and other wetland habitats shall be offset, including details on creation of habitat, account for the temporal loss of habitat, contain performance standards to ensure success, and outline remedial actions if performance standards are not met.

The project applicant(s) for any particular discretionary development application potentially affecting vernal pool habitat shall complete and implement a habitat MMP that will result in no net loss of acreage, function, and value of affected vernal pool habitat. The final habitat MMP shall be consistent with guidance provided in Programmatic Formal Endangered Species Act Consultation on Issuance of 404 Permits for Projects with Relatively Small Effects on Listed Vernal Pool Crustaceans within the Jurisdiction of the Sacramento Field Office, California (USFWS 1996) or shall provide an alternative approach that is acceptable to the City, USACE, and USFWS and accomplishes no net loss of habitat acreage, function, and value.

The project applicant(s) for any particular discretionary development application “potentially affecting vernal pool habitat” shall ensure that there is sufficient upland habitat within the target areas for creation and restoration of vernal pools and vernal pool complexes to provide ecosystem health. This standard shall be accomplished by requiring the project applicant(s) for any discretionary development application affecting vernal pool or seasonal wetland habitat to identify the extent of indirectly affected vernal pool and seasonal wetland habitat, either by identifying all such habitat within 250 feet of project construction activities or by providing an alternative technical evaluation. If a lesser distance is pursued, this distance shall be approved by USFWS. The project applicant(s) shall preserve acreage of vernal pool habitat for each wetted acre of any indirectly affected vernal pool habitat at a ratio approved by USFWS at the conclusion of the Section 7 consultation. This mitigation shall occur before the approval of any grading or improvement plans for any project phase that would allow work within 250 feet of such habitat or lesser distance deemed sufficiently protective by a qualified biologist with approval from USFWS, and before any ground disturbing

said habitat or lesser distance deemed sufficiently protective by a qualified biologist with approval from USFWS, and on an ongoing basis throughout construction as applicable for all project phases as required by the mitigation plan, BO, and/or BMPs.

		<p>activity within 250 feet of the habitat or lesser distance deemed sufficiently protective by a qualified biologist with approval from USFWS. The project applicant(s) will not be required to complete this mitigation measure for direct or indirect impacts that have already been mitigated to the satisfaction of USFWS through another BO or mitigation plan (i.e., if impacts on specific habitat acreage are mitigated by one project phase or element, the project applicant(s) will not be required to mitigate for it again in another phase of the project).</p> <p>A standard set of BMPs shall be applied to construction occurring in areas within 250 feet of off-site vernal pool habitat, or within any lesser distance deemed adequate by a qualified biologist (with approval from USFWS) to constitute a sufficient buffer from such habitat. Refer to Section 3A.9, "Hydrology and Water Quality - Land" for the details of BMPs to be implemented.</p> <p>Mitigation for the off-site elements outside of the City of Folsom's jurisdictional boundaries must be developed by the project applicant(s) of each applicable project phase in consultation with the affected oversight agency(ies) (i.e., El Dorado and/or Sacramento Counties, or Caltrans).</p>		
71-19	3A.3-4a (FPASP EIR/EIS)	<p><b>Mitigation Measure 3A.3-4a: Secure and Implement Section 1602 Streambed Alteration Agreement.</b> The project applicant(s) for any particular discretionary development application shall obtain a Section 1602 streambed alteration agreement from DFG for all construction activities that would occur in the bed and bank of Alder Creek and other drainage channels and ponds on the SPA. As a condition of issuance of the streambed alteration agreement, the project applicant(s) for any particular discretionary development application affecting riparian habitat shall hire a qualified restoration ecologist to prepare a riparian habitat MMP. The draft MMP shall describe specific method(s) to be implemented to avoid and/or compensate for impacts on the stream channel of Alder Creek and other drainage channels within DFG jurisdiction, and the bed and banks of the on-site ponds. Mitigation measures may include establishment or restoration of riparian habitat within the project's open space areas along preserved stream corridors, riparian habitat restoration off-site, or preservation and enhancement of existing riparian habitat either on or off the SPA. The compensation habitat shall be similar in composition and structure to the habitat to be removed and shall be at ratios adequate to offset the loss of riparian habitat functions and services at the SPA. The riparian habitat compensation section of the habitat MMP shall include the following:</p> <ul style="list-style-type: none"> <li>▶ compensatory mitigation sites and criteria for selecting these mitigation sites;</li> </ul>	Before the approval of grading or improvement plans or any construction activities (including clearing and grubbing) that affect the bed and bank or riparian and freshwater marsh habitat associated with Alder Creek and other on-site or off-site drainage channels and ponds.	California Department of Fish and Game and City of Folsom Community Development Department

- ▶ complete assessment of the existing biological resources in both the on-site and off-site preservation and restoration areas;
- ▶ site-specific management procedures to benefit establishment and maintenance of native riparian plant species, including black willow, arroyo willow, white alder, and Fremont cottonwood;
- ▶ a planting and irrigation program if needed for establishment of native riparian trees and shrubs at strategic locations within each mitigation site (planting and irrigation may not be necessary if preservation of functioning riparian habitat is chosen as mitigation or if restoration can be accomplished without irrigation or planting);
- ▶ in kind reference habitats for comparison with compensatory riparian habitats (using performance and success criteria) to document success;
- ▶ monitoring protocol, including schedule and annual report requirements (compensatory riparian habitats shall be monitored for a minimum period of five years);
- ▶ ecological performance standards, based on the best available science and including specifications for native riparian plant densities, species composition, amount of dead woody vegetation gaps and bare ground, and survivorship; at a minimum, compensatory mitigation planting sites must achieve 80% survival of planted riparian trees and shrubs by the end of the five-year maintenance and monitoring period or dead and dying trees shall be replaced and monitoring continued until 80% survivorship is achieved;
- ▶ corrective measures if performance standards are not met;
- ▶ responsible parties for monitoring and preparing reports; and
- ▶ responsible parties for receiving and reviewing reports and for verifying success or prescribing implementation or corrective actions.

Any conditions of issuance of the Streambed Alteration Agreement shall be implemented as part of project construction activities that adversely affect the bed and bank and riparian habitat associated with Alder Creek and other drainage channels and ponds that are within the project area that is subject to DFG jurisdiction. The agreement shall be executed by the project applicant(s) and DFG before the approval of any grading or improvement plans or any construction activities in any project phase that could potentially affect the bed and bank of

		<p>Alder Creek and other on-site or off-site drainage channels under DFG jurisdiction and their associated freshwater marsh and riparian habitat.</p> <p>Mitigation for the U.S. 50 interchange improvements must be coordinated by the project applicant(s) of each applicable project phase with the Caltrans.</p>		
71-20	3A.3-4b (FPASP EIR/EIS)	<p><b>Conduct Surveys to Identify and Map Valley Needlegrass Grassland; Implement Avoidance and Minimization Measures or Compensatory Mitigation.</b> The project applicant(s) of all project phases shall retain a qualified botanist to conduct preconstruction surveys to determine if valley needlegrass grassland is present on the SPA. This could be done concurrently with any special-status plant surveys conducted on site as special-status plant surveys are floristic in nature, i.e. require that all species encountered be identified, and require preparation of a plant community map. If valley needlegrass grassland is not found on the SPA, the botanist shall document the findings in a letter report to the City of Folsom, and no further mitigation shall be required. Valley needlegrass grassland was not found in any of the off-site project elements.</p> <p>If valley needlegrass grassland is found on the SPA, the location and extent of the community shall be mapped and the acreage of this community type, if any, that would be removed by project implementation shall be calculated. The project applicant(s) for any particular discretionary development application affecting valley needlegrass grassland shall consult with DFG and the City of Folsom to determine appropriate mitigation for removal of valley needlegrass grassland resulting from project implementation. Mitigation measures shall include one or more of the following components sufficient to achieve no net loss of valley needlegrass grassland acreage: establishment of valley needlegrass grassland within project's open space areas currently characterized by annual grassland, establishment of valley needlegrass grassland off-site, or preservation and enhancement of existing valley needlegrass grassland either on or off the SPA. The applicant(s) shall compensate for any loss of valley needlegrass grassland resulting from project implementation at a minimum 1:1 replacement ratio.</p>	Before approval of grading or improvement plans or any ground disturbing activities, including grubbing or clearing, for any project phase.	California Department of Fish and Game, and City of Folsom Community Development Department
71-21	3A.3-5 (FPASP EIR/EIS)	<p><b>Conduct Tree Survey, Prepare and Implement an Oak Woodland Mitigation Plan, Replace Native Oak Trees Removed, and Implement Measures to Avoid and Minimize Indirect Impacts on Oak Trees Retained On Site.</b> The project applicant(s) shall prepare an oak woodland mitigation and monitoring plan. The project applicant(s) of all on- and off-site project phases containing oak woodland habitat or individual trees shall adhere to the requirements described below, which are consistent with those outlined in California Public Resources Code 21083.4. Pursuant to Sacramento County General Plan policy, the acreage</p>	Before approval of grading or improvement plans or any ground disturbing activities, including grubbing or clearing, for any project phase	City of Folsom Community Development Department

	<p>of oak woodland habitat for determining impacts and mitigation requirements was calculated as the oak tree canopy area within stands of oak trees having greater than 10% cover plus a 30-foot-radius buffer measured from the outer edge of the tree canopy. Oak trees located in areas greater than 30 feet from stands meeting the greater than 10% tree canopy cover criterion were considered isolated trees and not part of the blue oak woodland community. Mitigation for impacts on isolated oak trees is discussed separately below.</p> <ul style="list-style-type: none"> <li>▶ Preserve approximately 399 acres of existing oak woodland habitat in the SPA (this acreage is based on the extent of oak woodland habitat as determined from aerial photograph interpretation; however, following completion of ground verification by a qualified arborist, the actual amount of oak woodland present within impact areas could be slightly greater or lesser than the amount calculated from aerial photograph and, therefore, the amount preserved could also be slightly greater or lesser than 399 acres).</li> <li>▶ Create 243 acres of oak woodland habitat in the SPA by planting a combination of blue oak acorns, seedlings, and trees in the following SPA locations: <ul style="list-style-type: none"> <li>▪ Non-wooded areas that are adjacent to or contiguous with the existing oak woodland habitat.</li> <li>▪ Preserve and passive open space zones throughout the SPA.</li> <li>▪ Open space areas that are adjacent to existing oak woodlands that will be impacted by project grading (i.e. catch slopes).</li> <li>▪ Other practical locations within the SPA in or adjacent to open space.</li> <li>▪ Oak Woodlands Mitigation Planting Criteria</li> </ul> </li> </ul> <p>The following oak woodland mitigation planting criteria shall be used to create oak woodland habitat:</p> <ul style="list-style-type: none"> <li>▶ A minimum of 55 planting sites per acre (with a total of 70 units, as defined below) will mitigate for one acre of oak woodland impacts. A combination of acorns, seedlings, and various sizes of container trees (#1 container, #5 container, #15 container) or transplanted trees shall be incorporated into the planting design. Mitigation acreage that is planted solely with larger oak trees (no acorns) shall have a minimum of 35 planting sites per acre. The units are defined as follows:</li> </ul>	<p>containing protected trees or oak woodland.</p>	
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		<ul style="list-style-type: none"> <li>▪ One established acorn equals one unit (acorns will be over planted to maximize potential germination).</li> <li>▪ One oak seedling equals one unit.</li> <li>▪ One #1 container oak tree equals two units.</li> <li>▪ One #5 container oak tree equals three units.</li> <li>▪ One #15 container oak tree equals four units.</li> <li>▪ One 24-inch boxed oak tree equals six units.</li> <li>▪ One transplanted oak tree equals four units per trunk diameter inch (dbh).</li> <li>▪ Native non oak species characteristic of oak woodlands shall be included in the mitigation planting plan to augment overall habitat values. Each non oak tree species shall represent unit values described above for oak trees, but non oak species shall comprise no more than 10% of the mitigation plantings.</li> <li>▶ Preserve and protect existing off-site oak woodland habitat. Existing, unprotected oak woodland habitat within Sacramento and El Dorado Counties may be secured and placed under conservation easement in lieu of onsite mitigation measures if necessary. The off-site locations would be managed as oak woodland habitat in perpetuity.</li> <li>▶ Create oak woodlands off site. Plant a combination of blue oak acorns, seedlings, and trees at off-site location(s), if needed to achieve the creation goal of 243 acres of new blue oak woodland habitat. This measure would only be needed if 243 acres of blue oak woodland could not be created in the SPA. Off-site creation shall follow the same guidelines as outlined in the Mitigation Planting Criteria for onsite creation. Off-site tree planting shall occur at sites within Sacramento County that should naturally support blue oak woodland and shall be used to restore former blue oak woodland habitat that has been degraded or removed through human activities. Restoration shall be designed to result in species composition and densities similar to those in the SPA prior to project development. Planted areas shall be placed under conservation easement and managed as oak woodland habitat in perpetuity.</li> <li>▶ The oak woodland mitigation plan prepared by the project applicant(s) shall include a maintenance and monitoring program for any replacement trees. The program shall include monitoring and reporting requirements, schedule, and success criteria. Replacement oak trees shall be maintained and</li> </ul>		
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monitored for a minimum of eight years from the date of planting and irrigation shall be provided to planted trees for the first five years after planting. Any replacement trees that die during the monitoring period shall be replaced in sufficient numbers to achieve 80% survival rate for planted trees by the end of the eight-year maintenance and monitoring period. Dead and dying trees shall be replaced and monitoring continued until 80% survivorship is achieved. Security acceptable to the City and sufficient to cover maintenance and monitoring costs for eight years shall be provided to the City Planning Department. The security will be forfeited if the project applicant or designated responsible party fails to provide maintenance and monitoring and meet the success criteria.

**Isolated Oak Tree Mitigation**

The project applicant(s) of all on-site project phases containing oak woodland habitat or isolated trees and the off-site Prairie City Road and Oak Avenue interchange improvements to U.S. 50; Rowberry Drive Overcrossing; and the underground sewer force main shall develop a map depicting the tree canopy of all oak trees in the survey area and identifying the acreage of tree canopy that would be preserved and the acreage that would be removed. A tree permit for removal of isolated oak trees (those not located within the delineated boundary of oak woodland habitat) shall be obtained from the City Planning Director. As a condition of the tree removal permit, project applicant(s) shall be required to develop a Planting and Maintenance Agreement. The City's Tree Preservation Code requires compensatory mitigation and the City and the project applicants have developed a plan, as set forth Section 10 of the Folsom Plan Area Specific Plan (attached to this EIR/EIS as Appendix N) specifically to avoid and minimize adverse effects on isolated oak trees from project development and to provide compensatory mitigation for removal of protected trees in the SPA. In addition to the language contained in the Folsom Plan Area Specific Plan, the following elements shall be included in a protected tree mitigation plan to be developed by the project applicants and agreed upon by the City:

- ▶ Project applicant(s) of projects containing isolated oak trees shall retain a certified arborist or registered professional forester to perform a determinate survey of tree species, size (dbh), condition, and location for all areas of the project site proposed for tree removal and encroachment of development. The condition of individual trees shall be assessed according to the American



Society of Consulting Arborists rating system with the following added explanations:

- 5 = Excellent; No problems – tree has no structural problems, branches are properly spaced and tree characteristics are nearly perfect for the species.
- 4 = Good; No apparent problems – tree is in good condition and no apparent problems from visual inspection. If potential structural or health problems are tended at this stage, future hazard can be reduced and more serious health problems can be averted.
- 3 = Fair; Minor problems – There are some minor structural or health problems that pose no immediate danger. When the recommended actions in an arborist report are completed correctly the defect(s) can be minimized or eliminated.
- 2 = Poor; Major problems – the tree is in poor condition, but the condition could be improved with correct arboricultural work including, but not limited to: pruning, cabling, bracing, bolting, guying, spraying, mistletoe removal, vertical mulching, and fertilization. If the recommended actions are completed correctly, hazard can be reduced and the rating can be elevated to a 3. If no action is taken the tree is considered a liability and should be removed.
- 1 = Hazardous or non correctable condition – the tree is in extremely poor condition and in non-reversible decline. This rating is assigned to a tree that has structural and/or health problems that no amount of tree care work or effort can change. The issues may or may not be considered a dangerous situation. The tree may also be infested with a disease or pest(s) that is non-controllable at this time and is causing an unacceptable risk of spreading the disease or pests(s) to other trees.
- 0 = Dead – the tree has no significant signs of life (dead or very close to being dead).

**Isolated Oak Tree Mitigation Planting Criteria**

- ▶ The determination for whether an isolated tree shall be preserved, removed without compensation, or removed with compensatory mitigation shall be based on the condition and size of the tree as follows:
  - Trees rated 0 or 1 may be removed with no mitigation.

		<ul style="list-style-type: none"> <li>▪ Trees rated 2 may be removed at 50% of the normal Folsom Municipal Code mitigation.</li> <li>▪ Trees rated 3, 4, and/or 5 may be removed at the normal Folsom Municipal Code mitigation.</li> <li>▪ Native isolated oaks measuring 24 inches or greater dbh for a single trunk or 40 inches or more for a multi-trunked tree and rated a 3 to 5 shall be retained, unless retaining wall(s) higher than 4 feet tall (from bottom of footing to the top of the wall) would be required to protect the tree(s) from mass grading of the SPA properties.</li> <li>▪ Native oaks measuring between 12 and 24 inches dbh and rated a 4 or 5 shall not be removed or mitigated unless wall(s) higher than 4 feet tall (from bottom of footing to the top of the wall) would be required to protect the tree(s) from mass grading of the SPA properties. Trees in this size class but rated 2 or 3 shall not be removed unless unreasonable costs to save the tree(s) (greater than the cost of implementing the isolated oak tree mitigation planting criteria described here) would result.</li> <li>▪ Native oaks measuring 5 inches or greater dbh but less than 12 inches dbh shall not be removed unless unreasonable costs to save the tree(s) (greater than the cost of implementing the isolated oak tree mitigation planting criteria described here) would result.</li> <li>▪ Native oak trees measuring 1 inch or greater dbh but less than 5 inches dbh may be preserved to receive a Small Tree Preservation Credit (STPC). Any tree that is to be considered for preservation credit shall be evaluated, included in the arborist report, and shall have been found to be rated a 3, 4, or a 5. Credits shall only be accepted if the tree protection zone (TPZ) (i.e., the outer edge of the tree canopy drip line) is protected with fencing in the exact manner that 5 inches dbh and greater trees are protected on a construction site, and the spacing is equal to the proper tree spacing dictated by the Folsom Master Tree List. STPC shall not count if they the tree is in a poor growing space due to its position within the TPZ of another protected tree to be preserved. The City shall accept the preservation of native oak trees in this size class as credit towards the total removed inches based on the following STPC criteria: <ul style="list-style-type: none"> <li>▶ Folsom Municipal Code requires one of the following be planted as compensation for each diameter inch of protected tree removed:</li> </ul> </li> </ul>		
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- half of a 24-inch box tree;
  - one #15 container tree;
  - two #5 container trees; or
  - \$150 in-lieu payment or other fee set by City Council Resolution.
- ▶ The Planting and Maintenance Agreement shall include a planting plan, planting and irrigation design details, and a weaning schedule for the establishment period. The plan shall include a 5-year establishment period for trees and 8 years for planted acorns with an annual monitoring report that includes corrections needed with proposed work plan, and notice of compliance within 90-days of annual monitoring report. Security in an form acceptable to the City and sufficient to cover maintenance and monitoring costs for eight years shall be provided to the City Planning Department. The security will be forfeited if the project applicant or designated responsible party fails to fulfill the Planting and Maintenance Agreement.
- ▶ To avoid and minimize indirect impacts on protected trees to remain on the SPA, the project applicant(s) of all affected project phases shall install high visibility fencing outside the outer edge of the drip lines of all trees to be retained on the SPA during project construction. The fencing may be installed around groups or stands of trees or whole wooded areas but must be installed so that the drip lines of all trees are protected. Grading, trenching, equipment or materials storage, parking, paving, irrigation, and landscaping shall be prohibited within the fenced areas (i.e. drip lines of protected trees). If the activities listed cannot be avoided within the drip line of a particular tree, that tree shall be counted as an affected tree and compensatory mitigation shall be provided, or the tree in question shall be monitored for a period of five years and replaced only if the tree appears to be dead or dying within five years of project implementation.
- Through a combination of the mitigation options presented above along with the proposed on-site preservation of blue oak woodland habitat in the open space areas, the project applicant(s) can satisfy the mitigation requirements for removal of trees protected under the Folsom Municipal Code while also mitigating the impacts on oak woodland habitat, as determined through consultation with the Sacramento County Planning Department (for County off-site impacts only) and/or the City of Folsom.

		Mitigation for the U.S. 50 interchange improvements must be coordinated by the project applicant(s) of each applicable project phase with Caltrans.		
71-22	<b>WS-1 (Addendum)</b>	<p><b>Conduct Environmental Awareness Training for Construction Employees.</b> Prior to beginning construction activities, the Project Applicant shall employ a qualified biologist to develop and conduct environmental awareness training for construction employees. The training shall describe the importance of onsite biological resources, including special-status wildlife habitats; potential nests of special-status birds; and roosting habitat for special-status bats. The biologist shall also explain the importance of other responsibilities related to the protection of wildlife during construction such as inspecting open trenches and looking under vehicles and machinery prior to moving them to ensure there are no lizards, snakes, small mammals, or other wildlife that could become trapped, injured, or killed in construction areas or under equipment.</p> <p>The environmental awareness program shall be provided to all construction personnel to brief them on the life history of special-status species in or adjacent to the project area, the need to avoid impacts on sensitive biological resources, any terms and conditions required by State and federal agencies, and the penalties for not complying with biological mitigation requirements. If new construction personnel are added to the project, the contractor's superintendent shall ensure that the personnel receive the mandatory training before starting work. An environmental awareness handout that describes and illustrates sensitive resources to be avoided during project construction and identifies all relevant permit conditions shall be provided to each person.</p>	Before approval of grading or improvement plans or any ground disturbing activities, including grubbing or clearing, for any project phase.	City of Folsom Community Development Department
71-23	<b>WS-2 (Addendum)</b>	<p><b>Conduct Preconstruction Western Spadefoot Survey.</b> The Project Applicant(s) shall retain a qualified biologist to conduct a preconstruction western spadefoot survey within 48 hours of the initiation of construction activity within suitable tadpole habitat (e.g., vernal pools, seasonal wetlands, and drainages with standing water) for western spadefoot. If no western spadefoot individuals are found during the preconstruction survey, the biologist shall document the findings in a letter report to CDFW and the City, and no further mitigation shall be required. If western spadefoot individuals are found, the qualified biologist shall consult with CDFW to determine appropriate avoidance measures.</p>	Before approval of grading or improvement plans or any ground disturbing activities, including grubbing or clearing, within suitable tadpole habitat.	California Department of Fish and Game, and City of Folsom Community Development Department
71-24	<b>NWPT-1 (Addendum)</b>	<p><b>Conduct Preconstruction Northwestern Pond Turtle Survey.</b> The Project Applicant(s) shall retain a qualified biologist to conduct a preconstruction northwestern pond turtle survey within 48 hours of the initiation</p>	Before approval of grading or improvement plans or any ground	California Department of Fish and Game, and City of Folsom Community Development Department

		of construction activity within suitable habitat for northwestern pond turtle. If no northwestern pond turtles are found during the preconstruction survey, the biologist shall document the findings in a letter report to CDFW and the City, and no further mitigation shall be required. If northwestern pond turtles are found, the qualified biologist shall capture and relocate the turtles to a suitable preserved location in the vicinity of the project.	disturbing activities, including grubbing or clearing, within suitable northwestern pond turtle habitat.	
71-25	NB-1 (Addendum)	<b>Preconstruction Nesting Bird Survey.</b> The Project Applicant shall conduct a preconstruction nesting bird survey of all areas associated with construction activities on the project site within 14 days prior to commencement of construction during the nesting season (1 February through 31 August).  If active nests are found, a no-disturbance buffer around the nest shall be established. The buffer distance shall be established by a qualified biologist in consultation with CDFW. The buffer shall be maintained until the fledglings are capable of flight and become independent of the nest, to be determined by a qualified biologist. Once the young are independent of the nest, no further measures are necessary. Pre-construction nesting surveys are not required for construction activity outside of the nesting season.	Before approval of grading or improvement plans or any ground disturbing activities, including grubbing or clearing, for any project phase.	California Department of Fish and Game, and City of Folsom Community Development Department
<b>Cultural and Tribal Cultural Resources</b>				
71-26	3A.5-1a (Addendum)	<b>Comply with the Programmatic Agreement.</b> The PA for the project is incorporated by reference. The PA provides a management framework for identifying historic properties, determining adverse effects, and resolving those adverse effects as required under Section 106 of the National Historic Preservation Act. This document is incorporated by reference. The PA is available for public inspection and review at the California Office of Historic Preservation 1725 23rd Street Sacramento, CA 95816.	During all construction phases	City of Folsom Community Development Department; U.S. Army Corp of Engineers;
71-27	3A.5-1b (Addendum)	<b>Perform an Inventory and Evaluation of Cultural Resources for the California Register of Historic Places, Minimize or Avoid Damage or Destruction, and Perform Treatment Where Damage or Destruction Cannot be Avoided.</b>  These steps may be combined with deliverables and management steps performed for Section 106 provided that management documents prepared for the PA also clearly reference the California Register of Historical Resources (CRHR) listing criteria and significance thresholds that apply under CEQA. Prior to ground disturbing work for each individual development phase or off-site element, the applicable oversight agency (City of Folsom, El Dorado County, Sacramento	Before approval of grading or improvement plans or any ground disturbing activities, including grubbing or clearing, for any project phase.	City of Folsom Community Development Department

County, or Caltrans), or the project applicant(s) of all project phases, with applicable oversight agency, shall perform the following actions:

- ▶ The project applicant shall retain the services of a qualified archaeologist to perform an inventory of cultural resources within each individual development phase or off-site element subject to approval under CEQA. Identified resources shall be evaluated for listing on the CRHR. The inventory report shall also identify locations that are sensitive for undiscovered cultural resources based upon the location of known resources, geomorphology, and topography. The inventory report shall specify the location of monitoring of ground-disturbing work in these areas by a qualified archaeologist and monitoring in the vicinity of identified resources that may be damaged by construction, if appropriate.
- ▶ The identification of any sensitive locations subject to monitoring during construction of each individual development phase shall be performed in concert with monitoring activities performed under the PA to minimize the potential for conflicting requirements.
- ▶ For each resource that is determined eligible for the CRHR, the applicable agency or the project applicant(s) for any particular discretionary development (under the agency’s direction) shall obtain the services of a qualified archaeologist who shall determine if implementation of the individual project development would result in damage or destruction of “significant” (under CEQA) cultural resources. These findings shall be reviewed by the applicable agency for consistency with the significance thresholds and treatment measures provided in this EIR/EIS.
- ▶ Where possible, the project shall be configured or redesigned to avoid impacts on eligible or listed resources. Alternatively, these resources may be preserved in place if possible, as suggested under California Public Resources Code Section 21083.2. Avoidance of historic properties is required under certain circumstances under the Public Resource Code and 36 CFR Part 800.
- ▶ Where impacts cannot be avoided, the applicable agency or the project applicant(s) of all project phases (under the applicable agency’s direction) shall prepare and implement treatment measures that are determined to be necessary by a qualified archaeologist. These measures may consist of data recovery excavations for resources that are eligible for listing because of the data they contain (which may contribute to research). Alternatively, for

		<p>historical architectural, engineered, or landscape features, treatment measures may consist of a preparation of interpretive, narrative, or photographic documentation. These measures shall be reviewed by the applicable oversight agency for consistency with the significance thresholds and standards provided in this EIR/EIS.</p> <ul style="list-style-type: none"> <li>▶ To support the evaluation and treatment required under this Mitigation Measure, the archaeologist retained by either the applicable oversight agency or the project applicant(s) of all project phases shall prepare an appropriate prehistoric and historic context that identifies relevant prehistoric, ethnographic, and historic themes and research questions against which to determine the significance of identified resources and appropriate treatment.</li> <li>▶ These steps and documents may be combined with the phasing of management and documents prepared pursuant to the FAPA to minimize the potential for inconsistency and duplicative management efforts.</li> </ul> <p>Mitigation for the off-site elements outside of the City of Folsom’s jurisdictional boundaries shall be coordinated by the project applicant(s) of each applicable project phase with the affected oversight agency(ies) (i.e., El Dorado and/or Sacramento Counties, or Caltrans).</p>		
71-28	3A.5-2 (Addendum)	<p><b>Conduct Construction Personnel Education, Conduct On-Site Monitoring If Required, Stop Work if Cultural Resources are Discovered, Assess the Significance of the Find, and Perform Treatment or Avoidance as Required.</b></p> <p>To reduce potential impacts to previously undiscovered cultural resources, the project applicant(s) of all project phases shall do the following:</p> <ul style="list-style-type: none"> <li>▶ Before the start of ground-disturbing activities, the project applicant(s) of all project phases shall retain a qualified archaeologist to conduct training for construction workers as necessary based upon the sensitivity of the project APE, to educate them about the possibility of encountering buried cultural resources and inform them of the proper procedures should cultural resources be encountered.</li> <li>▶ As a result of the work conducted for Mitigation Measures 3A.5-1a and 3A.5-1b, if the archaeologist determines that any portion of the SPA or the off-site elements should be monitored for potential discovery of as-yet-unknown cultural resources, the project applicant(s) of all project phases shall implement such monitoring in the locations specified by the archaeologist.</li> </ul>	Before approval of grading or improvement plans or any ground disturbing activities, including grubbing or clearing, for any project phase.	City of Folsom Community Development Department; U.S. Army Corp of Engineers

		<p>USACE should review and approve any recommendations by archaeologists with respect to monitoring.</p> <ul style="list-style-type: none"> <li>▶ Should any cultural resources, such as structural features, unusual amounts of bone or shell, artifacts, or architectural remains be encountered during any construction activities, work shall be suspended in the vicinity of the find and the appropriate oversight agency(ies) (identified below) shall be notified immediately. The appropriate oversight agency(ies) shall retain a qualified archaeologist who shall conduct a field investigation of the specific site and shall assess the significance of the find by evaluating the resource for eligibility for listing on the CRHR and the NRHP. If the resource is eligible for listing on the CRHR or NRHP and it would be subject to disturbance or destruction, the actions required in Mitigation Measures 3A.5-1a and 3A.5-1b shall be implemented. The oversight agency shall be responsible for approval of recommended mitigation if it is determined to be feasible in light of the approved land uses and shall implement the approved mitigation before resuming construction activities at the archaeological site.</li> </ul> <p>Mitigation for the off-site elements outside of the City of Folsom’s jurisdictional boundaries must be coordinated by the project applicant(s) of each applicable project phase with the affected oversight agency(ies) (i.e., El Dorado and/or Sacramento Counties, or Caltrans).</p> <p>The project applicant, in coordination with USACE, shall ensure that an archaeological sensitivity training program is developed and implemented during a pre-construction meeting for construction supervisors. The sensitivity training program shall provide information about notification procedures when potential archaeological material is discovered, procedures for coordination between construction personnel and monitoring personnel, and information about other treatment or issues that may arise if cultural resources (including human remains) are discovered during project construction. This protocol shall be communicated to all new construction personnel during orientation and on a poster that is placed in a visible location inside the construction job trailer. The phone number of the USACE cultural resources staff member shall also be included.</p> <p>The on-site sensitivity training shall be carried out each time a new contractor will begin work in the APE and at the beginning of each construction season by each contractor.</p>		
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		<p>If unanticipated discoveries of additional historic properties, defined in 36 CFR 800.16 (l), are made during the construction of the project, the USACE shall ensure that they will be protected by implementing the following measures:</p> <ul style="list-style-type: none"> <li>▶ The Construction Manager, or archaeological monitor, if given the authority to halt construction activities, shall ensure that work in that area is immediately halted within a 100-foot radius of the unanticipated discovery until the find is examined by a person meeting the professional qualifications standards specified in Section 2.2 of Attachment G of the HPMP. The Construction Manager, or archaeological monitor, if present, shall notify the USACE within 24 hours of the discovery.</li> <li>▶ The USACE shall notify the State Historic Preservation Officer (SHPO) within one working day of an unanticipated discovery and may initiate interim treatment measures in accordance with this HPTP. Once the USACE makes a formal determination of eligibility for the resource, the USACE will notify the SHPO within 48 hours of the determination and afford the SHPO an opportunity to comment on appropriate treatment. The SHPO shall respond within 72 hours of the request to consult. Failure of the SHPO to respond within 72 hours shall not prohibit the USACE from implementing the treatment measures.</li> </ul> <p>The project applicants shall be required to submit to the City proof of compliance in the form of a completed training roster and copy of training materials.</p>		
71-29	3A.5-3 (Addendum)	<p><b>Suspend Ground-Disturbing Activities if Human Remains are Encountered and Comply with California Health and Safety Code Procedures.</b></p> <p>In accordance with the California Health and Safety Code, if human remains are uncovered during ground-disturbing activities, including those associated with off-site elements, the project applicant(s) of all project phases shall immediately halt all ground-disturbing activities in the area of the find and notify the Sacramento County Coroner and a professional archaeologist skilled in osteological analysis to determine the nature of the remains. The coroner is required to examine all discoveries of human remains within 48 hours of receiving notice of a discovery on private or public lands (California Health and Safety Code Section 7050.5[b]). If the coroner determines that the remains are those of a Native American, he or she must contact the NAHC by phone within 24 hours of making that determination (California Health and Safety Code Section 7050[c]).</p>	During all ground disturbing activities, for any project phase.	Sacramento County Coroner; Native American Heritage Commission; City of Folsom Community Development Department

After the coroner's findings are complete, the project applicant(s), an archaeologist, and the NAHC-designated Most Likely Descendant shall determine the ultimate treatment and disposition of the remains and take appropriate steps to ensure that additional human interments are not disturbed. The responsibilities for acting on notification of a discovery of Native American human remains are identified in Section 5097.9 of the California Public Resources Code.

Upon the discovery of Native American remains, the procedures above regarding involvement of the applicable county coroner, notification of the NAHC, and identification of an Most Likely Descendant shall be followed. The project applicant(s) of all project phases shall ensure that the immediate vicinity (according to generally accepted cultural or archaeological standards and practices) is not damaged or disturbed by further development activity until consultation with the Most Likely Descendant has taken place. The Most Likely Descendant shall have 48 hours after being granted access to the site to inspect the site and make recommendations. A range of possible treatments for the remains may be discussed: nondestructive removal and analysis, preservation in place, relinquishment of the remains and associated items to the descendants, or other culturally appropriate treatment. As suggested by AB 2641 (Chapter 863, Statutes of 2006), the concerned parties may extend discussions beyond the initial 48 hours to allow for the discovery of additional remains. AB 2641(e) includes a list of site protection measures and states that the project applicant(s) shall comply with one or more of the following requirements:

- ▶ record the site with the NAHC or the appropriate Information Center,
- ▶ use an open-space or conservation zoning designation or easement, or
- ▶ record a reinternment document with the county.

The project applicant(s) or its authorized representative of all project phases shall rebury the Native American human remains and associated grave goods with appropriate dignity on the property in a location not subject to further subsurface disturbance if the NAHC is unable to identify an Most Likely Descendant or if the Most Likely Descendant fails to make a recommendation within 48 hours after being granted access to the site. The project applicant(s) or its authorized representative may also reinter the remains in a location not subject to further disturbance if it rejects the recommendation of the Most Likely Descendant and mediation by the NAHC fails to provide measures acceptable to the landowner. Ground disturbance in the zone of suspended activity shall not recommence without authorization from the archaeologist.

		<p>Mitigation for the off-site elements outside of the City of Folsom’s jurisdictional boundaries must be coordinated by the project applicant(s) of each applicable project phase with the affected oversight agency(ies) (i.e., El Dorado and/or Sacramento Counties, or Caltrans).</p> <p>The project applicants shall be required to submit to the City proof of compliance in the form of a completed training roster and copy of training materials.</p>		
<b>Geology and Soils</b>				
<b>71-30</b>	<b>3A.7-1a (FPASP EIR/EIS)</b>	<p>Prepare Site-Specific Geotechnical Report per CBC Requirements and Implement Appropriate Recommendations. Before building permits are issued and construction activities begin any project development phase, the project applicant(s) of each project phase shall hire a licensed geotechnical engineer to prepare a final geotechnical subsurface investigation report for the on- and off-site facilities, which shall be submitted for review and approval to the appropriate City or county department (identified below). The final geotechnical engineering report shall address and make recommendations on the following:</p> <ul style="list-style-type: none"> <li>▶ site preparation;</li> <li>▶ soil bearing capacity;</li> <li>▶ appropriate sources and types of fill;</li> <li>▶ potential need for soil amendments;</li> <li>▶ road, pavement, and parking areas;</li> <li>▶ structural foundations, including retaining-wall design;</li> <li>▶ grading practices;</li> <li>▶ soil corrosion of concrete and steel;</li> <li>▶ erosion/winterization;</li> <li>▶ seismic ground shaking;</li> <li>▶ liquefaction; and</li> <li>▶ expansive/unstable soils.</li> </ul> <p>In addition to the recommendations for the conditions listed above, the geotechnical investigation shall include subsurface testing of soil and groundwater conditions, and shall determine appropriate foundation designs that are consistent with the version of the CBC that is applicable at the time building and grading permits are applied for. All recommendations contained in the final geotechnical engineering report shall be implemented by the project applicant(s) of each project phase. Special recommendations contained in the geotechnical</p>	Before issuance of building permits and ground-disturbing activities.	City of Folsom Community Development Department

		engineering report shall be noted on the grading plans and implemented as appropriate before construction begins. Design and construction of all new project development shall be in accordance with the CBC. The project applicant(s) shall provide for engineering inspection and certification that earthwork has been performed in conformity with recommendations contained in the geotechnical report.		
71-31	3A.7-1b (FPASP EIR/EIS)	<b>Monitor Earthwork during Earthmoving Activities.</b> All earthwork shall be monitored by a qualified geotechnical or soils engineer retained by the project applicant(s) of each project phase. The geotechnical or soils engineer shall provide oversight during all excavation, placement of fill, and disposal of materials removed from and deposited on both on- and off-site construction areas. Mitigation for the off-site elements outside of the City of Folsom’s jurisdictional boundaries must be coordinated by the project applicant(s) of each applicable project phase with the affected oversight agency(ies) (i.e., El Dorado and/or Sacramento Counties, or Caltrans).	Before issuance of building permits and ground-disturbing activities.	City of Folsom Community Development Department
71-32	3A.7-3 (FPASP EIR/EIS)	<b>Prepare and Implement the Appropriate Grading and Erosion Control Plan.</b> Before grading permits are issued, the project applicant(s) of each project phase that would be located within the City of Folsom shall retain a California Registered Civil Engineer to prepare a grading and erosion control plan. The grading and erosion control plan shall be submitted to the City Public Works Department before issuance of grading permits for all new development. The plan shall be consistent with the City’s Grading Ordinance, the City’s Hillside Development Guidelines, and the state’s NPDES permit, and shall include the site-specific grading associated with development for all project phases.  For the two off-site roadways into El Dorado Hills, the project applicant(s) of that phase shall retain a California Registered Civil Engineer to prepare a grading and erosion control plan. The grading and erosion control plan shall be submitted to the El Dorado County Public Works Department and the El Dorado Hills Community Service District before issuance of grading permits for roadway construction in El Dorado Hills. The plan shall be consistent with El Dorado County’s Grading, Erosion, and Sediment Control Ordinance and the state’s NPDES permit, and shall include the site-specific grading associated with roadway development.  For the off-site detention basin west of Prairie City Road, the project applicant(s) of that phase shall retain a California Registered Civil Engineer to prepare a grading and erosion control plan. The grading and erosion control plan shall be submitted to the Sacramento County Public Works Department before issuance of	Before the start of construction activities.	City of Folsom Community Development Department

		<p>a grading permit. The plan shall be consistent with Sacramento County’s Grading, Erosion, and Sediment Control Ordinance and the state’s NPDES permit, and shall include the site-specific grading associated with construction of the detention basin.</p> <p>The plans referenced above shall include the location, implementation schedule, and maintenance schedule of all erosion and sediment control measures, a description of measures designed to control dust and stabilize the construction-site road and entrance, and a description of the location and methods of storage and disposal of construction materials. Erosion and sediment control measures could include the use of detention basins, berms, swales, wattles, and silt fencing, and covering or watering of stockpiled soils to reduce wind erosion. Stabilization on steep slopes could include construction of retaining walls and reseeding with vegetation after construction. Stabilization of construction entrances to minimize trackout (control dust) is commonly achieved by installing filter fabric and crushed rock to a depth of approximately 1 foot. The project applicant(s) shall ensure that the construction contractor is responsible for securing a source of transportation and deposition of excavated materials.</p> <p>Mitigation for the off-site elements outside of the City of Folsom’s jurisdictional boundaries must be coordinated by the project applicant(s) of each applicable project phase with the affected oversight agency(ies) (i.e., El Dorado and/or Sacramento Counties).</p> <p>Implementation of Mitigation Measure 3A.9-1 (discussed in Section 3A.9, “Hydrology and Water Quality – Land”) would also help reduce erosion-related impacts.</p>		
71-33	3A.7-5 (FPASP EIR/EIS)	<p><b>Divert Seasonal Water Flows Away from Building Foundations.</b> The project applicant(s) of all project phases shall either install subdrains (which typically consist of perforated pipe and gravel, surrounded by nonwoven geotextile fabric), or take such other actions as recommended by the geotechnical or civil engineer for the project that would serve to divert seasonal flows caused by surface infiltration, water seepage, and perched water during the winter months away from building foundations.</p>	Before and during earthmoving activities.	City of Folsom Community Development Department
71-34	3A.7-10 (FPASP EIR/EIS)	<p><b>Conduct Construction Personnel Education, Stop Work if Paleontological Resources are Discovered, Assess the Significance of the Find, and Prepare and Implement a Recovery Plan as Required.</b></p> <p>To minimize potential adverse impacts on previously unknown potentially unique, scientifically important paleontological resources, the project applicant(s) of all</p>	During earthmoving activities in the Ione and Mehrten Formations.	City of Folsom Community Development Department

		<p>project phases where construction would occur in the Ione and Mehrten Formations shall do the following:</p> <ul style="list-style-type: none"> <li>▶ Before the start of any earthmoving activities for any project phase in the Ione or Mehrten Formations, the project applicant(s) shall retain a qualified paleontologist or archaeologist to train all construction personnel involved with earthmoving activities, including the site superintendent, regarding the possibility of encountering fossils, the appearance and types of fossils likely to be seen during construction, and proper notification procedures should fossils be encountered.</li> <li>▶ If paleontological resources are discovered during earthmoving activities, the construction crew shall immediately cease work in the vicinity of the find and notify the appropriate lead agency (identified below). The project applicant(s) shall retain a qualified paleontologist to evaluate the resource and prepare a recovery plan in accordance with Society of Vertebrate Paleontology guidelines (1996). The recovery plan may include, but is not limited to, a field survey, construction monitoring, sampling and data recovery procedures, museum storage coordination for any specimen recovered, and a report of findings. Recommendations in the recovery plan that are determined by the lead agency to be necessary and feasible shall be implemented before construction activities can resume at the site where the paleontological resources were discovered.</li> </ul> <p>Mitigation for the off-site elements outside of the City of Folsom’s jurisdictional boundaries must be coordinated by the project applicant(s) of each applicable project phase with the affected oversight agency(ies) (i.e., Sacramento County).</p>		
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**Greenhouse Gas Emissions and Climate Change**

71-35	3A.4-1 (FPASP EIR/EIS)	<p><b>Implement Additional Measures to Control Construction-Generated GHG Emissions.</b></p> <p>To further reduce construction-generated GHG emissions, the project applicant(s) any particular discretionary development application shall implement all feasible measures for reducing GHG emissions associated with construction that are recommended by SMAQMD at the time individual portions of the site undergo construction. Such measures may reduce GHG exhaust emissions from the use of on-site equipment, worker commute trips, and truck trips carrying materials and equipment to and from the SPA, as well as GHG emissions embodied in the materials selected for construction (e.g., concrete). Other measures may pertain to the materials used in construction. Prior to releasing each request for bid to</p>	Before approval of small-lot final maps and building permits for all discretionary development project, including all on- and off-site elements and implementation throughout project construction.	City of Folsom Community Development Department
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contractors for the construction of each discretionary development entitlement, the project applicant(s) shall obtain the most current list of GHG reduction measures that are recommended by SMAQMD and stipulate that these measures be implemented in the respective request for bid as well as the subsequent construction contract with the selected primary contractor. The project applicant(s) for any particular discretionary development application may submit to the City and SMAQMD a report that substantiates why specific measures are considered infeasible for construction of that particular development phase and/or at that point in time. The report, including the substantiation for not implementing particular GHG reduction measures, shall be approved by the City, in consultation with SMAQMD prior to the release of a request for bid by the project applicant(s) for seeking a primary contractor to manage the construction of each development project. By requiring that the list of feasible measures be established prior to the selection of a primary contractor, this measure requires that the ability of a contractor to effectively implement the selected GHG reduction measures be inherent to the selection process.

SMAQMD's recommended measures for reducing construction-related GHG emissions at the time of writing this EIR/EIS are listed below and the project applicant(s) shall, at a minimum, be required to implement the following:

- ▶ Improve fuel efficiency from construction equipment:
  - reduce unnecessary idling (modify work practices, install auxiliary power for driver comfort);
  - perform equipment maintenance (inspections, detect failures early, corrections);
  - train equipment operators in proper use of equipment;
  - use the proper size of equipment for the job; and
  - use equipment with new technologies (repowered engines, electric drive trains).
- ▶ Use alternative fuels for electricity generators and welders at construction sites such as propane or solar, or use electrical power.
- ▶ Use an ARB-approved low-carbon fuel, such as biodiesel or renewable diesel for construction equipment. (Emissions of oxides of nitrogen [NO<sub>x</sub>] emissions from the use of low carbon fuel must be reviewed and increases mitigated.) Additional information about low carbon fuels is available from ARB's Low Carbon Fuel Standard Program (ARB 2009b).

