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**FOLSOM**  
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## Folsom City Council Staff Report

<b>MEETING DATE:</b>	6/22/2021
<b>AGENDA SECTION:</b>	Public Hearing
<b>SUBJECT:</b>	Mangini Ranch Phase 1C 4-Pack Project in the Folsom Plan Area Specific Plan. (PN 21-002)  i. Resolution No. 10658 - A Resolution to Approve a Small-Lot Vesting Tentative Subdivision Map for 100 Residential Lots, and Planned Development Permit for MLD Development Standard Deviations and Design Review for the Mangini Ranch Phase 1C 4-Pack Project
<b>FROM:</b>	Community Development Department

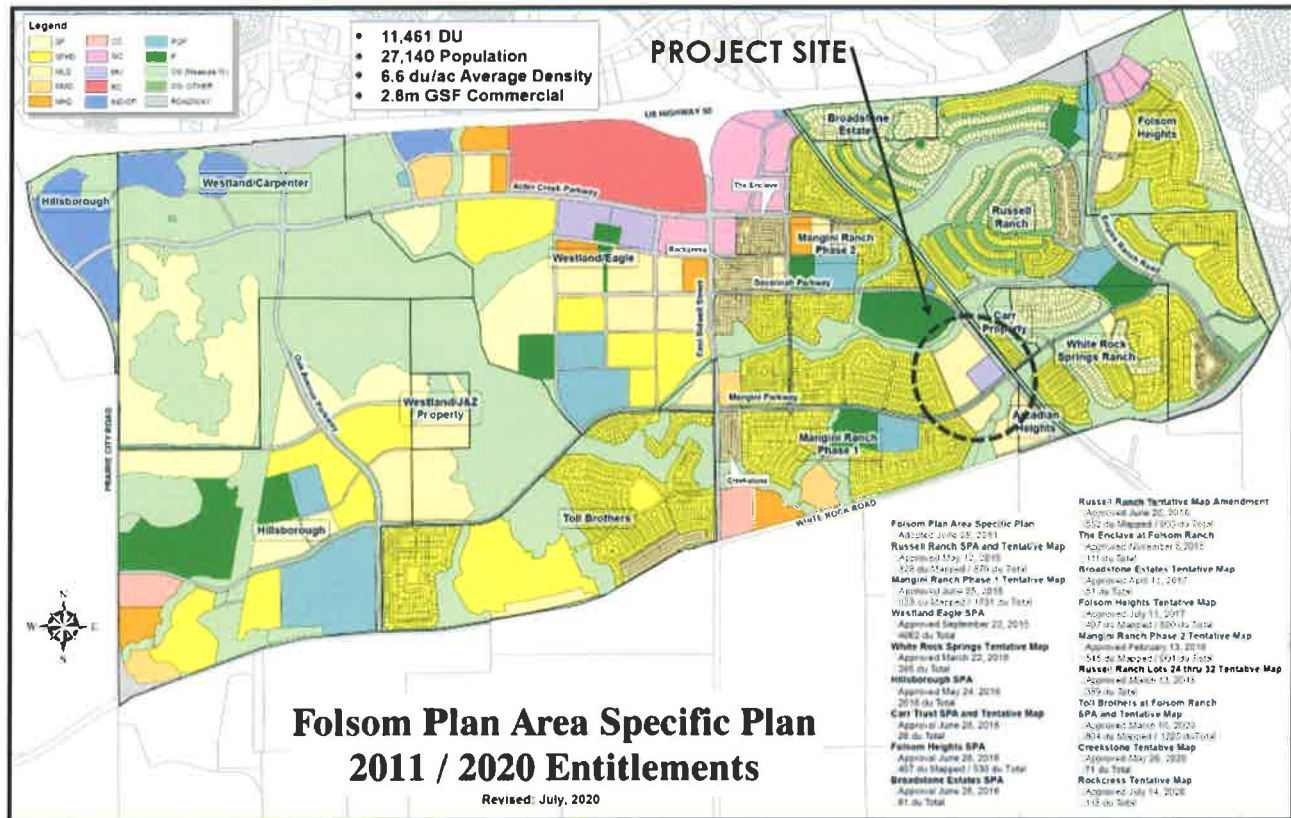
### RECOMMENDATION / CITY COUNCIL ACTION

Move to adopt Resolution No. 10658 - A Resolution to Approve a Small-Lot Vesting Tentative Subdivision Map for 100-residential lots, and Planned Development Permit for MLD Development Standard Deviations and Design Review for the Mangini Ranch Phase 1C 4-Pack Project

### BACKGROUND / ISSUE

The proposed Project site is part of the approved Folsom Plan Area Specific Plan (FPASP), a comprehensively planned community that proposes new development based on “Smart Growth” and Transit Oriented Development principles. See Figure 1 FPASP Land Use Plan.

**FIGURE 1: LAND USE PLAN**



The FPASP, approved in 2011, is a development plan for over 3,500 acres of previously undeveloped land located south of Highway 50, north of White Rock Road, east of Prairie City Road, and adjacent to the Sacramento County/El Dorado County line in the southeastern portion of the City.

The FPASP includes 11,461 residential units at various densities on approximately 1,630 acres; 310 acres designated for commercial and industrial use; +/-130 acres designated for public/quasi-public uses, elementary/middle school/high schools, and community/neighborhood parks; and +/-1,110 acres for open-space areas.

The Project was part of the Mangini Ranch Phase 1 Large Lot subdivision map approved by the City June 25, 2015. The site is also part of the Mangini Ranch 1C North Small Lot Vesting Tentative Subdivision Map (SLVTSM) Project being processed concurrently that will create a remainder parcel of the subject property (Lot A) which would be subdivided as part of this Project.

The Project site is designated Multi-Family Low Density residential (SP-MLD) in the FPASP, which provides for development at 7.0 to 12.0 units per acre. An excerpt from the FPASP Land Use Map is shown below as Figure 1, Land Use Plan. This designation is consistent with the site's MLD designation in the Folsom General Plan.

## Physical Setting

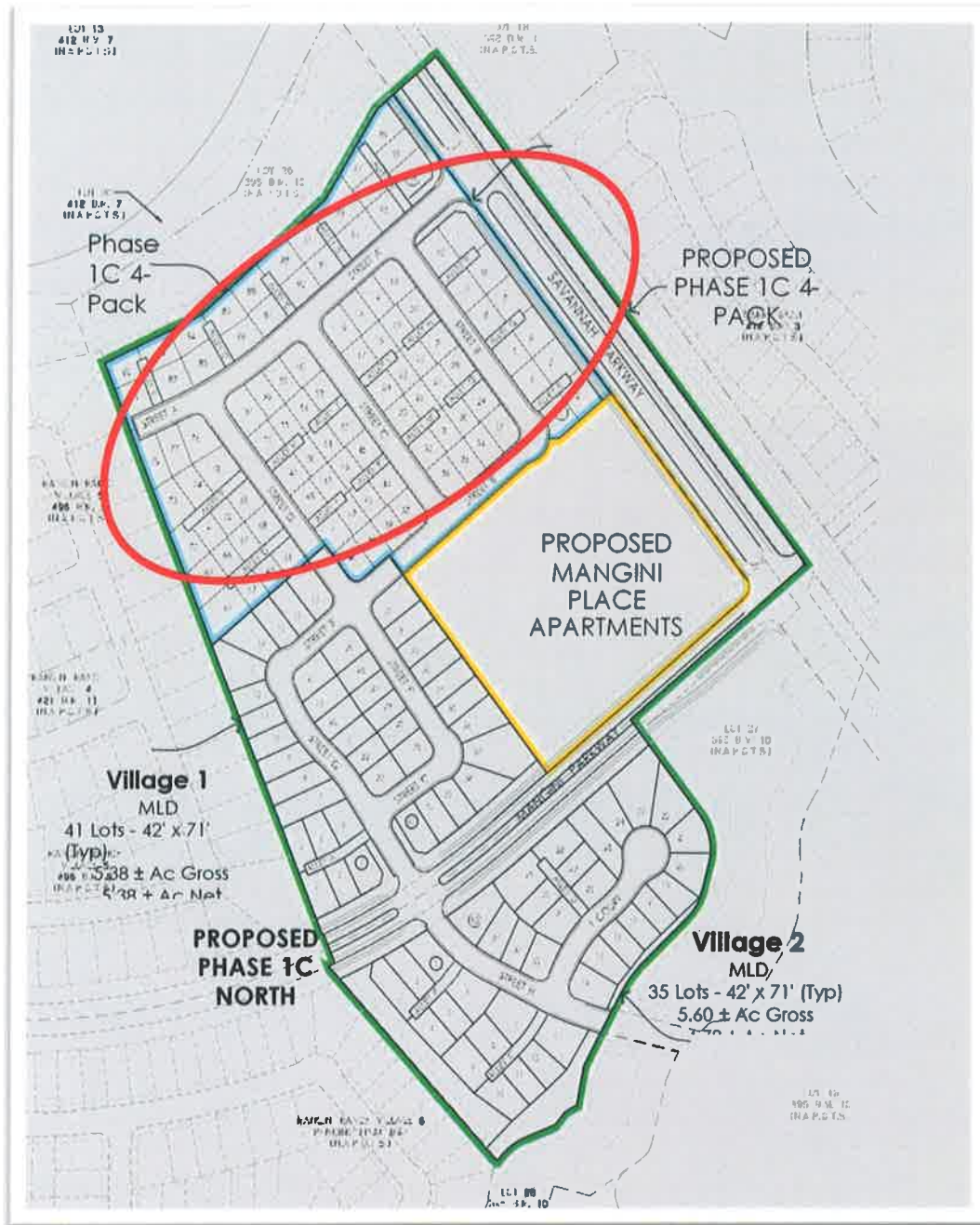
As shown on the aerial photograph, Figure 2, pre-existing vegetation (native/non-native grasses) on the site has been disturbed and was previously used as a material preparation site and includes rocky terrain that slopes to the west. No oaks trees are located on the Project site.

**FIGURE 2: AERIAL PHOTO (2020)**



Figure 3 shows the relationship of the Mangini Ranch Phase 1C 4-Pack Project, to other pending Projects including the 1C North Project and the proposed Mangini Place Apartments to the south.

**FIGURE 3: RELATIONSHIP TO OTHER ADJACENT PROJECTS**



## **A. Small-Lot Vesting Tentative Subdivision Map**

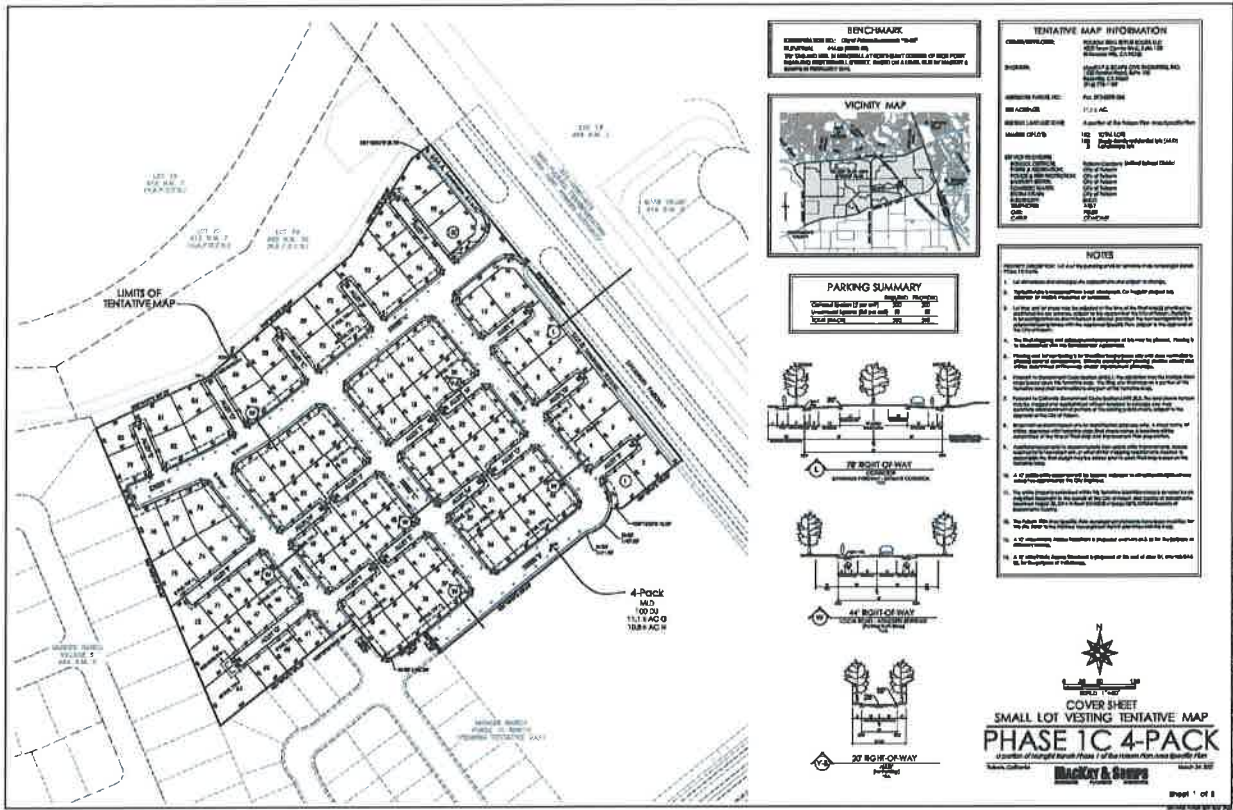
The first component of the Applicant's proposal is a Small-Lot Vesting Tentative Subdivision Map (SLVTSM) to create 100 single-family residential lots and two landscape lots (Lots A and B) along Savannah Parkway. The proposed subdivision layout is shown in Figure 4 on the following page. (A more detailed version of the subdivision map is included as Attachment 4 to this staff report.)

The proposed subdivision features interior lots with minimum lot sizes of 2,290 square feet, which deviates from the MLD Development Standards (see discussion below regarding the Planned Development Permit). Corner lots as proposed generally range from 3,850 square feet (55'x70') to 4,720 square feet (59'x80'). The Phase 1C 4-Pack product strives to provide a compact development with homes at an affordable price point on a small lot. Table 1 shows that there is a mix of unit clusters that range from 4-Pack (unit) clusters to 8-pack (unit) clusters on alleys. In addition, 19 of the lots will be conventional in size and have standard street access.

Each cluster configuration includes the following:

- Four different lot sizes.
- Lots range from 2,296 to 5,898 square feet.
- Lot widths range from 41.5 to 53 feet.
- Four different floor plans.

**FIGURE 4: PROPOSED SUBDIVISION LAYOUT**



**TABLE 1: UNIT CLUSTERS**

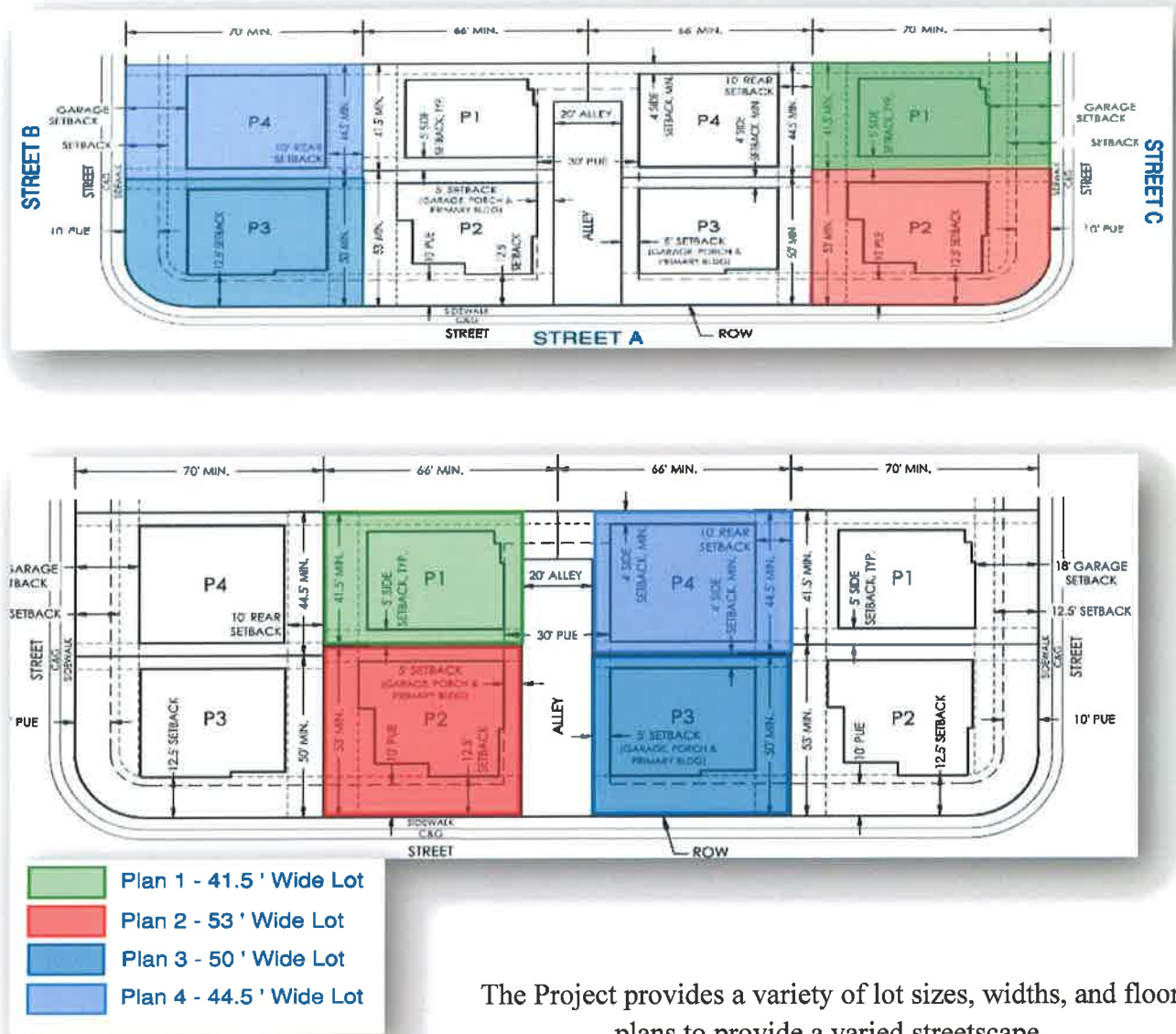
Unit Configuration	Number	Units
4-Pack Cluster	15	60
6-Pack Cluster	1	6
7-Pack Cluster	1	7
8- Pack Cluster	1	8
Typical/Conventional Lot (No Cluster)		19
Total Lots		100

Figure 5 below shows the location of each type of clustered units. Purple shows 4-Packs, salmon color shows a 6-pack configuration, blue shows a 7-pack configuration, yellow an 8-pack and 19 non-colored lots on the end of blocks are conventional lots.

**FIGURE 5: SITE LAYOUT SHOWING TYPES OF CLUSTERED UNITS**



**FIGURE 6: EXAMPLES OF VARIED LOT SIZES**

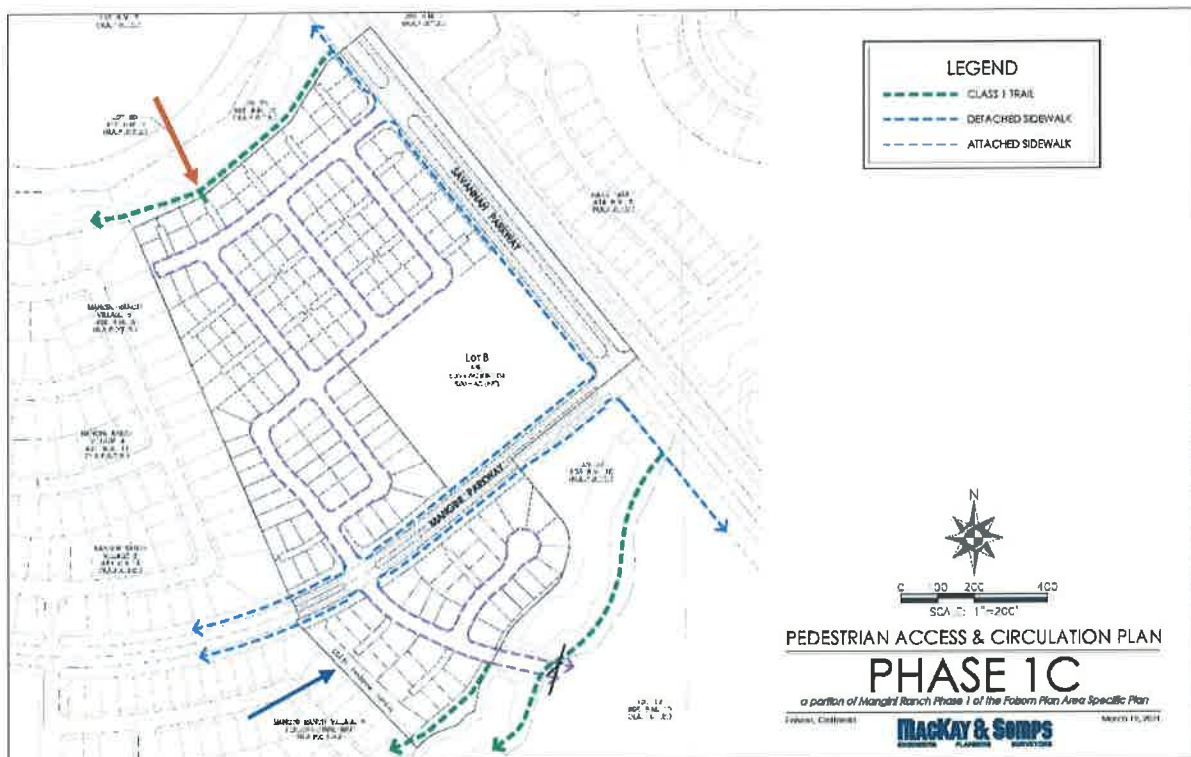


The Project provides a variety of lot sizes, widths, and floor plans to provide a varied streetscape.



Access into and out of the subdivision will be provided at an entrance on Savannah Parkway and will not be gated because it will be required to provide secondary access for the Phase 1C North project to the south. Secondary access for this Project will also be provided through the 1C North Project to the south, which connects to Mangini Parkway. A pedestrian-only access point is located at the end of "D" Court (shown with a red arrow on Figure 7). Condition No. 49 requires the Applicant to provide a six-foot concrete sidewalk and landscaping within the ten-foot easement to provide access to the Class I trail/open space located on the northern boundary. A dark blue arrow shows an additional pedestrian access point would be provided to the south of the Project area, on Lot G in the proposed Phase 1C North Project.

**FIGURE 7: PEDESTRIAN ACCESS**



**B. Planned Development Permit- Development Standards**

The Planned Development Permit is designed to allow greater flexibility in the design of a project than otherwise possible through strict application of the land use regulations. The Planned Development Permit process is al designed to encourage creative and efficient uses of land. The following are proposed as part of the Applicant’s Planned Development Permit:

- Deviations to Development Standards
- Building Architecture and Design

Deviations from Development Standards

The Applicant’s desire is to provide a unique single family detached compact product that meets a land use density of 9 dwelling units per acre. As a result, the Applicant is requesting several deviations to the specific Plan MLD development standards to achieve this density. The request includes reduced minimum lot sizes, reduced front yard, garage, and side yard setbacks, and an increase in minimum lot coverage up to 60% on ten of the lots.

The following table outlines the areas that are proposed to deviate from the MLD Development Standards shown in red.

**TABLE 2: SP-MLD MULTI-FAMILY LOW DENSITY DEVELOPMENT STANDARDS**

<b>Development Standard</b>	<b>Requirement</b>	<b>Proposed 4-Pack* Conventional* Lots</b>	<b>Majority of Project 4-Pack Lots</b>
Minimum Lot Size	3,000	3,000	2,290
Corner Lot	3,500	3,500	3,500
Front Porch Setback	12.5 Feet	12.5 Feet	5
Front Primary Structure Setback	15 Feet	15 Feet	5
Front Garage Setback	20 Feet	20 Feet	5
Side Yard Setbacks	5 Feet/5 Feet	4 Feet	4
Rear Yard Setback	10 Feet	10 Feet	10
Maximum Lot Coverage	50%	50%	60%**

\*Nineteen of the 4-Pack (Lots 13-16, 33-36, 37-40, and 57-60) are conventional lots that would meet all but the side yard setback MLD Development Standard.

\*\*Only the following lots would be allowed to exceed the maximum lot coverage: Lots 18, 19, 26, 27, 46, 47, 54, 55, 62 and 67.

According to the Applicant ten lots would exceed the 50% lot coverage standard because the lots are in the center of the Project where grading and retaining wall conditions restrict shifting lot lines.

The Applicant has put together a package of amenities (Attachment 13) that will provide a public benefit to future residents in the community above what would normally be provided. While there are other areas of the City that contain 4- and 6-pack product, this community will be unique in terms of architectural style and increased energy efficiency. The proposed amenities included:

1. *Electric Vehicle Charging Station*- An electric vehicle charging station will be included with each unit supporting the use of electric vehicles, reduction in fossil fuel use, and clean air and lower cost driving for the community.
2. *Cool Roof* – Obligating the 4-Pack community to the high standard of a roof tile with a .17 SR value, makes the home more energy efficient and offsets the community heat index as a whole. This will help reduce heat in the neighborhood while still providing an attractive architectural tile roof.
3. *Increased insulation*-The design of the homes includes 2x6 exterior walls. This choice translates to up to 69% more uninterrupted insulation in the walls reducing the heat loss of the home and lowering overall energy consumption.
4. *Third Party Verification*. The 4-Pack community will include a voluntary Quality Insulation Inspection (QII). Performed by Certified HERS inspectors, the QII can deliver one of the biggest increases in calculated building performance in any California climate zone. California's rules for calculating heat transfer in insulated walls assumes that insulation will be installed poorly. When claiming HERS-verified QII, the energy model can use the full R-value of insulation when performing calculations. Depending on the climate zone, a single-family residence could see an improvement of up to 6-10% in its energy source. QII procedures ensure a tighter building envelope, uniform insulation installation techniques and reduction of thermal bridging.
5. *Compost Bin* –Under SB 1383, effective January 1, 2020, the City of Folsom will collect organic waste from residential and business customers. To facilitate organic waste sorting, residential units will include a system for sorting and storing organic waste. A compost bin would be provided to each homeowner in the rear yard to help facilitate organic waste collection.
6. *Pet Waste Stations* – A homeowner’s association (HOA) would manage the maintenance and stocking of pet stations placed within the community.
7. *Installation of Watersense controllers* that can save an average home up to 15,000 gallons of water annually.
8. Installation of Low Voltage Technology package includes:
  - a. Eero whole home WiFi system with two Beacons for full coverage provided to every home.
  - b. Amazon Echo Spot voice activated smart device facilitating hands-free control of connected devices throughout the home included in every home.
  - c. LiftMaster WiFi enabled garage door opener included in every home.

- d. Dual combination USB receptacle in kitchen for ease in charging devices included.
- e. Two Smart Leviton Decora light switches included in every home.
- f. RING Pro video doorbell for added security included in every home.

The first three Project amenities will ensure that the Project provides a higher level of energy efficiency than other standard subdivisions in the area.

### **C. Design Review**

The Project includes the construction of 100 single family homes with four master plans and three different architectural styles, and 12 color schemes. All homes are two-story. In Plans 1-3, all bedrooms are on the second floor. The largest home (Plan 4) will include a downstairs bedroom/office.

The Applicant's submittal describes the architectural styles as follows:

- *Modern Spanish* -Based on simple early Spanish missions, the style uses minimal decorative details borrowed from Spanish Revival homes that are most common in southwestern states, particularly California, Arizona, and Texas. Identifying features are low-pitched roofs, with little to no overhang, and tile roof covering. Recessed elements along with gable end details and trims; wall surface is usually stucco; facade normally asymmetrical. Decorative tile provides accents.
- *Western Farmhouse*-The Farmhouse style dates back to 19th century America and encompasses a range of variations as it reflects local geography and climate. Throughout America the many examples of Farmhouse represent the key concept of a functional home that effortlessly combines informal and formal spaces. This style is defined by simply detailed, understated, and utilitarian features that reflect the concept of a simple agrarian lifestyle. Homes in this style are often simple in massing and can include a covered porch element, gable roof forms, and porch columns and posts.
- *Modern Prairie*- Roofs are a lower hip on hip design with flat concrete roof tiles. These roofs contribute to a grounded massing approach highlighted with vertically oriented feature windows. Elevation features are further highlighted with material transitions and color application. Windows kept intentionally without grids and masonry stone veneer styles are the most rectilinear and crisp for differentiation and contemporary theme. Color schemes work with massing design to provide an earthy feel with accent pops of color.

Illustrations of the architectural styles applied to the proposed residential designs are shown in Figure 8 on the following page.

**FIGURE 8: PLAN ELEVATIONS**



**PLAN 2BR  
WESTERN FARMHOUSE**

**PLAN 3  
MODERN PRAIRIE**



**Front Elevation 1A - Modern Spanish**



**Front Elevation 1B - Western Farmhouse**



**Modern Spanish 2A**

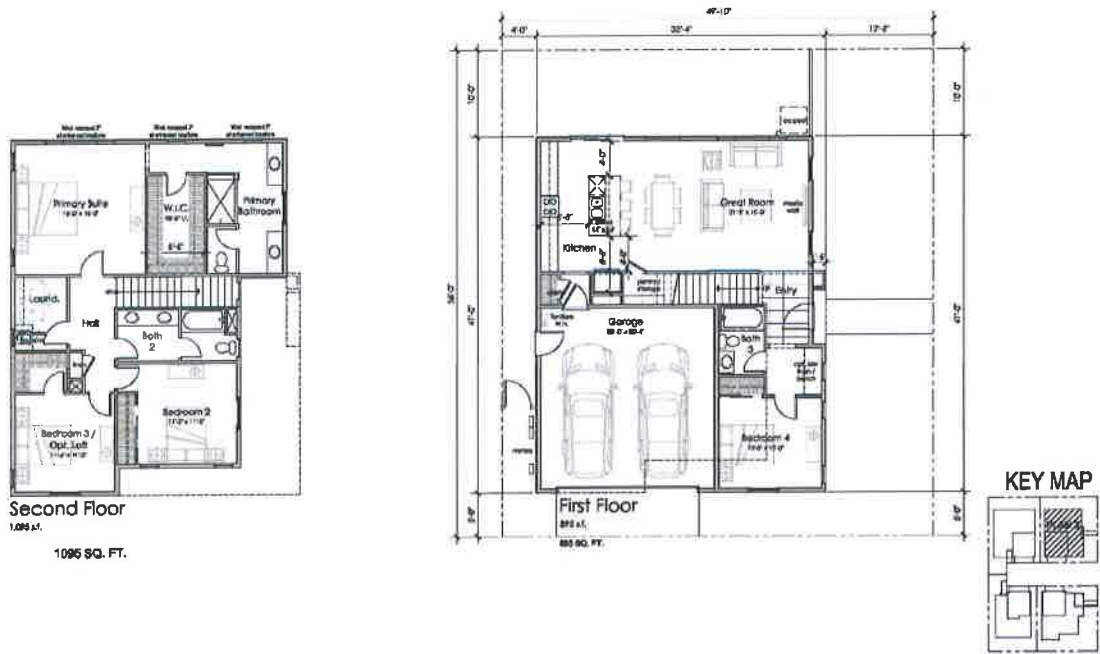
**FIGURE 9: PLAN 2 STREETSCAPE VIEW**



This elevation shows a conceptual view of the entrance to an alley.

Typical floorplans are shown on the following pages. Refer to Attachment 6 Residential Schematic Design for the individual floorplans.

**FIGURE 10: PLAN 4 FLOORPLAN**



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**MANGINI RANCH PHASE 1C**  
4-PACK CLUSTER SERIES  
HOLBROOK, CA 92033

**SCHEMATIC DESIGN**  
MARCH 20, 2011

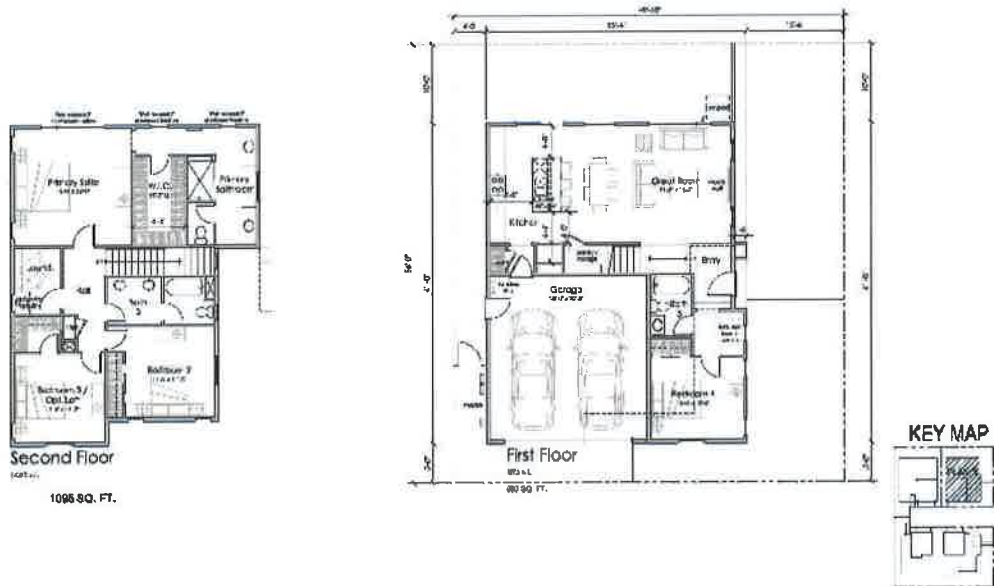


4 BEDROOMS  
3 BATHS  
1,989 SQ. FT.

FLOOR PLAN 3

A3.1

**FIGURE 11: PLAN 2 FLOORPLAN**



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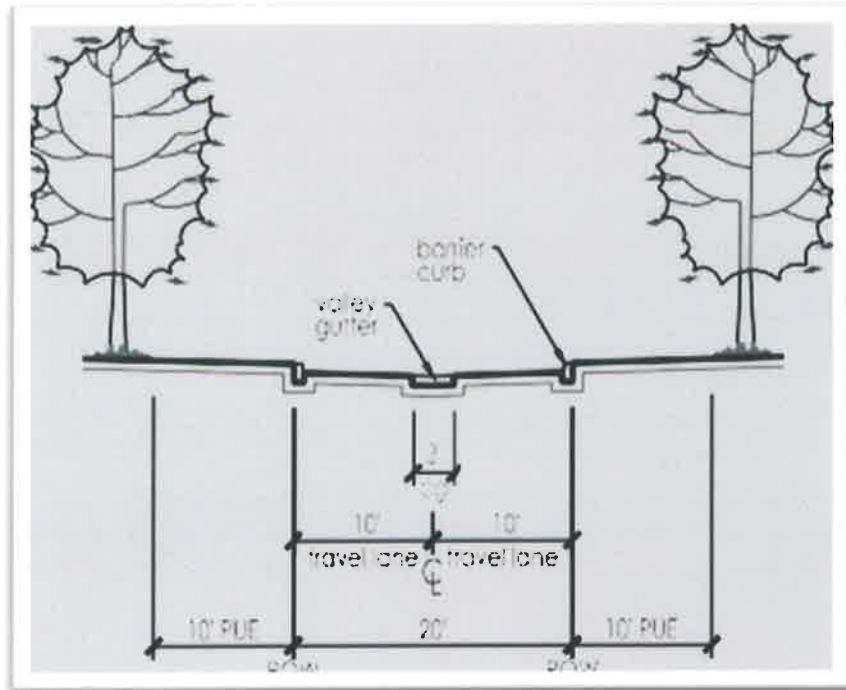
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## Landscape Buffers and Proposed Landscaping

A 19-foot-wide landscape corridor and masonry walls will be located along the west side of Savannah Parkway. A Future Bus Rapid Transit corridor is planned in the median.

As shown in Figure 12, Alleys would be public and provide two 10-foot travel lanes which meets the City's standards.

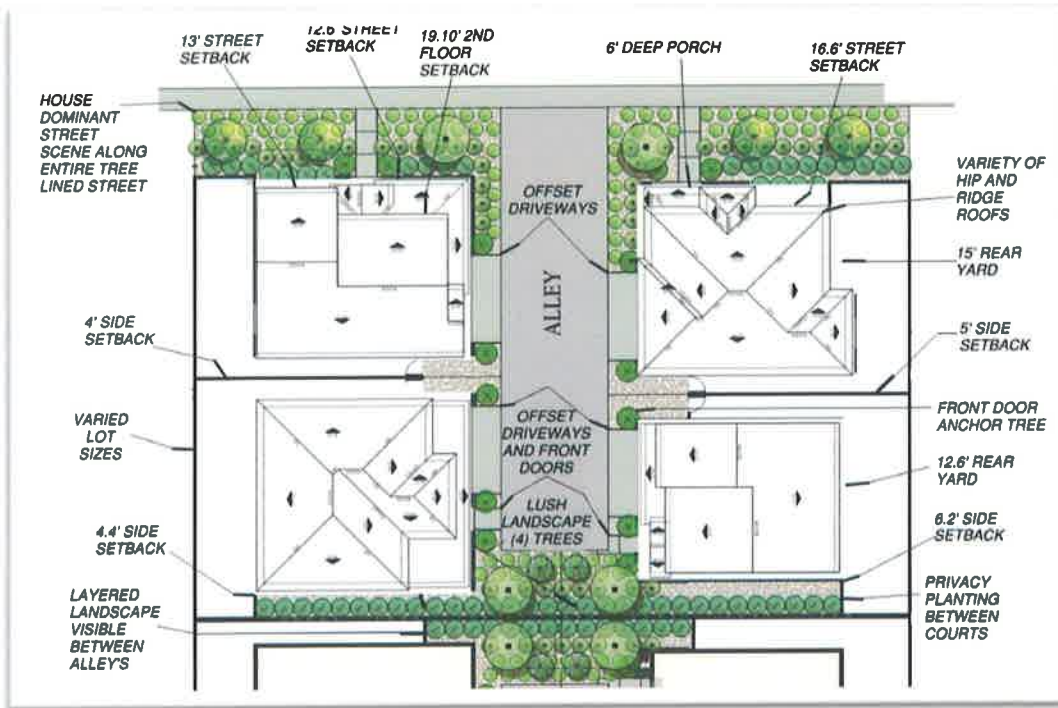
**FIGURE 12: ALLEY CROSS SECTION**



The Applicant is proposing to install new landscaping in the front yards and street side yards of the new homes within the subdivision. Homeowners will be responsible for landscaping the rear yards of the individual homes, the Applicant will install front yard landscaping and a homeowner's association would maintain all front yard landscaping. Front yard landscaping has been designed by the Applicant to complement the proposed architecture and to work within the front yard areas available. An illustration of proposed front yard landscaping is shown in Figure 13 on the following page.



**FIGURE 13: FRONT YARD LANDSCAPING**



The Applicant has discussed appropriate tree species with the City's Arborist.

The Applicant is proposing enhanced fencing between the ends of the "I" courts to provide open fencing above the masonry wall to provide greater open views as shown in Figure 14 below.

**FIGURE 14: BACK OF COURT VIEW OF UPGRADED WALL/OPEN VIEW FENCE**



On June 2, 2021, the Planning Commission held a public hearing to consider the Mangini Ranch Phase 1C 4-Pack Project. No members of the public provided comments. Planning Commission discussion was minimal and the Commission asked clarifying questions about landscaping, setbacks and project amenities. The Commission voted 7-0 to recommend to the City Council approval of the Project.

**POLICY / RULE**

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

**ANALYSIS**

Staff's analysis addresses the following:

- A. Small-Lot Vesting Tentative Subdivision Map to subdivide into 76 residential lots.
- B. Planned Development Permit- Development Standard Deviations and Design review
- C. Traffic/Access/Circulation
- D. Parking

- E. Noise Impacts
- F. Inclusionary Housing
- G. Minor Administrative Modification Land Use Boundary Refinement
- H. Minor Administrative Modification (Shift of Dwelling Units to Other Parcels)

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

- I. Conformance with relevant Folsom General Plan and Folsom Plan Area Specific Plan Objectives and Policies

**A. Small Lot Vesting Tentative Subdivision Map**

As shown on the submitted Small-Lot Vesting Tentative Subdivision Map (Attachment 4), the proposed subdivision includes 100 single family residential lots, three landscape lots, and five internal public streets and 18 alleys. The Project will be required to dedicate public right-of-way for the internal public streets.

As mentioned previously, all roadways within the subdivision are proposed to be public streets (Condition No. 42) requires the Applicant to dedicate public utility easements for underground facilities (i.e., SMUD, Pacific Gas and Electric, cable television, telephone) on properties adjacent to the streets.

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

**B. Planned Development Permit- Development Standards and Design Review (Architectural Review of Master Plans)**

The following are discussed below:

- Development Standards Deviations
- Proposed Residential Designs

Development Standard Deviations

As noted earlier within this staff report, the Project is proposing deviations from the development standards established by the FPASP for the MLD land use category including minimum lot size, maximum lot coverage, and setbacks as shown in Table 2. The Applicant's intent with the subject application is to create a unique set of development standards and design guidelines that will accommodate the development of 100 single-family detached homes.

The regulations of the underlying zone relating to height, setback, lot area and coverage, parking and other provisions may be varied when such variation will result in improved design of the development and will permit desirable arrangements of structures in relation to parking areas, parks and parkways, pedestrian walks and other such features.

In considering the Planned Development Permit, the proposed development project must be designed to provide open space, circulation, off-street parking and other conditions in such a way as to form a harmonious, integrated project of sufficient quality to justify exceptions to the normal regulations.

The City approved similar Development Standards when it approved the Russel Ranch 6-Pack Project in 2015. Below is an excerpt from the Russell Ranch 6-pack project, specifically the Planned Development section, where it shows the City allowed greater lot coverage, smaller lot size and other reduced standards as compared to the proposed Project.

**TABLE 3: COMPARISON OF PROPOSED PROJECT TO RUSSELL RANCH APPROVED 6-PACK PROJECT MULTI-FAMILY LOW DENSITY DEVELOPMENT STANDARDS**

<b>Development Standard</b>	<b>Requirement</b>	<b>Proposed 1C North 4-Pack Project</b>	<b>Russell Ranch Approved 6-Packs Project</b>
Minimum Lot Size	3,000	2,290	2,150
Corner Lot	3,500	3,500	
Front Porch Setback	12.5 Feet	5	4
Front Primary Structure Setback	15 Feet	5	4
Front Garage Setback	20 Feet	5	4
Side Yard Setbacks	5 Feet/5 Feet	4	3
Rear Yard Setback	10 Feet	10	3
Maximum Lot Coverage	50%	60%	60%

As shown in Table 3, the Project is proposing development standards that equal or are greater than approved by the Russel Ranch 6-Pack project. Approval of the Project Development Standards would not set a precedent because it is consistent with other approved projects in the City and would allow the Applicant to achieve its intent to provide a compact development at an affordable price point. There is high residential demand currently and the Applicant believes this product would meet the demand.

Staff has reviewed the Project and determined that the Project is proposing a product that provides adequate open space, circulation, off-street parking and that provides a quality neighborhood and homes at an affordable price point, with upgraded architectural features, and enhanced amenities.

The proposed amenities including the cool roof features that will reduce energy use and keep the neighborhood cooler than with standard roofs. The Project will also install increased insulation and with third-party verification for energy standards, will ensure that the Project reduces the heat effect of the compact development and saves energy at the same time. In addition, as outlined in Attachment 12 - 4-Pack Narrative, the Applicant states that all homes will include additional sustainable features as standard offerings in new homes, including:

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

Condition No. 50. requires that the Applicant install the amenities per the proposal. Therefore, the findings can be made to support the Planned Development Permit to allow approval of the Project’s MLD Development Standards.

Proposed Residential Designs

The Project is subject to the Folsom Ranch Central District Design Guidelines, which were approved by the City Council in 2015, and amended in 2018. The Design Guidelines are a complementary document to the Folsom Plan Area Specific Plan and the Folsom Plan Area Specific Plan Community Guidelines.

The Design Guidelines, which are intended to act as an implementation tool for residential development within the Central District of the Folsom Plan Area, provide the design framework for architecture, street scene, and landscaping to convey a master plan identity. The Design Guidelines also establish the pattern and intensity of development for the Central District to ensure a high quality and aesthetically cohesive environment. While these Design Guidelines establish the quality of architectural and landscape development for the master plan, they are not intended to prevent alternative designs and/or concepts that are compatible with the overall project theme.

The Design Guidelines provide specific direction regarding “edge conditions” within a subdivision. Edge conditions refer to the rear and side building elevations of a home that are visible from open spaces and major roadways. The Design Guidelines require that specific homes within a subdivision that meet the definition of an “edge condition” lot are required to incorporate enhanced architectural details on the rear and side building elevations, like the enhanced architectural details provided on the front building elevation of the home. Individual lots within the Phase 1C 4-Pack Subdivision that are considered “edge condition” lots are those on the north and east boundaries of the Project site (Lots 2, 3, 6, 7, 10, 12, 80, 81, 84, 85, 88, 89, 92, 93, 97, 98, 99 and 100).

The Applicant has provided enhanced architectural features on the homes that are visible from street or open space views including additional windows and enhanced window details, siding details and materials (see Attachment 6, Residential Schematic Design)

In evaluating the Project, staff took into consideration building and design elements that could be considered unique to the Folsom Plan Area. Staff has determined that the proposed master plans do include many unique building and design elements and are consistent with the Folsom Ranch Central District Design Guidelines.

Infrastructure for water, sewer, and drainage is being provided and will all be in place before occupancy of any unit in this subdivision. Adequate provision is made for the furnishing of sanitation service and emergency public safety services to the Project. The Project is consistent with the Folsom Plan Area Specific Plan and Folsom Plan Area EIR/EAS. Accordingly, the proposed Project's water demand can be accommodated by the City's existing water supply allocated to serve the Folsom Plan Area.

Based on this analysis, the following is included as condition No.50:

The 1C 4-Pack subdivision Project shall comply with the following architecture and design requirements:

- a. This approval is for four product lines with three architectural styles and 12 color and material options, and enhanced building elevations shall be provided on individual lots that are considered "edge condition" lots on the north and east boundaries of the Project site (Lots 2, 3, 6, 7, 10, 12, 80, 81, 84, 85, 88, 89, 92, 93, 97, 98, 99 and 100). The Applicant shall submit building plans that comply with this approval and the attached building elevations dated March 19, 2021.
- b. Lots 18, 19, 26, 27, 46, 47, 54, 55, 62 and 67 are allowed building coverage up to 60%. The Applicant shall submit building plans that comply with this approval and the attached building elevations dated March 19, 2021.
- c. The design, materials, and colors of the single-family residential units shall be consistent with the approved building elevations, materials samples, and color schemes to the satisfaction of the Community Development Department.
- d. The Community Development Department shall approve the individual lot permits to assure no duplication or repetition of the same house, same roof-line, same elevation style, side-by-side, or across the street from each other.
- e. All mechanical equipment shall be ground-mounted and concealed from view of public streets, neighboring properties and nearby higher buildings.
- f. Decorative light fixtures, consistent with the Folsom Ranch Central District Design Guidelines and unique to each architectural design theme, shall be added to the front elevation of each Master Plan to the satisfaction of the Community Development Department.
- g. A minimum of one tree is required in the front yard of each residential lot within the subdivision. A minimum of two trees are required along the street-side of all

corner lots. All front yard irrigation and landscaping shall be installed prior to a Building Permit Final.

- h. The walls and fencing shall remain as proposed by the Applicant in Attachment 14 Wall and Fence Exhibit. Homeowners shall not move the location of the fencing.
- i. Amenities outlined on pages 17 and 18 in Attachment 13 4-Pack Narrative shall be provided to the homes by the Applicant.

These recommendations listed above are included as Condition No. 50.

### **C. Traffic/Access/Circulation**

The Folsom Plan Area Specific Plan established a series of plans and policies for the circulation system within the entire Plan Area. The FPASP circulation system was designed with a sustainable community focus on the movement of people and provides a number of mobility alternatives such as walking, cycling, carpooling, and viable forms of public transportation in addition to vehicular circulation. The circulation plan evaluated regional travel, both in terms of connectivity and capacity as well as local internal connections and access. The circulation plan also addressed the concerns of regional traffic, including parallel capacity to U.S. Highway 50, and connectivity with surrounding jurisdictions while considering community-wide connectivity, alternative modes of travel, and the provision of complete streets.

The 2011 Folsom Plan Area Specific Plan Environmental Impact Report/Environmental Impact Statement included not only a detailed analysis of traffic-related impacts within the Plan Area, but also an evaluation of traffic-related impacts on the surrounding communities. In total, there are fifty-five (55) traffic-related mitigation measures associated with development of the FPASP which are included as conditions of approval for the Project. Many of these mitigation measures are expected to reduce traffic impacts to East Bidwell Street. Included among the mitigation measures are requirements to; fund and construct roadway improvements within the Plan Area, pay a fair-share contribution for construction of improvements north of U.S. Highway 50, participate in the City's Transportation System Management Fee Program, and Participate in the U.S. Highway 50 Corridor Transportation Management Association. The Project is subject to all traffic-related mitigation measures required by the 2011 FPASP EIR/EIS (Condition Nos. 53-25 to 53-79).

In order to facilitate pedestrian access to the Class I trail the Applicant is proposing a connection at Lot D to connect to the northern open space and Class I trail. Condition No. 38 is included to ensure a pedestrian path be provided within the ten-foot easement at the end of Court "D" to provide access to the open space and Class I trail to the north.

On May 21, 2021, Kimley Horn completed a Traffic Impact Analysis included as Attachment 9 to this staff report). The analysis included two other pending projects located adjacent to this Project and within the SLVTSM (Phase 1C North Project located to the south and the proposed Mangini Apartments located easterly of the Project) to determine whether additional impacts would occur that were not previously identified and addressed by the 2011 FPASP EIR/EIS.

The Kimley Horn Traffic Impact Analysis concluded that the expected traffic would be minimal and consistent with the assumptions of the plan area, as included in the EIR for the FPASP.

As shown on the submitted Small-Lot Vesting Tentative Subdivision Map (Attachment 4), primary access to the Project site is provided by Savannah Parkway.

The following are recommendations from the Access and Circulation Analysis which have been included as a condition (Condition Nos. 49) of approval for the 1C 4-Pack Subdivision Project.

- a. Emergency Vehicle Access shall be granted on Streets F, C and D to provide and maintain secondary access to the south (via the Mangini Ranch Phase 1C North project) for a connection to Mangini Parkway.
- b. Required public and private subdivision improvements, including but not limited to street and frontage improvements on Savannah Parkway shall be completed prior to issuance of the first Certificate of Occupancy for the subdivision.
- c. The Project shall construct and dedicate right-of-way for Savannah Parkway consistent with Figure 7.15 Savannah Parkway in the FPASP; including transitions as shown in Exhibit 2 of the Kimley Horn Memo Dated May 21, 2021.

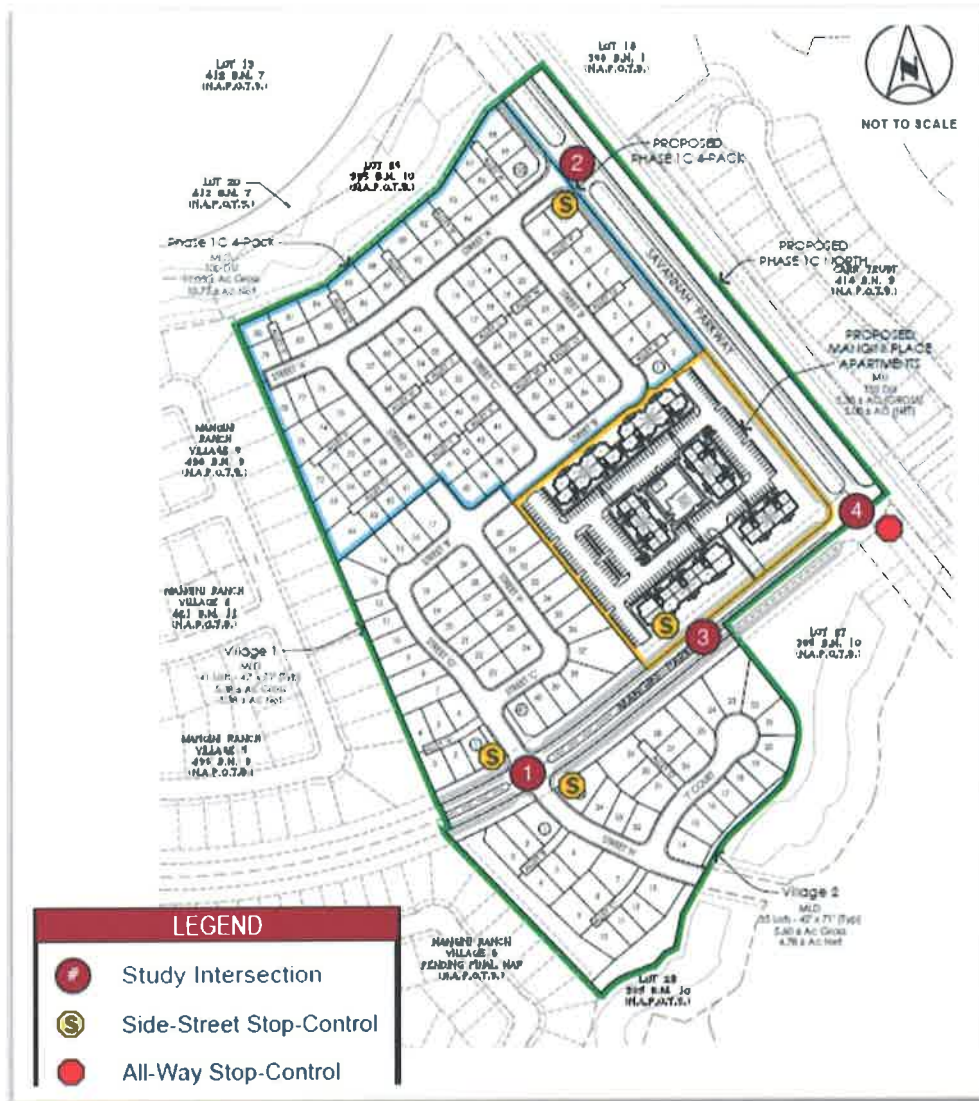
#### **D. Parking**

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

Each home in the subdivision will include a two-car attached garage, thus meeting the covered parking requirement of the FPASP. In addition, the Project provides 118 on-street parking spaces (one space per unit), which exceeds the minimum of 0.8 parking spaces required by the FPASP.



**FIGURE 15: ACCESS AND CIRCULATION EXHIBIT**



**E. Noise Impacts**

A Noise Assessment (Attachment 10) was prepared by Bollard Acoustical Consultants on May 3, 2021, to determine whether Savannah Parkway traffic-related noise would cause noise levels at the project site to exceed acceptable limits as described in the Noise Element of the City of Folsom Plan Area Specific Plan EIR Noise Mitigation Measures, as well as the Folsom Municipal Code Noise Ordinance.

Outdoor Noise Levels

The noise analysis projected noise levels adjacent to Savannah Parkway (based on future traffic levels and operational characteristics) and determined what types of measures would be needed to ensure that noise levels at homes adjacent to the roadways would not exceed City standards, which are:

- 60 dB  $L_{dn}$ <sup>1</sup> for outdoor activity areas (such as rear yards)
- 45 dB  $L_{dn}$  for interior areas in dwellings

The noise analysis concluded that as proposed, *without mitigation*, noise levels along Savannah Parkway would meet the City’s noise standards. Provided that the lots and masonry walls adjacent to Savannah Parkway are constructed as presented in the referenced project grading plan (as proposed), no further consideration of Savannah Parkway traffic noise mitigation measures would be warranted for the outdoor activity areas of the development.

To ensure for compliance with the General Plan interior noise level standard to be conservative, the following specific noise mitigation measures are recommended for this project:

1. The Applicant will be required to install a 6-foot-high masonry sound wall along Savannah Parkway.
2. All upper-floor bedroom windows of residences constructed adjacent to Savannah Parkway from which the roadway would be visible (i.e., north, south, and east-facing windows) be upgraded to a minimum STC rating of 32. Figure 17 shows the lots with recommended upper-floor window assembly upgrades (Lots 2, 3, 6, 7, 10, 11 and 98-100).
3. Mechanical ventilation (air conditioning) should be provided for all residences in this development to allow the occupants to close doors and windows as desired to achieve compliance with the applicable General Plan 45 dB DNL interior noise level standard.

Condition No. 33 requires sound walls for all homes that back up to Savannah Parkway and air conditioning to allow closed windows. With these measures traffic noise will meet City standards.

#### **F. Walls/Fencing**

The Applicant is proposing a combination of masonry walls and open decorative fencing between the “T” courts, and enhanced wood fencing for the Project:

The recommended conditions of approval (Condition No. 19) require the Applicant to provide a final design for all walls and fences for review and approval by staff prior to construction.

#### **G. Frontage Improvements**

The Applicant will be required to install all landscaping and the sidewalk along the Project’s frontage adjacent to Savannah Parkway as well as a 6-foot-high masonry sound wall. The recommended conditions of approval require the Applicant to submit detailed plans for all landscaping and walls prior to construction to ensure compliance with the Folsom Ranch Central District Design Guidelines (Condition 19).

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<sup>1</sup> dB Ldn is average noise level over a 24-hour day, measured in decibels (dB). The average includes a +10 decibel weighing applied to noise occurring during nighttime (10:00 p.m. to 7:00 a.m.) hours.

## **H. Inclusionary Housing**

The Applicant proposes to comply with Folsom Municipal Code Chapter 17.104 (Inclusionary Housing) by paying in-lieu fees per Municipal Code Section 17.104.060(G). (See the applicant's Inclusionary Housing letter, included as Attachment 11 to this staff report). Homes within the subdivision will be sold at market prices. Fees paid by the applicant will help provide affordable housing elsewhere in the city. The applicant is required to enter into an Inclusionary Housing Agreement with the City. The Final Inclusionary Housing Plan is subject to approval by the City Council. In addition, the Inclusionary Housing Agreement, which will be approved by the City Attorney, must be executed prior to recordation of the Final Map for the Project. Condition No. 40 is included to reflect these requirements.

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

The Project is consistent with both the General Plan land use designation and the Specific Plan land use designation. However, the Project is requesting approval to deviate from the established development standards as discussed extensively above. Staff has reviewed the Project and determined that the Project is proposing a unique product that provides a quality neighborhood and homes at an affordable price point, with upgraded architectural features, and enhanced amenities. The Multi-family low density designation is intended to allow single family small lot detached, zero-lot-line and patio homes or two-family homes to multifamily dwellings. It is one of the most flexible residential land use designations in the Plan area. Densities range is 7 to 12 dwelling units per acre. As proposed the density is 9.3 dwelling units per acre.

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

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

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

### **GP and SP POLICY H-1.1**

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

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

The Project is designated MLD and is proposed to be developed at 9.3 units per acre, which is within the density range for the MLD designation.

SP POLICY 4.1

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

Analysis: The 1C 4-Pack Subdivision proposes a traditional single-family neighborhood with a grid system of local streets and alleys. Biking and walking will be accommodated within the project and will be connected via external sidewalks and Class II and Class III bicycle lanes with nearby neighborhoods, parks, schools, and open space trails with Class I bicycle trails.

SP POLICY 4.4

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

Analysis: The Project is consistent with this policy in that it will provide detached single family home ownership opportunities within the MLD designation zoned parcels at a more affordable price point than in other, less dense residential developments. The substantial use of alley-loaded product on small lots, and clustered homes are a unique product.

SP POLICY 4.6

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

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

The proposed project does not result in any change in total dwelling units in the FPASP.

**GP Goal M 4.1 (Vehicle Traffic and Parking)**

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

GP Policy M 4.1.3 (Level of Service)

Strive to achieve at least a Level of Service “D” (or better) for local streets and roadways

throughout the City. In designing transportation improvements, the City will prioritize use of smart technologies and innovative solutions that maximize efficiencies and safety while minimizing the physical footprint. During the course of Plan buildout, it may occur that temporarily higher Levels of Service result where roadway improvements have not been adequately phased as development proceeds. However, this situation will be minimized based on annual traffic studies and monitoring programs. Staff will report to the City Council at regular intervals via the Capital Improvement Program process for the Council to prioritize projects integral to achieving Level of Service D or better.

Analysis: The Project is consistent with this policy in that the Project will not result in a change in the level of service at any of the study intersections with programmed roadway infrastructure improvements and with implementation of mitigation measures identified in the Folsom Plan Area Specific Plan EIR/EIS.

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

**SP OBJECTIVE 7.1 (Circulation)**

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

**SP POLICY 7.1**

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

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

The Project has been designed as a compact development, consistent with this policy which facilitates multiple modes of transportation options (vehicles, bicycle, walking, access to transit) and internal street organized in a grid pattern consistent with the approved FPASP circulation plan.

## ENVIRONMENTAL REVIEW

The City, as lead agency, determined that the proposed land use, as well as other changes proposed by the Applicant, do not differ from the development scenario described in the Final EIR/EIS for the adopted FPASP.

The California Environmental Quality Act (CEQA) provides that residential Projects which are consistent with an approved Specific Plan for which an EIR was prepared are exempt from a requirement to prepare additional environmental analysis. CEQA Guidelines section 15182 (c) provides specific criteria to determine whether this exemption applies. The City has reviewed the analysis and concurs that the Project is exempt from additional environmental review as provided in CEQA Guidelines 15182 (c).

## ATTACHMENTS

1. Resolution No 10658- A Resolution to Approve a Small-Lot Vesting Tentative Subdivision Map for 100 Residential Lots, and Planned Development Permit for MLD Development Standard Deviations and Design Review for the Mangini Ranch Phase 1C 4-Pack Project
2. Planning Commission Staff Report dated June 2, 2021
3. Vicinity Map
4. Small-Lot Vesting Tentative Subdivision Map dated May 19, 2021
5. Preliminary Grading and Drainage Plan dated May 19, 2021
6. Residential Schematic Design dated April 7, 2021
7. Exterior Color/Materials Specification dated May 18, 2021
8. CEQA Exemption and Streamlining Analysis, May 2021
9. Access and Circulation Analysis dated May 21, 2021
10. Environmental Noise Analysis dated April 24, 2021
11. Applicant's Inclusionary Housing Letter, November 3, 2020
12. Applicant's Mangini Ranch Phase 1C 4-Pack Narrative
13. Applicant's Proposed Amenities
14. Wall and Fence Exhibit dated May 24, 2021
15. Landscape Plan dated April 27, 2021
16. Front Yard Landscape Plan dated March 18, 2021

Submitted,



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PAM JOHNS  
Community Development Director

## **Attachment 1**

**Resolution No. 10658 – A Resolution to Approve a Small-Lot Vesting Tentative Subdivision Map for 100 Residential Lots, and Planned Development Permit for MLD Development Standard Deviations and Design Review for the Mangini Ranch Phase 1C 4-Pack Project**

**RESOLUTION NO. 10658**

**A RESOLUTION TO APPROVE A SMALL-LOT VESTING TENTATIVE SUBDIVISION MAP FOR 100 RESIDENTIAL LOTS, AND PLANNED DEVELOPMENT PERMIT FOR MLD DEVELOPMENT STANDARD DEVIATIONS AND DESIGN REVIEW FOR THE MANGINI RANCH PHASE 1C 4-PACK PROJECT**

**WHEREAS**, the Planning Commission on June 2, 2020, held a public hearing on the proposed Small-Lot Vesting Tentative Subdivision Map, considered public comment and based on the proposed configuration of the 100 single-family residential lots, determined the proposed subdivision complies with all City requirements, as well as with the requirements of the State Subdivision Map Act; and

**WHEREAS**, the Planning Commission on June 2, 2020, held a public hearing on the proposed Planned Development Permit to allow deviations to the MLD Development Standards and Design Review, considered public comment and based on the proposed configuration of the 100 single-family residential lots, determined that the Project is consistent with the goals, policies, and objectives of the City of Folsom General Plan, the Folsom Plan Area Specific Plan and the Folsom Ranch Central Design Guidelines; and

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

**WHEREAS** the City has determined that the impacts of the Mangini Ranch Phase 1C 4-Pack Subdivision Project are adequately addressed by the Final Environmental Impact Report for the Folsom Plan Area Specific Plan and associated Mitigation Measures and that the Mangini Ranch Phase 1C 4-Pack Project is Exempt from the requirements of the California Environmental Quality Act (CEQA), pursuant to Government Code Section 65457 and CEQA Guidelines 15182 (c).