		<ul style="list-style-type: none"> <li>▶ Encourage and provide carpools, shuttle vans, transit passes and/or secure bicycle parking for construction worker commutes.</li> <li>▶ Reduce electricity use in the construction office by using compact fluorescent bulbs, powering off computers every day, and replacing heating and cooling units with more efficient ones.</li> <li>▶ Recycle or salvage non-hazardous construction and demolition debris (goal of at least 75% by weight).</li> <li>▶ Use locally sourced or recycled materials for construction materials (goal of at least 20% based on costs for building materials, and based on volume for roadway, parking lot, sidewalk and curb materials).</li> <li>▶ Minimize the amount of concrete used for paved surfaces or use a low carbon concrete option.</li> <li>▶ Produce concrete on-site if determined to be less emissive than transporting ready mix.</li> <li>▶ Use EPA-certified SmartWay trucks for deliveries and equipment transport. Additional information about the SmartWay Transport Partnership Program is available from ARB’s Heavy-Duty Vehicle Greenhouse Gas Measure (ARB 2009c) and EPA (EPA 2009).</li> <li>▶ Develop a plan in consultation with SMAQMD to efficiently use water for adequate dust control. This may consist of the use of nonpotable water from a local source.</li> </ul> <p>In addition to SMAQMD-recommended measures, construction activity shall comply with all applicable rules and regulations established by SMAQMD and ARB.</p>		
71-36	3A.4-2b (FPASP EIR/EIS)	<p><b>Participate in and Implement an Urban and Community Forestry Program and/or Off-Site Tree Program to Off-Set Loss of On-Site Trees.</b> The trees on the project site contain sequestered carbon and would continue to provide future carbon sequestration during their growing life. For all harvestable trees that are subject to removal, the project applicant(s) for any particular discretionary development application shall participate in and provide necessary funding for urban and community forestry program (such as the Urban Wood program managed by the Urban Forest Ecosystems Institute [Urban Forest Ecosystems Institute 2009]) to ensure that wood with an equivalent carbon sequestration value to that of all harvestable removed trees is harvested for an end-use that would retain its carbon sequestration (e.g., furniture building, cabinet making). For all nonharvestable trees that are subject to removal, the</p>	Before approval of final maps and/or building permits for all project phases requiring discretionary approval, including all on- and off-site elements.	City of Folsom Community Development Department



		<p>project applicant(s) shall develop and fund an off-site tree program that includes a level of tree planting that, at a minimum, increases carbon sequestration by an amount equivalent to what would have been sequestered by the blue oak woodland during its lifetime. This program shall be funded by the project applicant(s) of each development phase and reviewed for comment by an independent Certified Arborist unaffiliated with the project applicant(s) and shall be coordinated with the requirements of Mitigation Measure 3.3-5, as stated in Section 3A.3, "Biological Resources - Land." Final approval of the program shall be provided by the City. Components of the program may include, but not be limited to, providing urban tree canopy in the City of Folsom, or reforestation in suitable areas outside the City. Reforestation in natural habitat areas outside the City of Folsom would simultaneously mitigate the loss of oak woodland habitat while planting trees within the urban forest canopy would not. The California Urban Forestry Greenhouse Gas Reporting Protocol shall be used to assess this mitigation program (CCAR 2008). All unused vegetation and tree material shall be mulched for use in landscaping on the project site, shipped to the nearest composting facility, or shipped to a landfill that is equipped with a methane collection system, or combusted in a biomass power plant. Tree and vegetative material should not be burned on- or off-site unless used as fuel in a biomass power plant.</p>		
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**Hazards and Hazardous Materials**

71-37	<p><b>3A.8-2 (FPASP EIR/EIS)</b></p>	<p><b>Complete Investigations Related to the Extent to Which Soil and/or Groundwater May Have Been Contaminated in Areas Not Covered by the Phase I and II Environmental Site Assessments and Implement Required Measures.</b> The project applicant(s) for any discretionary development application shall conduct Phase I Environmental Site Assessments (where an Phase I has not been conducted), and if necessary, Phase II Environmental Site Assessments, and/or other appropriate testing for all areas of the SPA and include, as necessary, analysis of soil and/or groundwater samples for the potential contamination sites that have not yet been covered by previous investigations (as shown in Exhibit 3A.8-1) before construction activities begin in those areas. Recommendations in the Phase I and II Environmental Site Assessments to address any contamination that is found shall be implemented before initiating ground-disturbing activities in these areas.</p> <p>The project applicant(s) shall implement the following measures before ground-disturbing activities to reduce health hazards associated with potential exposure to hazardous substances:</p>	<p>Before and during earth moving activities</p>	<p>City of Folsom Community Development Department</p>
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		<ul style="list-style-type: none"> <li>▶ Prepare a plan that identifies any necessary remediation activities appropriate for proposed on- and off-site uses, including excavation and removal of on-site contaminated soils, redistribution of clean fill material in the SPA, and closure of any abandoned mine shafts. The plan shall include measures that ensure the safe transport, use, and disposal of contaminated soil and building debris removed from the site. In the event that contaminated groundwater is encountered during site excavation activities, the contractor shall report the contamination to the appropriate regulatory agencies, dewater the excavated area, and treat the contaminated groundwater to remove contaminants before discharge into the sanitary sewer system. The project applicant(s) shall be required to comply with the plan and applicable Federal, state, and local laws. The plan shall outline measures for specific handling and reporting procedures for hazardous materials and disposal of hazardous materials removed from the site at an appropriate off-site disposal facility.</li> <li>▶ Notify the appropriate Federal, state, and local agencies if evidence of previously undiscovered soil or groundwater contamination (e.g., stained soil, odorous groundwater) is encountered during construction activities. Any contaminated areas shall be remediated in accordance with recommendations made by the Sacramento County Environmental Management Department, Central Valley RWQCB, DTSC, and/or other appropriate Federal, state, or local regulatory agencies.</li> <li>▶ Obtain an assessment conducted by PG&amp;E and SMUD pertaining to the contents of any existing pole-mounted transformers located in the SPA. The assessment shall determine whether existing on-site electrical transformers contain PCBs and whether there are any records of spills from such equipment. If equipment containing PCB is identified, the maintenance and/or disposal of the transformer shall be subject to the regulations of the Toxic Substances Control Act under the authority of the Sacramento County Environmental Health Department.</li> </ul> <p>Mitigation for the off-site elements outside of the City of Folsom’s jurisdictional boundaries must be coordinated by the project applicant(s) of each applicable project phase with the affected oversight agency(ies) (i.e., Sacramento County).</p>		
71-38	3A.8-6 (FPASP EIR/EIS)	<p><b>Prudent Avoidance and Notification of EMF Exposure.</b> Potential purchasers of residential properties near the transmission lines shall be made aware of the controversy surrounding EMF exposure. The California Department of Real Estate shall be requested to insert an appropriate notification into the applicant’s</p>	At the submission of tentative map applications.	City of Folsom Community Development Department

		final Subdivision Public Report application, which shall be provided to purchasers of properties within 100 feet from the 100-115kV power line , or within 150 feet from the 220-230 kV power line . The notification would include a discussion of the scientific studies and conclusions reached to date, acknowledge that the notification distance is not based on specific biological evidence, but rather, the distance where background levels may increase, and provide that, given some uncertainty in the data, this notification is merely provided to allow purchasers to make an informed decision.		
71-39	<b>3A.8-7 (FPASP EIR/EIS)</b>	<p><b>Prepare and Implement a Vector Control Plan in Consultation with the Sacramento-Yolo Mosquito and Vector Control District.</b> To ensure that operation and design of the stormwater system, including multiple planned detention basins, is consistent with the recommendations of the Sacramento-Yolo Mosquito and Vector Control District regarding mosquito control, the project applicant(s) of all project phases shall prepare and implement a Vector Control Plan. This plan shall be prepared in coordination with the Sacramento-Yolo Mosquito and Vector Control District and shall be submitted to the City for approval before issuance of the grading permit for the detention basins under the City’s jurisdiction. For the off-site detention basin, the plan shall be submitted to Sacramento County for approval before issuance of the grading permit for the off-site detention basin. The plan shall incorporate specific measures deemed sufficient by the City to minimize public health risks from mosquitoes, and as contained within the Sacramento-Yolo Mosquito and Vector Control District BMP Manual (Sacramento-Yolo Mosquito and Vector Control District 2008). The plan shall include, but is not limited to, the following components:</p> <ul style="list-style-type: none"> <li>▶ Description of the project.</li> <li>▶ Description of detention basins and all water features and facilities that would control on-site water levels.</li> <li>▶ Goals of the plan.</li> <li>▶ Description of the water management elements and features that would be implemented, including: <ul style="list-style-type: none"> <li>▪ BMPs that would implemented on-site;</li> <li>▪ public education and awareness;</li> <li>▪ sanitary methods used (e.g., disposal of garbage);</li> <li>▪ mosquito control methods used (e.g., fluctuating water levels, biological agents, pesticides, larvacides, circulating water); and</li> </ul> </li> </ul>	Before issuance of grading permits for the project water features.	City of Folsom Community Development Department

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

71-40	3A.9-1 (FPASP EIR/EIS)	<p><b>Acquire Appropriate Regulatory Permits and Prepare and Implement SWPPP and BMPs.</b> Prior to the issuance of grading permits, the project applicant(s) of all projects disturbing one or more acres (including phased construction of smaller areas which are part of a larger project) shall obtain coverage under the SWRCB's NPDES stormwater permit for general construction activity (Order 2009-0009-DWQ), including preparation and submittal of a project-specific SWPPP at the time the NOI is filed. The project applicant(s) shall also prepare and submit any other necessary erosion and sediment control and engineering plans and specifications for pollution prevention and control to Sacramento County, City of Folsom, El Dorado County (for the off-site roadways into El Dorado Hills under the Proposed Project Alternative). The SWPPP and other appropriate plans shall identify and specify:</p> <ul style="list-style-type: none"> <li>▶ the use of an effective combination of robust erosion and sediment control BMPs and construction techniques accepted by the local jurisdictions for use in the project area at the time of construction, that shall reduce the potential for runoff and the release, mobilization, and exposure of pollutants, including legacy sources of mercury from project-related construction sites. These may include but would not be limited to temporary erosion control and soil stabilization measures, sedimentation ponds, inlet protection, perforated riser pipes, check dams, and silt fences</li> <li>▶ the implementation of approved local plans, non-stormwater management controls, permanent post-construction BMPs, and inspection and maintenance responsibilities;</li> <li>▶ the pollutants that are likely to be used during construction that could be present in stormwater drainage and nonstormwater discharges, including fuels, lubricants, and other types of materials used for equipment operation;</li> <li>▶ spill prevention and contingency measures, including measures to prevent or clean up spills of hazardous waste and of hazardous materials used for equipment operation, and emergency procedures for responding to spills;</li> <li>▶ personnel training requirements and procedures that shall be used to ensure that workers are aware of permit requirements and proper installation methods for BMPs specified in the SWPPP; and</li> <li>▶ the appropriate personnel responsible for supervisory duties related to implementation of the SWPPP.</li> </ul>	Submittal of the State Construction General Permit NOI and SWPPP (where applicable) and development and submittal of any other locally required plans and specifications before the issuance of grading permits for all on-site project phases and off-site elements and implementation throughout project construction.	City of Folsom Community Development Department
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		<ul style="list-style-type: none"> <li>▶ Where applicable, BMPs identified in the SWPPP shall be in place throughout all site work and construction/demolition activities and shall be used in all subsequent site development activities. BMPs may include, but are not limited to, such measures as those listed below.</li> <li>▶ Implementing temporary erosion and sediment control measures in disturbed areas to minimize discharge of sediment into nearby drainage conveyances, in compliance with state and local standards in effect at the time of construction. These measures may include silt fences, staked straw bales or wattles, sediment/silt basins and traps, geofabric, sandbag dikes, and temporary vegetation.</li> <li>▶ Establishing permanent vegetative cover to reduce erosion in areas disturbed by construction by slowing runoff velocities, trapping sediment, and enhancing filtration and transpiration.</li> <li>▶ Using drainage swales, ditches, and earth dikes to control erosion and runoff by conveying surface runoff down sloping land, intercepting and diverting runoff to a watercourse or channel, preventing sheet flow over sloped surfaces, preventing runoff accumulation at the base of a grade, and avoiding flood damage along roadways and facility infrastructure.</li> </ul> <p>A copy of the approved SWPPP shall be maintained and available at all times on the construction site.</p> <p>For those areas that would be disturbed as part of the U.S. 50 interchange improvements, Caltrans shall coordinate with the development and implementation of the overall project SWPPP, or develop and implement its own SWPPP specific to the interchange improvements, to ensure that water quality degradation would be avoided or minimized to the maximum extent practicable.</p> <p>Mitigation for the off-site elements outside of the City of Folsom’s jurisdictional boundaries must be coordinated by the project applicant(s) of each applicable project phase with the affected oversight agency(ies) (i.e., El Dorado and/or Sacramento Counties, or Caltrans).</p>		
71-41	3A.9-2 (FPASP EIR/EIS)	<p><b>Prepare and Submit Final Drainage Plans and Implement Requirements Contained in Those Plans.</b></p> <p>Before the approval of grading plans and building permits, the project applicant(s) of all project phases shall submit final drainage plans to the City, and to El Dorado County for the off-site roadway connections into El Dorado Hills, demonstrating that off-site upstream runoff would be appropriately conveyed</p>	Before approval of grading plans and building permits of all project phases.	City of Folsom Public Works Department

through the SPA, and that project-related on-site runoff would be appropriately contained in detention basins or managed with through other improvements (e.g., source controls, biotechnical stream stabilization) to reduce flooding and hydromodification impacts.

The plans shall include, but not be limited to, the following items:

- ▶ an accurate calculation of pre-project and post-project runoff scenarios, obtained using appropriate engineering methods, that accurately evaluates potential changes to runoff, including increased surface runoff;
- ▶ runoff calculations for the 10-year and 100-year (0.01 AEP) storm events (and other, smaller storm events as required) shall be performed and the trunk drainage pipeline sizes confirmed based on alignments and detention facility locations finalized in the design phase;
- ▶ a description of the proposed maintenance program for the on-site drainage system;
- ▶ project-specific standards for installing drainage systems;
- ▶ City and El Dorado County flood control design requirements and measures designed to comply with them;

Implementation of stormwater management BMPs that avoid increases in the erosive force of flows beyond a specific range of conditions needed to limit hydromodification and maintain current stream geomorphology. These BMPs will be designed and constructed in accordance with the forthcoming SSQP Hydromodification Management Plan (to be adopted by the RWQCB) and may include, but are not limited to, the following:

- ▶ use of Low Impact Development (LID) techniques to limit increases in stormwater runoff at the point of origination (these may include, but are not limited to: surface swales; replacement of conventional impervious surfaces with pervious surfaces [e.g., porous pavement]; impervious surfaces disconnection; and trees planted to intercept stormwater);
- ▶ enlarged detention basins to minimize flow changes and changes to flow duration characteristics;
- ▶ bioengineered stream stabilization to minimize bank erosion, utilizing vegetative and rock stabilization, and inset floodplain restoration features that provide for enhancement of riparian habitat and maintenance of natural hydrologic and channel to floodplain interactions;

		<ul style="list-style-type: none"> <li>▶ minimize slope differences between any stormwater or detention facility outfall channel with the existing receiving channel gradient to reduce flow velocity; and</li> <li>▶ minimize to the extent possible detention basin, bridge embankment, and other encroachments into the channel and floodplain corridor, and utilize open bottom box culverts to allow sediment passage on smaller drainage courses.</li> </ul> <p>The final drainage plan shall demonstrate to the satisfaction of the City of Folsom Community Development and Public Works Departments and El Dorado County Department of Transportation that 100-year (0.01 AEP) flood flows would be appropriately channeled and contained, such that the risk to people or damage to structures within or down gradient of the SPA would not occur, and that hydromodification would not be increased from pre-development levels such that existing stream geomorphology would be changed (the range of conditions should be calculated for each receiving water if feasible, or a conservative estimate should be used, e.g., an Ep of 1 ±10% or other as approved by the Sacramento Stormwater Quality Partnership and/or City of Folsom Public Works Department).</p> <p>Mitigation for the off-site elements outside of the City of Folsom’s jurisdictional boundaries must be coordinated by the project applicant(s) of each applicable project phase with El Dorado County.</p>		
71-42	3A.9-3 (FPASP EIR/EIS)	<p><b>Develop and Implement a BMP and Water Quality Maintenance Plan.</b> Before approval of the grading permits for any development project requiring a subdivision map, a detailed BMP and water quality maintenance plan shall be prepared by a qualified engineer retained by the project applicant(s) the development project. Drafts of the plan shall be submitted to the City of Folsom and El Dorado County for the off-site roadway connections into El Dorado Hills, for review and approval concurrently with development of tentative subdivision maps for all project phases. The plan shall finalize the water quality improvements and further detail the structural and nonstructural BMPs proposed for the project. The plan shall include the elements described below.</p> <ul style="list-style-type: none"> <li>▶ A quantitative hydrologic and water quality analysis of proposed conditions incorporating the proposed drainage design features.</li> <li>▶ Predevelopment and post development calculations demonstrating that the proposed water quality BMPs meet or exceed requirements established by the City of Folsom and including details regarding the size, geometry, and</li> </ul>	Prepare plans before the issuance of grading permits for all project phases and off-site elements and implementation throughout project construction.	City of Folsom Community Development Department and Public Works Department



functional timing of storage and release pursuant to the “Stormwater Quality Design Manual for Sacramento and South Placer Regions” ([SSQP 2007b] per NPDES Permit No. CAS082597 WDR Order No. R5-2008-0142, page 46) and El Dorado County’s NPDES SWMP (County of El Dorado 2004).

- ▶ Source control programs to control water quality pollutants on the SPA, which may include but are limited to recycling, street sweeping, storm drain cleaning, household hazardous waste collection, waste minimization, prevention of spills and illegal dumping, and effective management of public trash collection areas.
- ▶ A pond management component for the proposed basins that shall include management and maintenance requirements for the design features and BMPs, and responsible parties for maintenance and funding.
- ▶ LID control measures shall be integrated into the BMP and water quality maintenance plan. These may include, but are not limited to:
  - surface swales;
  - replacement of conventional impervious surfaces with pervious surfaces (e.g., porous pavement);
  - impervious surfaces disconnection; and
  - trees planted to intercept stormwater.

New stormwater facilities shall be placed along the natural drainage courses within the SPA to the extent practicable so as to mimic the natural drainage patterns. The reduction in runoff as a result of the LID configurations shall be quantified based on the runoff reduction credit system methodology described in “Stormwater Quality Design Manual for the Sacramento and South Placer Regions, Chapter 5 and Appendix D4” (SSQP 2007b) and proposed detention basins and other water quality BMPs shall be sized to handle these runoff volumes.

For those areas that would be disturbed as part of the U.S. 50 interchange improvements, it is anticipated that Caltrans would coordinate with the development and implementation of the overall project SWPPP, or develop and implement its own SWPPP specific to the interchange improvements, to ensure that water quality degradation would be avoided or minimized to the maximum extent practicable.

		Mitigation for the off-site elements outside of the City of Folsom’s jurisdictional boundaries must be coordinated by the project applicant(s) of each applicable project phase with El Dorado County and Caltrans.		
71-43	3A.9-4 (FPASP EIR/EIS)	<b>Inspect and Evaluate Existing Dams Within and Upstream of the Project Site and Make Improvements if Necessary.</b> Prior to submittal to the City of tentative maps or improvement plans the project applicant(s) of all project phases shall perform conduct studies to determine the extent of inundation in the case of dam failure. If the studies determine potential exposure of people or structures to a significant risk of flooding as a result of the failure of a dam, the applicants(s) shall implement of any feasible recommendations provided in that study, potentially through drainage improvements, subject to the approval of the City of Folsom Public Works Department.	Prior to submittal to the City of tentative maps or improvement plans.	City of Folsom Public Works Department
<b>Noise and Vibration</b>				
71-44	3A.11-1 (FPASP EIR/EIS)	<b>Implement Noise-Reducing Construction Practices, Prepare and Implement a Noise Control Plan, and Monitor and Record Construction Noise near Sensitive Receptors.</b> To reduce impacts associated with noise generated during project related construction activities, the project applicant(s) and their primary contractors for engineering design and construction of all project phases shall ensure that the following requirements are implemented at each work site in any year of project construction to avoid and minimize construction noise effects on sensitive receptors. The project applicant(s) and primary construction contractor(s) shall employ noise-reducing construction practices. Measures that shall be used to limit noise shall include the measures listed below: <ul style="list-style-type: none"> <li>▶ Noise-generating construction operations shall be limited to the hours between 7 a.m. and 7 p.m. Monday through Friday, and between 8 a.m. and 6 p.m. on Saturdays and Sundays.</li> <li>▶ All construction equipment and equipment staging areas shall be located as far as possible from nearby noise-sensitive land uses.</li> <li>▶ All construction equipment shall be properly maintained and equipped with noise-reduction intake and exhaust mufflers and engine shrouds, in accordance with manufacturers’ recommendations. Equipment engine shrouds shall be closed during equipment operation.</li> <li>▶ All motorized construction equipment shall be shut down when not in use to prevent idling.</li> </ul>	Before and during construction activities on the SPA and within El Dorado Hills.	City of Folsom Community Development Department

		<ul style="list-style-type: none"> <li>▶ Individual operations and techniques shall be replaced with quieter procedures (e.g., using welding instead of riveting, mixing concrete offsite instead of on-site).</li> <li>▶ Noise-reducing enclosures shall be used around stationary noise-generating equipment (e.g., compressors and generators) as planned phases are built out and future noise sensitive receptors are located within close proximity to future construction activities.</li> <li>▶ Written notification of construction activities shall be provided to all noise-sensitive receptors located within 850 feet of construction activities. Notification shall include anticipated dates and hours during which construction activities are anticipated to occur and contact information, including a daytime telephone number, for the project representative to be contacted in the event that noise levels are deemed excessive. Recommendations to assist noise-sensitive land uses in reducing interior noise levels (e.g., closing windows and doors) shall also be included in the notification.</li> <li>▶ To the extent feasible, acoustic barriers (e.g., lead curtains, sound barriers) shall be constructed to reduce construction-generated noise levels at affected noise-sensitive land uses. The barriers shall be designed to obstruct the line of sight between the noise-sensitive land use and on-site construction equipment. When installed properly, acoustic barriers can reduce construction noise levels by approximately 8–10 dB (EPA 1971).</li> <li>▶ When future noise sensitive uses are within close proximity to prolonged construction noise, noise-attenuating buffers such as structures, truck trailers, or soil piles shall be located between noise sources and future residences to shield sensitive receptors from construction noise.</li> <li>▶ The primary contractor shall prepare and implement a construction noise management plan. This plan shall identify specific measures to ensure compliance with the noise control measures specified above. The noise control plan shall be submitted to the City of Folsom before any noise-generating construction activity begins. Construction shall not commence until the construction noise management plan is approved by the City of Folsom. Mitigation for the two off-site roadway connections into El Dorado County must be coordinated by the project applicant(s) of the applicable</li> </ul>		
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		project phase with El Dorado County, since the roadway extensions are outside of the City of Folsom’s jurisdictional boundaries.		
71-45	3A.11-3 (FPASP EIR/EIS)	<p><b>Implement Measures to Prevent Exposure of Sensitive Receptors to Groundborne Noise or Vibration from Project Generated Construction Activities.</b></p> <ul style="list-style-type: none"> <li>▶ To the extent feasible, blasting activities shall not be conducted within 275 feet of existing or future sensitive receptors.</li> <li>▶ To the extent feasible, bulldozing activities shall not be conducted within 50 feet of existing or future sensitive receptors.</li> <li>▶ All blasting shall be performed by a blast contractor and blasting personnel licensed to operate in the State of California.</li> <li>▶ A blasting plan, including estimates of vibration levels at the residence closest to the blast, shall be submitted to the enforcement agency for review and approval prior to the commencement of the first blast.</li> <li>▶ Each blast shall be monitored and documented for groundbourne noise and vibration levels at the nearest sensitive land use and associated recorded submitted to the enforcement agency.</li> </ul>	Before and during bulldozing and blasting activities on the SPA and within El Dorado Hills and the County of Sacramento	City of Folsom Community Development Department
71-46	3A.11-5 (FPASP EIR/EIS)	<p><b>Implement Measures to Reduce Noise from Project-Generated Stationary Sources.</b></p> <p>The project applicant(s) for any particular discretionary development project shall implement the following measures to reduce the effect of noise levels generated by on-site stationary noise sources that would be located within 600 feet of any noise-sensitive receptor:</p> <ul style="list-style-type: none"> <li>▶ Routine testing and preventive maintenance of emergency electrical generators shall be conducted during the less sensitive daytime hours (i.e., 7:00 a.m. to 6:00 p.m.). All electrical generators shall be equipped with noise control (e.g., muffler) devices in accordance with manufacturers’ specifications.</li> <li>▶ External mechanical equipment associated with buildings shall incorporate features designed to reduce noise emissions below the stationary noise source criteria. These features may include, but are not limited to, locating generators within equipment rooms or enclosures that incorporate noise-reduction features, such as acoustical louvers, and exhaust and intake silencers. Equipment enclosures shall be oriented so that major openings (i.e.,</li> </ul>	Before submittal of improvement plans for each project phase, and during project operations for testing of emergency generators.	City of Folsom Community Development Department

		<p>intake louvers, exhaust) are directed away from nearby noise-sensitive receptors.</p> <ul style="list-style-type: none"> <li>▶ Parking lots shall be located and designed so that noise emissions do not exceed the stationary noise source criteria established in this analysis (i.e., 50 dB for 30 minutes in every hour during the daytime [7 a.m. to 10 p.m.] and less than 45 dB for 30 minutes of every hour during the night time [10 p.m. to 7 a.m.]). Reduction of parking lot noise can be achieved by locating parking lots as far away as feasible from noise sensitive land uses, or using buildings and topographic features to provide acoustic shielding for noise-sensitive land uses.</li> <li>▶ Loading docks shall be located and designed so that noise emissions do not exceed the stationary noise source criteria established in this analysis (i.e., 50 dB for 30 minutes in every hour during the daytime [7 a.m. to 10 p.m.] and less than 45 dB for 30 minutes of every hour during the night time [10 p.m. to 7 a.m.]). Reduction of loading dock noise can be achieved by locating loading docks as far away as possible from noise sensitive land uses, constructing noise barriers between loading docks and noise-sensitive land uses, or using buildings and topographic features to provide acoustic shielding for noise-sensitive land uses.</li> </ul>		
71-47	4.13-1 (Addendum)	<p><b>Exterior Traffic Noise Reduction Measures</b></p> <p>Prior to building occupancy, the project applicant shall design and construct noise barriers, as detailed below, to reduce traffic noise levels below the City of Folsom exterior criteria of 60 dB Ldn.</p> <ul style="list-style-type: none"> <li>▶ 6-foot tall solid noise barriers, relative to backyard elevations, shall be constructed along all property boundaries adjacent to East Bidwell Street, Mangini Parkway, and Oak Avenue Parkway.</li> <li>▶ For the proposed Traditional Subdivisions portion of the project, a 7-foot tall solid noise barrier, relative to backyard elevations, shall be constructed along all property boundaries adjacent to White Rock Road.</li> <li>▶ For the proposed Regency at Folsom Ranch Phase 1 and Phase 2 portions of the project, an 8-foot tall solid noise barrier, relative to backyard elevations, shall be constructed along all property boundaries adjacent to White Rock Road.</li> </ul> <p>Suitable materials for the traffic noise barriers include masonry and precast concrete panels. The overall barrier height may be achieved by utilizing a barrier</p>	Prior to building occupancy	City of Folsom Community Development Department

		<p>and earthen berm combination. Other materials may be acceptable but shall be reviewed by an acoustical consultant prior to use.</p> <p>Barrier height requirements are based on a property boundary setback of 117-122 feet from the ultimate alignment of White Rock Road under the approved Capital Southeast Connector project. If 90 days prior to pulling building permits for the Toll Brothers site, it is determined that there is no evidence that the White Rock Road improvements are funded and moving forward, as described under the approved Capital Southeast Connector project, the project applicant shall obtain the services of a noise consultant to reconduct a site-specific acoustical analysis based on the actual property boundary setback to determine the appropriate noise reduction measures to reduce traffic noise levels in accordance with adopted City of Folsom noise standards.</p>		
71-48	4.13-2 (Addendum)	<p><b>Interior Traffic Noise Reduction Measures</b></p> <p>Prior to building occupancy, the project applicant shall ensure the following construction design features have been implemented.</p> <ul style="list-style-type: none"> <li>▶ For the first-row of homes located along White Rock Road, the west-, south-, and east-facing upper-floor building facades shall maintain minimum window assembly STC ratings of 34.</li> <li>▶ Mechanical ventilation (air conditioning) shall be provided for all residences in this development to allow the occupants to close doors and windows as desired to achieve compliance with the applicable interior noise level criteria.</li> </ul>	Prior to building occupancy	City of Folsom Community Development Department
<b>Public Services</b>				
71-49	3A.14-1 (FPASP EIR/EIS)	<p><b>Prepare and Implement a Construction Traffic Control Plan.</b> The project applicant(s) of all project phases shall prepare and implement traffic control plans for construction activities that may affect road rights-of-way. The traffic control plans must follow any applicable standards of the agency responsible for the affected roadway and must be approved and signed by a professional engineer. Measures typically used in traffic control plans include advertising of planned lane closures, warning signage, a flag person to direct traffic flows when needed, and methods to ensure continued access by emergency vehicles. During project construction, access to existing land uses shall be maintained at all times, with detours used as necessary during road closures. Traffic control plans shall be submitted to the appropriate City or County department or the California Department of Transportation (Caltrans) for review and approval before the</p>	Before the approval of all relevant plans and/or permits and during construction of all project phases.	City of Folsom Public Works Department

		<p>approval of all project plans or permits, for all project phases where implementation may cause impacts on traffic.</p> <p>Mitigation for the off-site elements outside of the City of Folsom’s jurisdictional boundaries must be coordinated by the project applicant(s) of each applicable project phase with the affected oversight agency(ies) (i.e., El Dorado and/or Sacramento Counties and Caltrans).</p>		
71-50	3A.14-2 (FPASP EIR/EIS)	<p><b>Incorporate California Fire Code; City of Folsom Fire Code Requirements; and EDHFD Requirements, if Necessary, into Project Design and Submit Project Design to the City of Folsom Fire Department for Review and Approval.</b> To reduce impacts related to the provision of new fire services, the project applicant(s) of all project phases shall do the following, as described below.</p> <p>1. Incorporate into project designs fire flow requirements based on the California Fire Code, Folsom Fire Code (City of Folsom Municipal Code Title 8, Chapter 8.36), and other applicable requirements based on the City of Folsom Fire Department fire prevention standards.</p> <p>Improvement plans showing the incorporation automatic sprinkler systems, the availability of adequate fire flow, and the locations of hydrants shall be submitted to the City of Folsom Fire Department for review and approval. In addition, approved plans showing access design shall be provided to the City of Folsom Fire Department as described by Zoning Code Section 17.57.080 (“Vehicular Access Requirements”). These plans shall describe access-road length, dimensions, and finished surfaces for firefighting equipment. The installation of security gates across a fire apparatus access road shall be approved by the City of Folsom Fire Department. The design and operation of gates and barricades shall be in accordance with the Sacramento County Emergency Access Gates and Barriers Standard, as required by the City of Folsom Fire Code.</p> <p>2. Submit a Fire Systems New Buildings, Additions, and Alterations Document Submittal List to the City of Folsom Community Development Department Building Division for review and approval before the issuance of building permits.</p> <p>In addition to the above measures, the project applicant(s) of all project phases shall incorporate the provisions described below for the portion of the SPA within the EDHFD service area, if it is determined through City/El Dorado County negotiations that EDHFD would serve the 178-acre portion of the SPA.</p> <p>3. Incorporate into project designs applicable requirements based on the EDHFD fire prevention standards. For commercial development, improvement plans</p>	Before issuance of building permits and issuance of occupancy permits or final inspections for all project phases.	City of Folsom Fire Department, City of Folsom Community Development Department

		<p>showing roadways, land splits, buildings, fire sprinkler systems, fire alarm systems, and other commercial building improvements shall be submitted to the EDHFD for review and approval. For residential development, improvement plans showing property lines and adjacent streets or roads; total acreage or square footage of the parcel; the footprint of all structures; driveway plan views describing width, length, turnouts, turnarounds, radiuses, and surfaces; and driveway profile views showing the percent grade from the access road to the structure and vertical clearance shall be submitted to the EDHFD for review and approval.</p> <p>4. Submit a Fire Prevention Plan Checklist to the EDHFD for review and approval before the issuance of building permits. In addition, residential development requiring automation fire sprinklers shall submit sprinkler design sheet(s) and hydraulic calculations from a California State Licensed C-16 Contractor.</p> <p>The City shall not authorize the occupancy of any structures until the project applicant(s) have obtained a Certificate of Occupancy from the City of Folsom Community Development Department verifying that all fire prevention items have been addressed on-site to the satisfaction of the City of Folsom Fire Department and/or the EDHFD for the 178-acre area of the SPA within the EDHFD service area.</p>		
71-51	3A.14-3 (FPASP EIR/EIS)	<p><b>Incorporate Fire Flow Requirements into Project Designs.</b> The project applicant(s) of all project phases shall incorporate into their project designs fire flow requirements based on the California Fire Code, Folsom Fire Code, and/or EDHFD for those areas of the SPA within the EDHFD service area and shall verify to City of Folsom Fire Department that adequate water flow is available, prior to approval of improvement plans and issuance of occupancy permits or final inspections for all project phases.</p>	Before issuance of building permits and issuance of occupancy permits or final inspections for all project phases.	City of Folsom Fire Department, City of Folsom Community Development Department
<b>Traffic and Transportation</b>				
71-52	3A.15-1a (FPASP EIR/EIS)	<p><b>The Applicant Shall Pay a Fair Share to Fund the Construction of Improvements to the Folsom Boulevard/Blue Ravine Road Intersection (Intersection 1).</b> To ensure that the Folsom Boulevard/Blue Ravine Road intersection operates at an acceptable LOS, the eastbound approach must be reconfigured to consist of two left-turn lanes, one through lane, and one right-turn lane. The applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by applicant, to reduce the impacts to the Folsom Boulevard/Blue Ravine Road intersection (Intersection 1).</p>	A phasing analysis shall be performed prior to approval of the first subdivision map to determine when the improvement should be implemented and when fair share	City of Folsom Public Works Department



			funding should be paid.	
71-53	3A.15-1b (FPASP EIR/EIS)	<b>The Applicant Shall Pay a Fair Share to Fund the Construction of Improvements at the Sibley Street/Blue Ravine Road Intersection (Intersection 2).</b> To ensure that the Sibley Street/Blue Ravine Road intersection operates at an acceptable LOS, the northbound approach must be reconfigured to consist of two left-turn lanes, two through lanes, and one right-turn lane. The applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by applicant, to reduce the impacts to the Sibley Street/Blue Ravine Road intersection (Intersection 2).	A phasing analysis shall be performed prior to approval of the first subdivision map to determine when the improvement should be implemented and when fair share funding should be paid.	City of Folsom Public Works Department
71-54	3A.15-1c (FPASP EIR/EIS)	<b>The Applicant Shall Fund and Construct Improvements to the Scott Road (West)/White Rock Road Intersection (Intersection 28).</b> To ensure that the Scott Road (West)/White Rock Road intersection operates at an acceptable LOS, a traffic signal must be installed.	A phasing analysis shall be performed prior to approval of the first subdivision map to determine when the improvement should be implemented.	City of Folsom Public Works Department
71-55	3A.15-1e (FPASP EIR/EIS)	<b>Fund and Construct Improvements to the Hillside Drive/Easton Valley Parkway Intersection (Intersection 41).</b> To ensure that the Hillside Drive/Easton Valley Parkway intersection operates at an acceptable LOS, the eastbound approach must be reconfigured to consist of one dedicated left turn lane and two through lanes, and the westbound approach must be reconfigured to consist of two through lanes and one dedicated right-turn lane. The applicant shall fund and construct these improvements.	A phasing analysis shall be performed prior to approval of the first subdivision map to determine when the improvement should be implemented.	City of Folsom Public Works Department
71-56	3A.15-1f (FPASP EIR/EIS)	<b>Fund and Construct Improvements to the Oak Avenue Parkway/Middle Road Intersection (Intersection 44).</b> To ensure that the Oak Avenue Parkway/Middle Road intersection operates at an acceptable LOS, control all movements with a stop sign. The applicant shall fund and construct these improvements.	A phasing analysis shall be performed prior to approval of the first subdivision map to determine when the improvement should be implemented.	City of Folsom Public Works Department

71-57	3A.15-1h (FPASP EIR/EIS)	<b>Participate in Fair Share Funding of Improvements to Reduce Impacts to the Hazel Avenue/Folsom Boulevard Intersection (Sacramento County Intersection 2).</b> To ensure that the Hazel Avenue/Folsom Boulevard intersection operates at an acceptable LOS, this intersection must be grade separated including “jug handle” ramps. No at grade improvement is feasible. Grade separating and extended (south) Hazel Avenue with improvements to the U.S. 50/Hazel Avenue interchange is a mitigation measure for the approved Easton-Glenbrough Specific Plan development project. The applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a program established by that agency to reduce the impacts to the Hazel Avenue/Folsom Boulevard intersection (Sacramento County Intersection 2).	A phasing analysis shall be performed prior to approval of the first subdivision map to determine when the improvement should be implemented.	Sacramento County Public Works Department and Caltrans
71-58	3A.15-1i (FPASP EIR/EIS)	<b>Participate in Fair Share Funding of Improvements to Reduce Impacts on the Grant Line Road/White Rock Road Intersection and to White Rock Road widening between the Rancho Cordova City limit to Prairie City Road (Sacramento County Intersection 3).</b> Improvements must be made to ensure that the Grant Line Road/White Rock Road intersection operates at an acceptable LOS. The currently County proposed White Rock Road widening project will widen and realign White Rock Road from the Rancho Cordova City limit to the El Dorado County line (this analysis assumes that the Proposed Project and build alternatives will widen White Rock Road to five lanes from Prairie City road to the El Dorado County Line). This widening includes improvements to the Grant Line Road intersection and realigning White Rock Road to be the through movement. The improvements include two eastbound through lanes, one eastbound right turn lane, two northbound left turn lanes, two northbound right turn lanes, two westbound left turn lanes and two westbound through lanes. This improvement also includes the signalization of the White Rock Road and Grant Line Road intersection. With implementation of this improvement, the intersection would operate at an acceptable LOS A. The applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a program established by that agency to reduce the impacts to the Grant Line Road/White Rock Road intersection (Sacramento County Intersection 3).	Before project build out. Design of the White Rock Road widening to four lanes, from Grant Line Road to Prairie City Road, with Intersection improvements has begun, and because this widening project is environmentally cleared and fully funded, it’s construction is expected to be complete before the first phase of the Proposed Project or alternative is built.	Sacramento County Public Works Department
71-59	3A.15-1j (FPASP EIR/EIS)	<b>Participate in Fair Share Funding of Improvements to Reduce Impacts on Hazel Avenue between Madison Avenue and Curragh Downs Drive (Roadway Segment 10).</b> To ensure that Hazel Avenue operates at an acceptable LOS between Curragh Downs Drive and Gold Country Boulevard, Hazel Avenue must be widened to six lanes. This improvement is part of the County adopted Hazel Avenue widening project.	Before project build out. Construction of phase two of the Hazel Avenue widening, from Madison Avenue to	Sacramento County Public Works Department

			<p>Curragh Downs Drive, is expected to be completed by year 2013, before the first phase of the Proposed Project or alternative is complete. The applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a program established by that agency to reduce the impacts to Hazel Avenue between Madison Avenue and Curragh Downs Drive (Sacramento County Roadway Segment 10).</p>	
71-60	3A.15-11 (FPASP EIR/EIS)	<p><b>Participate in Fair Share Funding of Improvements to Reduce Impacts on the White Rock Road/Windfield Way Intersection (El Dorado County Intersection 3).</b> To ensure that the White Rock Road/Windfield Way intersection operates at an acceptable LOS, the intersection must be signalized and separate northbound left and right turn lanes must be striped. The applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a program established by that agency to reduce the impacts to the White Rock Road/Windfield Way intersection (El Dorado County Intersection 3).</p>	<p>Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.</p>	El Dorado County Department of Transportation
71-61	3A.15-10 (FPASP EIR/EIS)	<p><b>Participate in Fair Share Funding of Improvements to Reduce Impacts on Eastbound U.S. 50 as an alternative to improvements at the Folsom Boulevard/U.S. 50 Eastbound Ramps Intersection (Caltrans Intersection 4).</b> Congestion on eastbound U.S. 50 is causing vehicles to use Folsom Boulevard as</p>	<p>Before project build out. A phasing analysis should be performed prior to</p>	City of Folsom Public Works Department and Sacramento County Department of Transportation

		<p>an alternate parallel route until they reach U.S. 50, where they must get back on the freeway due to the lack of a parallel route. It is preferred to alleviate the congestion on U.S. 50 than to upgrade the intersection at the end of this reliever route. The applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a program established by that agency to reduce the impacts to the Folsom Boulevard/U.S. 50 Eastbound Ramps intersection (Caltrans Intersection 4). To ensure that the Folsom Boulevard/U.S. 50 eastbound ramps intersection operates at an acceptable LOS, auxiliary lanes should be added to eastbound U.S. 50 from Hazel Avenue to east of Folsom Boulevard. This was recommended in the Traffic Operations Analysis Report for the U.S. 50 Auxiliary Lane Project.</p>	<p>approval of the first subdivision map to determine during which project phase the improvement should be built.</p>	
71-62	3A.15-1p (FPASP EIR/EIS)	<p><b>Participate in Fair Share Funding of Improvements to Reduce Impacts on the Grant Line Road/ State Route 16 Intersection (Caltrans Intersection 12).</b> To ensure that the Grant Line Road/State Route 16 intersection operates at an acceptable LOS, the northbound and southbound approaches must be reconfigured to consist of one left-turn lane and one shared through/right-turn lane. Protected left-turn signal phasing must be provided on the northbound and southbound approaches. Improvements to the Grant Line Road/State Route 16 intersection are contained within the County Development Fee Program, and are scheduled for Measure A funding.</p> <p>Improvements to this intersection must be implemented by Caltrans, Sacramento County, and the City of Rancho Cordova.</p> <p>The applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a program established by that agency to reduce the impacts to the Grant Line Road/State Route 16 intersection (Caltrans Intersection 12).</p>	<p>Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.</p>	<p>Sacramento County Department of Transportation and the City of Rancho Cordova Department of Public Works</p>
71-63	3A.15-1q (FPASP EIR/EIS)	<p><b>Participate in Fair Share Funding of Improvements to Reduce Impacts on Eastbound U.S. 50 between Zinfandel Drive and Sunrise Boulevard (Freeway Segment 1).</b> To ensure that Eastbound U.S. 50 operates at an acceptable LOS between Zinfandel Drive and Sunrise Boulevard, a bus-carpool (HOV) lane must be constructed. This improvement is currently planned as part of the Sacramento 50 Bus-Carpool Lane and Community Enhancements Project. The applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a program established by that agency to reduce the impacts to Eastbound U.S. 50 between Zinfandel Drive and Sunrise Boulevard (Freeway Segment 1).</p>	<p>Before project build out. Construction of the Sacramento 50 Bus-Carpool Lane and Community Enhancements Project is expected to be completed by year 2013, before the first phase of the Proposed Project or</p>	<p>Caltrans</p>

			alternative is complete. Construction of the Sacramento 50 Bus-Carpool Lane and Community Enhancements Project has started since the writing of the Draft EIS/EIR.	
71-64	3A.15-1r (FPASP EIR/EIS)	<p><b>Participate in Fair Share Funding of Improvements to Reduce Impacts on Eastbound U.S. 50 between Hazel Avenue and Folsom Boulevard (Freeway Segment 3).</b> To ensure that Eastbound U.S. 50 operates at an acceptable LOS between Hazel Avenue and Folsom Boulevard, an auxiliary lane must be constructed. This improvement was recommended in the Traffic Operations Analysis Report for the U.S. 50 Auxiliary Lane Project. This improvement is included in the proposed 50 Corridor Mobility Fee Program.</p> <p>The applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a program established by that agency to reduce the impacts to Eastbound U.S. 50 between Hazel Avenue and Folsom Boulevard (Freeway Segment 3).</p>	Before project build out. A phasing analysis should be performed to determine during which project phase the improvement should be built.	City of Folsom Public Works Department and Sacramento County Department of Transportation
71-65	3A.15-1s (FPASP EIR/EIS)	<p><b>Participate in Fair Share Funding of Improvements to Reduce Impacts on Eastbound U.S. 50 between Folsom Boulevard and Prairie City Road (Freeway Segment 4).</b> To ensure that Eastbound U.S. 50 operates at an acceptable LOS between Folsom Boulevard and Prairie City Road, an auxiliary lane must be constructed. This improvement was recommended in the Traffic Operations Analysis Report for the U.S. 50 Auxiliary Lane Project. This improvement is included in the proposed 50 Corridor Mobility Fee Program. The applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by applicant, to reduce the impacts to Eastbound U.S. 50 between Folsom Boulevard and Prairie City Road (Freeway Segment 4).</p>	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.	City of Folsom Public Works Department and Sacramento County Department of Transportation
71-66	3A.15-1u (FPASP EIR/EIS)	<p><b>Participate in Fair Share Funding of Improvements to Reduce Impacts on Westbound U.S. 50 between Prairie City Road and Folsom Boulevard (Freeway Segment 16).</b> To ensure that Westbound U.S. 50 operates at an acceptable LOS between Prairie City Road and Folsom Boulevard, an auxiliary</p>	Before project build out. A phasing analysis should be performed prior to	City of Folsom Public Works Department and Sacramento County Department of Transportation

		lane must be constructed. This improvement was recommended in the Traffic Operations Analysis Report for the U.S. 50 Auxiliary Lane Project. This improvement is included in the proposed 50 Corridor Mobility Fee Program. The applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by applicant, to reduce the impacts to Westbound U.S. 50 between Prairie City Road and Folsom Boulevard (Freeway Segment 16).	approval of the first subdivision map to determine during which project phase the improvement should be built.	
71-67	<b>3A.15-1v (FPASP EIR/EIS)</b>	<b>Participate in Fair Share Funding of Improvements to Reduce Impacts on Westbound U.S. 50 between Hazel Avenue and Sunrise Boulevard (Freeway Segment 18).</b> To ensure that Westbound U.S. 50 operates at an acceptable LOS between Hazel Avenue and Sunrise Boulevard, an auxiliary lane must be constructed. This improvement was recommended in the Traffic Operations Analysis Report for the U.S. 50 Auxiliary Lane Project, and included in the proposed Rancho Cordova Parkway interchange project.  Improvements to this freeway segment must be implemented by Caltrans. The applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a program established by that agency to reduce the impacts to Westbound U.S. 50 between Hazel Avenue and Sunrise Boulevard (Freeway Segment 18).	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.	City of Rancho Cordova Department of Public Works and Sacramento County Department of Transportation
71-68	<b>3A.15-1w (FPASP EIR/EIS)</b>	<b>Participate in Fair Share Funding of Improvements to Reduce Impacts on U.S. 50 Eastbound/Folsom Boulevard Ramp Merge (Freeway Merge 4).</b> To ensure that Eastbound U.S. 50 operates at an acceptable LOS at the Folsom Boulevard merge, an auxiliary lane from the Folsom Boulevard merge to the Prairie City Road diverge must be constructed. This improvement was recommended in the Traffic Operations Analysis Report for the U.S. 50 Auxiliary Lane Project. This improvement is included in the proposed 50 Corridor Mobility Fee Program. The applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a program established by that agency to reduce the impacts to the U.S. 50 Eastbound/Folsom Boulevard Ramp Merge (Freeway Merge 4).	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.	City of Folsom Public Works Department and Sacramento County Department of Transportation
71-69	<b>3A.15-1x (FPASP EIR/EIS)</b>	<b>Participate in Fair Share Funding of Improvements to Reduce Impacts on U.S. 50 Eastbound/Prairie City Road Diverge (Freeway Diverge 5).</b> To ensure that Eastbound U.S. 50 operates at an acceptable LOS at the Prairie City Road off-ramp diverge, an auxiliary lane from the Folsom Boulevard merge must be constructed. This improvement was recommended in the Traffic Operations Analysis Report for the U.S. 50 Auxiliary Lane Project. This auxiliary lane improvement is included in the proposed 50 Corridor Mobility Fee Program. The	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during	City of Folsom Public Works Department and Sacramento County Department of Transportation

		applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by applicant, to reduce the impacts to the U.S. 50 Eastbound/Prairie City Road diverge (Freeway Diverge 5).	which project phase the improvement should be built.	
71-70	<b>3A.15-1y (FPASP EIR/EIS)</b>	<b>Participate in Fair Share Funding of Improvements to Reduce Impacts on U.S. 50 Eastbound/Prairie City Road Direct Merge (Freeway Merge 6).</b> To ensure that Eastbound U.S. 50 operates at an acceptable LOS at the Prairie City Road onramp direct merge, an auxiliary lane to the East Bidwell Street – Scott Road diverge must be constructed. This auxiliary lane improvement is included in the proposed 50 Corridor Mobility Fee Program. The applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by applicant, to reduce the impacts to the U.S. 50 Eastbound/Prairie City Road direct merge (Freeway Merge 6).	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.	City of Folsom Public Works Department
71-71	<b>3A.15-1z (FPASP EIR/EIS)</b>	<b>Participate in Fair Share Funding of Improvements to Reduce Impacts on U.S. 50 Eastbound/Prairie City Road Flyover On-Ramp to Oak Avenue Parkway Off-Ramp Weave (Freeway Weave 8).</b> To ensure that Eastbound U.S. 50 operates at an acceptable LOS at the Prairie City Road flyover on-ramp to Oak Avenue Parkway off-ramp weave, an improvement acceptable to Caltrans should be implemented to eliminate the unacceptable weaving conditions. Such an improvement may involve a “braided ramp”.  The applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by applicant, to reduce the impacts to the U.S. 50 Eastbound / Prairie City Road flyover on-ramp to Oak Avenue Parkway off-ramp weave (Freeway Weave 8).	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.	City of Folsom Public Works Department
71-72	<b>3A.15-1aa (FPASP EIR/EIS)</b>	<b>Participate in Fair Share Funding of Improvements to Reduce Impacts on U.S. 50 Eastbound/Oak Avenue Parkway Loop Merge (Freeway Merge 9).</b> To ensure that Eastbound U.S. 50 operates at an acceptable LOS at the Oak Avenue Parkway loop merge, an auxiliary lane to the East Bidwell Street – Scott Road diverge must be constructed. This auxiliary lane improvement is included in the proposed 50 Corridor Mobility Fee Program. The applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by applicant, to reduce the impacts to the U.S. 50 Eastbound/ Oak Avenue Parkway loop merge (Freeway Merge 9).	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.	City of Folsom Public Works Department

71-73	3A.15-1dd (FPASP EIR/EIS)	<b>Participate in Fair Share Funding of Improvements to Reduce Impacts on U.S. 50 Westbound/Empire Ranch Road Loop Ramp Merge (Freeway Merge 23).</b> To ensure that Westbound U.S. 50 operates at an acceptable LOS, the northbound Empire Ranch Road loop on ramp should start the westbound auxiliary lane that ends at the East Bidwell Street – Scott Road off ramp. The slip on ramp from southbound Empire Ranch Road would merge into this extended auxiliary lane. Improvements to this freeway segment must be implemented by Caltrans. The applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by applicant, to reduce the impacts to the U.S. 50 Westbound/Empire Ranch Road loop ramp merge (Freeway Merge 23).	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.	City of Folsom Public Works Department
71-74	3A.15-1ee (FPASP EIR/EIS)	<b>Participate in Fair Share Funding of Improvements to Reduce Impacts on U.S. 50 Westbound/Oak Avenue Parkway Loop Ramp Merge (Freeway Merge 29).</b> To ensure that Westbound U.S. 50 operates at an acceptable LOS, the northbound Oak Avenue Parkway loop on ramp should start the westbound auxiliary lane that ends at the Prairie City Road off ramp. The slip on ramp from southbound Oak Avenue Parkway would merge into this extended auxiliary lane. Improvements to this freeway segment must be implemented by Caltrans. The applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by applicant, to reduce the impacts to the U.S. 50 Westbound/Oak Avenue Parkway loop ramp merge (Freeway Merge 29).	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.	City of Folsom Public Works Department
71-75	3A.15-1ff (FPASP EIR/EIS)	<b>Participate in Fair Share Funding of Improvements to Reduce Impacts on U.S. 50 Westbound/Prairie City Road Loop Ramp Merge (Freeway Merge 32).</b> To ensure that Westbound U.S. 50 operates at an acceptable LOS at the Prairie City Road loop ramp merge, an auxiliary lane to the Folsom Boulevard off ramp diverge must be constructed. This auxiliary lane improvement is included in the proposed 50 Corridor Mobility Fee Program. The applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by applicant, to reduce the impacts to the U.S. 50 Westbound/Prairie City Road Loop Ramp Merge (Freeway Merge 32).	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.	City of Folsom Public Works Department and Sacramento County Department of Transportation
71-76	3A.15-1gg (FPASP EIR/EIS)	<b>Participate in Fair Share Funding of Improvements to Reduce Impacts on U.S. 50 Westbound/Prairie City Road Direct Ramp Merge (Freeway Merge 33).</b> To ensure that Westbound U.S. 50 operates at an acceptable LOS at the Prairie City Road direct ramp merge, an auxiliary lane to the Folsom Boulevard off ramp	Before project build out. A phasing analysis should be performed prior to	City of Folsom Public Works Department and Sacramento County Department of Transportation



		diverge must be constructed. This auxiliary lane improvement is included in the proposed 50 Corridor Mobility Fee Program. The applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by applicant, to reduce the impacts to the U.S. 50 Westbound/Prairie City Road direct ramp merge (Freeway Merge 33).	approval of the first subdivision map to determine during which project phase the improvement should be built.	
71-77	<b>3A.15-1hh (FPASP EIR/EIS)</b>	<b>Participate in Fair Share Funding of Improvements to Reduce Impacts on U.S. 50 Eastbound/Folsom Boulevard Diverge (Freeway Diverge 34).</b> To ensure that Westbound U.S. 50 operates at an acceptable LOS at the Folsom Boulevard Diverge, an auxiliary lane from the Prairie City Road loop ramp merge must be constructed. Improvements to this freeway segment must be implemented by Caltrans. This auxiliary lane improvement is included in the proposed 50 Corridor Mobility Fee Program. The applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by applicant, to reduce the impacts to the U.S. 50 Eastbound / Folsom Boulevard diverge (Freeway Diverge 34).	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.	City of Folsom Public Works Department and Sacramento County Department of Transportation
71-78	<b>3A.15-1ii (FPASP EIR/EIS)</b>	<b>Participate in Fair Share Funding of Improvements to Reduce Impacts on U.S. 50 Westbound/Hazel Avenue Direct Ramp Merge (Freeway Merge 38).</b> To ensure that Westbound U.S. 50 operates at an acceptable LOS at the Hazel Avenue direct ramp merge, an auxiliary lane to the Sunrise Boulevard off ramp diverge must be constructed. This auxiliary lane improvement is included in the proposed 50 Corridor Mobility Fee Program. The applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a program established by that agency to reduce the impacts to the U.S. 50 Westbound/Hazel Avenue direct ramp merge (Freeway Merge 38).	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.	Sacramento County Department of Transportation and City of Rancho Cordova Department of Public Works
71-79	<b>3A.15-2a (FPASP EIR/EIS)</b>	Develop Commercial Support Services and Mixed-use Development Concurrent with Housing Development, and Develop and Provide Options for Alternative Transportation Modes. The project applicant(s) for any particular discretionary development application including commercial or mixed-use development along with residential uses shall develop commercial and mixed-use development concurrent with housing development, to the extent feasible in light of market realities and other considerations, to internalize vehicle trips. Pedestrian and bicycle facilities shall be implemented to the satisfaction of the City Public Works Department. To further minimize impacts from the increased demand on area roadways and intersections, the project applicant(s) for any particular discretionary development application involving schools or commercial centers	Before approval of improvement plans for all project phases any particular discretionary development application that includes residential and commercial or mixed-use development. As a	City of Folsom Public Works Department

		shall develop and implement safe and secure bicycle parking to promote alternative transportation uses and reduce the volume of single-occupancy vehicles using area roadways and intersections. The project applicant(s) for any particular discretionary development application shall participate in capital improvements and operating funds for transit service to increase the percent of travel by transit. The project's fair-share participation and the associated timing of the improvements and service shall be identified in the project conditions of approval and/or the project's development agreement. Improvements and service shall be coordinated, as necessary, with Folsom Stage Lines and Sacramento RT.	condition of project approval and/or as a condition of the development agreement for all project phases.	
71-80	3A.15-2b (FPASP EIR/EIS)	<b>Participate in the City's Transportation System Management Fee Program.</b> The project applicant(s) for any particular discretionary development application shall pay an appropriate amount into the City's existing Transportation System Management Fee Program to reduce the number of single-occupant automobile travel on area roadways and intersections.	Concurrent with construction for all project phases.	City of Folsom Public Works Department
71-81	3A.15-2c (FPASP EIR/EIS)	<b>Participate with the 50 Corridor Transportation Management Association.</b> The project applicant(s) for any particular discretionary development application shall join and participate with the 50 Corridor Transportation Management Association to reduce the number of single-occupant automobile travel on area roadways and intersections.	Concurrent with construction for all project phases.	City of Folsom Public Works Department
71-82	3A.15-3 (FPASP EIR/EIS)	<b>Pay Full Cost of Identified Improvements that Are Not Funded by the City's Fee Program.</b> In accordance with Measure W, the project applicant(s) for any particular discretionary development application shall provide fair-share contributions to the City's transportation impact fee program to fully fund improvements only required because of the Specific Plan.	As a condition of project approval and/or as a condition of the development agreement for all project phases.	City of Folsom Public Works Department
71-83	3A.15-4a (FPASP EIR/EIS)	<b>The Applicant Shall Pay a Fair Share to Fund the Construction of Improvements to the Sibley Street/Blue Ravine Road Intersection (Folsom Intersection 2).</b> To ensure that the Sibley Street/Blue Ravine Road intersection operates at a LOS D with less than the Cumulative No Project delay, the northbound approach must be reconfigured to consist of two left-turn lane, two through lanes, and one dedicated right-turn lane. The applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by applicant, to reduce the impacts to the Sibley Street/Blue Ravine Road intersection (Folsom Intersection 2).	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.	City of Folsom Public Works Department

71-84	3A.15-4b (FPASP EIR/EIS)	<b>The Applicant Shall Pay a Fair Share to Fund the Construction of Improvements to the Oak Avenue Parkway/East Bidwell Street Intersection (Folsom Intersection 6).</b> To ensure that the Oak Avenue Parkway/East Bidwell Street intersection operates at an acceptable LOS, the eastbound (East Bidwell Street) approach must be reconfigured to consist of two left-turn lanes, four through lanes and a right-turn lane, and the westbound (East Bidwell Street) approach must be reconfigured to consist of two left turn lanes, four through lanes, and a right-turn lane. It is against the City of Folsom policy to have eight lane roads because of the impacts to non motorized traffic and adjacent development; therefore, this improvement is infeasible.	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.	City of Folsom Public Works Department
71-85	3A.15-4c (FPASP EIR/EIS)	<b>The Applicant Shall Pay a Fair Share to Fund the Construction of Improvements to the East Bidwell Street/College Street Intersection (Folsom Intersection 7).</b> To ensure that the East Bidwell Street/College Street intersection operates at acceptable LOS C or better, the westbound approach must be reconfigured to consist of one left-turn lane, one left-through lane, and two dedicated right-turn lanes. The applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by applicant, to reduce the impacts to the East Bidwell Street/Nesmith Court intersection (Folsom Intersection 7).	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.	City of Folsom Public Works Department
71-86	3A.15-4d (FPASP EIR/EIS)	<b>The Applicant Shall Pay a Fair Share to Fund the Construction of Improvements to the East Bidwell Street/Iron Point Road Intersection (Folsom Intersection 21).</b> To ensure that the East Bidwell Street /Iron Point Road intersection operates at an acceptable LOS, the northbound approach must be reconfigured to consist of two left-turn lanes, four through lanes and a right-turn lane, and the southbound approach must be reconfigured to consist of two left-turn lanes, four through lanes and a right-turn lane. It is against the City of Folsom policy to have eight lane roads because of the impacts to non motorized traffic and adjacent development; therefore, this improvement is infeasible.	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.	City of Folsom Public Works Department
71-87	3A.15-4e (FPASP EIR/EIS)	<b>The Applicant Shall Pay a Fair Share to Fund the Construction of Improvements to the Serpa Way/ Iron Point Road Intersection (Folsom Intersection 23).</b> To improve LOS at the Serpa Way/ Iron Point Road intersection, the northbound approaches must be restriped to consist of one left-turn lane, one shared left-through lanes, and one right-turn lane. The applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during	City of Folsom Public Works Department

		by applicant, to reduce the impacts to the Serpa Way/Iron Point Road Intersection (Folsom Intersection 23).	which project phase the improvement should be built.	
71-88	3A.15-4f (FPASP EIR/EIS)	<b>The Applicant Shall Pay a Fair Share to Fund the Construction of Improvements to the Empire Ranch Road/Iron Point Road Intersection (Folsom Intersection 24).</b> To ensure that the Empire Ranch Road / Iron Point Road intersection operates at a LOS D or better, all of the following improvements are required: The eastbound approach must be reconfigured to consist of one left-turn lane, two through lanes, and a right-turn lane. The westbound approach must be reconfigured to consist of two left-turn lanes, one through lane, and a through-right lane. The northbound approach must be reconfigured to consist of two left-turn lanes, three through lanes, and a right-turn lane. The southbound approach must be reconfigured to consist of two left-turn lanes, three through lanes, and a right-turn lane. The applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by applicant, to reduce the impacts to the Empire Ranch Road / Iron Point Road Intersection Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built. (Folsom Intersection 24).	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.	City of Folsom Public Works Department
71-89	3A.15-4g (FPASP EIR/EIS)	<b>The Applicant Shall Fund and Construct Improvements to the Oak Avenue Parkway/Easton Valley Parkway Intersection (Folsom Intersection 33).</b> To ensure that the Oak Avenue Parkway/Easton Valley Parkway intersection operates at an acceptable LOS the southbound approach must be reconfigured to consist of two left-turn lanes, two through lanes, and two right-turn lanes. The applicant shall fund and construct these improvements.	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.	City of Folsom Public Works Department
71-90	3A.15-4i (FPASP EIR/EIS)	<b>Participate in Fair Share Funding of Improvements to Reduce Impacts on the Grant Line Road/White Rock Road Intersection (Sacramento County Intersection 3).</b> To ensure that the Grant Line Road/White Rock Road intersection operates at an acceptable LOS E or better this intersection should be replaced by some type of grade separated intersection or interchange. Improvements to this intersection are identified in the Sacramento County's Proposed General Plan. Implementation of these improvements would assist in	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during	Sacramento County Department of Transportation.

		reducing traffic impacts on this intersection by providing acceptable operation. Intersection improvements must be implemented by Sacramento County. The applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a program established by that agency to reduce the impacts to the Grant Line Road/White Rock Road Intersection (Sacramento County Intersection 3).	which project phase the improvement should be built.	
71-91	3A.15-4j (FPASP EIR/EIS)	<b>Participate in Fair Share Funding of Improvements to Reduce Impacts on Grant Line Road between White Rock Road and Kiefer Boulevard (Sacramento County Roadway Segments 5-7).</b> To improve operation on Grant Line Road between White Rock Road and Kiefer Boulevard, this roadway segment must be widened to six lanes. This improvement is proposed in the Sacramento County and the City of Rancho Cordova General Plans; however, it is not in the 2035 MTP. Improvements to this roadway segment must be implemented by Sacramento County and the City of Rancho Cordova. The applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a program established by that agency to reduce the impacts to Grant Line Road between White Rock Road and Kiefer Boulevard (Sacramento County Roadway Segments 5-7). The identified improvement would more than offset the impacts specifically related to the Folsom South of U.S. 50 project on this roadway segment.	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.	Sacramento County Department of Transportation.
71-92	3A.15-4k (FPASP EIR/EIS)	<b>Participate in Fair Share Funding of Improvements to Reduce Impacts on Grant Line Road between Kiefer Boulevard and Jackson Highway (Sacramento County Roadway Segment 8).</b> To improve operation on Grant Line Road between Kiefer Boulevard Jackson Highway, this roadway segment could be widened to six lanes. This improvement is proposed in the Sacramento County and the City of Rancho Cordova General Plans; however, it is not in the 2035 MTP. Improvements to this roadway segment must be implemented by Sacramento County and the City of Rancho Cordova. The applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a program established by that agency to reduce the impacts to Grant Line Road between Kiefer Boulevard and Jackson Highway (Sacramento County Roadway Segment 8). The identified improvement would more than offset the impacts specifically related to the Folsom South of U.S. 50 project on this roadway segment.	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.	Sacramento County Department of Transportation.
71-93	3A.15-4l (FPASP EIR/EIS)	<b>Participate in Fair Share Funding of Improvements to Reduce Impacts on Hazel Avenue between Curragh Downs Drive and U.S. 50 Westbound Ramps (Sacramento County Roadway Segments 12-13).</b> To improve operation on	Before project build out. A phasing analysis should be	Sacramento County Department of Transportation.

		Hazel Avenue between Curragh Downs Drive and the U.S. 50 westbound ramps, this roadway segment could be widened to eight lanes. This improvement is inconsistent with Sacramento County’s general plan because the county’s policy requires a maximum roadway cross section of six lanes. Analysis shown later indicates that improvements at the impacted intersection in this segment can be mitigated (see Mitigation Measure 3A.15-4q). Improvements to impacted intersections on this segment will improve operations on this roadway segment and, therefore; mitigate this segment impact. The applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a program established by that agency to reduce the impacts to Hazel Avenue between Curragh Downs Drive and U.S. 50 Westbound Ramps (Sacramento County Roadway Segments 12-13).	performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.	
71-94	3A.15-4m (FPASP EIR/EIS)	<b>Participate in Fair Share Funding of Improvements to Reduce Impacts on White Rock Road between Grant Line Road and Prairie City Road (Sacramento County Roadway Segment 22).</b> To improve operation on White Rock Road between Grant Line Road and Prairie City Road, this roadway segment must be widened to six lanes. This improvement is included in the 2035 MTP but is not included in the Sacramento County General Plan. Improvements to this roadway segment must be implemented by Sacramento County. The identified improvement would more than offset the impacts specifically related to the Folsom South of U.S. 50 project on this roadway segment. However, because of other development in the region that would substantially increase traffic levels, this roadway segment would continue to operate at an unacceptable LOS F even with the capacity improvements identified to mitigate Folsom South of U.S. 50 impacts. The applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a program established by that agency to reduce the impacts to White Rock Road between Grant Line Road and Prairie City Road (Sacramento County Roadway Segment 22).	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.	Sacramento County Department of Transportation.
71-95	3A.15-4n (FPASP EIR/EIS)	<b>Participate in Fair Share Funding of Improvements to Reduce Impacts on White Rock Road between Empire Ranch Road and Carson Crossing Road (Sacramento County Roadway Segment 28).</b> To improve operation on White Rock Road between Empire Ranch Road and Carson Crossing Road, this roadway segment must be widened to six lanes. Improvements to this roadway segment must be implemented by Sacramento County. The applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a program established by that agency to reduce the	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase	Sacramento County Department of Transportation.

		impacts to White Rock Road between Empire Ranch Road and Carson Crossing Road (Sacramento County Roadway Segment 28).	the improvement should be built.	
71-96	3A.15-4o (FPASP EIR/EIS)	<b>Participate in Fair Share Funding of Improvements to Reduce Impacts on the White Rock Road/Carson Crossing Road Intersection (El Dorado County 1).</b> To ensure that the White Rock Road/Carson Crossing Road intersection operates at an acceptable LOS, the eastbound right turn lane must be converted into a separate free right turn lane, or double right. Improvements to this intersection must be implemented by El Dorado County. The applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a program established by that agency to reduce the impacts to the White Rock Road/Carson Crossing Road Intersection (El Dorado County 1).	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.	Sacramento County Department of Transportation.
71-97	3A.15-4p (FPASP EIR/EIS)	<b>Participate in Fair Share Funding of Improvements to Reduce Impacts on the Hazel Avenue/U.S. 50 Westbound Ramps Intersection (Caltrans Intersection 1).</b> To ensure that the Hazel Avenue/U.S. 50 westbound ramps intersection operates at an acceptable LOS, the westbound approach must be reconfigured to consist of one dedicated left turn lane, one shared left through lane and three dedicated right-turn lanes. Improvements to this intersection must be implemented by Caltrans and Sacramento County. The applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a program established by that agency to reduce the impacts to the Hazel Avenue/U.S. 50 Westbound Ramps Intersection (Caltrans Intersection 1).	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.	Sacramento County Department of Transportation.
71-98	3A.15-4q (FPASP EIR/EIS)	<b>Participate in Fair Share Funding of Improvements to Reduce Impacts on Eastbound US 50 between Zinfandel Drive and Sunrise Boulevard (Freeway Segment 1).</b> To ensure that Eastbound US 50 operates at an acceptable LOS between Zinfandel Drive and Sunrise Boulevard, an additional eastbound lane could be constructed. This improvement is not consistent with the Concept Facility in Caltrans State Route 50 Corridor System Management Plan; therefore, it is not likely to be implemented by Caltrans by 2030. Construction of the Capitol South East Connector, including widening White Rock Road and Grant Line Road to six lanes with limited access, could divert some traffic from U.S. 50 and partially mitigate the project's impact. The applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a program established by that agency to reduce the impacts to Eastbound U.S. 50 between Zinfandel Drive and Sunrise Boulevard (Freeway Segment 1).	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.	Sacramento County Department of Transportation.

71-99	3A.15-4r (FPASP EIR/EIS)	<b>Participate in Fair Share Funding of Improvements to Reduce Impacts on Eastbound US 50 between Rancho Cordova Parkway and Hazel Avenue (Freeway Segment 3).</b> To ensure that Eastbound US 50 operates at an acceptable LOS between Rancho Cordova Parkway and Hazel Avenue, an additional eastbound lane could be constructed. This improvement is not consistent with the Concept Facility in Caltrans State Route 50 Corridor System Management Plan; therefore, it is not likely to be implemented by Caltrans by 2030. Construction of the Capitol South East Connector, including widening White Rock Road and Grant Line Road to six lanes with limited access, could divert some traffic off of U.S. 50 and partially mitigate the project's impact. The applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a program established by that agency to reduce the impacts to Eastbound U.S. 50 between Rancho Cordova Parkway and Hazel Avenue (Freeway Segment 3).	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.	Sacramento County Department of Transportation.
71-100	3A.15-4s (FPASP EIR/EIS)	<b>Participate in Fair Share Funding of Improvements to Reduce Impacts on Eastbound US 50 between Folsom Boulevard and Prairie City Road (Freeway Segment 5).</b> To ensure that Eastbound US 50 operates at an acceptable LOS between Folsom Boulevard and Prairie City Road, the eastbound auxiliary lane should be converted to a mixed flow lane that extends to and drops at the Oak Avenue Parkway off ramp (see mitigation measure 3A.15-4t). Improvements to this freeway segment must be implemented by Caltrans. This improvement is not consistent with the Concept Facility in Caltrans State Route 50 Corridor System Management Plan; therefore, it is not likely to be implemented by Caltrans by 2030. Construction of the Capitol South East Connector, including widening White Rock Road and Grant Line Road to six lanes with limited access, could divert some traffic off of U.S. 50 and partially mitigate the project's impact. The applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by applicant, to reduce the impacts to Eastbound U.S. 50 between Folsom Boulevard and Prairie City Road (Freeway Segment 5).	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.	Sacramento County Department of Transportation.
71-101	3A.15-4t (FPASP EIR/EIS)	<b>Participate in Fair Share Funding of Improvements to Reduce Impacts on Eastbound US 50 between Prairie City Road and Oak Avenue Parkway (Freeway Segment 6).</b> To ensure that Eastbound US 50 operates at an acceptable LOS between Prairie City Road and Oak Avenue Parkway, the northbound Prairie City Road slip on ramp should merge with the eastbound auxiliary lane that extends to and drops at the Oak Avenue Parkway off ramp (see Mitigation Measures 3A.15-4u, v and w), and the southbound Prairie City Road flyover on ramp should be braided over the Oak Avenue Parkway off ramp and start an	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase	Sacramento County Department of Transportation.



		extended full auxiliary lane to the East Bidwell Street – Scott Road off ramp. Improvements to this freeway segment must be implemented by Caltrans. The applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by applicant, to reduce the impacts to Eastbound U.S. 50 between Prairie City Road and Oak Avenue Parkway (Freeway Segment 6).	the improvement should be built.	
71-102	3A.15-4u (FPASP EIR/EIS)	<b>Participate in Fair Share Funding of Improvements to Reduce Impacts on the U.S. 50 Eastbound / Prairie City Road Slip Ramp Merge (Freeway Merge 6).</b> To ensure that Eastbound US 50 operates at an acceptable LOS, the northbound Prairie City Road slip on ramp should start the eastbound auxiliary lane that extends to and drops at the Oak Avenue Parkway off ramp (see mitigation measure 3A.15-4u, w and x), and the southbound Prairie City Road flyover on ramp should be braided over the Oak Avenue Parkway off ramp and start an extended full auxiliary lane to the East Bidwell Street – Scott Road off ramp. Improvements to this freeway segment must be implemented by Caltrans. The applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by applicant, to reduce the impacts to the U.S. 50 Eastbound / Prairie City Road slip ramp merge (Freeway Merge 6).	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.	Sacramento County Department of Transportation.
71-103	3A.15-4v (FPASP EIR/EIS)	<b>Participate in Fair Share Funding of Improvements to Reduce Impacts on the U.S. 50 Eastbound / Prairie City Road Flyover On Ramp to Oak Avenue Parkway Off Ramp Weave (Freeway Weave 7).</b> To ensure that Eastbound US 50 operates at an acceptable LOS, the northbound Prairie City Road slip on ramp should start the eastbound auxiliary lane that extends to and drops at the Oak Avenue Parkway off ramp (see mitigation measure 3A.15-4u, v and x), and the southbound Prairie City Road flyover on ramp should be braided over the Oak Avenue Parkway off ramp and start an extended full auxiliary lane to the East Bidwell Street – Scott Road off ramp. Improvements to this freeway segment must be implemented by Caltrans. The applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by applicant, to reduce the impacts to the U.S. 50 Eastbound / Prairie City Road Flyover On Ramp to Oak Avenue Parkway Off Ramp Weave (Freeway Weave 7).	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.	Sacramento County Department of Transportation.
71-104	3A.15-4w (FPASP EIR/EIS)	<b>Participate in Fair Share Funding of Improvements to Reduce Impacts on U.S. 50 Eastbound / Oak Avenue Parkway Loop Ramp Merge (Freeway Merge 8).</b> To ensure that Eastbound US 50 operates at an acceptable LOS, the southbound Oak Avenue Parkway loop on ramp should merge with the eastbound	Before project build out. A phasing analysis should be performed prior to	Sacramento County Department of Transportation.

		auxiliary lane that starts at the southbound Prairie City Road braided flyover on ramp and ends at the East Bidwell Street – Scott Road off ramp (see mitigation measure 3A.15-4u, v and w). Improvements to this freeway segment must be implemented by Caltrans. The applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by applicant, to reduce the impacts to U.S. 50 Eastbound / Oak Avenue Parkway Loop Ramp Merge (Freeway Merge 8).	approval of the first subdivision map to determine during which project phase the improvement should be built.	
71-105	3A.15-4x (FPASP EIR/EIS)	<b>Participate in Fair Share Funding of Improvements to Reduce Impacts on U.S. 50 Westbound / Empire Ranch Road Loop Ramp Merge (Freeway Merge 27).</b> To ensure that Westbound US 50 operates at an acceptable LOS, the northbound Empire Ranch Road loop on ramp should start the westbound auxiliary lane that ends at the East Bidwell Street – Scott Road off ramp. The slip on ramp from southbound Empire Ranch Road slip ramp would merge into this extended auxiliary lane. Improvements to this freeway segment must be implemented by Caltrans. The applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by applicant, to reduce the impacts to the U.S. 50 Westbound / Empire Ranch Road loop ramp merge (Freeway Merge 27).	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.	Sacramento County Department of Transportation.
71-106	3A.15-4y (FPASP EIR/EIS)	<b>Participate in Fair Share Funding of Improvements to Reduce Impacts on U.S. 50 Westbound / Prairie City Road Loop Ramp Merge (Freeway Merge 35).</b> To ensure that Westbound US 50 operates at an acceptable LOS, the northbound Prairie City Road loop on ramp should start the westbound auxiliary lane that continues beyond the Folsom Boulevard off ramp. The slip on ramp from southbound Prairie City Road slip ramp would merge into this extended auxiliary lane. Improvements to this freeway segment must be implemented by Caltrans. The applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by applicant, to reduce the impacts to the U.S. 50 Westbound / Prairie City Road Loop Ramp Merge (Freeway Merge 35).	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.	Sacramento County Department of Transportation.
71-107	4.17-1 (Addendum)	<b>East Bidwell Street/Regency Parkway (Driveway #6).</b> Prior to buildout of the Toll Brothers Site, the project applicant shall construct the intersection as shown in Figure 4-2 of the Addendum: <ul style="list-style-type: none"> <li>▶ Northbound: one thru lane and one left turn lane in a 150-foot pocket with 60-foot taper;</li> </ul>	Prior to issuance of phase 3 building permits.	City of Folsom Public Works Department

		<ul style="list-style-type: none"> <li>▶ Southbound: one thru lane and one right turn lane in a 150-foot pocket with 60-foot taper;</li> <li>▶ Westbound: one shared lane, plus a 300-foot northbound acceleration lane on East Bidwell Street to receive left-turns from Regency Parkway (a second northbound lane on East Bidwell Street starting from Regency Parkway is equivalent to the 300-foot acceleration lane); and</li> <li>▶ Control: side-street-stop-control;</li> </ul> <p>Note that unsignalized left turns to East Bidwell Street are against City policy. The northbound acceleration lane on East Bidwell Street is an interim configuration until the intersection warrants signalization. Signalization will be triggered as part of the entitlement process on neighboring parcels. A future signal at this location is included in Folsom Plan Area Specific Plan, and plan area fees paid by the Project contribute towards its construction in the future.</p>		
71-108	4.17-2 (Addendum)	<p><b>East Bidwell Street/White Rock Road.</b> Prior to buildout of the Toll Brothers Site, the project applicant shall implement either (A) or (B) below:</p> <p>(A) The Capital Southeast Connector Joint Powers Authority project has programmed to relocate and signalize the East Bidwell Street/White Rock Road intersection as shown in the October 2017 geometric conceptual drawing, or equivalent improvements (i.e., three southbound approach lanes, four eastbound approach lanes, and three westbound approach lanes). Figure 4-3 of the Addendum provides a conceptual intersection layout for this mitigation. Under this scenario, fair share is defined as the project’s responsibility to the Sacramento County Transportation Development Fee. The project applicant is required to pay the Sacramento County Transportation Development Fee. Option A can be considered to be implemented once the JPA has let contracts for construction of the new intersection. This will insure that the mitigation is constructed before project traffic adds five or more seconds of delay to the intersection.</p> <p>(B) Signalize the existing East Bidwell Street/White Rock Road intersection with the existing geometry. Figure 4-4 of the Addendum provides a conceptual intersection layout for this mitigation.</p>	Prior to issuance of phase 1 building permits.	City of Folsom Public Works Department
71-109	4.17-3 (Addendum)	<p><b>East Bidwell Street/Mangini Parkway.</b> Prior to buildout of the Toll Brothers Site, the project applicant shall signalize the intersection with the following geometry (Figure 4-5 of the Addendum):</p>	Signalize the intersection and conduct all geometric improvements, with	City of Folsom Public Works Department

		<ul style="list-style-type: none"> <li>▶ Northbound: One left-turn lane in a 200-foot pocket with a 60-foot taper, two thru lanes, and one right-turn lane in a 150-foot pocket with a 60-foot taper (the second thru lane shall be developed 300 feet south of the intersection);</li> <li>▶ Southbound: One left-turn lane in a 200-foot pocket with a 60-foot taper, one thru lane, and one right-turn lane in a 150-foot pocket with a 60-foot taper;</li> <li>▶ Eastbound and westbound: One left-turn lane in a 200-foot pocket with a 60-foot taper, one thru lane, and one right-turn lane in a 200-foot pocket with a 60-foot taper.</li> </ul> <p>Note that northbound East Bidwell street will remain at two lanes from Mangini Parkway to US 50.</p>	the exception of the second northbound thru lane prior to issuance of phase 1 building permits. Construct the second northbound thru lane prior to issuance of phase 2 building permits.	
71-110	4.17-4 (Addendum)	<p><b>East Bidwell Street/Savannah Parkway.</b> Prior to buildout of the Toll Brothers site, the project applicant shall reconstruct the intersection with the following geometry (Figure 4-6 of the Addendum):</p> <ul style="list-style-type: none"> <li>▶ Northbound approach: One thru lane and one shared through-right lane with a 150-foot taper;</li> <li>▶ Southbound approach: One left turn lane in a 150-foot pocket plus 60-foot taper, and one through lane;</li> <li>▶ Westbound approach: One left turn lane in a 60-foot pocket plus 60-foot taper, and one through lane;</li> <li>▶ Southbound departure: Construct a southbound receiving and acceleration lane for westbound left turn traffic. The acceleration lane should be in a 300-foot pocket plus an appropriate taper.</li> </ul> <p>Note that unsignalized left turns to East Bidwell Street are against City policy. The southbound acceleration lane on East Bidwell Street is an interim configuration until the intersection warrants signalization. Signalization will be triggered as part of the entitlement process on neighboring parcels. A future signal at this location is included in FPASP, and plan area fees paid by the project applicant contribute towards its construction in the future.</p>	Construct all geometric improvements with the exception of one thru northbound lane prior to issuance of phase 1 building permits. Construct the second thru northbound lane prior to issuance of phase 3 building permits.	City of Folsom Public Works Department
71-111	4.17-5 (Addendum)	<p><b>East Bidwell Street/Alder Creek Parkway.</b> Prior to buildout of the Toll Brothers Site, the project applicant shall reconstruct and signalize the intersection as shown in Figure 4-7 of the Addendum:</p> <ul style="list-style-type: none"> <li>▶ Northbound approach: One U-turn lane in a 150-foot pocket with a 60-foot taper, two through lanes, and one right turn lane in a 150-foot pocket plus 60-foot taper.</li> </ul>	Construct all geometric improvements with the exception of one thru northbound lane and one thru southbound lane	City of Folsom Public Works Department

		<ul style="list-style-type: none"> <li>▶ Southbound approach: One left turn lane in a 240-foot pocket plus 60-foot taper, and two through lanes. The second southbound through lane can be dropped south of Old Ranch Way.</li> <li>▶ Westbound approach: One right turn lane, plus one left-turn lane in a 200-foot pocket plus 60-foot taper.</li> </ul> <p>The above mitigations are consistent with the ultimate geometry for East Bidwell near Alder Creek Pkwy and builds on conditions of approval from neighboring projects.</p>	prior to issuance of phase 1 building permits. Construct the second thru northbound lane and the second thru southbound lane prior to issuance of phase 3 building permits.	
71-112	4.17-6 (Addendum)	<p><b>White Rock Road/Oak Avenue Parkway.</b> Prior to project buildout, the project applicant shall implement either (A) or (B) below:</p> <p>(A) The Capital Southeast Connector Joint Powers Authority (JPA) project has programmed to realign this portion of White Rock Road and build a partial signal to accommodate anticipated U-Turns. Expand or construct a signalized intersection as follows:</p> <ul style="list-style-type: none"> <li>▶ Southbound: A single shared lane for left and right turns.</li> <li>▶ Eastbound: A thru lane and a left/U-turn in 300-foot pocket plus taper.</li> <li>▶ Westbound: A thru lane and a right-turn in 300-foot pocket plus taper.</li> <li>▶ Signalize with protected phasing for left-turns and U-turns.</li> <li>▶ Geometric design shall be consistent with Capital Southeast Connector Joint Powers Authority adopted standards.</li> </ul> <p>(B) Channelize the White Rock Road/Oak Avenue Pkwy intersection on the existing White Rock Road alignment to restrict turning movements to westbound right turns and southbound right turns. The westbound right turn requires a 365-foot deceleration lane, and the southbound right turn requires a 960-foot acceleration lane. Figure 4-8 of the Addendum provides a conceptual layout for the mitigated intersection.</p>	Prior to issuance of phase 3 building permits	City of Folsom Public Works Department
<b>Utilities and Service Systems</b>				
71-113	3A.16-1 (FPASP EIR/EIS)	<p><b>Submit Proof of Adequate On- and Off-Site Wastewater Conveyance Facilities and Implement On- and Off-Site Infrastructure Service Systems or Ensure That Adequate Financing Is Secured.</b> Before the approval of the final map and issuance of building permits for all project phases, the project applicant(s) of all project phases shall submit proof to the City of Folsom that an adequate wastewater conveyance system either has been constructed or is ensured</p>	Before approval of final maps and issuance of building permits for any project phases.	City of Folsom Community Development Department and City of Folsom Public Works Department

		through payment of the City’s facilities augmentation fee as described under the Folsom Municipal Code Title 3, Chapter 3.40, “Facilities Augmentation Fee – Folsom South Area Facilities Plan,” or other sureties to the City’s satisfaction. Both on-site wastewater conveyance infrastructure and off-site force main sufficient to provide adequate service to the project shall be in place for the amount of development identified in the tentative map before approval of the final map and issuance of building permits for all project phases, or their financing shall be ensured to the satisfaction of the City.		
71-114	3A.16-3 (FPASP EIR/EIS)	<b>Demonstrate Adequate SRWTP Wastewater Treatment Capacity.</b> The project applicant(s) of all project phases shall demonstrate adequate capacity at the SRWTP for new wastewater flows generated by the project. This shall involve preparing a tentative map–level study and paying connection and capacity fees as identified by SRCSD. Approval of the final map and issuance of building permits for all project phases shall not be granted until the City verifies adequate SRWTP capacity is available for the amount of development identified in the tentative map.	Before approval of final maps and issuance of building permits for any project phases.	City of Folsom Community Development Department and City of Folsom Public Works Department
71-115	3A.18-1 (FPASP EIR/EIS)	<b>Submit Proof of Surface Water Supply Availability.</b> a. Prior to approval of any small-lot tentative subdivision map subject to Government Code Section 66473.7 (SB 221), the City shall comply with that statute. Prior to approval of any small-lot tentative subdivision map for a proposed residential project not subject to that statute, the City need not comply with Section 66473.7, or formally consult with any public water system that would provide water to the affected area; nevertheless, the City shall make a factual showing or impose conditions similar to those required by Section 66473.7 to ensure an adequate water supply for development authorized by the map. b. Prior to recordation of each final subdivision map, or prior to City approval of any similar project-specific discretionary approval or entitlement required for nonresidential uses, the project applicant(s) of that project phase or activity shall demonstrate the availability of a reliable and sufficient water supply from a public water system for the amount of development that would be authorized by the final subdivision map or project-specific discretionary nonresidential approval or entitlement. Such a demonstration shall consist of information showing that both existing sources are available or needed supplies and improvements will be in place prior to occupancy.	Before approval of final maps and issuance of building permits for any project phases.	City of Folsom Community Development Department and City of Folsom Public Works Department
71-116	3A.18-2a (FPASP EIR/EIS)	<b>Submit Proof of Adequate Off-Site Water Conveyance Facilities and Implement Off-Site Infrastructure Service System or Ensure That Adequate Financing Is Secured.</b> Before the approval of the final subdivision map and	Before approval of final maps and issuance of building	City of Folsom Community Development Department and City of Folsom Public Works Department

		issuance of building permits for all project phases, the project applicant(s) of any particular discretionary development application shall submit proof to the City of Folsom that an adequate off-site water conveyance system either has been constructed or is ensured or other sureties to the City's satisfaction. The off-site water conveyance infrastructure sufficient to provide adequate service to the project shall be in place for the amount of development identified in the tentative map before approval of the final subdivision map and issuance of building permits for all project phases, or their financing shall be ensured to the satisfaction of the City. A certificate of occupancy shall not be issued for any building within the SPA until the water conveyance infrastructure sufficient to serve such building has been constructed and is in place.	permits for any project phases.	
71-117	<b>3A.18-2b (FPASP EIR/EIS)</b>	<b>Demonstrate Adequate Off-Site Water Treatment Capacity (if the Off-Site Water Treatment Plant Option is Selected).</b> If an off-site water treatment plant (WTP) alternative is selected (as opposed to the on-site WTP alternative), the project applicant(s) for any particular discretionary development application shall demonstrate adequate capacity at the off-site WTP. This shall involve preparing a tentative map-level study and paying connection and capacity fees as determined by the City. Approval of the final project map shall not be granted until the City verifies adequate water treatment capacity either is available or is certain to be available when needed for the amount of development identified in the tentative map before approval of the final map and issuance of building permits for all project phases. A certificate of occupancy shall not be issued for any building within the SPA until the water treatment capacity sufficient to serve such building has been constructed and is in place.	Before approval of final maps and issuance of building permits for any project phases.	City of Folsom Community Development Department and City of Folsom Public Works Department
<b>Additional Measures</b>				
71-118	<b>Cumulative Mitigation Measure AIR-1-Land (FPASP EIR/EIS)</b>	<b>Implement East Sacramento Regional Aggregate Mining Truck Management Plan or Other Measures to Reduce Exposure of Sensitive Receptors to Operational Emissions of Toxic Air Contaminants from Quarry Truck Traffic.</b> The City of Folsom is a participant in the development of an East Sacramento Regional Aggregate Mining Truck Management Plan (TMP), a cooperative effort led by the County of Sacramento, with the input of the City of Folsom, the City of Rancho Cordova and other interested parties, including representatives of quarry project applicants. When the County Board of Supervisors approved entitlements for the Teichert quarry project in November 2010, it also adopted conditions of approval and a development agreement that requires Teichert's participation in, and fair share funding of, a TMP to implement roadway capacity and safety improvements required to improve the	Prior to approval of first tentative map or discretionary approval within SPA that would place sensitive receptors along roadways that quarry trucks would reasonably use to access U.S. Highway 50.	City of Folsom Community Development Department

compatibility of truck traffic from the quarries with the future urban development in the Folsom Specific Plan area and other jurisdictions that will be affected by quarry truck traffic. The development agreement adopted by the County for the Teichert project imposes limits on the amounts of annual aggregate sales from Teichert's facility until a TMP is adopted. The City of Folsom does not have direct jurisdiction over the Teichert, DeSilva Gates, or Walltown quarry project applicants as these projects are located within the unincorporated portion of the County. The County, as the agency with the primary authority over the quarries, has indicated that it intends to prepare an environmental analysis in accordance with CEQA prior to adoption of a TMP. The City's authority to control the activities of the quarry trucks includes restrictions or other actions, such as the approval and implementation of specialized road improvements to accommodate quarry truck traffic, that would be applicable within the City's jurisdictional boundaries. For the foregoing reasons, the City of Folsom considers itself a "responsible agency" (as that term is defined at State CEQA Guidelines, CCR Section 15381), in that it has some discretionary power over some elements of a future TMP, if such TMP calls for improvements or other activities on roadways within the jurisdiction of the City. In a responsible agency role, the City would follow the process specified in the CEQA Guidelines for consideration and approval of the environmental analysis prepared by the County for a TMP after such documentation is prepared and adopted by the County. (State CEQA Guidelines, CCR Section 15096.)

Because no final project description for a TMP has been developed as of the completion of this FEIR/FEIS, the City would have to speculate as to those portions of a TMP that might be proposed for implementation within its jurisdiction, or the impacts that could arise from the implementation of as-yet uncertain components. Accordingly, formulation of the precise means of mitigating the potential cumulative air quality impacts pursuant to the TMP is not currently feasible or practical. However, as the preferred, feasible, and intended mitigation strategy to address the cumulative impacts of quarry truck traffic through the SPA, the City shall implement, or cause to be implemented those portions of the TMP (as described above) that are within its authority to control. In implementing the TMP, the City shall ensure that the TMP or traffic measures imposed by the City within the SPA reduce the risk of cancer to sensitive receptors along routes within the SPA from toxic air contaminant emissions to no more than 296 in one million (SMAQMD 2009. March. Recommended Protocol for Evaluating the Location of Sensitive Land Uses Adjacent to Major Roadways, Version 2.2:7), or such different threshold of significance mandated by



SMAQMD or ARB at the time, if any. With this mitigation, the cumulative air quality impacts from truck toxic air contaminants would be less than significant. As an alternative (or in addition) to implementing the TMP within the SPA, the following measures could (and should) be voluntarily implemented by the quarry project applicant(s) (Teichert, DeSilva Gates, and Granite [Walltown]) to help ensure exposure of sensitive receptors to TACs generated by quarry truck traffic to the 296-in-one-million threshold of significance identified above. The City encourages implementation of the following measures:

- ▶ The quarry project applicant(s) should meet with the City of Folsom to discuss mitigation strategies, implementation, and cost.
- ▶ A site-specific, project-level screening analysis and/or Health Risk Assessment (HRA) should be conducted by the City of Folsom and funded by the truck applicant(s) for all proposed sensitive receptors (e.g., residences, schools) in the SPA that would be located along the sides of roadway segments that are identified in Table 4-4 as being potentially significant under any of the analyzed scenarios. Each project-level analysis shall be performed according to the standards set forth by SMAQMD for the purpose of disclosure to the public and decision makers. The project-level analysis shall account for the location of the receptors relative to the roadway, their distance from the roadway, the projected future traffic volume for the year 2030 (including the proportion of diesel trucks), and emission rates representative of the vehicle fleet for the year when the sensitive land uses would first become operational and/or occupied. If the incremental increase in cancer risk determined by in the HRA exceeds 296 in one million (or a different threshold of significance recommended by SMAQMD or ARB at the time, if any), then project design mitigation should be employed, which may include the following:
  - Increase the setback distance between the roadway and affected receptor. If this mitigation measure is determined by the City of Folsom to be necessary, based on the results of the HRA, the quarry truck applicant(s) should pay the Folsom South of U.S. 50 Specific Plan project applicant(s) and the City of Folsom a fee that shall serve as compensation for lost development profit and lost City tax revenues, all as determined by the parties. Said mitigation fee shall be determined in consultation with the quarry project applicant(s), the Folsom South of U.S. 50 Specific Plan project applicant(s), and the City of Folsom. No quarry trucks shall be allowed to pass on any roadway

segment immediately adjacent to or within the SPA until said mitigation fees are paid.

- Implement tiered tree planting of fine-needle species, such as redwood, along the near side of the roadway segments and, if feasible, along the roadway 500 feet in both directions of the initial planting (e.g., 500 feet north and south of a roadway that runs east-west) to enhance the dispersion and filtration of mobile-source TACs associated with the adjacent roadway. These trees should be planted at a density such that a solid visual buffer is achieved after the trees reach maturity, which breaks the line of sight between U.S. 50 and the proposed homes. These trees should be planted before occupation of any affected sensitive land uses. This measure encourages the planting of these trees in advance of the construction of potentially affected receptors to allow the trees to become established and progress toward maturity. The life of these trees should be maintained through the duration of the quarry projects. The planting, cost, and ongoing maintenance of these trees should be funded by the quarry project applicant(s).
- To improve the indoor air quality at affected receptors, implement the following measures before the occupancy of the affected residences and schools:
  - equip all affected residences and school buildings developed in the SPA with High Efficiency Particle Arresting (HEPA) filter systems at all mechanical air intake points to the interior rooms;
  - use the heating, ventilation, and air conditioning (HVAC) systems to maintain all residential units under positive pressure at all times;
  - locate air intake systems for HVAC as far away from roadway air pollution sources as possible; and
  - develop and implement an ongoing education and maintenance plan about the filtration systems associated with HVAC for residences and schools.

To the extent this indoor air quality mitigation would not already be implemented as part of the Folsom South of U.S. 50 Specific Plan project development, this mitigation should be paid for by the quarry project applicant(s) before any quarry trucks are allowed to pass on any roadway that is within 400 feet of any residence or school within the SPA.

71-119	<b>Cumulative Mitigation Measure NOISE-1-Land (FPASP EIR/EIS)</b>	<p><b>Implement East Sacramento Regional Aggregate Mining Truck Management Plan or Other Measures to Reduce Exposure of Sensitive Receptors to Operational Noise from Quarry Truck Traffic.</b> The City of Folsom is a participant in the development of an East Sacramento Regional Aggregate Mining Truck Management Plan (TMP), a cooperative effort led by the County of Sacramento, with the input of the City of Folsom, the City of Rancho Cordova and other interested parties, including representatives of quarry project applicants. When the County Board of Supervisors approved entitlements for the Teichert quarry project in November 2010, it also adopted conditions of approval and a development agreement that requires Teichert’s participation in, and fair share funding of, a TMP to implement roadway capacity and safety improvements required to improve the compatibility of truck traffic from the quarries with the future urban development in the SPA and other jurisdictions that will be affected by quarry truck traffic. The development agreement adopted by the County for the Teichert project imposes limits on the amounts of annual aggregate sales from Teichert’s facility until a TMP is adopted. The City of Folsom does not have direct jurisdiction over the Teichert, DeSilva Gates, or Walltown quarry project applicants as these projects are located within the unincorporated portion of the County. The County, as the agency with the primary authority over the quarries, has indicated that it intends to prepare an environmental analysis in accordance with CEQA prior to adoption of a TMP. The City’s authority to control the activities of the quarry trucks includes restrictions or other actions, such as the approval and implementation of specialized road improvements to accommodate quarry truck traffic, that would be applicable within the City’s jurisdictional boundaries. For the foregoing reasons, the City of Folsom considers itself a “responsible agency” (as that term is defined at State CEQA Guidelines, CCR Section 15381), in that it has some discretionary power over some elements of a future TMP, if such TMP calls for improvements or other activities on roadways within the jurisdiction of the City. In a responsible agency role, the City would follow the process specified in the CEQA Guidelines for consideration and approval of the environmental analysis prepared by the County for a TMP after such documentation is prepared and adopted by the County. (State CEQA Guidelines, CCR Section 15096.)</p> <p>Because no final project description for a TMP has been developed as of the completion of this FEIR/FEIS, the City would have to speculate as to those portions of a TMP that might be proposed for implementation within its jurisdiction, or the impacts that could arise from the of as yet uncertain components. Accordingly, formulation of the precise means of mitigating the</p>	<p>Prior to approval of first tentative map or discretionary approval within SPA that would place sensitive receptors along roadways that quarry trucks would reasonably use to access U.S. 50.</p>	<p>City of Folsom Community Development Department</p>
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potential cumulative noise impacts pursuant to the TMP is not currently feasible or practical. However, as the preferred, feasible, and intended mitigation strategy to address the cumulative impacts of quarry truck traffic through the SPA, the City shall implement, or cause to be implemented those portions of the TMP (as described above) that are within its authority to control. In implementing the TMP, the City shall ensure that the TMP or traffic measures imposed by the City within the SPA reduce the traffic noise exposure to sensitive receptors along routes within the SPA so as to ensure that sensitive receptors are not exposed to interior noise levels in excess of 45 dBA, or increases in interior noise levels of 3 dBA or more, whichever is more restrictive. With this mitigation, the cumulative noise impacts from truck traffic would be less than significant.

As an alternative (or in addition) to implementing the TMP within the SPA, the following measures could (and should) be voluntarily implemented by the quarry project applicant(s) (Teichert, DeSilva Gates, and Granite [Walltown]) to help ensure interior noise levels for sensitive receptors to noise generated by quarry truck traffic would not exceed 45 dBA or increase of 3 dBA over existing conditions, as identified above. The City encourages implementation of the following measures:

- ▶ The quarry project applicant(s) should meet with the City of Folsom to discuss mitigation strategies, implementation, and cost.
- ▶ A site-specific, project-level screening analysis should be conducted by the City of Folsom and funded by the quarry truck applicant(s) for all proposed sensitive receptors (e.g., residences, schools) in the SPA that would be located along the sides of roadway segments that are identified in Table 4-8 as being potentially significant under any of the analyzed scenarios. The analysis should be conducted using an approved three dimensional traffic noise modeling program (i.e., TNM or SoundPlan). Each project-level analysis should be performed according to the standards set forth by the City of Folsom for the purpose of disclosure to the public and decision makers. The project-level analysis should account for the location of the receptors relative to the roadway, their distance from the roadway, and the projected future traffic volume for the year 2030 (including the percentage of heavy trucks). If the incremental increase in traffic noise levels are determined to exceed the threshold of significance recommended by the City of Folsom, then design mitigation should be employed, which may include the following:

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|  |  | <ul style="list-style-type: none"> <li>▶ Model the benefits of soundwalls (berm/wall combination) along the quarry truck hauling roadways and affected receptors not to exceed a total height of eight feet (two-foot berm and six-foot concrete mason wall). If this mitigation measure is determined by the City of Folsom to be inadequate, additional three dimensional traffic noise modeling should be conducted with the inclusion of rubberized asphalt at the expense of the quarry truck applicant(s). No quarry trucks should be allowed to pass on any roadway segment immediately adjacent to or within the SPA until said mitigation has been agreed upon by the City of Folsom and fees for construction of said mitigation are paid by the quarry truck applicant(s).</li> <li>▶ Implement the installation of rubberized asphalt (quiet pavement) on roadway segments adjacent to sensitive receptors that carry quarry trucks if soundwalls do not provide adequate reduction of traffic noise levels. The inclusion of rubberized asphalt would provide an additional 3 to 5 dB of traffic noise reduction. The cost of construction using rubberized asphalt should be borne by the quarry truck applicant(s). Said mitigation fee should be determined in consultation with the quarry project applicant(s), the Folsom South of U.W. 50 Specific Plan project applicant(s), and the City of Folsom. No quarry trucks should be allowed to pass on any roadway segment immediately adjacent to or within the SPA until said mitigation fees are paid.</li> <li>▶ To improve the indoor noise levels at affected receptors, implement the following measures before the occupancy of the affected residences and schools: <ul style="list-style-type: none"> <li>▪ Conduct an interior noise analysis once detailed construction plans of residences adjacent to affected roadways are available to determine the required window package at second and third floor receptors to achieve the interior noise level standard of 45 dB Ldn without quarry trucks.</li> <li>▪ Determine the interior quarry truck traffic noise level increases at second and third floor receptors adjacent to affected roadways compared to no quarry truck conditions. Window package upgrades are expected to be necessary due to the traffic noise level increases caused by quarry trucks along affected roadways. Quarry truck applicant(s) should pay for the cost of window package upgrades (increased sound transmission class rated windows) required to achieve the interior noise level standard of 45 dB Ldn with the inclusion of quarry truck traffic.</li> </ul> </li> </ul> |  |  |
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		To the extent this noise mitigation would not already be implemented as part of the Folsom South of U.W. 50 Specific Plan project development, this mitigation should be paid for by the quarry project applicant(s) before any quarry trucks are allowed to pass on any roadway that is within 400 feet of any residence or school within the SPA.		
71-120	N/A	<p><b>Coordinate and Fund the Backbone Infrastructure and Off-Site Water Facility Alternative.</b> The project applicant shall participate in the FPASP owners' group and shall fund and contribute their fair share to the backbone infrastructure and off-site water facility alternative improvements. The project applicant shall coordinate with owners' group to implement the following measures detailed in the <i>Folsom South of U.S. Highway 50 Backbone Infrastructure Mitigated Negative Declaration</i> (December 2014):</p> <ul style="list-style-type: none"> <li>▶ Backbone MND Mitigation Measure I-1: Design above ground pump station and storage tank facilities to reduce visual impacts.</li> <li>▶ Backbone MND Mitigation Measure I-2: Develop and implement a landscaping plan for pump station and storage tank facilities to reduce visual impacts.</li> <li>▶ Backbone MND Mitigation Measure III-1: Prepare and Implement NOX Reduction Plan</li> <li>▶ Backbone MND Mitigation Measure III-2: Pay Off-site Mitigation Fee to SMAQMD to off-set NOX Emissions Generated by Construction.</li> <li>▶ Backbone MND Mitigation Measure III-4: Implement A Site Investigation to Determine the Presence of NOA and, if necessary, Prepare and Implement an Asbestos Dust Control Plan.</li> <li>▶ Backbone MND Mitigation Measure IV-1: Conduct Special-Status Plant Surveys; Implement Avoidance and Mitigation Measures or Compensatory Mitigation</li> <li>▶ Backbone MND Mitigation Measure IV-2: Implement Conditions of the Biological Opinion (BO) for Federally Listed Vernal Pool Invertebrates.</li> <li>▶ Backbone MND Mitigation Measure IV-3: Implement Conditions of the Biological Opinion for Impacts on Valley Elderberry Longhorn Beetle.</li> <li>▶ Backbone MND Mitigation Measure IV-4: Western Spadefoot Toad</li> <li>▶ Backbone MND Mitigation Measure IV-5: Western Pond Turtle</li> </ul>	Before approval of final maps and issuance of building permits for any project phase, the project applicant shall demonstrate to the City's satisfaction the fair share contribution towards implementation of Backbone Infrastructure and Off-Site Water Facility improvements and associated required mitigation as identified in the <i>Folsom South of U.S. Highway 50 Backbone Infrastructure Mitigated Negative Declaration</i> (December 2014) or the <i>Revised Proposed Off-Site Water Facility Alternative Addendum to the FPASP EIR/EIS</i>	City of Folsom Community Development Department and City of Folsom Public Works Department

	<ul style="list-style-type: none"> <li>▶ Backbone MND Mitigation Measure IV-6(a): Swainson’s Hawk Nesting Habitat</li> <li>▶ Backbone MND Mitigation Measure IV-6(b): Swainson’s Hawk Foraging Habitat</li> <li>▶ Backbone MND Mitigation Measure IV-7: Tricolored Blackbird</li> <li>▶ Backbone MND Mitigation Measure IV-8: Nesting Raptors</li> <li>▶ Backbone MND Mitigation Measure IV-9: Nesting Special Status Birds and Migratory Birds</li> <li>▶ Backbone MND Mitigation Measure IV-10: Special-Status Bats</li> <li>▶ Backbone MND Mitigation Measure IV-12: Implement Section 1602 Master Streambed Alteration Agreement</li> <li>▶ Backbone MND Mitigation Measure IV-13: Conduct Surveys to Identify and Map Valley Needlegrass Grassland; Implement Avoidance and Minimization Measures or Compensatory Mitigation, if necessary</li> <li>▶ Backbone MND Mitigation Measure IV-14: Secure Amended Clean Water Act Section 404 Permit and Section 401 Permit and Implement All Permit Conditions; Ensure No Net Loss of Functions of Wetlands, Other Waters of the U.S., and Waters of the State</li> <li>▶ Backbone MND Mitigation Measure IV-15: Conduct Tree Survey, Prepare and Implement an Oak Woodland Mitigation Plan, Replace Native Oak Trees Removed, and Implement Measures to Avoid and Minimize Indirect Impacts on Oak Trees and Oak Woodland Habitat Retained On-Site.</li> <li>▶ Backbone MND Mitigation Measure IV-11: American Badger</li> <li>▶ Backbone MND Mitigation Measure V-1: Comply with the applicable procedures in the FAPA and implementation of applicable historic property treatment plans</li> <li>▶ Backbone MND Mitigation Measure V-2: Conduct Construction Personnel Education, Conduct On-Site Monitoring if Required, Stop Work if Cultural Resources are Discovered, Assess the Significance of the Find, and Perform Treatment or Avoidance as Required.</li> <li>▶ Backbone MND Mitigation Measure V-3: Suspend Ground-Disturbing Activities if Human Remains are Encountered and Comply with California Health and Safety Code Procedures.</li> </ul>	<p>(approved December 2012); as applicable.</p>	
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- ▶ Backbone MND Mitigation Measure VI-1: Prepare Site-Specific Geotechnical Report per CBC Requirements and Implement Appropriate Recommendations.
  - ▶ Backbone MND Mitigation Measure VI-3: Monitor Earthwork during Earthmoving Activities.
  - ▶ Backbone MND Mitigation Measure VI-5(a): Prepare and Implement the Appropriate Grading and Erosion Control Plan.
  - ▶ Backbone MND Mitigation Measure VI-5(b): Prepare and Implement the appropriate Grading and Erosion Control Plan for the detention basin West of Prairie City Road.
  - ▶ Backbone MND Mitigation Measure IX-1: Acquire Appropriate Regulatory Permits and Prepare and Implement SWPPP and BMPs.
  - ▶ Backbone MND Mitigation Measure VII-1: Greenhouse Gas Emissions
  - ▶ Backbone MND Mitigation Measure XVI-1: Prepare and Implement a Construction Traffic Control Plan.
  - ▶ Backbone MND Mitigation Measure III-3: North of U.S. Highway 50 Water Improvements
  - ▶ Backbone MND Mitigation Measure V-4 North of U.S. Highway 50 Water Improvements
  - ▶ Backbone MND Mitigation Measure VI-2 North of U.S. Highway 50 Water Improvements
  - ▶ Backbone MND Mitigation Measure VI-4 North of U.S. Highway 50 Water Improvements
  - ▶ Backbone MND Mitigation Measure XII-1 North of U.S. Highway 50 Water Improvements
- In addition, the project applicant shall coordinate with owners' group to implement the following measures detailed in the *Revised Proposed Off-Site Water Facility Alternative Addendum to the FPASP EIR/EIS* (approved December 11, 2012):
- ▶ 3B.1-2a: Enhance Exterior Appearance of Structural Facilities.
  - ▶ 3B.1-2b: Prepare Landscaping Plan.
  - ▶ 3B.1-3a: Conformance to Construction Lighting Standards.
  - ▶ 3B.1-3b: Prepare and Submit a Lighting Master Plan.