**NOW, THEREFORE, BE IT RESOLVED** that the City Council of the City of Folsom hereby Approve the Small Lot Vesting Tentative Map Mangini Ranch Phase 1C 4-Pack creating 100 single-family residential lots, and the Planned Development Permit to allow deviations to the MLD Development Standards, and Design Review as set forth in the Conditions of Approval attached as Exhibit “B” and the following findings:

**GENERAL FINDINGS**

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



## **CEQA FINDINGS**

- C. THE CITY, AS LEAD AGENCY, PREVIOUSLY CERTIFIED AN ENVIRONMENTAL IMPACT REPORT/ENVIRONMENTAL IMPACT STATEMENT FOR THE FOLSOM PLAN AREA SPECIFIC PLAN.
- D. THE CITY HAS DETERMINED THAT THE MANGINI RANCH PHASE 1C NORTH PROJECT IS UNDERTAKEN TO IMPLEMENT AND IS CONSISTENT WITH THE FOLSOM PLAN AREA SPECIFIC PLAN.
- E. THE CITY HAS DETERMINED THAT THE IMPACTS OF THE MANGINI RANCH PHASE 1C NORTH SUBDIVISION PROJECT ARE ADEQUATELY ADDRESSED BY THE FINAL ENVIRONMENTAL IMPACT REPORT FOR THE FOLSOM PLAN AREA SPECIFIC PLAN AND ASSOCIATED MITIGATION MEASURES AND THAT THE MANGINI RANCH PHASE 1C NORTH SUBDIVISION PROJECT IS EXEMPT FROM THE REQUIREMENTS OF CEQA PURSUANT TO GOVERNMENT CODE SECTION 65457 AND CEQA GUIDELINES 15182(c).
- F. NONE OF THE EVENTS SPECIFIED IN SECTION 21166 OF THE PUBLIC RESOURCES CODE OR SECTION 15162 OF THE CEQA GUIDELINES HAVE OCCURRED.
- G. THIS PROJECT IS EXEMPT FROM CEQA IN ACCORDANCE WITH GOVERNMENT CODE SECTION 65457 AND SECTION 15182 OF THE CEQA GUIDELINES.

## **TENTATIVE SUBDIVISION MAP FINDINGS**

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

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

**PLANNED DEVELOPMENT PERMIT FINDINGS**

- P. COMPLIES WITH THE INTENT AND PURPOSES OF CHAPTER 17.38 (PLANNED DEVELOPMENT DISTRICT) OF THE FOLSOM MUNICIPAL CODE AND OTHER APPLICABLE ORDINANCES OF THE CITY.
- Q. COMPLIES WITH THE INTENT AND PURPOSES OF CHAPTER 17.38 (PLANNED DEVELOPMENT DISTRICT) OF THE FOLSOM MUNICIPAL CODE AND OTHER APPLICABLE ORDINANCES OF THE CITY.
- R. THE PROPOSED PROJECT IS CONSISTENT WITH THE OBJECTIVES, POLICIES AND REQUIREMENTS OF THE DEVELOPMENT STANDARDS OF THE CITY.
- S. THE PHYSICAL, FUNCTIONAL AND VISUAL COMPATIBILITY BETWEEN THE PROPOSED PROJECT AND EXISTING AND FUTURE ADJACENT USES AND AREA CHARACTERISTICS IS ACCEPTABLE.
- T. THERE ARE AVAILABLE PUBLIC FACILITIES, INCLUDING BUT NOT LIMITED TO WATER, SEWER AND DRAINAGE TO ALLOW FOR THE DEVELOPMENT OF THE PROJECT SITE IN A MANNER CONSISTENT WITH THE PROPOSAL.
- U. THE PROPOSED PROJECT WILL NOT CAUSE UNACCEPTABLE VEHICULAR TRAFFIC LEVELS ON SURROUNDING ROADWAYS AND THE PROPOSED PROJECT WILL PROVIDE ADEQUATE INTERNAL CIRCULATION.
- V. THE PROPOSED PROJECT WILL NOT BE DETERIMENTAL TO THE HEALTH, SAFETY, AND GENERAL WELFARE OF THE PERSONS OR PROPERTY WITHIN

THE VICINITY OF THE PROJECT SITE AND THE CITY AS A WHOLE, ADEQUATE PROVISION IS MADE FOR THE FURNISHING OF SANITATION SERVICE AND EMERGENCY PUBLIC SAFETY SERVICES TO THE PROJECT.

- W. THE PROJECT IS CONSISTENT WITH THE FOLSOM PLAN AREA SPECIFIC PLAN AND FOLSOM PLAN AREA EIR/EIS. ACCORDING THE PROPOSED PROJECT'S WATER DEMAND CAN BE ACCOMODATED BY THE CITY'S EXISTING WATER SUPPLY ALLOCATED TO SERVE THE FOLSOM PLAN AREA.

**DESIGN REVIEW FINDINGS**

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

**PASSED AND ADOPTED** this 22<sup>nd</sup> day of June, 2021, by the following roll-call vote:

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

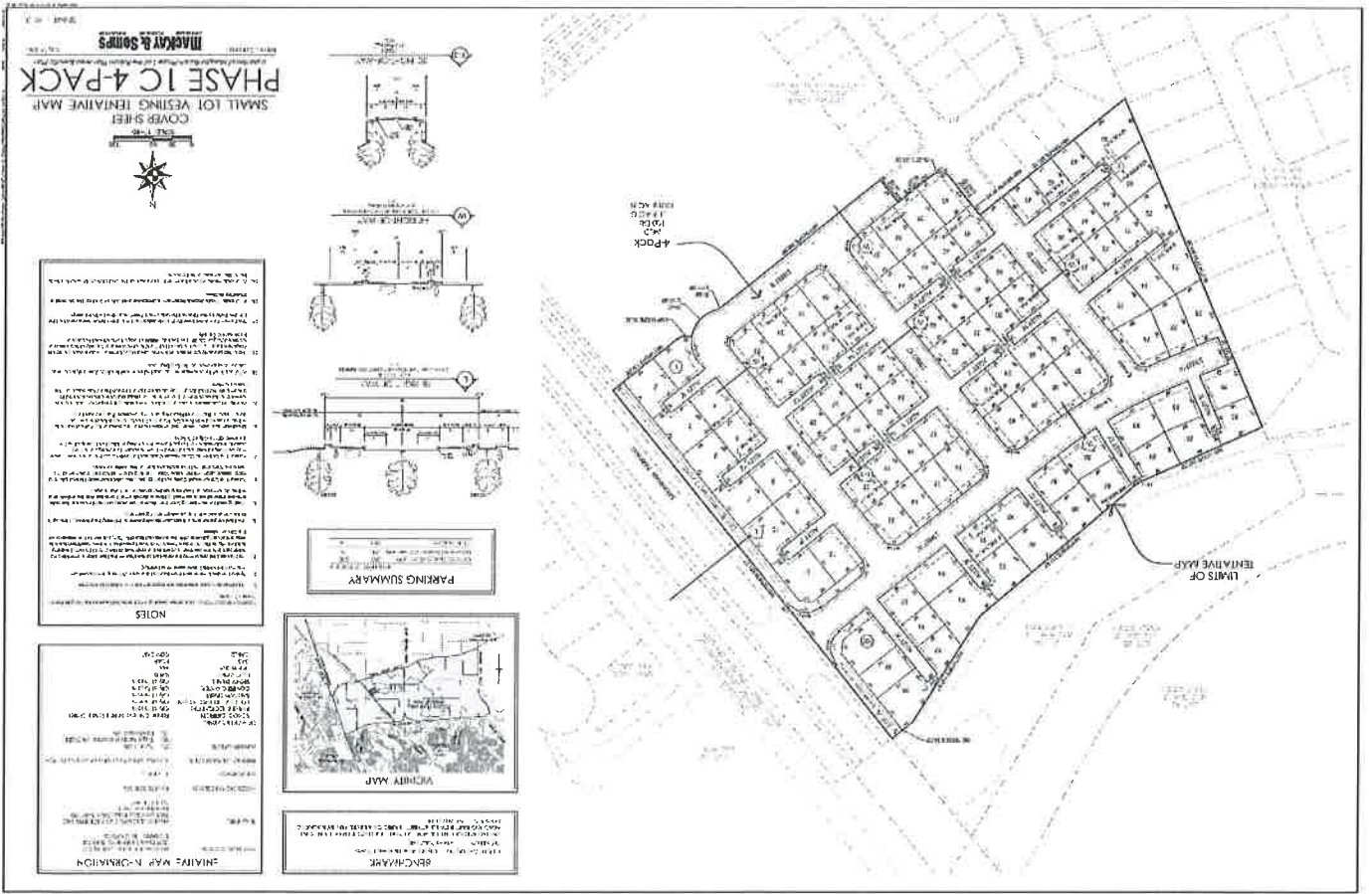
\_\_\_\_\_  
Michael D. Kozlowski, MAYOR

ATTEST:

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

# Exhibit A

## Small Lot Vesting Tentative Subdivision Map

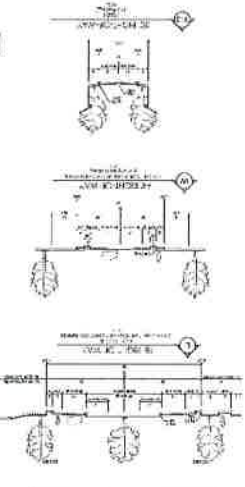


**PHASE 1C 4-PACK**  
SMALL LOT RESIDENTIAL DEVELOPMENT  
COMB SHEET

**NOTES**

1. THE DEVELOPER SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE LOCAL GOVERNMENT AND STATE AGENCIES.
2. THE DEVELOPER SHALL MAINTAIN ACCESS TO ALL ADJACENT PROPERTIES AT ALL TIMES.
3. THE DEVELOPER SHALL MAINTAIN ALL EXISTING UTILITIES AND STRUCTURES UNLESS OTHERWISE SPECIFIED.
4. THE DEVELOPER SHALL MAINTAIN ALL EXISTING TREES AND LANDSCAPE UNLESS OTHERWISE SPECIFIED.
5. THE DEVELOPER SHALL MAINTAIN ALL EXISTING DRIVEWAYS AND PAVEMENT UNLESS OTHERWISE SPECIFIED.
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49. THE DEVELOPER SHALL MAINTAIN ALL EXISTING TREES AND LANDSCAPE UNLESS OTHERWISE SPECIFIED.
50. THE DEVELOPER SHALL MAINTAIN ALL EXISTING DRIVEWAYS AND PAVEMENT UNLESS OTHERWISE SPECIFIED.

**LIMITS MAP**  
BENCH MARK  
VICINITY MAP  
PARKING SUMMARY



# EXHIBIT B

## Conditions of Approval

**CONDITIONS OF APPROVAL FOR THE MANGINI RANCH PHASE 1C 4-PACK SUBDIVISION (PN 21-002)  
WESTERLY OF SAVANNAH PARKWAY  
SMALL-LOT VESTING TENTATIVE SUBDIVISION MAP AND PLANNED DEVELOPMENT PERMIT**

Condition No.	Mitigation Measure	Condition of Approval	When Required	Responsible Department
1.		<p><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. Small-Lot Vesting Tentative Subdivision Map, dated May 19, 2021.</li> <li>2. Preliminary Grading, and Drainage Plan, dated May 19, 2021.</li> <li>3. Conceptual Front Yard Landscaping, dated May 19, 2021.</li> <li>4. Residential Schematic Design, dated May 19, 2021</li> <li>5. Access and Circulation Analysis, dated May 21, 2021.</li> <li>6. Environmental Noise Analysis dated May 3, 2021.</li> <li>7. Applicant's Inclusionary Housing Letter, November 3, 2020</li> <li>8. Applicants Wall and Fence Plan</li> <li>9. Applicant's 1C 4-Pack Project Narrative</li> </ol> <p>The Small-Lot Vesting Tentative Subdivision Map, Design Review, and Inclusionary Housing Plan are approved for the development of a 100-unit single-family residential subdivision (Mangini Ranch Phase 1C 4-Pack Subdivision). Implementation of the Project shall be consistent with the above referenced items and these conditions of approval.</p>	G, I, M, B	CD (P)(E)
2.		<p><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)

3.	<p><b>Validity</b>  This approval of the Small-Lot Vesting Tentative Subdivision Map shall be valid for a period of twenty-four (24) months pursuant to Section 16.16.110A of the Folsom Municipal Code and the Subdivision Map Act. The term of the Planned Development Permit and approved Inclusionary Housing Agreement shall track the term of the Small-Lot Vesting Tentative Subdivision Map, as may be extended from time to time pursuant to Section 16.16.110.A and 16.16.120 of the Folsom Municipal Code and the Subdivision Map Act.</p>	M	CD (P)
4.	<p><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, soundwalls, and other improvements.</p>	OG	CD (P)(E)(B) PW, PR, FD, PD
6.	<p><b>Public Right of Way Dedication</b>  As provided for in the First Amended and Restated Development Agreement (ARDA) and the Amendments No. 1 and 2 thereto, and any approved amendments thereafter, the owner/applicant shall dedicate all public rights-of-way and corresponding public utility easements such that public access is provided to each and every lot within the 1C 4-Pack Subdivision Project as shown on the Small-Lot Vesting Tentative Subdivision Map (Lots 1-100).</p>	M	CD (E)(P)
7.	<p><b>Street Names</b>  The Applicant shall select street names from the City's approved list or subsequently approved by the Planning Commission for the small lot final map.</p>	M	CD (E)(P)



8.		<p><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
9.		<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 EIR/EIS as amended by the Revised Proposed Water Supply Facility Alternative (November 2012), the Folsom South of U.S. Highway 50 Backbone Infrastructure Mitigated Negative Declaration (December 2014), and the Westland Eagle Specific Plan Amendment (September 2015).</p>	OG	CD
10.		<p><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.</p>	M	CD (E)

11.	✓	<p><b>Mitigation Monitoring</b></p> <p>The owner/applicant shall participate in a mitigation monitoring and reporting program pursuant to City Council Resolution No. 2634 and Public Resources Code 21081.6. The mitigation monitoring and reporting measures identified in the Folsom Plan Area Specific Plan FEIR/EIS have been incorporated into these conditions of approval in order to mitigate or avoid significant effects on the environment. These mitigation monitoring and reporting measures are identified in the mitigation measure column. Applicant shall fund on a Time and Materials basis all mitigation monitoring (e.g., staff and consultant time).</p>	OG	CD (P)
12.		<p>The Owner/Applicant acknowledges that the State adopted amendments to Section 65850 of the California Government Code (specifically Section 65850(9)), effective January 1, 2018, to allow for the implementation of inclusionary housing requirements in residential rental units, upon adoption of an ordinance by the City. The Landowner is not currently contemplating any residential rental projects within the Subject Property; however, in the event the City amends its Inclusionary Housing Ordinance with respect to rental housing pursuant to Section 65850(9), Landowner (or successor in interest) agrees that the Subject Property shall be subject to said City Ordinance, as amended, should any residential rental project be proposed within the Subject Property.</p>	OG	CD (P)
<b>POLICE/SECURITY REQUIREMENT</b>				
13.		<p>The owner/applicant shall consult with the Police Department in order to incorporate all reasonable crime prevention measures. The following security/safety measures shall be considered:</p> <ul style="list-style-type: none"> <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

<b>DEVELOPMENT COSTS AND FEE REQUIREMENTS</b>				
14.		<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 Amendments No. 1 and No. 2 to the Amended and Restated Tier 1 Development Agreement.</p>	M	CD (P)(E)
15.		<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)
16.		<p><b><i>FPASP Development Impact Fees</i></b>            The owner/applicant shall be subject to all Folsom Plan Area Specific Plan Area development impact fees in place at the time of approval or subsequently adopted consistent with the Public Facilities Financing Plan (PFFP), Development Agreement and amendments thereto, unless exempt by previous agreement. The owner/applicant shall be subject to all applicable Folsom Plan Area plan-wide development impact fees in effect at such time that a building permit is issued. These fees may include, but are not limited to, the Folsom Plan Area Specific Plan Fee, Specific Plan Infrastructure Fee (SPIF), Solid Waste Fee, Corporation Yard Fee, Transportation Management Fee, Transit Fee, Highway 50 Interchange Fee, General Park Equipment Fee, Housing Trust Fee, etc.</p> <p>Any protest to such for all fees, dedications, reservations or other exactions imposed on this project will begin on the date of final approval (June 22, 2021), or otherwise shall be governed by the terms of Amendments No. 1 and 2 to ARDA. The fees shall be calculated at the fee rate set forth in the PFFP and the ARDA.</p>	B	CD (P), PW, PK
17.		<p><b><i>Legal Counsel</i></b>            The City, at its sole discretion, may utilize the services of outside legal counsel to assist in the implementation of this project, including, but not limited to, drafting, reviewing and/or revising agreements and/or other documentation for the project. If the City utilizes the services of such outside legal counsel, the City shall provide notice to the owner/applicant of the outside counsel selected, the scope of work and hourly rates, and the owner/applicant shall reimburse the City for all outside legal fees and costs incurred and documented by the City for such services. The owner/applicant may be required, at the sole discretion of the City Attorney, to submit a deposit to the City for these services prior to initiation of the services. The owner/applicant shall be responsible for reimbursement to the City for the services regardless of whether a deposit is required.</p>	OG	CD (P)(E)

18.		<p><b><i>Consultant Services</i></b>          If the City utilizes the services of consultants to prepare special studies or provide specialized design review or inspection services for the project, the City shall provide notice to the owner/applicant of the outside consultant selected, the scope of work and hourly rates, and the owner/applicant shall reimburse the City for actual costs incurred and documented in utilizing these services, including administrative costs for City personnel. A deposit for these services shall be provided prior to initiating review of the Grading Plan, Final Map, improvement plans, or beginning inspection, whichever is applicable.</p>	G, I, M, B	CD (P)(E)
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GRADING PERMIT REQUIREMENTS				
19.		<p><b><i>Walls/Fences</i></b>            The final location, design, height, materials, and colors of the walls and fences shall consistent with the submitted Wall and Fence Exhibit subject to review and approval by the Community Development Department to ensure consistency with the Folsom Ranch Central District Design Guidelines.</p> <p>The location of the fencing shall remain in perpetuity as shown and installed originally by the Applicant (i.e., fence may not be moved into the PUE on side/corner lots).</p>	G, I, B	CD (P)(E), FD
20.		<p><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)
21.		<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)

22.		<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.	G, I	CD (P)(E)
23.		<b><i>Landslide /Slope Failure</i></b> The owner/applicant shall retain an appropriately licensed engineer during grading activities to identify existing landslides and potential slope failure hazards. The said engineer shall be notified a minimum of two days prior to any site clearing or grading to facilitate meetings with the grading contractor in the field.	G	CD (E) PW
<b>IMPROVEMENT PLAN REQUIREMENTS</b>				
24.		<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.	M	CD (E)
25.		<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> .	I	CD (P)(E)
26.		<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 shall be met;  <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.</li> <li>• In no case shall a City-maintained public water or public sewer line be placed on private residential property.</li> </ul>	I, M	CD (E)

27.		<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, B	CD (P)
28.		<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 the final map.</p>	I, M	CD (P)(E)
29.		<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)
30.		<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>	I, M	CD (E)

31.		<p><b><i>Water Meter Fixed Network System</i></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
32.		<p><b><i>Class II Bike Lanes</i></b>  All Class II bike lanes (Savannah Parkway) shall be striped, and the legends painted to the satisfaction of the Community Development Department. No parking shall be permitted within the Class II bike lanes.</p>	I	CD (E)(P)
33.		<p><b><i>Noise Barriers and Window Assemblies</i></b>  Based on the Environmental Noise Assessment (the “Noise Assessment”) prepared by Bollard Acoustical Consultants on May 3, 2021, the following measures shall be implemented to the satisfaction of the Community Development Department:</p> <ul style="list-style-type: none"> <li>a. Masonry walls along Savannah Parkway shall be a minimum of six-foot tall as shown on the Small Lot Vesting Tentative Preliminary Grading and Drainage Map dated May 19, 2021.</li> <li>b. All upper-floor bedroom windows of residences constructed adjacent to Savannah Parkway from which the roadway would be visible (i.e., north, south, and east-facing windows) be upgraded to a minimum STC rating of 32. Figure 2 of the Noise Study shows the lots with recommended upper-floor window assembly upgrades (Lots 2, 3, 6, 7, 10, 11 and 98-100).</li> <li>c. Mechanical ventilation (air conditioning) should be provided for all residences in this development to allow the occupants to close doors and windows as desired to achieve compliance with the applicable General Plan 45 dB DNL interior noise level standard.</li> </ul>	I, O	CD (E)(P)



34.		<p><b>Master Plan Updates</b></p> <p>The owner/applicant shall provide sanitary sewer, water and storm drainage improvements with corresponding easements, as necessary, in accordance with these studies and the latest edition of the City of Folsom <u>Standard Construction Specifications and Details</u>, and the <u>Design and Procedures Manual and Improvement Standards</u>.</p> <p>The storm drainage design shall provide for no net increase in run-off under post-development conditions.</p>	G, I	CD(E), EWR, PW
35.		<p><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>	G, I	CD (E)
36.		<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 official start of the rainy season (October 15).</p>	OG	CD (E)

**FIRE DEPT REQUIREMENTS**

37.		<p><b><i>All-Weather Access and Fire Hydrants</i></b>                  The owner/applicant shall provide all-weather access and fire hydrants before combustible materials are allowed on any project site or other approved alternative method as approved by the Fire Department. All-weather emergency access roads and fire hydrants (tested and flushed) shall be provided before combustible material or vertical construction is allowed on any project site or other approved alternative method as approved by the Fire Department. (All-weather access is defined as six inches of compacted aggregate base from May 1 to September 30 and two inches asphalt concrete over six inches aggregate base from October 1 to April 30). The buildings shall have illuminated addresses visible from the street or drive fronting the property. Size and location of address identification shall be reviewed and approved by the Fire Department.</p> <ul style="list-style-type: none"> <li>• Residential Fire-Flow with Automatic Fire Sprinkler System: The required fire-flow for the proposed subdivision is determined to be 500 gpm per minute for 30 minutes.</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>• 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**

<p>38.</p>	<p><b>Landscaping Plans</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. The Owner/Applicant shall comply with any state or local rules and regulations relating to landscape water usage and landscaping requirements necessitated to mitigate for drought conditions on all landscaping in the 1C 4-Pack Subdivision project.</p> <ul style="list-style-type: none"> <li>○ Open fencing shall be provided in Lots 80, 81, 84, 85, 89, 90, 92, 93, 97, and 98 for any homes that back up to open space.</li> <li>○ A six-foot landscaped, concrete pedestrian path shall be provided within the ten-foot easement at the end of Court “D” to provide access to the Class 1 trail to the north.</li> </ul>	<p align="center">B</p>	<p align="center">CD (P)(E)</p>
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**MAP REQUIREMENTS**

39.		<p><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.</p>	M	CD (E)
40.		<p><b><i>The Final Inclusionary Housing Plan</i></b>                  The Final Inclusionary Housing Plan shall be approved by the City Council. The Inclusionary Housing Agreement, which will be approved by the City Attorney, shall be executed prior to recordation of the Final Map for the 1C 4-Pack Subdivision project.</p>	M	CD (P)(E)

41.		<p><b>Department of Real Estate Public Report</b>  The owner/applicant shall disclose to the homebuyers in the Department of Real Estate Public Report and/or the CC&amp;R's 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 close to the Mather Airport flight path and 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) Owner/Applicant acknowledges the final design, location, grade and configuration of the Connector Project east of East Bidwell Street is not known. As such, owner/applicant will include a recorded disclosure to be provided to all potential buyers of homes within Mangini Ranch Phase 1C 4-Pack Project advising of the future Connector Project and associated noise, grade changes, height, location, design, traffic and construction as eventually approved.</li> </ol>	M	CD (P)
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		<p>7) Applicant shall ensure that the CC&amp;Rs contain a notice that the side yard fencing cannot be relocated and must remain as installed by Applicant as shown on Attachment 17-Wall and Fence Plan.</p>		
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42.		<p><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)
43.		<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)
44.		<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)
45.		<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)

46.		<b>Recorded Final Map</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 is model homes. Building permits for model homes only may be issued prior to recording of the Final Map, subject to approval by the Community Development Department.	B	CD (E)
47.		<b>Recorded Final Map</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
48.		<b>Credit Reimbursement Agreement</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>TRAFFIC/ACCESS/CIRCULATION/PARKING REQUIREMENTS</b>				
49.		The following conditions of approval are related to roadway and traffic related improvements for the Phase 1C 4-Pack Project. Refer to Attachment 11 Kimley Horn Memo dated May 21, 2021.  <ul style="list-style-type: none"> <li>a. Emergency Vehicle Access shall be granted on Streets F, C and D to provide and maintain secondary access to the south (via the Mangini Ranch Phase 1C North project) for a connection to Mangini Parkway.</li> <li>b. Required public and private subdivision improvements, including but not limited to street and frontage improvements on Savannah Drive shall be completed prior to issuance of the first Certificate of Occupancy for the subdivision.</li> <li>c. The Project shall construct and dedicate right-of-way for Savannah Parkway consistent with Figure 7.15 Savannah Parkway in the FPASP; including transitions as shown in Exhibit 2 of the Kimley Horn Memo Dated May 21, 2021.</li> </ul>	I,M,O	CD (E)



50.		<p>The IC 4-Pack subdivision Project shall comply with the following architecture and design requirements:</p> <ul style="list-style-type: none"> <li>a. This approval is for four product line with three architectural styles with 12 color and material options, and enhanced building elevations shall be provided on individual lots that are considered “edge condition” lots on the north and east boundaries of the Project site (Lots 2, 3 6, 7, 10, 12, 80, 81, 84, 85, 88, 89, 92, 93, 97, 98, 99 and 100). The Applicant shall submit building plans that comply with this approval and the attached building elevations dated March 19, 2021.</li> <li>b. Lots <del>15, 17</del>, 18, 19, <b>26</b>, 27, 46, 47, <b>54</b>, 55, 62, and 67 are allowed building coverage up to 60%. The Applicant shall submit building plans that comply with this approval and the attached building elevations dated March 19, 2021.</li> <li>c. The design, materials, and colors of the single-family residential units shall be consistent with the approved building elevations, materials samples, and color schemes to the satisfaction of the Community Development Department.</li> <li>d. The Community Development Department shall approve the individual lot permits to assure no duplication or repetition of the same house, same roof-line, same elevation style, side-by-side, or across the street from each other.</li> <li>e. All mechanical equipment shall be ground-mounted and concealed from view of public streets, neighboring properties and nearby higher buildings.</li> <li>f. Decorative light fixtures, consistent with the Folsom Ranch Central District Design Guidelines and unique to each architectural design theme, shall be added to the front elevation of each Master Plan to the satisfaction of the Community Development Department.</li> <li>g. A minimum of one tree is required in the front yard of each residential lot within the subdivision. A minimum of two trees are required along the street-side of all corner lots. All front yard irrigation and landscaping shall be installed prior to a Building Permit Final.</li> </ul>	B, O	CD (P) (B)
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		<p>h. The walls and fencing shall remain as proposed by the Applicant in Attachment 17-Wall and Fence Exhibit. Homeowners shall not move the location of the fencing.</p> <p>i. Proposed Amenities outlined on pages 17 and 18 in Attachment 18-4-Pack Narrative shall be provided to the homes by the Applicant.</p> <p><b><u>Modified by the Planning Commission at its June 2, 2021 meeting.</u></b></p>		
51.		<p><b><i>Trash/Recycling Containers and Air Conditioner Screening</i></b>  Trash, recycling, and yard waste containers shall be placed behind the side yard fence so that they are not visible from the public right-of-way to the satisfaction of the Community Development Department. In addition, air conditioning units shall also be placed behind the side yard fence or located in the rear yard so that they are not visible from the public right-of-way to the satisfaction of the Community Development Department.</p>	OG	CD (P) (E)
52.		<p>The proposed project shall comply with all State and local rules, regulations, Governor's Declarations, and restrictions relative to water usage and conservations, including but not limited to: requirements relative to water usage and conservation established by the State Water Resources Control Board, and water usage and conservation requirements established within the <u>Folsom Municipal Code, (Section 13.26 Water Conservation)</u>, or amended from time to time.</p>	I, B, OG	CD (P)(E)

MITIGATION MEASURES				
53.	✓	<i>Mangini Ranch Phase 1C 4-Pack Subdivision Mitigation Monitoring Reporting Program (MMRP).</i> The conditions of approval below (numbered 54-1 to 54-89) implement the applicable mitigation measures from the FPASP (May 2011) MMRP, as amended by the Revised Proposed Water Supply Facility Alternative (November 2012), the Folsom South of U.S. Highway 50 Backbone Infrastructure Mitigated Negative Declaration (December 2014) and the Westland Eagle Specific Plan Amendment Addendum (September 2015)		
Condition No.	Mitigation Number (Source)	Mitigation Measures	Timing	Responsible Agency
AESTHETICS				
54-1	3A.1-4 (FPASP EIR/EIS)	<p><i>Screen Construction Staging Areas.</i></p> <p>The project applicant(s) for any particular discretionary development application shall locate staging and material storage areas as far away from sensitive biological resources and sensitive land uses (e.g., residential areas, schools, parks) as feasible. Staging and material storage areas shall be approved by the appropriate agency (identified below) before the approval of grading plans for all project phases and shall be screened from adjacent occupied land uses in earlier development phases to the maximum extent practicable. Screens may include, but are not limited to, the use of such visual barriers such as berms or fences. The screen design shall be approved by the appropriate agency to further reduce visual effects to the extent possible.</p> <p>Mitigation for the off-site elements outside of the City of Folsom’s jurisdictional boundaries shall be developed by the project applicant(s) of each applicable project phase in consultation with the affected oversight agency(ies) (i.e., El Dorado and/or Sacramento Counties, and Caltrans) to reduce to the extent feasible the visual effects of construction activities on adjacent project land uses that have already been developed.</p>	Before approval of grading plans and during construction for all project phases.	City of Folsom Community Development Department.
54-2	3A.1-5 (FPASP EIR/EIS)	<p><i>Establish and Require Conformance to Lighting Standards and Prepare and Implement a Lighting Plan.</i></p> <p>To reduce impacts associated with light and glare, the City shall:</p> <ul style="list-style-type: none"> <li>▶ Establish standards for on-site outdoor lighting to reduce high-intensity nighttime lighting and glare as part of the Folsom Specific Plan</li> </ul>	Before approval of building permits.	City of Folsom Community Development Department

	<p>design guidelines/standards. Consideration shall be given to design features, namely directional shielding for street lighting, parking lot lighting, and other substantial light sources, that would reduce effects of nighttime lighting. In addition, consideration shall be given to the use of automatic shutoffs or motion sensors for lighting features to further reduce excess nighttime light.</p> <ul style="list-style-type: none"> <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> <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> </ul>		
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		<p>A lighting plan for all on- and off-site elements within each agency’s jurisdictional boundaries (specified below) shall be submitted to the relevant jurisdictional agency for review and approval, which shall include the above elements. The lighting plan may be submitted concurrently with other improvement plans and shall be submitted before the installation of any lighting or the approval of building permits for each phase. The project applicant(s) for any discretionary development application shall implement the approved lighting plan.</p> <p>Mitigation for the off-site elements outside of the City of Folsom’s jurisdictional boundaries must be coordinated by the project applicant(s) of each applicable project phase with the affected oversight agency(ies) (i.e., El Dorado and/or Sacramento Counties).</p>		
<b>AIR QUALITY</b>				
54-3	3A.2-1a (FPASP EIR/EIS)	<p><b><i>Implement Measures to Control Air Pollutant Emissions Generated by Construction of On-Site Elements.</i></b></p> <p>To reduce short-term construction emissions, the project applicant(s) for any discretionary development application shall require their contractors to implement SMAQMD’s list of Basic Construction Emission Control Practices, Enhanced Fugitive PM Dust Control Practices, and Enhanced Exhaust Control Practices (list below) in effect at the time individual portions of the site undergo construction. In addition to SMAQMD-recommended measures, construction operations shall comply with all applicable SMAQMD rules and regulations.</p> <p><b><i>Basic Construction Emission Control Practices</i></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> <li>▶ 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</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

	<p>trucks that would be traveling along freeways or major roadways should be covered.</p> <ul style="list-style-type: none"> <li>▶ 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.</li> <li>▶ Limit vehicle speeds on unpaved roads to 15 miles per hour (mph).</li> <li>▶ 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.</li> <li>▶ 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.</li> <li>▶ 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.</li> </ul> <p><b><i>Enhanced Fugitive PM Dust Control Practices – Soil Disturbance Areas</i></b></p> <ul style="list-style-type: none"> <li>▶ Water exposed soil with adequate frequency for continued moist soil. However, do not overwater to the extent that sediment flows off the site.</li> <li>▶ Suspend excavation, grading, and/or demolition activity when wind speeds exceed 20 mph.</li> <li>▶ Plant vegetative ground cover (fast-germinating native grass seed) in disturbed areas as soon as possible. Water appropriately until vegetation is established.</li> </ul> <p><b><i>Enhanced Fugitive PM Dust Control Practices – Unpaved Roads</i></b></p> <ul style="list-style-type: none"> <li>▶ Install wheel washers for all exiting trucks, or wash off all trucks and equipment leaving the site.</li> </ul>		
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	<ul style="list-style-type: none"> <li>▶ 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.</li> <li>▶ 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.</li> </ul> <p><b><i>Enhanced Exhaust Control Practices</i></b></p> <ul style="list-style-type: none"> <li>▶ 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</li> </ul>		
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		<p>ensure that emissions from all off-road diesel-powered equipment used on the SPA do not exceed 40% opacity for more than three minutes in any one hour. Any equipment found to exceed 40 percent opacity (or Ringelmann 2.0) shall be repaired immediately, and the City and SMAQMD shall be notified within 48 hours of identification of noncompliant equipment. A visual survey of all in-operation equipment shall be made at least weekly, and a monthly summary of the visual survey results shall be submitted throughout the duration of the project, except that the monthly summary shall not be required for any 30-day period in which no construction activity occurs. The monthly summary shall include the quantity and type of vehicles surveyed as well as the dates of each survey. SMAQMD staff and/or other officials may conduct periodic site inspections to determine compliance. Nothing in this mitigation measure shall supersede other SMAQMD or state rules or regulations.</p> <p>► If at the time of construction, SMAQMD has adopted a regulation or new guidance applicable to construction emissions, compliance with the regulation or new guidance may completely or partially replace this mitigation if it is equal to or more effective than the mitigation contained herein, and if SMAQMD so permits.</p>		
54-4	3A.2-1b (FPASP EIR/EIS)	<p><b><i>Pay Off-site Mitigation Fee to SMAQMD to Off-Set NOX Emissions Generated by Construction of On-Site Elements.</i></b></p> <p>Implementation of the project or the other four other action alternatives would result in construction-generated NOX emissions that exceed the SMAQMD threshold of significance, even after implementation of the SMAQMD Enhanced Exhaust Control Practices (listed in Mitigation Measure 3A.2-1a). Additionally, Mitigation Measure 3A.4-1 (Implement Additional Measures to Control Construction-Generated GHG Emissions, pages 3A.4-14 to 15) has the potential to both reduce and increase NOX emissions, depending on the types of alternative fuels and engine types employed. Therefore, the project applicant(s) shall pay SMAQMD an off-site mitigation fee for implementation of any of the five action alternatives for the purpose of reducing NOX emissions to a less-than-significant level (i.e., less than 85 lb/day). All NOX emission reductions and increases associated with GHG mitigation shall be added to or subtracted from the amount above the construction threshold to determine off-site mitigation fees, when possible. The specific fee amounts shall be</p>	Before the approval of all grading plans by the City and throughout project construction for all project phases.	The City of Folsom Community Development Department shall not grant any grading permits to the respective project applicant(s) until the respective project applicant(s) have paid the appropriate off-site mitigation fee to SMAQMD.



		<p>calculated when the daily construction emissions can be more accurately determined: that is, if the City/USACE select and certify the EIR/EIS and approves the Proposed Project or one of the other four other action alternatives, the City and the applicants must establish the phasing by which development would occur, and the applicants must develop a detailed construction schedule. Calculation of fees associated with each project development phase shall be conducted by the project applicant(s) in consultation with SMAQMD staff before the approval of grading plans by the City. The project applicant(s) for any discretionary development application shall pay into SMAQMD's off-site construction mitigation fund to further mitigate construction generated emissions of NOX that exceed SMAQMD's daily emission threshold of 85 lb/day. The calculation of daily NOX emissions shall be based on the cost rate established by SMAQMD at the time the calculation and payment are made. At the time of writing this EIR/EIS the cost rate is \$16,000 to reduce 1 ton of NOX plus a 5% administrative fee (SMAQMD 2008c). The determination of the final mitigation fee shall be conducted in coordination with SMAQMD before any ground disturbance occurs for any project phase.</p>		
54-5	3A.2-1c (FPASP EIR/EIS)	<p>Analyze and Disclose Projected PM10 Emission Concentrations at Nearby Sensitive Receptors Resulting from Construction of On-Site Elements. Prior to construction of each discretionary development entitlement of on-site land uses, the project applicant shall perform a project-level CEQA analysis (e.g., supporting documentation for an exemption, negative declaration, or project-specific EIR) that includes detailed dispersion modeling of construction-generated PM10 to disclose what PM10 concentrations would be at nearby sensitive receptors. The dispersion modeling shall be performed in accordance with applicable SMAQMD guidance that is in place at the time the analysis is performed. At the time of writing this EIR/EIS, SMAQMD's most current and most detailed guidance for addressing construction generated PM10 emissions is found in its Guide to Air Quality Assessment in Sacramento County (SMAQMD 2009a). The project-level analysis shall incorporate detailed parameters of the construction equipment and activities, including the year during which construction would be performed, as well as the proximity of potentially affected receptors, including receptors proposed by the project that exist at the time the construction activity would occur.</p>	Before the approval of all grading plans by the City.	City of Folsom Community Development Department

54-6	3A.2-2 (FPASP EIR/EIS)	<p><b><i>Implement All Measures Prescribed by the Air Quality Mitigation Plan to Reduce Operational Air Pollutant Emissions.</i></b></p> <p>To reduce operational emissions, the project applicant(s) for any discretionary development application shall implement all measures prescribed in the SMAQMD-approved Folsom Plan Area Specific Plan Air Quality Mitigation Plan (AQMP) (Torrence Planning 2008), a copy of which is included in Appendix C2. The AQMP is intended to improve mobility, reduce vehicle miles traveled, and improve air quality as required by AB 32 and SB 375. The AQMP includes, among others, measures designed to provide bicycle parking at commercial land uses, an integrated pedestrian/bicycle path network, transit stops with shelters, a prohibition against the use the wood-burning fireplaces, energy star roofing materials, electric lawnmowers provided to homeowners at no charge, and on-site transportation alternatives to passenger vehicles (including light rail) that provide connectivity with other local and regional alternative transportation networks.</p>	Before issuance of subdivision maps or improvement plans.	City of Folsom Community Development Department
54-7	3A.2-4a (FPASP EIR/EIS)	<p><b><i>Develop and Implement a Plan to Reduce Exposure of Sensitive Receptors to Construction-Generated Toxic Air Contaminant Emissions.</i></b></p> <p>The project applicant(s) for any particular discretionary development application shall develop a plan to reduce the exposure of sensitive receptors to TACs generated by project construction activity associated with buildout of the selected alternative. Each plan shall be developed by the project applicant(s) in consultation with SMAQMD. The plan shall be submitted to the City for review and approval before the approval of any grading plans.</p> <p>The plan may include such measures as scheduling activities when the residences are the least likely to be occupied, requiring equipment to be shut off when not in use, and prohibiting heavy trucks from idling. Applicable measures shall be included in all project plans and specifications for all project phases.</p> <p>The implementation and enforcement of all measures identified in each plan shall be funded by the project applicant(s) for the respective phase of development.</p>	Before the approval of all grading plans by the City and throughout project construction, where applicable, for all project phases.	City of Folsom Community Development Department
54-8	3A.2-6 (FPASP EIR/EIS)	<p><b><i>Implement Measures to Control Exposure of Sensitive Receptors to Operational Odorous Emissions.</i></b></p>	Before the approval of building permits by the City and	City of Folsom Community Development Department

		<p>The project applicant(s) for any particular discretionary development application shall implement the following measure:</p> <ul style="list-style-type: none"> <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> </ul>	throughout project construction, where applicable, for all project phases.	
<b>BIOLOGICAL RESOURCES</b>				
54-9	3A.3-1a (FPASP EIR/EIS)	<p><b><i>Design Stormwater Drainage Plans and Erosion and Sediment Control Plans to Avoid and Minimize Erosion and Runoff to All Wetlands and Other Waters That Are to Remain on the SPA and Use Low Impact Development Features.</i></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 County or El Dorado County jurisdiction (e.g., off-site detention basin and off-site roadway connections to El Dorado Hills), plans shall be submitted to the appropriate county planning department. Before approval of these improvement plans, the project applicant(s) for any particular discretionary development application shall obtain a NPDES MS4 Municipal Stormwater Permit and Grading Permit, comply with the City's Grading Ordinance and County drainage and stormwater quality standards, and commit to implementing all measures in their drainage plans and erosion and sediment control plans to avoid and minimize erosion and runoff into Alder Creek and all wetlands and other waters that would remain on-site. Detailed information about stormwater runoff standards and relevant City and County regulation is provided in Chapter 3A.9, "Hydrology and Water Quality."</p> <p>The project applicant(s) for any particular discretionary development entitlement shall implement stormwater quality treatment controls</p>	Before approval of improvement and drainage plans, and on an ongoing basis throughout and after project construction, as required for all project phases.	City of Folsom Public Works Department

	<p>consistent with the Stormwater Quality Design Manual for Sacramento and South Placer Regions in effect at the time the application is submitted. Appropriate runoff controls such as berms, storm gates, off-stream detention basins, overflow collection areas, filtration systems, and sediment traps shall be implemented to control siltation and the potential discharge of pollutants. Development plans shall incorporate Low Impact Development (LID) features, such as pervious strips, permeable pavements, bioretention ponds, vegetated swales, disconnected rain gutter downspouts, and rain gardens, where appropriate. Use of LID features is recommended by the EPA to minimize impacts on water quality, hydrology, and stream geomorphology and is specified as a method for protecting water quality in the proposed specific plan. In addition, free spanning bridge systems shall be used for all roadway crossings over wetlands and other waters that are retained in the on-site open space. These bridge systems would maintain the natural and restored channels of creeks, including the associated wetlands, and would be designed with sufficient span width and depth to provide for wildlife movement along the creek corridors even during high-flow or flood events, as specified in the 404 permit.</p> <p>In addition to compliance with City ordinances, the project applicant(s) for any particular discretionary development application shall prepare a Stormwater Pollution Prevention Plan (SWPPP), and implement Best Management Practices (BMPs) that comply with the General Construction Stormwater Permit from the Central Valley RWQCB, to reduce water quality effects during construction. Detailed information about the SWPPP and BMPs are provided in Chapter 3A.9, "Hydrology and Water Quality."</p> <p>Each project development shall result in no net change to peak flows into Alder Creek and associated tributaries, or to Buffalo Creek, Carson Creek, and Coyote Creek. The project applicant(s) shall establish a baseline of conditions for drainage on-site. The baseline-flow conditions shall be established for 2-, 5-, and 100-year storm events. These baseline conditions shall be used to develop monitoring standards for the stormwater system on the SPA. The baseline conditions, monitoring standards, and a monitoring program shall be submitted to USACE and the City for their approval. Water quality and detention basins shall be designed and constructed to ensure that the performance standards, which are described in Chapter 3A.9, "Hydrology and Water Quality," are met</p>		
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		<p>and shall be designed as off-stream detention basins. Discharge sites into Alder Creek and associated tributaries, as well as tributaries to Carson Creek, Coyote Creek, and Buffalo Creek, shall be monitored to ensure that pre-project conditions are being met. Corrective measures shall be implemented as necessary. The mitigation measures will be satisfied when the monitoring standards are met for 5 consecutive years without undertaking corrective measures to meet the performance standard.</p> <p>See FEIR/FEIS Appendix S showing that the detention basin in the northeast corner of the SPA has been moved off stream.</p> <p>Mitigation for the off-site elements outside of the City of Folsom’s jurisdictional boundaries must be coordinated by the project applicant(s) of each applicable project phase in consultation with the affected oversight agency(ies) (i.e., El Dorado County for the roadway connections, Sacramento County for the detention basin west of Prairie City Road, and Caltrans for the U.S. 50 interchange improvements) such that the performance standards described in Chapter 3A.9, “Hydrology and Water Quality,” are met.</p>		
54-10	3A.3-2a (FPASP EIR/EIS)	<p><b><i>Avoid Direct Loss of Swainson’s Hawk and Other Raptor Nests.</i></b></p> <p>To mitigate impacts on Swainson’s hawk and other raptors (including burrowing owl), the project applicant(s) of all project phases shall retain a qualified biologist to conduct preconstruction surveys and to identify active nests on and within 0.5 mile of the project and active burrows on the project site. The surveys shall be conducted before the approval of grading and/or improvement plans (as applicable) and no less than 14 days and no more than 30 days before the beginning of construction for all project phases. To the extent feasible, guidelines provided in Recommended Timing and Methodology for Swainson’s Hawk Nesting Surveys in the Central Valley (Swainson’s Hawk Technical Advisory Committee 2000) shall be followed for surveys for Swainson’s hawk. If no nests are found, no further mitigation is required.</p> <p>If active nests are found, impacts on nesting Swainson’s hawks and other raptors shall be avoided by establishing appropriate buffers around the nests. No project activity shall commence within the buffer area until the young have fledged, the nest is no longer active, or until a qualified biologist has determined in consultation with DFG that reducing the buffer would not result in nest abandonment. DFG guidelines recommend implementation of 0.25- or 0.5-mile-wide buffers, but the size of the</p>	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>buffer may be adjusted if a qualified biologist and the City, in consultation with DFG, determine that such an adjustment would not be likely to adversely affect the nest. Monitoring of the nest by a qualified biologist during and after construction activities will be required if the activity has potential to adversely affect the nest.</p> <p>If active burrows are found, a mitigation plan shall be submitted to the City for review and approval before any ground-disturbing activities.</p> <p>The City shall consult with DFG. The mitigation plan may consist of installation of one-way doors on all burrows to allow owls to exit, but not reenter, and construction of artificial burrows within the project vicinity, as needed; however, burrow owl exclusions may only be used if a qualified biologist verifies that the burrow does not contain eggs or dependent young. If active burrows contain eggs and/or young, no construction shall occur within 50 feet of the burrow until young have fledged. Once it is confirmed that there are no owls inside burrows, these burrows may be collapsed.</p> <p>Mitigation for the off-site elements outside of the City of Folsom’s jurisdictional boundaries must be developed by the project applicant(s) of each applicable project phase in consultation with the affected oversight agency(ies) (i.e., El Dorado and/or Sacramento Counties, or Caltrans), such that the performance criteria set forth in DFG’s guidelines are determined to be met.</p>		
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**GEOLOGY AND SOILS**

54-11	3A.7-1a (FPASP EIR/EIS)	<p>Prepare Site-Specific Geotechnical Report per CBC Requirements and Implement Appropriate Recommendations. Before building permits are issued and construction activities begin any project development phase, the project applicant(s) of each project phase shall hire a licensed geotechnical engineer to prepare a final geotechnical subsurface investigation report for the on- and off-site facilities, which shall be submitted for review and approval to the appropriate City or county department (identified below). The final geotechnical engineering report shall address and make recommendations on the following:</p> <ul style="list-style-type: none"> <li>▶ Site preparation;</li> <li>▶ Soil bearing capacity;</li> <li>▶ Appropriate sources and types of fill;</li> <li>▶ Potential need for soil amendments;</li> </ul>	Before issuance of building permits and ground-disturbing activities.	City of Folsom Community Development Department
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		<ul style="list-style-type: none"> <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 engineering report shall be noted on the grading plans and implemented as appropriate before construction begins. Design and construction of all new project development shall be in accordance with the CBC. The project applicant(s) shall provide for engineering inspection and certification that earthwork has been performed in conformity with recommendations contained in the geotechnical report.</p>		
54-12	3A.7-1b (FPASP EIR/EIS)	<p><b><i>Monitor Earthwork during Earthmoving Activities.</i></b></p> <p>All earthwork shall be monitored by a qualified geotechnical or soils engineer retained by the project applicant(s) of each project phase. The geotechnical or soils engineer shall provide oversight during all excavation, placement of fill, and disposal of materials removed from and deposited on both on- and off-site construction areas.</p> <p>Mitigation for the off-site elements outside of the City of Folsom’s jurisdictional boundaries must be coordinated by the project applicant(s) of each applicable project phase with the affected oversight agency(ies) (i.e., El Dorado and/or Sacramento Counties, or Caltrans).</p>	Before issuance of building permits and ground-disturbing activities.	City of Folsom Community Development Department

54-13	3A.7-3 (FPASP EIR/EIS)	<p><b><i>Prepare and Implement the Appropriate Grading and Erosion Control Plan.</i></b></p> <p>Before grading permits are issued, the project applicant(s) of each project phase that would be located within the City of Folsom shall retain a California Registered Civil Engineer to prepare a grading and erosion control plan. The grading and erosion control plan shall be submitted to the City Public Works Department before issuance of grading permits for all new development. The plan shall be consistent with the City’s Grading Ordinance, the City’s Hillside Development Guidelines, and the state’s NPDES permit, and shall include the site-specific grading associated with development for all project phases.</p> <p>The plans referenced above shall include the location, implementation schedule, and maintenance schedule of all erosion and sediment control measures, a description of measures designed to control dust and stabilize the construction-site road and entrance, and a description of the location and methods of storage and disposal of construction materials. Erosion and sediment control measures could include the use of detention basins, berms, swales, wattles, and silt fencing, and covering or watering of stockpiled soils to reduce wind erosion. Stabilization on steep slopes could include construction of retaining walls and reseeding with vegetation after construction. Stabilization of construction entrances to minimize trackout (control dust) is commonly achieved by installing filter fabric and crushed rock to a depth of approximately 1 foot. The 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>	Before the start of construction activities.	City of Folsom Community Development Department
54-14	3A.7-5 (FPASP EIR/EIS)	<p><b><i>Divert Seasonal Water Flows Away from Building Foundations.</i></b></p> <p>The project applicant(s) of all project phases shall either install subdrains (which typically consist of perforated pipe and gravel, surrounded by nonwoven geotextile fabric), or take such other actions as recommended</p>	Before and during earthmoving activities.	City of Folsom Community Development Department



		by the geotechnical or civil engineer for the project that would serve to divert seasonal flows caused by surface infiltration, water seepage, and perched water during the winter months away from building foundations.		
54-15	3A.7-10 (FPASP EIR/EIS)	<p><b><i>Conduct Construction Personnel Education, Stop Work if Paleontological Resources are Discovered, Assess the Significance of the Find, and Prepare and Implement a Recovery Plan as Required.</i></b></p> <p>To minimize potential adverse impacts on previously unknown potentially unique, scientifically important paleontological resources, the project applicant(s) of all project phases where construction would occur in the Ione and Mehrten Formations shall do the following:</p> <ul style="list-style-type: none"> <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>	During earthmoving activities in the Ione and Mehrten Formations.	City of Folsom Community Development Department
<b>GREENHOUSE GAS EMISSIONS AND CLIMATE CHANGE</b>				

54-16	3A.4-1 (FPASP EIR/EIS)	<p><b><i>Implement Additional Measures to Control Construction-Generated GHG Emissions.</i></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 contractors for the construction of each discretionary development entitlement, the project applicant(s) shall obtain the most current list of GHG reduction measures that are recommended by SMAQMD and stipulate that these measures be implemented in the respective request for bid as well as the subsequent construction contract with the selected primary contractor. The project applicant(s) for any particular discretionary development application may submit to the City and SMAQMD a report that substantiates why specific measures are considered infeasible for construction of that particular development phase and/or at that point in time. The report, including the substantiation for not implementing particular GHG reduction measures, shall be approved by the City, in consultation with SMAQMD prior to the release of a request for bid by the project applicant(s) for seeking a primary contractor to manage the construction of each development project. By requiring that the list of feasible measures be established prior to the selection of a primary contractor, this measure requires that the ability of a contractor to effectively implement the selected GHG reduction measures be inherent to the selection process.</p> <p>SMAQMD’s recommended measures for reducing construction-related GHG emissions at the time of writing this EIR/EIS are listed below and the project applicant(s) shall, at a minimum, be required to implement the following:</p> <ul style="list-style-type: none"> <li>▶ Improve fuel efficiency from construction equipment: <ul style="list-style-type: none"> <li>▪ reduce unnecessary idling (modify work practices, install auxiliary power for driver comfort);</li> </ul> </li> </ul>	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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	<ul style="list-style-type: none"> <li>▪ perform equipment maintenance (inspections, detect failures early, corrections);</li> <li>▪ train equipment operators in proper use of equipment;</li> <li>▪ use the proper size of equipment for the job; and</li> <li>▪ use equipment with new technologies (repowered engines, electric drive trains).</li> <li>▶ Use alternative fuels for electricity generators and welders at construction sites such as propane or solar, or use electrical power.</li> <li>▶ Use an ARB-approved low-carbon fuel, such as biodiesel or renewable diesel for construction equipment. (Emissions of oxides of nitrogen [NOX] emissions from the use of low carbon fuel must be reviewed and increases mitigated.) Additional information about low carbon fuels is available from ARB’s Low Carbon Fuel Standard Program (ARB 2009b).</li> <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> </ul>		
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		<p>► Develop a plan in consultation with SMAQMD to efficiently use water for adequate dust control. This may consist of the use of non-potable water from a local source.</p> <p>In addition to SMAQMD-recommended measures, construction activity shall comply with all applicable rules and regulations established by SMAQMD and ARB.</p>		
54-17	3A.8-2 (FPASP EIR/EIS)	<p><b><i>Complete Investigations Related to the Extent to Which Soil and/or Groundwater May Have Been Contaminated in Areas Not Covered by the Phase I and II Environmental Site Assessments and Implement Required Measures.</i></b></p> <p>The project applicant(s) for any discretionary development application shall conduct Phase I Environmental Site Assessments (where an Phase I has not been conducted), and if necessary, Phase II Environmental Site Assessments, and/or other appropriate testing for all areas of the SPA and include, as necessary, analysis of soil and/or groundwater samples for the potential contamination sites that have not yet been covered by previous investigations (as shown in Exhibit 3A.8-1) before construction activities begin in those areas. Recommendations in the Phase I and II Environmental Site Assessments to address any contamination that is found shall be implemented before initiating ground-disturbing activities in these areas.</p> <p>The project applicant(s) shall implement the following measures before ground-disturbing activities to reduce health hazards associated with potential exposure to hazardous substances:</p> <p>► Prepare a plan that identifies any necessary remediation activities appropriate for proposed on- and off-site uses, including excavation and removal of on-site contaminated soils, redistribution of clean fill material in the SPA, and closure of any abandoned mine shafts. The plan shall include measures that ensure the safe transport, use, and disposal of contaminated soil and building debris removed from the site. In the event that contaminated groundwater is encountered during site excavation activities, the contractor shall report the contamination to the appropriate regulatory agencies, dewater the excavated area, and treat the contaminated groundwater to remove contaminants before discharge into the sanitary sewer system. The project applicant(s) shall be required to comply with the plan and applicable Federal, state, and local laws. The</p>	Before and during earth moving activities	City of Folsom Community Development Department

		<p>plan shall outline measures for specific handling and reporting procedures for hazardous materials and disposal of hazardous materials removed from the site at an appropriate off-site disposal facility.</p> <ul style="list-style-type: none"> <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> <li>▶ 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).</li> </ul>		
<b>HYDROLOGY AND WATER QUALITY</b>				
54-18	3A.9-1 (FPASP EIR/EIS)	<p><b><i>Acquire Appropriate Regulatory Permits and Prepare and Implement SWPPP and BMPs.</i></b></p> <p>Prior to the issuance of grading permits, the project applicant(s) of all projects disturbing one or more acres (including phased construction of smaller areas which are part of a larger project) shall obtain coverage under the SWRCB’s NPDES stormwater permit for general construction activity (Order 2009-0009-DWQ), including preparation and submittal of a project-specific SWPPP at the time the NOI is filed. The project applicant(s) shall also prepare and submit any other necessary erosion and sediment control and engineering plans and specifications for pollution prevention and control to Sacramento County, City of Folsom, El Dorado County (for the off-site roadways into El Dorado Hills under</p>	Submittal of the State Construction General Permit NOI and SWPPP (where applicable) and development and submittal of any other locally required plans and specifications before the issuance of grading permits for all on-site	City of Folsom Community Development Department

	<p>the Proposed Project Alternative). The SWPPP and other appropriate plans shall identify and specify:</p> <ul style="list-style-type: none"> <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 non-stormwater 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> <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</li> </ul>	<p>project phases and off-site elements and implementation throughout project construction.</p>	
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		<p>straw bales or wattles, sediment/silt basins and traps, geofabric, sandbag dikes, and temporary vegetation.</p> <ul style="list-style-type: none"> <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>		
54-19	3A.9-2 (FPASP EIR/EIS)	<p><b><i>Prepare and Submit Final Drainage Plans and Implement Requirements Contained in Those Plans.</i></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 through the SPA, and that project-related on-site runoff would be appropriately contained in detention basins or managed with through other improvements (e.g., source controls, biotechnical stream stabilization) to reduce flooding and hydromodification impacts.</p> <p>The plans shall include, but not be limited to, the following items:</p> <ul style="list-style-type: none"> <li>▶ An accurate calculation of pre-project and post-project runoff scenarios, obtained using appropriate engineering methods, that</li> </ul>	Before approval of grading plans and building permits of all project phases.	City of Folsom Public Works Department

		<p>accurately evaluates potential changes to runoff, including increased surface runoff;</p> <ul style="list-style-type: none"> <li>▶ 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;</li> <li>▶ A description of the proposed maintenance program for the on-site drainage system;</li> <li>▶ Project-specific standards for installing drainage systems;</li> <li>▶ City and El Dorado County flood control design requirements and measures designed to comply with them;</li> <li>▶ Implementation of stormwater management BMPs that avoid increases in the erosive force of flows beyond a specific range of conditions needed to limit hydromodification and maintain current stream geomorphology. These BMPs will be designed and constructed in accordance with the forthcoming SSQP Hydromodification Management Plan (to be adopted by the RWQCB) and may include, but are not limited to, the following: <ul style="list-style-type: none"> <li>• 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);</li> <li>• Enlarged detention basins to minimize flow changes and changes to flow duration characteristics;</li> <li>• 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;</li> <li>• Minimize slope differences between any stormwater or detention facility outfall channel with the existing receiving channel gradient to reduce flow velocity; and</li> </ul> </li> </ul>		
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		<ul style="list-style-type: none"> <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 <math>1 \pm 10\%</math> or other as approved by the Sacramento Stormwater Quality Partnership and/or City of Folsom Public Works Department).</p> <p>Mitigation for the off-site elements outside of the City of Folsom’s jurisdictional boundaries must be coordinated by the project applicant(s) of each applicable project phase with El Dorado County.</p>		
54-20	3A.9-3 (FPASP EIR/EIS)	<p><b><i>Develop and Implement a BMP and Water Quality Maintenance Plan.</i></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 functional timing of storage and release pursuant to</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

	<p>the “Stormwater Quality Design Manual for Sacramento and South Placer Regions” ([SSQP 2007b] per NPDES Permit No. CAS082597 WDR Order No. R5-2008-0142, page 46) and El Dorado County’s NPDES SWMP (County of El Dorado 2004).</p> <ul style="list-style-type: none"> <li>▶ 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.</li> <li>▶ 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.</li> <li>▶ LID control measures shall be integrated into the BMP and water quality maintenance plan. These may include, but are not limited to: <ul style="list-style-type: none"> <li>• Surface swales;</li> <li>• Replacement of conventional impervious surfaces with pervious surfaces (e.g., porous pavement);</li> <li>• Impervious surfaces disconnection; and</li> <li>• Trees planted to intercept stormwater.</li> </ul> </li> </ul> <p>New stormwater facilities shall be placed along the natural drainage courses within the SPA to the extent practicable so as to mimic the natural drainage patterns. The reduction in runoff as a result of the LID configurations shall be quantified based on the runoff reduction credit system methodology described in “Stormwater Quality Design Manual for the Sacramento and South Placer Regions, Chapter 5 and Appendix D4” (SSQP 2007b) and proposed detention basins and other water quality BMPs shall be sized to handle these runoff volumes.</p> <p>For those areas that would be disturbed as part of the U.S. 50 interchange improvements, it is anticipated that Caltrans would coordinate with the development and implementation of the overall project SWPPP, or develop and implement its own SWPPP specific to the interchange improvements, to ensure that water quality degradation would be avoided or minimized to the maximum extent practicable.</p>		
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		Mitigation for the off-site elements outside of the City of Folsom’s jurisdictional boundaries must be coordinated by the project applicant(s) of each applicable project phase with El Dorado County and Caltrans.		
<b>NOISE AND VIBRATION</b>				
54-21	3A.11-1 (FPASP EIR/EIS)	<p><b><i>Implement Noise-Reducing Construction Practices, Prepare and Implement a Noise Control Plan, and Monitor and Record Construction Noise near Sensitive Receptors.</i></b></p> <p>To reduce impacts associated with noise generated during project related construction activities, the project applicant(s) and their primary contractors for engineering design and construction of all project phases shall ensure that the following requirements are implemented at each work site in any year of project construction to avoid and minimize construction noise effects on sensitive receptors. The project applicant(s) and primary construction contractor(s) shall employ noise-reducing construction practices. Measures that shall be used to limit noise shall include the measures listed below:</p> <ul style="list-style-type: none"> <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> <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> </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>▶ 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 project phase with El Dorado County, since the roadway extensions are outside of the City of Folsom’s jurisdictional boundaries.</li> </ul>		
<b>PUBLIC SERVICES</b>				
54-22	3A.14-1 (FPASP EIR/EIS)	<p><b><i>Prepare and Implement a Construction Traffic Control Plan.</i></b></p> <p>The project applicant(s) of all project phases shall prepare and implement traffic control plans for construction activities that may affect road rights-</p>	Before the approval of all relevant plans and/or permits and during construction	City of Folsom Public Works Department

		<p>of-way. The traffic control plans must follow any applicable standards of the agency responsible for the affected roadway and must be approved and signed by a professional engineer. Measures typically used in traffic control plans include advertising of planned lane closures, warning signage, a flag person to direct traffic flows when needed, and methods to ensure continued access by emergency vehicles. During project construction, access to existing land uses shall be maintained at all times, with detours used as necessary during road closures. Traffic control plans shall be submitted to the appropriate City or County department or the California Department of Transportation (Caltrans) for review and approval before the approval of all project plans or permits, for all project phases where implementation may cause impacts on traffic.</p> <p>Mitigation for the off-site elements outside of the City of Folsom’s jurisdictional boundaries must be coordinated by the project applicant(s) of each applicable project phase with the affected oversight agency(ies) (i.e., El Dorado and/or Sacramento Counties and Caltrans).</p>	<p>of all project phases.</p>	
<p>54-23</p>	<p>3A.14-2 (FPASP EIR/EIS)</p>	<p><b><i>Incorporate California Fire Code; City of Folsom Fire Code Requirements; and EDHFD Requirements, if Necessary, into Project Design and Submit Project Design to the City of Folsom Fire Department for Review and Approval.</i></b></p> <p>To reduce impacts related to the provision of new fire services, the project applicant(s) of all project phases shall do the following, as described below.</p> <p>1. Incorporate into project designs fire flow requirements based on the California Fire Code, Folsom Fire Code (City of Folsom Municipal Code Title 8, Chapter 8.36), and other applicable requirements based on the City of Folsom Fire Department fire prevention standards.</p> <p>Improvement plans showing the incorporation automatic sprinkler systems, the availability of adequate fire flow, and the locations of hydrants shall be submitted to the City of Folsom Fire Department for review and approval. In addition, approved plans showing access design shall be provided to the City of Folsom Fire Department as described by Zoning Code Section 17.57.080 (“Vehicular Access Requirements”). These plans shall describe access-road length, dimensions, and finished surfaces for firefighting equipment. The installation of security gates across a fire apparatus access road shall be approved by the City of Folsom Fire Department. The design and operation of gates and</p>	<p>Before issuance of building permits and issuance of occupancy permits or final inspections for all project phases.</p>	<p>City of Folsom Fire Department, City of Folsom Community Development Department</p>

		<p>barricades shall be in accordance with the Sacramento County Emergency Access Gates and Barriers Standard, as required by the City of Folsom Fire Code.</p> <p>2. Submit a Fire Systems New Buildings, Additions, and Alterations Document Submittal List to the City of Folsom Community Development Department Building Division for review and approval before the issuance of building permits.</p> <p>In addition to the above measures, the project applicant(s) of all project phases shall incorporate the provisions described below for the portion of the SPA within the EDHFD service area, if it is determined through City/El Dorado County negotiations that EDHFD would serve the 178-acre portion of the SPA.</p> <p>3. Incorporate into project designs applicable requirements based on the EDHFD fire prevention standards. For commercial development, improvement plans showing roadways, land splits, buildings, fire sprinkler systems, fire alarm systems, and other commercial building improvements shall be submitted to the EDHFD for review and approval. For residential development, improvement plans showing property lines and adjacent streets or roads; total acreage or square footage of the parcel; the footprint of all structures; driveway plan views describing width, length, turnouts, turnarounds, radiuses, and surfaces; and driveway profile views showing the percent grade from the access road to the structure and vertical clearance shall be submitted to the EDHFD for review and approval.</p> <p>4. Submit a Fire Prevention Plan Checklist to the EDHFD for review and approval before the issuance of building permits. In addition, residential development requiring automation fire sprinklers shall submit sprinkler design sheet(s) and hydraulic calculations from a California State Licensed C-16 Contractor.</p> <p>The City shall not authorize the occupancy of any structures until the project applicant(s) have obtained a Certificate of Occupancy from the City of Folsom Community Development Department verifying that all fire prevention items have been addressed on-site to the satisfaction of the City of Folsom Fire Department and/or the EDHFD for the 178-acre area of the SPA within the EDHFD service area.</p>		
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54-24	3A.14-3 (FPASP EIR/EIS)	<p><b><i>Incorporate Fire Flow Requirements into Project Designs.</i></b></p> <p>The project applicant(s) of all project phases shall incorporate into their project designs fire flow requirements based on the California Fire Code, Folsom Fire Code, and/or EDHFD for those areas of the SPA within the EDHFD service area and shall verify to City of Folsom Fire Department that adequate water flow is available, prior to approval of improvement plans and issuance of occupancy permits or final inspections for all project phases.</p>	Before issuance of building permits and issuance of occupancy permits or final inspections for all project phases.	City of Folsom Fire Department, City of Folsom Community Development Department
<b>TRAFFIC AND TRANSPORTATION</b>				
54-25	3A.15-1a (FPASP EIR/EIS)	<p><b><i>The Applicant Shall Pay a Fair Share to Fund the Construction of Improvements to the Folsom Boulevard/Blue Ravine Road Intersection (Intersection 1).</i></b></p> <p>To ensure that the Folsom Boulevard/Blue Ravine Road intersection operates at an acceptable LOS, the eastbound approach must be reconfigured to consist of two left-turn lanes, one through lane, and one right-turn lane. The applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by applicant, to reduce the impacts to the Folsom Boulevard/Blue Ravine Road intersection (Intersection 1).</p>	A phasing analysis shall be performed prior to approval of the first subdivision map to determine when the improvement should be implemented and when fair share funding should be paid.	City of Folsom Public Works Department
54-26	3A.15-1b (FPASP EIR/EIS)	<p><b><i>The Applicant Shall Pay a Fair Share to Fund the Construction of Improvements at the Sibley Street/Blue Ravine Road Intersection (Intersection 2).</i></b></p> <p>To ensure that the Sibley Street/Blue Ravine Road intersection operates at an acceptable LOS, the northbound approach must be reconfigured to consist of two left-turn lanes, two through lanes, and one right-turn lane. The applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by applicant, to reduce the impacts to the Sibley Street/Blue Ravine Road intersection (Intersection 2).</p>	A phasing analysis shall be performed prior to approval of the first subdivision map to determine when the improvement should be implemented and when fair share funding should be paid.	City of Folsom Public Works Department
54-27	3A.15-1c (FPASP EIR/EIS)	<p><b><i>The Applicant Shall Fund and Construct Improvements to the Scott Road (West)/White Rock Road Intersection (Intersection 28).</i></b></p>	A phasing analysis shall be performed prior to approval of the first subdivision	City of Folsom Public Works Department

		To ensure that the Scott Road (West)/White Rock Road intersection operates at an acceptable LOS, a traffic signal must be installed.	map to determine when the improvement should be implemented.	
54-28	3A.15-1e (FPASP EIR/EIS)	<b><i>Fund and Construct Improvements to the Hillside Drive/Easton Valley Parkway Intersection (Intersection 41).</i></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
54-29	3A.15-1f (FPASP EIR/EIS)	<b><i>Fund and Construct Improvements to the Oak Avenue Parkway/Middle Road Intersection (Intersection 44).</i></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



54-30	3A.15-1h (FPASP EIR/EIS)	<p><b><i>Participate in Fair Share Funding of Improvements to Reduce Impacts to the Hazel Avenue/Folsom Boulevard Intersection (Sacramento County Intersection 2).</i></b></p> <p>To ensure that the Hazel Avenue/Folsom Boulevard intersection operates at an acceptable LOS, this intersection must be grade separated including “jug handle” ramps. No at grade improvement is feasible. Grade separating and extended (south) Hazel Avenue with improvements to the U.S. 50/Hazel Avenue interchange is a mitigation measure for the approved Easton–Glenbrough Specific Plan development project. The applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a program established by that agency to reduce the impacts to the Hazel Avenue/Folsom Boulevard intersection (Sacramento County Intersection 2).</p>	A phasing analysis shall be performed prior to approval of the first subdivision map to determine when the improvement should be implemented.	Sacramento County Public Works Department and Caltrans
54-31	3A.15-1i (FPASP EIR/EIS)	<p><b><i>Participate in Fair Share Funding of Improvements to Reduce Impacts on the Grant Line Road/White Rock Road Intersection and to White Rock Road widening between the Rancho Cordova City limit to Prairie City Road (Sacramento County Intersection 3).</i></b></p> <p>Improvements must be made to ensure that the Grant Line Road/White Rock Road intersection operates at an acceptable LOS. The currently County proposed White Rock Road widening project will widen and realign White Rock Road from the Rancho Cordova City limit to the El Dorado County line (this analysis assumes that the Proposed Project and build alternatives will widen White Rock Road to five lanes from Prairie City road to the El Dorado County Line). This widening includes improvements to the Grant Line Road intersection and realigning White Rock Road to be the through movement. The improvements include two eastbound through lanes, one eastbound right turn lane, two northbound left turn lanes, two northbound right turn lanes, two westbound left turn lanes and two westbound through lanes. This improvement also includes the signalization of the White Rock Road and Grant Line Road intersection. With implementation of this improvement, the intersection would operate at an acceptable LOS A. The applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a program established by that agency to reduce the impacts to the Grant Line Road/White Rock Road intersection (Sacramento County Intersection 3).</p>	Before project build out. Design of the White Rock Road widening to four lanes, from Grant Line Road to Prairie City Road, with Intersection improvements has begun, and because this widening project is environmentally cleared and fully funded, it’s construction is expected to be complete before the first phase of the Proposed Project or alternative is built.	Sacramento County Public Works Department

54-32	3A.15-1j (FPASP EIR/EIS)	<p><i>Participate in Fair Share Funding of Improvements to Reduce Impacts on Hazel Avenue between Madison Avenue and Curragh Downs Drive (Roadway Segment 10).</i></p> <p>To ensure that Hazel Avenue operates at an acceptable LOS between Curragh Downs Drive and Gold Country Boulevard, Hazel Avenue must be widened to six lanes. This improvement is part of the County adopted Hazel Avenue widening project.</p>	<p>Before project build out. Construction of phase two of the Hazel Avenue widening, from Madison Avenue to Curragh Downs Drive, is expected to be completed by year 2013, before the first phase of the Proposed Project or alternative is complete. The applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a program established by that agency to reduce the impacts to Hazel Avenue between Madison Avenue and Curragh Downs Drive (Sacramento County Roadway Segment 10).</p>	Sacramento County Public Works Department
54-33	3A.15-11 (FPASP EIR/EIS)	<p><i>Participate in Fair Share Funding of Improvements to Reduce Impacts on the White Rock Road/Windfield Way Intersection (El Dorado County Intersection 3).</i></p>	<p>Before project build out. A phasing analysis should be</p>	El Dorado County Department of Transportation

		To ensure that the White Rock Road/Windfield Way intersection operates at an acceptable LOS, the intersection must be signalized and separate northbound left and right turn lanes must be striped. The applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a program established by that agency to reduce the impacts to the White Rock Road/Windfield Way intersection (El Dorado County Intersection 3).	performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.	
54-34	3A.15-1o (FPASP EIR/EIS)	<b><i>Participate in Fair Share Funding of Improvements to Reduce Impacts on Eastbound U.S. 50 as an alternative to improvements at the Folsom Boulevard/U.S. 50</i></b> Eastbound Ramps Intersection (Caltrans Intersection 4). Congestion on eastbound U.S. 50 is causing vehicles to use Folsom Boulevard as an alternate parallel route until they reach U.S. 50, where they must get back on the freeway due to the lack of a parallel route. It is preferred to alleviate the congestion on U.S. 50 than to upgrade the intersection at the end of this reliever route. The applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a program established by that agency to reduce the impacts to the Folsom Boulevard/U.S. 50 Eastbound Ramps intersection (Caltrans Intersection 4). To ensure that the Folsom Boulevard/U.S. 50 eastbound ramps intersection operates at an acceptable LOS, auxiliary lanes should be added to eastbound U.S. 50 from Hazel Avenue to east of Folsom Boulevard. This was recommended in the Traffic Operations Analysis Report for the U.S. 50 Auxiliary Lane Project.	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.	City of Folsom Public Works Department and Sacramento County Department of Transportation
54-35	3A.15-1p (FPASP EIR/EIS)	<b><i>Participate in Fair Share Funding of Improvements to Reduce Impacts on the Grant Line Road/ State Route 16 Intersection (Caltrans Intersection 12).</i></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.	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.	Sacramento County Department of Transportation and the City of Rancho Cordova Department of Public Works

		<p>Improvements to this intersection must be implemented by Caltrans, Sacramento County, and the City of Rancho Cordova.</p> <p>The applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a program established by that agency to reduce the impacts to the Grant Line Road/State Route 16 intersection (Caltrans Intersection 12).</p>		
54-36	3A.15-1q (FPASP EIR/EIS)	<p><b><i>Participate in Fair Share Funding of Improvements to Reduce Impacts on Eastbound U.S. 50 between Zinfandel Drive and Sunrise Boulevard (Freeway Segment 1).</i></b></p> <p>To ensure that Eastbound U.S. 50 operates at an acceptable LOS between Zinfandel Drive and Sunrise Boulevard, a bus-carpool (HOV) lane must be constructed. This improvement is currently planned as part of the Sacramento 50 Bus-Carpool Lane and Community Enhancements Project. The applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a program established by that agency to reduce the impacts to Eastbound U.S. 50 between Zinfandel Drive and Sunrise Boulevard (Freeway Segment 1).</p>	<p>Before project build out. Construction of the Sacramento 50 Bus-Carpool Lane and Community Enhancements Project is expected to be completed by year 2013, before the first phase of the Proposed Project or alternative is complete. Construction of the Sacramento 50 Bus-Carpool Lane and Community Enhancements Project has started since the writing of the Draft EIS/EIR.</p>	Caltrans
54-37	3A.15-1r (FPASP EIR/EIS)	<p><b><i>Participate in Fair Share Funding of Improvements to Reduce Impacts on Eastbound U.S. 50 between Hazel Avenue and Folsom Boulevard (Freeway Segment 3).</i></b></p> <p>To ensure that Eastbound U.S. 50 operates at an acceptable LOS between Hazel Avenue and Folsom Boulevard, an auxiliary lane must be constructed. This improvement was recommended in the Traffic Operations Analysis Report for the U.S. 50 Auxiliary Lane Project. This</p>	<p>Before project build out. A phasing analysis should be performed to determine during which project</p>	City of Folsom Public Works Department and Sacramento County Department of Transportation

		<p>improvement is included in the proposed 50 Corridor Mobility Fee Program.</p> <p>The applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a program established by that agency to reduce the impacts to Eastbound U.S. 50 between Hazel Avenue and Folsom Boulevard (Freeway Segment 3).</p>	<p>phase the improvement should be built.</p>	
54-38	3A.15-1s (FPASP EIR/EIS)	<p><b><i>Participate in Fair Share Funding of Improvements to Reduce Impacts on Eastbound U.S. 50 between Folsom Boulevard and Prairie City Road (Freeway Segment 4).</i></b></p> <p>To ensure that Eastbound U.S. 50 operates at an acceptable LOS between Folsom Boulevard and Prairie City Road, an auxiliary lane must be constructed. This improvement was recommended in the Traffic Operations Analysis Report for the U.S. 50 Auxiliary Lane Project. This improvement is included in the proposed 50 Corridor Mobility Fee Program. The applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by applicant, to reduce the impacts to Eastbound U.S. 50 between Folsom Boulevard and Prairie City Road (Freeway Segment 4).</p>	<p>Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.</p>	<p>City of Folsom Public Works Department and Sacramento County Department of Transportation</p>
54-39	3A.15-1u (FPASP EIR/EIS)	<p><b><i>Participate in Fair Share Funding of Improvements to Reduce Impacts on Westbound U.S. 50 between Prairie City Road and Folsom Boulevard (Freeway Segment 16).</i></b></p> <p>To ensure that Westbound U.S. 50 operates at an acceptable LOS between Prairie City Road and Folsom Boulevard, an auxiliary lane must be constructed. This improvement was recommended in the Traffic Operations Analysis Report for the U.S. 50 Auxiliary Lane Project. This improvement is included in the proposed 50 Corridor Mobility Fee Program. The applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by applicant, to reduce the impacts to Westbound U.S. 50 between Prairie City Road and Folsom Boulevard (Freeway Segment 16).</p>	<p>Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.</p>	<p>City of Folsom Public Works Department and Sacramento County Department of Transportation</p>
54-40	3A.15-1v (FPASP EIR/EIS)	<p><b><i>Participate in Fair Share Funding of Improvements to Reduce Impacts on Westbound U.S. 50 between Hazel Avenue and Sunrise Boulevard (Freeway Segment 18).</i></b></p>	<p>Before project build out. A phasing analysis should be</p>	<p>City of Rancho Cordova Department of Public Works and Sacramento County Department of Transportation</p>

		<p>To ensure that Westbound U.S. 50 operates at an acceptable LOS between Hazel Avenue and Sunrise Boulevard, an auxiliary lane must be constructed. This improvement was recommended in the Traffic Operations Analysis Report for the U.S. 50 Auxiliary Lane Project and included in the proposed Rancho Cordova Parkway interchange project. Improvements to this freeway segment must be implemented by Caltrans. The applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a program established by that agency to reduce the impacts to Westbound U.S. 50 between Hazel Avenue and Sunrise Boulevard (Freeway Segment 18).</p>	<p>performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.</p>	
54-41	3A.15-1w (FPASP EIR/EIS)	<p><b><i>Participate in Fair Share Funding of Improvements to Reduce Impacts on U.S. 50 Eastbound/Folsom Boulevard Ramp Merge (Freeway Merge 4).</i></b></p> <p>To ensure that Eastbound U.S. 50 operates at an acceptable LOS at the Folsom Boulevard merge, an auxiliary lane from the Folsom Boulevard merge to the Prairie City Road diverge must be constructed. This improvement was recommended in the Traffic Operations Analysis Report for the U.S. 50 Auxiliary Lane Project. This improvement is included in the proposed 50 Corridor Mobility Fee Program. The applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a program established by that agency to reduce the impacts to the U.S. 50 Eastbound/Folsom Boulevard Ramp Merge (Freeway Merge 4).</p>	<p>Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.</p>	<p>City of Folsom Public Works Department and Sacramento County Department of Transportation</p>
54-42	3A.15-1x (FPASP EIR/EIS)	<p><b><i>Participate in Fair Share Funding of Improvements to Reduce Impacts on U.S. 50 Eastbound/Prairie City Road Diverge (Freeway Diverge 5).</i></b></p> <p>To ensure that Eastbound U.S. 50 operates at an acceptable LOS at the Prairie City Road off-ramp diverge, an auxiliary lane from the Folsom Boulevard merge must be constructed. This improvement was recommended in the Traffic Operations Analysis Report for the U.S. 50 Auxiliary Lane Project. This auxiliary lane improvement is included in the proposed 50 Corridor Mobility Fee Program. The applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by applicant, to reduce the impacts to the U.S. 50 Eastbound/Prairie City Road diverge (Freeway Diverge 5).</p>	<p>Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.</p>	<p>City of Folsom Public Works Department and Sacramento County Department of Transportation</p>

54-43	3A.15-1y (FPASP EIR/EIS)	<p><b><i>Participate in Fair Share Funding of Improvements to Reduce Impacts on U.S. 50 Eastbound/Prairie City Road Direct Merge (Freeway Merge 6).</i></b></p> <p>To ensure that Eastbound U.S. 50 operates at an acceptable LOS at the Prairie City Road onramp direct merge, an auxiliary lane to the East Bidwell Street – Scott Road diverge must be constructed. This auxiliary lane improvement is included in the proposed 50 Corridor Mobility Fee Program. The applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by applicant, to reduce the impacts to the U.S. 50 Eastbound/Prairie City Road direct merge (Freeway Merge 6).</p>	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.	City of Folsom Public Works Department
54-44	3A.15-1z (FPASP EIR/EIS)	<p><b><i>Participate in Fair Share Funding of Improvements to Reduce Impacts on U.S. 50 Eastbound/Prairie City Road Flyover On-Ramp to Oak Avenue Parkway Off-Ramp Weave (Freeway Weave 8).</i></b></p> <p>To ensure that Eastbound U.S. 50 operates at an acceptable LOS at the Prairie City Road flyover on-ramp to Oak Avenue Parkway off-ramp weave, an improvement acceptable to Caltrans should be implemented to eliminate the unacceptable weaving conditions. Such an improvement may involve a “braided ramp”.</p> <p>The applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by applicant, to reduce the impacts to the U.S. 50 Eastbound / Prairie City Road flyover on-ramp to Oak Avenue Parkway off-ramp weave (Freeway Weave 8).</p>	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.	City of Folsom Public Works Department
54-45	3A.15-1aa (FPASP EIR/EIS)	<p><b><i>Participate in Fair Share Funding of Improvements to Reduce Impacts on U.S. 50 Eastbound/Oak Avenue Parkway Loop Merge (Freeway Merge 9).</i></b></p> <p>To ensure that Eastbound U.S. 50 operates at an acceptable LOS at the Oak Avenue Parkway loop merge, an auxiliary lane to the East Bidwell Street – Scott Road diverge must be constructed. This auxiliary lane improvement is included in the proposed 50 Corridor Mobility Fee Program. The applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by applicant, to reduce the</p>	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the	City of Folsom Public Works Department

		impacts to the U.S. 50 Eastbound/ Oak Avenue Parkway loop merge (Freeway Merge 9).	improvement should be built.	
54-46	3A.15-1dd (FPASP EIR/EIS)	<b><i>Participate in Fair Share Funding of Improvements to Reduce Impacts on U.S. 50 Westbound/Empire Ranch Road Loop Ramp Merge (Freeway Merge 23).</i></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
54-47	3A.15-1ee (FPASP EIR/EIS)	<b><i>Participate in Fair Share Funding of Improvements to Reduce Impacts on U.S. 50 Westbound/Oak Avenue Parkway Loop Ramp Merge (Freeway Merge 29).</i></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
54-48	3A.15-1ff (FPASP EIR/EIS)	<b><i>Participate in Fair Share Funding of Improvements to Reduce Impacts on U.S. 50 Westbound/Prairie City Road Loop Ramp Merge (Freeway Merge 32).</i></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	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project	City of Folsom Public Works Department and Sacramento County Department of Transportation



		appropriate and reliable mechanism paid for by applicant, to reduce the impacts to the U.S. 50 Westbound/Prairie City Road Loop Ramp Merge (Freeway Merge 32).	phase the improvement should be built.	
54-49	3A.15-1gg (FPASP EIR/EIS)	<b><i>Participate in Fair Share Funding of Improvements to Reduce Impacts on U.S. 50 Westbound/Prairie City Road Direct Ramp Merge (Freeway Merge 33).</i></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 diverge must be constructed. This auxiliary lane improvement is included in the proposed 50 Corridor Mobility Fee Program. The applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by applicant, to reduce the impacts to the U.S. 50 Westbound/Prairie City Road direct ramp merge (Freeway Merge 33).	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.	City of Folsom Public Works Department and Sacramento County Department of Transportation
54-50	3A.15-1hh (FPASP EIR/EIS)	<b><i>Participate in Fair Share Funding of Improvements to Reduce Impacts on U.S. 50 Eastbound/Folsom Boulevard Diverge (Freeway Diverge 34).</i></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
54-51	3A.15-1ii (FPASP EIR/EIS)	<b><i>Participate in Fair Share Funding of Improvements to Reduce Impacts on U.S. 50 Westbound/Hazel Avenue Direct Ramp Merge (Freeway Merge 38).</i></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	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project	Sacramento County Department of Transportation and City of Rancho Cordova Department of Public Works

		program established by that agency to reduce the impacts to the U.S. 50 Westbound/Hazel Avenue direct ramp merge (Freeway Merge 38).	phase the improvement should be built.	
54-52	3A.15-2a (FPASP EIR/EIS)	<p><b><i>Develop Commercial Support Services and Mixed-use Development Concurrent with Housing Development and Develop and Provide Options for Alternative Transportation Modes.</i></b></p> <p>The project applicant(s) for any particular discretionary development application including commercial or mixed-use development along with residential uses shall develop commercial and mixed-use development concurrent with housing development, to the extent feasible in light of market realities and other considerations, to internalize vehicle trips. Pedestrian and bicycle facilities shall be implemented to the satisfaction of the City Public Works Department. To further minimize impacts from the increased demand on area roadways and intersections, the project applicant(s) for any particular discretionary development application involving schools or commercial centers shall develop and implement safe and secure bicycle parking to promote alternative transportation uses and reduce the volume of single-occupancy vehicles using area roadways and intersections. The project applicant(s) for any particular discretionary development application shall participate in capital improvements and operating funds for transit service to increase the percent of travel by transit. The project's fair-share participation and the associated timing of the improvements and service shall be identified in the project conditions of approval and/or the project's development agreement. Improvements and service shall be coordinated, as necessary, with Folsom Stage Lines and Sacramento RT.</p>	Before approval of improvement plans for all project phases any particular discretionary development application that includes residential and commercial or mixed-use development. As a condition of project approval and/or as a condition of the development agreement for all project phases.	City of Folsom Public Works Department
54-53	3A.15-2b (FPASP EIR/EIS)	<p><b><i>Participate in the City's Transportation System Management Fee Program.</i></b></p> <p>The project applicant(s) for any particular discretionary development application shall pay an appropriate amount into the City's existing Transportation System Management Fee Program to reduce the number of single-occupant automobile travel on area roadways and intersections.</p>	Concurrent with construction for all project phases.	City of Folsom Public Works Department
54-54	3A.15-2c (FPASP EIR/EIS)	<p><b><i>Participate with the 50 Corridor Transportation Management Association.</i></b></p> <p>The project applicant(s) for any particular discretionary development application shall join and participate with the 50 Corridor Transportation</p>	Concurrent with construction for all project phases.	City of Folsom Public Works Department

		Management Association to reduce the number of single-occupant automobile travel on area roadways and intersections.		
54-55	3A.15-3 (FPASP EIR/EIS)	<b><i>Pay Full Cost of Identified Improvements that Are Not Funded by the City's Fee Program.</i></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
54-56	3A.15-4a (FPASP EIR/EIS)	<b><i>The Applicant Shall Pay a Fair Share to Fund the Construction of Improvements to the Sibley Street/Blue Ravine Road Intersection (Folsom Intersection 2).</i></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
54-57	3A.15-4b (FPASP EIR/EIS)	<b><i>The Applicant Shall Pay a Fair Share to Fund the Construction of Improvements to the Oak Avenue Parkway/East Bidwell Street Intersection (Folsom Intersection 6).</i></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
54-58	3A.15-4c (FPASP EIR/EIS)	<b><i>The Applicant Shall Pay a Fair Share to Fund the Construction of Improvements to the East Bidwell Street/College Street Intersection (Folsom Intersection 7).</i></b>	Before project build out. A phasing analysis should be	City of Folsom Public Works Department

		To ensure that the East Bidwell Street/College Street intersection operates at acceptable LOS C or better, the westbound approach must be reconfigured to consist of one left-turn lane, one left-through lane, and two dedicated right-turn lanes. The applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by applicant, to reduce the impacts to the East Bidwell Street/Nesmith Court intersection (Folsom Intersection 7).	performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.	
54-59	3A.15-4d (FPASP EIR/EIS)	<b><i>The Applicant Shall Pay a Fair Share to Fund the Construction of Improvements to the East Bidwell Street/Iron Point Road Intersection (Folsom Intersection 21).</i></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
54-60	3A.15-4e (FPASP EIR/EIS)	<b><i>The Applicant Shall Pay a Fair Share to Fund the Construction of Improvements to the Serpa Way/ Iron Point Road Intersection (Folsom Intersection 23).</i></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 by applicant, to reduce the impacts to the Serpa Way/Iron Point Road Intersection (Folsom Intersection 23).	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.	City of Folsom Public Works Department
54-61	3A.15-4f (FPASP EIR/EIS)	<b><i>The Applicant Shall Pay a Fair Share to Fund the Construction of Improvements to the Empire Ranch Road/Iron Point Road Intersection (Folsom Intersection 24).</i></b>	Before project build out. A phasing analysis should be	City of Folsom Public Works Department

		To ensure that the Empire Ranch Road / Iron Point Road intersection operates at a LOS D or better, all of the following improvements are required: The eastbound approach must be reconfigured to consist of one left-turn lane, two through lanes, and a right-turn lane. The westbound approach must be reconfigured to consist of two left-turn lanes, one through lane, and a through-right lane. The northbound approach must be reconfigured to consist of two left-turn lanes, three through lanes, and a right-turn lane. The southbound approach must be reconfigured to consist of two left-turn lanes, three through lanes, and a right-turn lane. The applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by applicant, to reduce the impacts to the Empire Ranch Road / Iron Point Road Intersection Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built. (Folsom Intersection 24).	performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.	
54-62	3A.15-4g (FPASP EIR/EIS)	<b><i>The Applicant Shall Fund and Construct Improvements to the Oak Avenue Parkway/Easton Valley Parkway Intersection (Folsom Intersection 33).</i></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
54-63	3A.15-4i (FPASP EIR/EIS)	<b><i>Participate in Fair Share Funding of Improvements to Reduce Impacts on the Grant Line Road/White Rock Road Intersection (Sacramento County Intersection 3).</i></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 reducing traffic impacts on this intersection by providing acceptable operation. Intersection improvements must be implemented by	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the	Sacramento County Department of Transportation.

		Sacramento County. The applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a program established by that agency to reduce the impacts to the Grant Line Road/White Rock Road Intersection (Sacramento County Intersection 3).	improvement should be built.	
54-64	3A.15-4j (FPASP EIR/EIS)	<p><b><i>Participate in Fair Share Funding of Improvements to Reduce Impacts on Grant Line Road between White Rock Road and Kiefer Boulevard (Sacramento County Roadway Segments 5-7).</i></b></p> <p>To improve operation on Grant Line Road between White Rock Road and Kiefer Boulevard, this roadway segment must be widened to six lanes. This improvement is proposed in the Sacramento County and the City of Rancho Cordova General Plans; however, it is not in the 2035 MTP. Improvements to this roadway segment must be implemented by Sacramento County and the City of Rancho Cordova. The applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a program established by that agency to reduce the impacts to Grant Line Road between White Rock Road and Kiefer Boulevard (Sacramento County Roadway Segments 5-7). The identified improvement would more than offset the impacts specifically related to the Folsom South of U.S. 50 project on this roadway segment.</p>	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.	Sacramento County Department of Transportation.
54-65	3A.15-4k (FPASP EIR/EIS)	<p><b><i>Participate in Fair Share Funding of Improvements to Reduce Impacts on Grant Line Road between Kiefer Boulevard and Jackson Highway (Sacramento County Roadway Segment 8).</i></b></p> <p>To improve operation on Grant Line Road between Kiefer Boulevard Jackson Highway, this roadway segment could be widened to six lanes. This improvement is proposed in the Sacramento County and the City of Rancho Cordova General Plans; however, it is not in the 2035 MTP. Improvements to this roadway segment must be implemented by Sacramento County and the City of Rancho Cordova. The applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a program established by that agency to reduce the impacts to Grant Line Road between Kiefer Boulevard and Jackson Highway (Sacramento County Roadway Segment 8). The identified improvement would more than offset the impacts specifically related to the Folsom South of U.S. 50 project on this roadway segment.</p>	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.	Sacramento County Department of Transportation.

54-66	3A.15-4l (FPASP EIR/EIS)	<p><b><i>Participate in Fair Share Funding of Improvements to Reduce Impacts on Hazel Avenue between Curragh Downs Drive and U.S. 50 Westbound Ramps (Sacramento County Roadway Segments 12-13).</i></b></p> <p>To improve operation on Hazel Avenue between Curragh Downs Drive and the U.S. 50 westbound ramps, this roadway segment could be widened to eight lanes. This improvement is inconsistent with Sacramento County's general plan because the county's policy requires a maximum roadway cross section of six lanes. Analysis shown later indicates that improvements at the impacted intersection in this segment can be mitigated (see Mitigation Measure 3A.15-4q). Improvements to impacted intersections on this segment will improve operations on this roadway segment and, therefore; mitigate this segment impact. The applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a program established by that agency to reduce the impacts to Hazel Avenue between Curragh Downs Drive and U.S. 50 Westbound Ramps (Sacramento County Roadway Segments 12-13).</p>	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.	Sacramento County Department of Transportation.
54-67	3A.15-4m (FPASP EIR/EIS)	<p><b><i>Participate in Fair Share Funding of Improvements to Reduce Impacts on White Rock Road between Grant Line Road and Prairie City Road (Sacramento County Roadway Segment 22).</i></b></p> <p>To improve operation on White Rock Road between Grant Line Road and Prairie City Road, this roadway segment must be widened to six lanes. This improvement is included in the 2035 MTP but is not included in the Sacramento County General Plan. Improvements to this roadway segment must be implemented by Sacramento County. The identified improvement would more than offset the impacts specifically related to the Folsom South of U.S. 50 project on this roadway segment. However, because of other development in the region that would substantially increase traffic levels, this roadway segment would continue to operate at an unacceptable LOS F even with the capacity improvements identified to mitigate Folsom South of U.S. 50 impacts. The applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a program established by that agency to reduce the impacts to White Rock Road between Grant Line Road and Prairie City Road (Sacramento County Roadway Segment 22).</p>	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.	Sacramento County Department of Transportation.

54-68	3A.15-4n (FPASP EIR/EIS)	<p><i>Participate in Fair Share Funding of Improvements to Reduce Impacts on White Rock Road between Empire Ranch Road and Carson Crossing Road (Sacramento County Roadway Segment 28).</i></p> <p>To improve operation on White Rock Road between Empire Ranch Road and Carson Crossing Road, this roadway segment must be widened to six lanes. Improvements to this roadway segment must be implemented by Sacramento County. The applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a program established by that agency to reduce the impacts to White Rock Road between Empire Ranch Road and Carson Crossing Road (Sacramento County Roadway Segment 28).</p>	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.	Sacramento County Department of Transportation.
54-69	3A.15-4o (FPASP EIR/EIS)	<p><i>Participate in Fair Share Funding of Improvements to Reduce Impacts on the White Rock Road/Carson Crossing Road Intersection (El Dorado County 1).</i></p> <p>To ensure that the White Rock Road/Carson Crossing Road intersection operates at an acceptable LOS, the eastbound right turn lane must be converted into a separate free right turn lane, or double right. Improvements to this intersection must be implemented by El Dorado County. The applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a program established by that agency to reduce the impacts to the White Rock Road/Carson Crossing Road Intersection (El Dorado County 1).</p>	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.	Sacramento County Department of Transportation.
54-70	3A.15-4p (FPASP EIR/EIS)	<p><i>Participate in Fair Share Funding of Improvements to Reduce Impacts on the Hazel Avenue/U.S. 50 Westbound Ramps Intersection (Caltrans Intersection 1).</i></p> <p>To ensure that the Hazel Avenue/U.S. 50 westbound ramps intersection operates at an acceptable LOS, the westbound approach must be reconfigured to consist of one dedicated left turn lane, one shared left through lane and three dedicated right-turn lanes. Improvements to this intersection must be implemented by Caltrans and Sacramento County. The applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a program established by that agency to reduce the impacts to the Hazel Avenue/U.S. 50 Westbound Ramps Intersection (Caltrans Intersection 1).</p>	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.	Sacramento County Department of Transportation.



54-71	3A.15-4q (FPASP EIR/EIS)	<p><b><i>Participate in Fair Share Funding of Improvements to Reduce Impacts on Eastbound US 50 between Zinfandel Drive and Sunrise Boulevard (Freeway Segment 1).</i></b></p> <p>To ensure that Eastbound US 50 operates at an acceptable LOS between Zinfandel Drive and Sunrise Boulevard, an additional eastbound lane could be constructed. This improvement is not consistent with the Concept Facility in Caltrans State Route 50 Corridor System Management Plan; therefore, it is not likely to be implemented by Caltrans by 2030. Construction of the Capitol South East Connector, including widening White Rock Road and Grant Line Road to six lanes with limited access, could divert some traffic from U.S. 50 and partially mitigate the project's impact. The applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a program established by that agency to reduce the impacts to Eastbound U.S. 50 between Zinfandel Drive and Sunrise Boulevard (Freeway Segment 1).</p>	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.	Sacramento County Department of Transportation.
54-72	3A.15-4r (FPASP EIR/EIS)	<p><b><i>Participate in Fair Share Funding of Improvements to Reduce Impacts on Eastbound US 50 between Rancho Cordova Parkway and Hazel Avenue (Freeway Segment 3).</i></b></p> <p>To ensure that Eastbound US 50 operates at an acceptable LOS between Rancho Cordova Parkway and Hazel Avenue, an additional eastbound lane could be constructed. This improvement is not consistent with the Concept Facility in Caltrans State Route 50 Corridor System Management Plan; therefore, it is not likely to be implemented by Caltrans by 2030. Construction of the Capitol South East Connector, including widening White Rock Road and Grant Line Road to six lanes with limited access, could divert some traffic off of U.S. 50 and partially mitigate the project's impact. The applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a program established by that agency to reduce the impacts to Eastbound U.S. 50 between Rancho Cordova Parkway and Hazel Avenue (Freeway Segment 3).</p>	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.	Sacramento County Department of Transportation.
54-73	3A.15-4s (FPASP EIR/EIS)	<p><b><i>Participate in Fair Share Funding of Improvements to Reduce Impacts on Eastbound US 50 between Folsom Boulevard and Prairie City Road (Freeway Segment 5).</i></b></p> <p>To ensure that Eastbound US 50 operates at an acceptable LOS between Folsom Boulevard and Prairie City Road, the eastbound auxiliary lane</p>	Before project build out. A phasing analysis should be performed prior to	Sacramento County Department of Transportation.

		<p>should be converted to a mixed flow lane that extends to and drops at the Oak Avenue Parkway off ramp (see mitigation measure 3A.15-4t). Improvements to this freeway segment must be implemented by Caltrans. This improvement is not consistent with the Concept Facility in Caltrans State Route 50 Corridor System Management Plan; therefore, it is not likely to be implemented by Caltrans by 2030. Construction of the Capitol South East Connector, including widening White Rock Road and Grant Line Road to six lanes with limited access, could divert some traffic off of U.S. 50 and partially mitigate the project's impact. The applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by applicant, to reduce the impacts to Eastbound U.S. 50 between Folsom Boulevard and Prairie City Road (Freeway Segment 5).</p>	<p>approval of the first subdivision map to determine during which project phase the improvement should be built.</p>	
54-74	3A.15-4t (FPASP EIR/EIS)	<p><b><i>Participate in Fair Share Funding of Improvements to Reduce Impacts on Eastbound US 50 between Prairie City Road and Oak Avenue Parkway (Freeway Segment 6).</i></b></p> <p>To ensure that Eastbound US 50 operates at an acceptable LOS between Prairie City Road and Oak Avenue Parkway, the northbound Prairie City Road slip on ramp should merge with the eastbound auxiliary lane that extends to and drops at the Oak Avenue Parkway off ramp (see Mitigation Measures 3A.15-4u, v and w), and the southbound Prairie City Road flyover on ramp should be braided over the Oak Avenue Parkway off ramp and start an extended full auxiliary lane to the East Bidwell Street – Scott Road off ramp. Improvements to this freeway segment must be implemented by Caltrans. The applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by applicant, to reduce the impacts to Eastbound U.S. 50 between Prairie City Road and Oak Avenue Parkway (Freeway Segment 6).</p>	<p>Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.</p>	<p>Sacramento County Department of Transportation.</p>
54-75	3A.15-4u (FPASP EIR/EIS)	<p><b><i>Participate in Fair Share Funding of Improvements to Reduce Impacts on the U.S. 50 Eastbound / Prairie City Road Slip Ramp Merge (Freeway Merge 6).</i></b></p> <p>To ensure that Eastbound US 50 operates at an acceptable LOS, the northbound Prairie City Road slip on ramp should start the eastbound auxiliary lane that extends to and drops at the Oak Avenue Parkway off ramp (see mitigation measure 3A.15-4u, w and x), and the southbound</p>	<p>Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during</p>	<p>Sacramento County Department of Transportation.</p>

		Prairie City Road flyover on ramp should be braided over the Oak Avenue Parkway off ramp and start an extended full auxiliary lane to the East Bidwell Street – Scott Road off ramp. Improvements to this freeway segment must be implemented by Caltrans. The applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by applicant, to reduce the impacts to the U.S. 50 Eastbound / Prairie City Road slip ramp merge (Freeway Merge 6).	which project phase the improvement should be built.	
54-76	3A.15-4v (FPASP EIR/EIS)	<b><i>Participate in Fair Share Funding of Improvements to Reduce Impacts on the U.S. 50 Eastbound / Prairie City Road Flyover On Ramp to Oak Avenue Parkway Off Ramp Weave (Freeway Weave 7).</i></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.
54-77	3A.15-4w (FPASP EIR/EIS)	<b><i>Participate in Fair Share Funding of Improvements to Reduce Impacts on U.S. 50 Eastbound / Oak Avenue Parkway Loop Ramp Merge (Freeway Merge 8).</i></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 auxiliary lane that starts at the southbound Prairie City Road braided flyover on ramp and ends at the East Bidwell Street – Scott Road off ramp (see mitigation measure 3A.15-4u, v and w). Improvements to this freeway segment must be implemented by Caltrans. The applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by applicant, to reduce the impacts to U.S. 50 Eastbound / Oak Avenue Parkway Loop Ramp Merge (Freeway Merge 8).	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.	Sacramento County Department of Transportation.

54-78	3A.15-4x (FPASP EIR/EIS)	<p><b><i>Participate in Fair Share Funding of Improvements to Reduce Impacts on U.S. 50 Westbound / Empire Ranch Road Loop Ramp Merge (Freeway Merge 27).</i></b></p> <p>To ensure that Westbound US 50 operates at an acceptable LOS, the northbound Empire Ranch Road loop on ramp should start the westbound auxiliary lane that ends at the East Bidwell Street – Scott Road off ramp. The slip-on ramp from southbound Empire Ranch Road slip ramp would merge into this extended auxiliary lane. Improvements to this freeway segment must be implemented by Caltrans. The applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by applicant, to reduce the impacts to the U.S. 50 Westbound / Empire Ranch Road loop ramp merge (Freeway Merge 27).</p>	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.	Sacramento County Department of Transportation.
54-79	3A.15-4y (FPASP EIR/EIS)	<p><b><i>Participate in Fair Share Funding of Improvements to Reduce Impacts on U.S. 50 Westbound / Prairie City Road Loop Ramp Merge (Freeway Merge 35).</i></b></p> <p>To ensure that Westbound US 50 operates at an acceptable LOS, the northbound Prairie City Road loop on ramp should start the westbound auxiliary lane that continues beyond the Folsom Boulevard off ramp. The slip-on ramp from southbound Prairie City Road slip ramp would merge into this extended auxiliary lane. Improvements to this freeway segment must be implemented by Caltrans. The applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by applicant, to reduce the impacts to the U.S. 50 Westbound / Prairie City Road Loop Ramp Merge (Freeway Merge 35).</p>	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.	Sacramento County Department of Transportation.
<b>UTILITIES AND SERVICE SYSTEMS</b>				
54-80	3A.16-1 (FPASP EIR/EIS)	<p><b><i>Submit Proof of Adequate On- and Off-Site Wastewater Conveyance Facilities and Implement On- and Off-Site Infrastructure Service Systems or Ensure That Adequate Financing Is Secured.</i></b></p> <p>Before the approval of the final map and issuance of building permits for all project phases, the project applicant(s) of all project phases shall submit proof to the City of Folsom that an adequate wastewater conveyance system either has been constructed or is ensured through payment of the City’s facilities augmentation fee as described under the Folsom Municipal Code Title 3, Chapter 3.40, “Facilities Augmentation Fee – Folsom South Area Facilities Plan,” or other sureties to the City’s</p>	Before approval of final maps and issuance of building permits for any project phases.	City of Folsom Community Development Department and City of Folsom Public Works Department

		satisfaction. Both on-site wastewater conveyance infrastructure and off-site force main sufficient to provide adequate service to the project shall be in place for the amount of development identified in the tentative map before approval of the final map and issuance of building permits for all project phases, or their financing shall be ensured to the satisfaction of the City.		
54-81	3A.16-3 (FPASP EIR/EIS)	<b><i>Demonstrate Adequate SRWTP Wastewater Treatment Capacity.</i></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
54-82	3A.18-1 (FPASP EIR/EIS)	<b><i>Submit Proof of Surface Water Supply Availability.</i></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
54-83	3A.18-2a (FPASP EIR/EIS)	<b><i>Submit Proof of Adequate Off-Site Water Conveyance Facilities and Implement Off-Site Infrastructure Service System or Ensure That Adequate Financing Is Secured.</i></b>	Before approval of final maps and issuance of	City of Folsom Community Development Department and

		<p>Before the approval of the final subdivision map and issuance of building permits for all project phases, the project applicant(s) of any particular discretionary development application shall submit proof to the City of Folsom that an adequate off-site water conveyance system either has been constructed or is ensured or other sureties to the City's satisfaction. The off-site water conveyance infrastructure sufficient to provide adequate service to the project shall be in place for the amount of development identified in the tentative map before approval of the final subdivision map and issuance of building permits for all project phases, or their financing shall be ensured to the satisfaction of the City. A certificate of occupancy shall not be issued for any building within the SPA until the water conveyance infrastructure sufficient to serve such building has been constructed and is in place.</p>	<p>building permits for any project phases.</p>	<p>City of Folsom Public Works Department</p>
54-84	3A.18-2b (FPASP EIR/EIS)	<p><b><i>Demonstrate Adequate Off-Site Water Treatment Capacity (if the Off-Site Water Treatment Plant Option is Selected).</i></b></p> <p>If an off-site water treatment plant (WTP) alternative is selected (as opposed to the on-site WTP alternative), the project applicant(s) for any particular discretionary development application shall demonstrate adequate capacity at the off-site WTP. This shall involve preparing a tentative map-level study and paying connection and capacity fees as determined by the City. Approval of the final project map shall not be granted until the City verifies adequate water treatment capacity either is available or is certain to be available when needed for the amount of development identified in the tentative map before approval of the final map and issuance of building permits for all project phases. A certificate of occupancy shall not be issued for any building within the SPA until the water treatment capacity sufficient to serve such building has been constructed and is in place.</p>	<p>Before approval of final maps and issuance of building permits for any project phases.</p>	<p>City of Folsom Community Development Department and City of Folsom Public Works Department</p>
54-85	4.4-1 (Westland/Eagle SPA)	<p><b><i>Conduct Environmental Awareness Training for Construction Employees.</i></b></p> <p>Prior to beginning construction activities, the Project Applicant shall employ a qualified biologist to develop and conduct environmental awareness training for construction employees. The training shall describe the importance of onsite biological resources, including special-status wildlife habitats; potential nests of special-status birds; and roosting habitat for special-status bats. The biologist shall also explain the importance of other responsibilities related to the protection of wildlife during construction such as inspecting open trenches and looking under vehicles and machinery prior to</p>	<p>Before approval of grading or improvement plans or any ground disturbing activities, including grubbing or clearing, for any project phase.</p>	<p>City of Folsom Community Development Department</p>

		<p>moving them to ensure there are no lizards, snakes, small mammals, or other wildlife that could become trapped, injured, or killed in construction areas or under equipment.</p> <p>The environmental awareness program shall be provided to all construction personnel to brief them on the life history of special-status species in or adjacent to the project area, the need to avoid impacts on sensitive biological resources, any terms and conditions required by State and federal agencies, and the penalties for not complying with biological mitigation requirements. If new construction personnel are added to the project, the contractor's superintendent shall ensure that the personnel receive the mandatory training before starting work. An environmental awareness handout that describes and illustrates sensitive resources to be avoided during project construction and identifies all relevant permit conditions shall be provided to each person.</p>		
54-86	4.4-7 (Westland/ Eagle SPA)	<p><b><i>Preconstruction Nesting Bird Survey.</i></b></p> <p>The Project Applicant shall conduct a preconstruction nesting bird survey of all areas associated with construction activities on the project site within 14 days prior to commencement of construction during the nesting season (1 February through 31 August).</p> <p>If active nests are found, a no-disturbance buffer around the nest shall be established. The buffer distance shall be established by a qualified biologist in consultation with CDFW. The buffer shall be maintained until the fledglings are capable of flight and become independent of the nest, to be determined by a qualified biologist. Once the young are independent of the nest, no further measures are necessary. Pre-construction nesting surveys are not required for construction activity outside of the nesting season.</p>	Before approval of grading or improvement plans or any ground disturbing activities, including grubbing or clearing, for any project phase.	California Department of Fish and Game, and City of Folsom Community Development Department
54-87	3A.5-1a (Westland/ Eagle SPA)	<p><b><i>Comply with the Programmatic Agreement.</i></b></p> <p>The PA for the project is incorporated by reference. The PA provides a management framework for identifying historic properties, determining adverse effects, and resolving those adverse effects as required under Section 106 of the National Historic Preservation Act. This document is incorporated by reference. The PA is available for public inspection and review at the California Office of Historic Preservation 1725 23rd Street Sacramento, CA 95816.</p>	During all construction phases	City of Folsom Community Development Department; U.S. Army Corp of Engineers;

54-88	3A.5-2 (Westland/ Eagle SPA)	<p><b><i>Conduct Construction Personnel Education, Conduct On-Site Monitoring If Required, Stop Work if Cultural Resources are Discovered, Assess the Significance of the Find, and Perform Treatment or Avoidance as Required.</i></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. USACE should review and approve any recommendations by archaeologists with respect to monitoring.</li> <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</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; U.S. Army Corp of Engineers
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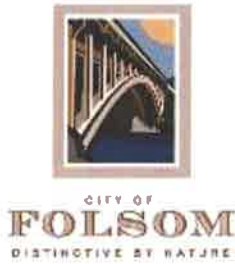
		<p>project phase with the affected oversight agency(ies) (i.e., El Dorado and/or Sacramento Counties, or Caltrans).</p> <p>The project applicant, in coordination with USACE, shall ensure that an archaeological sensitivity training program is developed and implemented during a pre-construction meeting for construction supervisors. The sensitivity training program shall provide information about notification procedures when potential archaeological material is discovered, procedures for coordination between construction personnel and monitoring personnel, and information about other treatment or issues that may arise if cultural resources (including human remains) are discovered during project construction. This protocol shall be communicated to all new construction personnel during orientation and on a poster that is placed in a visible location inside the construction job trailer. The phone number of the USACE cultural resources staff member shall also be included.</p> <p>The on-site sensitivity training shall be carried out each time a new contractor will begin work in the APE and at the beginning of each construction season by each contractor.</p> <p>If unanticipated discoveries of additional historic properties, defined in 36 CFR 800.16 (I), are made during the construction of the project, the USACE shall ensure that they will be protected by implementing the following measures:</p> <ul style="list-style-type: none"> <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>		
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		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.		
54-89	3A.5-3 (Westland/ Eagle SPA)	<p><b><i>Suspend Ground-Disturbing Activities if Human Remains are Encountered and Comply with California Health and Safety Code Procedures.</i></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> <p>After the coroner's findings are complete, the project applicant(s), an archaeologist, and the NAHC-designated Most Likely Descendant shall determine the ultimate treatment and disposition of the remains and take appropriate steps to ensure that additional human interments are not disturbed. The responsibilities for acting on notification of a discovery of Native American human remains are identified in Section 5097.9 of the California Public Resources Code.</p> <p>Upon the discovery of Native American remains, the procedures above regarding involvement of the applicable county coroner, notification of the NAHC, and identification of an Most Likely Descendant shall be followed. The project applicant(s) of all project phases shall ensure that the immediate vicinity (according to generally accepted cultural or archaeological standards and practices) is not damaged or disturbed by further development activity until consultation with the Most Likely Descendant has taken place. The Most Likely Descendant shall have 48 hours after being granted access to the site to inspect the site and make recommendations. A range of possible treatments for the remains may be discussed: nondestructive removal and analysis, preservation in place, relinquishment of the remains and associated items to the descendants, or other culturally appropriate treatment. As suggested by AB 2641 (Chapter 863, Statutes of 2006), the concerned parties may extend discussions beyond the initial 48 hours to allow for the discovery of additional remains. AB 2641(e) includes a</p>	During all ground disturbing activities, for any project phase.	Sacramento County Coroner; Native American Heritage Commission; City of Folsom Community Development Department

	<p>list of site protection measures and states that the project applicant(s) shall comply with one or more of the following requirements:</p> <ul style="list-style-type: none"> <li>▶ record the site with the NAHC or the appropriate Information Center,</li> <li>▶ use an open-space or conservation zoning designation or easement, or</li> <li>▶ record a reinternment document with the county.</li> </ul> <p>The project applicant(s) or its authorized representative of all project phases shall rebury the Native American human remains and associated grave goods with appropriate dignity on the property in a location not subject to further subsurface disturbance if the NAHC is unable to identify an Most Likely Descendant or if the Most Likely Descendant fails to make a recommendation within 48 hours after being granted access to the site. The project applicant(s) or its authorized representative may also reinter the remains in a location not subject to further disturbance if it rejects the recommendation of the Most Likely Descendant and mediation by the NAHC fails to provide measures acceptable to the landowner. Ground disturbance in the zone of suspended activity shall not recommence without authorization from the archaeologist.</p> <p>Mitigation for the off-site elements outside of the City of Folsom’s jurisdictional boundaries must be coordinated by the project applicant(s) of each applicable project phase with the affected oversight agency(ies) (i.e., El Dorado and/or Sacramento Counties, or Caltrans).</p> <p>The project applicants shall be required to submit to the City proof of compliance in the form of a completed training roster and copy of training materials.</p>		
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**Attachment 2**

**Planning Commission Staff Report dated June 2, 2021**



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

## **Planning Commission Staff Report**

50 Natoma Street, Council Chambers  
Folsom, CA 95630

**Project:** Mangini Ranch Phase 1C 4-Pack  
**File #:** PN-21-002  
**Requests:** Small-Lot Vesting Tentative Subdivision Map  
Planned Development Permit- Development Standards and  
Architectural Review

**Location:** The proposed Mangini Ranch Phase 1C 4-Pack Subdivision project is in the Folsom Plan Area Specific Plan north of Mangini Parkway and west of Placerville Road/Future Savannah Parkway.

**Staff Contact:** Kathy Pease, AICP, Contract Planner, 916-812-0749  
kpease@masfirm.com

**Property Owner**  
Name: Arcadian  
Improvement Co., LLC  
Address: 4370 Town Center Blvd,  
Suite 100, El Dorado Hills,  
CA 95762

**Applicant**  
Name: Tri Pointe Homes, LLC  
Address: 2990 Lava Ridge Court  
Suite 190, Roseville, CA 95661

**Recommendation:** Conduct a public hearing and recommend approval of the following, subject to the findings (Findings A-Z) and conditions of approval (Conditions 1-53) attached to this report:

- Small-Lot Vesting Tentative Subdivision Map
- Planned Development Permit- Development Standards and Architectural Review

**Project Summary:** The proposed project involves several related actions associated with a proposed residential development:

- A **Small-Lot Vesting Tentative Subdivision Map (SLVTM)** seeks to subdivide a portion of the area of the project site (11.05-acres) into 100 residential lots.
- **Planned Development Permit-Development Standards and Design Review**



CITY OF  
**FOLSOM**  
DISTINCTIVE BY NATURE

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

These proposed actions are described in detail and analyzed later in this report.

**Table of Contents:**

Attachment 1 - Background and Setting

Attachment 2 - Project Description

- Small-Lot Vesting Tentative Subdivision Map
- Planned Development Permit-Development Standards and Design Review

Attachment 3 - Analysis

- Small-Lot Vesting Tentative Subdivision Map
- Planned Development Permit-Development Standards and Design Review

Attachment 4 - Conditions of Approval

Attachment 5 - Vicinity Map

Attachment 6 - Small-Lot Vesting Tentative Subdivision Map, dated May 19, 2021.

Attachment 7 - Preliminary Grading and Drainage Plan, dated May 19, 2021.

Attachment 8 - Residential Schematic Design, dated April 7, 2021.

Attachment 9 - Exterior Color/Materials Specification, dated May 18, 2021.

Attachment 10 - CEQA Exemption and Streamlining Analysis, May 2021.

Attachment 11 - Access and Circulation Analysis, dated May 21, 2021.

Attachment 12 - Environmental Noise Analysis, dated April 24, 2021.

Attachment 13 - Applicant's Inclusionary Housing Letter, November 3, 2020.

Attachment 14 - Applicant's Mangini Ranch Phase 1C 4-Pack Narrative.

Attachment 15 - Applicant's General Plan Consistency Analysis

Attachment 16 - Wall and Fence Exhibit, dated May 24, 2021.

Attachment 17 - Landscape Plan dated April 27, 2021.

Attachment 18 - Front Yard Landscape Plan, dated March 18, 2021.



CITY OF  
**FOLSOM**  
DISTINCTIVE BY NATJRE

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

Submitted,

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PAM JOHNS  
Community Development Director

## **ATTACHMENT 1 BACKGROUND AND SETTING**

### **A. Background: Folsom Plan Area Specific Plan**

The proposed Project site is part of the approved Folsom Plan Area Specific Plan (FPASP), a comprehensively planned community that proposes new development based on “Smart Growth” and Transit Oriented Development principles. See Figure 1 FRASP Land Use Plan.

The FPASP, approved in 2011, is a development plan for over 3,500 acres of previously undeveloped land located south of Highway 50, north of White Rock Road, east of Prairie City Road, and adjacent to the Sacramento County/El Dorado County line in the southeastern portion of the City.

The FPASP includes 11,461 residential units at various densities on approximately 1,630 acres; 310 acres designated for commercial and industrial use; +/-130 acres designated for public/quasi-public uses, elementary/middle school/high schools, and community/neighborhood parks; and +/-1,110 acres for open-space areas.

The Project was part of the Mangini Ranch Phase 1 Large Lot subdivision map approved by the City June 25, 2015. The site is also part of the Mangini Ranch 1C North SLVTM Project being processed concurrently that will create a remainder parcel of the subject property (Lot A).

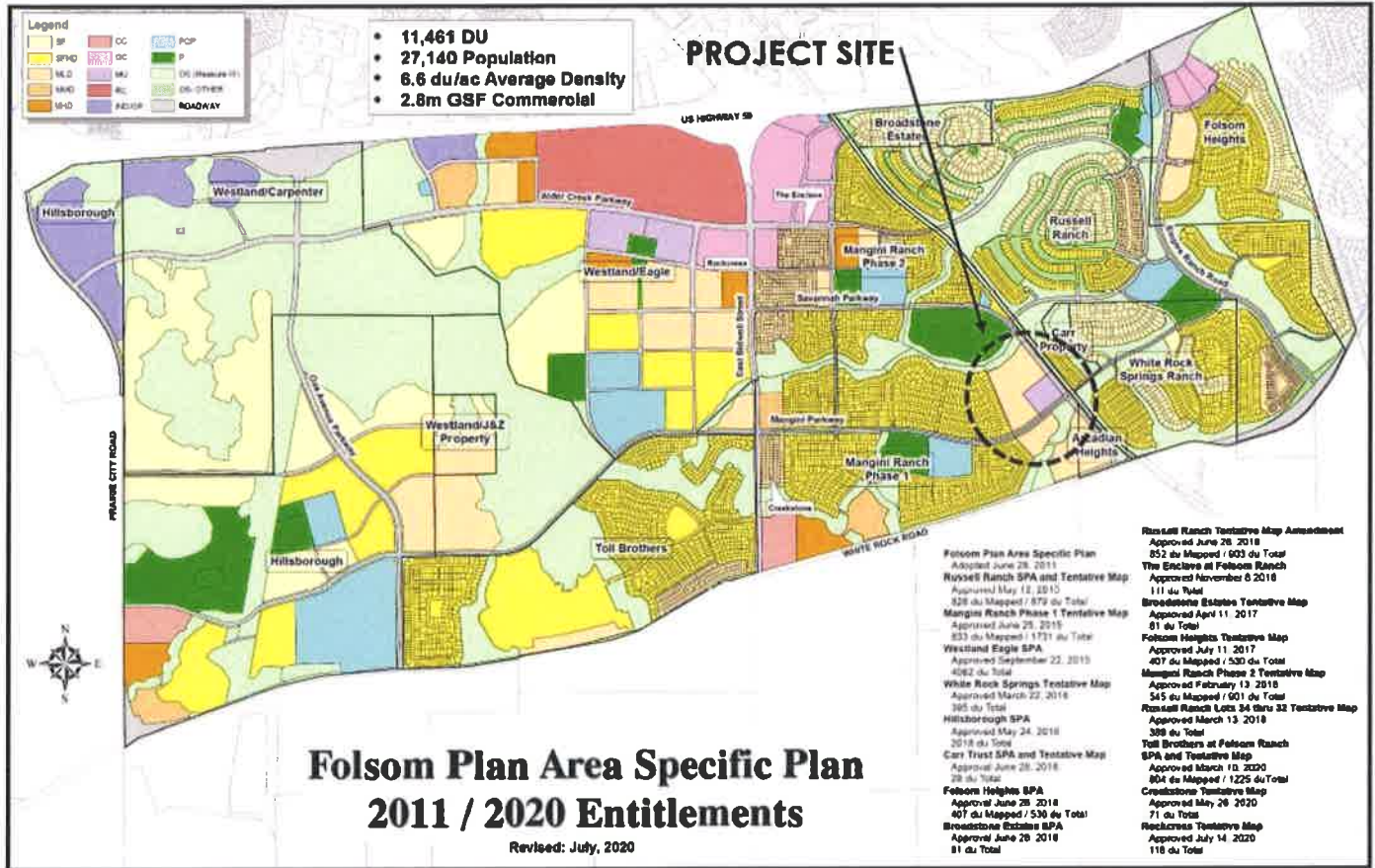
The Project site is designated Multi-Family Low Density residential (SP-MLD) in the FPASP, which provides for development at 7.0 to 12.0 units per acre. An excerpt from the FPASP Land Use Map is shown below as Figure 1, Land Use Plan. This designation is consistent with the site’s MLD designation in the Folsom General Plan.

### **B. Physical Setting**

As shown on the aerial photograph, Figure 2, pre-existing vegetation (native/non-native grasses) on the site has been disturbed and was previously used as a material preparation site and includes rocky terrain that slopes to the west. No oaks trees are located on the Project site.



**FIGURE 1: LAND USE PLAN**

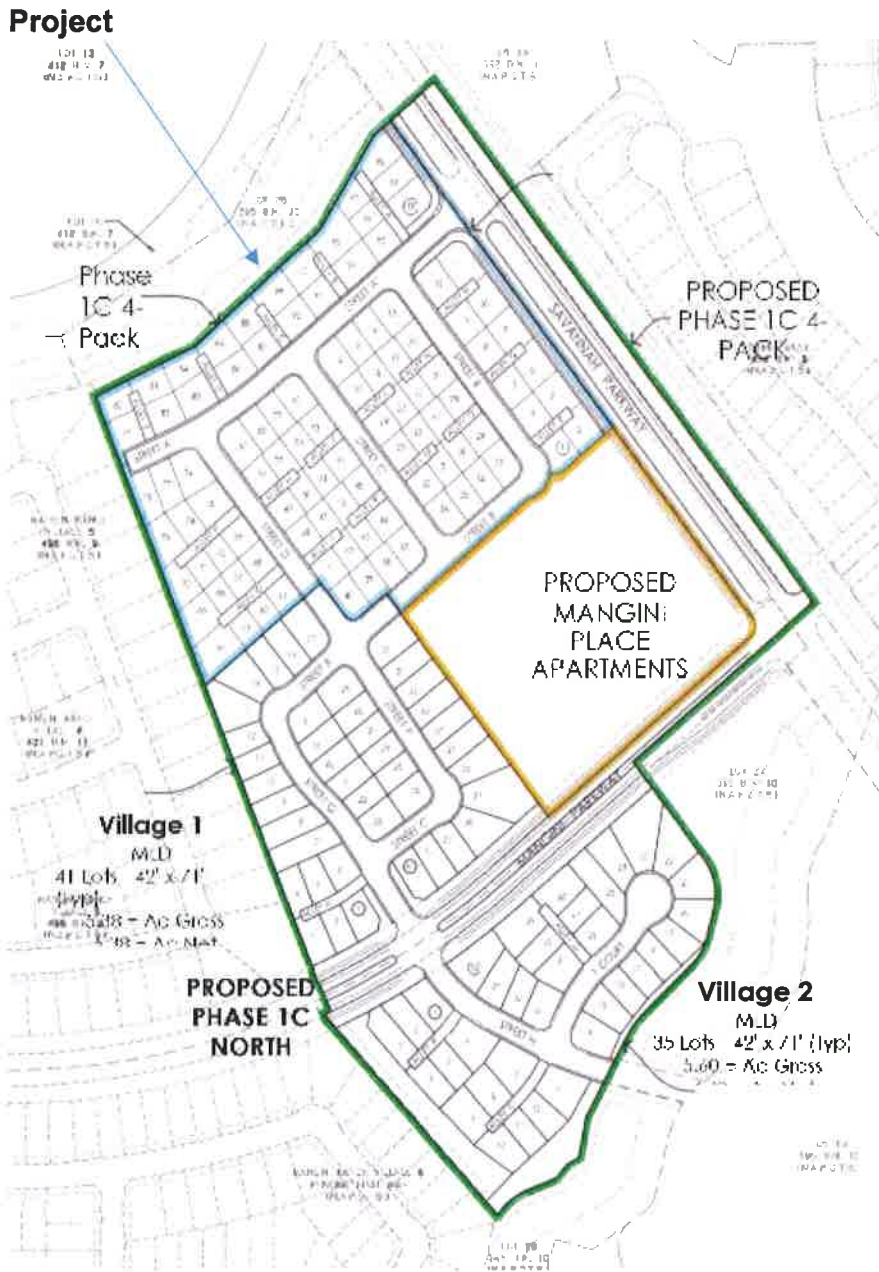


**FIGURE 2: AERIAL PHOTO (2020)**



Figure 3 shows the relationship of the Mangini Ranch Phase 1C 4-Pack Project, to other pending Projects including the 1C North Project and the proposed Mangini Place Apartments to the south.