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|  |  | <ul style="list-style-type: none"> <li>▶ 3B.2-1a: Develop and Implement a Construction NOX Reduction Plan.</li> <li>▶ 3B.2-1c: Implement Fugitive Dust Control Measures and a Particulate Matter Monitoring Program during Construction.</li> <li>▶ 3B.2-3a: Cite Pump Siting Buffers Away from Sensitive Receptors.</li> <li>▶ 3B.2-3b: Conduct Project-Level DPM Screening and Implement Measures to Reduce Annual DPM to Acceptable Concentrations.</li> <li>▶ 3B.4-1a: Implement GHG Reduction Measures during Construction.</li> <li>▶ 3B.4-1b Prepare and Implement an Off-site Water Facilities Climate Action Plan.</li> <li>▶ 3A.5-1a: Comply with the Programmatic Agreement.</li> <li>▶ 3A.5-1b: Perform an Inventory and Evaluation of Cultural Resources for the California Register of Historic Places, Minimize or Avoid Damage or Destruction, and Perform Treatment Where Damage or Destruction Cannot be Avoided.</li> <li>▶ 3A.5-2: Conduct Construction Personnel Education, Conduct On-Site Monitoring if Required, Stop Work if Cultural Resources are Discovered, Assess the Significance of the Find, and Perform Treatment or Avoidance as Required.</li> <li>▶ 3A.5-3: Suspend Ground-Disturbing Activities if Human Remains are Encountered and Comply with California Health and Safety Code Procedures.</li> <li>▶ 3B.7-1a: Prepare Geotechnical Report(s) for the Revised Proposed Off-site Water Facilities and Implement Required Measures.</li> <li>▶ 3B.7-1b: Incorporate Pipeline Failure Contingency Measures Into Final Pipeline Design.</li> <li>▶ 3B.7-4: Implement Corrosion Protection Measures.</li> <li>▶ 3B.7-5: Conduct Construction Personnel Education, Stop Work if Paleontological Resources are Discovered, Assess the Significance of the Find, and Prepare and Implement a Recovery Plan as Required.</li> <li>▶ 3B.8-1a: Transport, Store, and Handle Construction-Related Hazardous Materials in Compliance with Relevant Regulations and Guidelines.</li> <li>▶ 3B.8-1b: Prepare and Implement a Hazardous Materials Management Plan.</li> </ul> |  |  |
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|  |  | <ul style="list-style-type: none"> <li>▶ 3B.8-5a: Conduct Phase 1 Environmental Site Assessment for Selected Alignment.</li> <li>▶ 3B.8-5b: Develop and Implement a Remediation Plan.</li> <li>▶ 3B.8-7a: Keep Construction Area Clear of Combustible Materials.</li> <li>▶ 3B.8-7b: Provide Accessible Fire Suppression Equipment.</li> <li>▶ 3B.9-1a: Acquire Appropriate Regulatory Permits and Prepare and Implement SWPPP and BMPs.</li> <li>▶ 3B.9-1b: Properly Dispose of Hydrostatic Test Water and Construction Dewatering in Accordance with the Central Valley Regional Water Quality Control Board.</li> <li>▶ 3B.9-3a: Prepare and Implement Drainage Plan(s) for Structural Facilities.</li> <li>▶ 3B.9-3b: Ensure the Provision of Sufficient Outlet Protection and On-site Containment.</li> <li>▶ 3B.11-1a: Limit Construction Hours.</li> <li>▶ 3B.11-1b: Minimize Noise from Construction Equipment and Staging.</li> <li>▶ 3B.11-1c: Maximize the Use of Noise Barriers.</li> <li>▶ 3B.11-1d: Prohibit Non-Essential Noise Sources During Construction.</li> <li>▶ 3B.11-1e: Monitor Construction Noise and Provide a Mechanism for Filing Noise Complaints.</li> <li>▶ 3B.11-3: Implement Operational Noise Minimization Measures.</li> <li>▶ 3B.12-1: Provide for Continued Recreational Access as Identified in Mitigation Measure 3.14-1a.</li> <li>▶ 3B.15-1a: Prepare Traffic Control Plan.</li> <li>▶ 3B.15-1b: Assess Pre-Off-site Water Facilities Roadway Conditions.</li> <li>▶ 3B.16-3a: Minimize Utility Conflicts by Implementing an Underground Services Alert.</li> <li>▶ 3B.16-3b: Coordinate with Utility Providers and Implement Appropriate Installation Methods to Minimize Potential Utility Service Disruptions.</li> <li>▶ 3B.17-1a: Implement Construction Dewatering Best Management Practices.</li> <li>▶ 3B.17-1b: Implement a Dewatering Discharge Monitoring Program.</li> <li>▶ 3A.18-1: Submit Proof of Surface Water Supply Availability.</li> </ul> |  |  |
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		<p>▶ <b>3A.18-2a: Submit Proof of Adequate Off-Site Water Conveyance Facilities and Implement Off-Site Infrastructure Service System or Ensure That Adequate Financing Is Secured.</b></p>		
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**Attachment 2**

**Planning Commission Staff Report  
Dated December 1, 2021**



CITY OF  
**FOLSOM**  
DISTINCTIVE BY NATURE

**AGENDA ITEM NO. 1**  
**Type: Public Hearing**  
Date: December 1, 2021

## **Planning Commission Staff Report**

50 Natoma Street, Council Chambers  
Folsom, CA 95630

**Project:** Toll Brothers at Folsom Ranch Phase 2 Subdivision  
**File #:** PN-20-267  
**Requests:** Small-Lot Vesting Tentative Subdivision Map  
Minor Administrative Modification  
**Location/APN:** Northwest corner of the intersection of East Bidwell Street and  
White Rock Road within the Folsom Plan Area/APN: 072-0060-  
079, 072-0060-099, and 072-0060-103  
**Staff Contact:** Steve Banks, Principal Planner, 916-461-6207  
sbanks@folsom.ca.us

### **Property Owner/Applicant**

**Name:** Toll Brothers West Inc./Toll Brothers Inc  
**Address:** 2330 East Bidwell Street, Suite 201  
Folsom, CA 95630

**Recommendation:** Conduct a public hearing and upon conclusion recommend approval of a Small-Lot Vesting Tentative Subdivision Map and Minor Administrative Modification for the Toll Brothers at Folsom Ranch Phase 2 Subdivision project to the City Council as illustrated on Attachments 6-16, subject to the findings (Findings A-O) and conditions of approval (Conditions 1-71) attached to this report.

**Project Summary:** The proposed project includes a request for approval of a Small-Lot Vesting Tentative Subdivision Map for development of a 329-unit single-family residential subdivision (Toll Brothers at Folsom Ranch Phase 2 Subdivision) on a 64.7-acre site located at the northwest corner of the intersection of White Rock Road and East Bidwell Street within the Folsom Plan Area. A Minor Administrative Modification is also proposed to transfer 92 allocated dwelling units from the project site to other locations within the Folsom Plan Area Specific Plan.



CITY OF  
**FOLSOM**  
DISTINCTIVE BY NATURE

**AGENDA ITEM NO. 1**  
**Type: Public Hearing**  
Date: December 1, 2021

**Table of Contents:**

- Attachment 1 - Background and Setting
- Attachment 2 - Project Description
- Attachment 3 - Analysis
- Attachment 4 - Conditions of Approval
- Attachment 5 - Vicinity Map
- Attachment 6 - Illustrative Master Plan Exhibit, dated August 31, 2020
- Attachment 7 - Small-Lot Vesting Tentative Subdivision Map, dated September 17, 2021
- Attachment 8 - Preliminary Grading and Drainage Plan, dated September 17, 2021
- Attachment 9 - Preliminary Utility Plan, dated September 17, 2021
- Attachment 10 - Preliminary Landscape Plan and Details, dated January 24, 2020
- Attachment 11 - Preliminary Entry Exhibit, dated April 28, 2021
- Attachment 12 - Preliminary Wall and Fence Exhibit, dated April 28, 2021
- Attachment 13 - Preliminary Tree Preservation/Removal Exhibit, dated October 13, 2021
- Attachment 14 - Minor Administrative Modification Exhibit, dated July, 2020
- Attachment 15 - Inclusionary Housing Letter, dated November 16, 2020
- Attachment 16 - Project Narrative, dated September 16, 2021
- Attachment 17 - Environmental Memorandum, dated September 7, 2021
- Attachment 18 - Approved Development Standards and Building Elevations for the Toll Brothers at Folsom Ranch Subdivision (Phase 1 and Phase 2)
- Attachment 19 - Site Photographs
- Attachment 20 - Toll Brothers Booklet (Separate Bound Document)

Submitted,

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**PAM JOHNS**  
Community Development Director

## **ATTACHMENT 1 BACKGROUND AND SETTING**

### **BACKGROUND**

On March 10, 2020, the City Council approved a General Plan Amendment, Specific Plan Amendment, Small-Lot Vesting Tentative Subdivision Map, Development Agreement Amendments, Planned Development Permit, and Inclusionary Housing Plan for development of a 1,225-unit active adult and traditional single-family residential subdivision (Toll Brothers at Folsom Ranch Subdivision) on a 314-acre site located at the northwest corner of the intersection of East Bidwell Street and White Rock Road within the Folsom Plan Area. The 1,225 approved residential units associated with the Toll Brothers at Folsom Ranch Subdivision included 590 residential units (tentative map approved) within Phase 1 of the active adult community, 421 residential units (no map approved) within Phase 2 of the active adult community, and 214 single-family residential units (tentative map approved) within a traditional subdivision.

All of the entitlements referenced above apply to the entire Toll Brothers at Folsom Ranch Subdivision project (Phase 1 and Phase 2 of active adult community and the traditional subdivision). However, it is important to point out that the Phase 2 portion of the active adult community was not mapped previously, which is why the applicant has submitted the subject Small-Lot Vesting Tentative Subdivision Map application. As described previously, Phase 2 of the Toll Brothers at Folsom Ranch active adult community was approved for development with 421 unmapped residential units. However, based on a number of site constraints (topography, property shape, etc.) associated with the subject property, the applicant is only proposing development of 329 residential units within Phase 2, 92 units less than was originally anticipated.

One of the entitlements approved with the Toll Brothers at Folsom Ranch Subdivision project was a Planned Development Permit. The Planned Development Permit established specific development standards and architectural designs for the active adult portion of the Toll Brothers at Folsom Ranch Subdivision. Approved modifications to the development standards, which were tailored to meet the specific needs of the active adult community, included increasing the maximum allowable lot coverage, reducing the minimum required garage setbacks, and reducing the minimum required rear yard setbacks. In relation to architecture and design, five different product lines with three single-story master plans were approved for the Toll Brothers at Folsom Ranch Subdivision. The approved master plans feature four distinct architectural themes that were chosen from the traditional heritage of California home styles including Italian Villa, Spanish Colonial, Modern Craftsman, and Modern Farmhouse. The approved development standards, building renderings, and building elevations for the Toll Brothers at Folsom Ranch Subdivision are included as Attachment 18 to this staff report.

On October 7, 2020, the Planning Commission approved a Design Review application for development of an 18,600-square-foot single-story clubhouse building with associated recreational amenities on a 5-acre site located within the Phase 1 portion of the Toll Brothers at Folsom Ranch Subdivision. In terms of recreational amenities, the approved clubhouse facility included an indoor swimming pool, an outdoor swimming pool, a spa, a fitness center, a social hall, multipurpose rooms, pickle ball courts, bocce ball courts, a putting green, and lounge areas.

## SETTING

The Toll Brothers at Folsom Ranch Subdivision is located at the northwest corner of the intersection of East Bidwell Street and White Rock Road within the Folsom Plan Area. The proposed project is located on a 64.7-acre site situated within the central portion of the previously approved Toll Brothers at Folsom Ranch Subdivision. The project site is largely undeveloped with the exception of a small area that is being utilized to stockpile materials associated with development of the Phase 1 portion of the Toll Brothers at Folsom Ranch Subdivision project. Figures 1 and 2 below and on the following page show an aerial photograph of the location of the project within the Folsom Plan Area and the location of the project on the approved Folsom Plan Area Specific Plan.

FIGURE 1: FOLSOM PLAN AREA AERIAL PHOTOGRAPH EXHIBIT







**ATTACHMENT 2  
PROJECT DESCRIPTION**

**APPLICANT'S PROPOSAL**

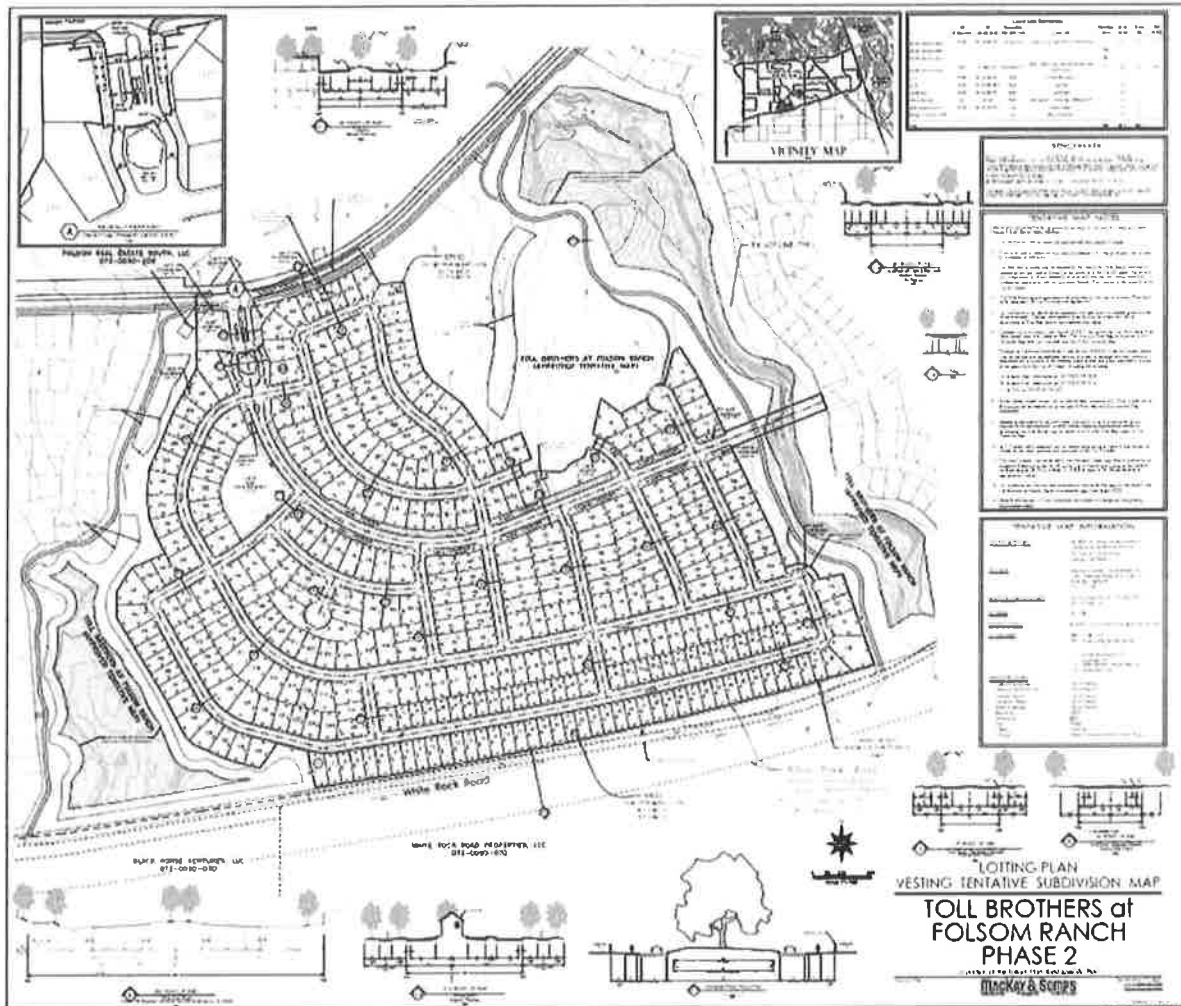
The applicant, Toll Brothers Inc., is requesting approval of a Small-Lot Vesting Tentative Subdivision Map and Minor Administrative Modification for development of a 329-unit single-family residential subdivision on a 64.7-acre site located at the northwest corner of the intersection of East Bidwell Street and White Rock Road within the Folsom Plan Area.

The proposed Small-Lot Vesting Tentative Subdivision Map will result in the creation of a total of 348 lots including 329 residential lots, 14 landscape lots, 3 open space lots, 1 dog park lot, and 1 private recreation lot. The proposed subdivision includes an attached townhome product with lots that are 43' x 80' (3,440 SF) in size, and a detached single-family product with lots that are 50' x 90' (4,500 SF), 55' x 95' (5,225 SF), and 65' x 95' (6,175 SF) in size respectively. A land use summary is shown below and the proposed Small-Lot Vesting Tentative Subdivision Map is shown on the following page.

**TABLE 1: LAND USE SUMMARY**

Land Use Summary								
	GP Designation	SP Designation	Ownership/Maintenance	Land Use	Dwelling Units	Acres Gross	Acres Net	Net Density
65x95' (Active Adult)	SFHD	SP-SFHD-PD	Homeowner	Single-Family High Density Residential	71	55.7	51.7	5.0
55x95' (Active Adult)					100			
50x95' (Active Adult)					86			
43x80' (Active Adult)	MLD	SP-MLD-PD	Homeowner	Multi-Family Low Density Residential Townhomes	72	8.2	8.2	8.8
Lot A	SFHD	SP-SFHD-PD	HOA	Private Recreation		0.0	1.2	
Lot B	SFHD	SP-SFHD-PD	HOA	Dog Park		0.0	0.5	
Landscape	SFHD	SP-SFHD-PD	HOA	Landscape		0.0	2.3	
OS/Landscape	OS	SP-OS	HOA	Open Space / Landscape (Measure W)		0.3	0.3	
Open Space (Lot S)	SFHD	SP-SFHD-PD	City	Open Space		0.01	0.01	
Mangini Parkway ROW			City	Major Roadways		0.5	0.5	
<b>Total</b>					<b>329</b>	<b>64.7</b>	<b>64.7</b>	

FIGURE 3: SMALL-LOT VESTING TENTATIVE SUBDIVISION MAP



Primary vehicle access to the project site is provided by Regency Parkway, which will connect to East Bidwell Street to the east and Mangini Parkway to the north. Internal vehicle circulation is proposed to be provided by a series of residential streets, all of which directly or indirectly tie into Regency Parkway. Bicycle and pedestrian circulation is provided by a combination of detached sidewalks, attached sidewalks, Class I bicycle trails, Class II bicycle lanes, and connections to nearby future Class I bicycle trails. Parking will be accommodated by two-car off-street garages associated with each of the residential units and on-street parking. Additional site improvements include underground utilities, site lighting, site landscaping, retaining walls, sound walls, fencing, and project identification signs. Off-site improvements include construction of two off-site hydromodification basins (Basins No. 5 and No. 16) located to the west and north of the project site respectively. The Master Plan Exhibit for the Toll Brothers at Folsom Ranch

Subdivision and the proposed street sections are shown below and on the following pages.

FIGURE 4: TOLL BROTHERS AT FOLSOM RANCH MASTER PLAN EXHIBIT

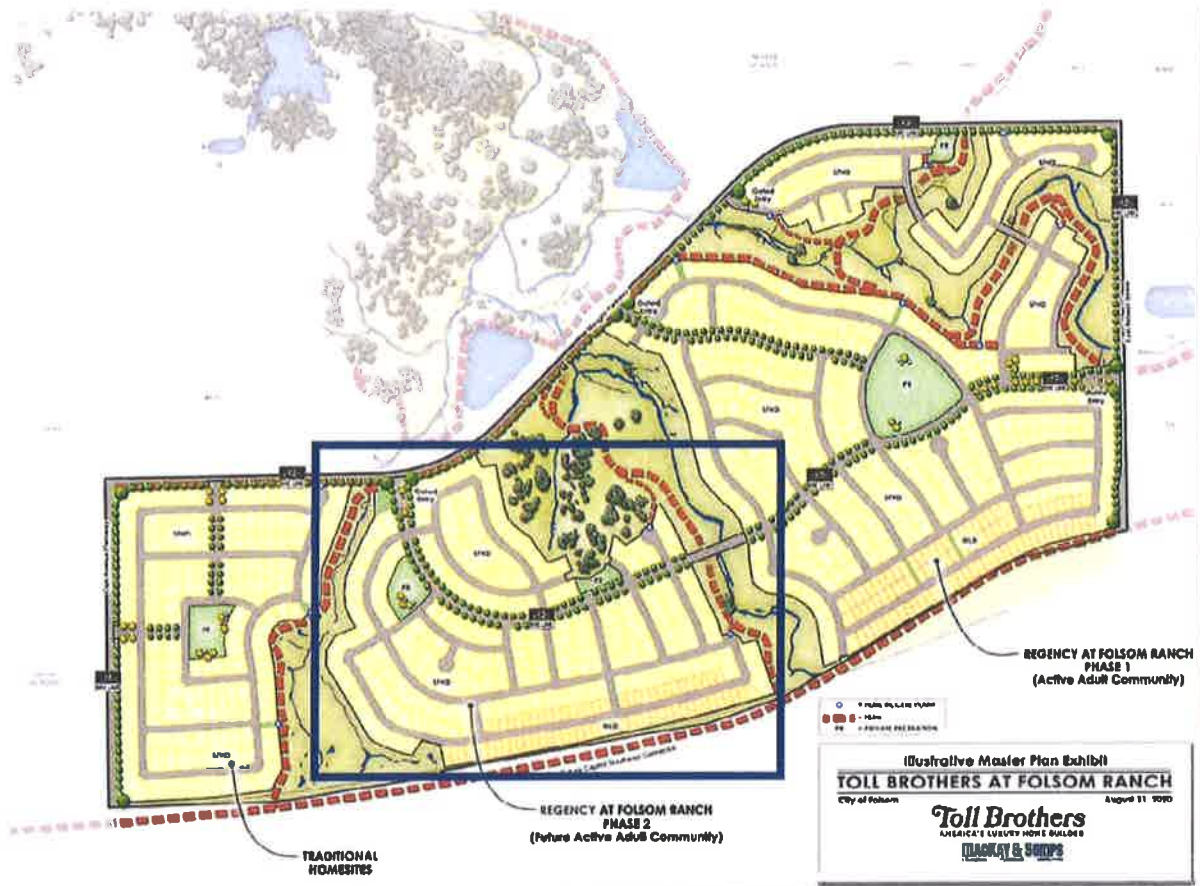


FIGURE 5: REGENCY PARKWAY STREET SECTION

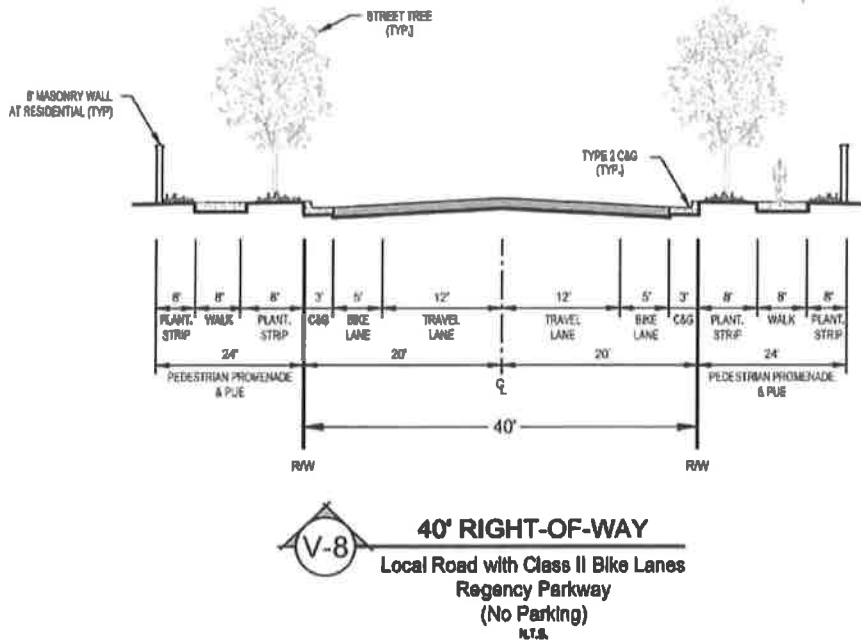
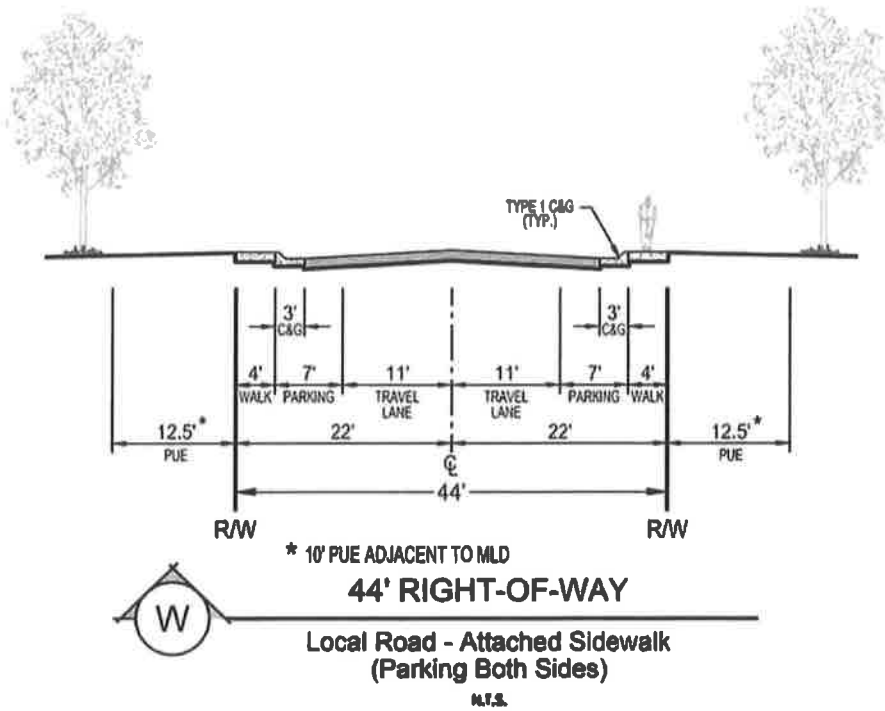
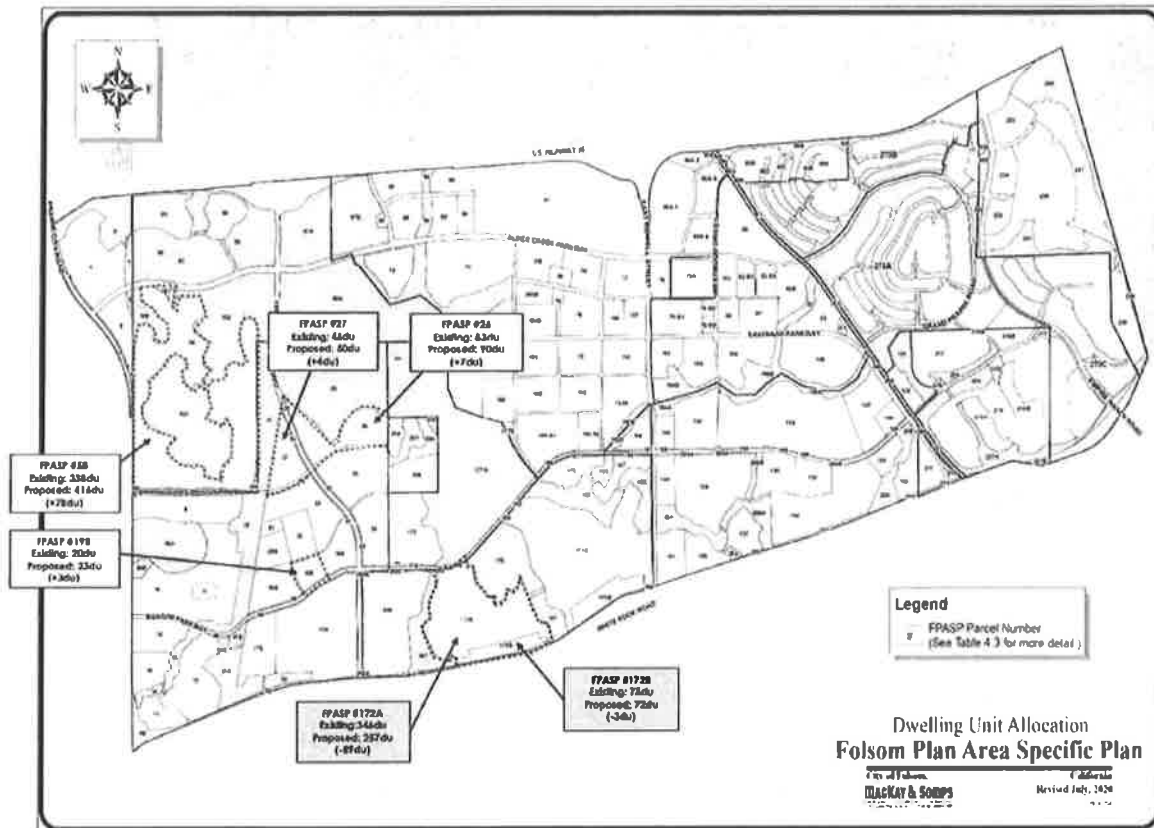


FIGURE 6: LOCAL ROADWAY STREET SECTION



A Minor Administrative Modification is also proposed to transfer 92 allocated dwelling units from the project site to other locations within the Folsom Plan Area Specific Plan. The Minor Administrative Amendment Exhibit is shown in Figure 7 below.

FIGURE 7: MINOR ADMINISTRATIVE AMENDMENT EXHIBIT



**ATTACHMENT 3  
ANALYSIS**

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

- A. General Plan and Zoning Consistency
- B. Small-Lot Vesting Tentative Subdivision Map
- C. Traffic/Access/Circulation
- D. Parking
- E. Noise Impacts
- F. Walls/Fencing
- G. Measure W and Open Space
- H. Private Park Amenities
- I. Oak Tree Preservation and Removal
- J. Inclusionary Housing Plan
- K. Minor Administrative Modification

This section also includes a discussion of the project's performance with relation to relevant policies in the Folsom General Plan and the Folsom Plan Area Specific Plan:

- L. Conformance with Relevant Folsom General Plan Folsom Plan Area Specific Plan Objectives and Policies

**A. General Plan and Zoning Consistency**

The 64.7-acre project site has General Plan land use designations of SFHD (Single-Family High Density), MLD (Multi-Family Low Density), and OS (Open Space) and Specific Plan designations of SP-SFHD-PD (Specific Plan-Single-Family High Density-Planned Development Permit District), SP-MLD-PD (Specific Plan-Multi-Family Low Density-Planned Development District), and SP-OS (Specific Plan-Open Space). The project is consistent with both the General Plan and the Specific Plan land use designations, as single-family attached and single-family detached residential units are identified as permitted land uses within the Folsom Plan Area Specific Plan (FPASP, Table A.1). The proposed project, which will be developed with 5.0 (SFHD) and 8.8 (MLD) dwelling units per acre respectively, is also consistent with the allowable density ranges (4 to 7 and 7 to 12 dwelling units per acre) established by the General Plan (Table LU-1: Residential Designations) and the FPASP. In addition, the proposed project is consistent with the development standards established for the Toll Brothers at Folsom Ranch Subdivision.

**B. Small-Lot Vesting Tentative Subdivision Map**

As described in the project description, the proposed project includes a request for approval of a Small-Lot Vesting Tentative Subdivision Map to create of a total of 348 lots including 329 residential lots, 14 landscape lots, 3 open space lots, 1 dog park lot, and 1 private recreation lot. The proposed residential lots would be of varying dimensions and sizes as described in the table below:

**TABLE 2: TOLL BROTHERS PHASE 2 SUBDIVISION LOT DISTRIBUTION TABLE**

Toll Brothers at Folsom Ranch Phase 2 Subdivision Lot Distribution					
Product Type	GP Designation	SP Designation	Dwelling Units	Lot Dimensions	Lot Sizes
Single-Family	SFHD	SP-SFHD-PD	89	50' by 95'	4,500 SF
Single-Family	SFHD	SP-SFHD-PD	98	55' by 95'	5,225 SF
Single-Family	SFHD	SP-SFHD-PD	70	65' by 95'	6,175 SF
Townhome	MLD	SP-MLD-PD	72	42' by 80'	3,440 SF

All roadways (streets and courts) within the Toll Brothers at Folsom Ranch Phase 2 Subdivision project are proposed to be private streets and are consistent with the street standards established by the Folsom Plan Area Specific Plan. Staff recommends that public utility easements be provided for all public utilities located within the private streets to the satisfaction of the Community Development Department. Condition No. 6 is included to reflect this requirement.

Staff has determined that the proposed Small-Lot Vesting Tentative Subdivision Map complies with all City requirements, as well as with the requirements of the State Subdivision Map Act.

**C. Traffic/Access/Circulation**

The Folsom Plan Area Specific Plan established a series of plans and policies for the circulation system within the entire Plan Area. The FPASP circulation system was designed with a sustainable community focus on the movement of people and provides a number of mobility alternatives such as walking, cycling, carpooling, and viable forms of public transportation in addition to vehicular circulation. The circulation plan evaluated regional travel, both in terms of connectivity and capacity as well as local internal connections and access.

The 2011 Folsom Plan Area Specific Plan Environmental Impact Report/Environmental Impact Statement included not only a detailed analysis of traffic-related impacts within the Plan Area, but also an evaluation of traffic-related impacts on the surrounding communities. In total, there are fifty-five (55) traffic-related mitigation measures associated with development of the FPASP which are included as conditions of approval



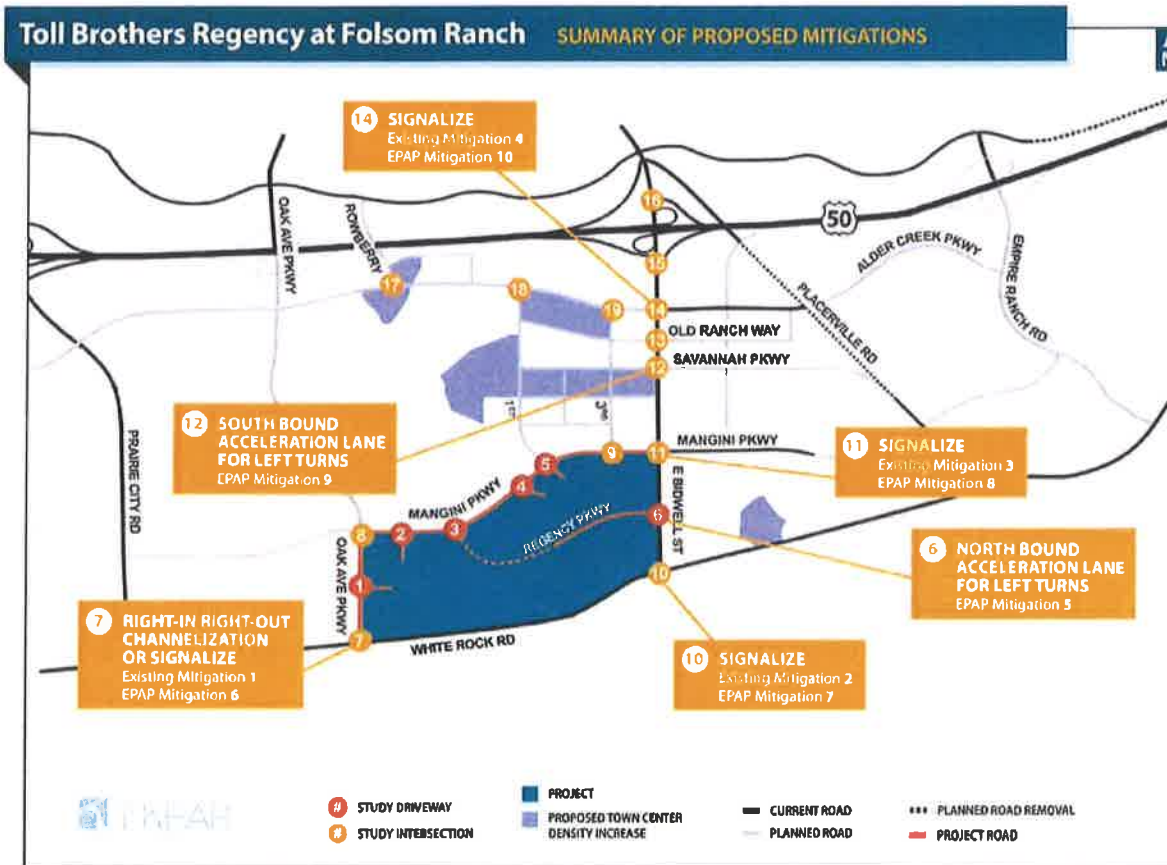
for the Toll Brothers at Folsom Ranch project. Many of these mitigation measures are expected to reduce traffic impacts to East Bidwell Street. Included among the mitigation measures are requirements to; fund and construct roadway improvements within the Plan Area, pay fair-share contribution for construction of improvements north of U.S. Highway 50, participate in the City's Transportation System Management Fee Program, and Participate in the U.S. Highway 50 Corridor Transportation Management Association. The Toll Brothers at Folsom Ranch Phase 2 Subdivision project is subject to all traffic-related mitigation measures required by the 2011 FPASP EIR/EIS.

On November 11, 2019, T.KEAR Transportation Planning & Management completed a Transportation Impact Study for the previously approved Toll Brothers at Folsom Ranch Subdivision project to determine whether additional impacts would occur that were not previously identified and addressed by the 2011 FPASP EIR/EIS and the 2015 Westland-Eagle Specific Plan Addendum to the FPASP EIR/EIS. This Study analyzed traffic operations at 19 intersections, three arterial roadway segments, and the U.S. Highway 50 Freeway under four scenarios: Existing Conditions, Existing Plus Project Conditions, Existing Plus Planned and Approved Projects Conditions (EPPAP), Existing Plus Planned and Approved Projects Plus Project Conditions (EPPAP Plus Project). In addition, a cumulative analysis was prepared to evaluate the ultimate lane and geometry requirements at street intersections internal and adjacent to the project site.

The Study determined that the Toll Brothers at Folsom Ranch project (including all 1,225 +/- dwelling units in Regency Phase 1, Regency Phase 2, and Future Traditional Subdivision) would generate approximately 6,716 daily vehicle trips including 439 vehicle trips during the weekday AM peak hour and 557 vehicle trips during the weekday PM peak hour. The Study also determined that, with planned street and intersection improvements, the project would not create any new significant impacts under Existing Plus Project Conditions or EPPAP Plus Project Conditions when compared to the FPASP EIR/EIS and the Westland-Eagle Specific Plan Amendment Addendum. In addition, all arterial and freeway study segments were found to operate at acceptable levels of service both with and without the project under all study scenarios.

The Study also concluded that with the proposed improvements, the project does not create any new significant deficiencies under Existing Plus Project Conditions or EPPAP Plus Project Conditions. Table 5 and Figure 10 summarize required on-site and off-site street intersection improvements and associated timing of those improvements. No new mitigation measures are needed, although the 2019 Study includes recommendations that phase the ultimate improvements originally identified in the traffic analysis for the FPASP. The Figure on the following page includes the locations and a summary of the required roadway improvements associated with the approved Toll Brothers at Folsom Ranch Subdivision project.

**FIGURE 7: LOCATIONS AND SUMMARY OF REQUIRED ROADWAY IMPROVEMENTS**



As mentioned in the project description section of this staff report, primary vehicle access to the Toll Brothers at Folsom Ranch Phase 2 Subdivision site will be provided by Regency Parkway, which will connect to East Bidwell Street to the east and Mangini Parkway to the north. Internal vehicle circulation is proposed to be provided by a series of residential streets, all of which directly or indirectly tie into Regency Parkway. Bicycle and pedestrian circulation are provided by a combination of detached sidewalks, attached sidewalks, Class I bicycle trails, Class II bicycle lanes, and connections to nearby future Class I bicycle trails.

A majority of the required roadway improvements associated with the overall Toll Brothers at Folsom Ranch Subdivision will be constructed with development of the first phase (Phase 1) of the Toll Brothers at Folsom Ranch Subdivision. However, there are still a number of required roadway improvements that will need to be constructed with the proposed project (Phase 2) including the following:

Regency Parkway (Segment 2)

- Construct Regency Parkway as a two-lane roadway from Street F to the planned bridge over creek at the western edge of the Regency Phase 1 Small-Lot Vesting Tentative Subdivision Map.

Regency Parkway (Segment 3)

- Construct Regency Parkway as a two-lane roadway from the eastern edge of the planned bridge over the creek bisecting the project site to Mangini Parkway.

Mangini Parkway/Regency Parkway (Driveway 3)

- Construct driveway as shown in (Figure 47 of the November 20, 2019 Transportation Impact Study):

East Bidwell Street/Regency Parkway (Driveway 6)

- Modify driveway as shown in (Figure 51 of the November 20, 2019, Transportation Impact Study), unless intersection has been signalized:

Regency Phase 2 Internal Stop Control

- Stop Control shall be installed at any internal Regency Phase 2 intersections with four (or more) legs as directed by the City Engineer. Roundabouts may replace stop control at internal intersections with authorization from the City Engineer.

East Bidwell Street/Mangini Parkway

- Expand the intersection and update signal configuration as follows (Figure 57 of the November 20, 2019 Transportation Impact Study):

East Bidwell St/Alder Creek Parkway

- Reconstruct and modify signal at the East Bidwell Street/Alder Creek Parkway intersection as shown in Figure 59 of the November 20, 2019, Transportation Impact Study:

East Bidwell Street/Savannah Parkway

- Reconstruct the East Bidwell Street/Savannah Pkwy intersection with the following geometry (Figure 61 of the November 20, 2019, Transportation Impact Study):

The aforementioned roadway improvements are included as conditions of approval for development of the proposed project (Condition Nos. 19-26).

## **D. Parking**

The Folsom Plan Area Specific Plan requires that single-family residential units located within a Single-Family High Density (SFHD) designated area provide two covered parking spaces per unit. The FPASP does not require a specific amount of on-street guest parking spaces for single-family residential units within an SFHD designated area. The Folsom Plan Area Specific Plan also requires that single-family residential units (townhome product) located within a Multi-Family Low Density (MLD) designated area provide two covered parking spaces per unit. The FPASP also requires that single-family residential units located within an MLD designated area provide a minimum of 0.8 guest parking spaces per unit.

Each of the single-family residential units within the SFHD designated areas and each of the single-family units (townhome product) within the MLD designated areas will include an attached two-car attached garage, thus meeting the covered parking requirement of the FPASP. In addition, the project (includes combination of single-family units and townhome units) provides a minimum of 0.8 on-street guest parking spaces, thus meeting the on-street guest parking requirement established by the FPASP.

## **E. Noise Impacts**

A supplemental Environmental Noise Assessment was previously prepared by Bollard Acoustical in order to verify that there would be no new noise-related impacts associated with the Toll Brothers at Folsom Ranch Subdivision project that were not contemplated and addressed by the 2011 FPASP EIR/EIS and the 2015 Westland-Eagle Specific Plan Amendment Addendum.

The purpose of the supplemental Noise Assessment was to quantify future noise levels at the Toll Brothers at Folsom Ranch project site which would be generated by traffic on nearby existing and proposed roadways and by construction occurring within the Toll Brothers site, and to compare those noise levels against the noise standards established by the Noise Element in the City's General Plan.

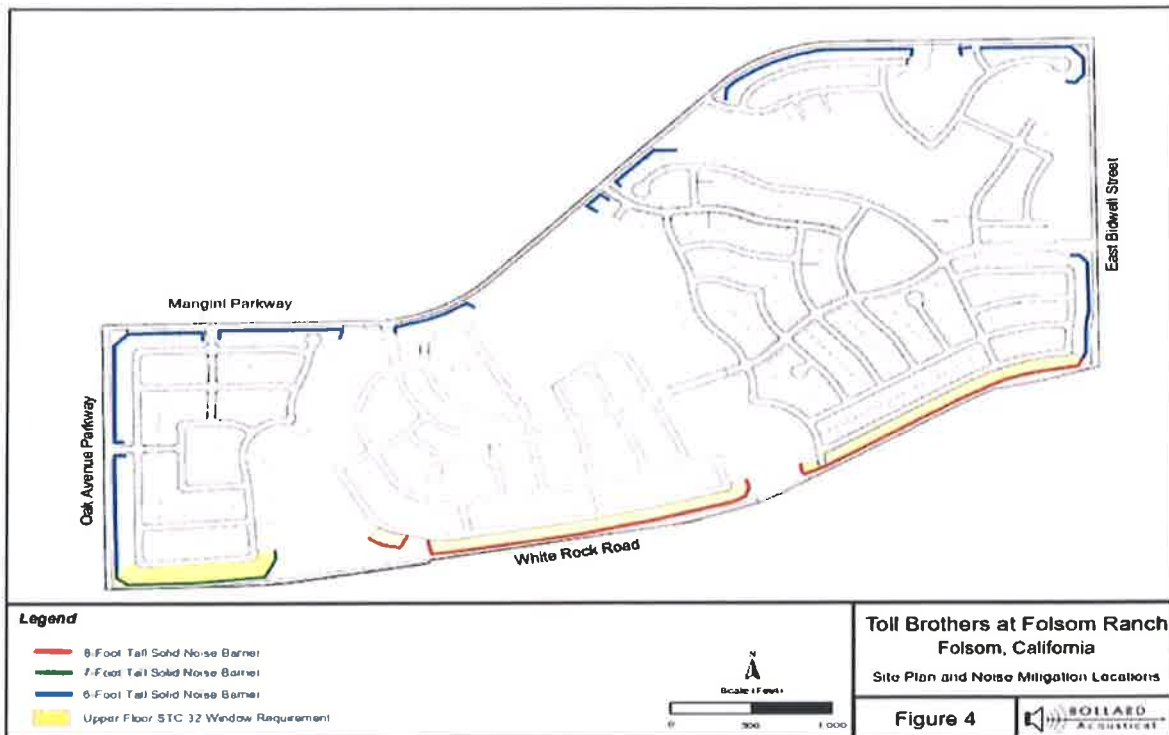
In addition, the Assessment evaluated compliance of the proposed project with the FPASP EIR/EIS noise mitigation measures. The Assessment determined that portions of the proposed Toll Brothers project located adjacent to major roadways will be exposed to future traffic noise levels in excess of the City of Folsom exterior (60 Dba) noise level standard. To achieve compliance with the required exterior noise level standard, staff recommends that the following measures be implemented:

- Solid noise barriers or similar natural features (earthen berms, etc.) shall be constructed adjacent to Oak Avenue Parkway, Mangini Parkway, White Rock Road, and East Bidwell Street to reduce future traffic noise levels to below the City of Folsom exterior criteria of 60 dB Ldn at the proposed residential backyards. Barrier heights are specified relative to backyard elevations, and vary from 6 feet

to 8 feet in height as shown in Figure 4 of the Noise Assessment (and as shown in Figure 11 on the following page).

- Mechanical ventilation (air conditioning) shall be provided for all residences within the Toll Brothers project to allow the occupants to close doors and windows as desired to achieve compliance with the applicable interior noise level criteria.