**FIGURE 3: RELATIONSHIP TO OTHER ADJACENT PROJECTS**



## **ATTACHMENT 2 PROJECT DESCRIPTION**

### **APPLICANT'S PROPOSAL**

The Applicant is requesting approval of several related actions to allow the development of 100 single family homes on an 11-acre site. This Attachment provides information on the following requested approvals:

- Small-Lot Vesting Tentative Subdivision Map for 100 residential lots.
- Planned Development Permit-Development Standards and Design Review

#### **A. Small-Lot Vesting Tentative Subdivision Map**

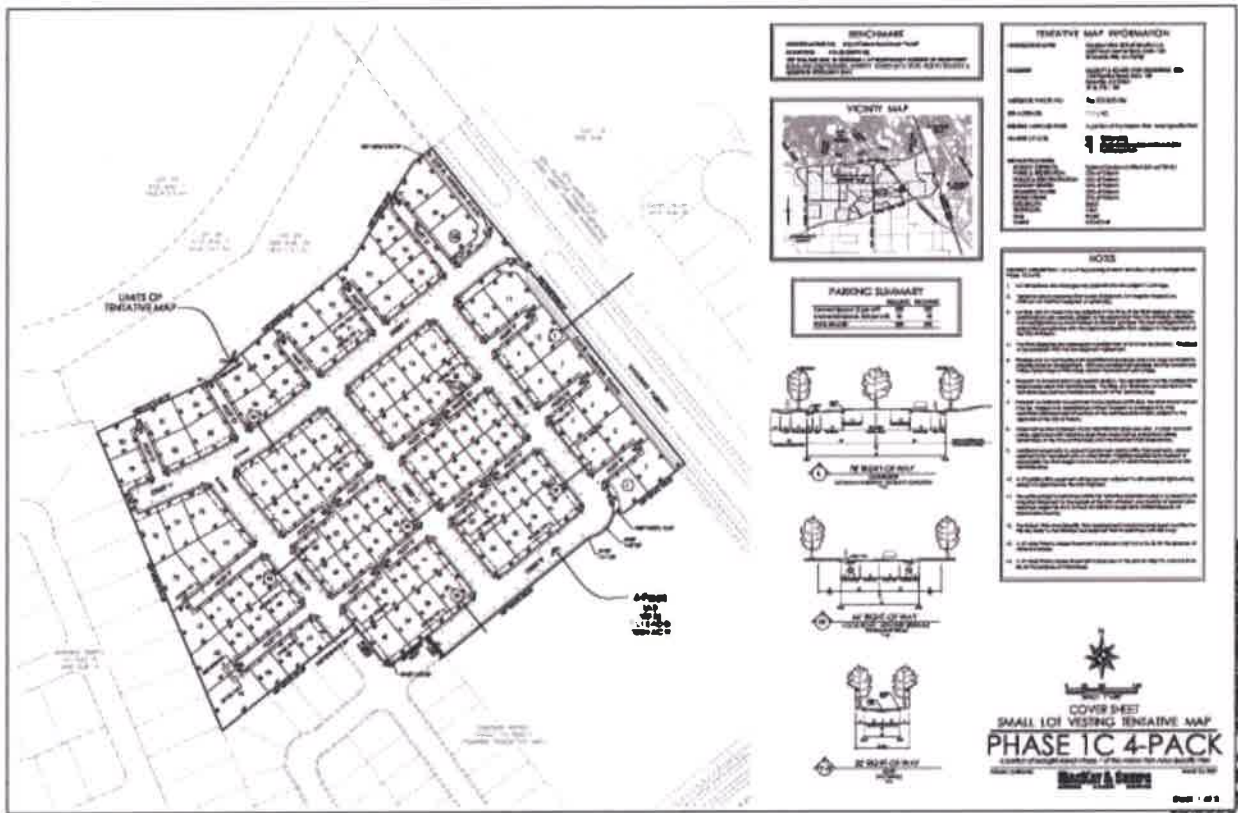
The first component of the Applicant's proposal is a Small-Lot Vesting Tentative Subdivision Map (SLVTM) to create 100 single-family residential lots and two landscape lots (Lots A and B) along Savannah Parkway. The proposed subdivision layout is shown in Figure 4 on the following page. (A more detailed version of the subdivision map is included as Attachment 6 to this staff report.)

The proposed subdivision features interior lots with minimum lot sizes of 2,290 square feet, which deviates from the MLD Development Standards (see discussion below regarding the Planned Development Permit) Corner lots as proposed generally range from 3,850 square feet (55'x70') to 4,720 square feet (59'x80'). The Phase 1C North 4-pack product strives to provide a compact development with homes at an affordable price point on a small lot. Table 1 shows that there is a mix of unit clusters that range from 4-unit clusters to 8-pack clusters on alleys. In addition, 19 of the lots will be conventional in size and have standard street access.

Each cluster configuration includes the following:

- Four different lot sizes.
- Lots range from 2,296 to 5,898 square feet.
- Lot widths range from 41.5 to 53 feet.
- Four different floor plans.

**FIGURE 4: PROPOSED SUBDIVISION LAYOUT**



**TABLE 1: UNIT CLUSTERS**

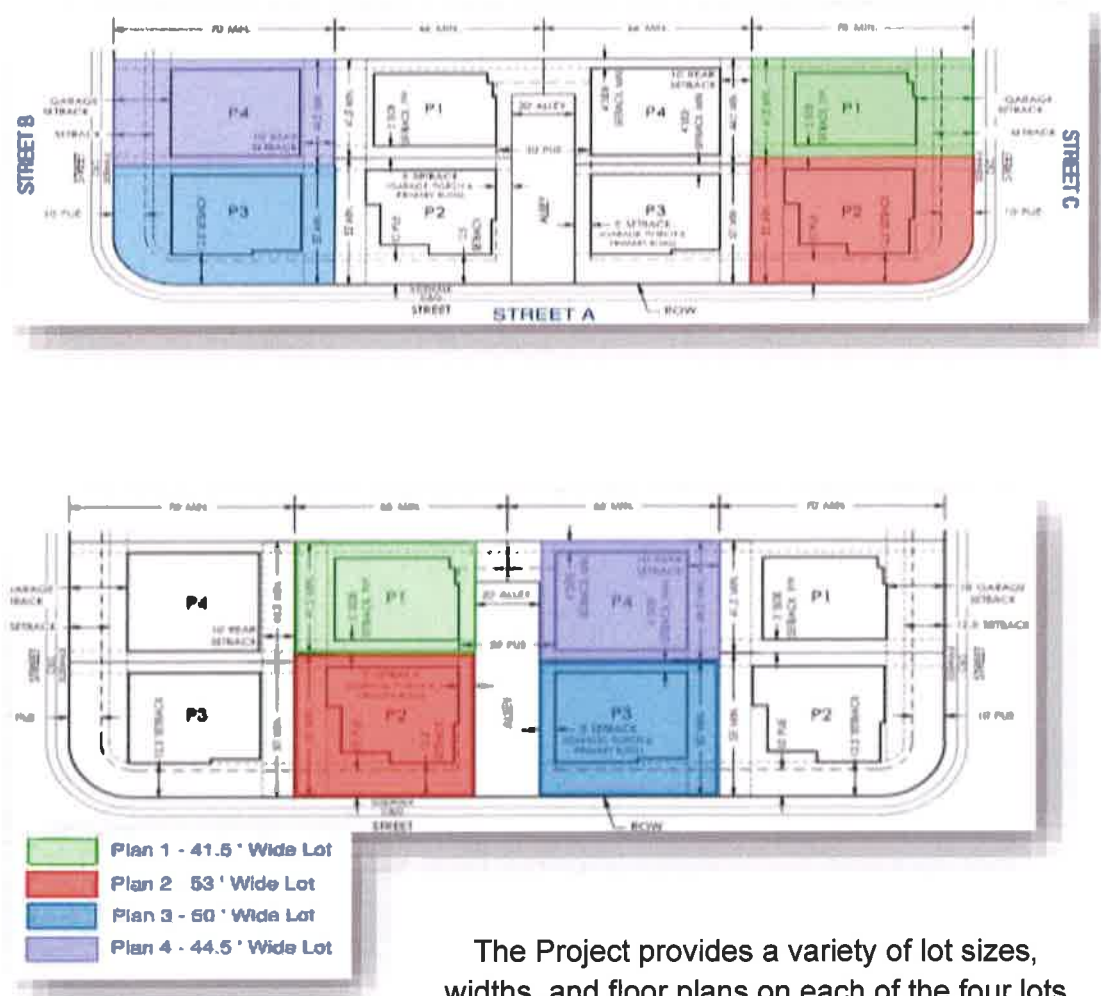
Unit Configuration	Number	Units
4-Pack Cluster	15	60
6-Pack Cluster	1	6
7-Pack Cluster	1	7
8- Pack Cluster	1	8
Typical/Conventional Lot (No Cluster)		19
Total Lots		100

Figure 5 shows the location of each type of clustered units. Purple shows 4-Packs, salmon color shows a 6-pack configuration, blue shows a 7-pack configuration, yellow an 8-Pack and 19 non-colored lots on the end of blocks are conventional lots.

**FIGURE 5: SITE LAYOUT SHOWING TYPES OF CLUSTERED UNITS**



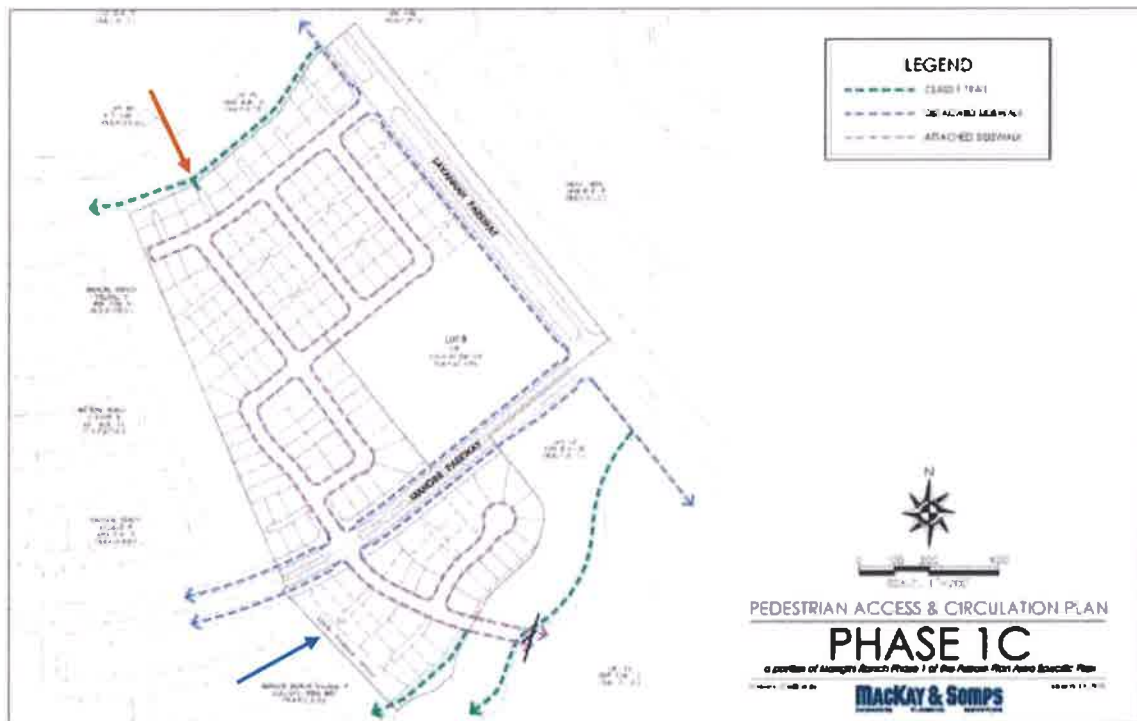
**FIGURE 6: EXAMPLES OF VARIED LOT SIZES**



The Project provides a variety of lot sizes, widths, and floor plans on each of the four lots to provide a varied streetscape.

Access into and out of the subdivision will be provided at an entrance on Savannah Parkway via a public street (non-gated). Secondary access for this Project will also be provided through the 1C North Project to the south, which connects to Mangini Parkway. A pedestrian-only access point is located at the end of "D" Court (shown with a red arrow on Figure 7). Condition No. 49 requires the Applicant to provide a six-foot concrete sidewalk and landscaping within the ten-foot easement to provide access to the Class 1 trail/open space located on the northern boundary. A dark blue arrow shows an additional pedestrian access point would be provided to the south of the Project area, on Lot G in the proposed Phase 1C North Project.

**FIGURE 7: PEDESTRIAN ACCESS**





**B. Planned Development Permit- Development Standards**

The Planned Development Permit is designed to allow greater flexibility in the design of a project than otherwise possible through strict application of the land use regulations. The Planned Development Permit process is designed to encourage creative and efficient uses of land. The following are proposed as part of the Applicant’s Planned Development Permit:

- Deviations to Development Standards
- Building Architecture and Design

Deviations from Development Standards

The Applicant’s desire is to provide a unique single family detached compact product that meets a land use density of 9 dwelling units per acre. As a result, the Applicant is requesting several deviations to the specific Plan MLD development standards to achieve this density. The request includes reduced minimum lot sizes, reduced front yard, garage, and side yard setbacks, and an increase in maximum lot coverage up to 60% on ten of the lots.

The following table outlines the areas that are proposed to deviate from the MLD Development Standards shown in red.

**TABLE 2: SP-MLD MULTI-FAMILY LOW DENSITY DEVELOPMENT STANDARDS**

<b>Development Standard</b>	<b>Requirement</b>	<b>Proposed 4-Pack* Conventional* Lots</b>	<b>Majority of Project 4-Pack Lots</b>
Minimum Lot Size	3,000	3,000	2,290
Corner Lot	3,500	3,500	3,500
Front Porch Setback	12.5 Feet	12.5 Feet	5
Front Primary Structure Setback	15 Feet	15 Feet	5
Front Garage Setback	20 Feet	20 Feet	5
Side Yard Setbacks	5 Feet/5 Feet	4 Feet	4
Rear Yard Setback	10 Feet	10 Feet	10
Maximum Lot Coverage	50%	50%	60%**

\*Nineteen of the 4-Pack (Lots 13-16, 33-36, 37-40, and 57-60) are conventional lots that would meet all but the side yard setback MLD Development Standard.

\*\*Only the following lots would be allowed to exceed the maximum lot coverage: Lots 15, 17, 18, 19, 27, 46, 47, 55, 62, and 67.

According to the Applicant ten lots would exceed the 50% lot coverage standard because the lots are in the center of the Project where grading and retaining wall conditions restrict shifting lot lines.

The Applicant has put together a package of amenities (Attachment 14) that will provide a public benefit to future residents in the community above what would normally be provided. While there are other areas of the City that contain 4- and 6-pack product, this community will be unique in terms of architectural style and increased energy efficiency. The proposed amenities included:

1. *Electric Vehicle Charging Station*- An electric vehicle charging station will be included with each unit supporting the use of electric vehicles, reduction in fossil fuel use, and clean air and lower cost driving for the community.
2. *Cool Roof* – Obligating the 4-Pack community to the high standard of a roof tile with a .17 SR value, makes the home more energy efficient and offsets the community heat index as a whole. This will help reduce heat in the neighborhood while still providing an attractive architectural tile roof.
3. *Increased insulation*-The design of the homes includes 2x6 exterior walls. This choice translates to up to 69% more uninterrupted insulation in the walls reducing the heat loss of the home and lowering overall energy consumption.
4. *Third Party Verification*. The 4-Pack community will include a voluntary Quality Insulation Inspection (QII). Performed by Certified HERS inspectors, the QII can deliver one of the biggest increases in calculated building performance in any California climate zone. California's rules for calculating heat transfer in insulated walls assumes that insulation will be installed poorly. When claiming HERS-verified QII, the energy model can use the full R-value of insulation when performing calculations. Depending on the climate zone, a single-family residence could see an improvement of up to 6-10% in its energy source. QII procedures ensure a tighter building envelope, uniform insulation installation techniques and reduction of thermal bridging.
5. *Compost Bin* –Under SB 1383, effective January 1, 2020, the City of Folsom will collect organic waste from residential and business customers. To facilitate organic waste sorting, residential units will include a system for sorting and storing organic waste. A compost bin would be provided to each homeowner in the rear yard to help facilitate organic waste collection.
6. *Pet Waste Stations* – A homeowner's association (HOA) would manage the maintenance and stocking of pet stations placed within the community.
7. *Installation of Watersense controllers* that can save an average home up to 15,000 gallons of water annually.
8. Installation of Low Voltage Technology package includes:
  - a. Eero whole home WiFi system with two Beacons for full coverage provided to every home.

- b. Amazon Echo Spot voice activated smart device facilitating hands-free control of connected devices throughout the home included in every home.
- c. LiftMaster WiFi enabled garage door opener included in every home.
- d. Dual combination USB receptacle in kitchen for ease in charging devices included.
- e. Two Smart Leviton Decora light switches included in every home.
- f. RING Pro video doorbell for added security included in every home.

The first three Project amenities will ensure that the Project provides a higher level of energy efficiency than other standard subdivisions in the area.

### **C. Design Review**

The Project includes the construction of 100 single family homes with four master plans and three different architectural styles, and 12 color schemes. All homes are two-story. In Plans 1-3, all bedrooms are on the second floor. The largest home (Plan 4) will include a downstairs bedroom/office.

The Applicant's submittal describes the architectural styles as follows:

- *Modern Spanish* -Based on simple early Spanish missions, the style uses minimal decorative details borrowed from Spanish Revival homes that are most common in southwestern states, particularly California, Arizona, and Texas. Identifying features are low-pitched roofs, with little to no overhang, and tile roof covering. Recessed elements along with gable end details and trims; wall surface is usually stucco; facade normally asymmetrical. Decorative tile provides accents.
- *Western Farmhouse*-The Farmhouse style dates back to 19th century America and encompasses a range of variations as it reflects local geography and climate. Throughout America the many examples of Farmhouse represent the key concept of a functional home that effortlessly combines informal and formal spaces. This style is defined by simply detailed, understated, and utilitarian features that reflect the concept of a simple agrarian lifestyle. Homes in this style are often simple in massing and can include a covered porch element, gable roof forms, and porch columns and posts.
- *Modern Prairie*- Roofs are a lower hip on hip design with flat concrete roof tiles. These roofs contribute to a grounded massing approach highlighted with vertically oriented feature windows. Elevation features are further highlighted with material transitions and color application. Windows kept intentionally without grids and masonry stone veneer styles are the most rectilinear and crisp for differentiation and

contemporary theme. Color schemes work with massing design to provide an earthy feel with accent pops of color.

Illustrations of the architectural styles applied to the proposed residential designs are shown In Figure 8 on the following pages.

**FIGURE 8: PLAN ELEVATIONS**



**PLAN 2BR  
WESTERN FARMHOUSE**

**PLAN 3  
MODERN PRAIRIE**



**Front Elevation 1A - Modern Spanish**



**Front Elevation 1B - Western Farmhouse**



**Modern Spanish 2A**

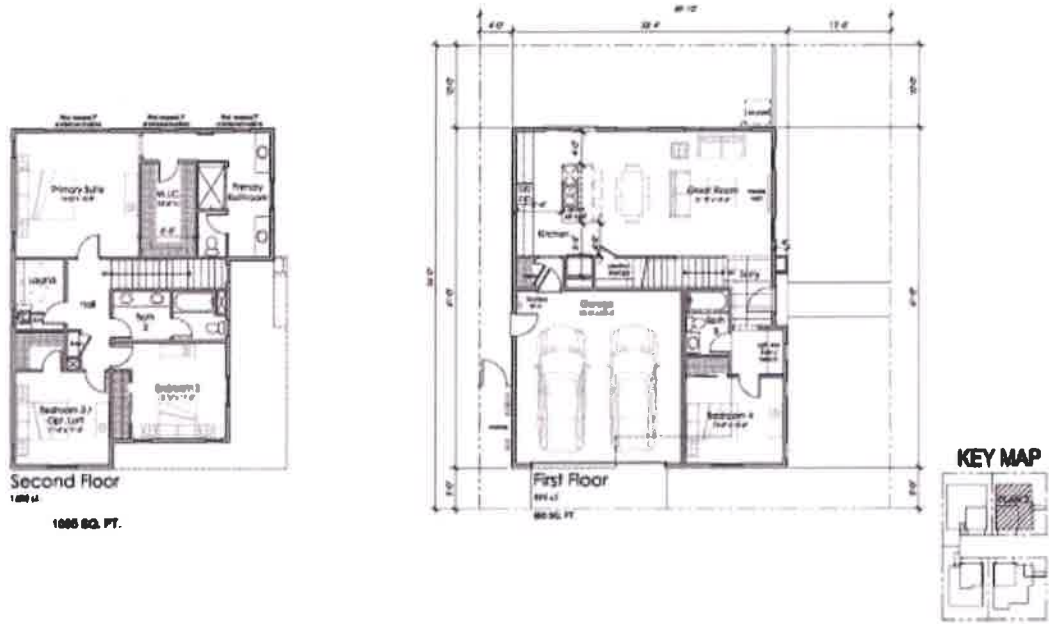
**FIGURE 9: PLAN 2 STREETScape VIEW**



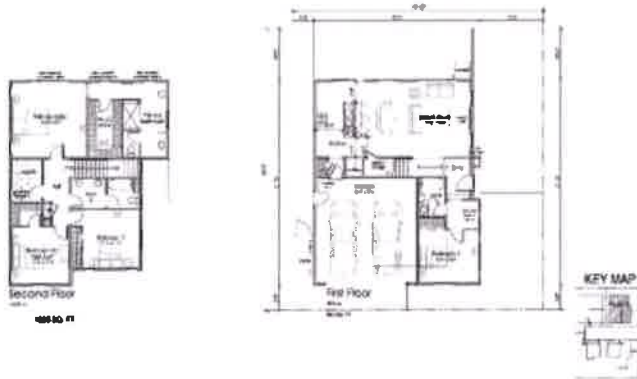
This elevation shows a conceptual view of the entrance to an alley.

Typical floorplans are shown on the following pages. Refer to Attachment 8 Residential Schematic Design for the individual floorplans.

**FIGURE 10: PLAN 4 FLOORPLAN**



**FIGURE 11: PLAN 2 FLOORPLAN**

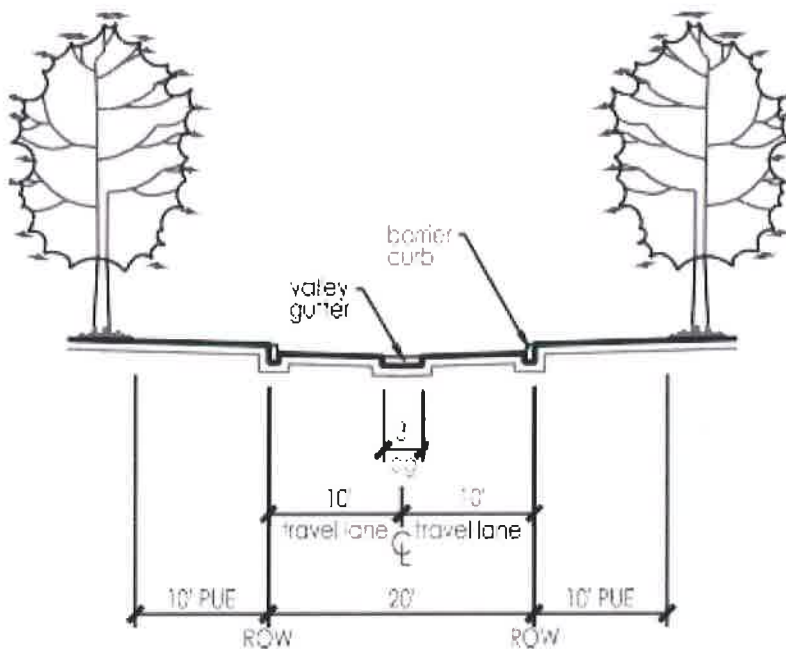


### Landscape Buffers and Proposed Landscaping

A 19-foot-wide landscape corridor and masonry walls will be located along the west side of Savannah Parkway. A Future Bus Rapid Transit corridor is planned in the median.

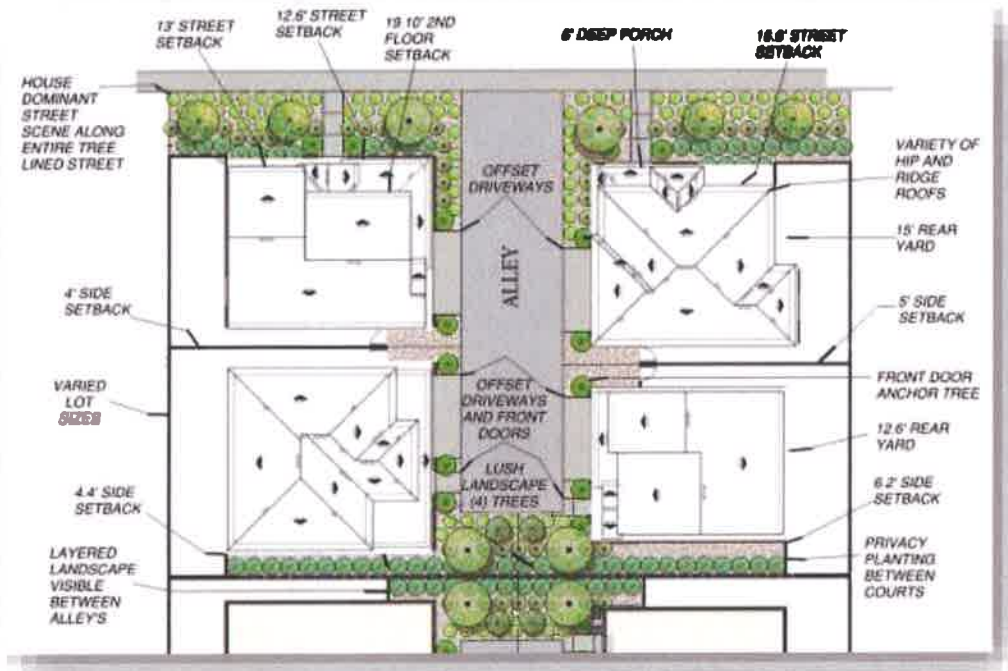
As shown in Figure 12, Alleys would be public and provide two 10-foot travel lanes which meets the City's standards.

**FIGURE 12: ALLEY CROSS SECTION**



The Applicant is proposing to install new landscaping in the front yards and street side yards of the new homes within the subdivision. Homeowners will be responsible for landscaping the rear yards of the individual homes, the Applicant will install front yard landscaping and a homeowner's association would maintain all front yard landscaping. Front yard landscaping has been designed by the Applicant to complement the proposed architecture and to work within the front yard areas available. An illustration of proposed front yard landscaping is shown in Figure 13 on the following page:

**FIGURE 13: FRONT YARD LANDSCAPING**



The Applicant has discussed appropriate tree species with the City's Arborist.

The Applicant is proposing enhanced fencing between the ends of the "I" courts to provide open fencing above the masonry wall to provide greater open views as shown in Figure 14 below.



**FIGURE 14: BACK OF COURT VIEW OF UPGRADED WALL/OPEN VIEW FENCE**



## **ATTACHMENT 3 ANALYSIS**

The following sections provide an analysis of the Applicant's proposal. Staff's analysis addresses the following:

- Small-Lot Vesting Tentative Subdivision Map
- Planned Development Permit-Development Standards and Design Review

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

- A. Conformance with relevant Folsom General Plan and Folsom Plan Area Specific Plan Objectives and Policies

### **A. Small Lot Vesting Tentative Subdivision Map**

As shown on the submitted Small-Lot Vesting Tentative Subdivision Map (Attachment 6), the proposed subdivision includes 100 single family residential lots, three landscape lots, and five internal public streets and 18 alleys. The Project will be required to dedicate public right-of-way for the internal public streets.

As mentioned previously, all roadways within the subdivision are proposed to be public streets (Condition No. 42) requires the Applicant to dedicate public utility easements for underground facilities (i.e., SMUD, Pacific Gas and Electric, cable television, telephone) on properties adjacent to the streets.

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

### **B. Planned Development Permit- Development Standards and Design Review (Architectural Review of Master Plans)**

The following are discussed below:

- Development Standards Deviations
- Proposed Residential Designs

#### Development Standard Deviations

As noted earlier within this staff report, the Project is proposing deviations from the development standards established by the FPASP for the MLD land use category

including minimum lot size, maximum lot coverage, and setbacks as shown in Table 2. The Applicant's intent with the subject application is to create a unique set of development standards and design guidelines that will accommodate the development of 100 single-family detached homes.

The regulations of the underlying zone relating to height, setback, lot area and coverage, parking and other provisions may be varied when such variation will result in improved design of the development and will permit desirable arrangements of structures in relation to parking areas, parks and parkways, pedestrian walks and other such features.

In considering the Planned Development Permit, the proposed development project must be designed to provide open space, circulation, off-street parking and other conditions in such a way as to form a harmonious, integrated project of sufficient quality to justify exceptions to the normal regulations.

The City approved similar Development Standards when it approved the Russel Ranch 6-Pack Project in 2015. Below is an excerpt from the Russell Ranch 6-pack project, specifically the PD section, where it shows the City allowed greater lot coverage, smaller lot size and other reduced standards as compared to the proposed Project.

**TABLE 3: COMPARISON OF PROPOSED PROJECT TO RUSSELL RANCH APPROVED 6-PACK PROJECT MULTI-FAMILY LOW DENSITY DEVELOPMENT STANDARDS**

<b>Development Standard</b>	<b>Requirement</b>	<b>Proposed 1C 4-Pack Project</b>	<b>Russell Ranch Approved 6-Packs</b>
Minimum Lot Size	3,000	2,290	2,150
Corner Lot	3,500	3,500	
Front Porch Setback	12.5 Feet	5	4
Front Primary Structure Setback	15 Feet	5	4
Front Garage Setback	20 Feet	5	4
Side Yard Setbacks	5 Feet/5 Feet	4	3
Rear Yard Setback	10 Feet	10	3
Maximum Lot Coverage	50%	60%	60%

As shown in Table 3, the Project is proposing development standards that equal or are greater than approved by the Russel Ranch 6-Pack project. Approval of the Project Development Standards would not set a precedent because it is consistent with other

approved projects in the City and would allow the Applicant to achieve its intent to provide a compact development at an affordable price point. There is high residential demand currently and the Applicant believes this product would meet the demand.

Staff has reviewed the Project and determined that the Project is proposing a product that provides adequate open space, circulation, off-street parking and that provides a quality neighborhood and homes at an affordable price point, with upgraded architectural features, and enhanced amenities.

The proposed amenities including the cool roof features that will reduce energy use and keep the neighborhood cooler than with standard roofs. The Project will also install increased insulation and with third-party verification for energy standards, will ensure that the Project reduces the heat effect of the compact development and saves energy at the same time. In addition, as outlined in Attachment 14 - 4-Pack Narrative, the Applicant states that all homes will include additional sustainable features as standard offerings in new homes, including:

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

Condition No. 50. requires that the Applicant install the amenities per the proposal. Therefore, the findings can be made to support the Planned Development Permit to allow approval of the Project’s MLD Development Standards.

#### Proposed Residential Designs

The Project is subject to the Folsom Ranch Central District Design Guidelines, which were approved by the City Council in 2015, and amended in 2018. The Design Guidelines are a complementary document to the Folsom Plan Area Specific Plan and the Folsom Plan Area Specific Plan Community Guidelines.

The Design Guidelines, which are intended to act as an implementation tool for residential development within the Central District of the Folsom Plan Area, provide the design framework for architecture, street scene, and landscaping to convey a master plan identity. The Design Guidelines also establish the pattern and intensity of development for the Central District to ensure a high quality and aesthetically cohesive environment.

While these Design Guidelines establish the quality of architectural and landscape development for the master plan, they are not intended to prevent alternative designs and/or concepts that are compatible with the overall project theme.

The Design Guidelines provide specific direction regarding “edge conditions” within a subdivision. Edge conditions refer to the rear and side building elevations of a home that are visible from open spaces and major roadways. The Design Guidelines require that specific homes within a subdivision that meet the definition of an “edge condition” lot are required to incorporate enhanced architectural details on the rear and side building elevations, like the enhanced architectural details provided on the front building elevation of the home. Individual lots within the Phase 1C 4-Pack Subdivision that are considered “edge condition” lots are those on the north and east boundaries of the Project site (Lots 2,3 6, 7, 10, 12, 80, 81, 84, 85, 88, 89, 92, 93, 97, 98, 99 and 100).

The Applicant has provided enhanced architectural features on the homes that are visible from street or open space views including additional windows and enhanced window details, siding details and materials (see Attachment 8, Residential Schematic Design)

In evaluating the Project, staff took into consideration building and design elements that could be considered unique to the Folsom Plan Area. Staff has determined that the proposed master plans do include many unique building and design elements and are consistent with the Folsom Ranch Central District Design Guidelines.

Infrastructure for water, sewer, and drainage is being provided and will all be in place before occupancy of any unit in this subdivision. Adequate provision is made for the furnishing of sanitation service and emergency public safety services to the Project. The Project is consistent with the Folsom Plan Area Specific Plan and Folsom Plan Area EIR/EAS. Accordingly, the proposed Project’s water demand can be accommodated by the City’s existing water supply allocated to serve the Folsom Plan Area.

Based on this analysis, staff forwards the following design recommendations to the Commission for consideration:

1. This approval is for four two-story master plans in three architectural styles with 12 color and material options. The Applicant shall submit building plans that comply with this approval and the attached building elevations dated April 7, 2021.
2. The design, materials, and colors of the single-family residential units shall be consistent with the approved building elevations, materials samples, and color schemes to the satisfaction of the Community Development Department.
3. The Community Development Department shall approve the individual lot permits to assure no duplication or repetition of the same house, same roof-line, same elevation style, side-by-side, or across the street from each other.

4. All mechanical equipment shall be ground-mounted and concealed from view of public streets, neighboring properties and nearby higher buildings.
5. Decorative light fixtures, consistent with the Folsom Ranch Central District Design Guidelines and unique to each architectural design theme, shall be added to the front elevation of each Master Plan to the satisfaction of the Community Development Department.
6. A minimum of one street tree shall be planted in the front yard of each residential lot within the subdivision. A minimum of two trees are required along the street-side of all corner lots. All front yard irrigation and landscaping shall be installed prior to a Building Permit Final.

These recommendations listed above are included in the conditions of approval presented for consideration by the Planning Commission (Condition No. 50).

#### **A. Traffic/Access/Circulation**

The Folsom Plan Area Specific Plan established a series of plans and policies for the circulation system within the entire Plan Area. The FPASP circulation system was designed with a sustainable community focus on the movement of people and provides a number of mobility alternatives such as walking, cycling, carpooling, and viable forms of public transportation in addition to vehicular circulation. The circulation plan evaluated regional travel, both in terms of connectivity and capacity as well as local internal connections and access. The circulation plan also addressed the concerns of regional traffic, including parallel capacity to U.S. Highway 50, and connectivity with surrounding jurisdictions while considering community-wide connectivity, alternative modes of travel, and the provision of complete streets.

The 2011 Folsom Plan Area Specific Plan Environmental Impact Report/Environmental Impact Statement included not only a detailed analysis of traffic-related impacts within the Plan Area, but also an evaluation of traffic-related impacts on the surrounding communities. In total, there are fifty-five (55) traffic-related mitigation measures associated with development of the FPASP which are included as conditions of approval for the Project. Many of these mitigation measures are expected to reduce traffic impacts to East Bidwell Street. Included among the mitigation measures are requirements to; fund and construct roadway improvements within the Plan Area, pay a fair-share contribution for construction of improvements north of U.S. Highway 50, participate in the City's Transportation System Management Fee Program, and Participate in the U.S. Highway 50 Corridor Transportation Management Association. The Project is subject to all traffic-related mitigation measures required by the 2011 FPASP EIR/EIS (Condition Nos 53-25 to 53-79).

In order to facilitate pedestrian access to the Class 1 trail the Applicant is proposing a

connection at Lot D to connect to the northern open space and Class 1 trail. Condition No. 38 is included to ensure a pedestrian path be provided within the ten-foot easement at the end of Court "D" to provide access to the open space and Class 1 trail to the north.

On May 21, 2021, Kimley Horn completed a Traffic Impact Analysis included as Attachment 11 to this staff report). The analysis included two other pending projects located adjacent to this Project and within the SLVTM (Phase 1C Project located to the south and the proposed Mangini Apartments located easterly of the Project) to determine whether additional impacts would occur that were not previously identified and addressed by the 2011 FPASP EIR/EIS.

The Kimley Horn Traffic Impact Analysis concluded that the expected traffic would be minimal and consistent with the assumptions of the plan area, as included in the EIR for the FPASP.

As shown on the submitted Small-Lot Vesting Tentative Subdivision Map (Attachment 6), primary access to the Project site is provided by Savannah Parkway.

The following are recommendations from the Access and Circulation Analysis which have been included as a condition (Condition Nos. 49) of approval for the 1C 4-Pack Subdivision Project.

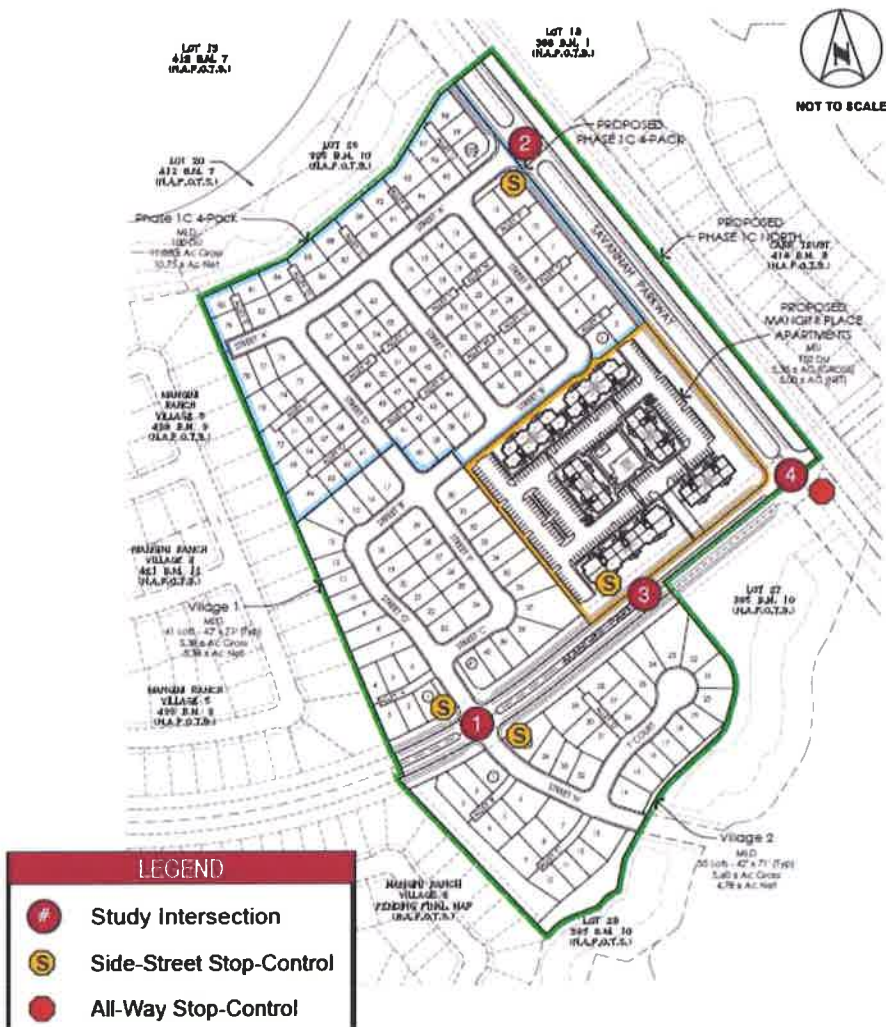
- Right-of-way access shall be granted on Street D and Street A to provide secondary access for the 1C North Project.
- The Project shall dedicate right-of-way for Savannah Parkway.
- The Project shall construct Savannah Parkway including transitions as shown in Exhibit 2 of the Kimley Horn Memo dated May 21, 2021.

#### **D. Parking**

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

Each home in the subdivision will include a two-car attached garage, thus meeting the covered parking requirement of the FPASP. In addition, the Project provides 118 on-street parking spaces (one space per unit), which exceeds the minimum of 0.8 parking spaces required by the FPASP.

**FIGURE 15: ACCESS AND CIRCULATION EXHIBIT**



**E. Noise Impacts**

A Noise Assessment (Attachment 12) was prepared by Bollard Acoustical Consultants on May 3, 2021 to determine whether Savannah Parkway traffic-related noise would cause noise levels at the project site to exceed acceptable limits as described in the Noise Element of the City of Folsom Plan Area Specific Plan EIR Noise Mitigation Measures, as well as the Folsom Municipal Code Noise Ordinance.



### Outdoor Noise Levels

The noise analysis projected noise levels adjacent to Savannah Parkway (based on future traffic levels and operational characteristics) and determined what types of measures would be needed to ensure that noise levels at homes adjacent to the roadways would not exceed City standards, which are:

- 60 dB L<sub>dn</sub><sup>1</sup> for outdoor activity areas (such as rear yards)
- 45 dB L<sub>dn</sub> for interior areas in dwellings

The noise analysis concluded that as proposed, *without mitigation*, noise levels along Savannah Parkway would meet the City's noise standards. Provided that the lots and masonry walls adjacent to Savannah Parkway are constructed as presented in the referenced project grading plan (as proposed), no further consideration of Savannah Parkway traffic noise mitigation measures would be warranted for the outdoor activity areas of the development.

To ensure for compliance with the General Plan interior noise level standard to be conservative, the following specific noise mitigation measures are recommended for this project:

1. The Applicant will be required to install a 6-foot-high masonry sound wall along Savannah Parkway.
2. All upper-floor bedroom windows of residences constructed adjacent to Savannah Parkway from which the roadway would be visible (i.e., north, south, and east-facing windows) be upgraded to a minimum STC rating of 32. Figure 17 shows the lots with recommended upper-floor window assembly upgrades (Lots 2, 3, 6, 7, 10, 11 and 98-100).
3. Mechanical ventilation (air conditioning) should be provided for all residences in this development to allow the occupants to close doors and windows as desired to achieve compliance with the applicable General Plan 45 dB DNL interior noise level standard.

Condition No. 33 requires sound walls for all homes that back up to Savannah Parkway and air conditioning to allow closed windows. With these measures traffic noise will meet City standards.

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<sup>1</sup> dB L<sub>dn</sub> is average noise level over a 24-hour day, measured in decibels (dB). The average includes a +10 decibel weighing applied to noise occurring during nighttime (10:00 p.m. to 7:00 a.m.) hours.

## **F. Walls/Fencing**

The Applicant is proposing a combination of masonry walls and open decorative fencing between the "I" courts, and enhanced wood fencing for the Project:

The recommended conditions of approval (Condition No. 19) require the Applicant to provide a final design for all walls and fences for review and approval by staff prior to construction.

## **H. Frontage Improvements**

The Applicant will be required to install all landscaping and the sidewalk along the Project's frontage adjacent to Savannah Parkway as well as a 6-foot-high masonry sound wall. The recommended conditions of approval require the Applicant to submit detailed plans for all landscaping and walls prior to construction to ensure compliance with the Folsom Ranch Central District Design Guidelines (Condition 19).

## **I. Inclusionary Housing**

The Applicant proposes to comply with Folsom Municipal Code Chapter 17.104 (Inclusionary Housing) by paying in-lieu fees per Municipal Code Section 17.104.060(G). (See the applicant's Inclusionary Housing letter, included as Attachment 13 to this staff report). Homes within the subdivision will be sold at market prices. Fees paid by the applicant will help provide affordable housing elsewhere in the city. The applicant is required to enter into an Inclusionary Housing Agreement with the City. The Final Inclusionary Housing Plan is subject to approval by the City Council. In addition, the Inclusionary Housing Agreement, which will be approved by the City Attorney, must be executed prior to recordation of the Final Map for the Project. Condition No. 40 is included to reflect these requirements.

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

The Applicant prepared a detailed analysis of the Project's consistency with all of the policies in the Folsom Plan Area Specific Plan; that analysis is included in Attachment 15 to this report. Staff has reviewed the Project and concurs with the Applicant's analysis that the project is consistent with the Specific Plan. The Multi-family low density designation is intended to allow single family small lot detached, zero-lot-line and patio homes or two-family homes to multifamily dwellings. It is one of the most flexible residential land use designations in the Plan area. Densities range is 7 to 12 dwelling units per acre. As proposed the density is 9.3 dwelling units per acre.

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

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

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

**GP and SP POLICY H-1.1**

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

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

The Project is designated MLD and is proposed to be developed at 9.3 units per acre, which is within the density range for the MLD designation.

**SP POLICY 4.1**

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

Analysis: The 1C 4-Pack Subdivision proposes a traditional single-family neighborhood with a grid system of local streets and alleys. Biking and walking will be accommodated within the project and will be connected via external sidewalks and Class II and Class III bicycle lanes with nearby neighborhoods, parks, schools, and open space trails with Class I bicycle trails.

**SP POLICY 4.4**

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

Analysis: The Project is consistent with this policy in that it will provide detached single family home ownership opportunities within the MLD designation zoned parcels at a more affordable price point than in other, less dense residential developments. The substantial use of alley-loaded product on small lots, and clustered homes are a unique product.

**SP POLICY 4.6**

As established by the Folsom Plan Area Specific Plan, the total number of dwelling units for the Plan Area shall not exceed 11,461. The number of units within individual land use

parcels may vary, so long as the number of units falls within the allowable density range for a particular land use designation.

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

The proposed project does not result in any change in total dwelling units in the FPASP.

#### **SP OBJECTIVE 7.1 (Circulation)**

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

#### **SP POLICY 7.1**

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

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

The Project has been designed as a compact development, consistent with this policy which facilitates multiple modes of transportation options (vehicles, bicycle, walking, access to transit) and internal street organized in a grid pattern consistent with the approved FPASP circulation plan.

## **ENVIRONMENTAL REVIEW**

The California Environmental Quality Act (CEQA) provides that residential projects which are consistent with an approved Specific Plan for which an EIR was prepared are exempt from the requirement to prepare additional environmental analysis. CEQA Guidelines section 15182(c) provides specific criteria to determine whether this exemption applies:

*(c) Residential Projects Implementing Specific Plans.*

*(1) Eligibility. Where a public agency has prepared an EIR on a specific plan after January 1, 1980, a residential project undertaken pursuant to and in conformity to that specific plan is exempt from CEQA if the project meets the requirements of this section. Residential projects covered by this section include but are not limited to land subdivisions, zoning changes, and residential planned unit developments. [CEQA Guidelines section 15182]*

The Applicant has prepared an analysis (included as Attachment 10 to this staff report), which determined that the 1C 4-Pack Project qualifies for the exemption provided in CEQA Guidelines 15182(c), since it is consistent with the Folsom Plan Area Specific Plan.

The Applicant's analysis also includes a review of the impacts and mitigation measures addressed in the EIR for the FPASP, which concluded that the project will not result in any impacts not already identified, and that mitigation measures in the EIR will be sufficient to address project impacts. None of the events described in CEQA Guidelines 15162 which would require preparation of a subsequent EIR (substantial changes to the project, substantial changes in the circumstances under which the project is undertaken, or new information of substantial importance) have occurred, as detailed in the CEQA Exemption Analysis (Attachment 10 to this staff report).

The City has reviewed the Applicant's analysis and concurs that the project is exempt from additional environmental review as provided in CEQA Guidelines 15182(c).

## **RECOMMENDATION/PLANNING COMMISSION ACTION**

Staff recommends that the Planning Commission recommend City Council approval of the proposed Project, subject to the proposed findings below and the recommended conditions of approval.

Move to recommend that the City Council:

- Approve the CEQA Exemption for the proposed project pursuant to CEQA Guidelines section 15182(c), and
- Approve a Small-Lot Vesting Tentative Subdivision Map creating 100 single-family

- residential lots and three lettered landscape lots as shown on Attachment 6, and
- Approve the Planned Development Permit for Deviation from Development Standards and Design Review of the Applicant's master plan residential designs as shown on Attachments 8, 9, 15, 17, 18, and 19.

These approvals are subject to the proposed findings below (Findings A-Z) and the recommended conditions of approval (Conditions 1-54) attached to this report.

### **GENERAL FINDINGS**

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

### **CEQA FINDINGS**

- C. THE CITY, AS LEAD AGENCY, PREVIOUSLY CERTIFIED AN ENVIRONMENTAL IMPACT REPORT/ENVIRONMENTAL IMPACT STATEMENT FOR THE FOLSOM PLAN AREA SPECIFIC PLAN.
- D. THE CITY HAS DETERMINED THAT THE 1C NORTH 4-PACK SUBDIVISION PROJECT IS UNDERTAKEN TO IMPLEMENT AND IS CONSISTENT WITH THE FOLSOM PLAN AREA SPECIFIC PLAN.
- E. THE CITY HAS DETERMINED THAT THE IMPACTS OF THE 1C NORTH 4-PACK SUBDIVISION PROJECT ARE ADEQUATELY ADDRESSED BY THE FINAL ENVIRONMENTAL IMPACT REPORT FOR THE FOLSOM PLAN AREA SPECIFIC PLAN AND ASSOCIATED MITIGATION MEASURES AND THAT THE 1C NORTH 4-PACK SUBDIVISION PROJECT IS EXEMPT FROM THE REQUIREMENTS OF CEQA PURSUANT TO GOVERNMENT CODE SECTION 65457 AND CEQA GUIDELINES 15182(c).
- F. NONE OF THE EVENTS SPECIFIED IN SECTION 21166 OF THE PUBLIC RESOURCES CODE OR SECTION 15162 OF THE CEQA GUIDELINES HAVE OCCURRED.
- G. THIS PROJECT IS EXEMPT FROM CEQA IN ACCORDANCE WITH GOVERNMENT CODE SECTION 65457 AND SECTION 15182 OF THE CEQA GUIDELINES.

**TENTATIVE SUBDIVISION MAP FINDINGS**

- H. THE PROPOSED SMALL-LOT VESTING TENTATIVE SUBDIVISION MAP IS CONSISTENT WITH THE CITY'S SUBDIVISION ORDINANCE AND THE SUBDIVISION MAP ACT IN THAT THE PROJECT IS SUBJECT TO CONDITIONS OF APPROVAL THAT WILL ENSURE THAT THE PROJECT IS DEVELOPED IN COMPLIANCE WITH CITY STANDARDS.
- I. THE PROPOSED SUBDIVISION, TOGETHER WITH THE PROVISIONS FOR ITS DESIGN AND IMPROVEMENT, IS CONSISTENT WITH THE GENERAL PLAN, THE FOLSOM PLAN AREA SPECIFIC PLAN, AND ALL APPLICABLE PROVISIONS OF THE FOLSOM MUNICIPAL CODE.
- J. THE SITE IS PHYSICALLY SUITABLE FOR THE TYPE OF DEVELOPMENT PROPOSED.
- K. THE SITE IS PHYSICALLY SUITABLE FOR THE PROPOSED DENSITY OF THE DEVELOPMENT.
- L. AS CONDITIONED, THE DESIGN OF THE SMALL-LOT VESTING TENTATIVE SUBDIVISION MAP AND THE PROPOSED IMPROVEMENTS ARE NOT LIKELY TO CAUSE SUBSTANTIAL ENVIRONMENTAL DAMAGE OR SUBSTANTIALLY AND AVOIDABLY INJURE FISH OR WILDLIFE OR THEIR HABITAT.
- M. AS CONDITIONED, THE DESIGN OF THE SMALL-LOT VESTING TENTATIVE SUBDIVISION MAP AND THE PROPOSED IMPROVEMENTS ARE NOT LIKELY TO CAUSE SERIOUS PUBLIC HEALTH OR SAFETY PROBLEMS.
- N. THE DESIGN OF THE SMALL-LOT VESTING TENTATIVE SUBDIVISION MAP AND THE TYPE OF IMPROVEMENTS WILL NOT CONFLICT WITH EASEMENTS FOR ACCESS THROUGH OR USE OF PROPERTY WITHIN THE PROPOSED SUBDIVISION.
- O. SUBJECT TO SECTION 66474.4 OF THE SUBDIVISION MAP ACT, THE LAND IS NOT SUBJECT TO A CONTRACT ENTERED INTO PURSUANT TO THE CALIFORNIA LAND CONSERVATION ACT OF 1965 (COMMENCING WITH SECTION 51200 OF THE GOVERNMENT CODE).

**PLANNED DEVELOPMENT PERMIT FINDINGS THE PROPOSED PROJECT**

- P. THE PROPOSED PROJECT COMPLIES WITH THE INTENT AND PURPOSES OF CHAPTER 17.38 (PLANNED DEVELOPMENT DISTRICT) OF THE

FOLSOM MUNICIPAL CODE AND OTHER APPLICABLE ORDINANCES OF THE CITY.

- Q. THE PROPOSED PROJECT IS CONSISTENT WITH THE OBJECTIVES, POLICIES AND REQUIREMENTS OF THE DEVELOPMENT STANDARDS OF THE CITY. THE MODIFICATIONS TO THOSE STANDARDS PROPOSED AS A PART OF THIS PROJECT WILL RESULT IN A DEVELOPMENT THAT IS SUPERIOR TO THAT OBTAINED BY RIGID APPLICATION OF THE STANDARDS, CONSIDERING THE ADDITIONAL AMENITIES TO BE PROVIDED BY THE PROPOSED PROJECT.
- R. THE PHYSICAL, FUNCTIONAL AND VISUAL COMPATIBILITY BETWEEN THE PROPOSED PROJECT AND EXISTING AND FUTURE ADJACENT USES AND AREA CHARACTERISTICS IS ACCEPTABLE.
- S. THERE ARE AVAILABLE NECESSARY PUBLIC FACILITIES, INCLUDING BUT NOT LIMITED TO WATER, SEWER AND DRAINAGE TO ALLOW FOR THE DEVELOPMENT OF THE PROJECT SITE IN A MANNER CONSISTENT WITH THE PROPOSAL.
- T. AS CONDITIONED, THE PROPOSED PROJECT WILL NOT CAUSE ADVERSE ENVIRONMENTAL IMPACTS WHICH HAVE NOT BEEN MITIGATED TO AN ACCEPTABLE LEVEL.
- U. THE PROPOSED PROJECT WILL NOT CAUSE UNACCEPTABLE VEHICULAR TRAFFIC LEVELS ON SURROUNDING ROADWAYS AND THE PROPOSED PROJECT WILL PROVIDE ADEQUATE INTERNAL TRAFFIC CIRCULATION, INCLUDING INGRESS AND EGRESS.
- V. THE PROPOSED PROJECT WILL NOT BE DETERIMENTAL TO THE HEALTH, SAFETY, AND GENERAL WELFARE OF THE PERSONS OR PROPERTY WITHIN THE VICINITY OF THE PROJECT SITE AND THE CITY AS A WHOLE.
- W. ADEQUATE PROVISION IS MADE FOR THE FURNISHING OF SANITATION SERVICE AND EMERGENCY PUBLIC SAFETY SERVICES TO THE PROJECT.

**DESIGN REVIEW FINDINGS**

- X. THE PROJECT IS IN COMPLIANCE WITH THE GENERAL PLAN, THE FOLSOM PLAN AREA SPECIFIC PLAN AND THE APPLICABLE ZONING ORDINANCES.
- Y. THE PROJECT IS IN CONFORMANCE WITH THE FOLSOM RANCH CENTRAL DISTRICT DESIGN GUIDELINES.



- Z. THE BUILDING MATERIALS, TEXTURES, AND COLORS OF THE PROJECT WILL BE COMPATIBLE WITH SURROUNDING DEVELOPMENT AND CONSISTENT WITH THE GENERAL DESIGN THEME OF THE NEIGHBORHOOD.