FIGURE 8: NOISE MITIGATION LOCATION MAP



The Assessment also determined that the proposed project complies and is consistent with the noise requirements established by the FPASP EIR/EIS and that there would not be an increase in the severity of noise-related impacts compared to the significance determination contained in the FPASP EIR/EIS. In addition to the noise measures recommended above, the proposed project is subject to the noise mitigation measures identified within the 2011 FPASP EIR/EIS and the 2015 Westland-Eagle Specific Plan Amendment Addendum.

## F. Walls/Fencing

The applicant is proposing to secure and screen the project site with a combination of walls and fences as shown in Figure 9 on the following page. A split-face block wall is proposed around the perimeter of the project, generally six feet in height but increasing

up to 8 feet in height to implement recommended noise reductions measures (see the discussion of Noise, earlier in this report).

Private yard areas for the individual residential lots are proposed to be screened by a combination of wood fencing, open-view fencing, and masonry walls. The wood fencing will be utilized for the interior side yards, street side yards, and rear yards of the residential lots. The open-view fencing will be utilized for the rear yards on residential lots located adjacent to open space areas (where noise mitigation is not required). Masonry walls will be installed at various locations throughout the project site to minimize potential noise and privacy concerns.

Figure 9: WALL AND FENCE EXHIBIT



### G. Measure W and Open Space

In 2004, the City of Folsom electorate voted in favor of Measure W, which was an amendment to the City Charter regarding local control of the Folsom Plan Area south of U.S. Highway 50. Measure W included seven major components including: water supply, transportation, open space, schools, development plan, public notice, and implementation.

The Folsom Plan Area Specific Plan complied with each of the aforementioned components through the provision of at least 30% open space, adoption of a transportation infrastructure funding and phasing plan, identification and securing of a water source, submission of a funding and construction plan for school facilities to the FCUSD, adoption of a General Plan Amendment for the Plan Area, conducting a comprehensive series of public meetings and hearings, and adoption of the required documents (including CEQA) to approve the FPASP.

The approved Toll Brothers at Folsom Ranch Subdivision project increased the amount of Measure W open space from 83.9 acres to 86.1 acres, and is consistent with the FPASP, and thus is in compliance with the requirements of Measure W. The proposed Toll Brothers at Folsom Ranch Phase 2 Subdivision project will not result in any changes with respect to Measure W open space.

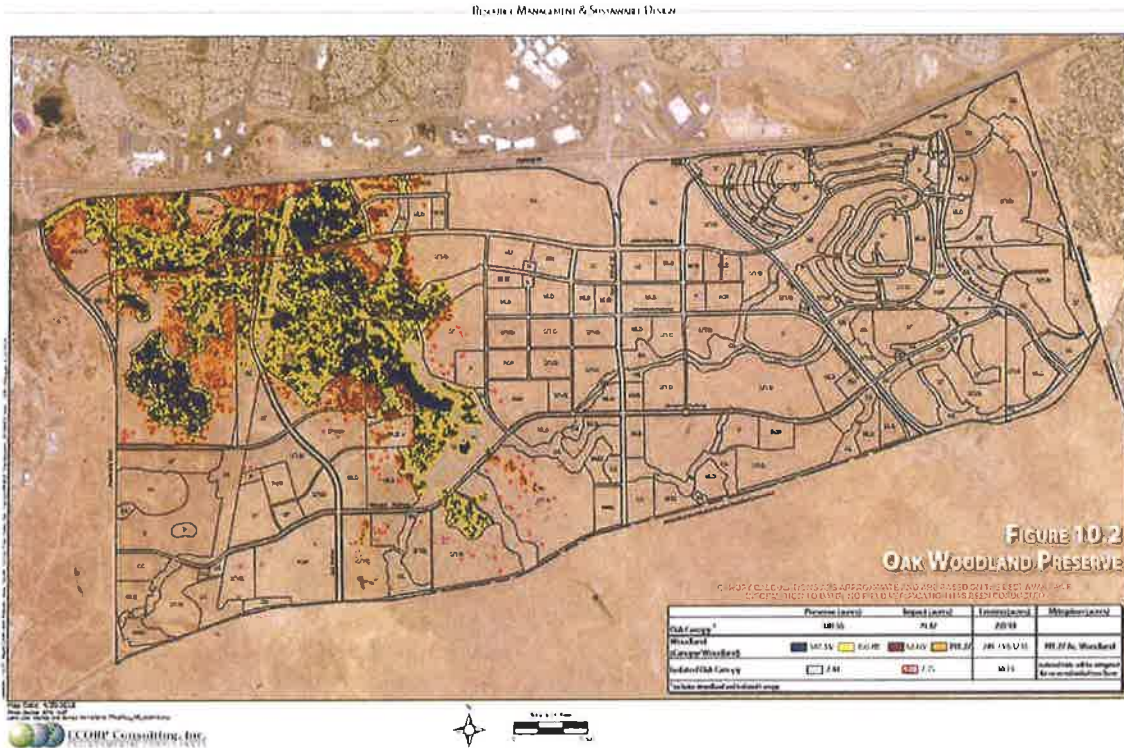
#### **H. Private Park Amenities**

As shown on the Small-Lot Vesting Tentative Subdivision Map, the Toll Brothers at Folsom Ranch Phase 2 Subdivision includes two private park amenities. The first private park amenity is a 0.5-acre dog park which is located on the north side of Regency Parkway in the eastern portion of the project site. The second private park amenity, which is a 1.2-acre park area that will feature a large grass amphitheater, is located on the south side of Regency Parkway in the western portion of the project site. The applicant is proposing to construct the dog park prior to issuance of the 640<sup>th</sup> building permit and the amphitheater park prior to issuance of the 830<sup>th</sup> building permit for the overall Toll Brothers at Folsom Ranch Subdivision.

#### **I. Oak Tree Preservation and Removal**

As required by the City of Folsom Charter, the Folsom Plan Area Specific Plan preserves thirty percent of the Plan Area in perpetual open space that will encompass valuable natural resources such as oak woodlands. The FPASP uses the California Oak Woodland Conservation Act of 2001 definition of oak woodlands as “oak stands with a greater than 10% canopy cover.” The oak woodlands, isolated oak tree canopy, and individual oak trees within the Plan Area are exclusively located in the western section (west of East Bidwell Street) and consist of 642-acres of oak woodland habitat with a canopy cover of 249-acres (approximately 39% canopy cover). Additionally, the Plan Area contains 10-acres of isolated oak tree canopy that is not classified as oak woodlands because it has less than 10% canopy cover. Figure 10 on the following page illustrates the location of the blue oak woodlands and individual oak trees within the Folsom Plan Area and also within the boundaries of the project site.

FIGURE 10: FPASP OAK WOODLAND PRESERVE EXHIBIT

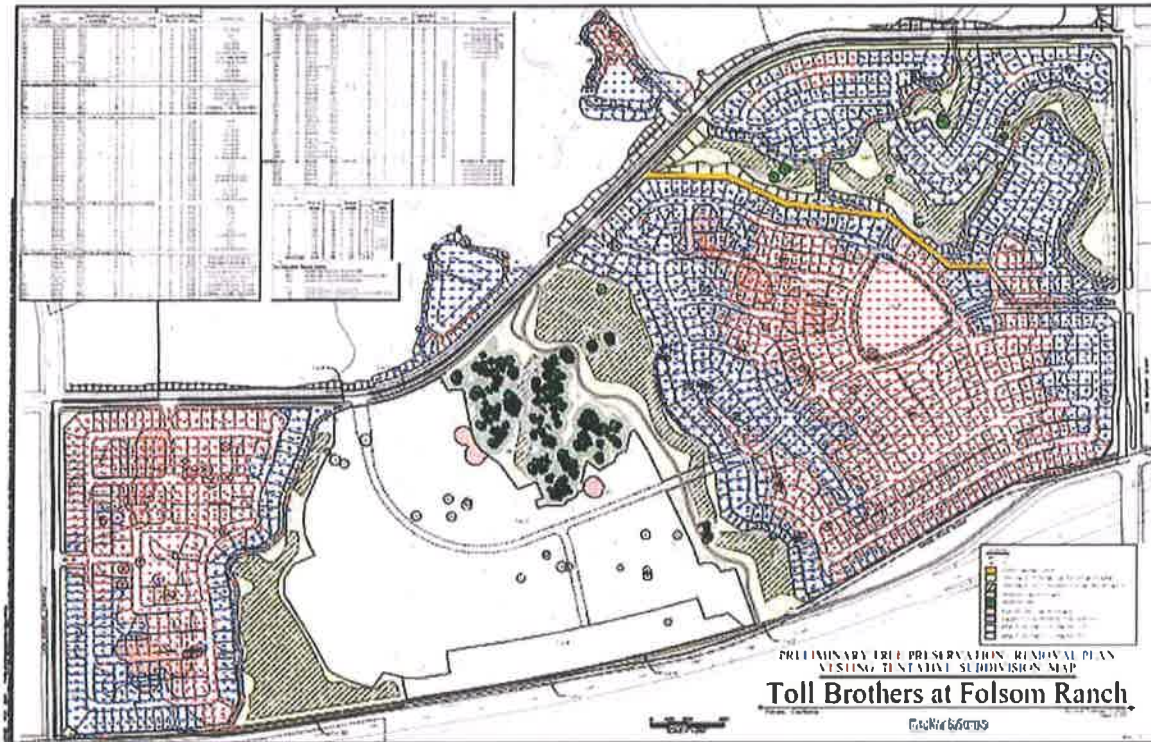


The FPASP includes a number of oak woodlands and isolated oak tree mitigation objectives and policies to ensure the preservation of large expanses of oak woodlands within the Folsom Plan Area. However, the FPASP also recognizes that required infrastructure to accommodate development will result in unavoidable impacts to oak woodlands and isolated oak trees. In particular, the FPASP identified approximately 121-acres of unavoidable oak woodland impacts for construction of Plan Area backbone infrastructure. In addition, approximately 114-acres of potential oak woodland impacts were identified by the FPASP in conjunction with construction on residential and non-residential parcels in the Plan Area. Lastly, the FPASP identified approximately 8.41-acres of isolated oak tree canopy that may be impacted by construction of backbone infrastructure as well as development on residential and non-residential parcels in the Plan Area.

As mentioned previously, the overall Toll Brothers at Folsom Ranch Subdivision includes oak woodland, isolated oak tree canopy, and individual oak trees that are scattered throughout the grassland community. As part of approval of the Toll Brothers at Folsom Ranch Subdivision project, the open space (included oak woodland) boundary in the central portion of the project site was adjusted resulting in an overall increase of open space from 83.9 acres to 86.1 acres. Figure 11 on the following page shows the approved Tree Preservation/Removal Plan for the Toll Brothers at Folsom Ranch Subdivision.

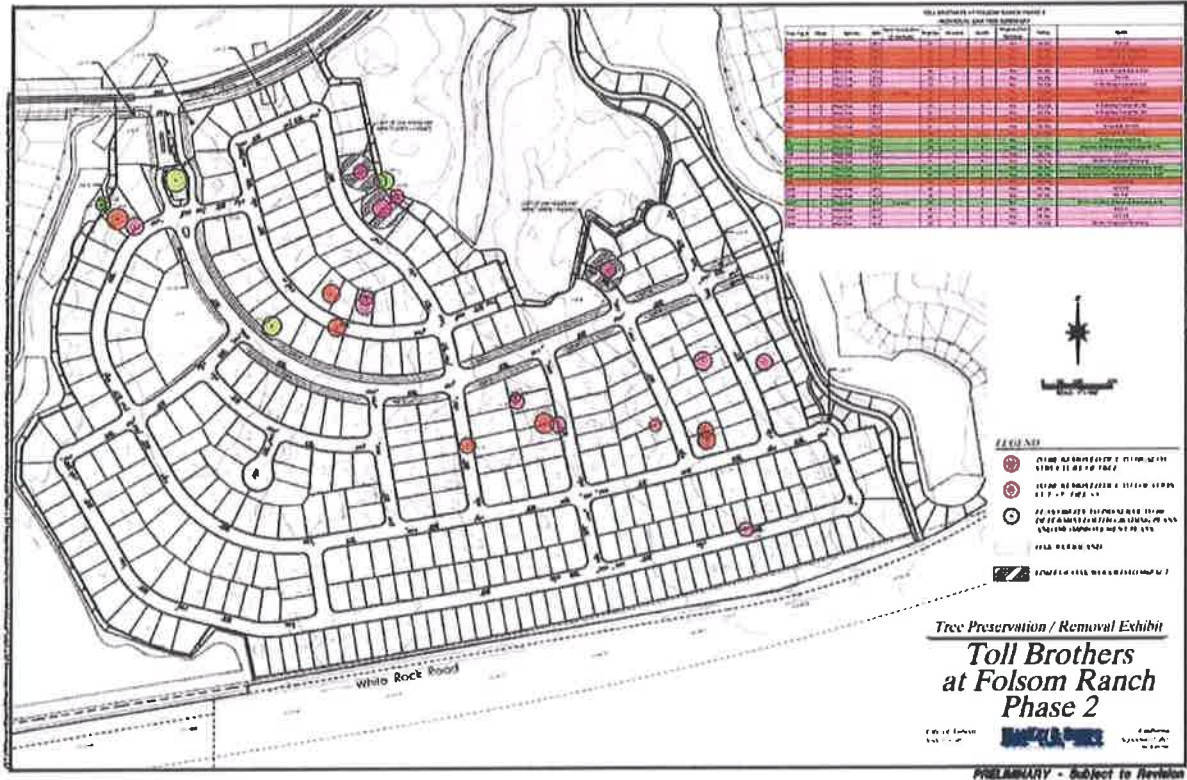


Figure 11: TREE PRESERVATION/REMOVAL PLAN



The Toll Brothers at Folsom Ranch Phase 2 Subdivision project site features a total of 27 oak trees including 14 oak trees which are proposed to be removed due to excessive cut and fill conditions (+/- 5 feet), 8 oak trees which are proposed to be removed due to poor health and structure, and 5 trees which are proposed to be preserved. The proposed Tree Preservation/Tree Removal Plan is shown in Figure 12 on the following page and in the larger scale Toll Brothers Booklet (Attachment 20).

Figure 12: TREE PRESERVATION/REMOVAL PLAN



As described earlier within this report, the topography of the project site is quite varied with slopes varying between 0 percent and 15 percent and elevations ranging from 326 feet to 399 feet above sea level. As a result, a significant amount of grading is required within the development areas with cuts of up to 51 feet and fills up to 34 feet, making it challenging to preserve oak trees throughout many portions of the project site. That being said, City staff worked closely with the applicant in an effort to preserve as many oak trees as possible on the project site. A direct result of this coordination is the preservation of 5 oak trees including a prominent 35-inch diameter oak tree (Tree No. 62) which will be located in a landscape median at the project entrance off of Mangini Parkway. A photograph of this 35-inch diameter oak tree is shown on the following page:

**FIGURE 13: PHOTOGRAPH OF OAK TREE AT PROJECT ENTRANCE**



As required by the FPASP EIR/EIS (Mitigation Measure 3A.3-5), the applicant is required to submit an Oak Tree Mitigation Plan consistent with the approved Oak Tree Mitigation and Monitoring Plan for the FPASP to mitigate for impacts to the individual oak trees and isolated oak tree canopy areas located on the project site. To mitigate for the impact to the individual or isolated oak trees, staff recommends that the following measure be implemented (Condition No. 49):

- A Tree Permit Application containing an application form, justification statement, site map, preservation program, and arborist's report shall be submitted to the City of Folsom by the owner/applicant for issuance of a Tree Permit prior to commencement of any grading or site improvement activities.
- A Mitigation Plan shall be prepared by the owner/applicant to mitigate for the removal of the protected Isolated Oak Trees within the development site. The Mitigation Plan for the Isolated Oak Trees shall consist of replacement trees and/or payment of "In-Lieu" fees on a diameter inch bases consistent with 10-14, 10-15 of the FPASP.

Replacement trees may be located within the boundaries of the development parcel, a natural parkway, landscape corridor or passive or preserve open space zone, preferably within the Folsom Plan Area. The Mitigation Plan for the Isolated Oak Trees shall be subject to review and approval by the City.

- The Conservation Areas shall be fenced prior to construction. In addition, oak trees to be preserved within the Passive Recreation Open Spaces shall be fenced with high visibility fencing prior to starting construction. The fencing shall be installed outside the tree preservation zone of oak trees, and shall surround the entirety of the tree preservation zone area. 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 an ISA certified project arborist for implementation of the project. The project arborist shall be responsible for overseeing onsite tree removal and tree preservation. Oak trees located adjacent to construction areas that may be indirectly impacted due to work within or near the Tree Protection Zone shall be identified and tagged by the project arborist during construction activities. The indirectly impacted trees shall be monitored by the project arborist for five years in accordance with the Conceptual Oak Plan and FPASP EIR/EIS Mitigation Measure 3A.3-5. Trees that appear to be dead or dying within five years of project implementation will be replaced as per the requirements of this Plan.

#### **J. Inclusionary Housing Plan**

As permitted by the City's Inclusionary Housing Ordinance, the applicant is proposing to meet their inclusionary housing requirement by providing an in-lieu fee payment (Attachment 15). The in-lieu fee payment is calculated by multiplying one percent of the lowest priced for-sale residential unit within the proposed subdivision by the total number of for-sale residential units within the proposed subdivision. The in-lieu fee is payable at the time of the building permit on a per-unit basis.

Staff recommends that the Final Inclusionary Housing Plan be approved by the City Council and that subsequently the Inclusionary Housing Agreement be approved by the City Attorney and executed prior to recordation of the Small-Lot Final Subdivision Map. Condition No. 55 is included to reflect these requirements.

#### **K. Minor Administrative Modification**

The proposed project includes a request for approval of a Minor Administrative Modification (Attachment 14) for the transfer of development rights to move 92 allocated dwelling units from the project site (Parcels 172A and 172B) to four other parcels (Parcels 19B, 26, 27, and 58) located within the Folsom Plan Area Specific Plan.

The FPASP permits flexibility in making minor adjustments to land use locations and parcel boundaries and also with regard to transferring residential unit allocations to reflect changing market demand. With respect to transferring residential unit allocations, the FPASP states that “the City shall approve residential dwelling unit allocation transfers or density adjustments between any Plan Area resident land parcel or parcels, provided the following conditions are met”:

- The transferor and transferee parcel or parcels are located in the Plan Area and are designated for residential use.
- The transferor and transferee parcel or parcels conform to all applicable development standards contained in Appendix A – Development Standards.
- The transfer of units does not result in increased impacts beyond those identified in the FPASP EIR/EIS.
- The transfer of units does not adversely impact planned infrastructure, roadways, schools, or other public facilities; affordable housing agreements; or fee programs and assessment districts; unless such impacts are reduced to an acceptable level through project-specific mitigation measures.

Based on staff’s review, the proposed reallocation of 92 residential units from the project site to other parcels within the Folsom Plan Area, meets all of the required criteria mentioned above. As a result, staff is able to approve the proposed Minor Administrative Modification.

**L. Conformance with Relevant General Plan and Folsom Plan Area Specific Plan Objectives and Policies**

The following is a summary analysis of the project’s consistency with the City’s General Plan and with key policies of the Folsom Plan Area Specific Plan.

**GP and SP OBJECTIVE H-1 (Housing)**

To provide an adequate supply of suitable sites for the development of a range of housing types to meet the housing needs of all segments of the population.

**GP and SP POLICY H-1.1**

The City shall ensure that sufficient land is designated and zoned in a range of residential densities to accommodate the City’s regional share of housing.

**Analysis:** The City provides residential lands at a variety of residential densities as specified in the General Plan and in the Folsom Municipal Code. The Folsom Plan Area Specific Plan includes specialized zoning (Specific Plan Designations) that are customized to the Plan Area as adopted in 2011 and as Amended over time. The FPASP provides residential lands at

densities ranging from 1-4 dwelling unit per acre (SF), 4-7 dwelling units per acre (SFHD), 7-12 dwelling units per acre (MLD), 12-20 dwelling units per acre (MMD), 20-30 dwelling units per acre (MHD), and 9-30 dwelling units per acre (MU).

The Toll Brothers at Folsom Ranch Phase 2 Subdivision project, which is designated SFHD, MLD, and OS in the General Plan, is proposed to be developed at residential densities of 5.0 units per acre (SFHD) and 8.8 units per acre (MLD) respectively, which is consistent with the allowable density ranges (SFHD: 4-7 DU/Acre, MLD: 7-12 DU/Acre) established by the General Plan (Table LU-1: Residential Designations)

#### SP POLICY 4.1

Create pedestrian-oriented neighborhoods through the use of a grid system of streets where feasible, sidewalks, bike paths and trails. Residential neighborhoods shall be linked, where appropriate, to encourage pedestrian and bicycle travel.

Analysis: The Toll Brothers at Folsom Ranch Phase 2 Subdivision project is based on a roadway system that provides connectivity between the residential, open space, and private recreation land uses within the project area. Biking and walking within the project area is facilitated by a series of Class I bicycle trails, Class II bicycle lanes, street-separated sidewalks and street-attached sidewalks.

The overall Toll Brothers at Folsom Ranch Subdivision project has an extensive planned trail system that is linked to and consistent with the overall trail system within the Folsom Plan Area Specific Plan. The planned trail system was previously reviewed and approved by the Parks and Recreation Commission and by the City Council. The proposed Toll Brothers at Folsom Ranch Phase 2 Subdivision project is not making any modifications to the previously approved trail system for the subdivision.

#### SP POLICY 4.3

Residential neighborhoods that are directly adjacent to open space shall provide at least two defined points of pedestrian access into the open space area.

Analysis: The Toll Brothers at Folsom Ranch Phase 2 Subdivision project includes multiple pedestrian access points to the open space areas within the project. In addition, trail connections will be provided to Mangini Parkway, East Bidwell Street, and White Rock Road, as well as to internal roadways within the project.

#### SP POLICY 4.4

Provide a variety of housing opportunities for residents to participate in the home-ownership market.

**Analysis:** The Folsom Plan Area Specific Plan provides home ownership opportunities within the SF (Single-Family), SFHD (Single-Family High Density), and MLD (Multi-Family Low Density) land use designated areas. Residential development in the MLD (Multi-Family Low Density), MMD (Multi-Family Medium Density), MHD (Multi-Family High Density) and MU (Mixed-Use) land use categories may provide 'for rent' opportunities; however, home ownership may also be accommodated in 'for sale' condos, townhomes, etc. at the time of development of these particular parcels.

The Toll Brothers at Folsom Ranch Phase 2 Subdivision project is consistent with this policy in that it will provide home ownership opportunities and potential rental opportunities within the SFHD and MLD-zoned parcels.

#### **SP POLICY 4.6**

As established by the Folsom Plan Area Specific Plan, the total number of dwelling units for the Plan Area shall not exceed 11,461. The number of units within individual land use parcels may vary, so long as the number of units falls within the allowable density range for a particular land use designation.

**Analysis:** There have been a number of Specific Plan Amendments approved by the City Council within the Folsom Plan Area, which has generally led to an increase in residentially zoned land and a decrease in commercially zoned land. As a result, the number of residential units within the Plan Area increased from 10,210 to 11,461. The various Specific Plan Amendment EIRs and Addenda analyzed impacts from the conversion of the commercial lands to residential lands; impacts and associated mitigations measures can be found in the individual project-specific environmental documents. The increase in population was analyzed and can be accommodated in the excess capacity of the school sites provided in the Plan Area.

The proposed project does not result in any change in total dwelling units in the FPASP. The reallocation of the 92 dwelling units associated with the proposed Minor Administrative Modification to other parcels within the Folsom Plan Area will not exceed the allowable density for any of the impacted parcels.

#### **SP POLICY 4.9**

Subdivisions of 200 dwelling units or more not immediately adjacent to a neighborhood or community park are encouraged to develop one or more local parks as needed to provide convenient resident access to children's play areas, picnic areas, and unprogrammed turf areas. If provided, these local parks shall be maintained by a landscape and lighting district or homeowner's association and shall not receive or provide substitute park land dedication credit for parks required by the FPASP.

**Analysis:** At the time that the FPASP was adopted in 2011, the City Council directed that there be fewer but larger parks in the FPASP so that it would be more efficient for the City to program and maintain these parks (as opposed to smaller parks dispersed throughout the Plan Area). To that end, the FPASP was approved with two (2) large community parks approximately 20-50 acres in size that have a general service radius of 1.0 mile (Community Park West and Community Park East). Additionally, six (6) neighborhood parks were provided which are approximately 7-10 acres in size and have a service radius of 0.5 miles.

The previously approved Toll Brothers at Folsom Ranch Subdivision project included amendments to the FPASP to shift approximately ten acres of public parkland to other parts of the Specific Plan because the Toll Brothers project is proposed as a gated, private community. A total of 7.5-acres of private park and recreation facilities will be provided within the Toll Brothers project which would be open to residents of the project but would not be available to the general public. (Approximately 86 acres of Measure W open space, traversed by public trails, would also be provided within the Toll Brothers project.). The Toll Brothers at Folsom Ranch Phase 2 Subdivision project includes a 1.5-acre private park amenity and a 0.2-acre dog park amenity, both of which are included in the 7.5-acres of private park amenities referenced above.

#### **SP POLICY 4.15**

Thirty percent (30%) of the Plan Area shall be preserved and maintained as natural open space, consistent with Section 7.08C of the Folsom City Charter.

**Analysis:** The Folsom Plan Area Specific Plan (FPASP) provides one of the largest natural open space areas in the Sacramento Region with over 1,067-acres of open space, which equates to approximately 30.3% of the overall Plan Area. The FPASP open space plan exemplifies the SACOG Smart Growth Principals not only in protecting and preserving natural resources in the Plan Area, but also ensuring that these resources can be used to provide outdoor recreational and educational opportunities for Plan Area residents. The FPASP open space plan preserves wetlands, Alder Creek and its tributaries, oak woodlands, and cultural features for the use and benefit of all Folsom residents. The FPASP includes two distinct open space zoning categories within the open space land use designation. The first zone, Preserve Open Space (SP-OS1), is more restrictive of the two and is intended to preserve and protect wetlands, vernal pools, ponds, and creeks. The second zone, Passive Open Space (SP-OS2), is less restrictive than the first and is intended to provide passive recreational uses including walking, hiking, and bicycling on designated paved and unpaved trails.



The overall Toll Brothers at Folsom Ranch Subdivision project was allocated 83.9 acres of Measure W open space by the FPASP; the approved project resulted in a 2.2-acre increase (83.9-acres to 86.1-acres) in Measure W open space. The proposed Toll Brothers at Folsom Ranch Phase 2 Subdivision project does not result in any changes to the Measure W open space referenced above.

**SP OBJECTIVE 7.1 (Circulation)**

Consistent with the California Complete Streets Act of 2008 and the Sustainable Communities and Climate Protection Act (SB 375), create a safe and efficient circulation system for all modes of travel.

**SP POLICY 7.1**

The roadway network in the Plan Area shall be organized in a grid-like pattern of streets and blocks, except where topography and natural features make it infeasible, for the majority of the Plan Area in order to create neighborhoods that encourage walking, biking, public transit, and other alternative modes of transportation.

Analysis: Consistent with the requirements of the California Complete Streets Act, the FPASP identified and planned for hierarchy of connect “complete streets” to ensure that pedestrian, bike, bus, and automobile modes are travel are designed to have direct and continuous connections throughout the Plan Area. Every option, from regional connector roadways to arterial and local streets, has been carefully planned and designed. Recent California legislation to reduce greenhouse gas emissions (AB 32 and SB 375) has resulted in an increased market demand for public transit and housing located closer to service needs and employment centers. In response to these changes, the FPASP includes a regional transit corridor that will provide public transportation links between the major commercial, public, and multi-family residential land uses in the Plan Area.

As shown in the various exhibits attached to this staff report, the Toll Brothers at Folsom Ranch Phase 2 Subdivision project has been designed with multiple modes of transportation options consistent with the approved FPASP circulation plan.

**SP OBJECTIVE 10.5 (Oak Woodlands and Isolated Oak Trees)**

Preserve oak woodlands and isolated oak trees in residential and non-residential development parcels wherever practical.

### SP POLICY 10.15

Oak trees included in residential and non-residential development parcels are encouraged to be preserved wherever practical, provided preservation does not:

- Cause a reduction in the number of lots or a significant reduction in the size of residential lots
- Require mass grading that eliminates level pads or requires specialized foundations
- Require the use of retaining walls or extended earthen slopes greater than 4-feet in height
- Require the preservation of any tree certified by an arborist to be dead or in poor or hazardous or non-correctable condition or trees that pose a safety risk to the public
- Cost more to preserve the tree than to mitigate for its loss

Analysis: As shown on the submitted Tree Preservation/Removal Plan (Attachment 13 and in Attachment 20), a concerted effort was made by the applicant to protect and preserve as many oak trees as possible. Specifically, the applicant is proposing to preserve 5 individual Oak trees on the project site including a notable 35-inch diameter Oak tree which will be prominently featured at the driveway entrance off of Mangini Parkway. As described earlier within this report, the topography of the project site is quite varied with slopes varying between 0 percent and 15 percent and elevations ranging from 326 feet to 399 feet above sea level. As a result, a significant amount of grading is required within the development areas with cuts of up to 51 feet and fills up to 34 feet, making it difficult to preserve additional oak trees throughout many portions of the project site. Based on this information, staff has determined that the applicant has made every effort to preserve oak trees on the project site wherever practical as recommended by this policy. In addition, the applicant is required to mitigate for project-related impacts to oak woodland preserve, isolated oak tree canopy, and isolated oak trees per the requirements of the FPASP.

## **ENVIRONMENTAL REVIEW**

An Addendum to the Folsom Plan Area Specific Plan EIR/EIS was previously adopted by the City Council on March 10, 2020 for the Toll Brothers at Folsom Ranch project in accordance with the California Environmental Quality Act (CEQA). The applicant prepared an environmental memorandum (Attachment 17) for the Toll Brothers at Folsom Ranch Phase 2 Subdivision project that demonstrates that no new or substantially more adverse impacts would occur through implementation of the proposed project. As a

result, no new environmental document is required, consistent with State CEQA Guidelines Section 15162(b).

### **RECOMMENDATION/PLANNING COMMISSION ACTION**

Staff recommends that the Planning Commission recommend approval of a Small-Lot Vesting Tentative Subdivision Map and Minor Administrative Modification for the Toll Brothers at Folsom Ranch Phase 2 Subdivision project to the City Council as illustrated on Attachments 6-16, subject to the findings and conditions of approval attached to this report.

Move to recommend approval of a Small-Lot Vesting Tentative Subdivision Map and Minor Administrative Modification for the Toll Brothers at Folsom Ranch Phase 2 Subdivision project to the City Council as illustrated on Attachments 6-16, subject to the findings (Findings A-O) and conditions of approval (Conditions 1-71) attached to this report.

### **GENERAL FINDINGS**

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

### **CEQA FINDINGS**

- C. THE CITY, AS LEAD AGENCY, PREVIOUSLY CERTIFIED AN ENVIRONMENTAL IMPACT REPORT/ENVIRONMENTAL IMPACT STATEMENT FOR THE FOLSOM PLAN AREA SPECIFIC PLAN.
- D. AN ADDENDUM TO THE FOLSOM PLAN AREA SPECIFIC PLAN FINAL ENVIRONMENTAL IMPACT REPORT/ENVIRONMENTAL IMPACT STATEMENT WAS CERTIFIED BY THE CITY ON MARCH 10, 2020 FOR THE TOLL BROTHERS AT FOLSOM RANCH SUBDIVISION PROJECT IN ACCORDANCE WITH CEQA.
- E. THE CITY HAS DETERMINED THAT NONE OF THE CIRCUMSTANCES DESCRIBED IN PUBLIC RESOURCES CODE SECTION 21166 OR CEQA GUIDELINES SECTION 15162 GENERALLY REQUIRING THE PREPARATION OF A SUBSEQUENT EIR EXIST IN THIS CASE.

- F. THE CITY HAS PREVIOUSLY ADOPTED AN ADDENDUM TO THE FINAL ENVIRONMENTAL IMPACT REPORT FOR THE FOLSOM PLAN AREA SPECIFIC PLAN AND HAS DETERMINED THAT NONE OF THE CHANGES OR REVISIONS PROPOSED BY THE PROJECT WOULD RESULT IN SIGNIFICANT NEW OR SUBSTANTIALLY MORE SEVERE ENVIRONMENTAL IMPACTS AND DOES NOT REQUIRE ANY MITIGATION MEASURES IN ADDITION TO THOSE IN THE FINAL ENVIRONMENTAL IMPACT REPORT AND THE ADDENDUM FOR THE TOLL BROTHERS AT FOLSOM RANCH SUBDIVISION PROJECT.
- G. THE CITY HAS DETERMINED THAT THE IMPACTS OF THE TOLL BROTHERS AT FOLSOM RANCH PHASE 2 SUBDIVISION PROJECT ARE ADEQUATELY ADDRESSED BY THE FINAL ENVIRONMENTAL IMPACT REPORT FOR THE FOLSOM PLAN AREA SPECIFIC PLAN AND THE ADDENDUM FOR THE TOLL BROTHERS AT FOLSOM RANCH SUBDIVISION PROJECT.

**TENTATIVE SUBDIVISION MAP FINDINGS**

- H. THE PROPOSED SMALL-LOT VESTING TENTATIVE SUBDIVISION MAP IS CONSISTENT WITH THE CITY'S SUBDIVISION ORDINANCE AND THE SUBDIVISION MAP ACT IN THAT THE PROJECT IS SUBJECT TO CONDITIONS OF APPROVAL THAT WILL ENSURE THAT THE PROJECT IS DEVELOPED IN COMPLIANCE WITH CITY STANDARDS.
- I. THE PROPOSED SUBDIVISION, TOGETHER WITH THE PROVISIONS FOR ITS DESIGN AND IMPROVEMENT, IS CONSISTENT WITH THE GENERAL PLAN, THE FOLSOM PLAN AREA SPECIFIC PLAN, AND ALL APPLICABLE PROVISIONS OF THE FOLSOM MUNICIPAL CODE.
- J. THE SITE IS PHYSICALLY SUITABLE FOR THE TYPE OF DEVELOPMENT PROPOSED.
- K. THE SITE IS PHYSICALLY SUITABLE FOR THE PROPOSED DENSITY OF THE DEVELOPMENT.
- L. AS CONDITIONED, THE DESIGN OF THE SMALL-LOT VESTING TENTATIVE SUBDIVISION MAP AND THE PROPOSED IMPROVEMENTS ARE NOT LIKELY TO CAUSE SUBSTANTIAL ENVIRONMENTAL DAMAGE OR SUBSTANTIALLY AND AVOIDABLY INJURY FISH OR WILDLIFE OR THEIR HABITAT.
- M. THE DESIGN OF THE SMALL-LOT VESTING TENTATIVE SUBDIVISION MAP AND THE PROPOSED IMPROVEMENTS ARE NOT LIKELY TO CAUSE SERIOUS PUBLIC HEALTH OR SAFETY PROBLEMS.

- N. THE DESIGN OF THE SMALL-LOT VESTING TENTATIVE SUBDIVISION MAP AND THE TYPE OF IMPROVEMENTS WILL NOT CONFLICT WITH EASEMENTS FOR ACCESS THROUGH OR USE OF PROPERTY WITHIN THE PROPOSED SUBDIVISION.
  
- O. SUBJECT TO SECTION 66474.4 OF THE SUBDIVISION MAP ACT, THE LAND IS NOT SUBJECT TO A CONTRACT ENTERED INTO PURSUANT TO THE CALIFORNIA LAND CONSERVATION ACT OF 1965 (COMMENCING WITH SECTION 51200 OF THE GOVERNMENT CODE).

## **Attachment 3**

**Minutes from December 1, 2021  
Planning Commission Meeting**



FOLSOM  
CITY OF FOLSOM

**PLANNING COMMISSION MINUTES  
December 1, 2021  
CITY COUNCIL CHAMBERS  
6:30 P.M.  
50 Natoma Street  
Folsom, CA 95630**

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

**ABSENT:** None

**CITIZEN COMMUNICATION:** None

**MINUTES:** The minutes of the November 17, 2021 meeting were approved as submitted.

**Nomination of a Planning Commissioner to the Historic District Commission**

COMMISSIONER REYNOLDS MOVED TO RECOMMEND JUSTIN RAITHEL TO SERVE ON THE HISTORIC DISTRICT COMMISSION.

COMMISSIONER MIKLOS SECONDED THE MOTION WHICH CARRIED THE FOLLOWING VOTE:

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

**PRESENTATIONS**

**1. Sacramento Metropolitan Air Quality Management District Presentation on Air Quality and Land Use (Paul Phillely, Program Supervisor – CEQA & Land Use)**

**PUBLIC HEARING**

**2. PN 20-267, Toll Brothers at Folsom Ranch Phase 2 Subdivision Small-Lot Vesting Tentative Subdivision Map and Minor Administrative Modification**

A Public Hearing to consider a request from Toll Brothers, Inc. for approval of a Small-Lot Vesting Tentative Subdivision Map and Minor Administrative Modification for development of a 329-unit single-family residential subdivision on a 64.7-acre site located at the northwest corner of the intersection of East Bidwell Street and White Rock Road within the Folsom Plan Area (APN: 072-0060-103). The General Plan land use designations

for the project site are SFHD, MLD, and OS (Open Space), while the Specific Plan land use designations are SP-SFHD-PD, SP-MLD-PD, and SP-OS. An Addendum to the Folsom Plan Area Specific Plan EIR/EIS has previously been approved for the Toll Brothers at Folsom Ranch project in accordance with the California Environmental Quality Act (CEQA). This Small-Lot Vesting Tentative Subdivision Map does not result in substantial changes to the Toll Brothers at Folsom Ranch project, and no additional environmental review is required. (Project Planner: Steve Banks/Applicant: Toll Brothers, Inc.)

COMMISSIONER RAITHEL MOVED TO RECOMMEND APPROVAL OF A SMALL-LOT VESTING TENTATIVE SUBDIVISION MAP MINOR ADMINISTRATIVE MODIFICATION FOR THE TOLL BROTHERS AT FOLSOM RANCH PHASE 2 SUBDIVISION PROJECT TO THE CITY COUNCIL AS ILLUSTRATED ON ATTACHMENTS 6-16, SUBJECT TO THE FINDINGS (FINDINGS A-O) AND CONDITIONS OF APPROVAL (CONDITIONS 1-71) ATTACHED TO THIS REPORT.

COMMISSIONER REYNOLDS SECONDED THE MOTION.

COMMISSIONER LEARY MADE A FRIENDLY AMENDMENT TO CONDITION NO. 51 TO ADD "Russell Ranch Phase 2 Master Plans shall not include turf except for model homes."

COMMISSIONER RAITHEL ACCEPTED THE FRIENDLY AMENDMENT WHICH CARRIED THE FOLLOWING VOTE:

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

FRIENDLY AMENDMENT FAILED.

THE COMMISSION VOTED ON COMMISSIONER RAITHEL'S ORIGINAL MOTION WHICH CARRIED THE FOLLOWING VOTE:

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


**PLANNING COMMISSION / PLANNING MANAGER REPORT**

The next Planning Commission meeting is scheduled for December 15, 2021.

RESPECTFULLY SUBMITTED,

  
\_\_\_\_\_  
Kelly Mullett, ADMINISTRATIVE ASSISTANT

APPROVED:

  
\_\_\_\_\_  
Justin Raithel, CHAIR



**Attachment 4**

**Vicinity Map**

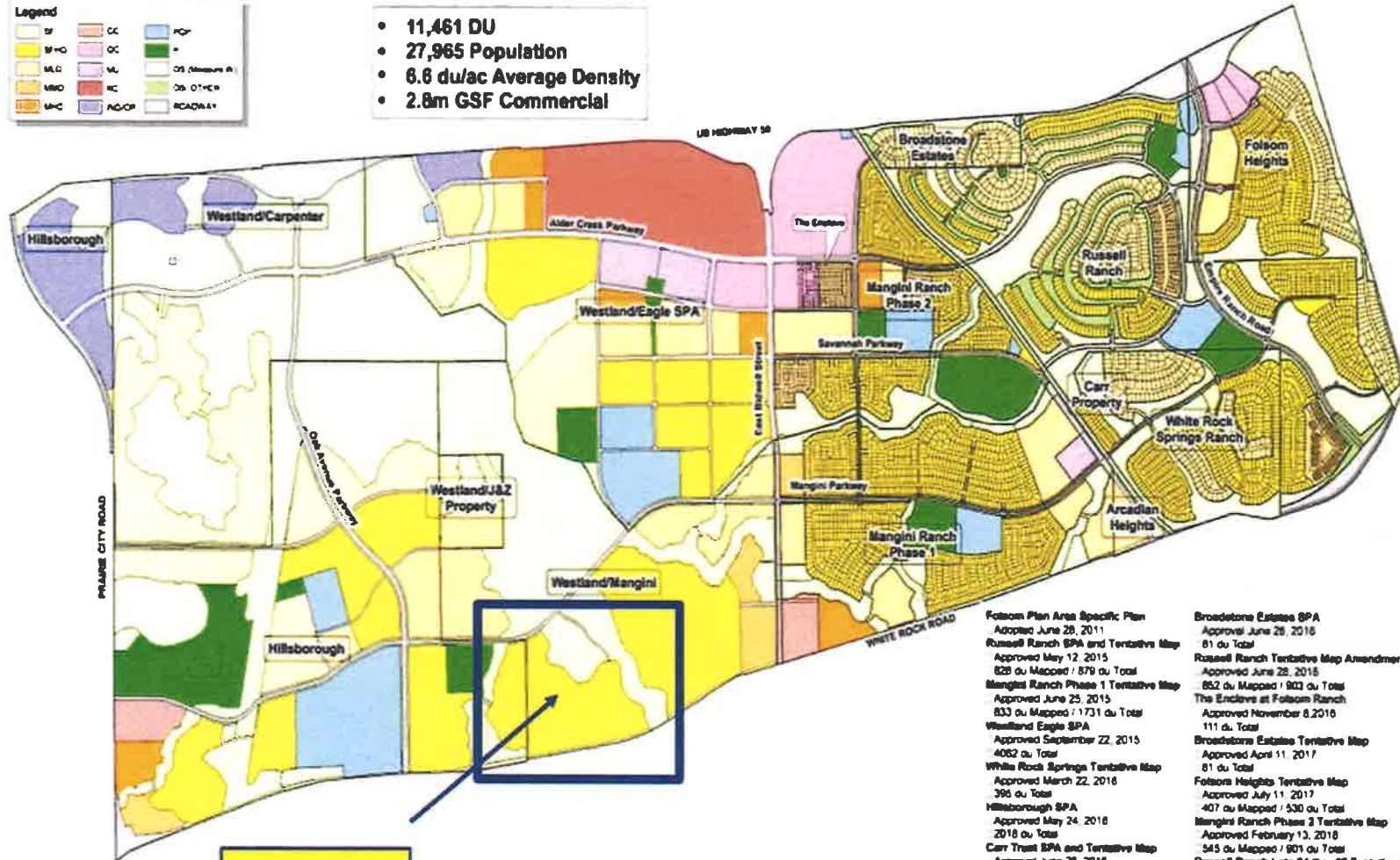
# Vicinity Map



CITY OF  
FOLSOM

Legend		
SR	CC	PCP
SPVO	CC	P
MUD	VE	OS (Measure #1)
MUD	VE	OS OTHER
SPC	AGCP	ROADWAY

- 11,461 DU
- 27,965 Population
- 6.6 du/ac Average Density
- 2.8m GSF Commercial



**Project Site**

Folsom Plan Area Specific Plan Adopted June 28, 2011	Broadstone Estates SPA Approval June 28, 2016 81 du Total
Russell Ranch SPA and Tentative Map Approved May 12, 2015 828 du Mapped / 879 du Total	Russell Ranch Tentative Map Amendment Approved June 28, 2016 862 du Mapped / 903 du Total
Mangini Ranch Phase 1 Tentative Map Approved June 25, 2015 833 du Mapped / 1,731 du Total	The Enclave at Folsom Ranch Approved November 8, 2016 111 du Total
Westland Eagle SPA Approved September 22, 2015 4052 du Total	Broadstone Estates Tentative Map Approved April 11, 2017 81 du Total
White Rock Springs Tentative Map Approved March 22, 2016 390 du Total	Folsom Heights Tentative Map Approved July 11, 2017 407 du Mapped / 530 du Total
Hillsborough SPA Approved May 24, 2016 2018 du Total	Mangini Ranch Phase 2 Tentative Map Approved February 13, 2018 345 du Mapped / 601 du Total
Carr Trust SPA and Tentative Map Approved June 28, 2016 28 du Total	Russell Ranch Lots 24 thru 32 Tentative Map Approved March 13, 2018 369 du Total
Folsom Heights SPA Approved June 28, 2016 407 du Mapped / 530 du Total	

**Attachment 5**

**Illustrative Master Plan Exhibit  
Dated August 31, 2020**



- PEAK BULLS PLUMB
- TBAA
- PRIVATE RECREATION

**Illustrative Master Plan Exhibit**  
**TOLL BROTHERS AT FOLSOM RANCH**  
 City of Folsom August 31, 2020

**Toll Brothers**  
 AMERICA'S LUXURY HOME BUILDER  
**MACKAY & SOMPS**

**Attachment 6**

**Small-Lot Vesting Tentative Subdivision Map  
Dated September 17, 2021**



**Attachment 7**

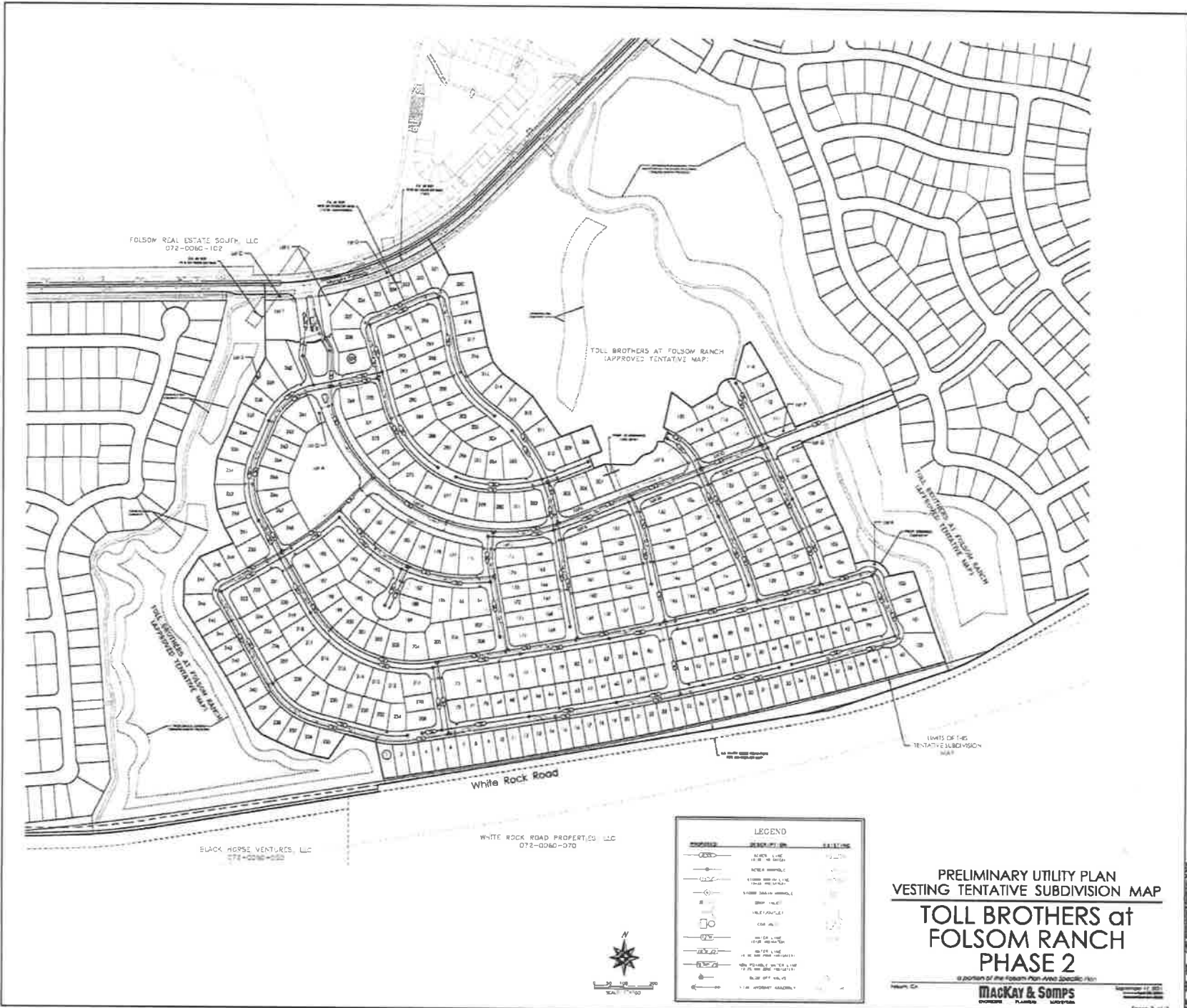
**Preliminary Grading and Drainage Plan  
Dated September 17, 2021**





**Attachment 8**

**Preliminary Utility Plan  
Dated September 17, 2021**



FOLSOM REAL ESTATE SOUTH, LLC  
072-0080-102

TOLL BROTHERS AT FOLSOM RANCH  
(APPROVED TENTATIVE MAP)

THE BROTHERS AT FOLSOM RANCH  
(APPROVED TENTATIVE MAP)

THE BROTHERS AT FOLSOM RANCH  
(APPROVED TENTATIVE MAP)

LIMITS OF THIS  
TENTATIVE SUBDIVISION  
MAP

White Rock Road

BLACK HORSE VENTURES, LLC  
072-0080-050

WHITE ROCK ROAD PROPERTIES, LLC  
072-0080-070

LEGEND	
SYMBOL	DESCRIPTION
(Symbol: Circle with cross)	WATER VALVE
(Symbol: Circle with dot)	SEWER MANHOLE
(Symbol: Circle with horizontal lines)	1" WATER MAIN (12" TO 18" DIA.)
(Symbol: Circle with vertical lines)	4" SEWER MAIN (12" TO 18" DIA.)
(Symbol: Circle with diagonal lines)	2" GAS MAIN (12" TO 18" DIA.)
(Symbol: Circle with horizontal lines and dot)	2" POWER MAIN (12" TO 18" DIA.)
(Symbol: Circle with horizontal lines and cross)	1" WATER MAIN (12" TO 18" DIA.)
(Symbol: Circle with vertical lines and dot)	4" SEWER MAIN (12" TO 18" DIA.)
(Symbol: Circle with diagonal lines and dot)	2" GAS MAIN (12" TO 18" DIA.)
(Symbol: Circle with horizontal lines and cross and dot)	2" POWER MAIN (12" TO 18" DIA.)
(Symbol: Circle with horizontal lines and cross)	1" WATER MAIN (12" TO 18" DIA.)
(Symbol: Circle with vertical lines and cross)	4" SEWER MAIN (12" TO 18" DIA.)
(Symbol: Circle with diagonal lines and cross)	2" GAS MAIN (12" TO 18" DIA.)
(Symbol: Circle with horizontal lines and cross and dot)	2" POWER MAIN (12" TO 18" DIA.)



PRELIMINARY UTILITY PLAN  
VESTING TENTATIVE SUBDIVISION MAP  
**TOLL BROTHERS at FOLSOM RANCH**  
**PHASE 2**  
a portion of the Folsom Ranch and Specific Plan  
 Mackay & Somp  
 PREPARED BY  
 SHEET 3 OF 3

**Attachment 9**

**Preliminary Landscape Plan and Details  
Dated January 24, 2020**



## "OAK WOODLAND" THEME

The surrounding expansive California Oak Woodland provides one of Folsom's best resources. Our vision is to bring as much of this spirit as possible into the framework of Regency to provide a symbiotic relationship with its' natural heritage. This includes not only preserving, but adding Specimen Oaks in key locations throughout the project, and supporting with other woodland type species. In addition, we will utilize regional plant material in a formal and organized pattern to reflect the Toll signature design.

## TREE PALETTE

### PRIMARY THEME TREES

SPECIMEN OAKS  
 QUERCUS VIRGINIANA - SOUTHERN LIVE OAK  
 CINNAMOMUM CAMPHORA- CAMPHOR TREE  
 OLEA EUROPAEA - OLIVE  
 PINUS EDULIS - PINON PINE

### PRIMARY ACCENT TREES

SCHINUS MOLLE - CALIFORNIA PEPPER TREE  
 ACER PALMATUM - JAPANESE MAPLE  
 CERCIS OCCIDENTALIS - WESTERN REDBUD

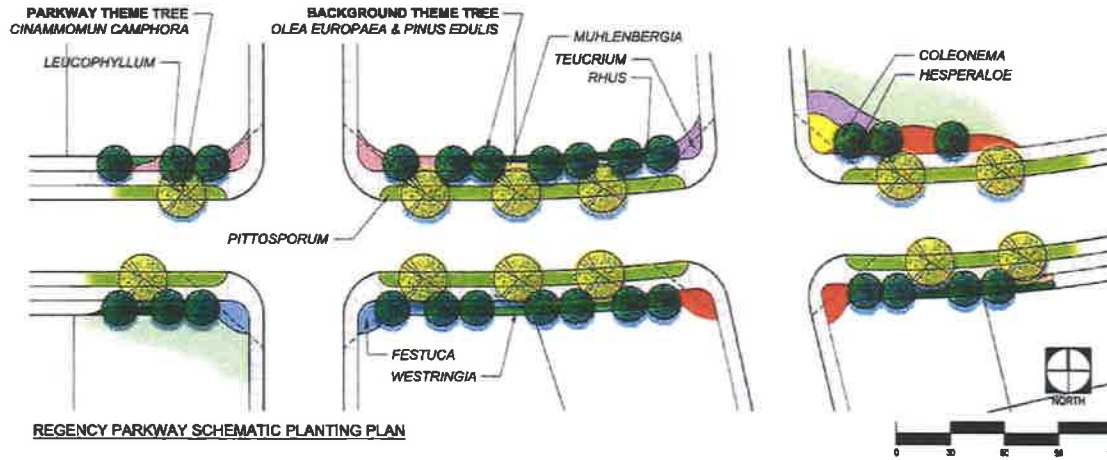
## SHRUB PALETTE

### PRIMARY THEME GRASSES

BOUTELOUA - GRAMA  
 FESTUCA- FESCUE  
 HESPERALOE- YUCCA  
 MISCANTHUS- MISCANTHUS  
 MUHLENBERGIA- MUHLY

### PRIMARY THEME SHRUBS

DALEA- PRARIE CLOVER  
 EREMOPHILA- BLUE BELLS  
 LANTANA  
 LEUCOPHYLLUM- SAGE  
 PITTOSPORUM T. 'WHEELERI'- DWARF PITTOSPORUM  
 PEROVSKIA- SAGE  
 RHUS- SUMAC  
 ROSEMARINUS- ROSEMARY  
 SALVIA- SAGE  
 TEUCRIUM- GERMANDER  
 WESTRINGIA- COASTAL ROSEMARY



QUERCUS VIRGINIANA



CAMPHOR TREE



OLEA EUROPAEA



PINUS EDULIS



SCHINUS MOLLE



ACER PALMATUM



CERCIS OCCIDENTALIS

**Toll Brothers**  
 AMERICA'S LUXURY HOME BUILDER

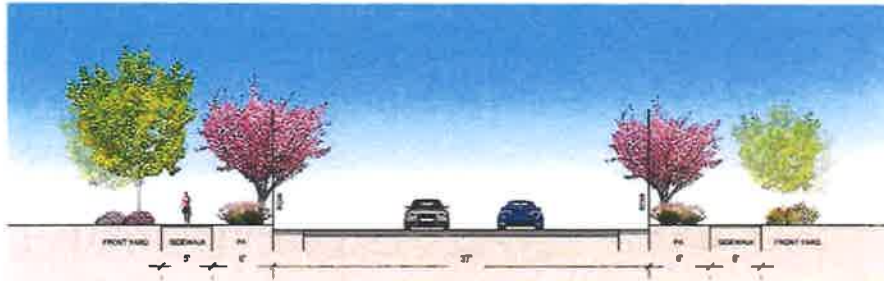


'REGENCY PARKWAY' SCHEMATIC PLANTING

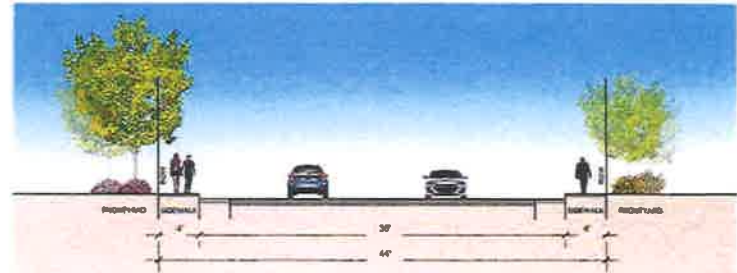
TOLL BROTHERS AT FOLSOM RANCH

January 24, 2020

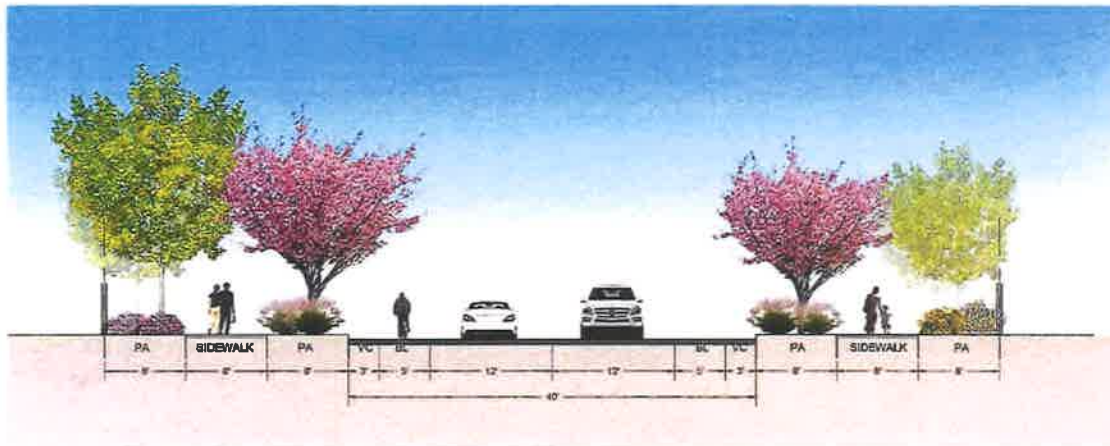
L05



LOCAL ROAD I  
SCALE:  $\frac{3}{16}'' = 1'-0''$



LOCAL ROAD II  
SCALE:  $\frac{3}{16}'' = 1'-0''$



REGENCY PARKWAY CROSS SECTION  
SCALE:  $\frac{3}{16}'' = 1'-0''$



LEGEND

- LOCAL ROAD I SECTION
- LOCAL ROAD II SECTION
- REGENCY PARKWAY SECTION

3-FORM PANEL  
DECORATIVE WALL  
WALL-MOUNT T.V.

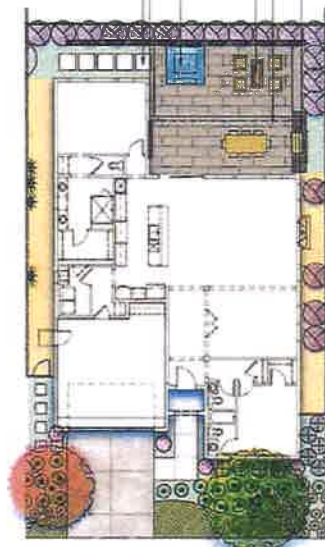
ENHANCED PATIO PAVING  
RAISED PLANTER  
BEDS IN D.G.



50X95

SPA W/ MASONRY ACCENT  
WALL AND WATERFALL  
WALL-MOUNT T.V.  
CONCRETE STEP PADS

FIREPIT WITH  
LOUNGE SEATING  
ENHANCED  
PATIO PAVING  
BUILT IN BBQ  
COUNTER

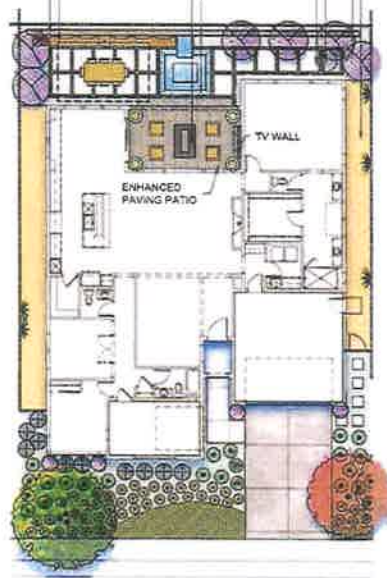


55X95

4'-6" STONE WALL W/  
BUILT-IN WOOD BENCH  
PORTABLE TUUCI  
UMBRELLA

ICE TROUGH  
COFFEE TABLE  
12"-16" RAISED  
SPA W/ STAINLESS  
STEEL SCUPPER  
IN WALL

CONC. STEP PADS W/  
SYN. TURF JOINTS  
COVERED BED LOUNGE  
MAPLE ACCENT TREES  
D.G. SIDE YARDS (TYP.)



65X95



## PLANT PALETTE:

### STREET TREES

WEY INCLUDE, BUT NOT LIMITED TO

SCIENTIFIC NAME	COMMON NAME	WOOD
OLEA EUROPAEA	OLIVE	VL
* PRUNUS EDULIS	PRUNUS FRUIT	L
PLATANUS RADICOSA	CALIFORNIA HYCANONDE	M
* QUERCUS VIRGINIANA	SOUTHERN LIVE OAK	M
SCYRUS BOLLE	CALIFORNIA PEPPER TREE	L

### ACCENT TREES

WEY INCLUDE, BUT NOT LIMITED TO

SCIENTIFIC NAME	COMMON NAME	WOOD
* AMELANORHYZA	ITALYAN ARBORVITAE	L
ASER PALMISTUM	JAPANESE MAPLE	M
* CERCIS OCCIDENTALIS	REDTIBER REDWOOD	M
OSYRIA PARVIFLORA	AUSTRALIAN BELLOW	M
LACONICOCYCLUS REDICA	CAPE IVY TREE	L
BRADYBLA S. ST. BARRY	ST. BARRY	M
PRODRACAPUS GRACILION	SOUTHERN BIRCH	M
FRAXINUS CAROLINIANA	FORM FIVE	M
FRAXINUS CHRYSOCARPA	CAROLINA CHERRY LAUREL	L
* FRAXINUS LAMARCA	CHERRY PLUM	L
TRIFOLIUM OCCIDENTALIS	AFRICAN BURR	L
	AMERICAN ARBORVITAE	M

### VERTICAL SCREEN

WEY INCLUDE, BUT NOT LIMITED TO

SCIENTIFIC NAME	COMMON NAME	WOOD
BRADYBLA S. D. LITTLE EXPOSURE	LITTLE EXPOSURE	M
JANUSCOPUS S. 'HYPERCOTY'	JAPANESE B. JAPANESE TREE	M
PRODRACAPUS S. 'NAVO'	REDTIBER ARBORVITAE	L
FRAXINUS C. 'SUNSHINE & DANCE'	CHERRY PLUM	M
	WRIGHT B. TREE	M
	CAROLINA LAUREL CHERRY	L

### BACKGROUND SHRUBS

WEY INCLUDE, BUT NOT LIMITED TO

SCIENTIFIC NAME	COMMON NAME	WOOD
CYTHONASTER LACTEUS	RED CLAMTIBERRY	M
* HEDYCLYDIA ARBUSTIFOLIA	TOYON	VL
* LIGULOCYCLUS FRUTICOSUS	TELEGRAPH	L
* LARIX SPP.	PIWET	M
DOXYMELUS PRUNIFOLIUS	BERRY OLIVE	M
BESYSTRONIA FRUTICOSA	ORIENT ROSEMARY	L

### MID-GROUND SHRUBS

WEY INCLUDE, BUT NOT LIMITED TO

SCIENTIFIC NAME	COMMON NAME	WOOD
* ADONISMA SPP.	ADONISMA	M
* ALICE SPP.	ALICE	M
* COLLETTIA SPP.	BOTTLEBRUSH	M
COCCYLLA CLASPA	YAW BUSH	L
* HEDYCLYDIA SPP.	COCKSCOMB	L
* HESPERALOE SPP.	AGAVE WEDGE	L
* LARIX SPP.	LAVENDER	M
* RHODYSPERMA SPP.	CHERRY HOLLY ORANGE	M
* PERIPLOCA S. REPUBLICANA	MEXICAN SAUCE	L
* SCORPION SPP.	ROSEMARY	M
* SALVIA SPP.	BASE	L

### FOREGROUND GRASSES

WEY INCLUDE, BUT NOT LIMITED TO

SCIENTIFIC NAME	COMMON NAME	WOOD
* ANTHEMIS SPP.	SAFETY PIN	M
BOULDER SPP.	GRASS GRASS	L
COFFRUSIA P. 'GOLDEN WAVE'	GRASS GRASS	L
* CYTHONASTER D. LOWFAST	LOWFAST CYTHONASTER	L
DALIA GRASS	TRAILING REDWOOD BUSH	L
PERIPLOCA SPP.	PERIPLOCA	L
LANTANA HYSSOPUS	HYSSOP	L
LARIX SPP.	HEMLOCK	M
BOULDER SPP.	GRASS GRASS	M
* BULBOSUS SPP.	WHEAT GRASS	L
* BULBOSUS S. 'TUNINGBOX CARPET'	HAWTHORN CARPET ROSEMARY	L
TRIFOLIUM CAPRISOLE	CAPE HONEYBUCKLE	L
* TOXOPHYLLUS SPP.	WALL GERANIUM	M

\* SPECIES THAT ATTRACT BIRDS, BUTTERFLIES & BEES

### TURF

### IRRIGATION NOTES:

ALLOW PRECIPITATION AUTOMATIC IRRIGATION SYSTEM SHALL BE PROVIDED ACCORDING TO LOCAL CODES AND ORDINANCES TO ALL LANDSCAPE AREAS

### NOTE:

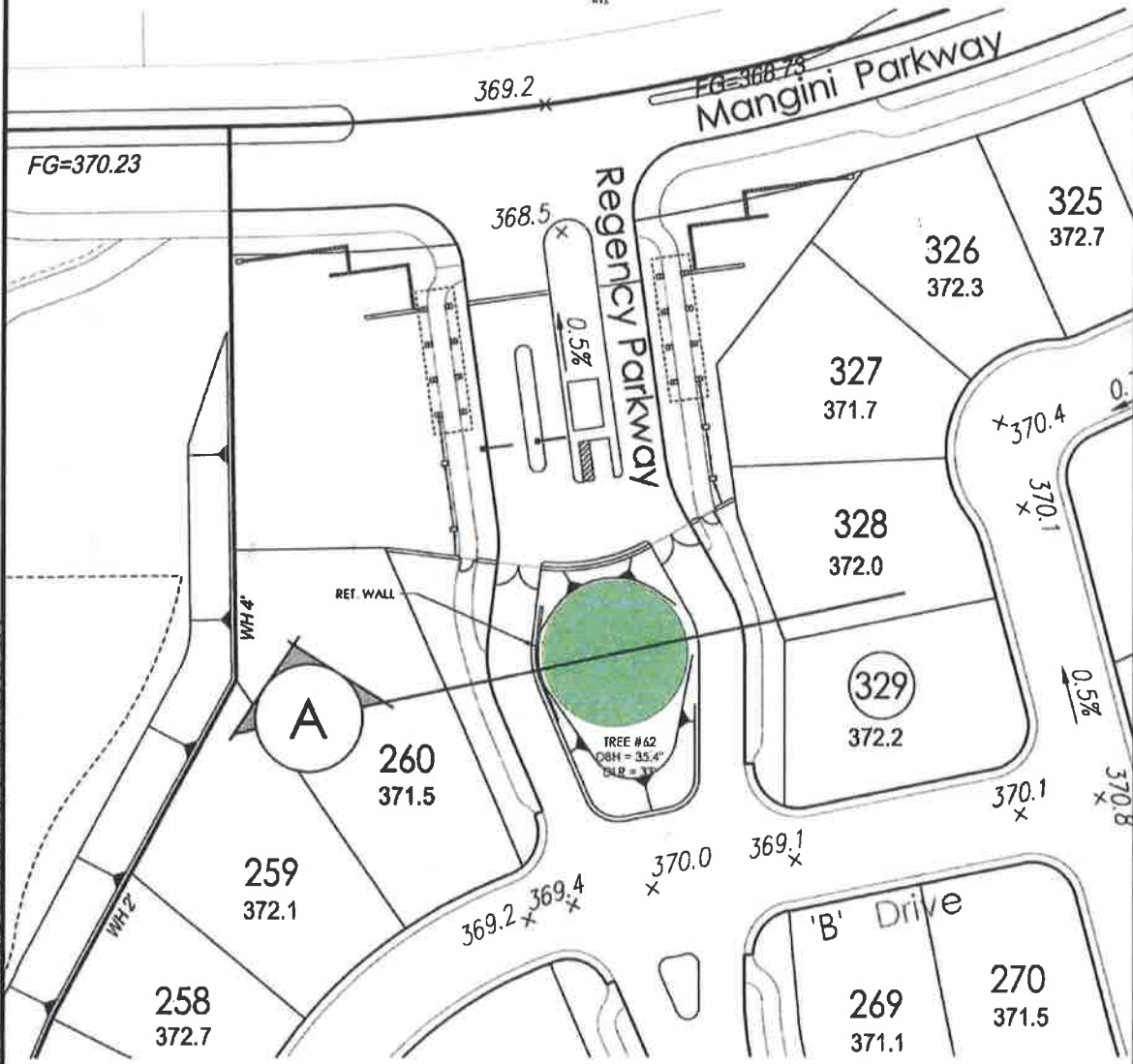
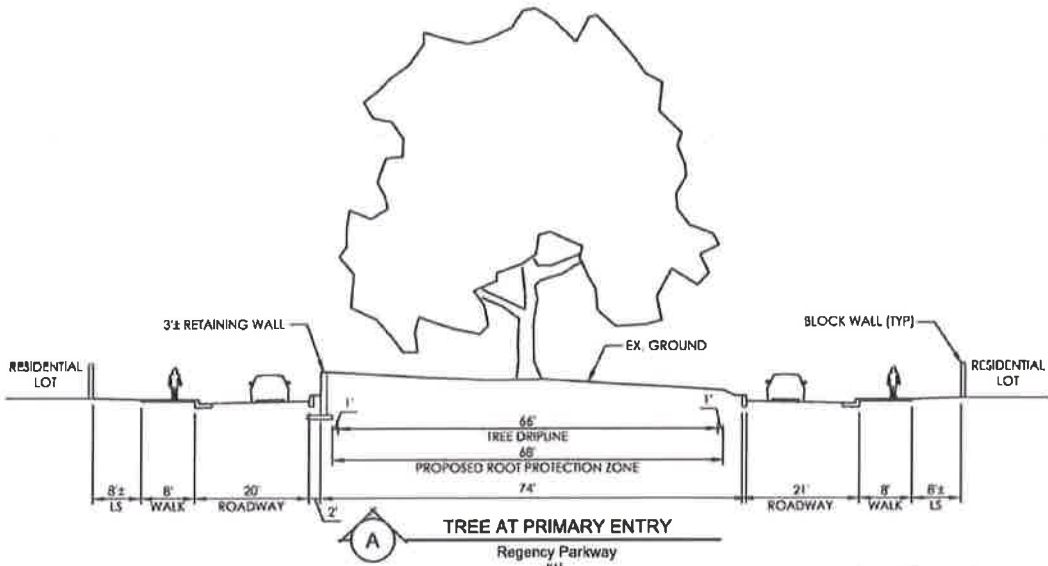
REAR YARD LANDSCAPE DESIGN IS SHOWN FOR CONCEPTUAL USE ONLY. TO BE INSTALLED BY HOMEOWNER



**Attachment 10**

**Preliminary Entry Exhibit  
Dated April 28, 2021**





0 25 50 100  
SCALE: 1" = 50'

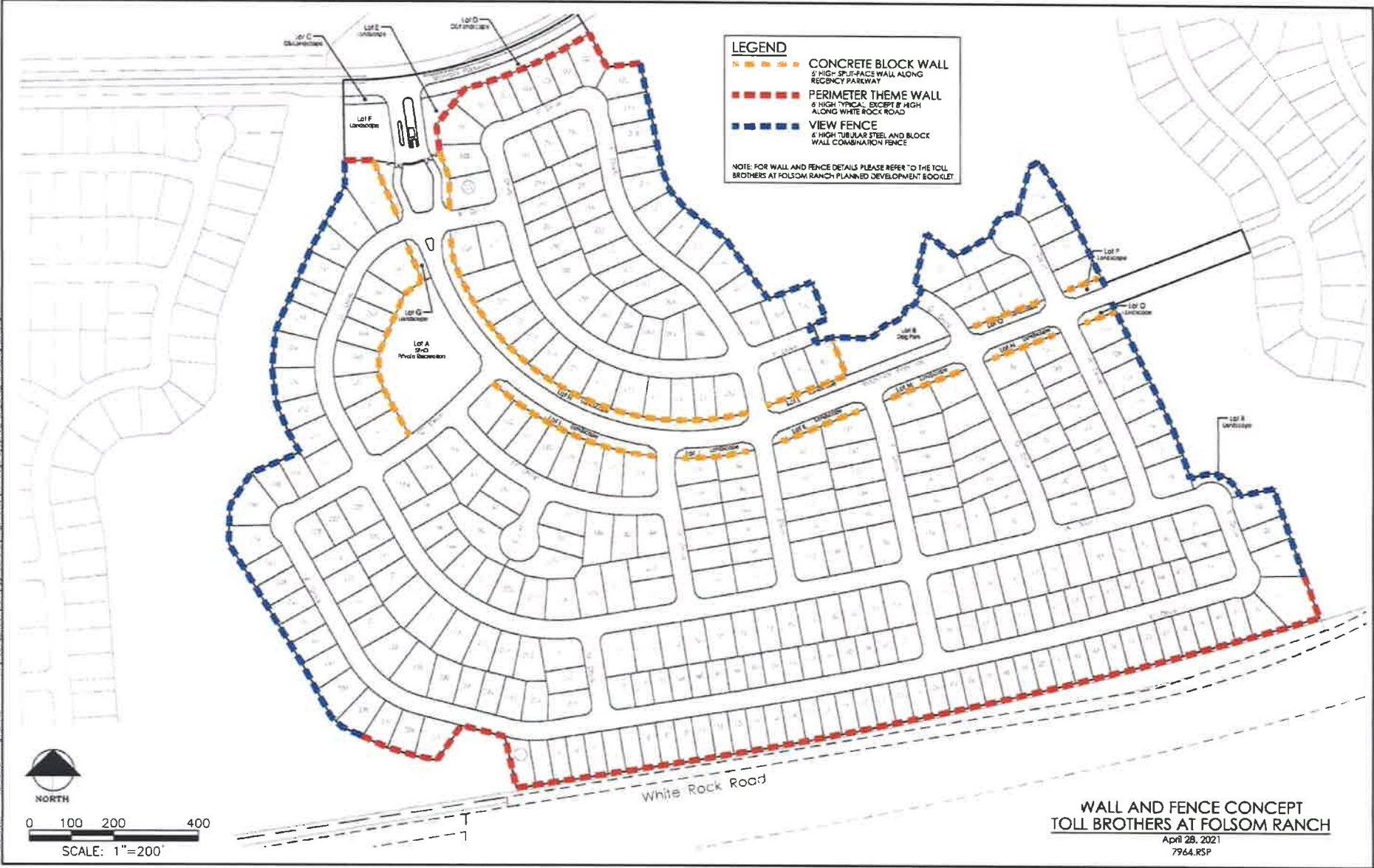
PHASE 2 PRIMARY ENTRY CONCEPT  
TOLL BROTHERS AT FOLSOM RANCH  
April 28, 2021  
7964.RSP

4-28-2021 09:39:27 P:\2021\7964\7964.dwg

**Attachment 11**

**Preliminary Wall and Fence Exhibit  
Dated April 28, 2021**


P:\7964\_4\5\DW\Applications\DW\_7964\_4\DW\_7964\_4.dwg and FenceDiagram.dwg  
4/28/2021 7:45 AM



**LEGEND**

- CONCRETE BLOCK WALL  
3' HIGH - SPUI-FACE WALL ALONG  
RECENCY PARKWAY
- PERIMETER THEME WALL  
6' HIGH TYPICAL - EXCEPT 8' HIGH  
ALONG WHITE ROCK ROAD
- VIEW FENCE  
6' HIGH TUBULAR STEEL AND BLOCK  
WALL COMBINATION FENCE

NOTE: FOR WALL AND FENCE DETAILS PLEASE REFER TO THE TOLL  
BROTHERS AT FOLSOM RANCH PLANNED DEVELOPMENT BOOKLET

  
NORTH

0 100 200 400  
SCALE: 1"=200'

**WALL AND FENCE CONCEPT**  
**TOLL BROTHERS AT FOLSOM RANCH**  
April 28, 2021  
7964.RSP

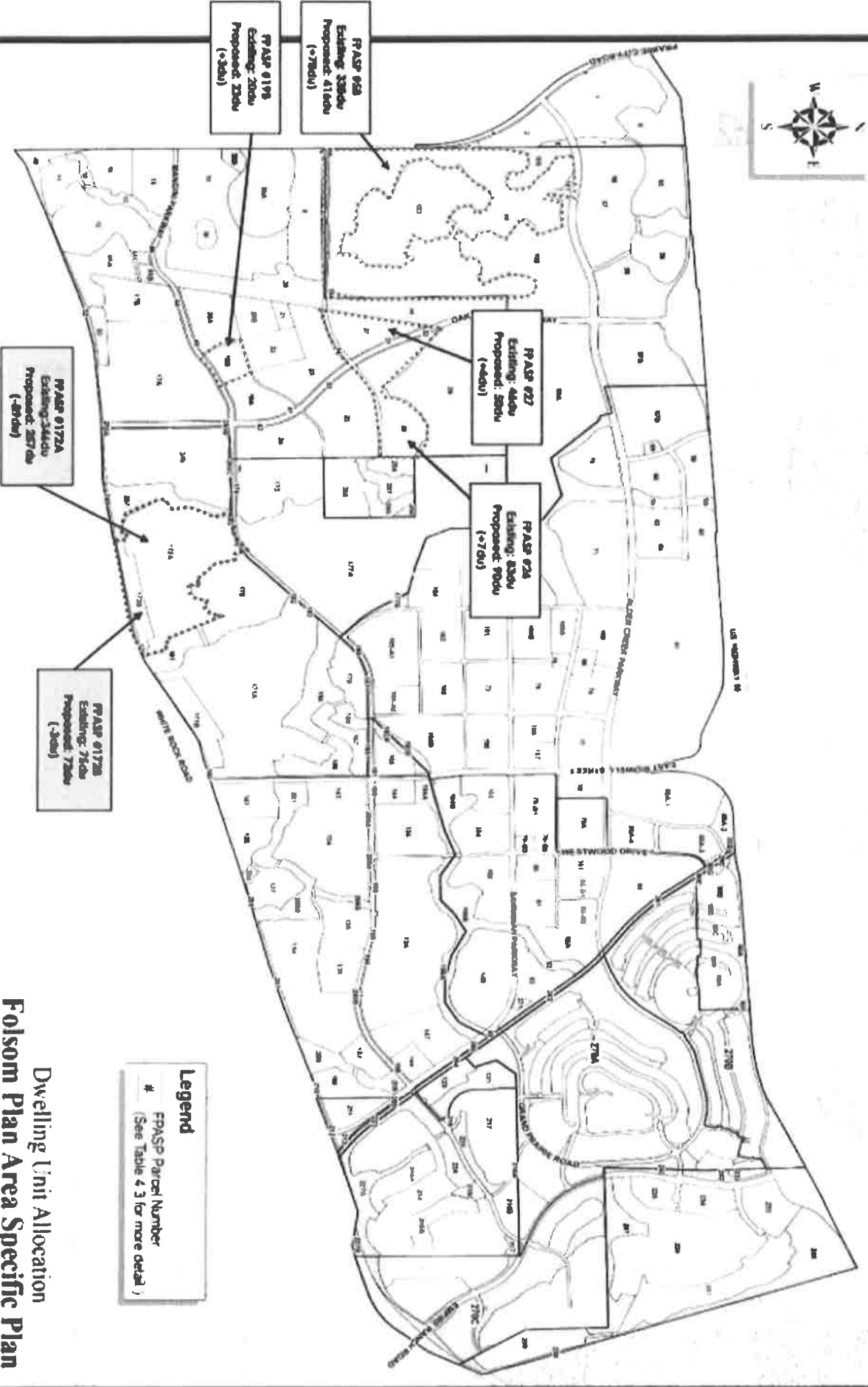
**Attachment 12**

**Preliminary Tree Preservation/Removal Exhibit, dated  
October 13, 2021**



**Attachment 13**

**Minor Administrative Modification Exhibit  
Dated July, 2020**



FPASP 0198  
Existing: 200u  
Proposed: 200u  
(+30u)

FPASP 028  
Existing: 200u  
Proposed: 410u  
(+210u)

FPASP 027  
Existing: 400u  
Proposed: 500u  
(+100u)

FPASP 028  
Existing: 400u  
Proposed: 700u  
(+300u)

FPASP 0172A  
Existing: 340u  
Proposed: 577u  
(+237u)

FPASP 0178B  
Existing: 750u  
Proposed: 750u  
(-0u)

**Legend**  
# FPASP Parcel Number  
(See Table 4.3 for more detail)

**Dwelling Unit Allocation  
Folsom Plan Area Specific Plan**

City of Folsom  
**Mackay & Somps**  
Planners  
Prepared July, 2020

**Attachment 14**

**Inclusionary Housing Letter  
Dated November 16, 2020**



# Toll Brothers

AMERICA'S LUXURY HOME BUILDER®

November 16, 2020

Mr. Scott Johnson  
Planning Manager  
Community Development Department  
City of Folsom  
50 Natoma Street  
Folsom, CA 95630

Re: Toll Brothers at Folsom Ranch Phase 2 – Small Lot Tentative Map Compliance with Chapter 17.104  
– Inclusionary Housing

Dear Mr. Johnson,

In accordance with Chapter 17.104 of the Folsom Municipal Code, Toll West Inc. which will do business in California as Toll Brothers West Inc., hereby elects to satisfy the Inclusionary Housing Ordinance requirements for the proposed Small Lot Tentative Map with the payment of the In-Lieu Fee as permitted in Section 17.104.060(G).

If you have any questions or comments, please feel free to contact me.

Sincerely,



Gregory S. Van Dam  
Vice President

**Attachment 15**

**Project Narrative  
Dated September 16, 2021**

TOLL BROTHERS AT FOLSOM RANCH | PHASE 2

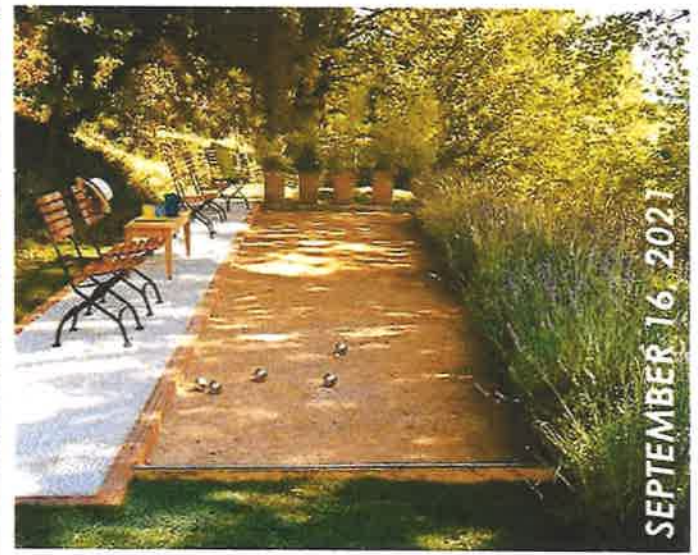


FOLSOM  
R · A · N · C · H



# Toll Brothers

AMERICA'S LUXURY HOME BUILDER®



SEPTEMBER 16, 2021



**OVERVIEW: Entitlement Application Request**

We are pleased to submit the Planning Entitlement Application for the **TOLL BROTHERS AT FOLSOM RANCH PHASE 2** project a part of the Folsom Plan Area Specific Plan (FPASP).

Submitted herein is the **PROJECT NARRATIVE** for the **TOLL BROTHERS AT FOLSOM RANCH PHASE 2** project. This document contains the project narrative and exhibits that describe the requested Project entitlements.

The requested Land Use Entitlements sought are for a **Small Lot Vesting Tentative Subdivision Map** consistent with the FPASP (March 2018) and TOLL BROTHERS AT FOLSOM RANCH entitlements (March 2020).

A corresponding **Minor Administrative Amendment for the Transfer of Development Rights** (dwelling units) is also sought with this application.

**The requested Planning Entitlements include the following:**

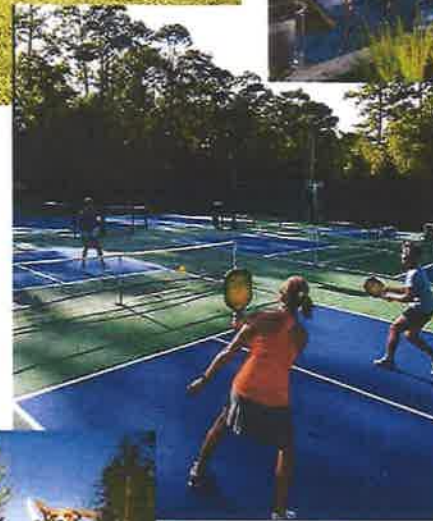
1. Small Lot Vesting Tentative Subdivision Map
2. Minor Administrative Modification - Transfer of Development Rights -

**Items submitted with this application include:**

1. Application Form
2. Development Permit Fees
3. Project Narrative (contained herein)
4. Small Lot Vesting Tentative Subdivision Map (includes lotting plan, preliminary grading/drainage plan, preliminary utility plan)
5. Illustrative Map
6. MAM - Transfer of Development Rights Exhibit (contained herein)
7. Inclusionary Housing Plan

**To be submitted in subsequent submittals:**

8. Radius Map, List, Envelopes



TOLL BROTHERS AT FOLSOM RANCH PHASE 2 Entitlements					
Entitlement	Item	base fee	fee per residential lot	number of residential lots	total fee
SLVTSM Tentative Subdivision Map Review	AA.	\$ 6,417	\$ 32	329	\$ 16,945
ENV-Initial Study (deposit)	I.	\$ 6,051			\$ 6,051
				<b>DEPOSIT</b>	<b>\$22,996</b>



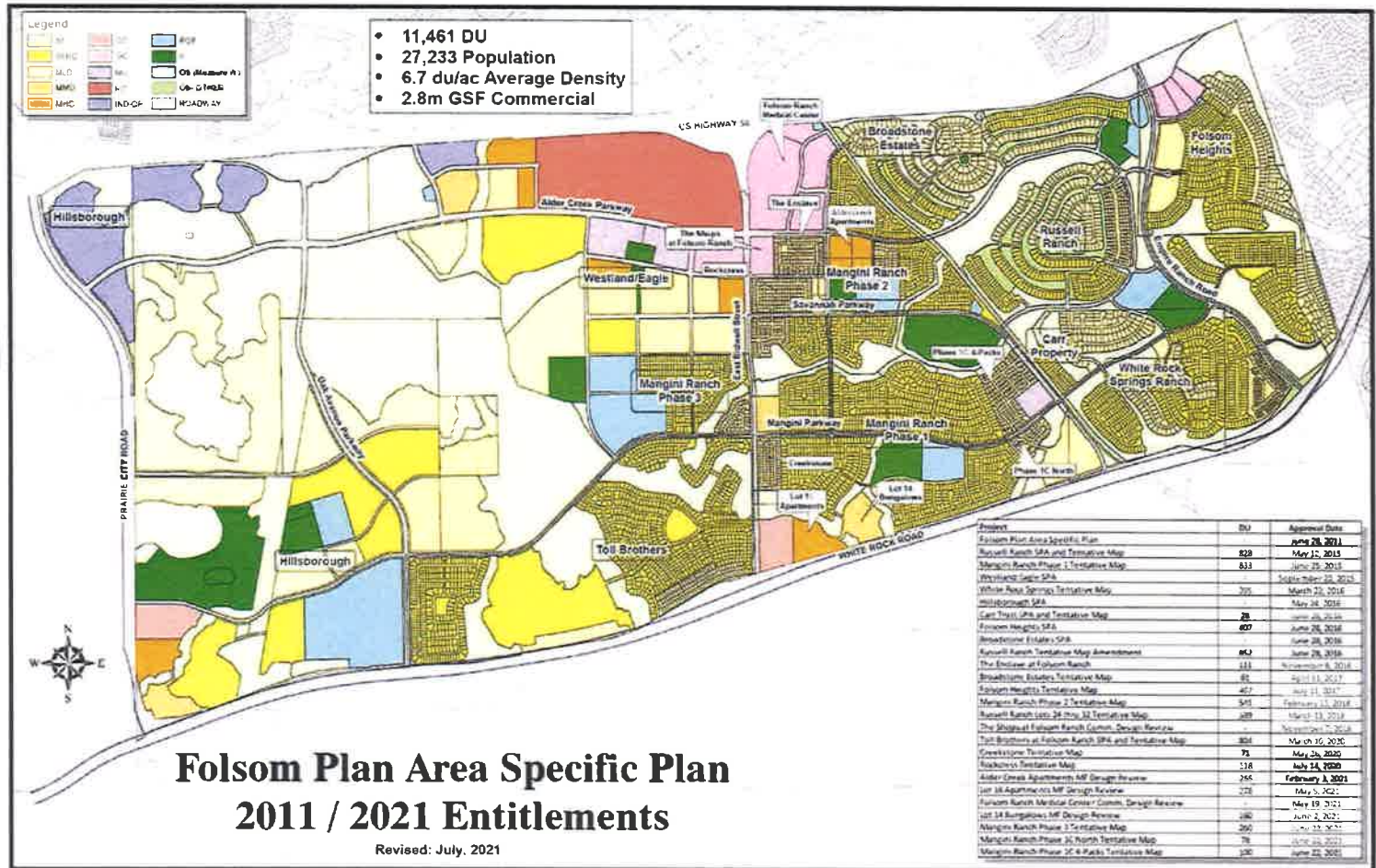


2. CURRENT FOLSOM PLAN AREA SPECIFIC PLAN LAND USE



The Folsom Plan Area Specific Plan was updated in 2018 to include all of the various approved plan amendments and mapping modifications to the Plan Area to date.

The Folsom Plan Area Specific Plan 2011-2021 Entitlements exhibit is shown here. This exhibit illustrates the current entitlement history and land planning status for the FPASP Plan Area.



Folsom Plan Area Specific Plan  
2011 / 2021 Entitlements

Revised: July, 2021



PROJECT NARRATIVE

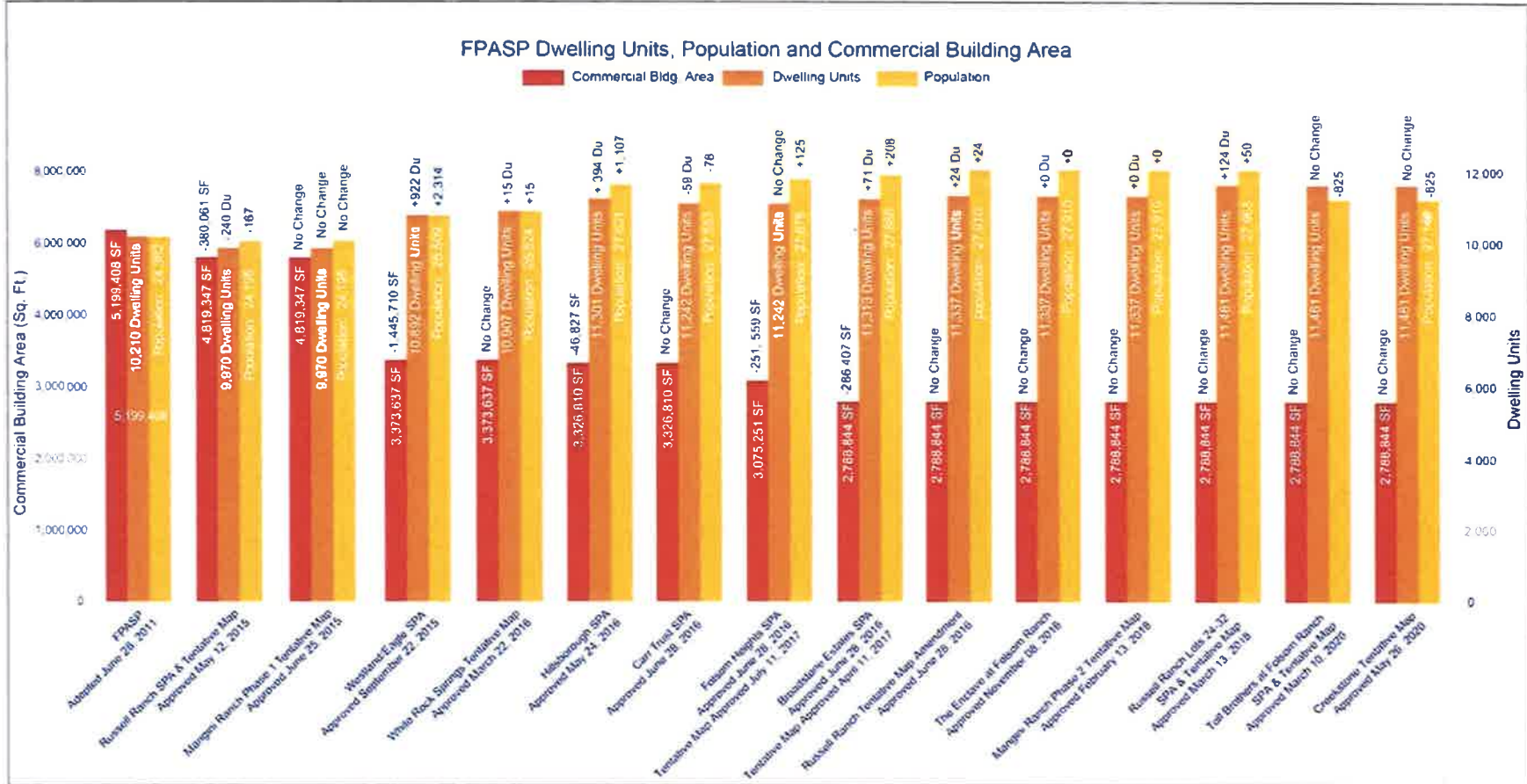
TOLL BROTHERS AT FOLSOM RANCH | PHASE 2

SEPTEMBER 16, 2021

P4

The Folsom Plan Area 2020 Bar Chart exhibit is shown here. This exhibit provides a graphic depiction of the Plan Area's "holding capacities" relative to residential dwelling units, population, and commercial building area (gross square feet).

No changes to the overall total FPASP unit allocation or commercial gross square feet will occur from these entitlements.



May 26, 2020

**PROJECT SITE LOCATION:**

The Project Site is shown here. East Bidwell Street, Mangini Parkway, and Oak Avenue provide access to the Project. Adjacent to the Project, is Mangini Ranch Phase I, Mangini Ranch Phase 2, Creekstone, all of which are currently under construction.





### 3. CURRENT PROJECT AREA ENTITLEMENT STATUS

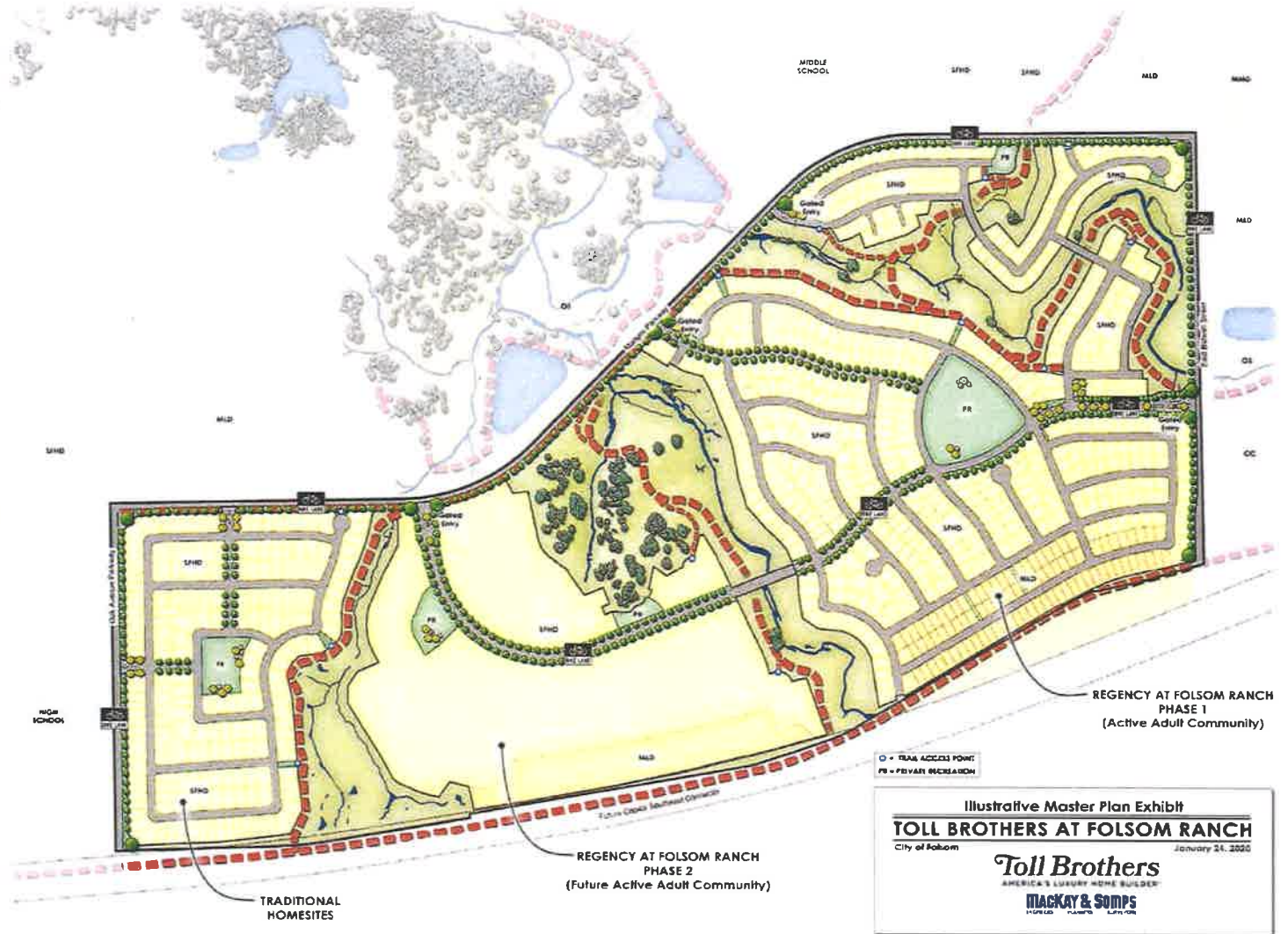
Shown here is the approved TOLL BROTHERS AT FOLSOM RANCH Illustrative Map.

The TOLL BROTHERS AT FOLSOM RANCH Project Site is a proposed Active-Adult and Traditional single-family attached and detached residential subdivision bound by Mangini Parkway, East Bidwell Street, White Rock Road and Oak Avenue Parkway in the south-central portion of the Folsom Plan Area Specific Plan.

Recently approved by the City of Folsom, are the TOLL BROTHERS AT FOLSOM RANCH Specific Plan Amendment, General Plan Amendment, and Planned Development Permit for the REGENCY brand of Active Adult community architecture (Phase 1 and 2). Active Adult homes were planned in two phases (Phase 1 and 2 of the TOLL BROTHERS Project). Phase 3 is proposed for traditional homesites. While residential architecture was approved for the REGENCY Active Adult Phases of the Project, project architecture for the Phase 3 Traditional Homesites was not proposed with this prior application and is not a part of this application.

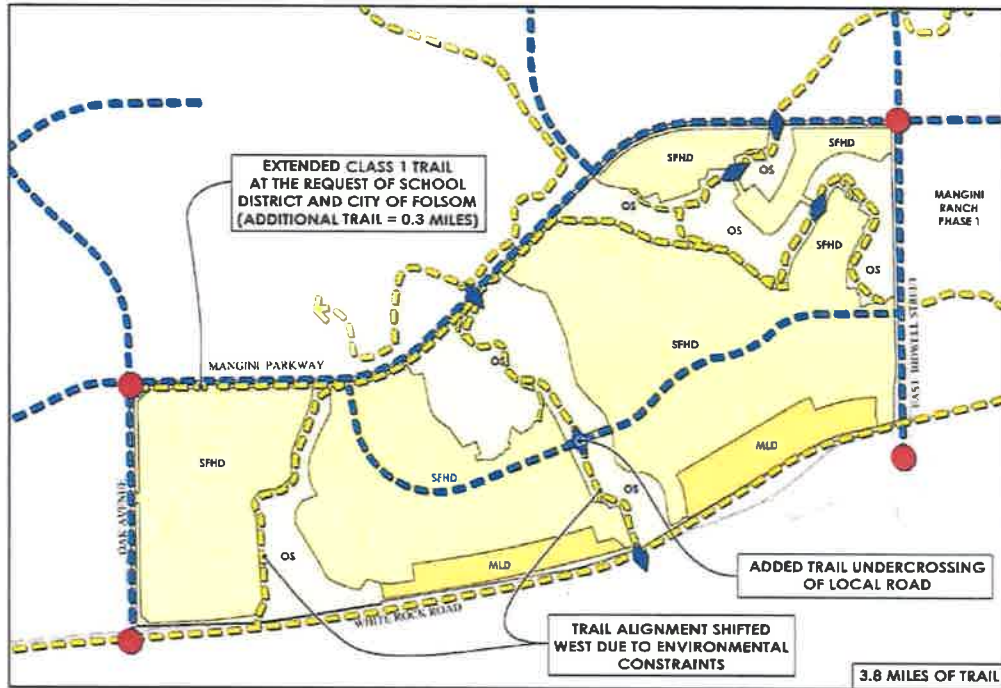
The entitlements described above included and applied to the entire TOLL BROTHERS land area. Various large lots, corresponding to the Specific Plan boundaries were shown in the Phase 2 area, however, as the Phase 2 internal design was still being developed, that application did not map the individual residential (and associated) small lots. **The subject of this application is solely to map the Phase 2 area that was not included previously.** No changes to the prior approvals are requested.