## **Attachment 4**

### **Conditions of Approval**

<b>CONDITIONS OF APPROVAL FOR THE MANGINI RANCH PHASE 1C 4-PACK SUBDIVISION (PN 21-002)  WESTERLY OF SAVANNAH PARKWAY  SMALL-LOT VESTING TENTATIVE SUBDIVISION MAP AND PLANNED DEVELOPMENT PERMIT</b>				
Condition No.	Mitigation Measure	Condition of Approval	When Required	Responsible Department
a.		<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. Small-Lot Vesting Tentative Subdivision Map, dated May 19, 2021.</li> <li>2. Preliminary Grading, and Drainage Plan, dated May 19, 2021.</li> <li>3. Conceptual Front Yard Landscaping, dated May 19, 2021.</li> <li>4. Residential Schematic Design, dated May 19, 2021</li> <li>5. Access and Circulation Analysis, dated May 21, 2021.</li> <li>6. Environmental Noise Analysis dated May 3, 2021.</li> <li>7. Applicant’s Inclusionary Housing Letter, November 3, 2020</li> <li>8. Applicants Wall and Fence Plan</li> <li>9. Applicant’s 1C 4-Pack Project Narrative</li> </ol> <p>The Small-Lot Vesting Tentative Subdivision Map, Design Review, and Inclusionary Housing Plan are approved for the development of a 100-unit single-family residential subdivision (Mangini Ranch Phase 1C 4-Pack Subdivision). Implementation of the Project shall be consistent with the above referenced items and these conditions of approval.</p>	G, I, M, B	CD (P)(E)
2.		<p><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)

3.		<p><b>Validity</b>  This approval of the Small-Lot Vesting Tentative Subdivision Map shall be valid for a period of twenty-four (24) months pursuant to Section 16.16.110A of the Folsom Municipal Code and the Subdivision Map Act. The term of the Planned Development Permit and approved Inclusionary Housing Agreement shall track the term of the Small-Lot Vesting Tentative Subdivision Map, as may be extended from time to time pursuant to Section 16.16.110.A and 16.16.120 of the Folsom Municipal Code and the Subdivision Map Act.</p>	M	CD (P)
4.		<p><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, soundwalls, and other improvements.</p>	OG	CD (P)(E)(B) PW, PR, FD, PD
6.		<p><b>Public Right of Way Dedication</b>  As provided for in the First Amended and Restated Development Agreement (ARDA) and the Amendments No. 1 and 2 thereto, and any approved amendments thereafter, the owner/applicant shall dedicate all public rights-of-way and corresponding public utility easements such that public access is provided to each and every lot within the 1C 4-Pack Subdivision Project as shown on the Small-Lot Vesting Tentative Subdivision Map (Lots 1-100).</p>	M	CD (E)(P)
7.		<p><b>Street Names</b>  The Applicant shall select street names from the City's approved list or subsequently approved by the Planning Commission for the small lot final map.</p>	M	CD (E)(P)

8.		<p><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
9.		<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 EIR/EIS as amended by the Revised Proposed Water Supply Facility Alternative (November 2012), the Folsom South of U.S. Highway 50 Backbone Infrastructure Mitigated Negative Declaration (December 2014), and the Westland Eagle Specific Plan Amendment (September 2015).</p>	OG	CD
10.		<p><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.</p>	M	CD (E)

11.	✓	<p><b>Mitigation Monitoring</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 have been incorporated into these conditions of approval in order to mitigate or avoid significant effects on the environment. These mitigation monitoring and reporting measures are identified in the mitigation measure column. Applicant shall fund on a Time and Materials basis all mitigation monitoring (e.g., staff and consultant time).</p>	OG	CD (P)
12.		<p>The Owner/Applicant acknowledges that the State adopted amendments to Section 65850 of the California Government Code (specifically Section 65850(9)), effective January 1, 2018, to allow for the implementation of inclusionary housing requirements in residential rental units, upon adoption of an ordinance by the City. The Landowner is not currently contemplating any residential rental projects within the Subject Property; however, in the event the City amends its Inclusionary Housing Ordinance with respect to rental housing pursuant to Section 65850(9), Landowner (or successor in interest) agrees that the Subject Property shall be subject to said City Ordinance, as amended, should any residential rental project be proposed within the Subject Property.</p>	OG	CD (P)
<b>POLICE/SECURITY REQUIREMENT</b>				
13.		<p>The owner/applicant shall consult with the Police Department in order to incorporate all reasonable crime prevention measures. The following security/safety measures shall be considered:</p> <ul style="list-style-type: none"> <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

<b>DEVELOPMENT COSTS AND FEE REQUIREMENTS</b>				
14.		<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 Amendments No. 1 and No. 2 to the Amended and Restated Tier 1 Development Agreement.</p>	M	CD (P)(E)
15.		<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)
16.		<p><b><i>FPASP Development Impact Fees</i></b>  The owner/applicant shall be subject to all Folsom Plan Area Specific Plan Area development impact fees in place at the time of approval or subsequently adopted consistent with the Public Facilities Financing Plan (PFFP), Development Agreement and amendments thereto, unless exempt by previous agreement. The owner/applicant shall be subject to all applicable Folsom Plan Area plan-wide development impact fees in effect at such time that a building permit is issued. These fees may include, but are not limited to, the Folsom Plan Area Specific Plan Fee, Specific Plan Infrastructure Fee (SPIF), Solid Waste Fee, Corporation Yard Fee, Transportation Management Fee, Transit Fee, Highway 50 Interchange Fee, General Park Equipment Fee, Housing Trust Fee, etc.</p> <p>Any protest to such for all fees, dedications, reservations or other exactions imposed on this project will begin on the date of final approval (June 22, 2021), or otherwise shall be governed by the terms of Amendments No. 1 and 2 to ARDA. The fees shall be calculated at the fee rate set forth in the PFFP and the ARDA.</p>	B	CD (P), PW, PK

17.		<p><b>Legal Counsel</b>  The City, at its sole discretion, may utilize the services of outside legal counsel to assist in the implementation of this project, including, but not limited to, drafting, reviewing and/or revising agreements and/or other documentation for the project. If the City utilizes the services of such outside legal counsel, the City shall provide notice to the owner/applicant of the outside counsel selected, the scope of work and hourly rates, and the owner/applicant shall reimburse the City for all outside legal fees and costs incurred and documented by the City for such services. The owner/applicant may be required, at the sole discretion of the City Attorney, to submit a deposit to the City for these services prior to initiation of the services. The owner/applicant shall be responsible for reimbursement to the City for the services regardless of whether a deposit is required.</p>	OG	CD (P)(E)
18.		<p><b>Consultant Services</b>  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)



<b>GRADING PERMIT REQUIREMENTS</b>				
19.		<p><b><i>Walls/Fences</i></b>  The final location, design, height, materials, and colors of the walls and fences shall consistent with the submitted Wall and Fence Exhibit subject to review and approval by the Community Development Department to ensure consistency with the Folsom Ranch Central District Design Guidelines.</p> <p>The location of the fencing shall remain in perpetuity as shown and installed originally by the Applicant (i.e., fence may not be moved into the PUE on side/corner lots).</p>	G, I, B	CD (P)(E), FD
20.		<p><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)

21.		<p><b>Prepare Traffic Control Plan.</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)
22.		<p><b>State and Federal Permits</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)
23.		<p><b>Landslide /Slope Failure</b>  The owner/applicant shall retain an appropriately licensed engineer during grading activities to identify existing landslides and potential slope failure hazards. The said engineer shall be notified a minimum of two days prior to any site clearing or grading to facilitate meetings with the grading contractor in the field.</p>	G	CD (E) PW
<b>IMPROVEMENT PLAN REQUIREMENTS</b>				
24.		<p><b>Improvement Plans</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)

25.		<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)
26.		<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 shall 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.</li> <li>• In no case shall a City-maintained public water or public sewer line be placed on private residential property.</li> </ul>	I, M	CD (E)

27.		<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, B	CD (P)
28.		<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 the final map.</p>	I, M	CD (P)(E)
29.		<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)

30.		<p><b><i>Future Utility Lines</i></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>	I, M	CD (E)
31.		<p><b><i>Water Meter Fixed Network System</i></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
32.		<p><b><i>Class II Bike Lanes</i></b>  All Class II bike lanes (Savannah Parkway) shall be striped, and the legends painted to the satisfaction of the Community Development Department. No parking shall be permitted within the Class II bike lanes.</p>	I	CD (E)(P)
33.		<p><b><i>Noise Barriers and Window Assemblies</i></b>  Based on the Environmental Noise Assessment (the “Noise Assessment”) prepared by Bollard Acoustical Consultants on May 3, 2021, the following measures shall be implemented to the satisfaction of the Community Development Department:</p> <ul style="list-style-type: none"> <li>a. Masonry walls along Savannah Parkway shall be a minimum of six-foot tall as shown on the Small Lot Vesting Tentative Preliminary Grading and Drainage Map dated May 19, 2021.</li> <li>b. All upper-floor bedroom windows of residences constructed adjacent to Savannah Parkway from which the roadway would be visible (i.e., north, south, and east-facing windows) be upgraded to a minimum STC rating of 32. Figure 2 of the Noise Study shows the lots with recommended upper-floor window assembly upgrades (Lots 2, 3, 6, 7, 10, 11 and 98-100).</li> <li>c. Mechanical ventilation (air conditioning) should be provided for all residences in this development to allow the occupants to close doors and windows as desired to achieve compliance with the applicable General Plan 45 dB DNL interior noise level standard.</li> </ul>	I, O	CD (E)(P)

34.		<p><b><i>Master Plan Updates</i></b></p> <p>The owner/applicant shall provide sanitary sewer, water and storm drainage improvements with corresponding easements, as necessary, in accordance with these studies and the latest edition of the City of Folsom <u><i>Standard Construction Specifications and Details</i></u>, and the <u><i>Design and Procedures Manual and Improvement Standards</i></u>.</p> <p>The storm drainage design shall provide for no net increase in run-off under post-development conditions.</p>	G, I	CD(E), EWR, PW
35.		<p><b><i>Best Management Practices</i></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>	G, I	CD (E)
36.		<p><b><i>Litter Control</i></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 official start of the rainy season (October 15).</p>	OG	CD (E)

<b>FIRE DEPT REQUIREMENTS</b>				
37.		<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 1 to April 30). The buildings shall have illuminated addresses visible from the street or drive fronting the property. Size and location of address identification shall be reviewed and approved by the Fire Department.</p> <ul style="list-style-type: none"> <li>• Residential Fire-Flow with Automatic Fire Sprinkler System: The required fire-flow for the proposed subdivision is determined to be 500 gpm per minute for 30 minutes.</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>• 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

<b>LANDSCAPE/TREE PRESERVATION REQUIREMENTS</b>				
38.		<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. The Owner/Applicant shall comply with any state or local rules and regulations relating to landscape water usage and landscaping requirements necessitated to mitigate for drought conditions on all landscaping in the 1C 4-Pack Subdivision project.</p> <p>A. Open fencing shall be provided in Lots 80, 81, 84, 85, 89, 90, 92, 93, 97, and 98 for any homes that back up to open space.</p> <p>B. A six-foot landscaped, concrete pedestrian path shall be provided within the ten-foot easement at the end of Court “D” to provide access to the Class 1 trail to the north.</p>	B	CD (P)(E)



<b>MAP REQUIREMENTS</b>				
39.		<p><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.</p>	M	CD (E)
40.		<p><b><i>The Final Inclusionary Housing Plan</i></b>  The Final Inclusionary Housing Plan shall be approved by the City Council. The Inclusionary Housing Agreement, which will be approved by the City Attorney, shall be executed prior to recordation of the Final Map for the 1C 4-Pack Subdivision project.</p>	M	CD (P)(E)

41.		<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/or the CC&amp;R's 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 close to the Mather Airport flight path and 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) Owner/Applicant acknowledges the final design, location, grade and configuration of the Connector Project east of East Bidwell Street is not known. As such, owner/applicant will include a recorded disclosure to be provided to all potential buyers of homes within Mangini Ranch Phase 1C 4-Pack Project</li> </ol>	M	CD (P)
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		<p>advising of the future Connector Project and associated noise, grade changes, height, location, design, traffic and construction as eventually approved.</p> <p>7) Applicant shall ensure that the CC&amp;Rs contain a notice that the side yard fencing cannot be relocated and must remain as installed by Applicant as shown on Attachment 1-Wall and Fence Plan.</p>		
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42.		<p><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)
43.		<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)
44.		<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)
45.		<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)

46.		<p><b>Recorded Final Map</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 is model homes. Building permits for model homes only may be issued prior to recording of the Final Map, subject to approval by the Community Development Department.</p>	B	CD (E)
47.		<p><b>Recorded Final Map</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.</p>	B	CD (P), FCUSD
48.		<p><b>Credit Reimbursement Agreement</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.</p>	M	CD (E)
<b>TRAFFIC/ACCESS/CIRCULATION/PARKING REQUIREMENTS</b>				
49.		<p>The following conditions of approval are related to roadway and traffic related improvements for the Phase 1C 4-Pack Project. Refer to Attachment 11 Kimley Horn Memo dated May 21, 2021.</p> <ul style="list-style-type: none"> <li>a. Emergency Vehicle Access shall be granted on Streets F, C and D to provide and maintain secondary access to the south (via the Mangini Ranch Phase 1C North project) for a connection to Mangini Parkway.</li> <li>b. Required public and private subdivision improvements, including but not limited to street and frontage improvements on Savannah Drive shall be completed prior to issuance of the first Certificate of Occupancy for the subdivision.</li> <li>c. The Project shall construct and dedicate right-of-way for Savannah Parkway consistent with Figure 7.15 Savannah Parkway in the FPASP; including transitions as shown in Exhibit 2 of the Kimley Horn Memo Dated May 21, 2021.</li> </ul>	I,M,O	CD (E)

50.		<p>The 1C 4-Pack subdivision Project shall comply with the following architecture and design requirements:</p> <ul style="list-style-type: none"> <li>a. This approval is for four product line with three architectural styles with 12 color and material options, and enhanced building elevations shall be provided on individual lots that are considered “edge condition” lots on the north and east boundaries of the Project site (Lots 2, 3 6, 7, 10, 12, 80, 81, 84, 85, 88, 89, 92, 93, 97, 98, 99 and 100). The Applicant shall submit building plans that comply with this approval and the attached building elevations dated March 19, 2021.</li> <li>b. Lots 15, 17, 18, 19, 27, 46, 47, 55, 62, and 67 are allowed building coverage up to 60%. The Applicant shall submit building plans that comply with this approval and the attached building elevations dated March 19, 2021.</li> <li>c. The design, materials, and colors of the single-family residential units shall be consistent with the approved building elevations, materials samples, and color schemes to the satisfaction of the Community Development Department.</li> <li>d. The Community Development Department shall approve the individual lot permits to assure no duplication or repetition of the same house, same roof-line, same elevation style, side-by-side, or across the street from each other.</li> <li>e. All mechanical equipment shall be ground-mounted and concealed from view of public streets, neighboring properties and nearby higher buildings.</li> <li>f. Decorative light fixtures, consistent with the Folsom Ranch Central District Design Guidelines and unique to each architectural design theme, shall be added to the front elevation of each Master Plan to the satisfaction of the Community Development Department.</li> <li>g. A minimum of one tree is required in the front yard of each residential lot within the subdivision. A minimum of two trees are required along the street-side of all corner lots. All front yard irrigation and landscaping shall be installed prior to a Building Permit Final.</li> </ul>	B, O	CD (P) (B)
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		<p>4. The walls and fencing shall remain as proposed by the Applicant in Attachment 16 -Wall and Fence Exhibit. Homeowners shall not move the location of the fencing.</p> <p>5. Proposed Amenities outlined on pages 17 and 18 in Attachment 14 -4-Pack Narrative shall be provided to the homes by the Applicant.</p>		
51.		<p><b><i>Trash/Recycling Containers and Air Conditioner Screening</i></b>  Trash, recycling, and yard waste containers shall be placed behind the side yard fence so that they are not visible from the public right-of-way to the satisfaction of the Community Development Department. In addition, air conditioning units shall also be placed behind the side yard fence or located in the rear yard so that they are not visible from the public right-of-way to the satisfaction of the Community Development Department.</p>	OG	CD (P) (E)
52.		<p>The proposed project shall comply with all State and local rules, regulations, Governor's Declarations, and restrictions relative to water usage and conservations, including but not limited to: requirements relative to water usage and conservation established by the State Water Resources Control Board, and water usage and conservation requirements established within the <u>Folsom Municipal Code, (Section 13.26 Water Conservation)</u>, or amended from time to time.</p>	I, B, OG	CD (P)(E)

<b>MITIGATION MEASURES</b>				
53.	✓	<b><i>Mangini Ranch Phase 1C 4-Pack Subdivision Mitigation Monitoring Reporting Program (MMRP).</i></b> The conditions of approval below (numbered 54-1 to 54-89) implement the applicable mitigation measures from the FPASP (May 2011) MMRP, as amended by the Revised Proposed Water Supply Facility Alternative (November 2012), the Folsom South of U.S. Highway 50 Backbone Infrastructure Mitigated Negative Declaration (December 2014) and the Westland Eagle Specific Plan Amendment Addendum (September 2015)		
Condition No.	Mitigation Number (Source)	Mitigation Measures	Timing	Responsible Agency
<b>AESTHETICS</b>				
54-1	<b>3A.1-4 (FPASP EIR/EIS)</b>	<p><b><i>Screen Construction Staging Areas.</i></b></p> <p>The project applicant(s) for any particular discretionary development application shall locate staging and material storage areas as far away from sensitive biological resources and sensitive land uses (e.g., residential areas, schools, parks) as feasible. Staging and material storage areas shall be approved by the appropriate agency (identified below) before the approval of grading plans for all project phases and shall be screened from adjacent occupied land uses in earlier development phases to the maximum extent practicable. Screens may include, but are not limited to, the use of such visual barriers such as berms or fences. The screen design shall be approved by the appropriate agency to further reduce visual effects to the extent possible.</p> <p>Mitigation for the off-site elements outside of the City of Folsom’s jurisdictional boundaries shall be developed by the project applicant(s) of each applicable project phase in consultation with the affected oversight agency(ies) (i.e., El Dorado and/or Sacramento Counties, and Caltrans) to reduce to the extent feasible the visual effects of construction activities on adjacent project land uses that have already been developed.</p>	Before approval of grading plans and during construction for all project phases.	City of Folsom Community Development Department.
54-2	<b>3A.1-5 (FPASP EIR/EIS)</b>	<p><b><i>Establish and Require Conformance to Lighting Standards and Prepare and Implement a Lighting Plan.</i></b></p> <p>To reduce impacts associated with light and glare, the City shall:</p>	Before approval of building permits.	City of Folsom Community Development Department



		<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. To reduce impacts associated with light and glare, the project applicant(s) of all project phases shall:<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></li></ul>		
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		<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> </ul> <p>A lighting plan for all on- and off-site elements within each agency’s jurisdictional boundaries (specified below) shall be submitted to the relevant jurisdictional agency for review and approval, which shall include the above elements. The lighting plan may be submitted concurrently with other improvement plans and shall be submitted before the installation of any lighting or the approval of building permits for each phase. The project applicant(s) for any discretionary development application shall implement the approved lighting plan.</p> <p>Mitigation for the off-site elements outside of the City of Folsom’s jurisdictional boundaries must be coordinated by the project applicant(s) of each applicable project phase with the affected oversight agency(ies) (i.e., El Dorado and/or Sacramento Counties).</p>		
<b>AIR QUALITY</b>				
54-3	3A.2-1a (FPASP EIR/EIS)	<p><b><i>Implement Measures to Control Air Pollutant Emissions Generated by Construction of On-Site Elements.</i></b></p> <p>To reduce short-term construction emissions, the project applicant(s) for any discretionary development application shall require their contractors to implement SMAQMD’s list of Basic Construction Emission Control Practices, Enhanced Fugitive PM Dust Control Practices, and Enhanced Exhaust Control Practices (list below) in effect at the time individual portions of the site undergo construction. In addition to SMAQMD-recommended measures, construction operations shall comply with all applicable SMAQMD rules and regulations.</p>	Before the approval of all grading plans by the City and throughout project construction, where applicable, for all project phases.	City of Folsom Community Development Department

	<p><b><i>Basic Construction Emission Control Practices</i></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> <li>▶ 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.</li> <li>▶ 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.</li> <li>▶ Limit vehicle speeds on unpaved roads to 15 miles per hour (mph).</li> <li>▶ 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.</li> <li>▶ 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.</li> <li>▶ 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.</li> </ul> <p><b><i>Enhanced Fugitive PM Dust Control Practices – Soil Disturbance Areas</i></b></p> <ul style="list-style-type: none"> <li>▶ Water exposed soil with adequate frequency for continued moist soil. However, do not overwater to the extent that sediment flows off the site.</li> <li>▶ Suspend excavation, grading, and/or demolition activity when wind speeds exceed 20 mph.</li> </ul>		
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		<p>each piece of equipment. The inventory shall be updated and submitted monthly throughout the duration of the project, except that an inventory shall not be required for any 30-day period in which no construction activity occurs. At least 48 hours prior to the use of heavy-duty off-road equipment, the project representative shall provide SMAQMD with the anticipated construction timeline including start date, and name and phone number of the project manager and on-site foreman. SMAQMD's Construction Mitigation Calculator can be used to identify an equipment fleet that achieves this reduction (SMAQMD 2007a). The project shall ensure that emissions from all off-road diesel-powered equipment used on the SPA do not exceed 40% opacity for more than three minutes in any one hour. Any equipment found to exceed 40 percent opacity (or Ringelmann 2.0) shall be repaired immediately, and the City and SMAQMD shall be notified within 48 hours of identification of noncompliant equipment. A visual survey of all in-operation equipment shall be made at least weekly, and a monthly summary of the visual survey results shall be submitted throughout the duration of the project, except that the monthly summary shall not be required for any 30-day period in which no construction activity occurs. The monthly summary shall include the quantity and type of vehicles surveyed as well as the dates of each survey. SMAQMD staff and/or other officials may conduct periodic site inspections to determine compliance. Nothing in this mitigation measure shall supersede other SMAQMD or state rules or regulations.</p> <p>► If at the time of construction, SMAQMD has adopted a regulation or new guidance applicable to construction emissions, compliance with the regulation or new guidance may completely or partially replace this mitigation if it is equal to or more effective than the mitigation contained herein, and if SMAQMD so permits.</p>		
54-4	3A.2-1b (FPASP EIR/EIS)	<p><b><i>Pay Off-site Mitigation Fee to SMAQMD to Off-Set NOX Emissions Generated by Construction of On-Site Elements.</i></b></p> <p>Implementation of the project or the other four other action alternatives would result in construction-generated NOX emissions that exceed the SMAQMD threshold of significance, even after implementation of the</p>	Before the approval of all grading plans by the City and throughout project	The City of Folsom Community Development Department shall not grant any grading permits to the respective project applicant(s) until the respective project

		<p>SMAQMD Enhanced Exhaust Control Practices (listed in Mitigation Measure 3A.2-1a). Additionally, Mitigation Measure 3A.4-1 (Implement Additional Measures to Control Construction-Generated GHG Emissions, pages 3A.4-14 to 15) has the potential to both reduce and increase NOX emissions, depending on the types of alternative fuels and engine types employed. Therefore, the project applicant(s) shall pay SMAQMD an off-site mitigation fee for implementation of any of the five action alternatives for the purpose of reducing NOX emissions to a less-than-significant level (i.e., less than 85 lb/day). All NOX emission reductions and increases associated with GHG mitigation shall be added to or subtracted from the amount above the construction threshold to determine off-site mitigation fees, when possible. The specific fee amounts shall be calculated when the daily construction emissions can be more accurately determined: that is, if the City/USACE select and certify the EIR/EIS and approves the Proposed Project or one of the other four other action alternatives, the City and the applicants must establish the phasing by which development would occur, and the applicants must develop a detailed construction schedule. Calculation of fees associated with each project development phase shall be conducted by the project applicant(s) in consultation with SMAQMD staff before the approval of grading plans by the City. The project applicant(s) for any discretionary development application shall pay into SMAQMD's off-site construction mitigation fund to further mitigate construction generated emissions of NOX that exceed SMAQMD's daily emission threshold of 85 lb/day. The calculation of daily NOX emissions shall be based on the cost rate established by SMAQMD at the time the calculation and payment are made. At the time of writing this EIR/EIS the cost rate is \$16,000 to reduce 1 ton of NOX plus a 5% administrative fee (SMAQMD 2008c). The determination of the final mitigation fee shall be conducted in coordination with SMAQMD before any ground disturbance occurs for any project phase.</p>	<p>construction for all project phases.</p>	<p>applicant(s) have paid the appropriate off-site mitigation fee to SMAQMD.</p>
<p>54-5</p>	<p><b>3A.2-1c (FPASP EIR/EIS)</b></p>	<p>Analyze and Disclose Projected PM10 Emission Concentrations at Nearby Sensitive Receptors Resulting from Construction of On-Site Elements. Prior to construction of each discretionary development entitlement of on-site land uses, the project applicant shall perform a project-level CEQA analysis (e.g., supporting documentation for an</p>	<p>Before the approval of all grading plans by the City.</p>	<p>City of Folsom Community Development Department</p>

		<p>exemption, negative declaration, or project-specific EIR) that includes detailed dispersion modeling of construction-generated PM10 to disclose what PM10 concentrations would be at nearby sensitive receptors. The dispersion modeling shall be performed in accordance with applicable SMAQMD guidance that is in place at the time the analysis is performed. At the time of writing this EIR/EIS, SMAQMD's most current and most detailed guidance for addressing construction generated PM10 emissions is found in its Guide to Air Quality Assessment in Sacramento County (SMAQMD 2009a). The project-level analysis shall incorporate detailed parameters of the construction equipment and activities, including the year during which construction would be performed, as well as the proximity of potentially affected receptors, including receptors proposed by the project that exist at the time the construction activity would occur.</p>		
54-6	3A.2-2 (FPASP EIR/EIS)	<p><b><i>Implement All Measures Prescribed by the Air Quality Mitigation Plan to Reduce Operational Air Pollutant Emissions.</i></b></p> <p>To reduce operational emissions, the project applicant(s) for any discretionary development application shall implement all measures prescribed in the SMAQMD-approved Folsom Plan Area Specific Plan Air Quality Mitigation Plan (AQMP) (Torrence Planning 2008), a copy of which is included in Appendix C2. The AQMP is intended to improve mobility, reduce vehicle miles traveled, and improve air quality as required by AB 32 and SB 375. The AQMP includes, among others, measures designed to provide bicycle parking at commercial land uses, an integrated pedestrian/bicycle path network, transit stops with shelters, a prohibition against the use of wood-burning fireplaces, energy star roofing materials, electric lawnmowers provided to homeowners at no charge, and on-site transportation alternatives to passenger vehicles (including light rail) that provide connectivity with other local and regional alternative transportation networks.</p>	Before issuance of subdivision maps or improvement plans.	City of Folsom Community Development Department
54-7	3A.2-4a (FPASP EIR/EIS)	<p><b><i>Develop and Implement a Plan to Reduce Exposure of Sensitive Receptors to Construction-Generated Toxic Air Contaminant Emissions.</i></b></p> <p>The project applicant(s) for any particular discretionary development application shall develop a plan to reduce the exposure of sensitive receptors to TACs generated by project construction activity associated</p>	Before the approval of all grading plans by the City and throughout project construction, where	City of Folsom Community Development Department

		<p>with buildout of the selected alternative. Each plan shall be developed by the project applicant(s) in consultation with SMAQMD. The plan shall be submitted to the City for review and approval before the approval of any grading plans.</p> <p>The plan may include such measures as scheduling activities when the residences are the least likely to be occupied, requiring equipment to be shut off when not in use, and prohibiting heavy trucks from idling. Applicable measures shall be included in all project plans and specifications for all project phases.</p> <p>The implementation and enforcement of all measures identified in each plan shall be funded by the project applicant(s) for the respective phase of development.</p>	applicable, for all project phases.	
54-8	3A.2-6 (FPASP EIR/EIS)	<p><b><i>Implement Measures to Control Exposure of Sensitive Receptors to Operational Odorous Emissions.</i></b></p> <p>The project applicant(s) for any particular discretionary development application shall implement the following measure:</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> </ul>	Before the approval of building permits by the City and throughout project construction, where applicable, for all project phases.	City of Folsom Community Development Department
<b>BIOLOGICAL RESOURCES</b>				
54-9	3A.3-1a (FPASP EIR/EIS)	<p><b><i>Design Stormwater Drainage Plans and Erosion and Sediment Control Plans to Avoid and Minimize Erosion and Runoff to All Wetlands and Other Waters That Are to Remain on the SPA and Use Low Impact Development Features.</i></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</p>	Before approval of improvement and drainage plans, and on an ongoing basis throughout and after project construction, as	City of Folsom Public Works Department



		<p>plans to the City Public Works Department for review and approval. For off-site elements within Sacramento County or El Dorado County jurisdiction (e.g., off-site detention basin and off-site roadway connections to El Dorado Hills), plans shall be submitted to the appropriate county planning department. Before approval of these improvement plans, the project applicant(s) for any particular discretionary development application shall obtain a NPDES MS4 Municipal Stormwater Permit and Grading Permit, comply with the City's Grading Ordinance and County drainage and stormwater quality standards, and commit to implementing all measures in their drainage plans and erosion and sediment control plans to avoid and minimize erosion and runoff into Alder Creek and all wetlands and other waters that would remain on-site. Detailed information about stormwater runoff standards and relevant City and County regulation is provided in Chapter 3A.9, "Hydrology and Water Quality."</p> <p>The project applicant(s) for any particular discretionary development entitlement shall implement stormwater quality treatment controls consistent with the Stormwater Quality Design Manual for Sacramento and South Placer Regions in effect at the time the application is submitted. Appropriate runoff controls such as berms, storm gates, off-stream detention basins, overflow collection areas, filtration systems, and sediment traps shall be implemented to control siltation and the potential discharge of pollutants. Development plans shall incorporate Low Impact Development (LID) features, such as pervious strips, permeable pavements, bioretention ponds, vegetated swales, disconnected rain gutter downspouts, and rain gardens, where appropriate. Use of LID features is recommended by the EPA to minimize impacts on water quality, hydrology, and stream geomorphology and is specified as a method for protecting water quality in the proposed specific plan. In addition, free spanning bridge systems shall be used for all roadway crossings over wetlands and other waters that are retained in the on-site open space. These bridge systems would maintain the natural and restored channels of creeks, including the associated wetlands, and would be designed with sufficient span width and depth to provide for wildlife movement along the creek corridors even during high-flow or flood events, as specified in the 404 permit.</p>	required for all project phases.	
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	<p>In addition to compliance with City ordinances, the project applicant(s) for any particular discretionary development application shall prepare a Stormwater Pollution Prevention Plan (SWPPP), and implement Best Management Practices (BMPs) that comply with the General Construction Stormwater Permit from the Central Valley RWQCB, to reduce water quality effects during construction. Detailed information about the SWPPP and BMPs are provided in Chapter 3A.9, "Hydrology and Water Quality."</p> <p>Each project development shall result in no net change to peak flows into Alder Creek and associated tributaries, or to Buffalo Creek, Carson Creek, and Coyote Creek. The project applicant(s) shall establish a baseline of conditions for drainage on-site. The baseline-flow conditions shall be established for 2-, 5-, and 100-year storm events. These baseline conditions shall be used to develop monitoring standards for the stormwater system on the SPA. The baseline conditions, monitoring standards, and a monitoring program shall be submitted to USACE and the City for their approval. Water quality and detention basins shall be designed and constructed to ensure that the performance standards, which are described in Chapter 3A.9, "Hydrology and Water Quality," are met and shall be designed as off-stream detention basins. Discharge sites into Alder Creek and associated tributaries, as well as tributaries to Carson Creek, Coyote Creek, and Buffalo Creek, shall be monitored to ensure that pre-project conditions are being met. Corrective measures shall be implemented as necessary. The mitigation measures will be satisfied when the monitoring standards are met for 5 consecutive years without undertaking corrective measures to meet the performance standard.</p> <p>See FEIR/FEIS Appendix S showing that the detention basin in the northeast corner of the SPA has been moved off stream.</p> <p>Mitigation for the off-site elements outside of the City of Folsom's jurisdictional boundaries must be coordinated by the project applicant(s) of each applicable project phase in consultation with the affected oversight agency(ies) (i.e., El Dorado County for the roadway connections, Sacramento County for the detention basin west of Prairie City Road, and Caltrans for the U.S. 50 interchange improvements) such</p>		
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		that the performance standards described in Chapter 3A.9, "Hydrology and Water Quality," are met.		
54-10	3A.3-2a (FPASP EIR/EIS)	<p><b><i>Avoid Direct Loss of Swainson's Hawk and Other Raptor Nests.</i></b></p> <p>To mitigate impacts on Swainson's hawk and other raptors (including burrowing owl), the project applicant(s) of all project phases shall retain a qualified biologist to conduct preconstruction surveys and to identify active nests on and within 0.5 mile of the project and active burrows on the project site. The surveys shall be conducted before the approval of grading and/or improvement plans (as applicable) and no less than 14 days and no more than 30 days before the beginning of construction for all project phases. To the extent feasible, guidelines provided in Recommended Timing and Methodology for Swainson's Hawk Nesting Surveys in the Central Valley (Swainson's Hawk Technical Advisory Committee 2000) shall be followed for surveys for Swainson's hawk. If no nests are found, no further mitigation is required.</p> <p>If active nests are found, impacts on nesting Swainson's hawks and other raptors shall be avoided by establishing appropriate buffers around the nests. No project activity shall commence within the buffer area until the young have fledged, the nest is no longer active, or until a qualified biologist has determined in consultation with DFG that reducing the buffer would not result in nest abandonment. DFG guidelines recommend implementation of 0.25- or 0.5-mile-wide buffers, but the size of the buffer may be adjusted if a qualified biologist and the City, in consultation with DFG, determine that such an adjustment would not be likely to adversely affect the nest. Monitoring of the nest by a qualified biologist during and after construction activities will be required if the activity has potential to adversely affect the nest.</p> <p>If active burrows are found, a mitigation plan shall be submitted to the City for review and approval before any ground-disturbing activities.</p> <p>The City shall consult with DFG. The mitigation plan may consist of installation of one-way doors on all burrows to allow owls to exit, but not reenter, and construction of artificial burrows within the project vicinity, as needed; however, burrow owl exclusions may only be used if a qualified biologist verifies that the burrow does not contain eggs or dependent young. If active burrows contain eggs and/or young, no</p>	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>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>		
<b>GEOLOGY AND SOILS</b>				
54-11	<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>	Before issuance of building permits and ground-disturbing activities.	City of Folsom Community Development Department

		In addition to the recommendations for the conditions listed above, the geotechnical investigation shall include subsurface testing of soil and groundwater conditions, and shall determine appropriate foundation designs that are consistent with the version of the CBC that is applicable at the time building and grading permits are applied for. All recommendations contained in the final geotechnical engineering report shall be implemented by the project applicant(s) of each project phase. Special recommendations contained in the geotechnical engineering report shall be noted on the grading plans and implemented as appropriate before construction begins. Design and construction of all new project development shall be in accordance with the CBC. The project applicant(s) shall provide for engineering inspection and certification that earthwork has been performed in conformity with recommendations contained in the geotechnical report.		
54-12	3A.7-1b (FPASP EIR/EIS)	<p><b><i>Monitor Earthwork during Earthmoving Activities.</i></b></p> <p>All earthwork shall be monitored by a qualified geotechnical or soils engineer retained by the project applicant(s) of each project phase. The geotechnical or soils engineer shall provide oversight during all excavation, placement of fill, and disposal of materials removed from and deposited on both on- and off-site construction areas.</p> <p>Mitigation for the off-site elements outside of the City of Folsom’s jurisdictional boundaries must be coordinated by the project applicant(s) of each applicable project phase with the affected oversight agency(ies) (i.e., El Dorado and/or Sacramento Counties, or Caltrans).</p>	Before issuance of building permits and ground-disturbing activities.	City of Folsom Community Development Department
54-13	3A.7-3 (FPASP EIR/EIS)	<p><b><i>Prepare and Implement the Appropriate Grading and Erosion Control Plan.</i></b></p> <p>Before grading permits are issued, the project applicant(s) of each project phase that would be located within the City of Folsom shall retain a California Registered Civil Engineer to prepare a grading and erosion control plan. The grading and erosion control plan shall be submitted to the City Public Works Department before issuance of grading permits for all new development. The plan shall be consistent with the City’s Grading Ordinance, the City’s Hillside Development Guidelines, and the</p>	Before the start of construction activities.	City of Folsom Community Development Department

		<p>state’s NPDES permit, and shall include the site-specific grading associated with development for all project phases.</p> <p>The plans referenced above shall include the location, implementation schedule, and maintenance schedule of all erosion and sediment control measures, a description of measures designed to control dust and stabilize the construction-site road and entrance, and a description of the location and methods of storage and disposal of construction materials. Erosion and sediment control measures could include the use of detention basins, berms, swales, wattles, and silt fencing, and covering or watering of stockpiled soils to reduce wind erosion. Stabilization on steep slopes could include construction of retaining walls and reseeding with vegetation after construction. Stabilization of construction entrances to minimize trackout (control dust) is commonly achieved by installing filter fabric and crushed rock to a depth of approximately 1 foot. The project applicant(s) shall ensure that the construction contractor is responsible for securing a source of transportation and deposition of excavated materials.</p> <p>Mitigation for the off-site elements outside of the City of Folsom’s jurisdictional boundaries must be coordinated by the project applicant(s) of each applicable project phase with the affected oversight agency(ies) (i.e., El Dorado and/or Sacramento Counties).</p> <p>Implementation of Mitigation Measure 3A.9-1 (discussed in Section 3A.9, “Hydrology and Water Quality – Land”) would also help reduce erosion-related impacts.</p>		
54-14	3A.7-5 (FPASP EIR/EIS)	<p><b><i>Divert Seasonal Water Flows Away from Building Foundations.</i></b></p> <p>The project applicant(s) of all project phases shall either install subdrains (which typically consist of perforated pipe and gravel, surrounded by nonwoven geotextile fabric), or take such other actions as recommended by the geotechnical or civil engineer for the project that would serve to divert seasonal flows caused by surface infiltration, water seepage, and perched water during the winter months away from building foundations.</p>	Before and during earthmoving activities.	City of Folsom Community Development Department
54-15	3A.7-10 (FPASP EIR/EIS)	<p><b><i>Conduct Construction Personnel Education, Stop Work if Paleontological Resources are Discovered, Assess the Significance of the Find, and Prepare and Implement a Recovery Plan as Required.</i></b></p>	During earthmoving activities in the	City of Folsom Community Development Department

		<p>To minimize potential adverse impacts on previously unknown potentially unique, scientifically important paleontological resources, the project applicant(s) of all project phases where construction would occur in the Ione and Mehrten Formations shall do the following:</p> <ul style="list-style-type: none"> <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>	<p>Ione and Mehrten Formations.</p>	
<b>GREENHOUSE GAS EMISSIONS AND CLIMATE CHANGE</b>				
54-16	3A.4-1 (FPASP EIR/EIS)	<p><b><i>Implement Additional Measures to Control Construction-Generated GHG Emissions.</i></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</p>	<p>Before approval of small-lot final maps and building permits for all discretionary development</p>	<p>City of Folsom Community Development Department</p>

		<p>individual portions of the site undergo construction. Such measures may reduce GHG exhaust emissions from the use of on-site equipment, worker commute trips, and truck trips carrying materials and equipment to and from the SPA, as well as GHG emissions embodied in the materials selected for construction (e.g., concrete). Other measures may pertain to the materials used in construction. Prior to releasing each request for bid to contractors for the construction of each discretionary development entitlement, the project applicant(s) shall obtain the most current list of GHG reduction measures that are recommended by SMAQMD and stipulate that these measures be implemented in the respective request for bid as well as the subsequent construction contract with the selected primary contractor. The project applicant(s) for any particular discretionary development application may submit to the City and SMAQMD a report that substantiates why specific measures are considered infeasible for construction of that particular development phase and/or at that point in time. The report, including the substantiation for not implementing particular GHG reduction measures, shall be approved by the City, in consultation with SMAQMD prior to the release of a request for bid by the project applicant(s) for seeking a primary contractor to manage the construction of each development project. By requiring that the list of feasible measures be established prior to the selection of a primary contractor, this measure requires that the ability of a contractor to effectively implement the selected GHG reduction measures be inherent to the selection process.</p> <p>SMAQMD’s recommended measures for reducing construction-related GHG emissions at the time of writing this EIR/EIS are listed below and the project applicant(s) shall, at a minimum, be required to implement the following:</p> <ul style="list-style-type: none"> <li>▶ Improve fuel efficiency from construction equipment: <ul style="list-style-type: none"> <li>▪ reduce unnecessary idling (modify work practices, install auxiliary power for driver comfort);</li> <li>▪ perform equipment maintenance (inspections, detect failures early, corrections);</li> <li>▪ train equipment operators in proper use of equipment;</li> </ul> </li> </ul>	<p>project, including all on- and off-site elements and implementation throughout project construction.</p>	
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		<ul style="list-style-type: none"> <li>▪ use the proper size of equipment for the job; and</li> <li>▪ use equipment with new technologies (repowered engines, electric drive trains).           <ul style="list-style-type: none"> <li>▶ Use alternative fuels for electricity generators and welders at construction sites such as propane or solar, or use electrical power.</li> <li>▶ Use an ARB-approved low-carbon fuel, such as biodiesel or renewable diesel for construction equipment. (Emissions of oxides of nitrogen [NOX] emissions from the use of low carbon fuel must be reviewed and increases mitigated.) Additional information about low carbon fuels is available from ARB’s Low Carbon Fuel Standard Program (ARB 2009b).</li> <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 non-potable water from a local source.</li> </ul> </li> </ul>		
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		In addition to SMAQMD-recommended measures, construction activity shall comply with all applicable rules and regulations established by SMAQMD and ARB.		
54-17	3A.8-2 (FPASP EIR/EIS)	<p><b><i>Complete Investigations Related to the Extent to Which Soil and/or Groundwater May Have Been Contaminated in Areas Not Covered by the Phase I and II Environmental Site Assessments and Implement Required Measures.</i></b></p> <p>The project applicant(s) for any discretionary development application shall conduct Phase I Environmental Site Assessments (where an Phase I has not been conducted), and if necessary, Phase II Environmental Site Assessments, and/or other appropriate testing for all areas of the SPA and include, as necessary, analysis of soil and/or groundwater samples for the potential contamination sites that have not yet been covered by previous investigations (as shown in Exhibit 3A.8-1) before construction activities begin in those areas. Recommendations in the Phase I and II Environmental Site Assessments to address any contamination that is found shall be implemented before initiating ground-disturbing activities in these areas.</p> <p>The project applicant(s) shall implement the following measures before ground-disturbing activities to reduce health hazards associated with potential exposure to hazardous substances:</p> <ul style="list-style-type: none"> <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</li> </ul>	Before and during earth moving activities	City of Folsom Community Development Department

		<p>procedures for hazardous materials and disposal of hazardous materials removed from the site at an appropriate off-site disposal facility.</p> <ul style="list-style-type: none"> <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> <li>▶ 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).</li> </ul>		
<b>HYDROLOGY AND WATER QUALITY</b>				
54-18	3A.9-1 (FPASP EIR/EIS)	<p><b><i>Acquire Appropriate Regulatory Permits and Prepare and Implement SWPPP and BMPs.</i></b></p> <p>Prior to the issuance of grading permits, the project applicant(s) of all projects disturbing one or more acres (including phased construction of smaller areas which are part of a larger project) shall obtain coverage under the SWRCB’s NPDES stormwater permit for general construction activity (Order 2009-0009-DWQ), including preparation and submittal of a project-specific SWPPP at the time the NOI is filed. The project applicant(s) shall also prepare and submit any other necessary erosion and sediment control and engineering plans and specifications for pollution prevention and control to Sacramento County, City of Folsom, El Dorado County (for the off-site roadways into El Dorado Hills under</p>	Submittal of the State Construction General Permit NOI and SWPPP (where applicable) and development and submittal of any other locally required plans and specifications before the issuance of grading permits	City of Folsom Community Development Department

	<p>the Proposed Project Alternative). The SWPPP and other appropriate plans shall identify and specify:</p> <ul style="list-style-type: none"> <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 non-stormwater 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> <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</li> </ul>	<p>for all on-site project phases and off-site elements and implementation throughout project construction.</p>	
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		<p>time of construction. These measures may include silt fences, staked straw bales or wattles, sediment/silt basins and traps, geofabric, sandbag dikes, and temporary vegetation.</p> <ul style="list-style-type: none"> <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>		
54-19	3A.9-2 (FPASP EIR/EIS)	<p><b><i>Prepare and Submit Final Drainage Plans and Implement Requirements Contained in Those Plans.</i></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 through the SPA, and that project-related on-site runoff would be appropriately contained in detention basins or managed with through other improvements (e.g., source controls, biotechnical stream stabilization) to reduce flooding and hydromodification impacts.</p> <p>The plans shall include, but not be limited to, the following items:</p>	Before approval of grading plans and building permits of all project phases.	City of Folsom Public Works Department

		<ul style="list-style-type: none"><li>▶ 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;</li><li>▶ 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;</li><li>▶ A description of the proposed maintenance program for the on-site drainage system;</li><li>▶ Project-specific standards for installing drainage systems;</li><li>▶ City and El Dorado County flood control design requirements and measures designed to comply with them;</li><li>▶ Implementation of stormwater management BMPs that avoid increases in the erosive force of flows beyond a specific range of conditions needed to limit hydromodification and maintain current stream geomorphology. These BMPs will be designed and constructed in accordance with the forthcoming SSQP Hydromodification Management Plan (to be adopted by the RWQCB) and may include, but are not limited to, the following:<ul style="list-style-type: none"><li>• 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);</li><li>• Enlarged detention basins to minimize flow changes and changes to flow duration characteristics;</li><li>• Bioengineered stream stabilization to minimize bank erosion, utilizing vegetative and rock stabilization, and inset floodplain restoration features that provide for enhancement of riparian</li></ul></li></ul>		
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		<p>habitat and maintenance of natural hydrologic and channel to floodplain interactions;</p> <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>		
54-20	3A.9-3 (FPASP EIR/EIS)	<p><b><i>Develop and Implement a BMP and Water Quality Maintenance Plan.</i></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</p>	Prepare plans before the issuance of grading permits for all project phases and off-site elements and implementation throughout project construction.	City of Folsom Community Development Department and Public Works Department

		<p>and further detail the structural and nonstructural BMPs proposed for the project. The plan shall include the elements described below.</p> <ul style="list-style-type: none"> <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 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).</li> <li>▶ 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.</li> <li>▶ 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.</li> <li>▶ LID control measures shall be integrated into the BMP and water quality maintenance plan. These may include, but are not limited to: <ul style="list-style-type: none"> <li>• Surface swales;</li> <li>• Replacement of conventional impervious surfaces with pervious surfaces (e.g., porous pavement);</li> <li>• Impervious surfaces disconnection; and</li> <li>• Trees planted to intercept stormwater.</li> </ul> </li> </ul> <p>New stormwater facilities shall be placed along the natural drainage courses within the SPA to the extent practicable so as to mimic the natural drainage patterns. The reduction in runoff as a result of the LID configurations shall be quantified based on the runoff reduction credit system methodology described in "Stormwater Quality Design Manual</p>		
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		<p>for the Sacramento and South Placer Regions, Chapter 5 and Appendix D4” (SSQP 2007b) and proposed detention basins and other water quality BMPs shall be sized to handle these runoff volumes.</p> <p>For those areas that would be disturbed as part of the U.S. 50 interchange improvements, it is anticipated that Caltrans would coordinate with the development and implementation of the overall project SWPPP, or develop and implement its own SWPPP specific to the interchange improvements, to ensure that water quality degradation would be avoided or minimized to the maximum extent practicable.</p> <p>Mitigation for the off-site elements outside of the City of Folsom’s jurisdictional boundaries must be coordinated by the project applicant(s) of each applicable project phase with El Dorado County and Caltrans.</p>		
<b>NOISE AND VIBRATION</b>				
54-21	3A.11-1 (FPASP EIR/EIS)	<p><b><i>Implement Noise-Reducing Construction Practices, Prepare and Implement a Noise Control Plan, and Monitor and Record Construction Noise near Sensitive Receptors.</i></b></p> <p>To reduce impacts associated with noise generated during project related construction activities, the project applicant(s) and their primary contractors for engineering design and construction of all project phases shall ensure that the following requirements are implemented at each work site in any year of project construction to avoid and minimize construction noise effects on sensitive receptors. The project applicant(s) and primary construction contractor(s) shall employ noise-reducing construction practices. Measures that shall be used to limit noise shall include the measures listed below:</p> <ul style="list-style-type: none"> <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</li> </ul>	Before and during construction activities on the SPA and within El Dorado Hills.	City of Folsom Community Development Department

		<p>shrouds, in accordance with manufacturers' recommendations. Equipment engine shrouds shall be closed during equipment operation.</p> <ul style="list-style-type: none"><li>▶ All motorized construction equipment shall be shut down when not in use to prevent idling.</li><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></ul>		
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		<p>► The primary contractor shall prepare and implement a construction noise management plan. This plan shall identify specific measures to ensure compliance with the noise control measures specified above. The noise control plan shall be submitted to the City of Folsom before any noise-generating construction activity begins. Construction shall not commence until the construction noise management plan is approved by the City of Folsom. Mitigation for the two off-site roadway connections into El Dorado County must be coordinated by the project applicant(s) of the applicable project phase with El Dorado County, since the roadway extensions are outside of the City of Folsom’s jurisdictional boundaries.</p>		
<b>PUBLIC SERVICES</b>				
54-22	3A.14-1 (FPASP EIR/EIS)	<p><b><i>Prepare and Implement a Construction Traffic Control Plan.</i></b></p> <p>The project applicant(s) of all project phases shall prepare and implement traffic control plans for construction activities that may affect road rights-of-way. The traffic control plans must follow any applicable standards of the agency responsible for the affected roadway and must be approved and signed by a professional engineer. Measures typically used in traffic control plans include advertising of planned lane closures, warning signage, a flag person to direct traffic flows when needed, and methods to ensure continued access by emergency vehicles. During project construction, access to existing land uses shall be maintained at all times, with detours used as necessary during road closures. Traffic control plans shall be submitted to the appropriate City or County department or the California Department of Transportation (Caltrans) for review and approval before the approval of all project plans or permits, for all project phases where implementation may cause impacts on traffic.</p> <p>Mitigation for the off-site elements outside of the City of Folsom’s jurisdictional boundaries must be coordinated by the project applicant(s) of each applicable project phase with the affected oversight agency(ies) (i.e., El Dorado and/or Sacramento Counties and Caltrans).</p>	Before the approval of all relevant plans and/or permits and during construction of all project phases.	City of Folsom Public Works Department
54-23	3A.14-2 (FPASP EIR/EIS)	<p><b><i>Incorporate California Fire Code; City of Folsom Fire Code Requirements; and EDHFD Requirements, if Necessary, into Project Design and Submit Project Design to the City of Folsom Fire Department for Review and Approval.</i></b></p>	Before issuance of building permits and issuance of occupancy permits or final inspections	City of Folsom Fire Department, City of Folsom Community Development Department

	<p>To reduce impacts related to the provision of new fire services, the project applicant(s) of all project phases shall do the following, as described below.</p> <p>1. Incorporate into project designs fire flow requirements based on the California Fire Code, Folsom Fire Code (City of Folsom Municipal Code Title 8, Chapter 8.36), and other applicable requirements based on the City of Folsom Fire Department fire prevention standards.</p> <p>Improvement plans showing the incorporation automatic sprinkler systems, the availability of adequate fire flow, and the locations of hydrants shall be submitted to the City of Folsom Fire Department for review and approval. In addition, approved plans showing access design shall be provided to the City of Folsom Fire Department as described by Zoning Code Section 17.57.080 (“Vehicular Access Requirements”). These plans shall describe access-road length, dimensions, and finished surfaces for firefighting equipment. The installation of security gates across a fire apparatus access road shall be approved by the City of Folsom Fire Department. The design and operation of gates and barricades shall be in accordance with the Sacramento County Emergency Access Gates and Barriers Standard, as required by the City of Folsom Fire Code.</p> <p>2. Submit a Fire Systems New Buildings, Additions, and Alterations Document Submittal List to the City of Folsom Community Development Department Building Division for review and approval before the issuance of building permits.</p> <p>In addition to the above measures, the project applicant(s) of all project phases shall incorporate the provisions described below for the portion of the SPA within the EDHFD service area, if it is determined through City/El Dorado County negotiations that EDHFD would serve the 178-acre portion of the SPA.</p> <p>3. Incorporate into project designs applicable requirements based on the EDHFD fire prevention standards. For commercial development, improvement plans showing roadways, land splits, buildings, fire sprinkler systems, fire alarm systems, and other commercial building improvements shall be submitted to the EDHFD for review and approval. For residential development, improvement plans showing property lines</p>	<p>for all project phases.</p>	
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		<p>and adjacent streets or roads; total acreage or square footage of the parcel; the footprint of all structures; driveway plan views describing width, length, turnouts, turnarounds, radiuses, and surfaces; and driveway profile views showing the percent grade from the access road to the structure and vertical clearance shall be submitted to the EDHFD for review and approval.</p> <p>4. Submit a Fire Prevention Plan Checklist to the EDHFD for review and approval before the issuance of building permits. In addition, residential development requiring automation fire sprinklers shall submit sprinkler design sheet(s) and hydraulic calculations from a California State Licensed C-16 Contractor.</p> <p>The City shall not authorize the occupancy of any structures until the project applicant(s) have obtained a Certificate of Occupancy from the City of Folsom Community Development Department verifying that all fire prevention items have been addressed on-site to the satisfaction of the City of Folsom Fire Department and/or the EDHFD for the 178-acre area of the SPA within the EDHFD service area.</p>		
54-24	3A.14-3 (FPASP EIR/EIS)	<p><b><i>Incorporate Fire Flow Requirements into Project Designs.</i></b></p> <p>The project applicant(s) of all project phases shall incorporate into their project designs fire flow requirements based on the California Fire Code, Folsom Fire Code, and/or EDHFD for those areas of the SPA within the EDHFD service area and shall verify to City of Folsom Fire Department that adequate water flow is available, prior to approval of improvement plans and issuance of occupancy permits or final inspections for all project phases.</p>	Before issuance of building permits and issuance of occupancy permits or final inspections for all project phases.	City of Folsom Fire Department, City of Folsom Community Development Department
<b>TRAFFIC AND TRANSPORTATION</b>				
54-25	3A.15-1a (FPASP EIR/EIS)	<p><b><i>The Applicant Shall Pay a Fair Share to Fund the Construction of Improvements to the Folsom Boulevard/Blue Ravine Road Intersection (Intersection I).</i></b></p> <p>To ensure that the Folsom Boulevard/Blue Ravine Road intersection operates at an acceptable LOS, the eastbound approach must be reconfigured to consist of two left-turn lanes, one through lane, and one right-turn lane. The applicant shall pay its proportionate share of funding</p>	A phasing analysis shall be performed prior to approval of the first subdivision map to determine when the improvement should be	City of Folsom Public Works Department

		of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by applicant, to reduce the impacts to the Folsom Boulevard/Blue Ravine Road intersection (Intersection 1).	implemented and when fair share funding should be paid.	
54-26	3A.15-1b (FPASP EIR/EIS)	<b><i>The Applicant Shall Pay a Fair Share to Fund the Construction of Improvements at the Sibley Street/Blue Ravine Road Intersection (Intersection 2).</i></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
54-27	3A.15-1c (FPASP EIR/EIS)	<b><i>The Applicant Shall Fund and Construct Improvements to the Scott Road (West)/White Rock Road Intersection (Intersection 28).</i></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
54-28	3A.15-1e (FPASP EIR/EIS)	<b><i>Fund and Construct Improvements to the Hillside Drive/Easton Valley Parkway Intersection (Intersection 41).</i></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

54-29	3A.15-1f (FPASP EIR/EIS)	<p><b><i>Fund and Construct Improvements to the Oak Avenue Parkway/Middle Road Intersection (Intersection 44).</i></b></p> <p>To ensure that the Oak Avenue Parkway/Middle Road intersection operates at an acceptable LOS, control all movements with a stop sign. The applicant shall fund and construct these improvements.</p>	A phasing analysis shall be performed prior to approval of the first subdivision map to determine when the improvement should be implemented.	City of Folsom Public Works Department
54-30	3A.15-1h (FPASP EIR/EIS)	<p><b><i>Participate in Fair Share Funding of Improvements to Reduce Impacts to the Hazel Avenue/Folsom Boulevard Intersection (Sacramento County Intersection 2).</i></b></p> <p>To ensure that the Hazel Avenue/Folsom Boulevard intersection operates at an acceptable LOS, this intersection must be grade separated including “jug handle” ramps. No at grade improvement is feasible. Grade separating and extended (south) Hazel Avenue with improvements to the U.S. 50/Hazel Avenue interchange is a mitigation measure for the approved Easton-Glenbrough Specific Plan development project. The applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a program established by that agency to reduce the impacts to the Hazel Avenue/Folsom Boulevard intersection (Sacramento County Intersection 2).</p>	A phasing analysis shall be performed prior to approval of the first subdivision map to determine when the improvement should be implemented.	Sacramento County Public Works Department and Caltrans
54-31	3A.15-1i (FPASP EIR/EIS)	<p><b><i>Participate in Fair Share Funding of Improvements to Reduce Impacts on the Grant Line Road/White Rock Road Intersection and to White Rock Road widening between the Rancho Cordova City limit to Prairie City Road (Sacramento County Intersection 3).</i></b></p> <p>Improvements must be made to ensure that the Grant Line Road/White Rock Road intersection operates at an acceptable LOS. The currently County proposed White Rock Road widening project will widen and realign White Rock Road from the Rancho Cordova City limit to the El Dorado County line (this analysis assumes that the Proposed Project and build alternatives will widen White Rock Road to five lanes from Prairie City road to the El Dorado County Line). This widening includes improvements to the Grant Line Road intersection and realigning White Rock Road to be the through movement. The improvements include two</p>	Before project build out. Design of the White Rock Road widening to four lanes, from Grant Line Road to Prairie City Road, with Intersection improvements has begun, and because this widening project is environmentally cleared and fully	Sacramento County Public Works Department

		<p>eastbound through lanes, one eastbound right turn lane, two northbound left turn lanes, two northbound right turn lanes, two westbound left turn lanes and two westbound through lanes. This improvement also includes the signalization of the White Rock Road and Grant Line Road intersection. With implementation of this improvement, the intersection would operate at an acceptable LOS A. The applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a program established by that agency to reduce the impacts to the Grant Line Road/White Rock Road intersection (Sacramento County Intersection 3).</p>	<p>funded, it's construction is expected to be complete before the first phase of the Proposed Project or alternative is built.</p>	
54-32	3A.15-1j (FPASP EIR/EIS)	<p><b><i>Participate in Fair Share Funding of Improvements to Reduce Impacts on Hazel Avenue between Madison Avenue and Curragh Downs Drive (Roadway Segment 10).</i></b></p> <p>To ensure that Hazel Avenue operates at an acceptable LOS between Curragh Downs Drive and Gold Country Boulevard, Hazel Avenue must be widened to six lanes. This improvement is part of the County adopted Hazel Avenue widening project.</p>	<p>Before project build out. Construction of phase two of the Hazel Avenue widening, from Madison Avenue to Curragh Downs Drive, is expected to be completed by year 2013, before the first phase of the Proposed Project or alternative is complete. The applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a program established by that agency to reduce</p>	<p>Sacramento County Public Works Department</p>



			the impacts to Hazel Avenue between Madison Avenue and Curragh Downs Drive (Sacramento County Roadway Segment 10).	
54-33	3A.15-11 (FPASP EIR/EIS)	<p><b><i>Participate in Fair Share Funding of Improvements to Reduce Impacts on the White Rock Road/Windfield Way Intersection (El Dorado County Intersection 3).</i></b></p> <p>To ensure that the White Rock Road/Windfield Way intersection operates at an acceptable LOS, the intersection must be signalized and separate northbound left and right turn lanes must be striped. The applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a program established by that agency to reduce the impacts to the White Rock Road/Windfield Way intersection (El Dorado County Intersection 3).</p>	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.	El Dorado County Department of Transportation
54-34	3A.15-1o (FPASP EIR/EIS)	<p><b><i>Participate in Fair Share Funding of Improvements to Reduce Impacts on Eastbound U.S. 50 as an alternative to improvements at the Folsom Boulevard/U.S. 50</i></b></p> <p>Eastbound Ramps Intersection (Caltrans Intersection 4). Congestion on eastbound U.S. 50 is causing vehicles to use Folsom Boulevard as an alternate parallel route until they reach U.S. 50, where they must get back on the freeway due to the lack of a parallel route. It is preferred to alleviate the congestion on U.S. 50 than to upgrade the intersection at the end of this reliever route. The applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a program established by that agency to reduce the impacts to the Folsom Boulevard/U.S. 50 Eastbound Ramps intersection (Caltrans Intersection 4). To ensure that the Folsom Boulevard/U.S. 50 eastbound ramps intersection operates at an acceptable LOS, auxiliary lanes should be added to eastbound U.S. 50 from Hazel Avenue to east of Folsom</p>	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.	City of Folsom Public Works Department and Sacramento County Department of Transportation

		Boulevard. This was recommended in the Traffic Operations Analysis Report for the U.S. 50 Auxiliary Lane Project.		
54-35	3A.15-1p (FPASP EIR/EIS)	<p><b><i>Participate in Fair Share Funding of Improvements to Reduce Impacts on the Grant Line Road/ State Route 16 Intersection (Caltrans Intersection 12).</i></b></p> <p>To ensure that the Grant Line Road/State Route 16 intersection operates at an acceptable LOS, the northbound and southbound approaches must be reconfigured to consist of one left-turn lane and one shared through/right-turn lane. Protected left-turn signal phasing must be provided on the northbound and southbound approaches. Improvements to the Grant Line Road/State Route 16 intersection are contained within the County Development Fee Program and are scheduled for Measure A funding.</p> <p>Improvements to this intersection must be implemented by Caltrans, Sacramento County, and the City of Rancho Cordova.</p> <p>The applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a program established by that agency to reduce the impacts to the Grant Line Road/State Route 16 intersection (Caltrans Intersection 12).</p>	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.	Sacramento County Department of Transportation and the City of Rancho Cordova Department of Public Works
54-36	3A.15-1q (FPASP EIR/EIS)	<p><b><i>Participate in Fair Share Funding of Improvements to Reduce Impacts on Eastbound U.S. 50 between Zinfandel Drive and Sunrise Boulevard (Freeway Segment 1).</i></b></p> <p>To ensure that Eastbound U.S. 50 operates at an acceptable LOS between Zinfandel Drive and Sunrise Boulevard, a bus-carpool (HOV) lane must be constructed. This improvement is currently planned as part of the Sacramento 50 Bus-Carpool Lane and Community Enhancements Project. The applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a program established by that agency to reduce the impacts to Eastbound U.S. 50 between Zinfandel Drive and Sunrise Boulevard (Freeway Segment 1).</p>	Before project build out. Construction of the Sacramento 50 Bus-Carpool Lane and Community Enhancements Project is expected to be completed by year 2013, before the first phase of the Proposed Project or alternative is complete. Construction of the	Caltrans

			Sacramento 50 Bus-Carpool Lane and Community Enhancements Project has started since the writing of the Draft EIS/EIR.	
54-37	3A.15-1r (FPASP EIR/EIS)	<p><b><i>Participate in Fair Share Funding of Improvements to Reduce Impacts on Eastbound U.S. 50 between Hazel Avenue and Folsom Boulevard (Freeway Segment 3).</i></b></p> <p>To ensure that Eastbound U.S. 50 operates at an acceptable LOS between Hazel Avenue and Folsom Boulevard, an auxiliary lane must be constructed. This improvement was recommended in the Traffic Operations Analysis Report for the U.S. 50 Auxiliary Lane Project. This improvement is included in the proposed 50 Corridor Mobility Fee Program.</p> <p>The applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a program established by that agency to reduce the impacts to Eastbound U.S. 50 between Hazel Avenue and Folsom Boulevard (Freeway Segment 3).</p>	Before project build out. A phasing analysis should be performed to determine during which project phase the improvement should be built.	City of Folsom Public Works Department and Sacramento County Department of Transportation
54-38	3A.15-1s (FPASP EIR/EIS)	<p><b><i>Participate in Fair Share Funding of Improvements to Reduce Impacts on Eastbound U.S. 50 between Folsom Boulevard and Prairie City Road (Freeway Segment 4).</i></b></p> <p>To ensure that Eastbound U.S. 50 operates at an acceptable LOS between Folsom Boulevard and Prairie City Road, an auxiliary lane must be constructed. This improvement was recommended in the Traffic Operations Analysis Report for the U.S. 50 Auxiliary Lane Project. This improvement is included in the proposed 50 Corridor Mobility Fee Program. The applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by applicant, to reduce the impacts to Eastbound U.S. 50 between Folsom Boulevard and Prairie City Road (Freeway Segment 4).</p>	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.	City of Folsom Public Works Department and Sacramento County Department of Transportation

54-39	3A.15-1u (FPASP EIR/EIS)	<p><b><i>Participate in Fair Share Funding of Improvements to Reduce Impacts on Westbound U.S. 50 between Prairie City Road and Folsom Boulevard (Freeway Segment 16).</i></b></p> <p>To ensure that Westbound U.S. 50 operates at an acceptable LOS between Prairie City Road and Folsom Boulevard, an auxiliary lane must be constructed. This improvement was recommended in the Traffic Operations Analysis Report for the U.S. 50 Auxiliary Lane Project. This improvement is included in the proposed 50 Corridor Mobility Fee Program. The applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by applicant, to reduce the impacts to Westbound U.S. 50 between Prairie City Road and Folsom Boulevard (Freeway Segment 16).</p>	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.	City of Folsom Public Works Department and Sacramento County Department of Transportation
54-40	3A.15-1v (FPASP EIR/EIS)	<p><b><i>Participate in Fair Share Funding of Improvements to Reduce Impacts on Westbound U.S. 50 between Hazel Avenue and Sunrise Boulevard (Freeway Segment 18).</i></b></p> <p>To ensure that Westbound U.S. 50 operates at an acceptable LOS between Hazel Avenue and Sunrise Boulevard, an auxiliary lane must be constructed. This improvement was recommended in the Traffic Operations Analysis Report for the U.S. 50 Auxiliary Lane Project and included in the proposed Rancho Cordova Parkway interchange project. Improvements to this freeway segment must be implemented by Caltrans. The applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a program established by that agency to reduce the impacts to Westbound U.S. 50 between Hazel Avenue and Sunrise Boulevard (Freeway Segment 18).</p>	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.	City of Rancho Cordova Department of Public Works and Sacramento County Department of Transportation
54-41	3A.15-1w (FPASP EIR/EIS)	<p><b><i>Participate in Fair Share Funding of Improvements to Reduce Impacts on U.S. 50 Eastbound/Folsom Boulevard Ramp Merge (Freeway Merge 4).</i></b></p> <p>To ensure that Eastbound U.S. 50 operates at an acceptable LOS at the Folsom Boulevard merge, an auxiliary lane from the Folsom Boulevard merge to the Prairie City Road diverge must be constructed. This improvement was recommended in the Traffic Operations Analysis Report for the U.S. 50 Auxiliary Lane Project. This improvement is</p>	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during	City of Folsom Public Works Department and Sacramento County Department of Transportation

		included in the proposed 50 Corridor Mobility Fee Program. The applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a program established by that agency to reduce the impacts to the U.S. 50 Eastbound/Folsom Boulevard Ramp Merge (Freeway Merge 4).	which project phase the improvement should be built.	
54-42	3A.15-1x (FPASP EIR/EIS)	<b><i>Participate in Fair Share Funding of Improvements to Reduce Impacts on U.S. 50 Eastbound/Prairie City Road Diverge (Freeway Diverge 5).</i></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 applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by applicant, to reduce the impacts to the U.S. 50 Eastbound/Prairie City Road diverge (Freeway Diverge 5).	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.	City of Folsom Public Works Department and Sacramento County Department of Transportation
54-43	3A.15-1y (FPASP EIR/EIS)	<b><i>Participate in Fair Share Funding of Improvements to Reduce Impacts on U.S. 50 Eastbound/Prairie City Road Direct Merge (Freeway Merge 6).</i></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
54-44	3A.15-1z (FPASP EIR/EIS)	<b><i>Participate in Fair Share Funding of Improvements to Reduce Impacts on U.S. 50 Eastbound/Prairie City Road Flyover On-Ramp to Oak Avenue Parkway Off-Ramp Weave (Freeway Weave 8).</i></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	Before project build out. A phasing analysis should be performed prior to approval of the first	City of Folsom Public Works Department

		<p>eliminate the unacceptable weaving conditions. Such an improvement may involve a “braided ramp”.</p> <p>The applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by applicant, to reduce the impacts to the U.S. 50 Eastbound / Prairie City Road flyover on-ramp to Oak Avenue Parkway off-ramp weave (Freeway Weave 8).</p>	<p>subdivision map to determine during which project phase the improvement should be built.</p>	
54-45	3A.15-1aa (FPASP EIR/EIS)	<p><b><i>Participate in Fair Share Funding of Improvements to Reduce Impacts on U.S. 50 Eastbound/Oak Avenue Parkway Loop Merge (Freeway Merge 9).</i></b></p> <p>To ensure that Eastbound U.S. 50 operates at an acceptable LOS at the Oak Avenue Parkway loop merge, an auxiliary lane to the East Bidwell Street – Scott Road diverge must be constructed. This auxiliary lane improvement is included in the proposed 50 Corridor Mobility Fee Program. The applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by applicant, to reduce the impacts to the U.S. 50 Eastbound/ Oak Avenue Parkway loop merge (Freeway Merge 9).</p>	<p>Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.</p>	City of Folsom Public Works Department
54-46	3A.15-1dd (FPASP EIR/EIS)	<p><b><i>Participate in Fair Share Funding of Improvements to Reduce Impacts on U.S. 50 Westbound/Empire Ranch Road Loop Ramp Merge (Freeway Merge 23).</i></b></p> <p>To ensure that Westbound U.S. 50 operates at an acceptable LOS, the northbound Empire Ranch Road loop on ramp should start the westbound auxiliary lane that ends at the East Bidwell Street – Scott Road off ramp. The slip on ramp from southbound Empire Ranch Road would merge into this extended auxiliary lane. Improvements to this freeway segment must be implemented by Caltrans. The applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by applicant, to reduce the impacts to the U.S. 50 Westbound/Empire Ranch Road loop ramp merge (Freeway Merge 23).</p>	<p>Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.</p>	City of Folsom Public Works Department

54-47	3A.15-1ee (FPASP EIR/EIS)	<p><b><i>Participate in Fair Share Funding of Improvements to Reduce Impacts on U.S. 50 Westbound/Oak Avenue Parkway Loop Ramp Merge (Freeway Merge 29).</i></b></p> <p>To ensure that Westbound U.S. 50 operates at an acceptable LOS, the northbound Oak Avenue Parkway loop on ramp should start the westbound auxiliary lane that ends at the Prairie City Road off ramp. The slip on ramp from southbound Oak Avenue Parkway would merge into this extended auxiliary lane. Improvements to this freeway segment must be implemented by Caltrans. The applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by applicant, to reduce the impacts to the U.S. 50 Westbound/Oak Avenue Parkway loop ramp merge (Freeway Merge 29).</p>	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.	City of Folsom Public Works Department
54-48	3A.15-1ff (FPASP EIR/EIS)	<p><b><i>Participate in Fair Share Funding of Improvements to Reduce Impacts on U.S. 50 Westbound/Prairie City Road Loop Ramp Merge (Freeway Merge 32).</i></b></p> <p>To ensure that Westbound U.S. 50 operates at an acceptable LOS at the Prairie City Road loop ramp merge, an auxiliary lane to the Folsom Boulevard off ramp diverge must be constructed. This auxiliary lane improvement is included in the proposed 50 Corridor Mobility Fee Program. The applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by applicant, to reduce the impacts to the U.S. 50 Westbound/Prairie City Road Loop Ramp Merge (Freeway Merge 32).</p>	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.	City of Folsom Public Works Department and Sacramento County Department of Transportation
54-49	3A.15-1gg (FPASP EIR/EIS)	<p><b><i>Participate in Fair Share Funding of Improvements to Reduce Impacts on U.S. 50 Westbound/Prairie City Road Direct Ramp Merge (Freeway Merge 33).</i></b></p> <p>To ensure that Westbound U.S. 50 operates at an acceptable LOS at the Prairie City Road direct ramp merge, an auxiliary lane to the Folsom Boulevard off ramp diverge must be constructed. This auxiliary lane improvement is included in the proposed 50 Corridor Mobility Fee Program. The applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by applicant, to reduce the</p>	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the	City of Folsom Public Works Department and Sacramento County Department of Transportation

		impacts to the U.S. 50 Westbound/Prairie City Road direct ramp merge (Freeway Merge 33).	improvement should be built.	
54-50	3A.15-1hh (FPASP EIR/EIS)	<b><i>Participate in Fair Share Funding of Improvements to Reduce Impacts on U.S. 50 Eastbound/Folsom Boulevard Diverge (Freeway Diverge 34).</i></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
54-51	3A.15-1ii (FPASP EIR/EIS)	<b><i>Participate in Fair Share Funding of Improvements to Reduce Impacts on U.S. 50 Westbound/Hazel Avenue Direct Ramp Merge (Freeway Merge 38).</i></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
54-52	3A.15-2a (FPASP EIR/EIS)	<b><i>Develop Commercial Support Services and Mixed-use Development Concurrent with Housing Development and Develop and Provide Options for Alternative Transportation Modes.</i></b>  The project applicant(s) for any particular discretionary development application including commercial or mixed-use development along with residential uses shall develop commercial and mixed-use development concurrent with housing development, to the extent feasible in light of market realities and other considerations, to internalize vehicle trips.	Before approval of improvement plans for all project phases any particular discretionary development application that	City of Folsom Public Works Department



		<p>Pedestrian and bicycle facilities shall be implemented to the satisfaction of the City Public Works Department. To further minimize impacts from the increased demand on area roadways and intersections, the project applicant(s) for any particular discretionary development application involving schools or commercial centers shall develop and implement safe and secure bicycle parking to promote alternative transportation uses and reduce the volume of single-occupancy vehicles using area roadways and intersections. The project applicant(s) for any particular discretionary development application shall participate in capital improvements and operating funds for transit service to increase the percent of travel by transit. The project's fair-share participation and the associated timing of the improvements and service shall be identified in the project conditions of approval and/or the project's development agreement. Improvements and service shall be coordinated, as necessary, with Folsom Stage Lines and Sacramento RT.</p>	<p>includes residential and commercial or mixed-use development. As a condition of project approval and/or as a condition of the development agreement for all project phases.</p>	
54-53	3A.15-2b (FPASP EIR/EIS)	<p><b><i>Participate in the City's Transportation System Management Fee Program.</i></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.</p>	<p>Concurrent with construction for all project phases.</p>	<p>City of Folsom Public Works Department</p>
54-54	3A.15-2c (FPASP EIR/EIS)	<p><b><i>Participate with the 50 Corridor Transportation Management Association.</i></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.</p>	<p>Concurrent with construction for all project phases.</p>	<p>City of Folsom Public Works Department</p>
54-55	3A.15-3 (FPASP EIR/EIS)	<p><b><i>Pay Full Cost of Identified Improvements that Are Not Funded by the City's Fee Program.</i></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.</p>	<p>As a condition of project approval and/or as a condition of the development agreement for all project phases.</p>	<p>City of Folsom Public Works Department</p>

54-56	3A.15-4a (FPASP EIR/EIS)	<p><b><i>The Applicant Shall Pay a Fair Share to Fund the Construction of Improvements to the Sibley Street/Blue Ravine Road Intersection (Folsom Intersection 2).</i></b></p> <p>To ensure that the Sibley Street/Blue Ravine Road intersection operates at a LOS D with less than the Cumulative No Project delay, the northbound approach must be reconfigured to consist of two left-turn lane, two through lanes, and one dedicated right-turn lane. The applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by applicant, to reduce the impacts to the Sibley Street/Blue Ravine Road intersection (Folsom Intersection 2).</p>	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.	City of Folsom Public Works Department
54-57	3A.15-4b (FPASP EIR/EIS)	<p><b><i>The Applicant Shall Pay a Fair Share to Fund the Construction of Improvements to the Oak Avenue Parkway/East Bidwell Street Intersection (Folsom Intersection 6).</i></b></p> <p>To ensure that the Oak Avenue Parkway/East Bidwell Street intersection operates at an acceptable LOS, the eastbound (East Bidwell Street) approach must be reconfigured to consist of two left-turn lanes, four through lanes and a right-turn lane, and the westbound (East Bidwell Street) approach must be reconfigured to consist of two left turn lanes, four through lanes, and a right-turn lane. It is against the City of Folsom policy to have eight lane roads because of the impacts to non-motorized traffic and adjacent development; therefore, this improvement is infeasible.</p>	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.	City of Folsom Public Works Department
54-58	3A.15-4c (FPASP EIR/EIS)	<p><b><i>The Applicant Shall Pay a Fair Share to Fund the Construction of Improvements to the East Bidwell Street/College Street Intersection (Folsom Intersection 7).</i></b></p> <p>To ensure that the East Bidwell Street/College Street intersection operates at acceptable LOS C or better, the westbound approach must be reconfigured to consist of one left-turn lane, one left-through lane, and two dedicated right-turn lanes. The applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by applicant, to reduce the impacts to the East Bidwell Street/Nesmith Court intersection (Folsom Intersection 7).</p>	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the	City of Folsom Public Works Department

			improvement should be built.	
54-59	3A.15-4d (FPASP EIR/EIS)	<p><b><i>The Applicant Shall Pay a Fair Share to Fund the Construction of Improvements to the East Bidwell Street/Iron Point Road Intersection (Folsom Intersection 21).</i></b></p> <p>To ensure that the East Bidwell Street /Iron Point Road intersection operates at an acceptable LOS, the northbound approach must be reconfigured to consist of two left-turn lanes, four through lanes and a right-turn lane, and the southbound approach must be reconfigured to consist of two left-turn lanes, four through lanes and a right-turn lane. It is against the City of Folsom policy to have eight lane roads because of the impacts to non-motorized traffic and adjacent development; therefore, this improvement is infeasible.</p>	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.	City of Folsom Public Works Department
54-60	3A.15-4e (FPASP EIR/EIS)	<p><b><i>The Applicant Shall Pay a Fair Share to Fund the Construction of Improvements to the Serpa Way/ Iron Point Road Intersection (Folsom Intersection 23).</i></b></p> <p>To improve LOS at the Serpa Way/ Iron Point Road intersection, the northbound approaches must be restriped to consist of one left-turn lane, one shared left-through lanes, and one right-turn lane. The applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by applicant, to reduce the impacts to the Serpa Way/Iron Point Road Intersection (Folsom Intersection 23).</p>	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.	City of Folsom Public Works Department
54-61	3A.15-4f (FPASP EIR/EIS)	<p><b><i>The Applicant Shall Pay a Fair Share to Fund the Construction of Improvements to the Empire Ranch Road/Iron Point Road Intersection (Folsom Intersection 24).</i></b></p> <p>To ensure that the Empire Ranch Road / Iron Point Road intersection operates at a LOS D or better, all of the following improvements are required: The eastbound approach must be reconfigured to consist of one left-turn lane, two through lanes, and a right-turn lane. The westbound approach must be reconfigured to consist of two left-turn lanes, one through lane, and a through-right lane. The northbound approach must be</p>	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project	City of Folsom Public Works Department

		reconfigured to consist of two left-turn lanes, three through lanes, and a right-turn lane. The southbound approach must be reconfigured to consist of two left-turn lanes, three through lanes, and a right-turn lane. The applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by applicant, to reduce the impacts to the Empire Ranch Road / Iron Point Road Intersection Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built. (Folsom Intersection 24).	phase the improvement should be built.	
54-62	3A.15-4g (FPASP EIR/EIS)	<b><i>The Applicant Shall Fund and Construct Improvements to the Oak Avenue Parkway/Easton Valley Parkway Intersection (Folsom Intersection 33).</i></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
54-63	3A.15-4i (FPASP EIR/EIS)	<b><i>Participate in Fair Share Funding of Improvements to Reduce Impacts on the Grant Line Road/White Rock Road Intersection (Sacramento County Intersection 3).</i></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 reducing traffic impacts on this intersection by providing acceptable operation. Intersection improvements must be implemented by Sacramento County. The applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a program established by that agency to reduce the impacts to	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.	Sacramento County Department of Transportation.

		the Grant Line Road/White Rock Road Intersection (Sacramento County Intersection 3).		
54-64	3A.15-4j (FPASP EIR/EIS)	<p><b><i>Participate in Fair Share Funding of Improvements to Reduce Impacts on Grant Line Road between White Rock Road and Kiefer Boulevard (Sacramento County Roadway Segments 5-7).</i></b></p> <p>To improve operation on Grant Line Road between White Rock Road and Kiefer Boulevard, this roadway segment must be widened to six lanes. This improvement is proposed in the Sacramento County and the City of Rancho Cordova General Plans; however, it is not in the 2035 MTP. Improvements to this roadway segment must be implemented by Sacramento County and the City of Rancho Cordova. The applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a program established by that agency to reduce the impacts to Grant Line Road between White Rock Road and Kiefer Boulevard (Sacramento County Roadway Segments 5-7). The identified improvement would more than offset the impacts specifically related to the Folsom South of U.S. 50 project on this roadway segment.</p>	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.	Sacramento County Department of Transportation.
54-65	3A.15-4k (FPASP EIR/EIS)	<p><b><i>Participate in Fair Share Funding of Improvements to Reduce Impacts on Grant Line Road between Kiefer Boulevard and Jackson Highway (Sacramento County Roadway Segment 8).</i></b></p> <p>To improve operation on Grant Line Road between Kiefer Boulevard Jackson Highway, this roadway segment could be widened to six lanes. This improvement is proposed in the Sacramento County and the City of Rancho Cordova General Plans; however, it is not in the 2035 MTP. Improvements to this roadway segment must be implemented by Sacramento County and the City of Rancho Cordova. The applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a program established by that agency to reduce the impacts to Grant Line Road between Kiefer Boulevard and Jackson Highway (Sacramento County Roadway Segment 8). The identified improvement would more than offset the impacts specifically related to the Folsom South of U.S. 50 project on this roadway segment.</p>	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.	Sacramento County Department of Transportation.

54-66	3A.15-4l (FPASP EIR/EIS)	<p><b><i>Participate in Fair Share Funding of Improvements to Reduce Impacts on Hazel Avenue between Curragh Downs Drive and U.S. 50 Westbound Ramps (Sacramento County Roadway Segments 12-13).</i></b></p> <p>To improve operation on Hazel Avenue between Curragh Downs Drive and the U.S. 50 westbound ramps, this roadway segment could be widened to eight lanes. This improvement is inconsistent with Sacramento County’s general plan because the county’s policy requires a maximum roadway cross section of six lanes. Analysis shown later indicates that improvements at the impacted intersection in this segment can be mitigated (see Mitigation Measure 3A.15-4q). Improvements to impacted intersections on this segment will improve operations on this roadway segment and, therefore; mitigate this segment impact. The applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a program established by that agency to reduce the impacts to Hazel Avenue between Curragh Downs Drive and U.S. 50 Westbound Ramps (Sacramento County Roadway Segments 12-13).</p>	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.	Sacramento County Department of Transportation.
54-67	3A.15-4m (FPASP EIR/EIS)	<p><b><i>Participate in Fair Share Funding of Improvements to Reduce Impacts on White Rock Road between Grant Line Road and Prairie City Road (Sacramento County Roadway Segment 22).</i></b></p> <p>To improve operation on White Rock Road between Grant Line Road and Prairie City Road, this roadway segment must be widened to six lanes. This improvement is included in the 2035 MTP but is not included in the Sacramento County General Plan. Improvements to this roadway segment must be implemented by Sacramento County. The identified improvement would more than offset the impacts specifically related to the Folsom South of U.S. 50 project on this roadway segment. However, because of other development in the region that would substantially increase traffic levels, this roadway segment would continue to operate at an unacceptable LOS F even with the capacity improvements identified to mitigate Folsom South of U.S. 50 impacts. The applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a program established by that agency to reduce the impacts to White Rock Road between Grant Line Road and Prairie City Road (Sacramento County Roadway Segment 22).</p>	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.	Sacramento County Department of Transportation.

54-68	3A.15-4n (FPASP EIR/EIS)	<p><b><i>Participate in Fair Share Funding of Improvements to Reduce Impacts on White Rock Road between Empire Ranch Road and Carson Crossing Road (Sacramento County Roadway Segment 28).</i></b></p> <p>To improve operation on White Rock Road between Empire Ranch Road and Carson Crossing Road, this roadway segment must be widened to six lanes. Improvements to this roadway segment must be implemented by Sacramento County. The applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a program established by that agency to reduce the impacts to White Rock Road between Empire Ranch Road and Carson Crossing Road (Sacramento County Roadway Segment 28).</p>	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.	Sacramento County Department of Transportation.
54-69	3A.15-4o (FPASP EIR/EIS)	<p><b><i>Participate in Fair Share Funding of Improvements to Reduce Impacts on the White Rock Road/Carson Crossing Road Intersection (El Dorado County 1).</i></b></p> <p>To ensure that the White Rock Road/Carson Crossing Road intersection operates at an acceptable LOS, the eastbound right turn lane must be converted into a separate free right turn lane, or double right. Improvements to this intersection must be implemented by El Dorado County. The applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a program established by that agency to reduce the impacts to the White Rock Road/Carson Crossing Road Intersection (El Dorado County 1).</p>	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.	Sacramento County Department of Transportation.
54-70	3A.15-4p (FPASP EIR/EIS)	<p><b><i>Participate in Fair Share Funding of Improvements to Reduce Impacts on the Hazel Avenue/U.S. 50 Westbound Ramps Intersection (Caltrans Intersection 1).</i></b></p> <p>To ensure that the Hazel Avenue/U.S. 50 westbound ramps intersection operates at an acceptable LOS, the westbound approach must be reconfigured to consist of one dedicated left turn lane, one shared left through lane and three dedicated right-turn lanes. Improvements to this intersection must be implemented by Caltrans and Sacramento County. The applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a</p>	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the	Sacramento County Department of Transportation.

		program established by that agency to reduce the impacts to the Hazel Avenue/U.S. 50 Westbound Ramps Intersection (Caltrans Intersection 1).	improvement should be built.	
54-71	3A.15-4q (FPASP EIR/EIS)	<p><b><i>Participate in Fair Share Funding of Improvements to Reduce Impacts on Eastbound US 50 between Zinfandel Drive and Sunrise Boulevard (Freeway Segment 1).</i></b></p> <p>To ensure that Eastbound US 50 operates at an acceptable LOS between Zinfandel Drive and Sunrise Boulevard, an additional eastbound lane could be constructed. This improvement is not consistent with the Concept Facility in Caltrans State Route 50 Corridor System Management Plan; therefore, it is not likely to be implemented by Caltrans by 2030. Construction of the Capitol South East Connector, including widening White Rock Road and Grant Line Road to six lanes with limited access, could divert some traffic from U.S. 50 and partially mitigate the project’s impact. The applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a program established by that agency to reduce the impacts to Eastbound U.S. 50 between Zinfandel Drive and Sunrise Boulevard (Freeway Segment 1).</p>	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.	Sacramento County Department of Transportation.
54-72	3A.15-4r (FPASP EIR/EIS)	<p><b><i>Participate in Fair Share Funding of Improvements to Reduce Impacts on Eastbound US 50 between Rancho Cordova Parkway and Hazel Avenue (Freeway Segment 3).</i></b></p> <p>To ensure that Eastbound US 50 operates at an acceptable LOS between Rancho Cordova Parkway and Hazel Avenue, an additional eastbound lane could be constructed. This improvement is not consistent with the Concept Facility in Caltrans State Route 50 Corridor System Management Plan; therefore, it is not likely to be implemented by Caltrans by 2030. Construction of the Capitol South East Connector, including widening White Rock Road and Grant Line Road to six lanes with limited access, could divert some traffic off of U.S. 50 and partially mitigate the project’s impact. The applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a program established by that agency to reduce the impacts to Eastbound U.S. 50 between Rancho Cordova Parkway and Hazel Avenue (Freeway Segment 3).</p>	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.	Sacramento County Department of Transportation.



54-73	3A.15-4s (FPASP EIR/EIS)	<p><b><i>Participate in Fair Share Funding of Improvements to Reduce Impacts on Eastbound US 50 between Folsom Boulevard and Prairie City Road (Freeway Segment 5).</i></b></p> <p>To ensure that Eastbound US 50 operates at an acceptable LOS between Folsom Boulevard and Prairie City Road, the eastbound auxiliary lane should be converted to a mixed flow lane that extends to and drops at the Oak Avenue Parkway off ramp (see mitigation measure 3A.15-4t). Improvements to this freeway segment must be implemented by Caltrans. This improvement is not consistent with the Concept Facility in Caltrans State Route 50 Corridor System Management Plan; therefore, it is not likely to be implemented by Caltrans by 2030. Construction of the Capitol South East Connector, including widening White Rock Road and Grant Line Road to six lanes with limited access, could divert some traffic off of U.S. 50 and partially mitigate the project’s impact. The applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by applicant, to reduce the impacts to Eastbound U.S. 50 between Folsom Boulevard and Prairie City Road (Freeway Segment 5).</p>	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.	Sacramento County Department of Transportation.
54-74	3A.15-4t (FPASP EIR/EIS)	<p><b><i>Participate in Fair Share Funding of Improvements to Reduce Impacts on Eastbound US 50 between Prairie City Road and Oak Avenue Parkway (Freeway Segment 6).</i></b></p> <p>To ensure that Eastbound US 50 operates at an acceptable LOS between Prairie City Road and Oak Avenue Parkway, the northbound Prairie City Road slip on ramp should merge with the eastbound auxiliary lane that extends to and drops at the Oak Avenue Parkway off ramp (see Mitigation Measures 3A.15-4u, v and w), and the southbound Prairie City Road flyover on ramp should be braided over the Oak Avenue Parkway off ramp and start an extended full auxiliary lane to the East Bidwell Street – Scott Road off ramp. Improvements to this freeway segment must be implemented by Caltrans. The applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by applicant, to reduce the impacts to Eastbound U.S. 50 between Prairie City Road and Oak Avenue Parkway (Freeway Segment 6).</p>	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.	Sacramento County Department of Transportation.

54-75	3A.15-4u (FPASP EIR/EIS)	<p><b><i>Participate in Fair Share Funding of Improvements to Reduce Impacts on the U.S. 50 Eastbound / Prairie City Road Slip Ramp Merge (Freeway Merge 6).</i></b></p> <p>To ensure that Eastbound US 50 operates at an acceptable LOS, the northbound Prairie City Road slip on ramp should start the eastbound auxiliary lane that extends to and drops at the Oak Avenue Parkway off ramp (see mitigation measure 3A.15-4u, w and x), and the southbound Prairie City Road flyover on ramp should be braided over the Oak Avenue Parkway off ramp and start an extended full auxiliary lane to the East Bidwell Street – Scott Road off ramp. Improvements to this freeway segment must be implemented by Caltrans. The applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by applicant, to reduce the impacts to the U.S. 50 Eastbound / Prairie City Road slip ramp merge (Freeway Merge 6).</p>	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.	Sacramento County Department of Transportation.
54-76	3A.15-4v (FPASP EIR/EIS)	<p><b><i>Participate in Fair Share Funding of Improvements to Reduce Impacts on the U.S. 50 Eastbound / Prairie City Road Flyover On Ramp to Oak Avenue Parkway Off Ramp Weave (Freeway Weave 7).</i></b></p> <p>To ensure that Eastbound US 50 operates at an acceptable LOS, the northbound Prairie City Road slip on ramp should start the eastbound auxiliary lane that extends to and drops at the Oak Avenue Parkway off ramp (see mitigation measure 3A.15-4u, v and x), and the southbound Prairie City Road flyover on ramp should be braided over the Oak Avenue Parkway off ramp and start an extended full auxiliary lane to the East Bidwell Street – Scott Road off ramp. Improvements to this freeway segment must be implemented by Caltrans. The applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by applicant, to reduce the impacts to the U.S. 50 Eastbound / Prairie City Road Flyover On Ramp to Oak Avenue Parkway Off Ramp Weave (Freeway Weave 7).</p>	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.	Sacramento County Department of Transportation.
54-77	3A.15-4w (FPASP EIR/EIS)	<p><b><i>Participate in Fair Share Funding of Improvements to Reduce Impacts on U.S. 50 Eastbound / Oak Avenue Parkway Loop Ramp Merge (Freeway Merge 8).</i></b></p>	Before project build out. A phasing analysis should be	Sacramento County Department of Transportation.

		To ensure that Eastbound US 50 operates at an acceptable LOS, the southbound Oak Avenue Parkway loop on ramp should merge with the eastbound auxiliary lane that starts at the southbound Prairie City Road braided flyover on ramp and ends at the East Bidwell Street – Scott Road off ramp (see mitigation measure 3A.15-4u, v and w). Improvements to this freeway segment must be implemented by Caltrans. The applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by applicant, to reduce the impacts to U.S. 50 Eastbound / Oak Avenue Parkway Loop Ramp Merge (Freeway Merge 8).	performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.	
54-78	3A.15-4x (FPASP EIR/EIS)	<b><i>Participate in Fair Share Funding of Improvements to Reduce Impacts on U.S. 50 Westbound / Empire Ranch Road Loop Ramp Merge (Freeway Merge 27).</i></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.
54-79	3A.15-4y (FPASP EIR/EIS)	<b><i>Participate in Fair Share Funding of Improvements to Reduce Impacts on U.S. 50 Westbound / Prairie City Road Loop Ramp Merge (Freeway Merge 35).</i></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	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.	Sacramento County Department of Transportation.

		applicant, to reduce the impacts to the U.S. 50 Westbound / Prairie City Road Loop Ramp Merge (Freeway Merge 35).		
<b>UTILITIES AND SERVICE SYSTEMS</b>				
54-80	3A.16-1 (FPASP EIR/EIS)	<p><b><i>Submit Proof of Adequate On- and Off-Site Wastewater Conveyance Facilities and Implement On- and Off-Site Infrastructure Service Systems or Ensure That Adequate Financing Is Secured.</i></b></p> <p>Before the approval of the final map and issuance of building permits for all project phases, the project applicant(s) of all project phases shall submit proof to the City of Folsom that an adequate wastewater conveyance system either has been constructed or is ensured through payment of the City’s facilities augmentation fee as described under the Folsom Municipal Code Title 3, Chapter 3.40, “Facilities Augmentation Fee – Folsom South Area Facilities Plan,” or other sureties to the City’s satisfaction. Both on-site wastewater conveyance infrastructure and off-site force main sufficient to provide adequate service to the project shall be in place for the amount of development identified in the tentative map before approval of the final map and issuance of building permits for all project phases, or their financing shall be ensured to the satisfaction of the City.</p>	Before approval of final maps and issuance of building permits for any project phases.	City of Folsom Community Development Department and City of Folsom Public Works Department
54-81	3A.16-3 (FPASP EIR/EIS)	<p><b><i>Demonstrate Adequate SRWTP Wastewater Treatment Capacity.</i></b></p> <p>The project applicant(s) of all project phases shall demonstrate adequate capacity at the SRWTP for new wastewater flows generated by the project. This shall involve preparing a tentative map-level study and paying connection and capacity fees as identified by SRCSD. Approval of the final map and issuance of building permits for all project phases shall not be granted until the City verifies adequate SRWTP capacity is available for the amount of development identified in the tentative map.</p>	Before approval of final maps and issuance of building permits for any project phases.	City of Folsom Community Development Department and City of Folsom Public Works Department
54-82	3A.18-1 (FPASP EIR/EIS)	<p><b><i>Submit Proof of Surface Water Supply Availability.</i></b></p> <p>a. Prior to approval of any small-lot tentative subdivision map subject to Government Code Section 66473.7 (SB 221), the City shall comply with that statute. Prior to approval of any small-lot tentative subdivision map for a proposed residential project not subject to that statute, the City need not comply with Section 66473.7, or formally consult with any public water system that would provide water to the affected area; nevertheless, the City shall make a factual showing or impose conditions similar to</p>	Before approval of final maps and issuance of building permits for any project phases.	City of Folsom Community Development Department and City of Folsom Public Works Department

		<p>those required by Section 66473.7 to ensure an adequate water supply for development authorized by the map.</p> <p>b. Prior to recordation of each final subdivision map, or prior to City approval of any similar project-specific discretionary approval or entitlement required for nonresidential uses, the project applicant(s) of that project phase or activity shall demonstrate the availability of a reliable and sufficient water supply from a public water system for the amount of development that would be authorized by the final subdivision map or project-specific discretionary nonresidential approval or entitlement. Such a demonstration shall consist of information showing that both existing sources are available or needed supplies and improvements will be in place prior to occupancy.</p>		
54-83	3A.18-2a (FPASP EIR/EIS)	<p><b><i>Submit Proof of Adequate Off-Site Water Conveyance Facilities and Implement Off-Site Infrastructure Service System or Ensure That Adequate Financing Is Secured.</i></b></p> <p>Before the approval of the final subdivision map and issuance of building permits for all project phases, the project applicant(s) of any particular discretionary development application shall submit proof to the City of Folsom that an adequate off-site water conveyance system either has been constructed or is ensured or other sureties to the City’s satisfaction. The off-site water conveyance infrastructure sufficient to provide adequate service to the project shall be in place for the amount of development identified in the tentative map before approval of the final subdivision map and issuance of building permits for all project phases, or their financing shall be ensured to the satisfaction of the City. A certificate of occupancy shall not be issued for any building within the SPA until the water conveyance infrastructure sufficient to serve such building has been constructed and is in place.</p>	Before approval of final maps and issuance of building permits for any project phases.	City of Folsom Community Development Department and City of Folsom Public Works Department
54-84	3A.18-2b (FPASP EIR/EIS)	<p><b><i>Demonstrate Adequate Off-Site Water Treatment Capacity (if the Off-Site Water Treatment Plant Option is Selected).</i></b></p> <p>If an off-site water treatment plant (WTP) alternative is selected (as opposed to the on-site WTP alternative), the project applicant(s) for any particular discretionary development application shall demonstrate adequate capacity at the off-site WTP. This shall involve preparing a tentative map–level study and paying connection and capacity fees as</p>	Before approval of final maps and issuance of building permits for any project phases.	City of Folsom Community Development Department and City of Folsom Public Works Department

		determined by the City. Approval of the final project map shall not be granted until the City verifies adequate water treatment capacity either is available or is certain to be available when needed for the amount of development identified in the tentative map before approval of the final map and issuance of building permits for all project phases. A certificate of occupancy shall not be issued for any building within the SPA until the water treatment capacity sufficient to serve such building has been constructed and is in place.		
54-85	4.4-1 (Westland/ Eagle SPA)	<p><b><i>Conduct Environmental Awareness Training for Construction Employees.</i></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
54-86	4.4-7 (Westland/ Eagle SPA)	<p><b><i>Preconstruction Nesting Bird Survey.</i></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</p>	Before approval of grading or improvement plans or any ground	California Department of Fish and Game, and City of Folsom Community Development Department

		<p>prior to commencement of construction during the nesting season (1 February through 31 August).</p> <p>If active nests are found, a no-disturbance buffer around the nest shall be established. The buffer distance shall be established by a qualified biologist in consultation with CDFW. The buffer shall be maintained until the fledglings are capable of flight and become independent of the nest, to be determined by a qualified biologist. Once the young are independent of the nest, no further measures are necessary. Pre-construction nesting surveys are not required for construction activity outside of the nesting season.</p>	<p>disturbing activities, including grubbing or clearing, for any project phase.</p>	
54-87	3A.5-1a (Westland/ Eagle SPA)	<p><b><i>Comply with the Programmatic Agreement.</i></b></p> <p>The PA for the project is incorporated by reference. The PA provides a management framework for identifying historic properties, determining adverse effects, and resolving those adverse effects as required under Section 106 of the National Historic Preservation Act. This document is incorporated by reference. The PA is available for public inspection and review at the California Office of Historic Preservation 1725 23rd Street Sacramento, CA 95816.</p>	<p>During all construction phases</p>	<p>City of Folsom Community Development Department; U.S. Army Corp of Engineers;</p>
54-88	3A.5-2 (Westland/ Eagle SPA)	<p><b><i>Conduct Construction Personnel Education, Conduct On-Site Monitoring If Required, Stop Work if Cultural Resources are Discovered, Assess the Significance of the Find, and Perform Treatment or Avoidance as Required.</i></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</li> </ul>	<p>Before approval of grading or improvement plans or any ground disturbing activities, including grubbing or clearing, for any project phase.</p>	<p>City of Folsom Community Development Department; U.S. Army Corp of Engineers</p>

		<p>archaeologist. USACE should review and approve any recommendations by archaeologists with respect to monitoring.</p> <ul style="list-style-type: none"> <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>		
54-89	3A.5-3 (Westland/ Eagle SPA)	<p><b><i>Suspend Ground-Disturbing Activities if Human Remains are Encountered and Comply with California Health and Safety Code Procedures.</i></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</p>	During all ground disturbing activities, for any project phase.	Sacramento County Coroner; Native American Heritage Commission; City of Folsom Community Development Department

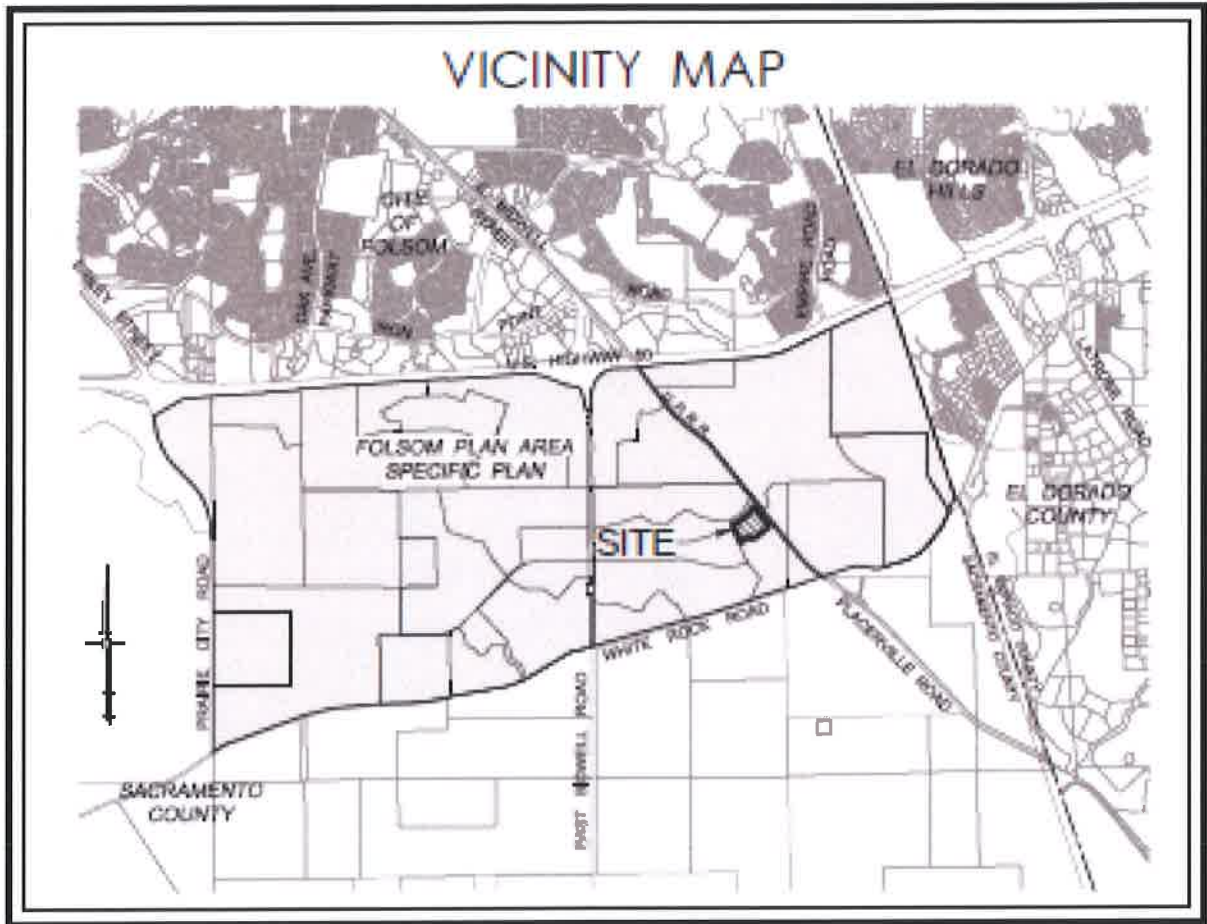
	<p>24 hours of making that determination (California Health and Safety Code Section 7050[c]).</p> <p>After the coroner’s findings are complete, the project applicant(s), an archaeologist, and the NAHC-designated Most Likely Descendant shall determine the ultimate treatment and disposition of the remains and take appropriate steps to ensure that additional human interments are not disturbed. The responsibilities for acting on notification of a discovery of Native American human remains are identified in Section 5097.9 of the California Public Resources Code.</p> <p>Upon the discovery of Native American remains, the procedures above regarding involvement of the applicable county coroner, notification of the NAHC, and identification of an Most Likely Descendant shall be followed. The project applicant(s) of all project phases shall ensure that the immediate vicinity (according to generally accepted cultural or archaeological standards and practices) is not damaged or disturbed by further development activity until consultation with the Most Likely Descendant has taken place. The Most Likely Descendant shall have 48 hours after being granted access to the site to inspect the site and make recommendations. A range of possible treatments for the remains may be discussed: nondestructive removal and analysis, preservation in place, relinquishment of the remains and associated items to the descendants, or other culturally appropriate treatment. As suggested by AB 2641 (Chapter 863, Statutes of 2006), the concerned parties may extend discussions beyond the initial 48 hours to allow for the discovery of additional remains. AB 2641(e) includes a list of site protection measures and states that the project applicant(s) shall comply with one or more of the following requirements:</p> <ul style="list-style-type: none"> <li>▶ record the site with the NAHC or the appropriate Information Center,</li> <li>▶ use an open-space or conservation zoning designation or easement, or</li> <li>▶ record a reinterment document with the county.</li> </ul> <p>The project applicant(s) or its authorized representative of all project phases shall rebury the Native American human remains and associated grave goods with appropriate dignity on the property in a location not subject to further subsurface disturbance if the NAHC is unable to identify an Most Likely Descendant or if the Most Likely Descendant fails to make a recommendation within 48 hours after being granted access to the site. The project applicant(s) or its authorized representative may also reinter the remains in a location not subject to further disturbance if it rejects the recommendation of the Most Likely Descendant and</p>		
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		<p>mediation by the NAHC fails to provide measures acceptable to the landowner. Ground disturbance in the zone of suspended activity shall not recommence without authorization from the archaeologist.</p> <p>Mitigation for the off-site elements outside of the City of Folsom's jurisdictional boundaries must be coordinated by the project applicant(s) of each applicable project phase with the affected oversight agency(ies) (i.e., El Dorado and/or Sacramento Counties, or Caltrans).</p> <p>The project applicants shall be required to submit to the City proof of compliance in the form of a completed training roster and copy of training materials.</p>		
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## **Attachment 3**

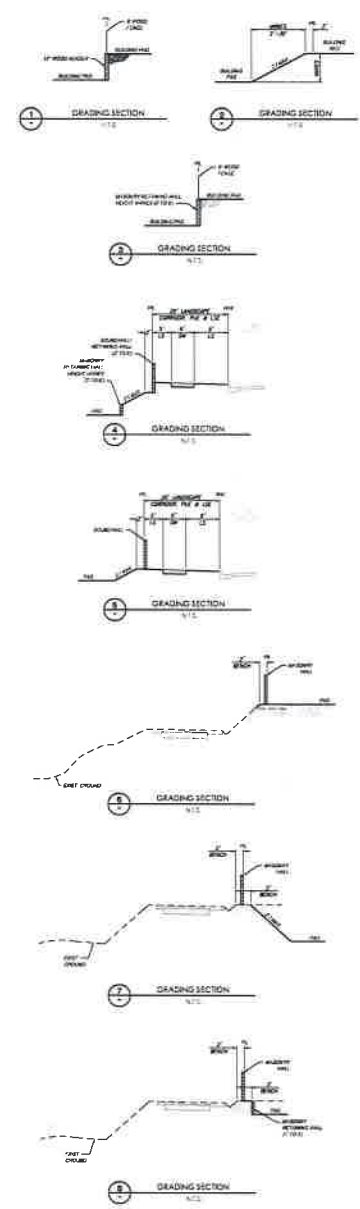
### **Vicinity Map**

# MANGINI RANCH PHASE 1C 4-PACK



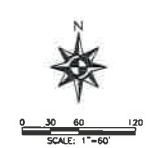
**Attachment 4**

**Small Lot Vesting Subdivision Map dated May 19, 2021**



LEGEND		
PROPOSED	DESCRIPTION	EXISTING
	SEWER LINE (SEE INDICATOR)	
	SEWER MANHOLE	
	CANYON DRAIN LINE (SEE INDICATOR)	
	STORM DRAIN MANHOLE	
	DROP INLET	
	STORM DRAIN LINE (SEE INDICATOR)	
	MANHOLE OUTLET	
	WATER LINE (SEE INDICATOR)	
	BLOW OFF VALVE	
	BUTTERFLY VALVE	
	GATE VALVE	
	FIRE HYDRANT ASSEMBLY	
	AIR RELEASE VALVE	
	SLOPE	
	P-4713	
	PAD GRADE	
	STREET GRADE	
	CENTERLINE ELEVATION	
	RETAINING WALL	

NOTES:  
 1. ALL EXISTING UTILITY LOCATIONS SHOWN ARE APPROXIMATE.  
 2. THE PROPOSED UTILITIES AND INFRASTRUCTURE SHOWN ARE CONCEPTUAL ONLY AND ARE SUBJECT TO REVISION.  
 3. UTILITIES MAY BE PHASED DEPENDING UPON THE DEVELOPMENT SCHEDULE OF THE PROJECT, SUBJECT TO THE REVIEW OF THE CITY OF FOLSOM.  
 4. THE EXISTING GROUND CONTOURS SHOWN ON THE LEGEND REPRESENT THE EXISTING GRADE CONDITION AND ARE FOR PLANNING LEVEL STUDIES ONLY.



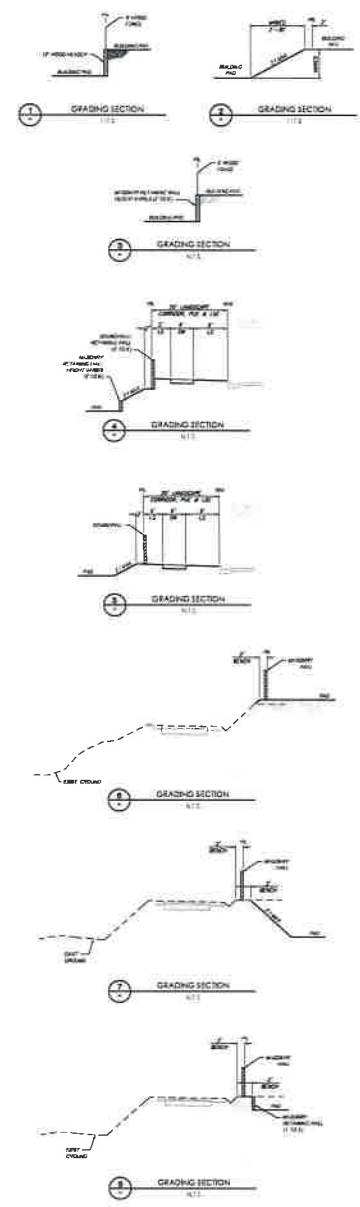
PRELIMINARY GRADING AND DRAINAGE PLAN  
 SMALL LOT VESTING TENTATIVE MAP  
**PHASE 1C 4-PACK**  
 a portion of Mangini Ranch Phase 1 of the Folsom Plan Area Specific Plan  
 Folsom, California

**MACKAY & SOMPS**  
 ENGINEERS PLANNERS SURVEYORS  
 May 19, 2021

**Attachment 5**

**Preliminary Grading and Drainage Plan dated March 19, 2021**





PROPOSED	DESCRIPTION	EXISTING
	SEWER LINE	
	SEWER MANHOLE	
	CENTERLINE (RETAINED)	
	STORM DRAIN MANHOLE	
	DROP INLET	
	STORM DRAIN LINE	
	INLET/OUTLET	
	WATER LINE	
	BLOW OFF VALVE	
	BUTTERFLY VALVE	
	GATE VALVE	
	FIRE HYDRANT ASSEMBLY	
	AIR RELEASE VALVE	
	SLOPE	
	P-477.3	
	PROG. GRADE	
	STREET GRADE	
	CENTERLINE ELEVATION	
	RETAINING WALL	

- NOTES:
1. ALL EXISTING UTILITY LOCATIONS SHOWN ARE APPROXIMATE.
  2. THE PROPOSED UTILITIES AND INFRASTRUCTURES SHOWN ARE CONCEPTUAL ONLY AND ARE SUBJECT TO REVISION.
  3. UTILITIES MAY BE PHASED DEPENDING UPON THE DEVELOPMENT SEQUENCE OF THE PROJECT, SUBJECT TO THE REVIEW OF THE CITY OF FOLSOM.
  4. THE EXISTING GROUND CONTOURS SHOWN ON THIS DRAWING REPRESENT THE EXISTING GRADE CONDITION AND ARE FOR PLANNING LEVEL STUDIES ONLY.



0 30 60 120  
SCALE: 1" = 60'

PRELIMINARY GRADING AND DRAINAGE PLAN  
SMALL LOT VESTING TENTATIVE MAP  
**PHASE 1C 4-PACK**  
a portion of Margini Ranch Phase 1 of the Folsom Plan Area Specific Plan  
Folsom, California  
**MACKAY & SOMPS**  
ENGINEERS PLANNERS SURVEYORS  
May 19, 2021

**Attachment 6**

**Residential Schematic Design dated April 7, 2021**



**PLAN 2BR  
WESTERN FARMHOUSE**

**PLAN 3  
MODERN PRAIRIE**

**Mangini Ranch Phase 1C - 4 Pack Cluster Series**

SHEET INDEX:

ARCHITECTURE:

- A0.0 TITLE SHEET
- A0.1 4 PACK TYPICAL PLOTTING
- A0.2 ENHANCED LOTS MAP
- A0.3 PERSPECTIVES

PLAN 1

- A1.0 PLAN 1 FRONT ELEVATIONS
- A1.1 PLAN 1 FLOOR PLANS
- A1.1.1 PLAN 1 ADDENDA
- A1.2 PLAN 1A EXTERIOR ELEVATIONS
- A1.3 PLAN 1B EXTERIOR ELEVATIONS
- A1.4 PLAN 1C EXTERIOR ELEVATIONS

PLAN 2

- A2.0 PLAN 2 FRONT ELEVATIONS
- A2.1 PLAN 2 FLOOR PLANS
- A2.1.1 PLAN 2 ADDENDA
- A2.1.2 PLAN 2 ADDENDA
- A2.2 PLAN 2A EXTERIOR ELEVATIONS
- A2.3 PLAN 2B EXTERIOR ELEVATIONS
- A2.4 PLAN 2C EXTERIOR ELEVATIONS

PLAN 3

- A3.0 PLAN 3 FRONT ELEVATIONS
- A3.1 PLAN 3 FLOOR PLANS
- A3.1.1 PLAN 3 ADDENDA
- A3.1.2 PLAN 3 ADDENDA
- A3.2 PLAN 3A EXTERIOR ELEVATIONS
- A3.3 PLAN 3B EXTERIOR ELEVATIONS
- A3.4 PLAN 3C EXTERIOR ELEVATIONS

PLAN 4

- A4.0 PLAN 4 FRONT ELEVATIONS
- A4.1 PLAN 4 FLOOR PLAN
- A4.1.1 PLAN 4 ADDENDA
- A4.2 PLAN 4A EXTERIOR ELEVATIONS
- A4.3 PLAN 4B EXTERIOR ELEVATIONS
- A4.4 PLAN 4C EXTERIOR ELEVATIONS

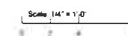


Architecture + Planning  
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**MANGINI RANCH PHASE 1C  
4-PACK CLUSTER SERIES**  
FOLSOM, CA #2020-0705

**SCHEMATIC DESIGN**  
APRIL 7, 2021

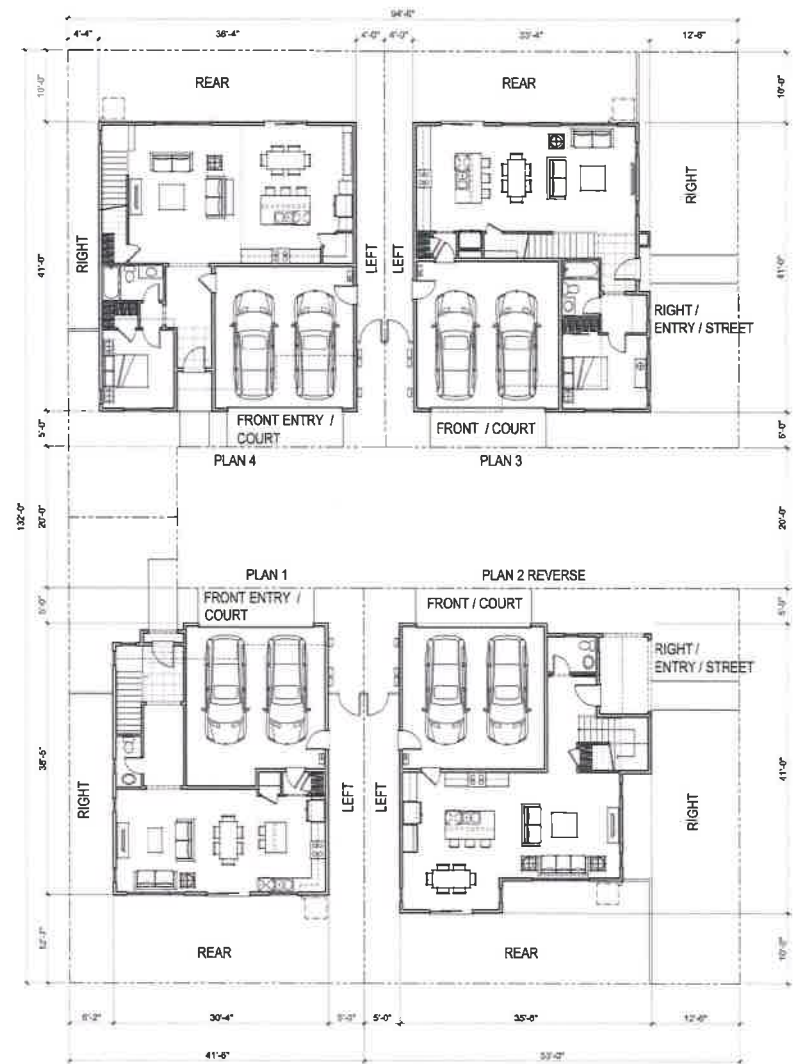


TITLE SHEET

**A0.0**



Second Floor



First Floor

48.4% 4-Unit Complex Coverage

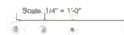


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628.456.5843  
ktgy.com



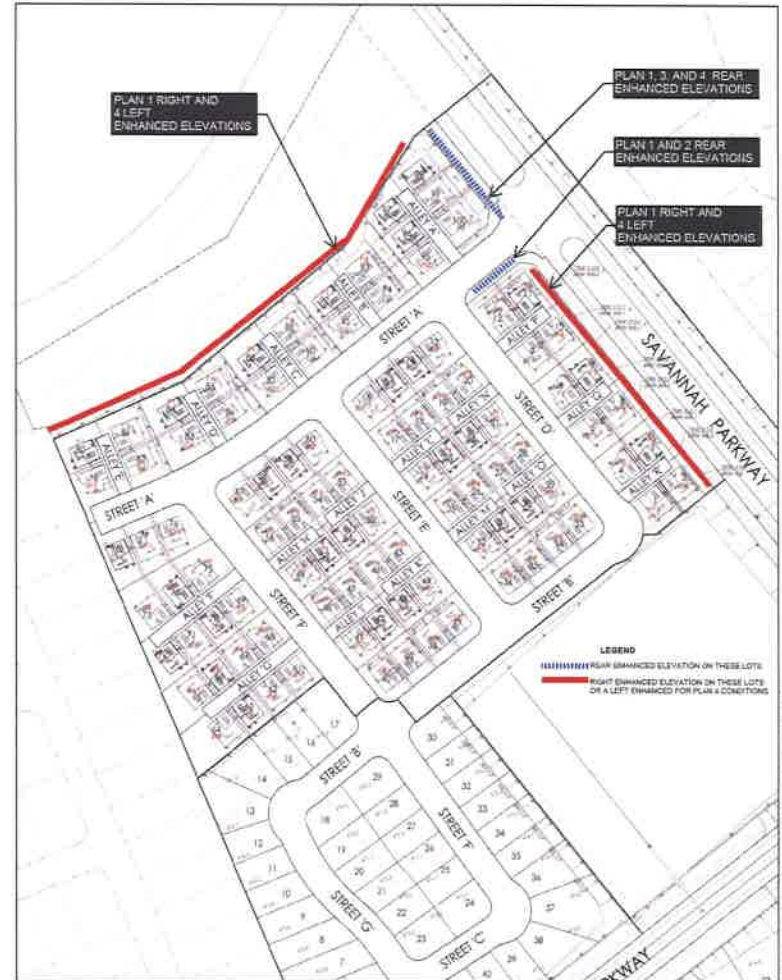
MANGINI RANCH PHASE 1C  
4-PACK CLUSTER SERIES  
FOLSOM, CA #2020-0705

SCHEMATIC DESIGN  
APRIL 7, 2021



4-PACK TYPICAL PLOTTING

A0.1



- LEGEND**
- 10' REAR SETBACK
  - 4' SIDE SETBACK
  - 5' SIDE SETBACK (CORNER LOT)
  - 5' (ALLEY/12.5' STREET) SETBACK
  - 5' (ALLEY/15' STREET) FRONT SETBACK (LIVING SPACE)
  - 5' (ALLEY/15' STREET) FRONT SETBACK (GARAGE)

PRELIMINARY RT ANALYSIS - 4-PACK  
**PHASE 1C**  
Division of Mangini Ranch, Phase 1 of the Mangini Ranch and 100 Acres  
 Folsom, California  
**Black & Veatch**

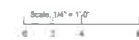


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**MANGINI RANCH PHASE 1C  
 4-PACK CLUSTER SERIES**  
 FOLSOM, CA #2020-0705

SCHEMATIC DESIGN  
 APRIL 7, 2021



ENHANCED LOTS MAP

A0.2



Modern Spanish 2A



Modern Spanish 4A

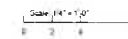


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MANGINI RANCH PHASE 1C  
4-PACK CLUSTER SERIES  
FOLSOM, CA #2020-0706

SCHEMATIC DESIGN  
APRIL 7, 2021



PERSPECTIVES

A0.3



Front Elevation 1A - Modern Spanish



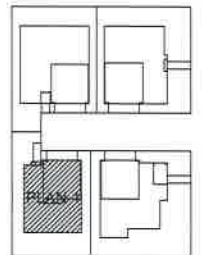
Front Elevation 1B - Western Farmhouse



Front Elevation 1C - Modern Prairie

FRONT  
ENTRY / COURT ELEVATION VIEW

KEY MAP

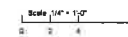


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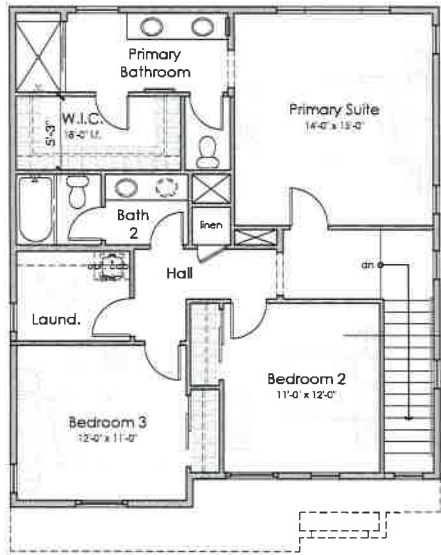
MANGINI RANCH PHASE 1C  
4-PACK CLUSTER SERIES  
FOLSOM, CA. #2020-0705

SCHEMATIC DESIGN  
APRIL 7, 2021



EXTERIOR ELEVATIONS - PLAN 1

A1.0

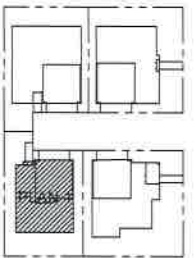


**Second Floor**  
999 s.f.



**First Floor**  
706 s.f.

**KEY MAP**

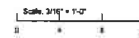


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**MANGINI RANCH PHASE 1C**  
**4-PACK CLUSTER SERIES**  
FOLSOM, CA. #2020-0705

**SCHEMATIC DESIGN**  
APRIL 7, 2021

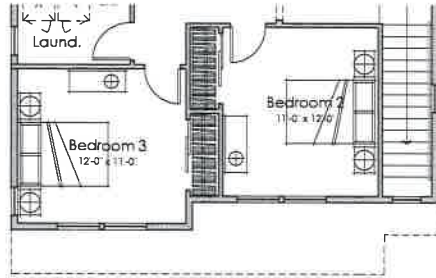


**3 BEDROOMS**  
**2.5 BATHS**  
**1,705 S.F.**

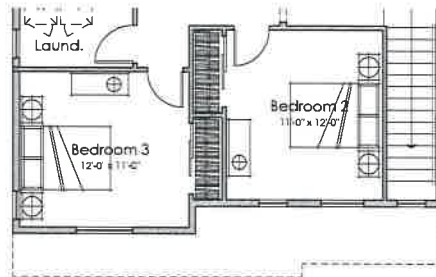
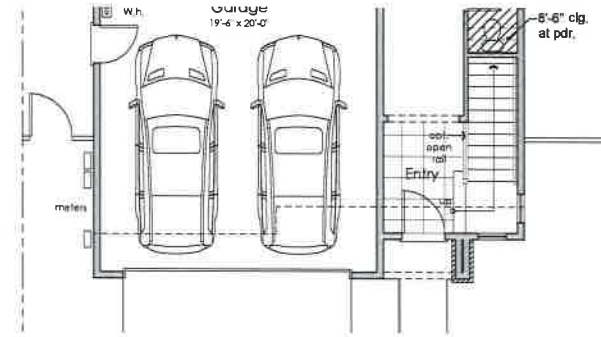
**FLOOR PLAN 1**

**A1.1**

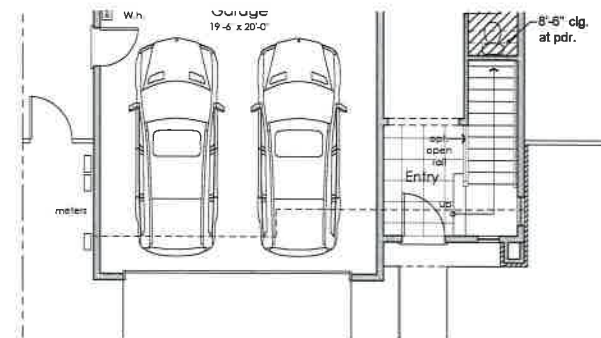




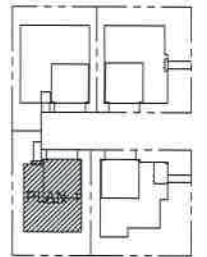
PLAN 1C



PLAN 1B



KEY MAP

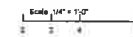


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MANGINI RANCH PHASE 1C  
4-PACK CLUSTER SERIES  
FOLSOM, CA, #2020-0705

SCHEMATIC DESIGN  
APRIL 7, 2021



PLAN 1 ADDENDA

A1.1.1

**MODERN SPANISH**  
 Characterized by simply articulated  
 details and adaptability

**DESIGN ELEMENTS**

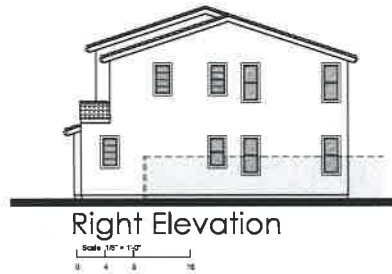
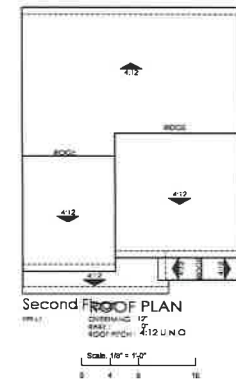
Two Story Massing  
 Stucco Exterior Finish  
 Villa Shaped Concrete Tile  
 Gently Pitched Roofs

**ENHANCED DESIGN ELEMENTS**

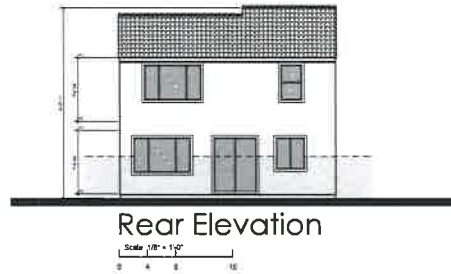
Recessed Windows  
 Gable Details



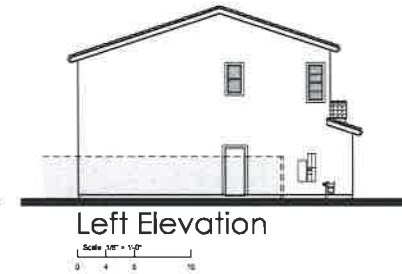
Front Elevation 1A - Modern Spanish



Right Elevation



Rear Elevation



Left Elevation

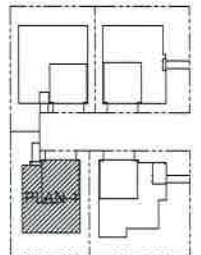


Right Elevation at  
 Enhanced Lots



Rear Elevation at  
 Enhanced Lots

**KEY MAP**

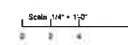


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**MANGINI RANCH PHASE 1C**  
**4-PACK CLUSTER SERIES**  
 FOLSOM, CA. #2020-0705

**SCHEMATIC DESIGN**  
 APRIL 7, 2021



EXTERIOR ELEVATIONS - PLAN 1A

**A1.2**

**WESTERN FARMHOUSE**

Characterized by an asymmetrical, casual cottage look. It represents a practical and picturesque country home.

**DESIGN ELEMENTS**

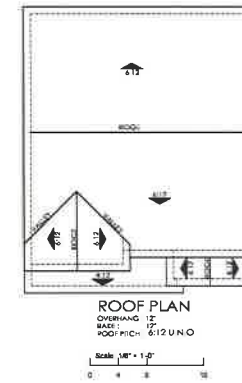
Two Story Massing  
Stucco Exterior Finish  
Flat Concrete Tile  
Steeper Pitched Roofs

**ENHANCED DESIGN ELEMENTS**

Lap Siding  
Brick Veneer

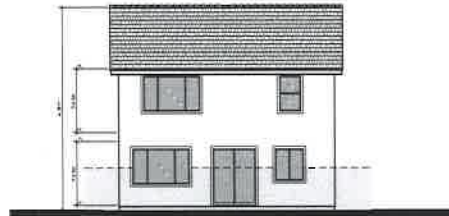


Front Elevation 1B - Western Farmhouse



Right Elevation

Scale 1/8" = 1'-0"  
0 4 8 16



Rear Elevation

Scale 1/8" = 1'-0"  
0 4 8 16



Left Elevation

Scale 1/8" = 1'-0"  
0 4 8 16



Right Elevation at Enhanced Lots

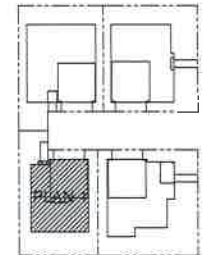
Scale 1/8" = 1'-0"  
0 4 8 16



Rear Elevation at Enhanced Lots

Scale 1/8" = 1'-0"  
0 4 8 16

**KEY MAP**



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MANGINI RANCH PHASE 1C  
4-PACK CLUSTER SERIES  
FOLSOM, CA. #2020-0705

SCHEMATIC DESIGN  
APRIL 7, 2021

Scale 1/4" = 1'-0"  
0 2 4 8

EXTERIOR ELEVATIONS - PLAN 1B

A1.3

**MODERN PRAIRIE**  
 Characterized by an asymmetrical,  
 contemporary cottage look.  
 It represents a practical and  
 picturesque prairie home.

**DESIGN ELEMENTS**

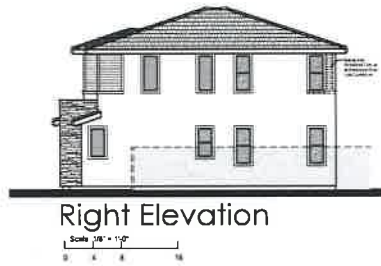
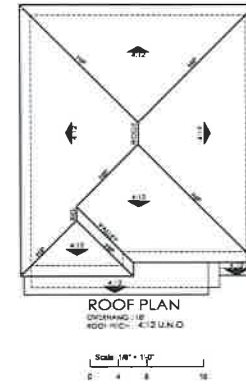
Two Story Massing  
 Stucco Exterior Finish  
 Flat Concrete Tile  
 Gently Pitched Roofs

**ENHANCED DESIGN ELEMENTS**

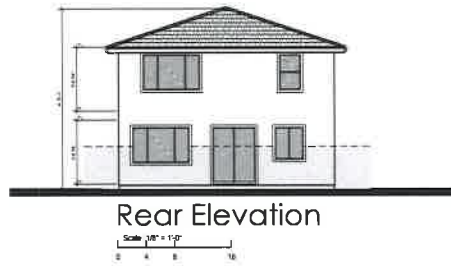
Lap Siding  
 Stone Veneer



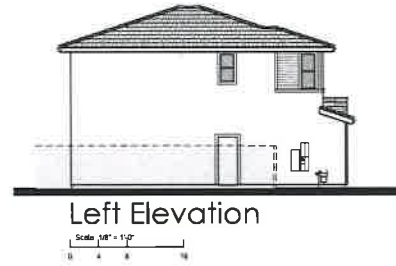
Front Elevation 1C - Modern Prairie



Right Elevation



Rear Elevation



Left Elevation



Right Elevation at  
 Enhanced Lots

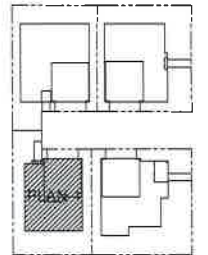


Rear Elevation at  
 Enhanced Lots



Left Elevation at  
 Enhanced Lots

**KEY MAP**



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**MANGINI RANCH PHASE 1C**  
**4-PACK CLUSTER SERIES**  
 FOLSOM, CA, #2020-0705

SCHEMATIC DESIGN  
 APRIL 7, 2021

Scale 1/4" = 1'-0"  
 0 2 4 6 8

EXTERIOR ELEVATIONS - PLAN 1C

A1.4



Modern Spanish 2A  
Right Elevation Facing Street

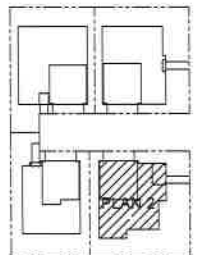


Western Farmhouse 2B  
Right Elevation Facing Street



Modern Prairie 2C  
Right Elevation Facing Street

KEY MAP

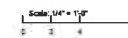


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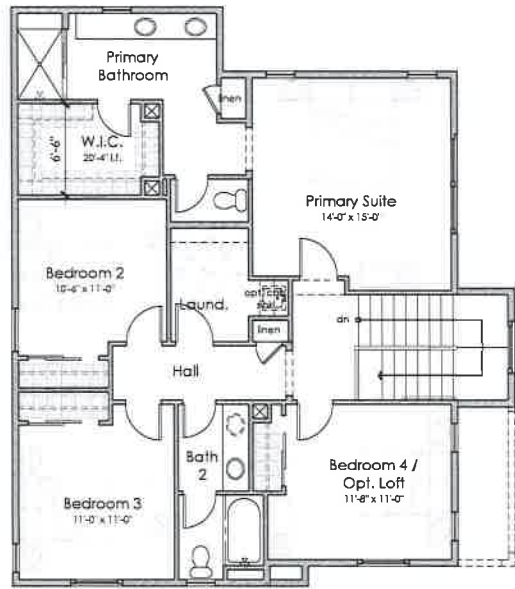
MANGINI RANCH PHASE 1C  
4-PACK CLUSTER SERIES  
FOLSOM, CA, #2020-0705

SCHEMATIC DESIGN  
APRIL 7, 2021



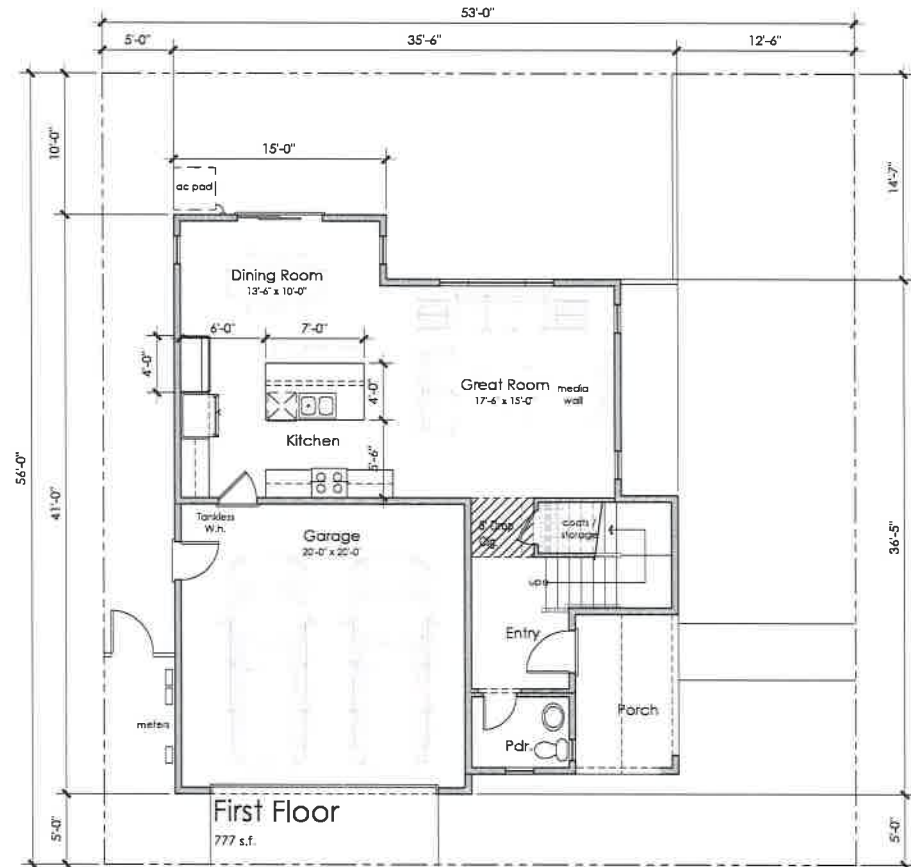
EXTERIOR ELEVATIONS - PLAN 2

A2.0



Second Floor

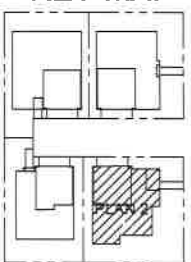
1,164 s.f.