A collection of approved maps and exhibits is shown on the following pages. This application is consistent with these entitlements.



**TRAILS MASTER PLAN**

The approved Trails Master Plan is shown here. The TOLL BROTHERS AT FOLSOM RANCH overall plan contains 3.8 miles of Class 1 trails that will remain open for public usage in perpetuity.



TOLL BROTHERS AT FOLSOM RANCH - GPA/SPA LAND USE DATA SUMMARY

1/24/2020

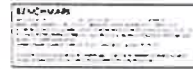
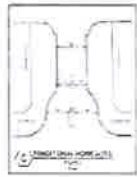
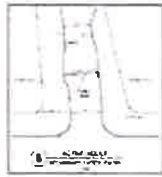
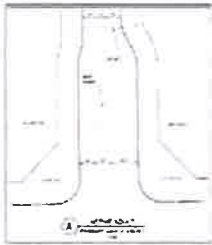
**PROPOSED LAND USE PLAN**

LAND USE SUMMARY	ACRES	UNITS
SFHD	200.5	1,058
MLD	19.8	167
MMD	0.0	-
P (QUIMBY)	0.0	-
OS (MEASURE W)	86.1	-
BACKBONE ROADS	7.9	-
<b>TOTAL</b>	<b>314.3</b>	<b>1,225</b>

**GENERAL PLAN AND SPECIFIC PLAN LAND USE**

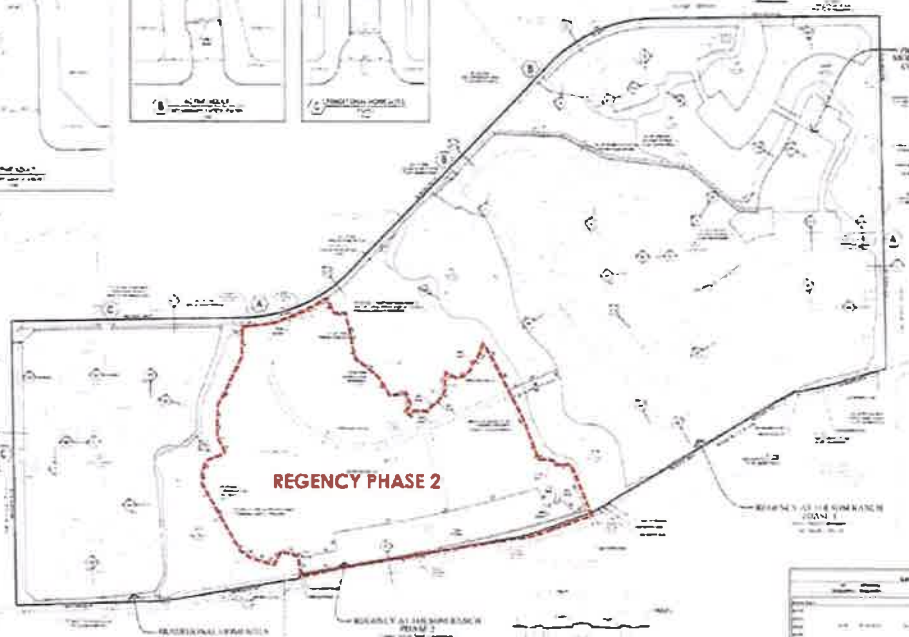
The approved General Plan and Specific Plan land use designations are shown here. The proposed TOLL BROTHERS AT FOLSOM RANCH PHASE 2 Small Lot Vesting Tentative Subdivision Map is consistent with the land use designations shown on this exhibit and table.





**APPROVED SMALL LOT VESTING TENTATIVE SUBDIVISION MAP**

The approved Small Lot Vesting Tentative Subdivision Map created 804 total residential lots: 590 active-adult residential lots in Phase 1 on the east side of the Project, and 214 traditional residential lots on the west side of the Project area. (Phase 2 was included in this map and several large lots were created on this map within Phase 2, however, this map did not include the residential lots.



Land Use Summary							
SP Zoning Designation	SP Zoning Designation	LAND USE	Dwelling Units	Acres Gross	Acres Net	Net Density	
<b>Active Adult</b>							
60X90			102				
55X90			121				
30X90	SPHO	SP-SF-HDPD	Single-Family High Density Residential	97.0	92.7	5.4	
42X90			4				
60X70			172				
<b>Active Adult SPHO Total</b>			<b>496</b>	<b>97.0</b>	<b>92.7</b>		
42X50	MLO	SP-MLO-PD	Multi-Family Low Density Residential - Townhomes	92	11.5	11.5	8.1
Private Recreation	SPHO	SP-SF-HDPD	Private Recreation / Dog Park	5.5	5.5		
Landscaping	SPHO	SP-SF-HDPD	Landscaping	2.0	2.0		
Lot A (Phase 2)	SPHO	SP-SF-HDPD	Single-Family High Density Residential	35.7	35.7		
Lot B (Phase 2)	MLO	SP-MLO-PD	Multi-Family Low Density Residential	8.2	8.2		
<b>Active Adult Total</b>			<b>580</b>	<b>177.9</b>	<b>177.9</b>		
<b>Traditional Homesites</b>							
60X100	SPHO	SP-SF-HDPD	Single-Family High Density Residential	113	29.8	24.6	4.6
60X100	SPHO	SP-SF-HDPD	Single-Family High Density Residential	101	18.0	15.9	6.4
Private Recreation	SPHO	SP-SF-HDPD	Private Recreation	1.5	1.5		
Landscaping	SPHO	SP-SF-HDPD	Landscaping	0.0	0.4		
<b>Traditional Homesites Total</b>			<b>216</b>	<b>49.7</b>	<b>42.9</b>		
Open Space	OS	SP-OS	Open Space (Measure W)	86.1	86.1		
Major Roadways			Major Roadways	8.0	8.0		
<b>Total</b>			<b>804</b>	<b>314.3</b>	<b>314.3</b>		

COVER SHEET  
VESTING TENTATIVE SUBDIVISION MAP

**Toll Brothers at Folsom Ranch**

Folsom, California

MACKAY & SOMPS

The proposed Small Lot Vesting Tentative Map **Cover Sheet** and land use summary table are shown here.

**PLANNED DEVELOPMENT (PD) PERMIT – REGENCY DEVELOPMENT STANDARDS and RESIDENTIAL ARCHITECTURE**

Shown here are the approved REGENCY Development Standards and residential architecture.

Tailored active-adult development standards were necessary to articulate the design and lifestyle intent for the community and meet the physical and financial needs of the active-adult homebuyers. REGENCY residential homesites are provided in Phases 1 and 2 of the TOLL BROTHERS Project.

Four styles of architecture were approved for the REGENCY Phases of the TOLL BROTHERS AT FOLSOM RANCH. Each style contains traditional characteristics of the classic style, but with a modern contemporary execution.

**Modern Farmhouse**



**Spanish Colonial**

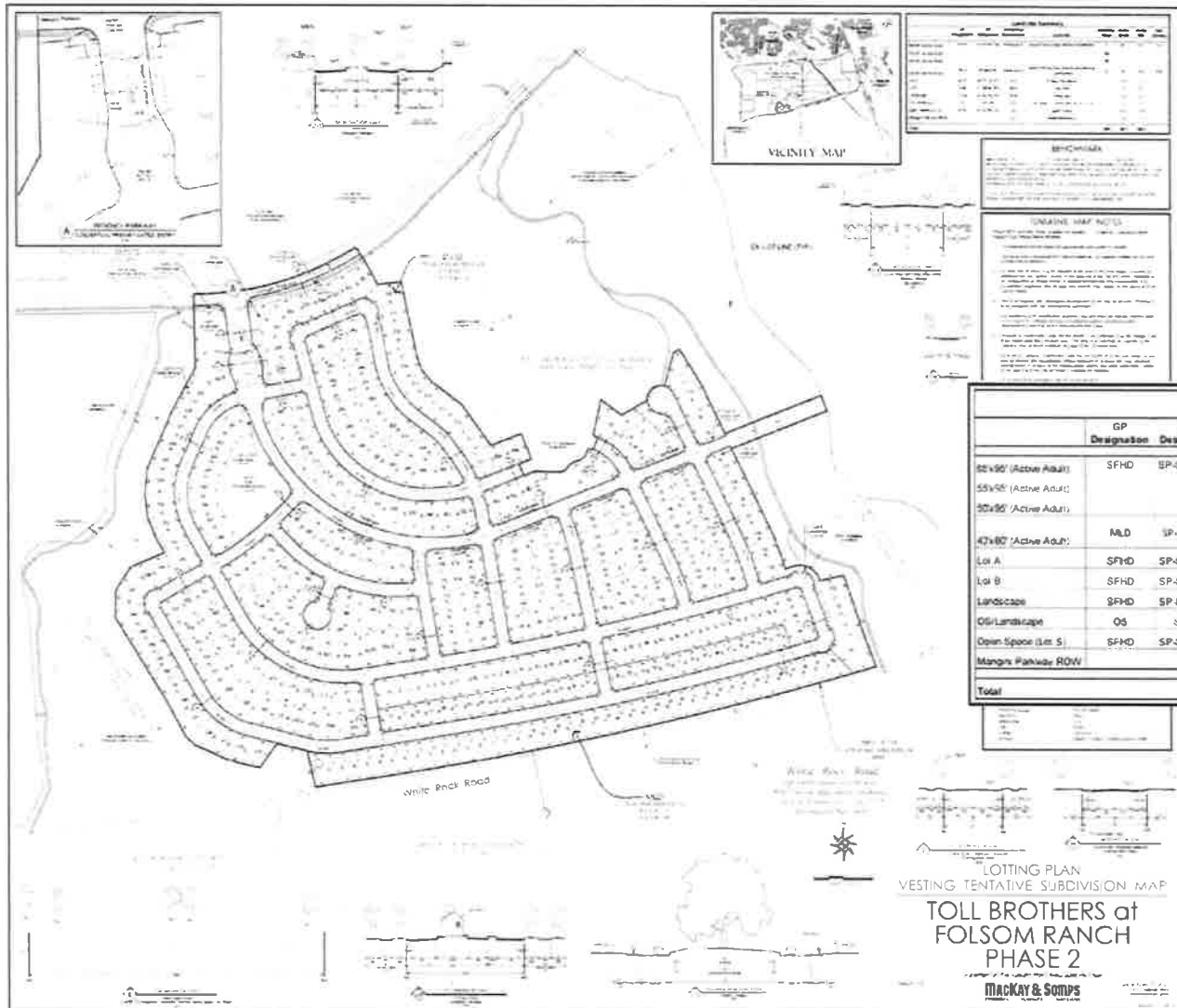
**Italian Villa**



**Modern Craftsman**



TOLL BROTHERS AT FOLSOM RANCH: "REGENCY" ACTIVE-ADULT DEVELOPMENT STANDARDS						
9/10/2019	MLD Townhome (43'x80') (Fee Simple) (7)	SFHD (50x70' Lots)	SFHD (50x95' Lots)	SFHD (55x95' Lots)	SFHD (65x95' Lots)	
CATEGORY	NOTES	MLD	SFHD	SFHD	SFHD	SFHD
<b>Lot Size</b>						
interior Lot		2,000sf min.	4,000sf min.	4,000sf min.	4,000sf min.	4,000sf min.
corner Lot		3,500sf min.	4,500sf. Min	4,500sf. Min	4,500sf. Min	4,500sf. Min
<b>Building Coverage</b>	10					
interior Lot		60% max.	55% max.	55% max.	55% max.	55% max.
corner Lot		60% max.	50% max.	50% max.	50% max.	50% max.
<b>Lot Width</b>	3					
interior Lot		22' min.	40' min.	40' min.	40' min.	40' min.
corner Lot		37' min	45' min.	45' min.	45' min.	45' min.
cul-de-sac		n/a	35' min.	35' min.	35' min.	35' min.
flag Lot		n/a	40' min.	40' min.	40' min.	40' min.
<b>Setbacks</b>						
<b>Front Yard Setbacks</b>	4					
porch	5	12.5' min.	12.5' min.	12.5' min.	12.5' min.	12.5' min.
primary structure	5	15' min.	15' min.	15' min.	15' min.	15' min.
garage (front elevation/doors)	6	18' min.	18' min.	20' min.	20' min.	20' min.
garage (side elevation)	5,9	n/a	n/a	n/a	n/a	15' min.
<b>Side Yard Setbacks</b>						
interior side yard	2,5	n/a	5' min.	5' min.	5' min.	5' min.
street side yard (corner lot)	4,5,8	n/a	15' min.	15' min.	15' min.	15' min.
garage facing side street (corner lot)	4,6	18' min.	20' min.	20' min.	20' min.	20' min.
second dwelling unit	1,2	n/a	5' min.	5' min.	5' min.	5' min.
accessory structures (interior lot lines)		3' min.	5' min.	5' min.	5' min.	5' min.
<b>Rear Yard Setbacks</b>						
main building		5' min.	10' min.	10' min.	10' min.	10' min.
second dwelling unit	8	n/a	5' min.	5' min.	5' min.	5' min.
accessory structure		5' min.	5' min.	5' min.	5' min.	5' min.
detached garage		5' min.	5' min.	5' min.	5' min.	5' min.
<b>Building Height</b>						
main building		2-story/35' max.	35' max.	35' max.	35' max.	35' max.
detached garage		18' max.	18' max.	18' max.	18' max.	18' max.
second dwelling unit		n/a	18' max.	18' max.	18' max.	18' max.
accessory building		15' max.	15' max.	15' max.	15' max.	15' max.
<b>Off-Street Parking</b>						
<b>Notes:</b>	<p>1. If second dwelling unit placed above detached garage, then max. height increased to 22' and side &amp; rear setbacks for both detached garage and second unit increased to 13'.                  2. For zero-lot-line dwelling units: 0' side yard setback for one side; 5' min. setback for the other; 10' min. between detached buildings.                  3. Measured at setback.                  4. Measured at the back of sidewalk if sidewalk is provided.                  5. Measured to foundation line.                  6. Measured to garage doors.                  7. A Fee Simple Lot Townhome is an attached dwelling unit where the owner has absolute legal title to both land and building.                  8. MLD land use: Per the FPASP 2018, 15' minimum for two-story product, no minimum for single-story product.                  9. Front setback to street side-on garage is treated the same as primary structure.                  10. Lot coverage is calculated as the percentage of lot area covered by the roof including attached covered porch and attached car</p>					



#### 4. PROPOSED ENTITLEMENTS WITH THIS APPLICATION

Shown here is the proposed TOLL BROTHERS AT FOLSOM RANCH PHASE 2 Small Lot Vesting Tentative Subdivision Map lotting plan.

REGENCY residential homesites will be provided at TOLL BROTHERS AT FOLSOM RANCH PHASE 2. The proposed Small Lot Vesting Tentative Map seeks to further subdivide Phase 2 (64.7ac) into 329 residential homesites including single-family attached townhome units (MLD-fee-simple units) on 43'x80' lots. In addition, single-family detached units (SFHD) including 50'x95', 55'x95' and 65'x95' lots are provided. Given the target market, all active-adult homes are single-story and rear yard space is purposively reduced to minimize maintenance. The residential homesite offerings and product architecture in REGENCY Phase 2 are the same as that approved in the REGENCY Phase 1 area.

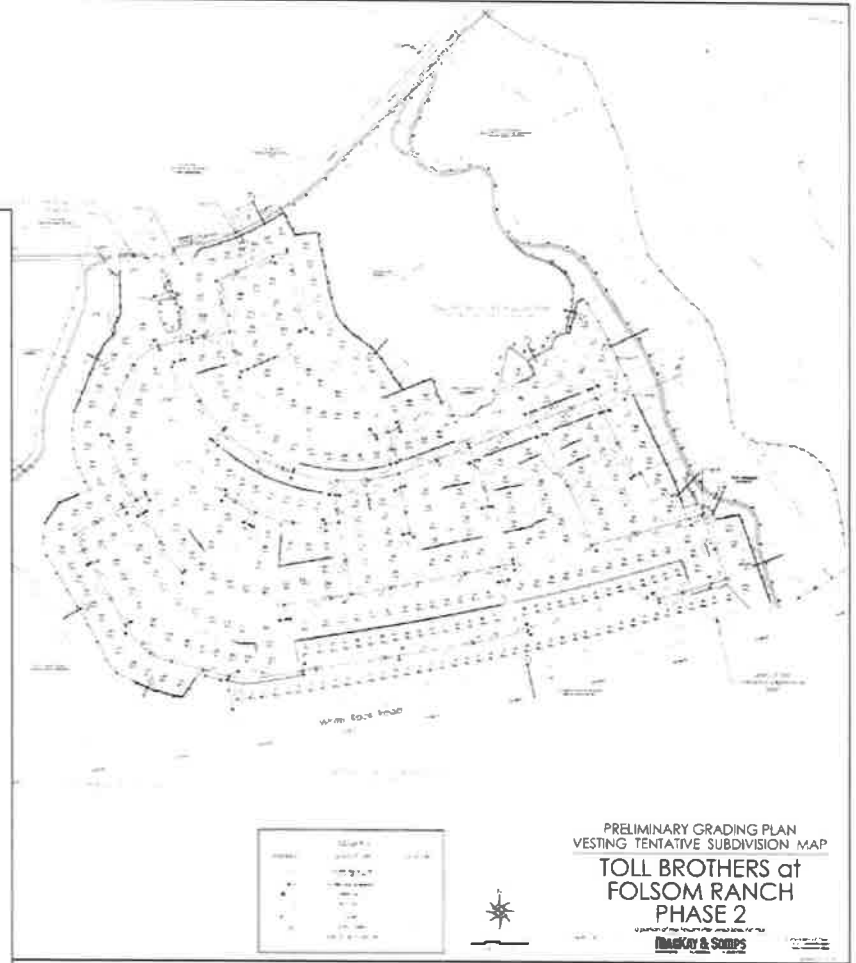
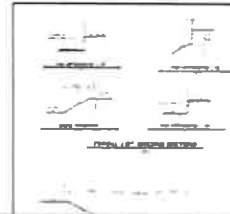
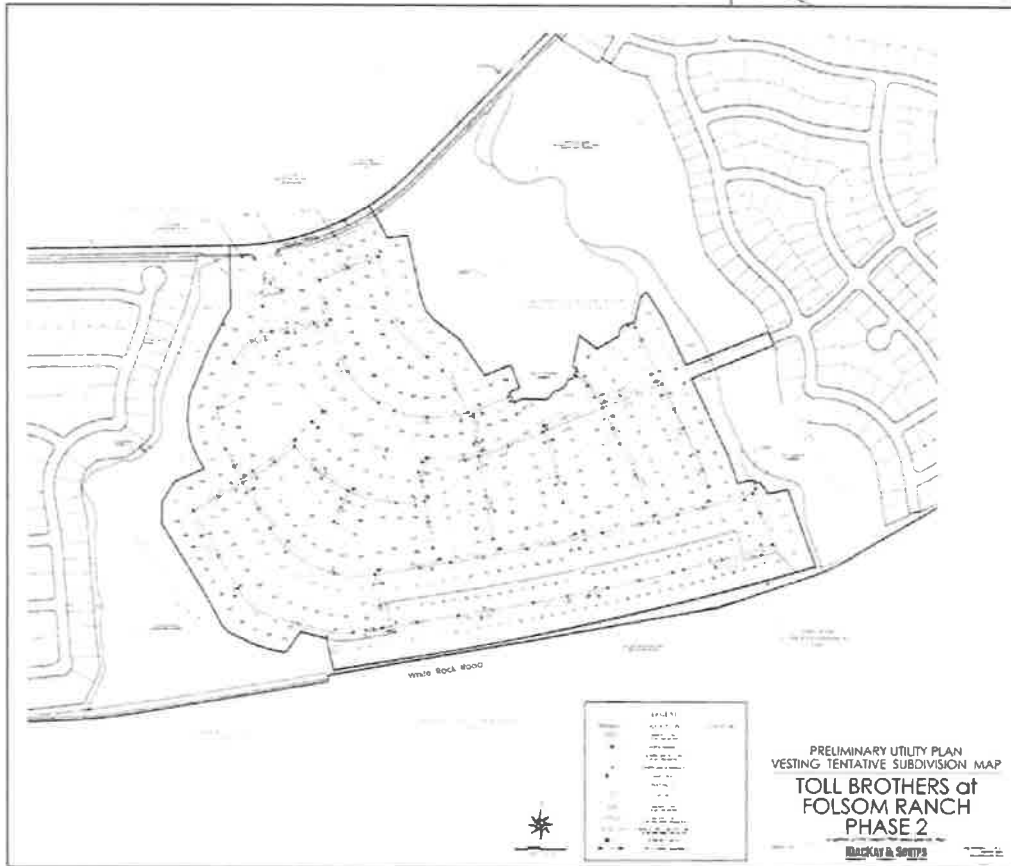
Land Use Summary								
GP Designation	SP Designation	Ownership/ Maintenance	Land Use	Dwelling Units	Acres Gross	Acres Net	Net Density	
55'x95' (Active Adult)	SFHD	SP-SFHD-PD	Homeowner	Single-Family High Density Residential	71	55.7	51.7	5.0
55'x95' (Active Adult)					100			
50'x95' (Active Adult)					86			
43'x80' (Active Adult)	MLD	SP-MLD-PD	Homeowner	Multi-Family Low Density Residential Townhomes	72	8.2	8.2	8.8
Lot A	SFHD	SP-SFHD-PD	HOA	Private Recreation	0.0	1.2		
Lot B	SFHD	SP-SFHD-PD	HOA	Dog Park	0.0	0.5		
Landscape	SFHD	SP-SFHD-PD	HOA	Landscape	0.0	2.3		
Off-Landscape	OS	SP-OS	nDA	Open Space / Landscape (Measure W)	0.3	0.3		
Open Space (Lot 5)	SFHD	SP-SFHD-PD	City	Open Space	0.01	0.01		
Mangini Parkway ROW			City	Major Roadways	0.5	0.5		
<b>Total</b>					<b>329</b>	<b>64.7</b>	<b>64.7</b>	

Multiple access points to the Project are provided at Mangini Parkway and at Regency Parkway, which connects to the REGENCY Phase 1 area. Improvements to these roadways have been/are being constructed. City standard residential streets are proposed for this subdivision, with detached and attached pedestrian sidewalks and on-street parking. Class III bike routes are provided on all residential streets.

The Capital Southeast Connector is planned at the south of the Project area which improves White Rock Road from a local two-lane roadway to a 4- to 6-lane regional thoroughfare. Class I multi-purpose trails are planned on White Rock Road and the Project provides a pedestrian connection to this regional trail. No direct vehicular access to the Project site is provided off White Rock Road. Improvements to White Rock Road, including the adjacent trail corridor and landscaping, are by others.

The proposed Small Lot Vesting Tentative Subdivision Map preliminary grading and drainage plan and preliminary utility plan are shown here.

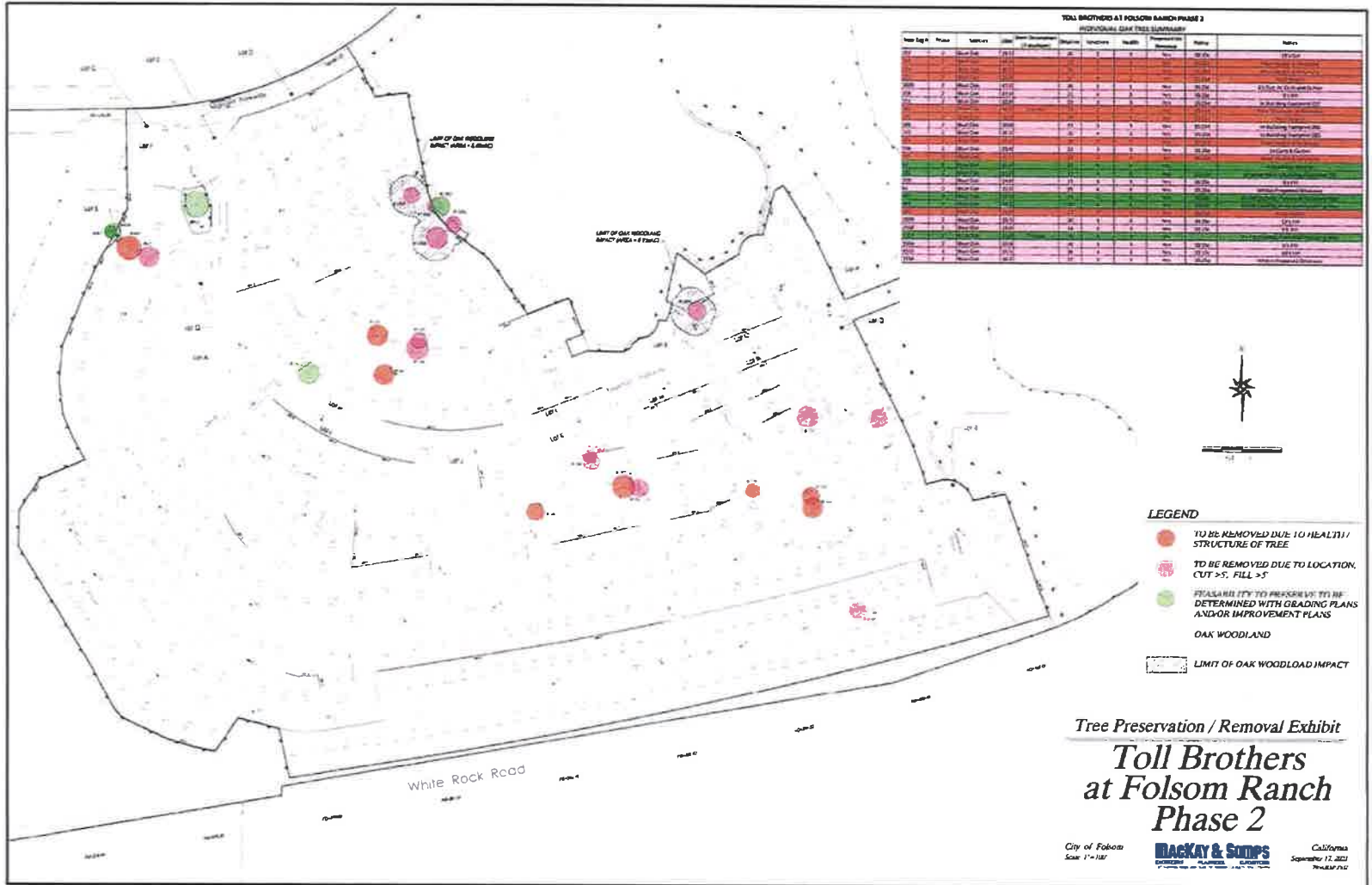
Existing topography on the site ranges from approximately 326' to 399' in elevation. Retaining walls are necessary to maintain developable areas and intended road grades and are shown on the SLVTSM grading and drainage plan.



An open space natural drainage corridor is located on both sides of the subject property. Development runoff drainage from the Project flows north to Hydromodification Basin (HMB) #16 (northwestern portion of the site) and Combo Basin #5 (southwestern portion of the site). HMB #16 is being built with the TOLL BROTHERS at FOLSOM RANCH project and is located north of Mangini Parkway. Combo #5 is located west of the Project on the high school site and is being built by others.

The proposed Tree Preservation / Removal Exhibit is shown here.

There are native Oak trees located within the bounds of the Project and trees are proposed for removal with this application. Trees proposed for removal are within the area shown in the FPASP as Developable Area. The tree summary table shown here contains the details regarding the individual Oak trees.



**MINOR ADMINISTRATIVE AMENDMENT (MAM) – Transfer of Development Rights**

The proposed TOLL BROTHERS PHASE 2 Transfer of Development Rights Exhibit is shown here.

A Transfer of Development Rights (TDR) is sought for the transfer dwelling units between parcels owned/controlled by the Applicant as shown below.

**EXISTING DATA:**

- Parcel 172A – SFHD 346du
  - Parcel 172B – MLD 75du
  - Parcel 19B – SF 20du
  - Parcel 26 – SF 83du
  - Parcel 27 – SF 46du
  - Parcel 5B – SF 338DU
- 908 total units contained in the above Parcels.

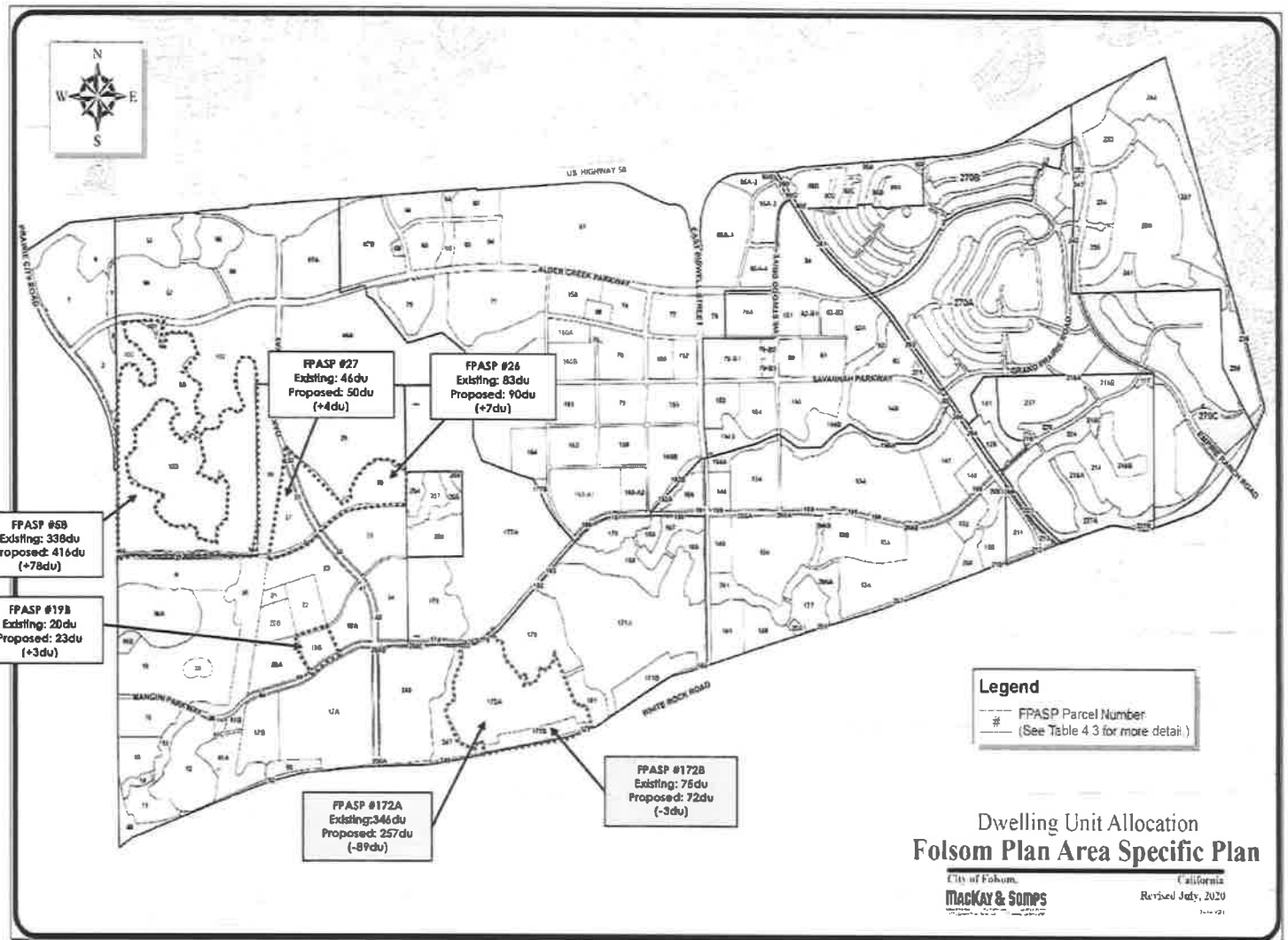
**PROPOSED DATA:**

- Parcel 172A – SFHD 257du (-89du)
  - Parcel 172B – MLD 72du (-3du)
  - Parcel 19B – SF 23du (+3du)  
OAK AVENUE HOLDING, LLC.
  - Parcel 26 – SF 90du (+7du)  
HILLSBOROUGH NORTH, LLC.
  - Parcel 27 – SF 50du (+4du)  
HILLSBOROUGH NORTH, LLC.
  - Parcel 5B – SF 416du (+78du)  
WEST PRAIRIE ESTATES, LLC.
- 908 total units contained in the above Parcels.

Proposed parcels meet density range requirements as set forth in the FPASP.

Transfer parcels are owned by the Project Owner as shown on Page 3 (and shown in pink boxes at right), and recipient parcels as shown above (and shown in green boxes at right).

The proposed transfer does not result in an increase or decrease in Plan Area total units.



**Dwelling Unit Allocation  
Folsom Plan Area Specific Plan**

City of Folsom,  
**MACKEY & SOMPS**

California  
Revised July, 2020



### Minor Administrative Amendment Compliance - TRANSFER OF DWELLING UNITS

The proposed entitlements seek a Minor Administrative Amendment (MAM) to the FPASP 2011 with a Transfer of Development Rights (TDR), as anticipated and permitted in the FPASP 2011, Chapter 13 Implementation, Section 13.3.1 Minor Administrative Amendment. The FPASP 2011 permits flexibility in transferring residential unit allocations (and commercial building area allocations) to reflect changing market demand. Transfer of residential unit allocations are allowed as a MAM consistent with FPASP 2011, Chapter 13 Implementation, Section 13.3.2 Transfer of Development Rights.

This proposed transfer of units does not add additional dwelling units to the FPASP, nor does a change in population result from this transfer of units. This proposed transfer of dwelling units does not change the land use designations/distributions of the units. The donor and receiver Parcels remain consistent with the density ranges allowed in the FPASP.

FPASP 2011 Section 4.7 describes the context in which transfer of residential units is expected or likely to occur. "The FPASP permits adjustments to the residential land use mix to reflect sensitive natural features as well as changing market demand for a particular housing type. Transfer of units is permitted between residential parcels provided that the Plan Area maximum entitlement of 11,461 dwelling units is not exceeded except by amendment of the FPASP. Each residential development parcel is allocated a certain number of dwelling units (see FPASP Table 4.3). If a parcel is developed at less than its allocation number, the remaining un-built units may be transferred to another residential parcel or parcels. Increases or decreases in residential density resulting from unit transfers shall not be less than the minimum or exceed the maximum allowable density for each residential land use category unless a request to increase or decrease the density is accompanied with a Specific Plan Amendment application pursuant to Section 13.3.1."

In addition to the requirements as set forth in Section 4.7 of the FPASP 2011 (above), the City shall approve residential dwelling unit transfers or density adjustments between any Plan Area residential land use parcel or parcels provided the following conditions are met (below). (Additional conditions for compliance with FPASP Minor Administrative Modification criteria are known and known as follows):

- The transferor and transferee parcel or parcels are located within the Plan Area and are designated for residential use. (The transferor and transferee parcels are located within the Plan Area, are designated for residential use.)
- The transferor and transferee parcel or parcels conform to all applicable development standards contained in Appendix A. (The transferor and transferee parcels will conform to all applicable development standards contained in Appendix A.)
- The transfer of units does not result in increased impacts beyond those identified in the FPASP EIR/EIS. (The transfer of units does not result in increased impacts beyond those identified in the FPASP EIR/EIS.)
- The transfer of units does not adversely impact planned infrastructure, roadways, schools, or other public facilities; affordable housing agreements; or fee programs and assessment districts unless such impacts are reduced to an acceptable level through project-specific mitigation measures. (The transfer of units will not adversely impact planned infrastructure, roadways, schools, or other public facilities; affordable housing agreements; or fee programs and assessment districts.)

Shown at right is the TOLL BROTHERS AT FOLSOM RANCH PHASE 2 Illustrative Map.

This illustrative map is conceptual for illustrative purposes only. Minor refinements to the Plan have occurred, and will continue to occur, as the project is further refined, specifically due to grading and preservation of Oak Trees and other natural features. The following pages describe and illustrate the Project's attributes.





**The TOLL BROTHERS AT FOLSOM RANCH Overall Illustrative Map is shown here.**

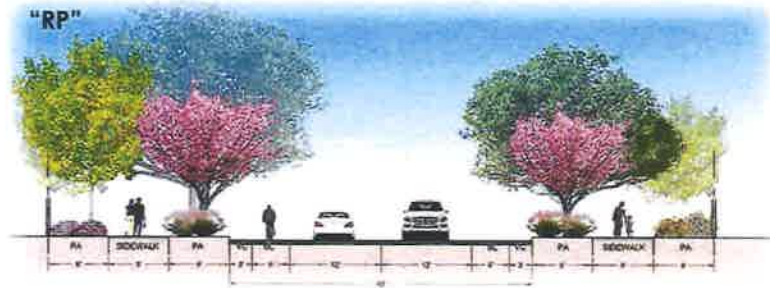
Four (4) distinct lot sizes are offered in REGENCY Phase 2. Homesite offerings in REGENCY Phase 2 are the same as those approved for Phase 1, except for one product line (60x70' lots) being offered in Phase 1 only.

Neighborhood walkability is of foremost importance to active-adult homebuyers, and walking is reported as the 'number one' activity sought by the Active-Adult market. The Project is designed to promote walkability and neighbor interaction.

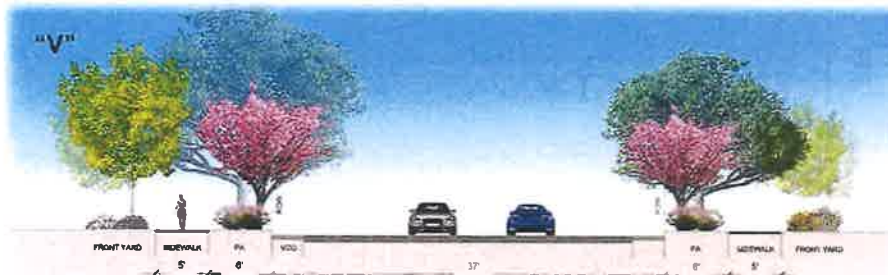
**Multiple trailheads** are provided. There is a Class I trail facility located on all sides of the Project and internal Project trailheads are provided to connect to the trail route. The trail system in the open space will remain open to the public for unimpeded public usage.

Class I multi-purpose trails are located along the drainage corridors in the Open Space areas. (The trails are identified on the FPASP Trails Exhibit.) Trail connections are provided at Mangini Parkway as well as internally from the project site via pedestrian poses. The pedestrian poses are purposely located to promote pedestrian accessibility where dictated by trail grading constraints. The open space/drainage corridors were mapped as a part of the previous Toll Brothers entitlements.

**Regency Parkway (RP)** is the dominant street corridor in the Project Area and will extend from East Bidwell Street in Phase 1 to Mangini Parkway in Phase 2. This enhanced primary residential street features one travel lane in each direction and on-street striped bike lanes. This street is designed to meet the ROW standards for FPASP Local Street V. On each side of the street are 24' wide tree-lined landscape corridors with detached 8' sidewalks. These landscape corridors are envisioned as "Pedestrian Promenades" that link the various recreation facilities and dog parks and will encourage walking throughout the community. Minor residential streets (with sidewalks on both sides) are laid out perpendicular to Regency Parkway such that **residential front doors lead to sidewalks, sidewalks lead to Regency Parkway, and Regency Parkway leads to the recreation amenities.** Homesites purposely do not front onto Regency Parkway, that way there are no conflicts between residential driveways, pedestrians and bicyclists along the Parkway.



**Primary Residential Streets (V)** within the Project lead directly from the gated entries to the Primary and Secondary Recreation Amenities. This street features front-on or side-on residential lots with landscape planters and detached sidewalks, and is consistent with FPASP Local Street V.



**Minor Residential Streets (W)** are the dominant residential street section used throughout the Project and features attached sidewalks on both sides. This street section is consistent with FPASP Street Section W.

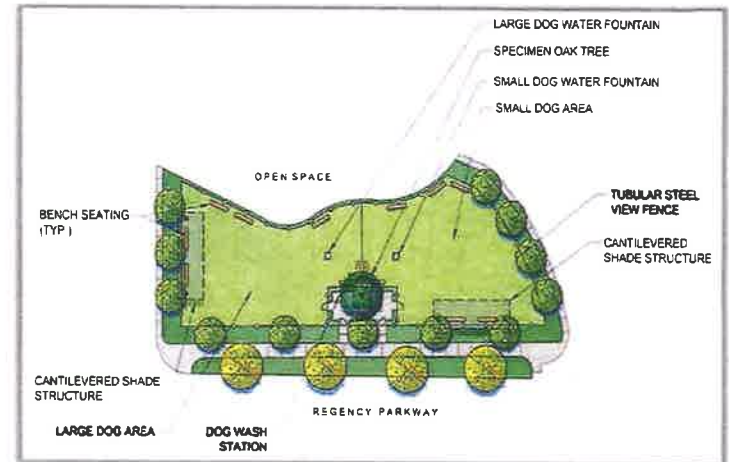


In addition to the private recreational amenities provided in the Phase 1 area, additional amenities are also provided in the REGENCY Phase 2 area.

**A Recreation Amenity** (1.2ac in size) is provided within Phase 2 of the REGENCY homesites and will feature a large grass amphitheater for concerts in the park or a weekend farmer's market. Several smaller private areas for dinner parties or more intimate and informal social gatherings will also be provided. This amenity is currently being designed.

**A "Bark Park"**

(0.5ac dog park) with separate large and small dog areas, will contain a dog-washing station, dog-accessible drinking fountain, and shade structure for homeowners to enjoy watching their dogs socialize. Additionally, dog areas may be provided at the Secondary Amenities as well; actual design of these amenities is in progress.



**Attachment 16**

**Environmental Memorandum  
Dated September 7, 2021**

# Memo



455 Capitol Mall, Suite 300  
Sacramento, CA 95814  
916.444.7301

**Date:** September 9, 2021

**To:** Steve Banks, Principal Planner, City of Folsom

**From:** Kim Untermoser, Project Manager, Ascent Environmental, Inc.

**Subject:** Toll Brothers at Folsom Ranch Phase 2, Environmental Information Supporting Determination that Potential Impacts Are Adequately Addressed by the Scope of the Environmental Checklist and Addendum to the Folsom Plan Area Specific Plan EIR for the Toll Brothers at Folsom Ranch Master Planned Community

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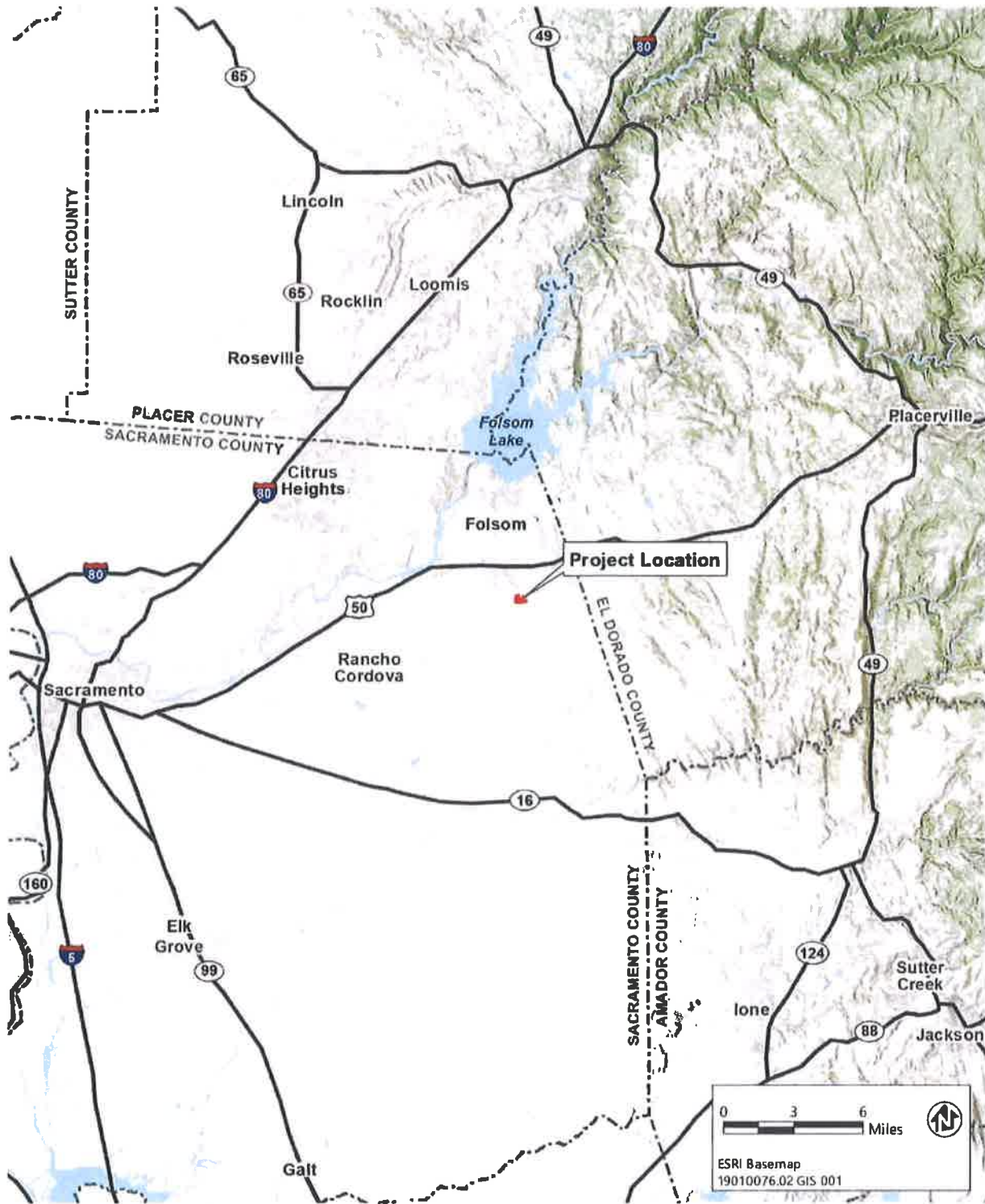
At the request of the City of Folsom (City), Ascent has prepared this evaluation of the potential environmental impacts that may be associated with Phase 2 of Toll Brothers at Folsom Ranch (hereinafter referred to as the "project"). This evaluation also assesses whether the potential impacts are within the scope of analysis of and adequately addressed by the Environmental Checklist and Addendum to the Final Environmental Impact Report/Environmental Impact Statement (Final EIR/EIS) for the Folsom South of U.S. Highway 50 Specific Plan Project (State Clearinghouse No. 2008092051) prepared for the Toll Brothers at Folsom Ranch Master Planned Community and certified by the Folsom City Council in March 2020. This analysis was prepared to determine whether new or different impacts associated with the project would occur because of changes in circumstances (i.e., the length of time since the prior EIR's analysis), pursuant to Section 15162 of the State California Environmental Quality Act (CEQA) Guidelines.

## Project Location

The 64.7-acre project site is in the Toll Brothers at Folsom Ranch Master Planned Community, a development in the southern portion of the Folsom Plan Area Specific Plan (FPASP). The FPASP is located within Folsom, south of U.S. Highway 50 and north of White Rock Road, between Prairie City Road and the El Dorado County line (see Figure 1). The FPASP encompasses a total of 3,585 acres. The Toll Brothers at Folsom Ranch Master Planned Community encompasses 314 acres in the Alder Ranch and Mangini West sub-plan areas of the FPASP area. The development is bounded on the north by Mangini Parkway, on the east by East Bidwell Street, on the south by White Rock Road, and on the west by Oak Avenue Parkway (see Figure 2).

## Project Background

On June 28, 2011, the Folsom City Council approved (Resolution No. 8863) the Folsom Plan Area Specific Plan (FPASP) for development of up to 10,210 residential housing units in a range of housing types, styles, and densities along with commercial, industrial/office park, and mixed-use land uses, open space, public schools, parks and infrastructure projected to occur on the approximate 3,585-acre site (City of Folsom 2010; City of Folsom 2011). The FPASP was updated in 2018 to include all the various approved plan amendments and mapping modifications made since the first approval in 2011. As amended, the FPASP provides for additional residential development, up to a total of 11,461 housing units.



Source: Adapted by Ascent in 2021

Figure 1 Regional Location



Source: Adapted by Ascent in 2021

Figure 2 Project Vicinity

On March 10, 2020, the Folsom City Council approved the Toll Brothers at Folsom Ranch Master Planned Community (Resolution No. 10400). An environmental checklist and addendum were prepared, in compliance with CEQA, and was certified by the Folsom City Council. The approved Toll Brothers at Folsom Ranch Master Planned Community consists of a new residential community of 1,225 housing units in the southern portion of the FPASP. The development includes two phases. Phase 1 includes 801 housing units and is under construction. Phase 2 was approved for an additional 421 active adult homes to be built in the future and required submittal of an additional subdivision map (City of Folsom 2020).

### **Project Description**

The project would include approval of the subdivision map and a minor administrative modification for Phase 2 of the Toll Brothers at Folsom Ranch Master Planned Community. The project would reduce the number of dwelling units proposed from 421 units previously approved by the Folsom City Council in 2020 to 329 units. No other changes from the previously approved development are proposed.

Grading activities for the project would begin in Fall 2021. Subdivision improvements are anticipated to begin in April 2022 and would progress intermittently through November 2023, conditional on market demands and weather. Construction of the Toll Brothers site would occur between 7 a.m. and 6 p.m. Monday through Friday, and if necessary, between 8 a.m. and 5 p.m., Saturday through Sunday. Construction equipment would be consistent with the equipment used in for the approved Toll Brothers at Folsom Ranch Master Planned Community. According to the applicant, development of the project would not require any material import or export from off-site locations.