First Floor

777 s.f.

KEY MAP

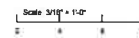


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MANGINI RANCH PHASE 1C  
4-PACK CLUSTER SERIES  
FOLSOM, CA. 95720-0725

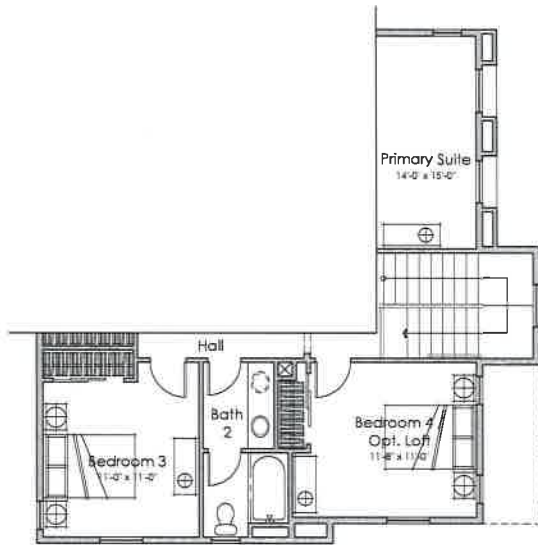
SCHEMATIC DESIGN  
APRIL 7, 2021



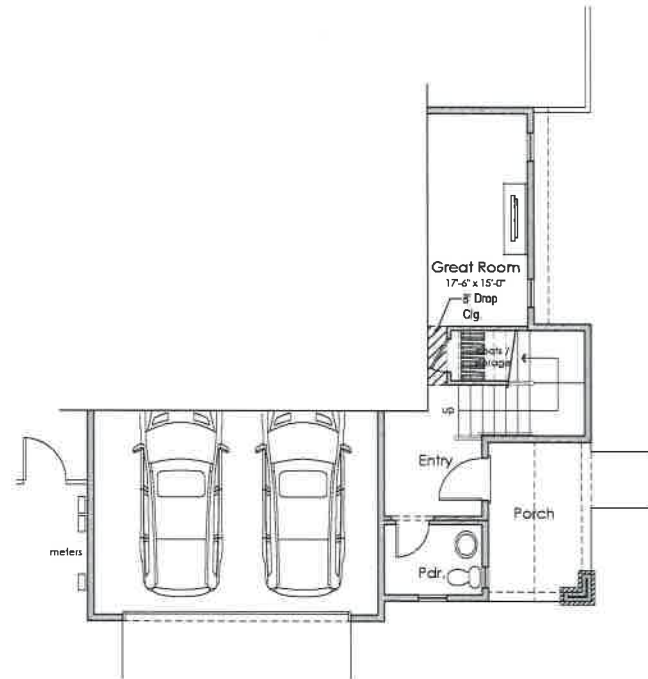
4 BEDROOMS  
2.5 BATHS  
1,941 S.F.

FLOOR PLAN 2

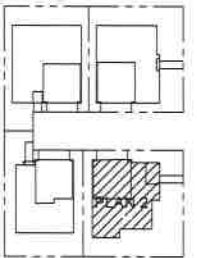
A2.1



PLAN 2B



KEY MAP

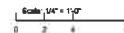


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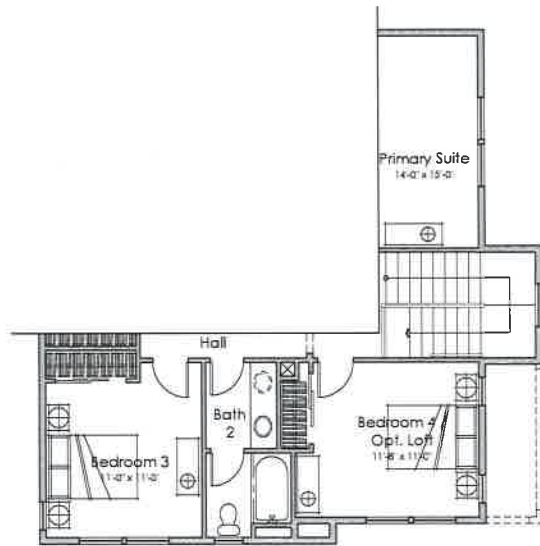
MANGINI RANCH PHASE 1C  
4-PACK CLUSTER SERIES  
FOLSOM, CA. #2020-0705

SCHEMATIC DESIGN  
APRIL 7, 2021

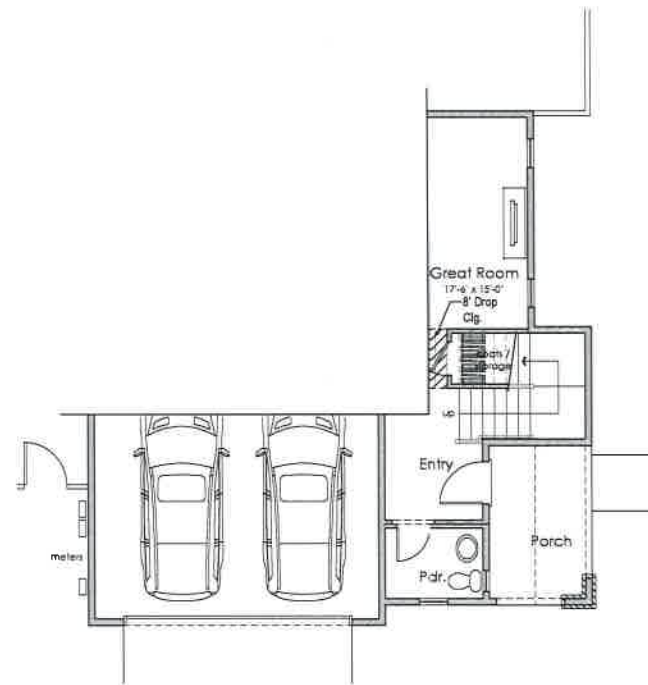


PLAN 2 ADDENDA

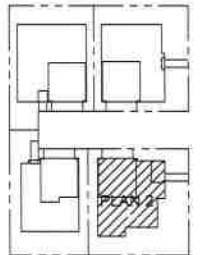
A2.1.1



PLAN 2C



KEY MAP



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tri pointe  
HOMES

MANGINI RANCH PHASE 1C  
4-PACK CLUSTER SERIES  
FOLSOM, CA. #2020-0705

SCHEMATIC DESIGN  
APRIL 7, 2021

PLAN 2 ADDENDA

A2.1.2



**MODERN SPANISH**  
 Characterized by simply articulated  
 details and adaptability

**DESIGN ELEMENTS**

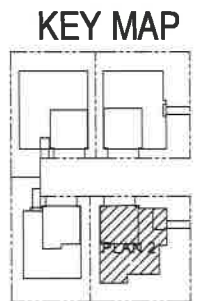
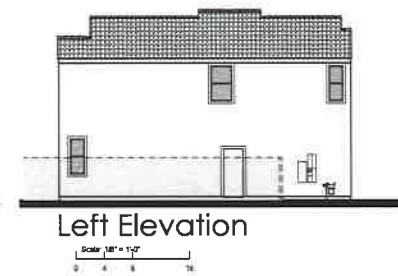
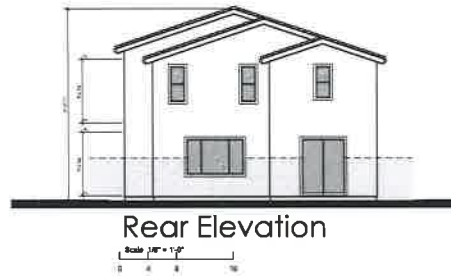
Two Story Massing  
 Stucco Exterior Finish  
 Villa Shaped Concrete Tile  
 Gently Pitched Roofs

**ENHANCED DESIGN ELEMENTS**

Recessed Windows  
 Gable Details



Modern Spanish 2A  
 Right Elevation Facing Street

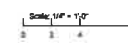


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**MANGINI RANCH PHASE 1C**  
**4-PACK CLUSTER SERIES**  
 FOLSOM, CA. #2120-0705

SCHMATIC DESIGN  
 APRIL 7, 2021



EXTERIOR ELEVATIONS - PLAN 2A

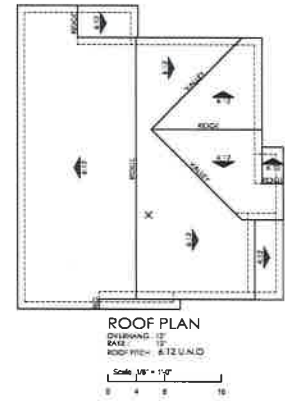
**WESTERN FARMHOUSE**  
 Characterized by an asymmetrical, casual cottage look. It represents a practical and picturesque country home.

**DESIGN ELEMENTS**

Two Story Massing  
 Stucco Exterior Finish  
 Flat Concrete Tile  
 Steeper Pitched Roofs

**ENHANCED DESIGN ELEMENTS**

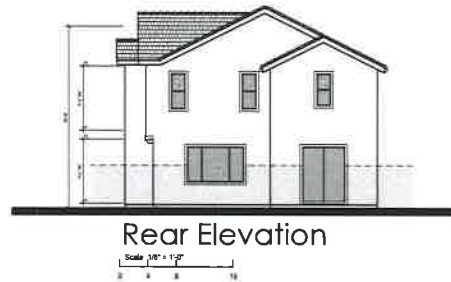
Lap Siding  
 Brick Veneer



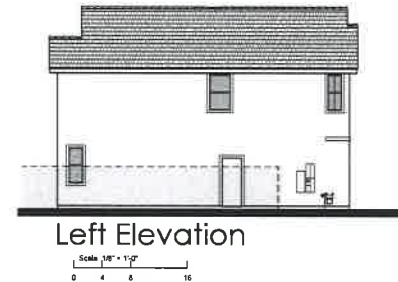
Western Farmhouse 2B  
 Right Elevation Facing Street



Front Elevation  
 Facing Drive Court  
 Scale 1/8" = 1'-0"



Rear Elevation  
 Scale 1/8" = 1'-0"

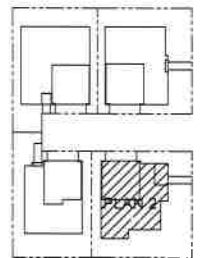


Left Elevation  
 Scale 1/8" = 1'-0"



Rear Elevation at  
 Enhanced Lots  
 Scale 1/8" = 1'-0"

**KEY MAP**

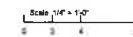


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MANGINI RANCH PHASE 1C  
 4-PACK CLUSTER SERIES  
 FOLSOM, CA #2020-0705

SCHEMATIC DESIGN  
 APRIL 7, 2021



EXTERIOR ELEVATIONS - PLAN 2B

**MODERN PRAIRIE**

Characterized by an asymmetrical, contemporary cottage look. It represents a practical and picturesque prairie home.

**DESIGN ELEMENTS**

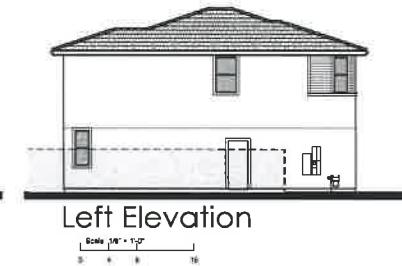
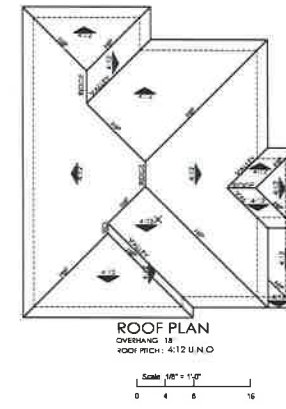
- Two Story Massing
- Stucco Exterior Finish
- Flat Concrete Tile
- Gently Pitched Roofs

**ENHANCED DESIGN ELEMENTS**

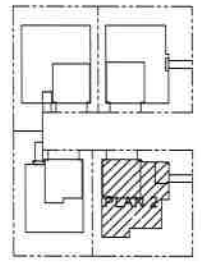
- Lap Siding
- Stone Veneer



Modern Prairie 2C  
Right Elevation Facing Street



**KEY MAP**



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MANGINI RANCH PHASE 1C  
4-PACK CLUSTER SERIES  
FOLSOM, CA #2020-0705

SCHEMATIC DESIGN  
APRIL 7, 2021

EXTERIOR ELEVATIONS - PLAN 2C



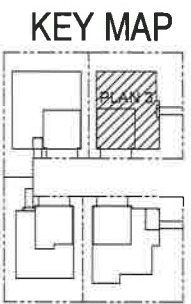
Modern Spanish 3A  
Right Elevation Facing Street



Western Farmhouse 3B  
Right Elevation Facing Street



Modern Prairie 3C  
Right Elevation Facing Street

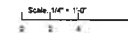


Architecture + Planning  
858-456-5848  
ktgy.com



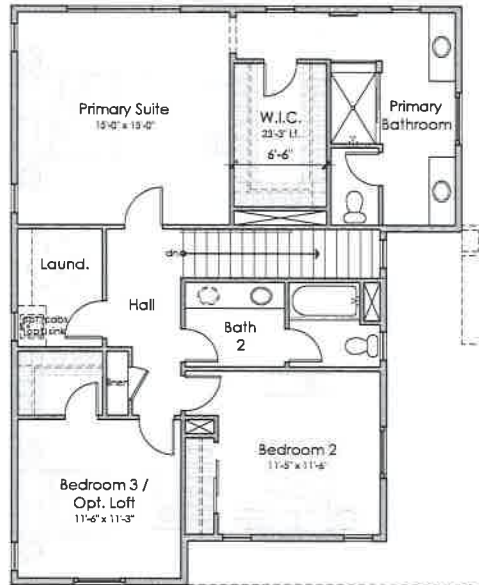
MANGINI RANCH PHASE 1C  
4-PACK CLUSTER SERIES  
FOLSOM, CA. #2020-0705

SCHEMATIC DESIGN  
APRIL 7, 2021



EXTERIOR ELEVATIONS - PLAN 3

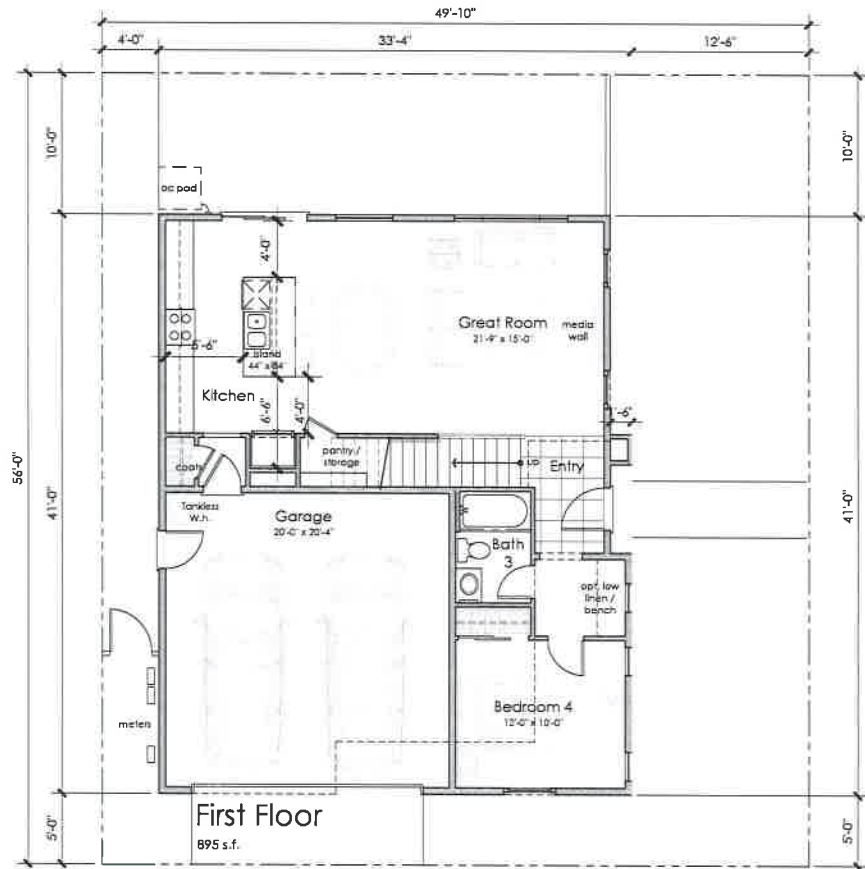
A3.0



Second Floor

1,095 s.f.

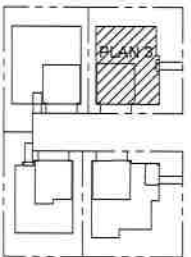
1095 SQ. FT.



First Floor

895 s.f.

KEY MAP

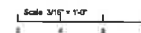


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MANGINI RANCH PHASE 1C  
4-PACK CLUSTER SERIES  
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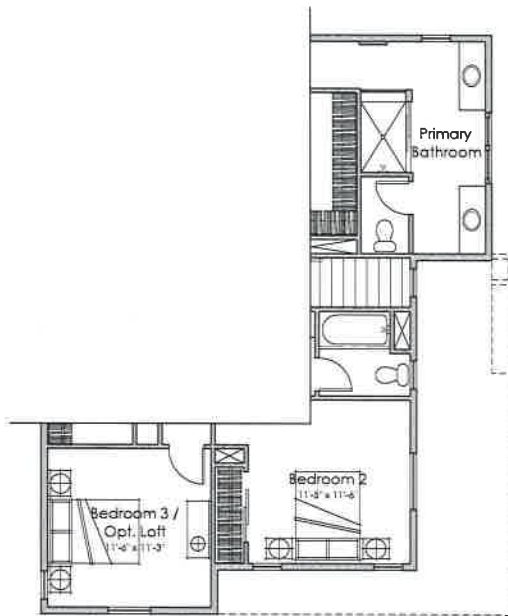
SCHEMATIC DESIGN  
APRIL 7, 2021



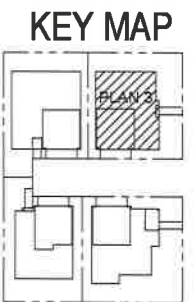
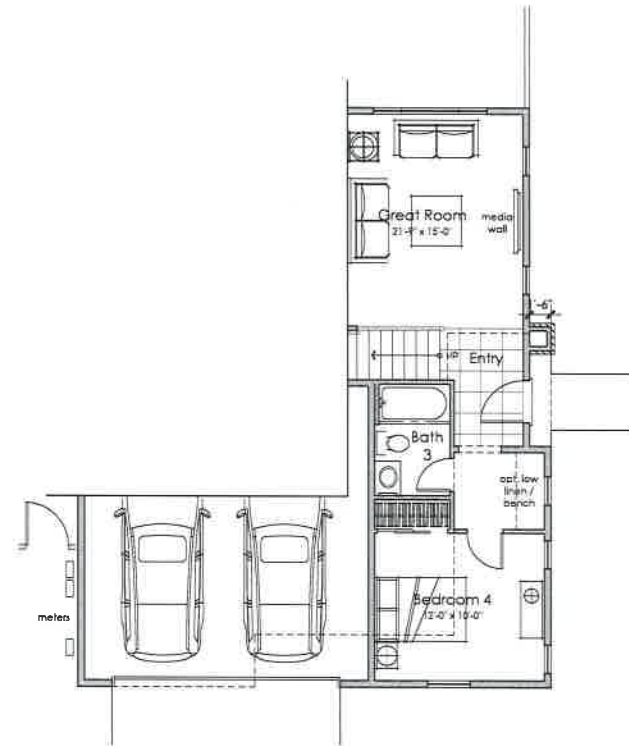
4 BEDROOMS  
3 BATHS  
1,990 S.F.

FLOOR PLAN 3

A3.1



PLAN 3B



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tri pointe  
HOMES

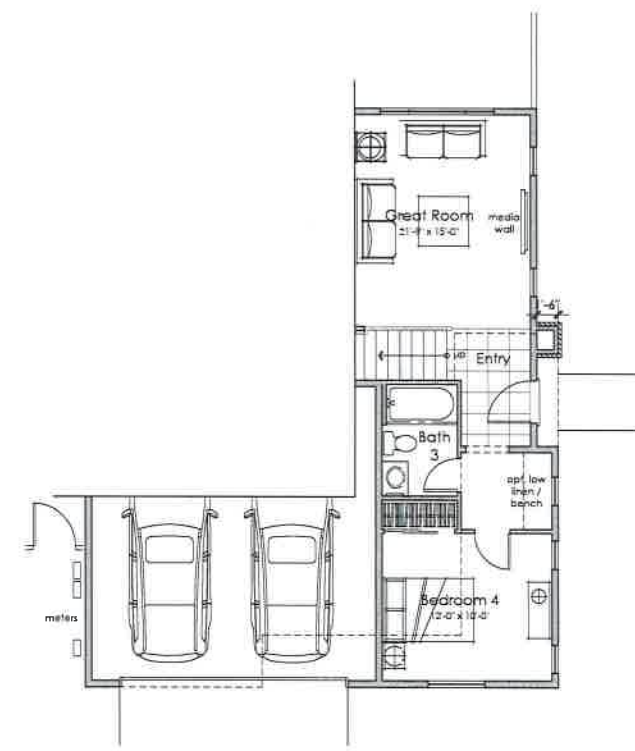
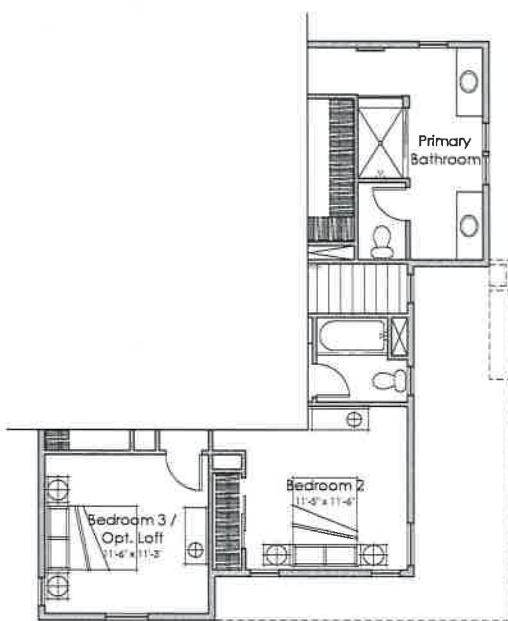
MANGINI RANCH PHASE 1C  
4-PACK CLUSTER SERIES  
POLSON, CA. #2020-0705

SCHEMATIC DESIGN  
APRIL 7, 2021

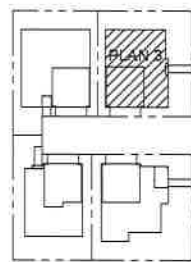
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PLAN 3 ADDENDA

A3.1.1



**KEY MAP**



PLAN 3C

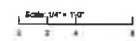


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FOLSOM, CA. #2020-0705

SCHEMATIC DESIGN  
APRIL 7, 2021



PLAN 3 ADDENDA

**A3.1.2**

**MODERN SPANISH**  
 Characterized by simply articulated  
 details and adaptability

**DESIGN ELEMENTS**

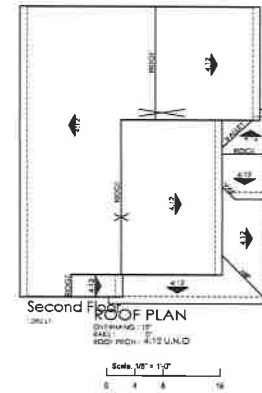
Two Story Massing  
 Stucco Exterior Finish  
 Villa Shaped Concrete Tile  
 Gently Pitched Roofs

**ENHANCED DESIGN ELEMENTS**

Recessed Windows  
 Gable Details



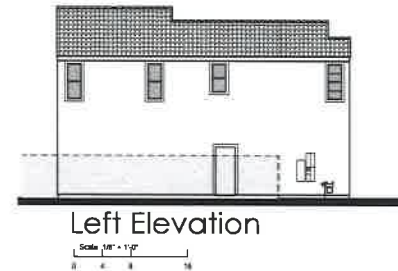
Modern Spanish 3A  
 Right Elevation Facing Street



Front Elevation  
 Facing Drive Court  
 Scale 1/8" = 1'-0"



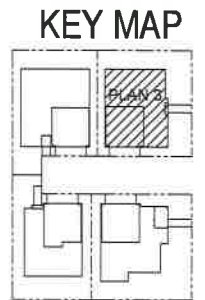
Rear Elevation  
 Scale 1/8" = 1'-0"



Left Elevation  
 Scale 1/8" = 1'-0"



Rear Elevation at  
 Enhanced Lots  
 Scale 1/8" = 1'-0"

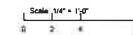


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MANGINI RANCH PHASE 1C  
 4-PACK CLUSTER SERIES  
 FOLSOM, CA. #2020-0705

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 APRIL 7, 2021



EXTERIOR ELEVATIONS - PLAN 3A



**WESTERN FARMHOUSE**  
 Characterized by an asymmetrical, casual cottage look. It represents a practical and picturesque country home.

**DESIGN ELEMENTS**

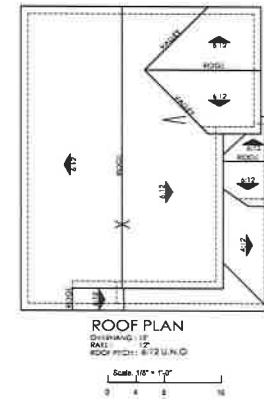
Two Story Massing  
 Stucco Exterior Finish  
 Flat Concrete Tile  
 Steeper Pitched Roofs

**ENHANCED DESIGN ELEMENTS**

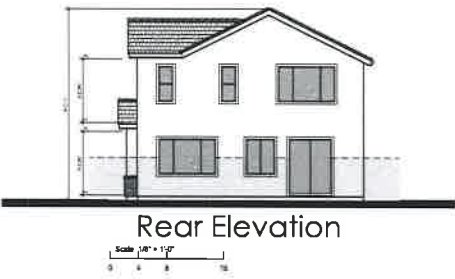
Lap Siding  
 Brick Veneer



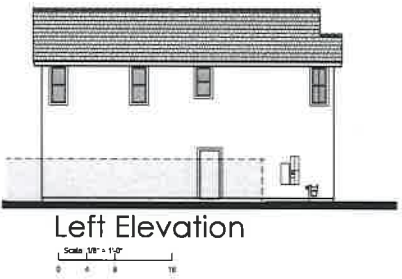
Western Farmhouse 3B  
 Right Elevation Facing Street



Front Elevation  
 Facing Drive Court  
 Scale 1/8" = 1'-0"



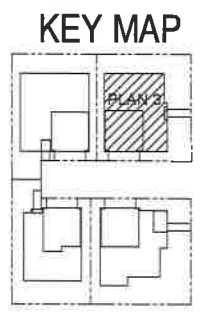
Rear Elevation  
 Scale 1/8" = 1'-0"



Left Elevation  
 Scale 1/8" = 1'-0"



Rear Elevation at  
 Enhanced Lots  
 Scale 1/8" = 1'-0"



KEY MAP

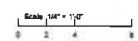


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MANGINI RANCH PHASE 1C  
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 FOLSOM, CA, #2020-0705

SCHEMATIC DESIGN  
 APRIL 7, 2021



EXTERIOR ELEVATIONS - PLAN 3B

**MODERN PRAIRIE**

Characterized by an asymmetrical, contemporary cottage look. It represents a practical and picturesque prairie home.

**DESIGN ELEMENTS**

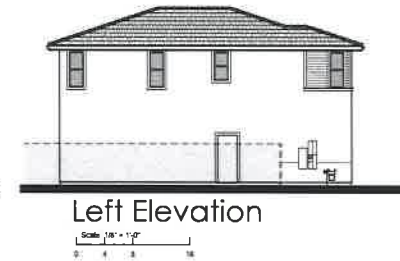
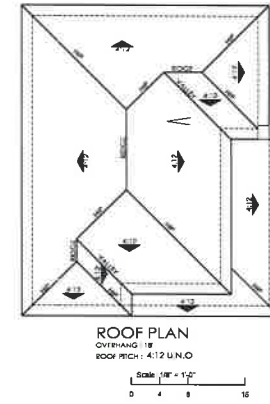
Two Story Massing  
Stucco Exterior Finish  
Flat Concrete Tile  
Gently Pitched Roofs

**ENHANCED DESIGN ELEMENTS**

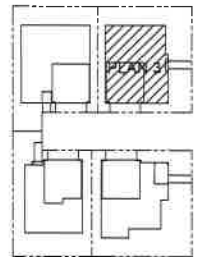
Lap Siding  
Stone Veneer



Modern Prairie 3C  
Right Elevation Facing Street



**KEY MAP**



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**MANGINI RANCH PHASE 1C  
4-PACK CLUSTER SERIES**  
FOLSOM, CA. #2020-0705

**SCHEMATIC DESIGN**  
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**EXTERIOR ELEVATIONS - PLAN 3C**



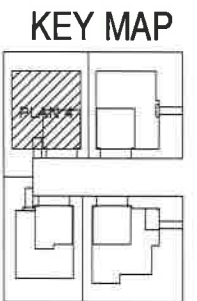
Front Elevation 4A - Modern Spanish



Front Elevation 4B - Western Farmhouse



Front Elevation 4C - Modern Prairie

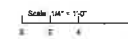


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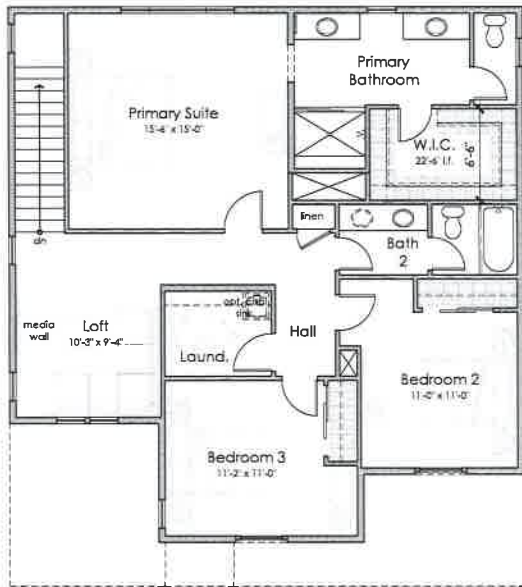
MANGINI RANCH PHASE 1C  
4-PACK CLUSTER SERIES  
FOLSOM, CA #2020-0705

SCHEMATIC DESIGN  
APRIL 7, 2021

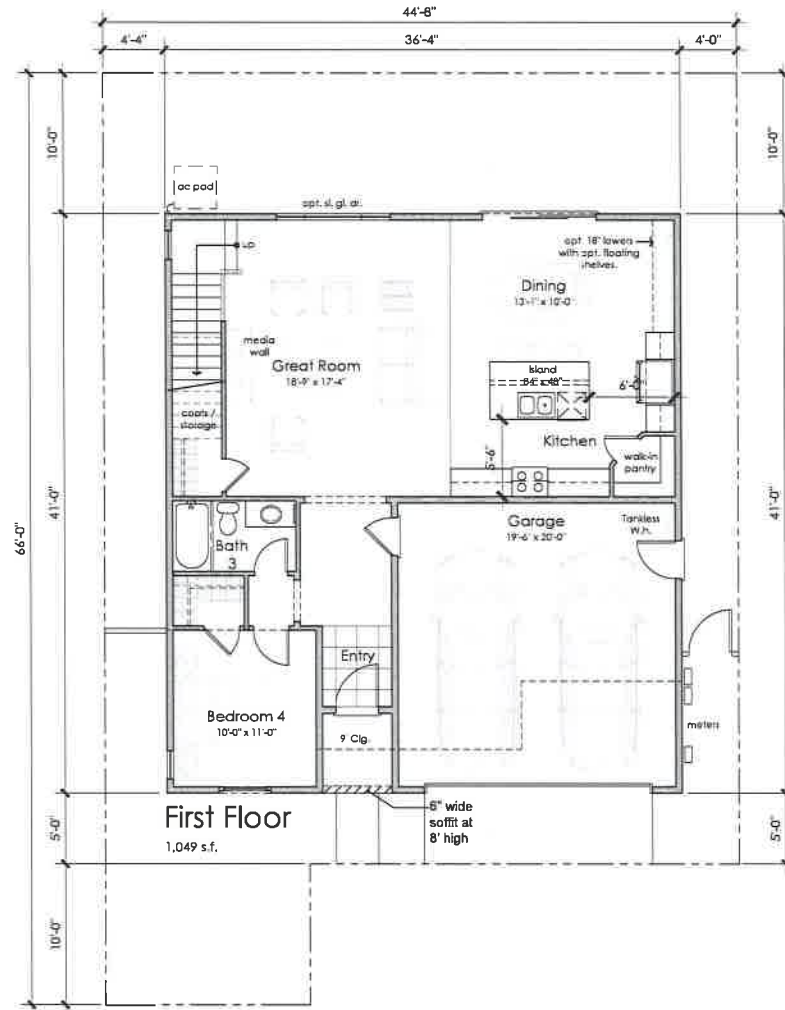


EXTERIOR ELEVATIONS - PLAN 4

A4.0

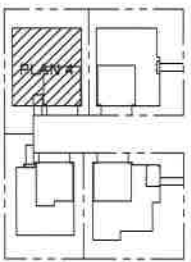


**Second Floor**  
1,190 s.f.



**First Floor**  
1,049 s.f.

**KEY MAP**

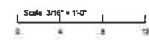


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**MANGINI RANCH PHASE 1C**  
**4-PACK CLUSTER SERIES**  
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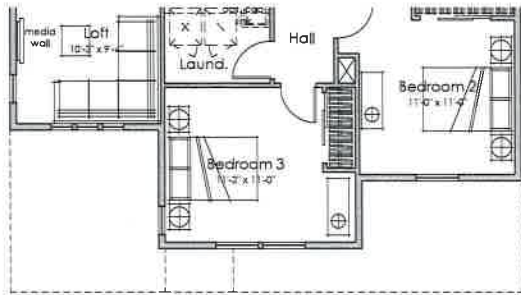
**SCHEMATIC DESIGN**  
APRIL 7, 2021



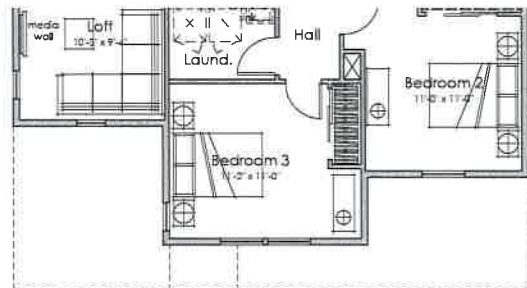
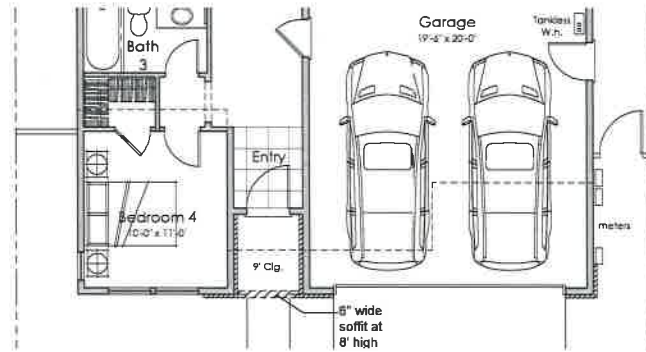
**4 BEDROOMS + LOFT**  
**3 BATHS**  
**2,239 S.F.**

**FLOOR PLAN 4**

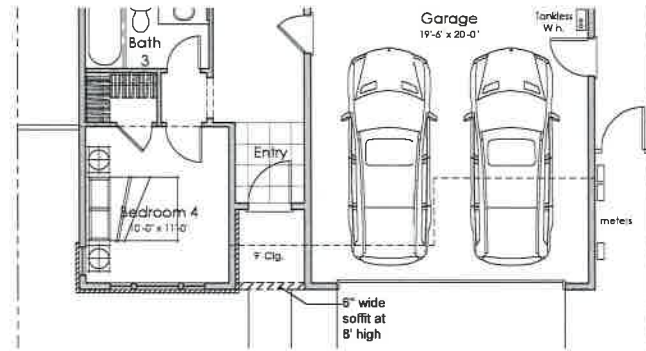
**A4.1**



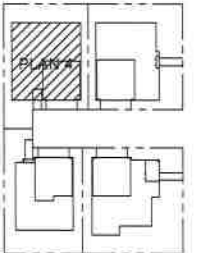
PLAN 4C



PLAN 4B



KEY MAP

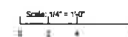


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MANGINI RANCH PHASE 1C  
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APRIL 7, 2021



PLAN 4 ADDENDA

A4.1.1

**MODERN SPANISH**  
 Characterized by simply articulated  
 details and adaptability

**DESIGN ELEMENTS**

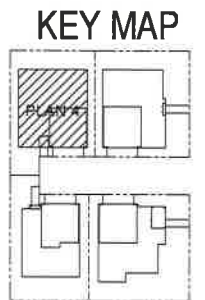
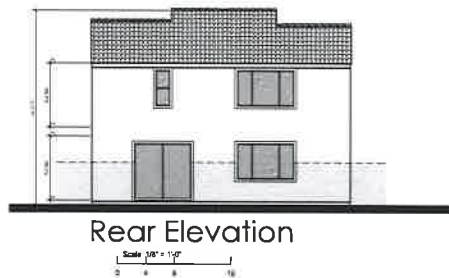
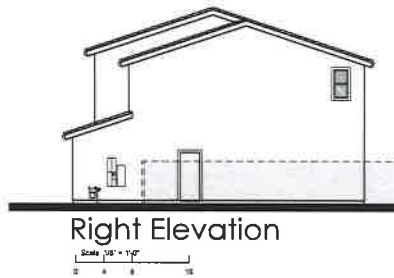
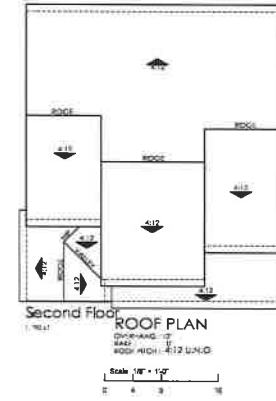
Two Story Massing  
 Stucco Exterior Finish  
 Villa Shaped Concrete Tile  
 Gently Pitched Roofs

**ENHANCED DESIGN ELEMENTS**

Recessed Windows  
 Gable Details



Front Elevation 4A - Modern Spanish



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MANGINI RANCH PHASE 1C  
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Scale 1/8" = 1'-0"

EXTERIOR ELEVATIONS - PLAN 4A

A4.2

**WESTERN FARMHOUSE**  
 Characterized by an asymmetrical, casual cottage look. It represents a practical and picturesque country home.

**DESIGN ELEMENTS**

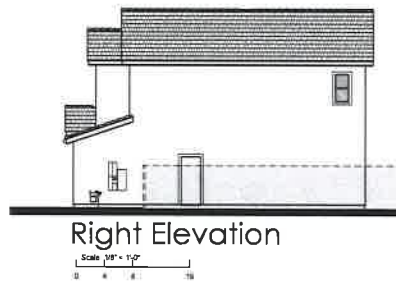
Two Story Massing  
 Stucco Exterior Finish  
 Flat Concrete Tile  
 Steeper Pitched Roofs

**ENHANCED DESIGN ELEMENTS**

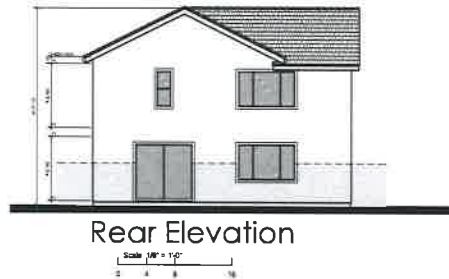
Lap Siding  
 Brick Veneer



Front Elevation 4B - Western Farmhouse



Right Elevation



Rear Elevation



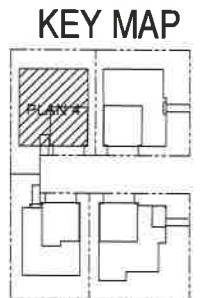
Left Elevation



Rear Elevation at Enhanced Lots



Left Elevation at Enhanced Lots



KEY MAP

**MODERN PRAIRIE**  
 Characterized by an asymmetrical, contemporary cottage look. It represents a practical and picturesque prairie home.

**DESIGN ELEMENTS**

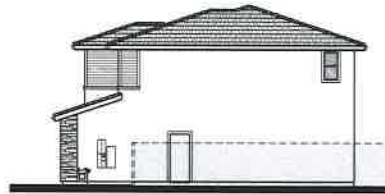
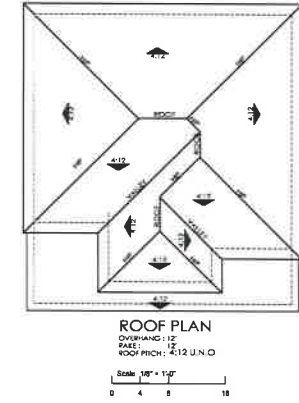
Two Story Massing  
 Stucco Exterior Finish  
 Flat Concrete Tile  
 Gently Pitched Roofs

**ENHANCED DESIGN ELEMENTS**

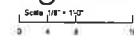
Lap Siding  
 Stone Veneer



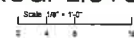
Front Elevation 4C - Modern Prairie



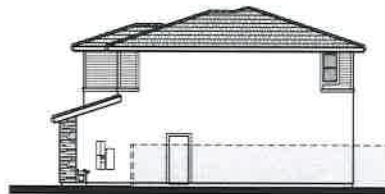
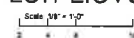
Right Elevation



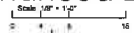
Rear Elevation



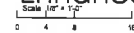
Left Elevation



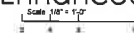
Right Elevation at Enhanced Lots



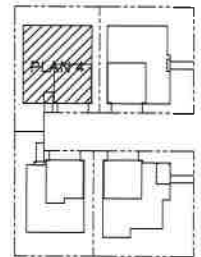
Rear Elevation at Enhanced Lots



Left Elevation at Enhanced Lots



**KEY MAP**

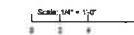


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MANGINI RANCH PHASE 1C  
 4-PACK CLUSTER SERIES  
 FOLSOM, CA. #2020-0705

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 APRIL 7, 2021



EXTERIOR ELEVATIONS - PLAN 4C



**Attachment 7**

**Exterior Color/Materials Specification dated May 4, 2021**



# 4-Pack, Phase 1C at Mangini Ranch

FOLSOM, CA

**PRELIMINARY** | 05.04.2021

## Exterior Color/Material Design & Specifications

REVISED: 05.18.2021



**AT DESIGN CONSULTING**

COLOR+MATERIAL DESIGN

2211 Michelson Dr. Suite 450 Irvine CA 92612

949 724 1619 [www.atdesignconsulting.com](http://www.atdesignconsulting.com)

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All samples are approximate. All photo images only represent the general characteristics and colors of the materials, but may not satisfactorily represent the actual color/material or availability at the time of construction. Refer to actual material for color and texture accuracy.

In our continuing efforts to improve our communities, these specifications are subject to change without notice. Some colors on this form may be shown with upgrades.



## Exterior Color + Material Specifications

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<b>REVISIONS</b>	<b>5</b>
<b>MISCELLANEOUS ITEMS FOR PAINTING</b>	<b>6</b>
<b>ELEVATION A - MODERN SPANISH</b>	<b>7</b>
EXTERIOR COLOR + MATERIAL SPECIFICATIONS	7
Scheme 1	7
Scheme 2	8
Scheme 3	9
Scheme 4	10
<b>ELEVATION B - WESTERN FARMHOUSE</b>	<b>11</b>
EXTERIOR COLOR + MATERIAL SPECIFICATIONS	11
Scheme 5	11
Scheme 6	12
Scheme 7	13
Scheme 8	14
<b>ELEVATION C - MODERN PRAIRIE</b>	<b>15</b>
EXTERIOR COLOR + MATERIAL SPECIFICATIONS	15
Scheme 9	15
Scheme 10	16
Scheme 11	17
Scheme 12	18

05.18.2021

Per Client's request, a decorative tile has been specified for Color Schemes 1-4 (Elevation A - Modern Spanish).

## PAINT MANUFACTURER

All paint to be Sherwin Williams, unless otherwise stated differently.

## PAINT APPLICATION

Typical, **all paint colors should finish in inside corners.**

Fascia boards, overhangs, eaves, headers, etc. should be painted their specifically designated colors with the color being applied on all sides of each item, including the undersides.

## NON-DECORATIVE ITEMS

All non-decorative items such as meter doors, non-decorative vents, etc. to be painted the same color as the adjacent field color.

## ROOFTOP METALS

All rooftop metals to be painted to match the darkest color from the roof tile blend from the Color Scheme specified for that particular lot.

**SCHEME 1:** Elevation A, Modern Spanish


	Item	Manufacturer	Color # & Name
	<b>Main Body</b>	Sherwin Williams	7527, Nantucket Dune
	<b>Trim &amp; Garage Door</b> (Fascia Boards, Headers, Window Trim, Garage Man-Door, etc.)	Sherwin Williams	7060, Attitude Gray
	<b>Front Door</b>	Sherwin Williams	7048, Urbane Bronze
	<b>Gutters &amp; Downspouts</b>	Sherwin Williams	Paint to match adjacent surface
	<b>Windows</b>		White
	<b>Concrete Roof Tile</b> (Low Profile "S"-Tile)	Eagle Roofing	Malibu - 2646, Sunset Blend
<b>DECORATIVE TILE</b>	<b>Decorative Tile</b>	Bedrosians	Remy, Brigitte 8"x8"
	<b>Decorative Tile Grout</b>	Custom Building Products	381, Bright White
	<b>Decorative Tile Lay-Up Style</b>		<p><b>Bonding Surface:</b> All surfaces must be clean, free of any dirt and loose debris to create an even and flat surface for tile installation.</p> <p><b>Tile Lay-Up:</b> Tile should be laid in a stacked pattern with 0% offset.</p> <p><b>Tile Joints:</b> Tile grout joints should be 1/4".</p> <p>See example on left.</p>

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



4-Pack, Phase 1C  
MANGINI RANCH

EXTERIOR COLOR/MATERIAL DESIGN & SPECIFICATIONS





**SCHEME 2:** Elevation A, Modern Spanish


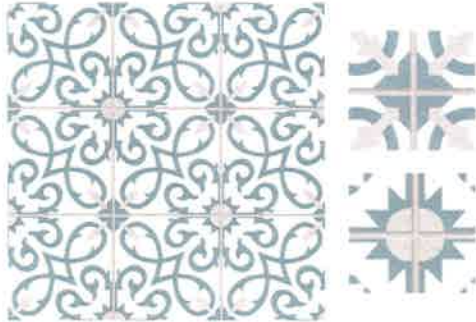
	Item	Manufacturer	Color # & Name
	<b>Main Body</b>	Sherwin Williams	7551, Greek Villa
	<b>Trim &amp; Garage Door</b> (Fascia Boards, Headers, Window Trim, Garage Man-Door, etc.)	Sherwin Williams	6172, Hardware
	<b>Front Door</b>	Sherwin Williams	0043, Peristyle Brass
	<b>Gutters &amp; Downspouts</b>	Sherwin Williams	Paint to match adjacent surface
	<b>Windows</b>		White
	<b>Concrete Roof Tile</b> (Low Profile "S"-Tile)	Eagle Roofing	Malibu - 2645, Sunrise Blend
<b>DECORATIVE TILE</b>	<b>Decorative Tile</b>	Bedrosians	Remy, Oasis 8"x8"
	<b>Decorative Tile Grout</b>	Custom Building Products	381, Bright White
	 <p><b>Decorative Tile Lay-Up Style</b></p>	<p><b>Bonding Surface:</b> All surfaces must be clean, free of any dirt and loose debris to create an even and flat surface for tile installation.</p> <p><b>Tile Lay-Up:</b> Tile should be laid in a stacked pattern with 0% offset. Identical colored and patterned corners need to meet together at each corner.</p> <p><b>Tile Joints:</b> Tile grout joints should be 1/4".</p> <p style="text-align: center;"><b>PATTERN</b></p> <div style="display: flex; align-items: center;">  <div style="margin-left: 20px;"> <p>When installing tiles, make sure that the green corners abut and the gray corners abut to create the desired pattern as shown on far left.</p> </div> </div> <p style="color: red;">See example on left.</p>	

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EXTERIOR COLOR/MATERIAL DESIGN & SPECIFICATIONS



**SCHEME 3:** Elevation A, Modern Spanish

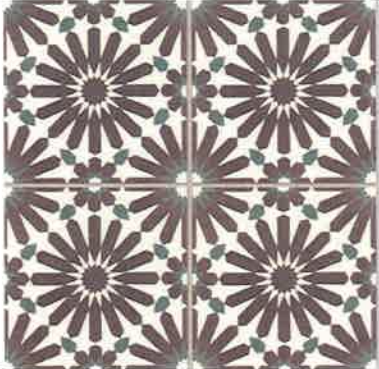
	Item	Manufacturer	Color # & Name
	<b>Main Body</b>	Sherwin Williams	6107, Nomadic Desert
	<b>Trim &amp; Garage Door</b> (Fascia Boards, Headers, Window Trim, Garage Man-Door, etc.)	Sherwin Williams	6152, Superior Bronze
	<b>Front Door</b>	Sherwin Williams	6068, Brevity Brown
	<b>Gutters &amp; Downspouts</b>	Sherwin Williams	Paint to match adjacent surface
	<b>Windows</b>		White
	<b>Concrete Roof Tile</b> (Low Profile "S"-Tile)	Eagle Roofing	Malibu - SCM 8806, Tucson Blend
<b>DECORATIVE TILE</b>	<b>Decorative Tile</b>	Bedrosians	Remy, Remix 8"x8"
	<b>Decorative Tile Grout</b>	Custom Building Products	381, Bright White
	<div style="display: flex; align-items: center;"> <div style="writing-mode: vertical-rl; transform: rotate(180deg); margin-right: 10px;"><b>DECORATIVE TILE</b></div> <div style="text-align: center;">  <p><b>Decorative Tile Lay-Up Style</b></p> </div> <div style="margin-left: 20px;"> <p><b>Bonding Surface:</b> All surfaces must be clean, free of any dirt and loose debris to create an even and flat surface for tile installation.</p> <p><b>Tile Lay-Up:</b> Tile should be laid in a stacked pattern with 0% offset.</p> <p><b>Tile Joints:</b> Tile grout joints should be 1/4".</p> <p style="color: red;">See example on left.</p> </div> </div>		

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**SCHEME 4:** Elevation A, Modern Spanish


	Item	Manufacturer	Color # & Name
	<b>Main Body</b>	Sherwin Williams	6157, Favorite Tan
	<b>Trim &amp; Garage Door</b> (Fascia Boards, Headers, Window Trim, Garage Man-Door, etc.)	Sherwin Williams	7562, Roman Column
	<b>Front Door</b>	Sherwin Williams	7622, Homburg Gray
	<b>Gutters &amp; Downspouts</b>	Sherwin Williams	Paint to match adjacent surface
	<b>Windows</b>		White
	<b>Concrete Roof Tile</b> (Low Profile "S"-Tile)	Eagle Roofing	Malibu - SCM 8830, Albuquerque Blend
<b>DECORATIVE TILE</b>	<b>Decorative Tile</b>	Bedrosians	Remy, Nouveaux 8"x8"
	<b>Decorative Tile Grout</b>	Custom Building Products	381, Bright White
	<div style="display: flex; align-items: center;"> <div style="writing-mode: vertical-rl; transform: rotate(180deg); margin-right: 10px;"><b>Decorative Tile Lay-Up Style</b></div>  <div style="margin-left: 10px;"> <p><b>Bonding Surface:</b> All surfaces must be clean, free of any dirt and loose debris to create an even and flat surface for tile installation.</p> <p><b>Tile Lay-Up:</b> Tile should be laid in a stacked pattern with 0% offset.</p> <p><b>Tile Joints:</b> Tile grout joints should be 1/4".</p> <p style="color: red;">See example on left.</p> </div> </div>		

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**SCHEME 5:** Elevation B, Western Farmhouse


	Item	Manufacturer	Color # & Name
	<b>Main Body</b>	Sherwin Williams	9172, Studio Clay
	<b>Trim 1 &amp; Garage Door</b> (Gable Siding, Fascia Boards, Garage Man-Door)	Sherwin Williams	6070, Heron Plume
	<b>Trim 2</b> (Door & Window Trim)	Sherwin Williams	6070, Heron Plume
	<b>Front Door</b>	Sherwin Williams	0006, Toile Red
	<b>Gutters &amp; Downspouts</b>	Sherwin Williams	Paint to match adjacent surface
	<b>Windows</b>		White
	<b>Concrete Roof Tile</b> (Flat Tile)	Eagle Roofing	Bel Air - 4679, Light Gray Range
<b>MASONRY</b>	<b>Brick</b>	Eldorado Stone	Tundra Brick, Ashland
	<b>Brick Mortar</b>	Spec Mix	SM270 Tanglewood
	<b>Brick Lay-Up Style</b>		<p><b>Bonding Surface:</b> All surfaces must be clean, free of any dirt and loose debris to create an even and flat surface for brick installation.</p> <p><b>Brick Lay-Up:</b> Brick to be laid in running bond. Unless otherwise directed differently on architectural drawings.</p> <p><b>Brick Joints:</b> Brick joints should be 1/2". Mortar should be flush with face of brick with minor obscuring of bricks edge detail. Joints should be brushed and sponged to bring out the sand in the mortar.</p> <p><b>Brick Face:</b> DO NOT cover brick face with mortar. Continually use clean water to brush or sponge the mortar. Brick face should remain clean, not mortar washed or sponged.</p> <p>Sample image on left is for brick lay-up style reference only. For brick color refer to specifications above.</p>

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**SCHEME 6:** Elevation B, Western Farmhouse


	Item	Manufacturer	Color # & Name
	<b>Main Body</b>	Sherwin Williams	7542, Naturel
	<b>Trim 1 &amp; Garage Door</b> (Gable Siding, Fascia Boards, Garage Man-Door)	Sherwin Williams	7053, Adaptive Shade
	<b>Trim 2</b> (Door & Window Trim)	Sherwin Williams	6385, Dover White
	<b>Front Door</b>	Sherwin Williams	9107, Uber Umber
	<b>Gutters &amp; Downspouts</b>	Sherwin Williams	Paint to match adjacent surface
	<b>Windows</b>		White
	<b>Concrete Roof Tile</b> (Flat Tile)	Eagle Roofing	Bel Air - 4690, Pewter Bronze Blend
<b>MASONRY</b>	<b>Brick</b>	Eldorado Stone	Tundra Brick, Chalk Dust
	<b>Brick Mortar</b>	Spec Mix	SM250 Antique White
	<b>Brick Lay-Up Style</b>		<p><b>Bonding Surface:</b> All surfaces must be clean, free of any dirt and loose debris to create an even and flat surface for brick installation.</p> <p><b>Brick Lay-Up:</b> Brick to be laid in running bond. Unless otherwise directed differently on architectural drawings.</p> <p><b>Brick Joints:</b> Brick joints should be 1/2". Mortar should be flush with face of brick with minor obscuring of bricks edge detail. Joints should be brushed and sponged to bring out the sand in the mortar.</p> <p><b>Brick Face:</b> DO NOT cover brick face with mortar. Continually use clean water to brush or sponge the mortar. Brick face should remain clean, not mortar washed or sponged.</p> <p>Sample image on left is for brick lay-up style reference only. For brick color refer to specifications above.</p>

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4-Pack, Phase 1C  
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EXTERIOR COLOR/MATERIAL DESIGN & SPECIFICATIONS



**SCHEME 7:** Elevation B, Western Farmhouse

	Item	Manufacturer	Color # & Name
	<b>Main Body</b>	Sherwin Williams	2821, Downing Stone
	<b>Trim 1 &amp; Garage Door</b> (Gable Siding, Fascia Boards, Garage Man-Door)	Sherwin Williams	2820, Downing Earth
	<b>Trim 2</b> (Door & Window Trim)	Sherwin Williams	7013, Ivory Lace
	<b>Front Door</b>	Sherwin Williams	6061, Tanbark
	<b>Gutters &amp; Downspouts</b>	Sherwin Williams	Paint to match adjacent surface
	<b>Windows</b>		White
	<b>Concrete Roof Tile</b> (Flat Tile)	Eagle Roofing	Bel Air - 4687, Brown Gray Range
<b>MASONRY</b>	<b>Brick</b>	Eldorado Stone	Tundra Brick, Chalk Dust
	<b>Brick Mortar</b>	Spec Mix	SM100 Gray
	<b>Brick Lay-Up Style</b>		<p><b>Bonding Surface:</b> All surfaces must be clean, free of any dirt and loose debris to create an even and flat surface for brick installation.</p> <p><b>Brick Lay-Up:</b> Brick to be laid in running bond. Unless otherwise directed differently on architectural drawings.</p> <p><b>Brick Joints:</b> Brick joints should be 1/2". Mortar should be flush with face of brick with minor obscuring of bricks edge detail. Joints should be brushed and sponged to bring out the sand in the mortar.</p> <p><b>Brick Face:</b> DO NOT cover brick face with mortar. Continually use clean water to brush or sponge the mortar. Brick face should remain clean, not mortar washed or sponged.</p> <p>Sample image on left is for brick lay-up style reference only. For brick color refer to specifications above.</p>

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4-Pack, Phase 1C  
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**EXTERIOR COLOR/MATERIAL DESIGN & SPECIFICATIONS**



**SCHEME 8:** Elevation B, Western Farmhouse

	Item	Manufacturer	Color # & Name
	<b>Main Body</b>	Sherwin Williams	7569, Stucco
	<b>Trim 1 &amp; Garage Door</b> (Gable Siding, Fascia Boards, Garage Man-Door)	Sherwin Williams	7061, Night Owl
	<b>Trim 2</b> (Door & Window Trim)	Sherwin Williams	7569, Stucco
	<b>Front Door</b>	Sherwin Williams	2814, Rookwood Antique Gold
	<b>Gutters &amp; Downspouts</b>	Sherwin Williams	Paint to match adjacent surface
	<b>Windows</b>		White
	<b>Concrete Roof Tile</b> (Flat Tile)	Eagle Roofing	Bel Air - 4690, Pewter Bronze Blend
<b>MASONRY</b>	<b>Brick</b>	Meridian (Boral) Brick	Insignia, Stags Creek Crest
	<b>Brick Mortar</b>	Spec Mix	SM300 Light Buff
	<b>Brick Lay-Up Style</b>		<p><b>Bonding Surface:</b> All surfaces must be clean, free of any dirt and loose debris to create an even and flat surface for brick installation.</p> <p><b>Brick Lay-Up:</b> Brick to be laid in running bond. Unless otherwise directed differently on architectural drawings.</p> <p><b>Brick Joints:</b> Brick joints should be 1/2". Mortar should be flush with face of brick with minor obscuring of bricks edge detail. Joints should be brushed and sponged to bring out the sand in the mortar.</p> <p><b>Brick Face:</b> DO NOT cover brick face with mortar. Continually use clean water to brush or sponge the mortar. Brick face should remain clean, not mortar washed or sponged.</p> <p>Sample image on left is for brick lay-up style reference only. For brick color refer to specifications above.</p>

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EXTERIOR COLOR/MATERIAL DESIGN & SPECIFICATIONS



**SCHEME 9:** Elevation C, Modern Prairie


	Item	Manufacturer	Color # & Name
	<b>Main Body</b>	Sherwin Williams	7534, Outerbanks
	<b>Horizontal Siding</b>	Sherwin Williams	2846, Roycroft Bronze Green
	<b>Trim 1</b> (Fascia Boards & Trim at Siding)	Sherwin Williams	2846, Roycroft Bronze Green
	<b>Trim 2 &amp; Garage Door</b> (Trim at Stucco)	Sherwin Williams	2846, Roycroft Bronze Green
	<b>Front Door</b>	Sherwin Williams	0045, Antiquarian Brown
	<b>Gutters &amp; Downspouts</b>	Sherwin Williams	Paint to match adjacent surface
	<b>Windows</b>		White
	<b>Concrete Roof Tile</b> (Flat Tile)	Eagle Roofing	Ponderosa - 5687, Brown Gray Range
<b>MASONRY</b>	<b>Stone</b>	Eldorado Stone	Stacked Stone, Castaway
	<b>Stone Mortar</b>	Spec Mix	SM300 Light Buff
	<b>Stone Lay-Up Style</b>		<p><b>Bonding Surface:</b> All surfaces must be clean, free of any dirt, loose debris to create an even and flat surface for stone installation.</p> <p><b>Stone Lay-Up:</b> Dry-stack stones in a tight horizontal orientation.</p> <p><b>Stone Joints:</b> Stones should be laid very tight in a horizontal orientation. Mortar should be used for levelling and adhering purposes only.</p> <p><b>Stone Face:</b> Stone face must remain clean, not mortar washed or sponged. DO NOT cover stone face and edge with mortar.</p> <p>Sample image on left is for field stone lay-up style reference only. For stone color refer to specifications above.</p>

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**SCHEME 10:** Elevation C, Modern Prairie


	Item	Manufacturer	Color # & Name
	<b>Main Body</b>	Sherwin Williams	9117, Urban Jungle
	<b>Horizontal Siding</b>	Sherwin Williams	0045, Antiquarian Brown
	<b>Trim 1</b> (Fascia Boards & Trim at Siding)	Sherwin Williams	0045, Antiquarian Brown
	<b>Trim 2 &amp; Garage Door</b> (Trim at Stucco)	Sherwin Williams	6148, Wool Skein
	<b>Front Door</b>	Sherwin Williams	6215, Rocky River
	<b>Gutters &amp; Downspouts</b>	Sherwin Williams	Paint to match adjacent surface
	<b>Windows</b>		White
	<b>Concrete Roof Tile</b> (Flat Tile)	Eagle Roofing	Ponderosa - 5689, Brown Range
<b>MASONRY</b>	<b>Stone</b>	Eldorado Stone	Stacked Stone, Nantucket
	<b>Stone Mortar</b>	Spec Mix	SM290 Nantucket
	<div style="display: flex; align-items: center;"> <div style="writing-mode: vertical-rl; transform: rotate(180deg); margin-right: 10px;"><b>Stone Lay-Up Style</b></div>  </div> <p><b>Bonding Surface:</b> All surfaces must be clean, free of any dirt, loose debris to create an even and flat surface for stone installation.</p> <p><b>Stone Lay-Up:</b> Dry-stack stones in a tight horizontal orientation.</p> <p><b>Stone Joints:</b> Stones should be laid very tight in a horizontal orientation. Mortar should be used for levelling and adhering purposes only.</p> <p><b>Stone Face:</b> Stone face must remain clean, not mortar washed or sponged. DO NOT cover stone face and edge with mortar.</p> <p>Sample image on left is for field stone lay-up style reference only. For stone color refer to specifications above.</p>		

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**SCHEME 11: Elevation C, Modern Prairie**


	Item	Manufacturer	Color # & Name
	<b>Main Body</b>	Sherwin Williams	9165, Gossamer Veil
	<b>Horizontal Siding</b>	Sherwin Williams	7622, Homburg Gray
	<b>Trim 1</b> (Fascia Boards & Trim at Siding)	Sherwin Williams	7622, Homburg Gray
	<b>Trim 2 &amp; Garage Door</b> (Trim at Stucco)	Sherwin Williams	7622, Homburg Gray
	<b>Front Door</b>	Sherwin Williams	6116, Tatami Tan
	<b>Gutters &amp; Downspouts</b>	Sherwin Williams	Paint to match adjacent surface
	<b>Windows</b>		White
	<b>Concrete Roof Tile</b> (Flat Tile)	Eagle Roofing	Ponderosa - 5679, Light Gray Range
<b>MASONRY</b>	<b>Stone</b>	Eldorado Stone	Stacked Stone, Koryak
	<b>Stone Mortar</b>	Spec Mix	SM200 White
	<b>Stone Lay-Up Style</b>		<p><b>Bonding Surface:</b> All surfaces must be clean, free of any dirt, loose debris to create an even and flat surface for stone installation.</p> <p><b>Stone Lay-Up:</b> Dry-stack stones in a tight horizontal orientation.</p> <p><b>Stone Joints:</b> Stones should be laid very tight in a horizontal orientation. Mortar should be used for levelling and adhering purposes only.</p> <p><b>Stone Face:</b> Stone face must remain clean, not mortar washed or sponged. DO NOT cover stone face and edge with mortar.</p> <p>Sample image on left is for field stone lay-up style reference only. For stone color refer to specifications above.</p>

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**SCHEME 12:** Elevation C, Modern Prairie


	Item	Manufacturer	Color # & Name
	<b>Main Body</b>	Sherwin Williams	0049, Silver Gray
	<b>Horizontal Siding</b>	Sherwin Williams	6186, Dried Thyme
	<b>Trim 1</b> (Fascia Boards & Trim at Siding)	Sherwin Williams	6186, Dried Thyme
	<b>Trim 2 &amp; Garage Door</b> (Trim at Stucco)	Sherwin Williams	7541, Grecian Ivory
	<b>Front Door</b>	Sherwin Williams	2843, Roycroft Brass
	<b>Gutters &amp; Downspouts</b>	Sherwin Williams	Paint to match adjacent surface
	<b>Windows</b>		White
	<b>Concrete Roof Tile</b> (Flat Tile)	Eagle Roofing	Ponderosa - 5679, Light Gray Range
<b>MASONRY</b>	<b>Stone</b>	Eldorado Stone	Stacked Stone, Daybreak
	<b>Stone Mortar</b>	Spec Mix	SM200 White
	<b>Stone Lay-Up Style</b>		<p><b>Bonding Surface:</b> All surfaces must be clean, free of any dirt, loose debris to create an even and flat surface for stone installation.</p> <p><b>Stone Lay-Up:</b> Dry-stack stones in a tight horizontal orientation.</p> <p><b>Stone Joints:</b> Stones should be laid very tight in a horizontal orientation. Mortar should be used for levelling and adhering purposes only.</p> <p><b>Stone Face:</b> Stone face must remain clean, not mortar washed or sponged. DO NOT cover stone face and edge with mortar.</p> <p>Sample image on left is for field stone lay-up style reference only. For stone color refer to specifications above.</p>

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**Attachment 8**

**CEQA Exemption and Streamlining Analysis dated May, 2021**

CITY OF FOLSOM

**CEQA Exemption and Streamlining Analysis for Mangini Ranch  
Phase 1C 4-Pack (Mangini Ranch Phase 1, Lot 11)**

---

1. Application No: PN 21-002
2. Project Title: Mangini Ranch Phase 1C 4-Pack (Mangini Ranch Phase 1, Lots 11 and 12)
3. Lead Agency Name and Address:  
City of Folsom  
50 Natoma Street  
Folsom, CA 95630
4. Contact Person and Phone Number:  
Scott Johnson, AICP, Planning Manager  
Community Development Department  
(916) 355-7222
5. Project Location:  
11.05 acres located north of White Rock Road and east of Placerville Road.  
APN: 072-3370-036 (19.4 acres, Folsom Real Estate South, LLC.)
6. Project Applicant's/Sponsor's Name and Address:  
  
CMB Improvement Company, LLC.  
4370 Town Center Blvd. Ste. 100  
El Dorado Hills, CA 95762
7. General Plan Designation: MLD
8. Zoning: SP-MLD
9. Other public agencies whose approval may be required or agencies that may rely on this document for implementing project:  
  
California Department of Fish and Wildlife (for Section 1602 agreement)  
Capital Southeast Connector Joint Powers Authority  
Central Valley Regional Water Quality Control Board  
Folsom-Cordova Unified School District  
Sacramento Metropolitan Air Quality Management District

**Table of Contents**

**I. INTRODUCTION** .....3

**II. PROJECT DESCRIPTION**.....3

**A. PROJECT OVERVIEW** .....3

**B. PROJECT LOCATION** .....5

**C. EXISTING SITE CONDITIONS** .....5

**D. CONSISTENCY WITH THE FPASP** .....5

**III. EXEMPTION AND STREAMLINING ANALYSIS** .....6

**A. Folsom Plan Area Specific Plan** .....6

**B. Documents Incorporated by Reference** .....7

**C. Introduction to CEQA Exemption and Streamlining Provisions** .....8

**D. Environmental Checklist Review** .....9

**1. Where Impact Was Analyzed** .....9

**2. Do Proposed Changes Involve New or More Severe Impacts?** .....11

**3. Any New Circumstances Involving New or More Severe Impacts?**.....11

**4. Any New Information of Substantial Importance Requiring New Analysis or Verification?**.11

**5. Are There Effects That Are Peculiar To The Project Or The Parcel On Which The Project Would Be Located That Have Not Been Disclosed In A Prior EIR On The Zoning Action, General Plan, Or Community Plan With Which the Project is Consistent?** .....12

**6. Are There Effects Peculiar To The Project That Will Not Be Substantially Mitigated By Application Of Uniformly Applied Development Policies Or Standards That Have Been Previously Adopted?**.....13

**7. Are There Effects That Were Not Analyzed As Significant Effects In A Prior EIR On The Zoning Action, General Plan Or Community Plan With Which The Project Is Consistent?**.... .14

**8. Are There Potentially Significant Off-Site Impacts and Cumulative Impacts That Were Not Discussed In The Prior EIR Prepared For The General Plan, Community Plan, Or Zoning Action?**.....14

**9. Are There Previously Identified Significant Effects That, As A Result Of Substantial New Information Not Known At The Time The EIR Was Certified, Are Now Determined To Have A More Severe Adverse Impact?**.....15

**10. Mitigation Measures Addressing Impacts** .....15

**E. Checklist and Discussion**.....17

**1. AESTHETICS**.....18

**2. AGRICULTURE AND FOREST RESOURCES**.....20

**3. AIR QUALITY** .....22

**4. BIOLOGICAL RESOURCES**.....26

**5. CULTURAL RESOURCES** .....31

6.	<u>GEOLOGY AND SOILS</u> .....	33
7.	<u>GREENHOUSE GAS EMISSIONS</u> .....	37
8.	<u>HAZARDS AND HAZARDOUS MATERIALS</u> .....	39
9.	<u>HYDROLOGY AND WATER QUALITY</u> .....	44
10.	<u>LAND USE AND PLANNING</u> .....	49
11.	<u>MINERAL RESOURCES</u> .....	52
12.	<u>NOISE</u> .....	54
13.	<u>POPULATION AND HOUSING</u> .....	59
14.	<u>PUBLIC SERVICES</u> .....	61
15.	<u>RECREATION</u> .....	64
16.	<u>TRANSPORTATION/ TRAFFIC</u> .....	66
17.	<u>UTILITIES</u> .....	72
18.	<u>MANDATORY FINDINGS OF SIGNIFICANCE</u> .....	76
F.	<u>Conclusion</u> .....	81
IV	<u>REFERENCES</u> .....	82

## I. INTRODUCTION

The Mangini Ranch Phase 1C 4-Pack development proposal (project or Project) is located in the Folsom Plan Area Specific Plan (FPASP) area. As discussed later in this document, the project is consistent with the FPASP.