### **Consideration of Changed Circumstances**

As noted above, on June 28, 2011, the City certified an EIR/EIS for the FPASP that evaluated up to 10,210 residential housing units in a range of housing types, styles, and densities along with commercial, industrial/office park, and mixed-use land uses, open space, public schools, parks and infrastructure projected to occur on the approximate 3,585-acre site (FPASP area). Several addendums and subsequent environmental documents have been approved since 2011. The FPASP was updated in 2018 to include all of the various approved plan amendments and mapping modifications made since the first approval in 2011. As amended, the FPASP provides for additional residential development, up to a total of 11,461 housing units.

On March 10, 2020, the Folsom City Council approved the Toll Brothers Specific Plan Amendment and an Amendment to the Folsom General Plan and an Addendum to the Final Environmental Impact Report/Environmental Impact Statement (Resolution No. 10400) for the Toll Brothers at Folsom Ranch Master Planned Community. The approved SPA allowed for the reallocation of residential and park land use designations within the FPASP area. The SPA did not change the number of dwelling units or total park acreage in the FPASP area.

Due to the length of time since the certification of the EIR, the additional discretionary review required for the requested entitlements, and reduction of dwelling units from the previously approved development, the Toll Brothers at Folsom Ranch Phase 2 project was evaluated for potential new/different impacts and in compliance with Section 15162 of the State CEQA Guidelines. Per Section 15162(b), if changes to a project or its circumstances or its circumstances occur or new information becomes available after adoption of a negative declaration, the lead agency shall prepare a subsequent EIR if required due to new information, new significant effects, or substantially more adverse impacts. Otherwise, the lead agency shall determine whether to prepare a subsequent negative declaration, an addendum, or no further documentation.

Based on the analysis presented below, the impacts of the project are determined to be adequately addressed by the FPASP EIR/EIS and the Environmental Checklist and Addendum for the Toll Brothers at Folsom Ranch Master Planned Community, and no further documentation under CEQA is required.



## **Environmental Analysis**

Using Appendix G, Environmental Checklist, of the State CEQA Guidelines as an analytical tool, the following discussion evaluates the potential environmental impacts of implementation of the project in the context of the FPASP EIR/EIS and Toll Brothers Environmental Checklist and Addendum to determine if those impacts are sufficiently covered, or if additional analysis is necessary. All mitigation measures referenced in this section are included in Appendix A Mitigation Monitoring and Reporting Program.

### **Aesthetics**

Implementation of the project would involve the development of a residential subdivision within the approved Toll Brothers at Folsom Ranch Master Planned Community. The project would result in fewer dwelling units, would affect the same area already analyzed and would not substantially alter the development type or density at the site such that different or more severe aesthetic impacts would result. The following mitigation measures were referenced in the FPASP EIR/EIS analysis and would continue to remain applicable if the project were approved.

- ▶ Mitigation Measure 3A.1-1: Construct and Maintain a Landscape Corridor Adjacent to U.S. 50
- ▶ Mitigation Measure 3A.1-4: Screen Construction Staging Areas
- ▶ Mitigation Measure 3A.1-5: Establish and Require Conformance to Lighting Standards and Prepare and Implement a Lighting Plan

The potential environmental impacts related to aesthetics and associated with implementation of the project are adequately addressed by the FPASP EIR/EIS and the Toll Brothers Environmental Checklist and Addendum, and no additional CEQA documentation is required. Further, pursuant to Section 15162 of the State CEQA Guidelines, no new information of substantial importance has been identified that would otherwise necessitate subsequent/supplemental environmental analysis.

### **Agricultural and Forestry Resources**

Implementation of the project would involve the development of a residential subdivision within the approved Toll Brothers at Folsom Ranch Master Planned Community. The project would affect the same area already analyzed and the site is not designated as or currently in agricultural production, is not designated as Prime Farmland, Unique Farmland, or Farmland of Statewide Importance, and is not under Williamson Act contract. There were no mitigation measures included in the FPASP EIR/EIS for this topic and no additional mitigation measures are required for the project for this issue.

The potential environmental impacts related to agricultural resources and associated with implementation of the project are adequately addressed by the FPASP EIR/EIS and the Toll Brothers Environmental Checklist and Addendum, and no additional CEQA documentation is required. Further, pursuant to Section 15162 of the State CEQA Guidelines, no new information of substantial importance has been identified that would otherwise necessitate subsequent/supplemental environmental analysis.

### **Air Quality**

The project would result in similar construction activity, development area, and same type of construction-generated emissions as previously evaluated in the FPASP EIR/EIS. The project would result in 92 fewer dwelling units than the previously approved development. However, no substantial changes to the land use type or intensity from the previous evaluation are proposed. A project specific analysis of air quality impacts related to construction and operation of the project was previously conducted for the Toll Brothers Environmental Checklist and Addendum. The following mitigation measures were referenced in the FPASP EIR/EIS analysis and would continue to remain applicable if the project were approved.

- ▶ Mitigation Measure 3A.2-1a: Implement Measures to Control Air Pollutant Emissions Generated by Construction of On-Site Elements

- ▶ Mitigation Measure 3A.2-1b: Pay Off-site Mitigation Fee to SMAQMD to Off-Set NO<sub>x</sub> Emissions Generated by Construction of On-Site Elements
- ▶ Mitigation Measure 3A.2-1c: Analyze and Disclose Projected PM<sub>10</sub> Emission Concentrations at Nearby Sensitive Receptors Resulting from Construction of On-Site Elements
- ▶ Mitigation Measure 3A.2-2: Implement All Measures Prescribed by the Air Quality Mitigation Plan to Reduce Operational Air Pollutant Emissions
- ▶ Mitigation Measure 3A.2-4a: Develop and Implement a Plan to Reduce Exposure of Sensitive Receptors to Construction-Generated Toxic Air Contaminant Emissions
- ▶ Mitigation Measure 3A.2-4b: Implement Measures to Reduce Exposure of Sensitive Receptors to Operational Emissions of Toxic Air Contaminants
- ▶ Mitigation Measure 3A.2-5: Implement a Site Investigation to Determine the Presence of NOA and, if necessary, Prepare and Implement an Asbestos Dust Control Plan
- ▶ Mitigation Measure 3A.2-6: Implement Measures to Control Exposure of Sensitive Receptors to Operational Odorous Emissions

Potential environmental impacts related to air quality and associated with implementation of the project are adequately addressed by the FPASP EIR/EIS and the Toll Brothers Environmental Checklist and Addendum, and no additional CEQA documentation is required. Further, pursuant to Section 15162 of the State CEQA Guidelines, no new information of substantial importance has been identified that would otherwise necessitate subsequent/supplemental environmental analysis.

#### Biological Resources

A project-level analysis was conducted for the Toll Brothers at Folsom Ranch Master Planned Community and refinements to the mitigation program were approved to further reduce impacts to special-status species (ECORP 2019a). Implementation of the project would involve the development of a residential subdivision within the approved Toll Brothers at Folsom Ranch Master Planned Community. The project would affect the same area already analyzed and would not substantially alter the development type or density at the site such that different or more severe biological impacts would result.

Impact 3A.3-5 of the FPASP EIR/EIS concluded that the removal of blue oak woodland and individual oak trees and other trees would conflict with local ordinances protecting these resources and would result in a significant impact. Implementation of Mitigation Measure 3A.3-5 would lessen the impacts on blue oak woodland and other trees because it would require the applicant to implement an oak woodland mitigation plan and other measures to avoid and minimize impacts on oak woodlands. However, the FPASP EIR/EIS concluded that, even with the mitigation, the impact would remain significant and unavoidable because the loss of individual oak trees and blue oak woodland acreage and function would be extensive and would contribute substantially to the regional loss of this resource. The *Arborist Survey Report and Mitigation Strategy* prepared for the Toll Brothers at Folsom Ranch Project by ECORP Consulting, Inc., in January 2020 identified 17.9 acres of oak woodland and 112 living oak trees within the Toll Brothers at Folsom Ranch Master Planned Community area. The Toll Brothers Environmental Checklist and Addendum found that the master planned community would disturb 7.79 acres of oak woodland and 90 individual oak trees. The *Arborist Survey Report for Toll Brothers at Folsom Ranch, Phase 1 and Backbone Infrastructure Projects*, provided project-specific analysis for Phase 1 of the master planned community and determined that 3.43 acres of oak woodland and 36 individual oak trees would be affected by Phase 1 of the master planned community. A Tree Preservation / Removal Exhibit was prepared for Phase 2 of the master planned community (i.e., the project) in April 2021. The project would result in impacts to 0.68 acre of oak woodland and the removal of 25 individual blue oak trees. Two additional blue oak trees would be studied for the feasibility to be preserved during the preparation of grading and/or improvement plans. Of

the 25 trees proposed for removal, 9 trees are proposed for removal due to poor health and/or structure of the tree. The remaining 16 trees are proposed for removal due to location or requiring a cut or fill of greater than 5 feet. In addition, as required by Mitigation Measure 3A.3-5, an Oak Tree Mitigation Plan consistent with the approved Conceptual Oak Tree Mitigation and Monitoring Plan for the FPASP would be prepared for the project. As concluded in the FPASP EIR/EIS, even with the mitigation, the impact to oak woodland and individual oak trees would remain significant and unavoidable because the loss of individual oak trees and blue oak woodland acreage and function would be extensive and would contribute substantially to the regional loss of this resource. With implementation of Mitigation Measure 3A.3-5, impacts related to the disturbance of oak woodland and the removal of individual oak trees from development of Phase 1 and Phase 2 (36 oak trees and 25 oak trees, respectively) would not exceed the impacts previously analyzed. In fact, through compliance with Mitigation Measure 3A.3-5 in the EIR/EIS, the applicant has lessened the total number of trees that would be affected from 90 to potentially 63 (2 are being studied for feasibility of preservation). No new significant impacts or substantially more severe impacts would occur.

The following mitigation measures were referenced in the FPASP EIR/EIS and would continue to remain applicable if the project were approved.

- ▶ Mitigation Measure 3A.3-1a: Design Stormwater Drainage Plans and Erosion and Sediment Control Plans to Avoid and Minimize Erosion and Runoff to All Wetlands and Other Waters That Are to Remain in the SPA and Use Low Impact Development (LID) Features
- ▶ Mitigation Measure 3A.3-1b: Secure Clean Water Act Section 404 Permit and Implement All Permit Conditions; Ensure No Net Loss of Functions of Wetlands, Other Waters of the U.S., and Waters of the State
- ▶ Mitigation Measure 3A.3-2a: Avoid Direct Loss of Swainson's Hawk and Other Raptor Nests
- ▶ Mitigation Measure 3A.3-2b: Prepare and Implement a Swainson's Hawk Mitigation Plan
- ▶ Mitigation Measure 3A.3-2c: Avoid and Minimize Impacts to Tricolored Blackbird Nesting Colonies
- ▶ Mitigation Measure 3A.3-2d: Avoid and Minimize Impacts to Special-Status Bat Roosts
- ▶ Mitigation Measure 3A.3-2g: Secure Take Authorization for Federally Listed Vernal Pool Invertebrates and Implement All Permit Conditions
- ▶ Mitigation Measure 3A.3-4a: Secure and Implement Section 1602 Streambed Alteration Agreement
- ▶ Mitigation Measure 3A.3-4b: Conduct Surveys to Identify and Map Valley Needlegrass Grassland; Implement Avoidance and Minimization Measures or Compensatory Mitigation
- ▶ Mitigation Measure 3A.3-5: Conduct Tree Survey, Prepare and Implement an Oak Woodland Mitigation Plan, Replace Native Oak Trees Removed, and Implement Measures to Avoid and Minimize Indirect Impacts on Oak Trees and Oak Woodland Habitat Retained On Site

In addition, following project-specific analysis completed for the Toll Brothers Environmental Checklist and Addendum, the below refinements to the mitigation program are applicable to the project (ECORP 2019a). The mitigation measures are numbered as found in the *Biological Resources Technical Memorandum for the Regency at Folsom Ranch Project Specific Plan Amendment* provided by ECORP in July 2019.

- ▶ Mitigation Measure WS-1: Conduct Environmental Awareness Training for Construction Employees
- ▶ Mitigation Measure WS-2: Conduct Preconstruction Western Spadefoot Survey
- ▶ Mitigation Measure NWPT-1: Conduct Preconstruction Northwestern Pond Turtle Survey
- ▶ Mitigation Measure NB-1: Preconstruction Nesting Bird Survey

The potential environmental impacts related to biological resources and associated with implementation of the project are adequately addressed by the FPASP EIR/EIS and the Toll Brothers Environmental Checklist and Addendum, and no additional CEQA documentation is required. Further, pursuant to Section 15162 of the State CEQA Guidelines, no new information of substantial importance has been identified that would otherwise necessitate subsequent/supplemental environmental analysis.

### Cultural Resources

Implementation of the project would involve development of a residential subdivision and would require construction and ground disturbance within the approved Toll Brothers at Folsom Ranch Master Planned Community. A report was prepared summarizing the project-specific information related to historic and cultural resources for the Toll Brothers Environmental Checklist and Addendum (ECORP 2019b). The FPASP applicants entered into a programmatic agreement with U.S. Army Corps of Engineers and subsequent review of historic resources pertaining to the FPASP area was conducted. As a result of the extensive work on historic resources since the FPASP EIR/EIS was certified, the mitigation measures from the FPASP EIR/EIS addressing historic resources were refined to more specifically address the project site. The project would affect the same area already analyzed and would not change the nature, type, or severity of impact to historical or archaeological resources. To be consistent with the more specific requirements found in the Historic Property Treatment Plan and the programmatic agreement, the following refinements to the mitigation program are applicable to the project.

- ▶ Mitigation Measure 3A.5-1a: Comply with the Programmatic Agreement
- ▶ Mitigation Measure 3A.5-1b: Perform an Inventory and Evaluation of Cultural Resources for the California Register of Historic Places, Minimize or Avoid Damage or Destruction, and Perform Treatment Where Damage or Destruction Cannot be Avoided
- ▶ Mitigation Measure 3A.5-2: Conduct Construction Personnel Education, Conduct On-Site Monitoring If Required, Stop Work if Cultural Resources are Discovered, Assess the Significance of the Find, and Perform Treatment or Avoidance as Required
- ▶ Mitigation Measure 3A.5-3: Suspend Ground-Disturbing Activities if Human Remains are Encountered and Comply with California Health and Safety Code Procedures

The potential environmental impacts related to cultural resources and associated with implementation of the project are adequately addressed by the FPASP EIR/EIS and the Toll Brothers Environmental Checklist and Addendum, and no additional CEQA documentation is required. Further, pursuant to Section 15162 of the State CEQA Guidelines, no new information of substantial importance has been identified that would otherwise necessitate subsequent/supplemental environmental analysis.

### Energy

Consistent with the Toll Brothers Environmental Checklist and Addendum, the project would result in the conversion of previously planned traditional homes to age-restricted homes, would generate less vehicle trips than previously determined in the FPASP EIR/EIS, and would be subject to more stringent regulations related to energy. The trip generation analysis included in the *Regency at Folsom Ranch Draft Transportation Impact Study* found that based on ITE trip rates, the conversion of traditional homes to age-restricted homes would result in estimated daily trip generation of 6,716 and an overall FPASP area daily trip generation reduction of 3,433 trips below the approved FPASP (T. Kear 2019). In addition, the project would result in 92 fewer residential units than previously analyzed, resulting in less energy demand. The project would continue to comply with Title 24 requirements, which were updated in 2019 and include renewable energy and energy efficiency requirements to reduce energy consumption in new residences by 53 percent. The project would not result in substantial land use changes or an increase in population from the approved FPASP. The project would comply with general plan policies related to renewable energy or energy efficiency and would not conflict with or obstruct a state or local plan for renewable energy or energy efficiency. The

project would affect the same area already analyzed and would not alter the development type or density at the site such that different or more severe impacts to energy would result. No mitigation measures are required for the project for this issue.

Potential environmental impacts related to energy use and associated with implementation of the project are adequately addressed by the FPASP EIR/EIS and the Toll Brothers Environmental Checklist and Addendum, and no additional CEQA documentation is required. Further, pursuant to Section 15162 of the State CEQA Guidelines, no new information of substantial importance has been identified that would otherwise necessitate subsequent/supplemental environmental analysis.

### Geology and Soils

Implementation of the project would involve development of a residential subdivision. The project would affect the same area analyzed for development in the FPASP EIR/EIS and proposed changes would not substantially alter the development type or density at the site. No changes related to seismic activity, ground shaking, ground failure, landslides have occurred. No changes in soils at the site have occurred and the project would not require septic systems. Because the development of the project would result in a similar footprint for ground disturbance as the approved FPASP, the impact conclusions pertaining to paleontological resources remain unchanged. The following mitigation measures were referenced in the FPASP EIR/EIS analysis and would continue to remain applicable if the project were approved.

- ▶ Mitigation Measure 3A.7-1a: Prepare Site-Specific Geotechnical Report per CBC Requirements and Implement Appropriate Recommendations
- ▶ Mitigation Measure 3A.7-1b: Monitor Earthwork during Earthmoving Activities
- ▶ Mitigation Measure 3A.7-3: Prepare and Implement the Appropriate Grading and Erosion Control Plan
- ▶ Mitigation Measure 3A.7-5: Divert Seasonal Water Flows Away from Building Foundations
- ▶ Mitigation Measure 3A.7-10: Conduct Construction Personnel Education, Stop Work if Archeological or Paleontological Resources Are Discovered, Assess the Significance of the Find, and Prepare and Implement a Recovery Plan as Required

The potential environmental impacts related to geology and soils and associated with implementation of the project are adequately addressed by the FPASP EIR/EIS and the Toll Brothers Environmental Checklist and Addendum, and no additional CEQA documentation is required. Further, pursuant to Section 15162 of the State CEQA Guidelines, no new information of substantial importance has been identified that would otherwise necessitate subsequent/supplemental environmental analysis.

### Greenhouse Gas Emissions

The types of emissions-generating construction activity would generally be the same under the project as evaluated in the FPASP EIR/EIS. Development would be similar in area, size, and intensity to what was approved under the FPASP. For these reasons, the project would not result in any new circumstances involving new significant impacts or substantially more severe impacts pertaining to construction-generated GHG emissions than were identified in the FPASP EIR/EIS. The project would not result in substantial changes to the type and intensity of development, would result in lower daily traffic due to a reduction of dwelling units and conversion of traditional homes to age-restricted homes, and would comply with more stringent regulations related to GHG reductions than previously evaluated in the FPASP EIR/EIS. The following mitigation measures were referenced in the FPASP EIR/EIS analysis and would continue to remain applicable if the project were approved.

- ▶ Mitigation Measure 3A.4-1: Implement Additional Measures to Control Construction-Generated GHG Emissions

- ▶ Mitigation Measure 3A.4-2b: Participate in and Implement an Urban and Community Forestry Program and/or Off-Site Tree Program to Off-Set Loss of On-Site Trees

Potential environmental impacts related to GHG emissions and associated with implementation of the project are adequately addressed by the FPASP EIR/EIS and the Toll Brothers Environmental Checklist and Addendum, and no additional CEQA documentation is required. Further, pursuant to Section 15162 of the State CEQA Guidelines, no new information of substantial importance has been identified that would otherwise necessitate subsequent/supplemental environmental analysis.

#### Hazards and Hazardous Materials

The project would not change the overall pattern of development or the types of hazardous materials that would be used, handled, or transported to the site than previously evaluated in the FPASP EIR/EIS. No changes to the conditions of the site or the presence of hazardous materials has occurred since approval of the FPASP. The project site is located outside of Area 40 and the carve-out area and would not be located on Cortese-listed site. No new airports have been developed near the project site and implementation of the project would not conflict with any adopted emergency response or evacuation plans. No changes to the location of the project have occurred and no changes to the risks from wildfires has occurred since approval of the FPASP. The following mitigation measures were referenced in the FPASP EIR/EIS analysis and would continue to remain applicable if the project were approved.

- ▶ Mitigation Measure 3A.8-2: Complete Investigations Related to the Extent to Which Soil and/or Groundwater May Have Been Contaminated in Areas Not Covered by the Phase I and II Environmental Site Assessments and Implement Required Measures
- ▶ Mitigation Measure 3A.8-6: Prudent Avoidance and Notification of EMF Exposure
- ▶ Mitigation Measure 3A.8-7: Prepare and Implement a Vector Control Plan in Consultation with the Sacramento-Yolo Mosquito and Vector Control District

The potential environmental impacts related to hazards and hazardous materials and associated with implementation of the project are adequately addressed by the FPASP EIR/EIS and the Toll Brothers Environmental Checklist and Addendum, and no additional CEQA documentation is required. Further, pursuant to Section 15162 of the State CEQA Guidelines, no new information of substantial importance has been identified that would otherwise necessitate subsequent/supplemental environmental analysis.

#### Hydrology and Water Quality

The project would require grading and construction and could result in significant impacts to water quality because of soil disturbance during construction and alteration of water flows over the site, consistent with the findings of the FPASP EIR/EIS. The project would not substantially change development patterns and the area of impermeable surfaces from that approved in the FPASP. The areas along Alder Creek stream and its tributaries would generally be preserved as open space. The project would not result in substantial changes to the drainage patterns or flood flows beyond those anticipated in the FPASP. The following mitigation measures were referenced in the FPASP EIR/EIS analysis and would continue to remain applicable if project were approved.

- ▶ Mitigation Measure 3A.9-1: Acquire Appropriate Regulatory Permits and Prepare and Implement SWPPP and BMPs
- ▶ Mitigation Measure 3A.9-2: Prepare and Submit Final Drainage Plans and Implement Requirements Contained in Those Plans
- ▶ Mitigation Measure 3A.9-3: Develop and Implement a BMP and Water Quality Maintenance Plan
- ▶ Mitigation Measure 3A.9-4: Inspect and Evaluate Existing Dams Within and Upstream of the Project Site and Make Improvements if Necessary

The potential environmental impacts related to hydrology and water quality and associated with implementation of the project are adequately addressed by the FPASP EIR/EIS and the Toll Brothers Environmental Checklist and Addendum, and no additional CEQA documentation is required. Further, pursuant to Section 15163 of the State CEQA Guidelines, no new information of substantial importance has been identified that would otherwise necessitate subsequent/supplemental environmental analysis.

#### **Land Use and Planning**

Implementation of the project would result in a residential subdivision consistent with the previously approved Toll Brothers at Folsom Ranch Master Planned Community. The project would result in 92 fewer residential units than previously analyzed. However, no substantial changes to the type and intensity of development are proposed. The project would not result in the physical division of established communities, nor conflict with FPASP land use policies and regulations that protect the environment. There were no mitigation measures included in the FPASP EIR/EIS for this topic and no additional mitigation measures are required for the project for this issue.

The potential environmental impacts related to land use and associated with implementation of the project are adequately addressed by the FPASP EIR/EIS and the Toll Brothers Environmental Checklist and Addendum, and no additional CEQA documentation is required. Further, pursuant to Section 15162 of the State CEQA Guidelines, no new information of substantial importance has been identified that would otherwise necessitate subsequent/supplemental environmental analysis.

#### **Mineral Resources**

The project would be located within the Toll Brothers at Folsom Ranch Master Planned Community. The site is not in an area associated with mineral resources or mineral extraction. Therefore, the project would have no impact on kaolin clay resources and impacts on construction aggregate would remain less than significant. As such, the potential environmental impacts related to mineral resources and associated with implementation of the project are consistent with the conclusions of the FPASP EIR/EIS and the Toll Brothers Environmental Checklist and Addendum, and no additional CEQA documentation is required. Further, pursuant to Section 15163 of the State CEQA Guidelines, no new information of substantial importance has been identified that would otherwise necessitate subsequent/supplemental environmental analysis.

#### **Noise and Vibration**

Construction of the project would result in short-term increases in noise related to construction vehicles and equipment. However, construction activities would require similar types and numbers of equipment operating at similar levels of intensity as previously evaluated in the FPASP EIR/EIS. In compliance with FPASP EIR/EIS Mitigation Measure 3A.11-4, a site-specific analysis was conducted to determine future traffic noise levels within the Toll Brothers at Folsom Ranch Master Planned Community site (which includes the project). Based on the results of the site-specific traffic noise analysis, the project would result in the exposure of sensitive receptors to traffic noise levels above the City's traffic noise standard of 60 dB  $L_{dn}$  and 45 dB  $L_{dn}$ , for outdoor and indoor noise levels, respectively. However, implementation of Mitigation Measures 4.13-1 and 4.13-2 identified in the Toll Brothers Environmental Checklist and Addendum would reduce impacts associated with implementation of the project. The project would result in the same land use, development types and intensity as previously evaluated and would not result in impacts related to long-term exposure of sensitive receptors to increased stationary-source noise levels from project operation beyond those identified in the FPASP EIR/EIS. The following mitigation measures were referenced in the FPASP EIR/EIS analysis and would continue to remain applicable if the project were approved.

- ▶ Mitigation Measure 3A.11-1: Implement Noise-Reducing Construction Practices, Prepare and Implement a Noise Control Plan, and Monitor and Record Construction Noise near Sensitive Receptors
- ▶ Mitigation Measure 3A.11-3: Implement Measure to Prevent Exposure of Sensitive Receptors to Groundborne Noise or Vibration from Project Generated Construction Activities

▶ Mitigation Measure 3A.11-5: Implement Measures to Reduce Noise from Project-Generated Stationary Sources

In addition to the mitigation measures in the FPASP EIR/EIS (listed above), the site-specific noise assessment provided the following refinements to the mitigation program that would be required for the project (Bollard Acoustic Consultants 2019). These refinements are consistent with the mitigation program outlined in the FPASP EIR/EIS.

▶ Mitigation Measure 4.13-1 Exterior Traffic Noise Reduction Measures

▶ Mitigation Measure 4.13-2 Interior Traffic Noise Reduction Measures

The potential environmental impacts related to noise and vibration associated with implementation of the project are adequately addressed by the FPASP EIR/EIS and the Toll Brothers Environmental Checklist and Addendum, and no additional CEQA documentation is required. Further, pursuant to Section 15162 of the State CEQA Guidelines, no new information of substantial importance has been identified that would otherwise necessitate subsequent/supplemental environmental analysis.

### Population and Housing

Consistent with the approved Toll Brothers at Folsom Ranch Master Planned Community, the project would replace traditional homes with active adult age-restricted homes and the population within the project site would be reduced from what was identified in the approved FPASP. The project would further reduce the number of residential units within the project site. As such, population growth would be less than was previously evaluated in the FPASP EIR/EIS and the Toll Brothers Environmental Checklist and Addendum. The project would not displace existing people or housing. No mitigation measures were needed for the certified FPASP EIR/EIS regarding population and housing. No additional mitigation measures are required for the project for this issue.

The potential environmental impacts related to population and housing and associated with implementation of the project are adequately addressed by the FPASP EIR/EIS and the Toll Brothers Environmental Checklist and Addendum, and no additional CEQA documentation is required. Further, pursuant to Section 15162 of the State CEQA Guidelines, no new information of substantial importance has been identified that would otherwise necessitate subsequent/supplemental environmental analysis.

### Public Services

Implementation of the project would not increase the demand for police protection, recreation, or other public services or facilities beyond that anticipated in the FPASP EIR/EIS. The project would not substantially change development densities from that approved in the FPASP and would not result in a larger service area than was previously evaluated in the FPASP EIR/EIS. The following mitigation measures were referenced in the FPASP EIR/EIS analysis and would continue to remain applicable if the project was approved.

- ▶ Mitigation Measure 3A.14-1: Prepare and Implement a Construction Traffic Control Plan
- ▶ Mitigation Measure 3A.14-2: Incorporate California Fire Code; City of Folsom Fire Code Requirements; and EDHFD Requirements, if Necessary, into Project Design and Submit Project Design to the City of Folsom Fire Department for Review and Approval
- ▶ Mitigation Measure 3A.14-3: Incorporate Fire Flow Requirements into Project Designs

The potential environmental impacts related to public services and associated with implementation of the project are adequately addressed by the FPASP EIR/EIS and the Toll Brothers Environmental Checklist and Addendum, and no additional CEQA documentation is required. Further, pursuant to Section 15162 of the State CEQA Guidelines, no new information of substantial importance has been identified that would otherwise necessitate subsequent/supplemental environmental analysis.



### Recreation

Implementation of the project would include development of a residential subdivision along with a 1.2-acre private recreation park and 0.5-acre dog park. The previous approval of the Toll Brothers at Folsom Ranch Master Planned Community included a land use designation change of 10 acres of park to residential land. The 10-acre park site, known as FPASP NP5, was relocated outside of the Toll Brothers site to the Alder Ranch sub-plan area and Town Center sub-plan area. However, the parkland would remain within the FPASP area, the overall parkland space in the FPASP area would not be reduced, and the total FPASP area would continue to meet the City's parkland standard. The project would not result in any further changes to parks within the FPASP. The FPASP EIR/EIS concluded that the impact to existing parks and facilities would be less than significant, and no mitigation was required. The proposed project would not change this conclusion.

The potential environmental impacts related to recreational facilities and associated with implementation of the project are adequately addressed by the FPASP EIR/EIS and the Toll Brothers Environmental Checklist and Addendum, and no additional CEQA documentation is required. Further, pursuant to Section 15162 of the State CEQA Guidelines, no new information of substantial importance has been identified that would otherwise necessitate subsequent/supplemental environmental analysis.

### Transportation

Senate Bill 743, passed in 2013, required the Governor's Office of Planning and Research 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, vehicle miles traveled (VMT) will replace congestion as the metric for determining transportation impacts. The CEQA Guidelines state that "lead agencies may elect to be governed by these provisions of this section immediately. Beginning July 1, 2020, the provisions of this section shall apply statewide."

As described above, the updated CEQA Guidelines were not adopted until December 28, 2018, and as stated in the CEQA Guidelines Section 15064.3(c), beginning on July 1, 2020, the provisions of this section shall apply statewide. Thus, local agencies had an opt-in period until July 1, 2020, to implement the updated guidelines after they were formally adopted. Thus, the effective date of the changes to the CEQA Guidelines occurred subsequent to certification of the FPASP EIR/EIS in June 2011 and subsequent to the certification of the Toll Brothers Environmental Checklist and Addendum in March 2020. Section 15007 of the CEQA Guidelines addresses amendments to the CEQA Guidelines and states: "If a document meets the content requirements in effect when the document is sent out for public review, the document shall not need to be revised to conform to any new content requirements in Guideline amendments taking effect before the document is finally approved" (CEQA Guidelines Section 15007[c]). Stated another way, because the EIR was circulated for public review (and completed) before this change in the CEQA Guidelines, the new provisions regarding VMT do not apply to this project. Therefore, the shift from automobile delay to VMT as the primary metric used to analyze transportation impacts under CEQA, as dictated by CEQA Guidelines Section 15064.3, does not constitute "new information" as defined in CEQA Guidelines Section 15162 and, even if it was "new information," CEQA Guidelines Section 15007 directs that the document "shall not need to be revised" to reflect this information.

Implementation of the project would involve development of an active adult residential subdivision. The project would be in the same area, would not change circulation patterns, and would result in 92 less dwelling units than previously analyzed in the *Regency at Folsom Ranch Draft Transportation Impact Study* (T. Kear 2019). Thus, the project would not result in new significant impacts or substantially more severe transportation impacts. The following

mitigation measures were referenced in the FPASP EIR/EIS analysis and would continue to remain applicable if the project were approved.

- ▶ Mitigation Measure 3A.14-1: Prepare and Implement a Construction Traffic Control Plan
- ▶ Mitigation Measure 3A.15-1a: The Applicant Shall Pay a Fair Share to Fund the Construction of Improvements to the Folsom Boulevard/Blue Ravine Road Intersection (Intersection 1)
- ▶ Mitigation Measure 3A.15-1b: The Applicant Shall Pay a Fair Share to Fund the Construction of Improvements at the Sibley Street/Blue Ravine Road Intersection (Intersection 2)
- ▶ Mitigation Measure 3A.15-1c: The Applicant Shall Fund and Construct Improvements to the Scott Road (West)/White Rock Road Intersection (Intersection 28)
- ▶ Mitigation Measure 3A.15-1e: Fund and Construct Improvements to the Hillside Drive/Easton Valley Parkway Intersection (Intersection 41)
- ▶ Mitigation Measure 3A.15-1f: Fund and Construct Improvements to the Oak Avenue Parkway/Middle Road Intersection (Intersection 44)
- ▶ Mitigation Measure 3A.15-1h: Participate in Fair Share Funding of Improvements to Reduce Impacts to the Hazel Avenue/Folsom Boulevard Intersection (Sacramento County Intersection 2)
- ▶ Mitigation Measure 3A.15-1i: Participate in Fair Share Funding of Improvements to Reduce Impacts on the Grant Line Road/White Rock Road Intersection and to White Rock Road widening between the Rancho Cordova City limit to Prairie City Road (Sacramento County Intersection 3)
- ▶ Mitigation Measure 3A.15-1j: Participate in Fair Share Funding of Improvements to Reduce Impacts on Hazel Avenue between Madison Avenue and Curragh Downs Drive (Roadway Segment 10)
- ▶ Mitigation Measure 3A.15-1l: Participate in Fair Share Funding of Improvements to Reduce Impacts on the White Rock Road/Windfield Way Intersection (El Dorado County Intersection 3)
- ▶ Mitigation Measure 3A.15-1o: Participate in Fair Share Funding of Improvements to Reduce Impacts on Eastbound US 50 as an alternative to improvements at the Folsom Boulevard/US 50 Eastbound Ramps Intersection (Caltrans Intersection 4)
- ▶ Mitigation Measure 3A.15-1p: Participate in Fair Share Funding of Improvements to Reduce Impacts on the Grant Line Road/ State Route 16 Intersection (Caltrans Intersection 12)
- ▶ Mitigation Measure 3A.15-1q: Participate in Fair Share Funding of Improvements to Reduce Impacts on Eastbound U.S. 50 between Zinfandel Drive and Sunrise Boulevard (Freeway Segment 1)
- ▶ Mitigation Measure 3A.15-1r: Participate in Fair Share Funding of Improvements to Reduce Impacts on Eastbound U.S. 50 between Hazel Avenue and Folsom Boulevard (Freeway Segment 3)
- ▶ Mitigation Measure 3A.15-1s: Participate in Fair Share Funding of Improvements to Reduce Impacts on Eastbound U.S. 50 between Folsom Boulevard and Prairie City Road (Freeway Segment 4)
- ▶ Mitigation Measure 3A.15-1u: Participate in Fair Share Funding of Improvements to Reduce Impacts on Westbound U.S. 50 between Prairie City Road and Folsom Boulevard (Freeway Segment 16)
- ▶ Mitigation Measure 3A.15-1v: Participate in Fair Share Funding of Improvements to Reduce Impacts on Westbound U.S. 50 between Hazel Avenue and Sunrise Boulevard (Freeway Segment 18)
- ▶ Mitigation Measure 3A.15-1w: Participate in Fair Share Funding of Improvements to Reduce Impacts on U.S. 50 Eastbound / Folsom Boulevard Ramp Merge (Freeway Merge 4)

- ▶ Mitigation Measure 3A.15-1x: Participate in Fair Share Funding of Improvements to Reduce Impacts on U.S. 50 Eastbound / Prairie City Road Diverge (Freeway Diverge 5)
- ▶ Mitigation Measure 3A.15-1y: Participate in Fair Share Funding of Improvements to Reduce Impacts on U.S. 50 Eastbound / Prairie City Road Direct Merge (Freeway Merge 6)
- ▶ Mitigation Measure 3A.15-1z: Participate in Fair Share Funding of Improvements to Reduce Impacts on U.S. 50 Eastbound / Prairie City Road Flyover On-Ramp to Oak Avenue Parkway Off-Ramp Weave (Freeway Weave 8)
- ▶ Mitigation Measure 3A.15-1aa: Participate in Fair Share Funding of Improvements to Reduce Impacts on U.S. 50 Eastbound / Oak Avenue Parkway Loop Merge (Freeway Merge 9)
- ▶ Mitigation Measure 3A.15-1dd: Participate in Fair Share Funding of Improvements to Reduce Impacts on U.S. 50 Westbound / Empire Ranch Road Loop Ramp Merge (Freeway Merge 23)
- ▶ Mitigation Measure 3A.15-1ee: Participate in Fair Share Funding of Improvements to Reduce Impacts on U.S. 50 Westbound / Oak Avenue Parkway Loop Ramp Merge (Freeway Merge 29)
- ▶ Mitigation Measure 3A.15-1ff: Participate in Fair Share Funding of Improvements to Reduce Impacts on U.S. 50 Westbound / Prairie City Road Loop Ramp Merge (Freeway Merge 32)
- ▶ Mitigation Measure 3A.15-1gg: Participate in Fair Share Funding of Improvements to Reduce Impacts on U.S. 50 Westbound / Prairie City Road Direct Ramp Merge (Freeway Merge 33)
- ▶ Mitigation Measure 3A.15-1hh: Participate in Fair Share Funding of Improvements to Reduce Impacts on U.S. 50 Eastbound / Folsom Boulevard Diverge (Freeway Diverge 34)
- ▶ Mitigation Measure 3A.15-1ii: Participate in Fair Share Funding of Improvements to Reduce Impacts on U.S. 50 Westbound / Hazel Avenue Direct Ramp Merge (Freeway Merge 38)
- ▶ Mitigation Measure 3A.15-2a: Develop Commercial Support Services and Mixed-use Development Concurrent with Housing Development, and Develop and Provide Options for Alternative Transportation Modes
- ▶ Mitigation Measure 3A.15-2b: Participate in the City's Transportation System Management Fee Program
- ▶ Mitigation Measure 3A.15-2c: Participate with the 50 Corridor Transportation Management Association
- ▶ Mitigation Measure 3A.15-3: Pay Full Cost of Identified Improvements that Are Not Funded by the City's Fee Program
- ▶ Mitigation Measure 3A.15-4a: The Applicant Shall Pay a Fair Share to Fund the Construction of Improvements to the Sibley Street/Blue Ravine Road Intersection (Folsom Intersection 2)
- ▶ Mitigation Measure 3A.15-4b: The Applicant Shall Pay a Fair Share to Fund the Construction of Improvements to the Oak Avenue Parkway/East Bidwell Street Intersection (Folsom Intersection 6)
- ▶ Mitigation Measure 3A.15-4c: The Applicant Shall Pay a Fair Share to Fund the Construction of Improvements to the East Bidwell Street/Nesmith Court Intersection (Folsom Intersection 7)
- ▶ Mitigation Measure 3A.15-4d: The Applicant Shall Pay a Fair Share to Fund the Construction of Improvements to the East Bidwell Street/Iron Point Road Intersection (Folsom Intersection 21)
- ▶ Mitigation Measure 3A.15-4e: The Applicant Shall Pay a Fair Share to Fund the Construction of Improvements to the Serpa Way/ Iron Point Road Intersection (Folsom Intersection 23)
- ▶ Mitigation Measure 3A.15-4f: The Applicant Shall Pay a Fair Share to Fund the Construction of Improvements to the Empire Ranch Road / Iron Point Road Intersection (Folsom Intersection 24)

- ▶ Mitigation Measure 3A.15-4g: The Applicant Shall Fund and Construct Improvements to the Oak Avenue Parkway / Easton Valley Parkway Intersection (Folsom Intersection 33)
- ▶ Mitigation Measure 3A.15-4i: Participate in Fair Share Funding of Improvements to Reduce Impacts on the Grant Line Road/White Rock Road Intersection (Sacramento County Intersection 3)
- ▶ Mitigation Measure 3A.15-4j: Participate in Fair Share Funding of Improvements to Reduce Impacts on Grant Line Road between White Rock Road and Kiefer Boulevard (Sacramento County Roadway Segments 5-7)
- ▶ Mitigation Measure 3A.15-4k: Participate in Fair Share Funding of Improvements to Reduce Impacts on Grant Line Road between Kiefer Boulevard and Jackson Highway (Sacramento County Roadway Segment 8)
- ▶ Mitigation Measure 3A.15-4l: Participate in Fair Share Funding of Improvements to Reduce Impacts on Hazel Avenue between Curragh Downs Drive and U.S. 50 Westbound Ramps (Sacramento County Roadway Segment s 12-13)
- ▶ Mitigation Measure 3A.15-4m: Participate in Fair Share Funding of Improvements to Reduce Impacts on White Rock Road between Grant Line Road and Prairie City Road (Sacramento County Roadway Segment 22)
- ▶ Mitigation Measure 3A.15-4n: Participate in Fair Share Funding of Improvements to Reduce Impacts on White Rock Road between Empire Ranch Road and Carson Crossing Road (Sacramento County Roadway Segment 28)
- ▶ Mitigation Measure 3A.15-4o: Participate in Fair Share Funding of Improvements to Reduce Impacts on the White Rock Road / Carson Crossing Road Intersection (El Dorado County 1)
- ▶ Mitigation Measure 3A.15-4p: Participate in Fair Share Funding of Improvements to Reduce Impacts on the Hazel Avenue/U.S. 50 Westbound Ramps Intersection (Caltrans Intersection 1)
- ▶ Mitigation Measure 3A.15-4q: Participate in Fair Share Funding of Improvements to Reduce Impacts on Eastbound U.S. 50 between Zinfandel Drive and Sunrise Boulevard (Freeway Segment 1)
- ▶ Mitigation Measure 3A.15-4r: Participate in Fair Share Funding of Improvements to Reduce Impacts on Eastbound U.S. 50 between Rancho Cordova Parkway and Hazel Avenue (Freeway Segment 3)
- ▶ Mitigation Measure 3A.15-4s: Participate in Fair Share Funding of Improvements to Reduce Impacts on Eastbound U.S. 50 between Folsom Boulevard and Prairie City Road (Freeway Segment 5)
- ▶ Mitigation Measure 3A.15-4t: Participate in Fair Share Funding of Improvements to Reduce Impacts on Eastbound U.S. 50 between Prairie City Road and Oak Avenue Parkway (Freeway Segment 6)
- ▶ Mitigation Measure 3A.15-4u: Participate in Fair Share Funding of Improvements to Reduce Impacts on the U.S. 50 Eastbound / Prairie City Road Slip Ramp Merge (Freeway Merge 6)
- ▶ Mitigation Measure 3A.15-4v: Participate in Fair Share Funding of Improvements to Reduce Impacts on the U.S. 50 Eastbound / Prairie City Road Flyover On Ramp to Oak Avenue Parkway Off Ramp Weave (Freeway Weave 7)
- ▶ Mitigation Measure 3A.15-4w: Participate in Fair Share Funding of Improvements to Reduce Impacts on U.S. 50 Eastbound / Oak Avenue Parkway Loop Ramp Merge (Freeway Merge 8)
- ▶ Mitigation Measure 3A.15-4x: Participate in Fair Share Funding of Improvements to Reduce Impacts on U.S. 50 Westbound / Empire Ranch Road Loop Ramp Merge (Freeway Merge 27)
- ▶ Mitigation Measure 3A.15-4y: Participate in Fair Share Funding of Improvements to Reduce Impacts on U.S. 50 Westbound / Prairie City Road Loop Ramp Merge (Freeway Merge 35)

In addition to the mitigation measures in the FPASP EIR/EIS (listed above), the project-specific traffic study provided the following refinements to the mitigation program that would be required for the project (T. Kear 2019). These refinements are consistent with the mitigation program outlined in the FPASP EIR/EIS.

- ▶ Mitigation Measure 4.17-1: East Bidwell Street/Regency Parkway (Driveway #6)
- ▶ Mitigation Measure 4.17-2: East Bidwell Street/White Rock Road
- ▶ Mitigation Measure 4.17-3: East Bidwell Street/Mangini Parkway
- ▶ Mitigation Measure 4.17-4: East Bidwell Street/Savannah Parkway
- ▶ Mitigation Measure 4.17-5: East Bidwell Street/Alder Creek Parkway
- ▶ Mitigation Measure 4.17-6: White Rock Road/Oak Avenue Parkway

The potential environmental impacts related to transportation/traffic and associated with implementation of the project are consistent with the conclusions of the FPASP EIR/EIS and the Toll Brothers Environmental Checklist and Addendum, and no additional CEQA documentation is required. Further, pursuant to Section 15162 of the State CEQA Guidelines, no new information of substantial importance has been identified that would otherwise necessitate subsequent/supplemental environmental analysis.

#### Tribal Cultural Resources

Assembly Bill (AB) 52, signed by the California governor in September of 2014, establishes a new class of resources under CEQA: "tribal cultural resources." It requires that lead agencies undertaking CEQA review must, upon written request of a California Native American tribe, begin consultation after the lead agency determines that the application for the project is complete, before a notice of preparation (NOP) of an EIR or notice of intent to adopt a negative declaration or mitigated negative declaration is issued. AB 52 also requires revision to CEQA Appendix G, the environmental checklist. This revision has created a new category for tribal cultural resources (TCRs).

An addendum to a previously certified EIR was prepared for the Toll Brothers at Folsom Ranch Master Planned Community, in accordance with Section 15164 of the CEQA Guidelines. An addendum was determined to be the most appropriate document because none of the conditions described in Section 15162, calling for preparation of a subsequent EIR, occurred. The addendum addresses minor technical changes or additions and confirms that the project is consistent with what was previously analyzed under the certified EIR. As such, the addendum did not result in an additional certification; therefore, the AB 52 procedures specified in PRC Sections 21080.3.1(d) and 21080.3.2 did not apply and no tribal consultation under AB 52 was required. Further, because the project is adequately addressed by the FPASP EIR/EIS and the Toll Brothers Environmental Checklist and Addendum, this analysis is also not required to address TCRs. Mitigation measures discussed above under Cultural Resources that would reduce impacts to previously unknown cultural resources would also reduce potential impacts to TCRs should they be present.

The potential environmental impacts related to TCRs and associated with implementation of the project are consistent with the conclusions of the FPASP EIR/EIS and the Toll Brothers Environmental Checklist and Addendum, and no additional CEQA documentation is required. Further, pursuant to Section 15162 of the State CEQA Guidelines, no new information of substantial importance has been identified that would otherwise necessitate subsequent/supplemental environmental analysis.

#### Utilities and Service Systems

Implementation of the project would result in 92 fewer residential units than previously evaluated and would not result in substantial changes in development type or intensity. Thus, the project would not result in increased demand for water, wastewater, electricity, or natural gas beyond that anticipated in the FPASP EIR/EIS and Toll Brothers Environmental Checklist and Addendum. Sanitary sewer, domestic water, and storm drainage services would be provided by the City of Folsom. Electricity would be provided by the Sacramento Municipal Utility District, gas would be provided by Pacific Gas & Electric, telephone would be provided by AT&T, and cable would be provided by Comcast. The following mitigation measures were referenced in the FPASP EIR/EIS analysis and would continue to remain applicable if the project were approved.

- ▶ Mitigation Measure 3A.16-1: Submit Proof of Adequate On- and Off-Site Wastewater Conveyance Facilities and Implement On- and Off-Site Infrastructure Service Systems or Ensure That Adequate Financing Is Secured.
- ▶ Mitigation Measure 3A.16-3: Demonstrate Adequate SRWTP Wastewater Treatment Capacity.
- ▶ Mitigation Measure 3A.18-1: Submit Proof of Surface Water Supply Availability.
- ▶ Mitigation Measure 3A.18-2a: Submit Proof of Adequate Off-Site Water Conveyance Facilities and Implement Off-Site Infrastructure Service System or Ensure That Adequate Financing Is Secured.
- ▶ Mitigation Measure 3A.18-2b: Demonstrate Adequate Off-Site Water Treatment Capacity (if the Off-Site Water Treatment Plant Option is Selected).

The potential environmental impacts related to utilities and service systems and associated with implementation of the project are adequately addressed by the FPASP EIR/EIS and the Toll Brothers Environmental Checklist and Addendum, and no additional CEQA documentation is required. Further, pursuant to Section 15162 of the State CEQA Guidelines, no new information of substantial importance has been identified that would otherwise necessitate subsequent/supplemental environmental analysis.

### Wildfire

Implementation of the project would involve the development of a residential subdivision within the approved Toll Brothers at Folsom Ranch Master Planned Community. The project would affect the same area already analyzed and would not substantially alter the development type or density at the site. The site is identified as a moderate fire hazard severity zone and is not near an area of high or very high fire hazard severity, as identified by CAL FIRE. The project would comply with Wildland-Urban Interface building code regulations, California Fire Code, Folsom 2035 General Plan Polices and FPASP Polices. The project would not result in an increase in slope or prevailing wind that may exacerbate wildfire risks. There were no mitigation measures included in the FPASP EIR/EIS for this topic and no additional mitigation measures are required for the project for this issue.

The potential environmental impacts related to wildfire and associated with implementation of the project are adequately addressed by the FPASP EIR/EIS and the Toll Brothers Environmental Checklist and Addendum, and no additional CEQA documentation is required. Further, pursuant to Section 15162 of the State CEQA Guidelines, no new information of substantial importance has been identified that would otherwise necessitate subsequent/supplemental environmental analysis.

### **Conclusion**

Based on the analysis presented above, implementation of the project is adequately addressed by the FPASP EIR/EIS and the Toll Brothers Environmental Checklist and Addendum, and no new or substantially more adverse impacts would occur through implementation of the project. As a result, no new environmental document is required, consistent with State CEQA Guidelines Section 15162(b).

### **REFERENCES**

- Bollard Acoustic Consultants. 2019 (November 24). *Environmental Noise Assessment Toll Brothers at Folsom Ranch Residential Development*. Folsom, CA,
- City of Folsom. 2010 (June). *Draft Environmental Impact Report/Draft Environmental Impact Statement Folsom South of U.S. 50 Specific Plan Project*. SCH #2008092051. Sacramento County, CA. Prepared by AECOM and RMC Water and Environment.

- . 2011 (May). Final Environmental Impact Report/Draft Environmental Impact Statement Folsom South of U.S. 50 Specific Plan Project. SCH #2008092051. Sacramento County, CA. Prepared by AECOM and RMC Water and Environment.
- . 2020 (February). *Toll Brothers at Folsom Ranch Master Planned Community Environmental Checklist and Addendum*. Folsom, CA. Prepared by Ascent Environmental.

ECORP. See ECORP Consulting, Inc.

ECORP Consulting, Inc. 2019a (July 19). *Biological Resources Technical Memorandum Regency at Folsom Ranch Project Specific Plan Amendment*. Prepared for City of Folsom Community Development Department. Rocklin, CA.

———. 2019b (July 30). *Cultural Resources Assessment to Support Amendments to the Folsom Plan Area Specific Plan and City of Folsom General Plan for the Regency at Folsom Ranch Project*. Rocklin, CA.

———. 2020 (January 27). *Arborist Survey Report and Mitigation Strategy Toll Brothers at Folsom Ranch Project*. Prepared for Toll Brothers, Inc. Sacramento County, CA.

T. Kear. See T. Kear Transportation Planning & Management, Inc.

T. Kear Transportation Planning & Management, Inc. 2019 (August 5). *Draft Regency at Folsom Ranch Transportation Impact Study*. Folsom, CA. Prepared for City of Folsom and Ascent Environmental, Inc.

## ATTACHMENTS

Attachment A: Mitigation Monitoring and Reporting Program

**Attachment 17**

**Site Photographs**