As a project that is consistent with an existing Specific Plan, Mangini Ranch Phase 1C 4 Pack is eligible for the exemption from review under the California Environmental Quality Act<sup>1</sup> (“CEQA”) provided in Government Code section 65457 and CEQA Guidelines<sup>2</sup> section 15182, subdivision (c), as well as the streamlining provisions in Public Resources Code section 21083.3 and CEQA Guidelines section 15183.

Because the Project is exempt from CEQA, the City is not required to provide the following CEQA analysis. Nonetheless, the City provides the following checklist exploring considerations raised by sections 15182 and 15183 to disclose the City’s evidence and reasoning for determining the project’s consistency with the Folsom Plan Area Specific Plan (“FPASP”) and eligibility for the claimed CEQA exemption.

## II. PROJECT DESCRIPTION

### A. PROJECT OVERVIEW

The Mangini Ranch Phase 1C 4-Pack project includes a small lot vesting tentative subdivision map (SLVTSM) to further subdivide a 11.05-acre portion of Mangini Ranch Phase 1 Large Lot 11 (FPASP Parcel 147) into 100 residential lots for future development, consistent with the land use designations in the FPASP. Proposed single-family detached lot size varies per lot as shown in detail on the SLVTSM. The street pattern utilizes a modified grid system of streets, providing multiple and direct access to homesites. The street pattern promotes walkability by offering multiple options, incorporating short street blocks, and maximizing intersection density. Through traffic (“cut-through traffic”) is discouraged by design. Class I multi-purpose trails are located along the drainage corridors in the Open Space areas, consistent with the trails identified on the FPASP Trails Exhibit. Trail connections are provided at Mangini Parkway and Savannah Parkway.

The requested land use entitlements for the Mangini Ranch Phase 1C 4-Pack project are:

- (1) Small Lot Vesting Tentative Subdivision Map;
- (2) PD Permit – MLD Architecture & Dev. Standards.

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<sup>1</sup> California Environmental Quality Act, Pub. Resources Code, § 21000 et seq. (hereafter “CEQA”).

<sup>2</sup> The Guidelines for the Implementation of the California Environmental Quality Act, Cal. Code Regs., tit. 14, § 15000 et seq. (hereafter “CEQA Guidelines” or “Guidelines”).



Infrastructure to serve the Project is proximate and available to the site.

The Project is located within the Folsom Ranch Central District and is designed to comply with the Folsom Ranch Central District Design Guidelines (approved 2015, amended 2018). No deviations from the FPASP Appendix A: Development Standards are sought with this application.

## **B. PROJECT LOCATION**

The Project site consists of a 11.05-acre portion of a parcel in the FPASP plan area that is within the approved Mangini Ranch Phase 1 development area, south of U.S. Highway 50 and west of Savannah Parkway. The project site is known as Mangini Ranch Phase 1, Large Lot 11.

Mangini Parkway and Savannah Parkway provide access to the site. Public street access would be provided at proposed Street A, which connects to Savannah Parkway near the northern boundary of the Project site, and Street D, which is located in the southwest portion of the site and connects to Mangini Parkway. Adjacent to the project is the Mangini Ranch Phase 1 subdivision at Folsom Ranch, which is under construction.

The FPASP is a 3,513.4-acre comprehensively planned community that creates new development patterns based on the principles of smart growth and transit-oriented development. The Specific Plan zoning for the Project site is Multi-Family Low Density (SP-MLD).

See the Project Narrative for exhibits of the proposed project and surrounding land uses.

## **C. EXISTING SITE CONDITIONS**

Currently, the 11.05-acre project site is undeveloped. There are no native trees located within the bounds of the project site, therefore no trees are proposed for removal with this application.

## **D. CONSISTENCY WITH THE FPASP**

The Project is consistent with and aims to fulfill the specific policies and objectives in the Folsom Plan Area Specific Plan. An analysis of the proposed project's consistency with the FPASP is provided in Exhibit 3, the Applicant's FPASP Policy Consistency Analysis.

### **1. Land Use Designation and Unit Types**

The application intends to develop the Mangini Ranch Phase 1C 4-Pack project (as shown and described in the Project Narrative) as a Multi-Family Low Density (MLD) Residential site, consistent with the FPASP. A SLVTSM and PD Permit – MLD Architecture & Dev. Standards entitlements are sought with this application.

An open space drainage corridor is located on the northern boundary of the subject property; drainage runoff from the project site flows to Mangini Parkway and then to Hydromodification Basin 22 located westerly of the Project area, south of the elementary school (the school is currently under construction). Not a part of this application, however, future drainage runoff south of the drainage corridor flows to Hydromodification Basin 24 located immediately west of southern area of the Project.

The Mangini Ranch Phase 1C 4-Pack project proposes to create 100 residential lots. The FPASP defines the MLD residential designation as “one of the most flexible residential land use designations in the Plan Area[.]” which includes “single family dwellings (small lot detached, zero-lot-line and patio homes), two family dwellings and multi-family dwellings.” (FPASP, p. 4-14.) The density range for MLD is 7 to 12 dwelling units per gross acre. (FPASP, p. 4-14.)

The clustered, residential lots proposed by the project are permitted uses as shown on Table 4.3 of the FPASP. (See also FPASP DEIR, Table 3A.10-4.)

In summary, the proposed land use and the density of residential use proposed for the Mangini Ranch Phase 1C 4-Pack project are consistent with the FPASP.

## **2. Circulation**

The Mangini Ranch Phase 1C 4-Pack project includes vehicular access to the Project via Mangini Parkway, which runs between lot 11 and 12. Improvements to Mangini Parkway and Savannah Parkway have been/are being constructed by other FPASP approved projects; additional improvements are planned to Savannah Parkway along the property frontage. City standard residential streets and alleys are proposed for this subdivision, with detached and attached pedestrian sidewalks and on-street parking. Class III bike routes are provided on all residential streets.

The proposed project is consistent with roadway and transit master plans for the FPASP.

## **3. Water, Sewer, and Storm Drainage Infrastructure**

### *Water infrastructure*

The Mangini Ranch Phase 1C 4-Pack project is being served by Zone 3 water from the north via Mangini Parkway and Savannah Parkway. The project is located within the Zone 3 pressure zone. Water mains are provided within the perimeter streets, including Mangini Parkway and Savannah Parkway.

### *Sewer infrastructure*

The Mangini Ranch Phase 1C 4-Pack project will be served by the sewer infrastructure within Mangini Parkway and Savannah Parkway.

*Storm drainage infrastructure*

The Mangini Ranch Phase 1C 4-Pack project site stormwater system will connect to existing HMB#22.

The proposed project is consistent with planned infrastructure for the FPASP.

### III. EXEMPTION AND STREAMLINING ANALYSIS

#### A. Folsom Plan Area Specific Plan

The City adopted the Folsom Plan Area Specific Plan on June 28, 2011 (Resolution No. 8863).

The City of Folsom and the U.S. Army Corps of Engineers prepared a joint environmental impact report/environmental impact statement (“EIR/EIS” or “EIR”) for the Folsom South of U.S. Highway 50 Specific Plan Project (“FPASP”). (See FPASP EIR/EIS, SCH #2008092051). The Draft EIR/EIS (DEIR) was released on June 28, 2010. The City certified the Final EIR/EIS (FEIR) on June 14, 2011 (Resolution No. 8860). For each impact category requiring environmental analysis, the EIR provided two separate analyses: one for the “Land” component of the FPASP project, and a second for the “Water” component. (FPASP DEIR, p. 1-1 to 1-2.) The analysis in this document is largely focused on and cites to the “Land” sections of the FPASP EIR.

On December 7, 2012, the City certified an Addendum to the EIR for the FPASP for purposes of analyzing an alternative water supply for the project. The revisions to the “Water” component of the FPASP project included: (1) Leak Fixes, (2) Implementation of Metered Rates, (3) Exchange of Water Supplies, (4) New Water Conveyance Facilities. (Water Addendum, pp. 3-1 to 3-4.) The City concluded that, with implementation of certain mitigation measures from the FPASP EIR’s “Water” sections, the water supply and infrastructure changes would not result in any new significant impacts, substantially increase the severity of previously disclosed impacts or involve any of the other conditions related to changed circumstances or new information that can require a subsequent or supplemental EIR. (See Pub. Resources Code, § 21166; Guidelines, § 15162.) The analysis in portions of the FPASP EIR’s “Water” sections that have not been superseded by the Water Addendum are still applicable.

#### B. Documents Incorporated by Reference

The analysis in this document incorporates by reference the following environmental documents that have been certified by the Folsom City Council:

- i. Folsom South of U.S. Highway 50 Specific Plan Project EIR/EIS and Findings of Fact and Mangini Ranch Phase 1C 4-Pack (Mangini Ranch Phase 1 Lot 11) CEQA Exemption and Streamlining Analysis

May 2021

Statement of Overriding Considerations, certified by the Folsom City Council on June 14, 2011, a copy of which is available for viewing at the City of Folsom Planning Public Counter located on the 2nd floor of the City Hall Building at 50 Natoma Street in Folsom, CA (from 8:00 a.m. to 1:00 p.m. Monday through Friday).

- ii. CEQA Addendum for the Folsom South of U.S. 50 Specific Plan Project- Revised Proposed Off-site Water Facility Alternative prepared November, 2012, (“Water Addendum”), certified by the Folsom City Council on December 11, 2012, a copy of which is available for viewing at the City of Folsom Planning Public Counter located on the 2nd floor of the City Hall Building at 50 Natoma Street in Folsom, CA (from 8:00 a.m. to 1:00 p.m. Monday through Friday);
- iii. South of Highway 50 Backbone Infrastructure Project Initial Study/Mitigated Negative Declaration (Backbone Infrastructure MND), dated December 9, 2014, adopted by the City Council on February 24, 2015, a copy of which is available for viewing at the City of Folsom Planning Public Counter located on the 2nd floor of the City Hall Building at 50 Natoma Street in Folsom, CA (from 8:00 a.m. to 1:00 p.m. Monday through Friday).

Each of the environmental documents listed above includes mitigation measures imposed on the FPASP and activities authorized therein and in subsequent projects to mitigate plan-level environmental impacts, which are, therefore, applicable to the proposed project. The mitigation measures are referenced specifically throughout this document and are incorporated by reference in the environmental analysis. The Applicant will be required to agree, as part of the conditions of approval for the proposed project, to comply with each of those mitigation measures.

Pursuant to Public Resources Code section 21083.3, subdivision (c), the City will make a finding at a public hearing that the feasible mitigation measures specified in the FPASP EIR will be undertaken.

Moreover, for those mitigation measures with a financial component that apply plan-wide, the approved Public Facilities Financing Plan and Amended and Restated Development Agreement bind the Applicant to a fair share contribution for funding those mitigation measures.

The May 22, 2014, Record of Decision (ROD) for the Folsom South of U.S. Highway 50 Specific Plan Project—City of Folsom Backbone Infrastructure (Exhibit 2) by the U.S. Army Corps of Engineers is also incorporated by reference.

All impacts from both on-site and off-site features of the Mangini Ranch Phase 1C 4-Pack project have been analyzed and addressed in the CEQA analysis and other regulatory permits required for the Mangini Ranch Phase 1C 4-Pack project and/or the Backbone Infrastructure project.

### C. Introduction to CEQA Exemption and Streamlining Provisions

The City finds that the Mangini Ranch Phase 1C 4-Pack development proposal is consistent with the FPASP and therefore exempt from CEQA under Government Code section 65457 and CEQA Guidelines section 15182, subdivision (c), as a residential project undertaken pursuant to and in conformity with a specific plan.

The City also finds that the Mangini Ranch Phase 1C 4-Pack project is eligible for streamlined CEQA review provided in Public Resources Code section 21083.3, and CEQA Guidelines section 15183 for projects consistent with a community plan, general plan, or zoning. Because the Project is exempt from CEQA, the City is not required to provide the following streamlined CEQA analysis. Nonetheless, the City provides the following checklist exploring considerations raised by sections 15182 and 15183 because the checklist provides a convenient vehicle for disclosing the City's substantial evidence and reasoning underlying its consistency determination.

As mentioned above, the City prepared an addendum to the FPASP EIR in December 2012 for purposes of analyzing an alternative water supply for the FPASP. Although this Water Addendum was prepared and adopted by the City after the certification of the FPASP EIR/EIS, it would not change any of the analysis under Public Resources Code section 21083.3 and CEQA Guidelines section 15183 because it gave the Plan Area a more feasible and reliable water supply.

The City has prepared site-specific studies pursuant to the requirements set forth in the mitigation measures and conditions of approval adopted for the FPASP under the FPASP EIR and Water Addendum for subsequent development projects. (See Exhibits 4 [Noise Assessment] and 5 [Access Evaluation Memo].) These studies support the conclusion that the Mangini Ranch Phase 1C 4-Pack development proposal would not have any new significant or substantially more severe impacts (CEQA Guidelines, § 15162), nor would it result in any new significant impacts that are peculiar to the project or its site (CEQA Guidelines, § 15183).

**1. Exemption provided by Government Code, § 65457, and CEQA Guidelines, § 15182, subdivision (c)**

Government Code section 65457, and CEQA Guidelines section 15182, subdivision (c), exempt residential projects that are undertaken pursuant to a specific plan for which an EIR was previously prepared if the projects are in conformity with that specific plan and the conditions described in CEQA Guidelines section 15162 (relating to the preparation of a supplemental EIR) are not present. (Gov. Code, § 65457, subd. (a); CEQA Guidelines, §§ 15182, subd. (c), 15162, subd. (a).)

The Applicant's FPASP Policy Consistency Analysis attached as Exhibit 3 supports the determination that the Project is undertaken pursuant to and in conformity with the FPASP.

**2. Streamlining provided by Public Resources Code, § 21083.3 and CEQA Guidelines, § 15183**

Mangini Ranch Phase 1C 4-Pack (Mangini Ranch Phase 1 Lot 11)  
CEQA Exemption and Streamlining Analysis

May 2021

Public Resources Code section 21083.3 provides a streamlined CEQA process where a subdivision map application is made for a parcel for which prior environmental review of a zoning or planning approval was adopted. If the proposed development is consistent with that zoning or plan, any further environmental review of the development shall be limited to effects upon the environment which are peculiar to the parcel or to the project and which were not addressed as significant effects in the prior EIR or which substantial new information shows will be more significant than described in the prior EIR. Effects are not to be considered peculiar to the parcel or the project if uniformly applied development policies or standards have been previously adopted by the city, which were found to substantially mitigate that effect when applied to future projects.

CEQA Guidelines section 15183 provides further detail and guidance for the implementation of the exemption set forth in Public Resources Code section 21083.3.

#### D. Environmental Checklist Review

The row titles of the checklist include the full range of environmental topics, as presented in Appendix G of the CEQA Guidelines.

The column titles of the checklist have been modified from the Appendix G presentation to assess the Project's qualifications for streamlining provided by Public Resources Code section 21083.3 and CEQA Guidelines sections 15183, as well as to evaluate whether the conditions described in Guidelines section 15162 are present.

Pursuant to Guidelines section 15162, one of the purposes of this checklist is to evaluate the categories in terms of any "changed condition" (i.e. changed circumstances, project changes, or new information of substantial importance) that may result in a different environmental impact significance conclusion. If the situations described in Guidelines section 15162 are not present, then the exemption provided by Government Code section 65457 and Guidelines section 15182 can be applied to the Project. Therefore, the checklist does the following: a) identifies the earlier analyses and states where they are available for review; b) discusses whether proposed changes to the previously-analyzed program, including new site specific operations, would involve new or substantially more severe significant impacts; c) discusses whether new circumstances surrounding the previously-analyzed program would involve new or substantially more severe significant impacts; d) discusses any substantially important new information requiring new analysis; and e) describes the mitigation measures which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project. (Guidelines, § 15162, subd. (a).)

The checklist serves a second purpose. Public Resources Code section 21083.3 and its parallel Guidelines provision, section 15183, provide for streamlined environmental review for projects consistent with the development densities established by existing zoning, general plan, or community plan policies for which an EIR was certified. Such projects require no further environmental review

except as might be necessary to address effects that (a) are peculiar to the project or the parcel on which the project would be located, (b) were not analyzed as significant effects in the prior EIR, (c) are potentially significant off-site impacts or cumulative impacts not discussed in the prior EIR, or (d) were previously identified significant effects but are more severe than previously assumed in light of substantial new information not known when the prior EIR was certified. If an impact is not peculiar to the parcel or to the project, has been addressed as a significant impact in the prior EIR, or can be substantially mitigated by the imposition of uniformly applied development policies or standards, then an additional EIR need not be prepared for the project solely on the basis of that impact.

A “no” answer does not necessarily mean that there are no potential impacts relative to the environmental category, but that there is no change in the condition or status of the impact since it was analyzed and addressed with mitigation measures in the prior environmental documents approved for the zoning action, general plan, or community plan. The environmental categories might be answered with a “no” in the checklist since the Mangini Ranch Phase 1C 4-Pack project does not introduce changes that would result in a modification to the conclusion of the FPASP EIR.

The purpose of each column of the checklist is described below.

#### **1. Where Impact Was Analyzed**

This column provides a cross-reference to the pages of the environmental documents for the zoning action, general plan, or community plan where information and analysis may be found relative to the environmental issue listed under each topic.

#### **2. Do Proposed Changes Involve New or More Severe Impacts?**

Pursuant to Section 15162(a)(1) of the CEQA Guidelines, this column indicates whether the changes represented by the proposed project will result in new significant impacts not disclosed in the prior EIR or negative declaration or that the proposed project will result in substantial increases the severity of a previously identified significant impact. A yes answer is only required if such new or worsened significant impacts will require “major revisions of the previous EIR or negative declaration.” If a “yes” answer is given, additional mitigation measures or alternatives may be needed.

#### **3. Any New Circumstances Involving New or More Severe Impacts?**

Pursuant to Section 15162(a)(2) of the CEQA Guidelines, this column indicates whether changed circumstances affecting the proposed project will result in new significant impacts not disclosed in the prior EIR or negative declaration or will result in substantial increases the severity of a previously identified significant impact. A yes answer is only required if such new or worsened significant impacts will require “major revisions of the previous EIR or negative declaration.” If a “yes” answer is given, additional mitigation measures or alternatives may be needed.

#### **4. Any New Information of Substantial Importance Requiring New Analysis or Verification?**

Pursuant to Section 15162(a)(3) of the CEQA Guidelines, this column indicates whether new information “of substantial importance” is available requiring an update to the analysis of a previous EIR to verify that the environmental conclusions and mitigations remain valid. Any such information is only relevant if it “was not known and could not have been known with reasonable diligence at the time of the previous EIR.” To be relevant in this context, such new information must show one or more of the following:

- (A) The project will have one or more significant effects not discussed in the previous EIR or negative declaration;
- (B) Significant effects previously examined will be substantially more severe than shown in the previous EIR;
- (C) Mitigation measures or alternatives previously found not to be feasible would in fact be feasible and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measure or alternative; or
- (D) Mitigation measures or alternatives which are considerably different from those analyzed in the previous EIR would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the mitigation measure or alternative.

This category of new information may apply to any new regulations, enacted after certification of the prior EIR or adoption of the prior negative declaration, which might change the nature of analysis of impacts or the specifications of a mitigation measure. If the new information shows the existence of new significant effects or significant effects that are substantially more severe than were previously disclosed, then new mitigation measures should be considered. If the new information shows that previously rejected mitigation measures or alternatives are now feasible, such measures or alternatives should be considered anew. If the new information shows the existence of mitigation measures or alternatives that are (i) considerably different from those included in the prior EIR, (ii) able to substantially reduce one or more significant effects, and (iii) unacceptable to the project proponents, then such mitigation measures or alternatives should also be considered.

**5. Are There Effects That Are Peculiar To The Project Or The Parcel On Which The Project Would Be Located That Have Not Been Disclosed In A Prior EIR On The Zoning Action, General Plan, Or Community Plan With Which the Project is Consistent?**

Pursuant to Section 15183, subdivision (b)(1), of the CEQA Guidelines, this column indicates whether there are project-specific significant effects that are peculiar to the project or its site. Although neither section 21083.3 nor section 15183 defines the term “effects on the environment which are peculiar to the parcel or to the project,” a definition can be gleaned from what is now the leading case interpreting section 21083.3, *Wal-Mart Stores, Inc. v. City of Turlock* (2006) 138 Cal.App.4th 273 (*Wal-Mart Stores*). In that case, the court upheld the respondent city’s decision to adopt an ordinance banning discount “superstores.” The city appropriately found that the adoption of the ordinance was wholly exempt from CEQA review under CEQA Guidelines section 15183 as a zoning action

**Mangini Ranch Phase 1C 4-Pack (Mangini Ranch Phase 1 Lot 11)**

CEQA Exemption and Streamlining Analysis

May 2021



consistent with the general plan, where there were no project-specific impacts – of any kind – associated with the ordinance that were peculiar to the project. The court concluded that “a physical change in the environment will be peculiar to [a project] if that physical change belongs exclusively and especially to the [project] or it is characteristic of only the [project].” (*Id.* at p. 294.) As noted by the court, this definition “illustrate[s] how difficult it will be for a zoning amendment or other land use regulation that does not have a physical component to have a sufficiently close connection to a physical change to allow the physical change to be regarded as ‘peculiar to’ the zoning amendment or other land use regulation.” (*Ibid.*)

A “yes” answer in the checklist indicates that the project has effects peculiar to the project relative to the environmental category that were not discussed in the prior environmental documentation for the zoning action, general plan or community plan. A “yes” answer will be followed by an indication of whether the impact is “potentially significant”, “less than significant with mitigation incorporated”, or “less than significant”. An analysis of the determination will appear in the Discussion section following the checklist.

#### **6. Are There Effects Peculiar To The Project That Will Not Be Substantially Mitigated By Application Of Uniformly Applied Development Policies Or Standards That Have Been Previously Adopted?**

Sections 21083.3 and 15183 include a separate, though complementary, means of defining the term “effects on the environment which are peculiar to the parcel or to the project.” Subdivision (f) of section 15183 provides as follows:

An effect of a project on the environment shall not be considered peculiar to the project or the parcel for the purposes of this section if uniformly applied development policies or standards have been previously adopted by the city or county with a finding that the development policies or standards will substantially mitigate that environmental effect when applied to future projects, unless substantial new information shows that the policies or standards will not substantially mitigate the environmental effect. The finding shall be based on substantial evidence which need not include an EIR.

This language explains that an agency can dispense with CEQA compliance for environmental impacts that will be “substantially mitigated” by the uniform application of “development policies or standards” adopted as part of, or in connection with, previous plan-level or zoning-level decisions, or otherwise – unless “substantial new information” shows that the standards or policies will not be effective in “substantially mitigating” the effects in question. Section 15183, subdivision (f), goes on to add the following considerations regarding the kinds of policies and standards at issue:

Such development policies or standards need not apply throughout the entire city or county but can apply only within the zoning district in which the project is located, or within the area subject to the community plan on which the lead agency is relying. Moreover, such policies or standards need not be part of the general plan or any community plan but can be found within another pertinent planning

**Mangini Ranch Phase 1C 4-Pack (Mangini Ranch Phase 1 Lot 11)**

CEQA Exemption and Streamlining Analysis

May 2021

document such as a zoning ordinance. Where a city or county, in previously adopting uniformly applied development policies or standards for imposition on future projects, failed to make a finding as to whether such policies or standards would substantially mitigate the effects of future projects, the decision-making body of the city or county, prior to approving such a future project pursuant to this section, may hold a public hearing for the purpose of considering whether, as applied to the project, such standards or policies would substantially mitigate the effects of the project. Such a public hearing need only be held if the city or county decides to apply the standards or policies as permitted in this section.

Subdivision (g) provides concrete examples of “uniformly applied development policies or standards”:

- (1) parking ordinances;
- (2) public access requirements;
- (3) grading ordinances;
- (4) hillside development ordinances;
- (5) flood plain ordinances;
- (6) habitat protection or conservation ordinances;
- (7) view protection ordinances.

A “yes” answer in the checklist indicates that the project has effects peculiar to the project relative to the environmental category that were not discussed in the prior environmental documentation for the zoning action, general plan or community plan and that cannot be mitigated through application of uniformly applied development policies or standards that have been previously adopted by the agency. A “yes” answer will be followed by an indication of whether the impact is “potentially significant”, “less than significant with mitigation incorporated”, or “less than significant”. An analysis of the determination will appear in the Discussion section following the checklist.

#### **7. Are There Effects That Were Not Analyzed As Significant Effects In A Prior EIR On The Zoning Action, General Plan Or Community Plan With Which The Project Is Consistent?**

Pursuant to Section 15183, subdivision (b)(2) of the CEQA Guidelines, this column indicates whether there are any effects that were not analyzed as significant effects in the prior EIR for the zoning action, general plan, or community plan with which the project is consistent.

This provision indicates that, if the prior EIR for a general plan, community plan, or zoning action failed to analyze a potentially significant effect then such effects must be addressed in the site-specific CEQA analysis.

A “yes” answer in the checklist indicates that the project has effects relative to the environmental category that were not analyzed as significant effects in the prior environmental documentation for the zoning action, general plan or community plan. A “yes” answer will be followed by an indication of whether the impact is “potentially significant”, “less than significant with mitigation incorporated”, or “less than significant”. An analysis of the determination will appear in the Discussion section following the checklist.

#### **8. Are There Potentially Significant Off-Site Impacts and Cumulative Impacts That Were Not Discussed In The Prior EIR Prepared For The General Plan, Community Plan, Or Zoning Action?**

Pursuant to Section 15183, subdivision (b)(3), of the CEQA Guidelines, this column indicates whether **Mangini Ranch Phase 1C 4-Pack (Mangini Ranch Phase 1 Lot 11)**

CEQA Exemption and Streamlining Analysis

May 2021

there are any potentially significant off-site impacts and cumulative impacts that were not discussed in the prior EIR prepared for the general plan, community plan or zoning action with which the project is consistent.

Subdivision (j) of CEQA Guidelines section 15183 makes it clear that, where the prior EIR has adequately discussed potentially significant offsite or cumulative impacts, the project-specific analysis need not revisit such impacts:

This section does not affect any requirement to analyze potentially significant offsite or cumulative impacts if those impacts were not adequately discussed in the prior EIR. If a significant offsite or cumulative impact was adequately discussed in the prior EIR, then this section may be used as a basis for excluding further analysis of that offsite or cumulative impact.

This provision indicates that, if the prior EIR for a general plan, community plan, or zoning action failed to analyze the “potentially significant offsite impacts and cumulative impacts of the [new site-specific] project,” then such effects must be addressed in the site-specific CEQA analysis. (Pub. Resources Code, § 21083.3, subd. (c); see also CEQA Guidelines, § 15183, subd. (j).)

A “yes” answer in the checklist indicates that the project has potentially significant off-site impacts or cumulative impacts relative to the environmental category that were not discussed in the prior environmental documentation for the zoning action, general plan or community plan. A “yes” answer will be followed by an indication of whether the impact is “potentially significant”, “less than significant with mitigation incorporated”, or “less than significant”. An analysis of the determination will appear in the Discussion section following the checklist.

**9. Are There Previously Identified Significant Effects That, As A Result Of Substantial New Information Not Known At The Time The EIR Was Certified, Are Now Determined To Have A More Severe Adverse Impact?**

Pursuant to Section (b)(4) of the CEQA Guidelines, this column indicates whether there are previously identified significant effects that are now determined to be more severe than previously assumed based on substantial information not known at the time the EIR for the zoning action, general plan or community plan was certified.

This provision indicates that, if substantial new information has arisen since preparation of the prior EIR for a general plan, community plan, or zoning action with respect to an effect that the prior EIR identified as significant, and the new information indicates that the adverse impact will be more severe, then such effects must be addressed in the site-specific CEQA analysis.

A “yes” answer in the checklist indicates that the project has significant impacts relative to the environmental category that were previously identified in the prior environmental documentation for the zoning action, general plan or community plan but, as a result of new information not previously known, are now determined to be more severe than previously assumed. A “yes” answer will be followed by an indication of whether the impact is “potentially significant”, “less than significant with mitigation incorporated”, or “less than significant”. An analysis of the determination will appear in the Discussion section following the checklist.

## 10. Mitigation Measures Addressing Impacts.

Pursuant to Public Resources Code section 21083.3, this column indicates whether the prior environmental document and/or the findings adopted by the lead agency decision-making body provides mitigation measures to address effects in the related impact category. In some cases, the mitigation measures have already been implemented. A “yes” response will be provided in either instance. If “NA” is indicated, this Environmental Review concludes that the impact does not occur with this project and therefore no mitigations are needed.

Subdivision (c) of Public Resources Code section 21083.3 further limits the partial exemption for projects consistent with general plans, community plans, and zoning by providing that:

[A]ll public agencies with authority to mitigate the significant effects shall undertake or require the undertaking of any feasible mitigation measures specified in the prior [EIR] relevant to a significant effect which the project will have on the environment or, if not, then the provisions of this section shall have no application to that effect. The lead agency shall make a finding, at a public hearing, as to whether those mitigation measures will be undertaken.

(Pub. Resources Code, § 21083.3, subd. (c).) Accordingly, to avoid having to address a previously identified significant effect in a site-specific CEQA document, a lead agency must “undertake or require the undertaking of any feasible mitigation measures specified in the prior [EIR] relevant to a significant effect which the project will have on the environment.” (Pub. Resources Code, § 21083.3, subd. (c).) Thus, the mere fact that a prior EIR has analyzed certain significant cumulative or off-site effects does not mean that site-specific CEQA analysis can proceed as though such effects do not exist. Rather, to take advantage of the streamlining provisions of section 21083.3, a lead agency must commit itself to carry out all relevant feasible mitigation measures adopted in connection with the general plan, community plan, or zoning action for which the prior EIR was prepared. This commitment must be expressed as a finding adopted at a public hearing. (See *Gentry v. City of Murrieta* (1995) 36 Cal.App.4th 1359, 1408 [court rejected respondent city’s argument that it had complied with this requirement because it made a finding at the time of project approval “that the Project complied with all ‘applicable’ laws”; such a finding “was not the equivalent of a finding that the mitigation measures in the [pertinent] Plan EIR were actually being undertaken”].)

E. Checklist and Discussion

1. AESTHETICS

Environmental Issue Area	Where Impact Was Analyzed in Prior Environmental Documents.	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information of Substantial Importance Requiring New Analysis or Verification?	Are There Effects That Are Peculiar To The Project Or The Parcel On Which The Project Would Be Located That Have Not Been Disclosed In a Prior EIR On The Zoning Action, General Plan, Or Community Plan With Which the Project is Consistent?	Are There Effects That Are Peculiar To The Project That Will Not Be Substantially Mitigated By Application Of Uniformly Applied Development Policies Or Standards That Have Been Previously Adopted?	Are There Effects That Were Not Analyzed As Significant Effects In A Prior EIR On The Zoning Action, General Plan Or Community Plan With Which The Project Is Consistent?	Are There Potentially Significant Off-Site Impacts And Cumulative Impacts Which Were Not Discussed In The Prior EIR Prepared For The General Plan, Community Plan Or Zoning Action?	Are There Previously Identified Significant Effects That, As A Result Of Substantial New Information Not Known At The Time The EIR Was Certified, Are Now Determined To Have A More Severe Adverse Impact?	Prior Environmental Document's Mitigation Measures Addressing Impacts.
<b>1. Aesthetics. Would the Project:</b>	FPASP Draft EIR pp. 3A.1-1 to -34									
a. Have a substantial adverse effect on a scenic vista?	pp. 3A.1-24 to -25	No	No	No	No	No	No	No	No	MM 3A.1-1
b. Substantially damage scenic resources, including but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	pp. 3A.1-26 to -27	No	No	No	No	No	No	No	No	No feasible MM
c. Substantially degrade the existing visual character or quality of the site and its surroundings?	pp. 3A.1-27 to -30	No	No	No	No	No	No	No	No	MM 3A.1-1 3A.7-4 3A.1-4
d. Create a new source of substantial light or glare which would	pp. 3A.1-31 to -33	No	No	No	No	No	No	No	No	MM 3A.1-5

Environmental Issue Area	Where Impact Was Analyzed in Prior Environmental Documents.	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information of Substantial Importance Requiring New Analysis or Verification?	Are There Effects That Are Peculiar To The Project Or The Parcel On Which The Project Would Be Located That Have Not Been Disclosed In a Prior EIR On The Zoning Action, General Plan, Or Community Plan With Which the Project is Consistent?	Are There Effects That Are Peculiar To The Project That Will Not Be Substantially Mitigated By Application Of Uniformly Applied Development Policies Or Standards That Have Been Previously Adopted?	Are There Effects That Were Not Analyzed As Significant Effects In A Prior EIR On The Zoning Action, General Plan Or Community Plan With Which The Project Is Consistent?	Are There Potentially Significant Off-Site Impacts And Cumulative Impacts Which Were Not Discussed In The Prior EIR Prepared For The General Plan, Community Plan Or Zoning Action?	Are There Previously Identified Significant Effects That, As A Result Of Substantial New Information Not Known At The Time The EIR Was Certified, Are Now Determined To Have A More Severe Adverse Impact?	Prior Environmental Document's Mitigation Measures Addressing Impacts.
<b>1. Aesthetics.</b>	FPASP Draft EIR pp. 3A.1-1 to -34									
<b>Would the Project</b>										
adversely affect day or nighttime views in the area?										
<p><b>Discussion:</b>  The FPASP EIR concluded that implementation of the mitigation measures in the EIR would reduce all except the following aesthetic and visual impacts to less than significant levels: Impact 3A.1-1 (Substantial Adverse Effect on a Scenic Vista); Impact 3A.1-2 (Damage to Scenic Resources Within a Designated Scenic Corridor); Impact 3A.1-4 (Temporary, Short-Term Degradation of Visual Character for Developed Project Land Uses During Construction); Impact 3A.1-6 (New Skyglow Effects); and impacts from the off-site improvements constructed in areas under the jurisdiction of El Dorado and Sacramento Counties (Impacts 3A.1-4 and 3A.1-5). (FEIR, pp. 1-15 to 1-19; DEIR, p. 3A.1-34.) The pages indicated in the table above contain the relevant analysis of the potential impacts.</p> <p>Additionally, the 2012 Water Addendum includes a short discussion of how the changes to the water facilities aspects of the FPASP project would have the same or less impacts to aesthetic resources when compared to the FPASP project as analyzed in the 2011 EIR after implementation of the following mitigation measures: MM 3B.1-2a, MM 3B.1-2b, MM 3B.1-3a, and MM 3B.1-3b. (Water Addendum, p. 3-5.)</p> <p>See Exhibit 1 (the Folsom Ranch Central District Design Guidelines) for more discussion of the architectural design guidelines and landscape design guidelines that apply to the Project. (Exh. 1, pp. 15-94.) See Exhibit 3 for discussion of the Mangini Ranch Phase 1C 4-Pack project's consistency with landscaping policies in the FPASP that may be relevant to aesthetic and visual impacts. (Exh. 3, p. 31.)</p> <p><b>Mitigation Measures:</b></p> <ul style="list-style-type: none"> <li>▪ MM 3A.1-1</li> <li>▪ MM 3A.1-4</li> <li>▪ MM 3A.1-5</li> <li>▪ MM 3A.7-4</li> <li>▪ MM 3B.1-2a</li> <li>▪ MM 3B.1-2b</li> <li>▪ MM 3B.1-3a</li> <li>▪ MM 3B.1-3b</li> </ul> <p><b>Conclusion:</b></p> <p>With implementation of the above mitigation measures identified in the FPASP EIR and Water Addendum, the Mangini Ranch Phase 1C 4-Pack project would not have any new significant or substantially more severe aesthetic impacts (Guidelines, § 15162), nor would it result in any new significant impacts that are peculiar to the project or its site (Guidelines, § 15183).</p>										

2. AGRICULTURE AND FOREST RESOURCES

Environmental Issue Area	Where Impact Was Analyzed in Prior Environmental Documents.	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information of Substantial Importance Requiring New Analysis or Verification?	Are There Effects That Are Peculiar To The Project Or The Parcel On Which The Project Would Be Located That Have Not Been Disclosed In a Prior EIR On The Zoning Action, General Plan, Or Community Plan With Which the Project is Consistent?	Are There Effects That Are Peculiar To The Project That Will Not Be Substantially Mitigated By Application Of Uniformly Applied Development Policies Or Standards That Have Been Previously Adopted?	Are There Effects That Were Not Analyzed As Significant Effects In A Prior EIR On The Zoning Action, General Plan Or Community Plan With Which The Project Is Consistent?	Are There Potentially Significant Off-Site Impacts And Cumulative Impacts Which Were Not Discussed In The Prior EIR Prepared For The General Plan, Community Plan Or Zoning Action?	Are There Previously Identified Significant Effects That, As A Result Of Substantial New Information Not Known At The Time The EIR Was Certified, Are Now Determined To Have A More Severe Adverse Impact?	Prior Environmental Document's Mitigation Measures Addressing Impacts.
<b>2. Agriculture. Would the project:</b>	<b>FPASP Draft EIR pp. 3A.10-1 to -49</b>									
a. Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural	p. 3A.10-29	No	No	No	No	No	No	No	No	None required
b. Conflict with existing zoning for agricultural use, or a Williamson Act contract?	pp. 3A.10-41 to -43	No	No	No	No	No	No	No	No	No feasible MM
c. Involve other changes in the existing environment which, due to their location or nature,	p. 3A.10-29	No	No	No	No	No	No	No	No	None required

Environmental Issue Area	Where Impact Was Analyzed in Prior Environmental Documents.	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information of Substantial Importance Requiring New Analysis or Verification?	Are There Effects That Are Peculiar To The Project Or The Parcel On Which The Project Would Be Located That Have Not Been Disclosed In a Prior EIR On The Zoning Action, General Plan, Or Community Plan With Which the Project is Consistent?	Are There Effects That Are Peculiar To The Project That Will Not Be Substantially Mitigated By Application Of Uniformly Applied Development Policies Or Standards That Have Been Previously Adopted?	Are There Effects That Were Not Analyzed As Significant Effects In A Prior EIR On The Zoning Action, General Plan Or Community Plan With Which The Project Is Consistent?	Are There Potentially Significant Off-Site Impacts And Cumulative Impacts Which Were Not Discussed In The Prior EIR Prepared For The General Plan, Community Plan Or Zoning Action?	Are There Previously Identified Significant Effects That, As A Result Of Substantial New Information Not Known At The Time The EIR Was Certified, Are Now Determined To Have A More Severe Adverse Impact?	Prior Environmental Document's Mitigation Measures Addressing Impacts.
<b>2. Agriculture. Would the project</b>	FPASP Draft EIR pp. 3A.10-1 to -49									
could result in conversion of Farmland, to non-agricultural use?										
<p><b>Discussion:</b></p> <p>The FPASP EIR concluded that there were no feasible mitigation measures that would reduce the two agriculture impacts to less than significant levels. Impacts 3A.10-3 (Cancellation of Existing On-Site Williamson Act Contracts) and 3.10-4 (Potential Conflict with Existing Off-Site Williamson Act Contracts) remain significant and unavoidable. (FEIR, pp. 1-123 to 1- 124; DEIR, pp. 3A.10-41 to -43.) The pages indicated in the table above contain the relevant analysis of the potential impacts.</p> <p>Additionally, the 2012 Water Addendum includes a short discussion of how the changes to the water facilities aspects of the FPASP project would have the same or less impacts to agricultural resources when compared to the FPASP project as analyzed in the 2011 EIR after implementation of the following mitigation measures: MM 3B.10-5. (Water Addendum, p. 3-12.)</p> <p>See Exhibit 3 for discussion of the Mangini Ranch Phase 1C 4-Pack project's consistency with open space policies in the FPASP that may be relevant to agriculture and forest resources impacts. (Exh. 3, pp. 4-5, 14-16.)</p> <p><b>Mitigation Measures:</b></p> <ul style="list-style-type: none"> <li>• MM 3B.10-5</li> </ul> <p><b>Conclusion:</b></p> <p>With implementation of the above mitigation measures identified in the FPASP EIR and Water Addendum, the Mangini Ranch Phase 1C 4-Pack would not have any new significant or substantially more severe agriculture and forest resources impacts (Guidelines, § 15162), nor would it result in any new significant impacts that are peculiar to the project or its site (Guidelines, § 15183).</p>										



3. AIR QUALITY

Environmental Issue Area	Where Impact Was Analyzed in Prior Environmental Documents.	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information of Substantial Importance Requiring New Analysis or Verification?	Are There Effects That Are Peculiar To The Project Or The Parcel On Which The Project Would Be Located That Have Not Been Disclosed In a Prior EIR On The Zoning Action, General Plan, Or Community Plan With Which the Project is Consistent?	Are There Effects That Are Peculiar To The Project That Will Not Be Substantially Mitigated By Application Of Uniformly Applied Development Policies Or Standards That Have Been Previously Adopted?	Are There Effects That Were Not Analyzed As Significant Effects In A Prior EIR On The Zoning Action, General Plan Or Community Plan With Which The Project Is Consistent?	Are There Potentially Significant Off-Site Impacts And Cumulative Impacts Which Were Not Discussed In The Prior EIR Prepared For The General Plan, Community Plan Or Zoning Action?	Are There Previously Identified Significant Effects That, As A Result Of Substantial New Information Not Known At The Time The EIR Was Certified, Are Now Determined To Have A More Severe Adverse Impact?	Prior Environmental Document's Mitigation Measures Addressing Impacts.
<b>3. Air Quality. Would the project:</b>	<b>FPASP Draft EIR pp. 3A.2-1 to -63</b>									
a. Conflict with or obstruct implementation of the applicable air quality plan?	pp. 3A.2-23 to -59	No	No	No	No	No	No	No	No	MM 3A.2-1a 3A.2-1b 3A.2-1c 3A.2-1d 3A.2-1e 3A.2-1f 3A.2-1g 3A.2-1h 3A.2-2 3A.2-4a 3A.2-4b 3A.2-5
b. Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	Same as (a) above	No	No	No	No	No	No	No	No	Same as (a) above
c. Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an	Same as (a) above	No	No	No	No	No	No	No	No	Same as (a) above

Environmental Issue Area	Where Impact Was Analyzed in Prior Environmental Documents.	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information of Substantial Importance Requiring New Analysis or Verification?	Are There Effects That Are Peculiar To The Project Or The Parcel On Which The Project Would Be Located That Have Not Been Disclosed In a Prior EIR On The Zoning Action, General Plan, Or Community Plan With Which The Project is Consistent?	Are There Effects That Are Peculiar To The Project That Will Not Be Substantially Mitigated By Application Of Uniformly Applied Development Policies Or Standards That Have Been Previously Adopted?	Are There Effects That Were Not Analyzed As Significant Effects In A Prior EIR On The Zoning Action, General Plan Or Community Plan With Which The Project Is Consistent?	Are There Potentially Significant Off-Site Impacts And Cumulative Impacts Which Were Not Discussed In The Prior EIR Prepared For The General Plan, Community Plan Or Zoning Action?	Are There Previously Identified Significant Effects That, As A Result Of Substantial New Information Not Known At The Time The EIR Was Certified, Are Now Determined To Have A More Severe Adverse Impact?	Prior Environmental Document's Mitigation Measures Addressing Impacts.
<b>3. Air Quality. Would the project:</b>	FPASP Draft EIR pp. 3A.2-1 to -63									
applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?										
d. Expose sensitive receptors to substantial pollutant concentrations?	Same as (a) above	No	No	No	No	No	No	No	No	Same as (a) above
e. Create objectionable odors affecting a substantial number of people?	pp. 3A.2-59 to -63	No	No	No	No	No	No	No	No	MM 3A.2-6

Environmental Issue Area	Where Impact Was Analyzed in Prior Environmental Documents.	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information of Substantial Importance Requiring New Analysis or Verification?	Are There Effects That Are Peculiar To The Project Or The Parcel On Which The Project Would Be Located That Have Not Been Disclosed In a Prior EIR On The Zoning Action, General Plan, Or Community Plan With Which The Project is Consistent?	Are There Effects That Are Peculiar To The Project That Will Not Be Substantially Mitigated By Application Of Uniformly Applied Development Policies Or Standards That Have Been Previously Adopted?	Are There Effects That Were Not Analyzed As Significant Effects In A Prior EIR On The Zoning Action, General Plan Or Community Plan With Which The Project Is Consistent?	Are There Potentially Significant Off-Site Impacts And Cumulative Impacts Which Were Not Discussed In The Prior EIR Prepared For The General Plan, Community Plan Or Zoning Action?	Are There Previously Identified Significant Effects That, As A Result Of Substantial New Information Not Known At The Time The EIR Was Certified, Are Now Determined To Have A More Severe Adverse Impact?	Prior Environmental Document's Mitigation Measures Addressing Impacts.
<b>3. Air Quality.</b> <b>Would the project:</b>	FPASP Draft EIR pp. 3A.2-1 to -63									
<p><b>Discussion:</b></p> <p>The FPASP EIR concluded that implementation of the mitigation measures in the EIR would reduce all except the following air quality impacts to less than significant levels: temporary short-term construction-related emissions of criteria air pollutants and precursors (Impact 3A.2-1, for PM<sub>10</sub> concentrations); long-term operation-related, regional emissions of criteria air pollutants and precursors (Impact 3A.2-2); exposure to TACs (Impact 3A.2-4); and exposure to odorous emissions from construction activity (Impact 3A.2-6, for construction diesel odors and for corporation yard odors); and exposure to odorous emissions from operation of the proposed corporation yard (Impact 3A.2-6). (FEIR, pp. 1-22 to 1-34; DEIR, p. 3A.2-63.) The pages indicated in the table above contain the relevant analysis of the potential impacts.</p> <p>Additionally, the 2012 Water Addendum includes a short discussion of how the changes to the water facilities aspects of the FPASP project would have the same or less impacts to air quality when compared to the FPASP project as analyzed in the 2011 EIR after implementation of the following mitigation measures: MM 3B.2-1a, MM 3B.2-1b, MM 3B.2-1c, MM 3B.2-3a, MM 3B.2-3b. (Water Addendum, pp. 3-5 to 3-6.)</p> <p>See Exhibit 3 for discussion of the Mangini Ranch Phase 1C 4-Pack project's consistency with energy efficiency quality policies in the FPASP that may be relevant to air quality impacts. (Exh. 3, pp. 27-28.)</p> <p>The land use mix in the Mangini Ranch Phase 1C 4-Pack project is consistent with the FPASP, and the mitigation measures in the MMRP for the FPASP EIR are applicable to and will be implemented for the Mangini Ranch Phase 1C 4 Pack development.</p> <p><b>Mitigation Measures:</b></p> <ul style="list-style-type: none"> <li>• MM 3A.2-1a</li> <li>• MM 3A.2-1b</li> <li>• MM 3A.2-1c</li> <li>• MM 3A.2-1d</li> <li>• MM 3A.2-1e</li> <li>• MM 3A.2-1f</li> <li>• MM 3A.2-1g</li> <li>• MM 3A.2-1h</li> <li>• MM 3A.2-2</li> <li>• MM 3A.2-4a</li> <li>• MM 3A.2-4b</li> <li>• MM 3A.2-5</li> <li>• MM 3A.2-6</li> </ul>										

Environmental Issue Area	Where Impact Was Analyzed in Prior Environmental Documents.	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information of Substantial Importance Requiring New Analysis or Verification?	Are There Effects That Are Peculiar To The Project Or The Parcel On Which The Project Would Be Located That Have Not Been Disclosed In a Prior EIR On The Zoning Action, General Plan, Or Community Plan With Which the Project is Consistent?	Are There Effects That Are Peculiar To The Project That Will Not Be Substantially Mitigated By Application Of Uniformly Applied Development Policies Or Standards That Have Been Previously Adopted?	Are There Effects That Were Not Analyzed As Significant Effects In A Prior EIR On The Zoning Action, General Plan Or Community Plan With Which The Project Is Consistent?	Are There Potentially Significant Off-Site Impacts And Cumulative Impacts Which Were Not Discussed In The Prior EIR Prepared For The General Plan, Community Plan Or Zoning Action?	Are There Previously Identified Significant Effects That, As A Result Of Substantial New Information Not Known At The Time The EIR Was Certified, Are Now Determined To Have A More Severe Adverse Impact?	Prior Environmental Document's Mitigation Measures Addressing Impacts.
3. Air Quality. Would the project	FPASP Draft EIR pp. 3A.2-1 to -63									
<ul style="list-style-type: none"> <li>• MM 3B.2-1b</li> <li>• MM 3B.2-1c</li> <li>• MM 3B.2-3a</li> <li>• MM 3B.2-3b</li> </ul> <p><b>Conclusion:</b></p> <p>With implementation of the above mitigation measures identified in the FPASP EIR and Water Addendum, the Mangini Ranch Phase 1C 4-Pack project would not have any new significant or substantially more severe air quality impacts (Guidelines, § 15162), nor would it result in any new significant impacts that are peculiar to the project or its site (Guidelines, § 15183).</p>										

4. BIOLOGICAL RESOURCES

Environmental Issue Area	Where Impact Was Analyzed in Prior Environmental Documents.	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information of Substantial Importance Requiring New Analysis or Verification?	Are There Effects That Are Peculiar To The Project Or The Parcel On Which The Project Would Be Located That Have Not Been Disclosed In a Prior EIR On The Zoning Action, General Plan, Or Community Plan With Which the Project is Consistent?	Are There Effects That Are Peculiar To The Project That Will Not Be Substantially Mitigated By Application Of Uniformly Applied Development Policies Or Standards That Have Been Previously Adopted?	Are There Effects That Were Not Analyzed As Significant Effects In A Prior EIR On The Zoning Action, General Plan Or Community Plan With Which The Project Is Consistent?	Are There Potentially Significant Off-Site Impacts And Cumulative Impacts Which Were Not Discussed In The Prior EIR Prepared For The General Plan, Community Plan Or Zoning Action?	Are There Previously Identified Significant Effects That, As A Result Of Substantial New Information Not Known At The Time The EIR Was Certified, Are Now Determined To Have A More Severe Adverse Impact?	Prior Environmental Document's Mitigation Measures Addressing Impacts.
<b>4. Biological Resources. Would the project:</b>	FPASP Draft EIR pp. 3A.3-1 to -94									
a. Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	pp. 3A.3-50 to -72	No	No	No	No	No	No	No	No	MM 3A.3-1a 3A.3-1b 3A.3-2a 3A.3-2b 3A.3-2c 3A.3-2d 3A.3-2g 3A.3-2h 3A.3-3
b. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans.	pp. 3A.3-72 to -75	No	No	No	No	No	No	No	No	MM 3A.3-1a 3A.3-1b 3A.3-4a 3A.3-4b

Environmental Issue Area	Where Impact Was Analyzed in Prior Environmental Documents.	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information of Substantial Importance Requiring New Analysis or Verification?	Are There Effects That Are Peculiar To The Project Or The Parcel On Which The Project Would Be Located That Have Not Been Disclosed In a Prior EIR On The Zoning Action, General Plan, Or Community Plan With Which the Project is Consistent?	Are There Effects That Are Peculiar To The Project That Will Not Be Substantially Mitigated By Application Of Uniformly Applied Development Policies Or Standards That Have Been Previously Adopted?	Are There Effects That Were Not Analyzed As Significant Effects In A Prior EIR On The Zoning Action, General Plan Or Community Plan With Which The Project Is Consistent?	Are There Potentially Significant Off-Site Impacts And Cumulative Impacts Which Were Not Discussed In The Prior EIR Prepared For The General Plan, Community Plan Or Zoning Action?	Are There Previously Identified Significant Effects That, As A Result Of Substantial New Information Not Known At The Time The EIR Was Certified, Are Now Determined To Have A More Severe Adverse Impact?	Prior Environmental Document's Mitigation Measures Addressing Impacts.
<b>4. Biological Resources. Would the project</b>	FPASP Draft EIR pp. 3A.3-1 to -94									
policies, regulations or by the California Department of Fish and Game or US Fish and Wildlife Service?										
c. Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	pp. 3A.3-28 to -50	No	No	No	No	No	No	No	No	MM 3A.3-1a 3A.3-1b
d. Interfere substantially with the movement of any native resident or migratory fish and wildlife	pp. 3A.3-88 to -93	No	No	No	No	No	No	No	No	None required

Environmental Issue Area	Where Impact Was Analyzed in Prior Environmental Documents.	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information of Substantial Importance Requiring New Analysis or Verification?	Are There Effects That Are Peculiar To The Project Or The Parcel On Which The Project Would Be Located That Have Not Been Disclosed In a Prior EIR On The Zoning Action, General Plan, Or Community Plan With Which the Project is Consistent?	Are There Effects That Are Peculiar To The Project That Will Not Be Substantially Mitigated By Application Of Uniformly Applied Development Policies Or Standards That Have Been Previously Adopted?	Are There Effects That Were Not Analyzed As Significant Effects In A Prior EIR On The Zoning Action, General Plan Or Community Plan With Which The Project Is Consistent?	Are There Potentially Significant Off-Site Impacts And Cumulative Impacts Which Were Not Discussed In The Prior EIR Prepared For The General Plan, Community Plan Or Zoning Action?	Are There Previously Identified Significant Effects That, As A Result Of Substantial New Information Not Known At The Time The EIR Was Certified, Are Now Determined To Have A More Severe Adverse Impact?	Prior Environmental Document's Mitigation Measures Addressing Impacts.
<b>4. Biological Resources. Would the project:</b>	FPASP Draft EIR pp. 3A.3-1 to -94									
species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?										
e. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance.	pp. 3A.3-75 to -88 (oak woodland and trees)	No	No	No	No	No	No	No	No	MM 3A.3-5
f. Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	pp. 3A.3-93 to -94	No	No	No	No	No	No	No	No	None required

Environmental Issue Area	Where Impact Was Analyzed in Prior Environmental Documents.	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information of Substantial Importance Requiring New Analysis or Verification?	Are There Effects That Are Peculiar To The Project Or The Parcel On Which The Project Would Be Located That Have Not Been Disclosed In a Prior EIR On The Zoning Action, General Plan, Or Community Plan With Which the Project is Consistent?	Are There Effects That Are Peculiar To The Project That Will Not Be Substantially Mitigated By Application Of Uniformly Applied Development Policies Or Standards That Have Been Previously Adopted?	Are There Effects That Were Not Analyzed As Significant Effects In A Prior EIR On The Zoning Action, General Plan Or Community Plan With Which The Project Is Consistent?	Are There Potentially Significant Off-Site Impacts And Cumulative Impacts Which Were Not Discussed In The Prior EIR Prepared For The General Plan, Community Plan Or Zoning Action?	Are There Previously Identified Significant Effects That, As A Result Of Substantial New Information Not Known At The Time The EIR Was Certified, Are Now Determined To Have A More Severe Adverse Impact?	Prior Environmental Document's Mitigation Measures Addressing Impacts.
4. Biological Resources. Would the project:	FPASP Draft EIR pp. 3A.3-1 to -94									
<p><b>Discussion:</b></p> <p>The FPASP EIR concluded that implementation of the mitigation measures in the EIR would reduce all except the following biological resources impacts to less than significant levels: impacts on jurisdictional waters of the United States, including wetlands (Impact 3A.3-1); cumulative impacts on aquatic resources, oak woodlands, nesting and foraging habitat for raptors, including Swainson's hawk, and potential habitat for special-status plant species (Impact 3A.3-2); impacts on blue oak woodlands and on trees protected under Folsom Municipal Code and County Tree Preservation Ordinance (Impact 3A.3-5); as well as the impacts of off-site improvements which would be located in the jurisdiction of El Dorado County, Sacramento County, or Caltrans. (FEIR, pp. 1-38 to 1-63; DEIR, p. 3A.3-94.)</p> <p>The pages indicated in the table above contain the relevant analysis of the potential impacts.</p> <p>Additionally, the 2012 Water Addendum includes a short discussion of how the changes to the water facilities aspects of the FPASP project would have the same or less impacts to biological resources when compared to the FPASP project as analyzed in the 2011 EIR after implementation of the following mitigation measures: MM 3B.3-1a, MM 3B.3-1b, MM 3B.3-1c, MM 3A.3-1a, and MM 3B.3-2. (Water Addendum, p. 3-7.)</p> <p>See Exhibit 3 for discussion of the Mangini Ranch Phase 1C 4-Pack project's consistency with wetlands and wildlife policies in the FPASP that may be relevant to biological resources impacts. (Exh. 3, pp. 20-23.)</p> <p>The South Sacramento HCP, which is referenced in the FPASP EIR has been approved and adopted. But the South Sacramento HCP is not relevant to the Mangini Ranch Phase 1C 4-Pack Project because the City did not choose to participate in the South Sacramento HCP and the project site is outside of the boundaries of the South Sacramento HCP plan area. (See South Sacramento HCP, available at <a href="https://www.southsachcp.com/sshcp-chapters-final.html">https://www.southsachcp.com/sshcp-chapters-final.html</a> (last visited April 15, 2021).)</p> <p><b>Mitigation Measures:</b></p> <ul style="list-style-type: none"> <li>• MM 3A.3-1a</li> <li>• MM 3A.3-1b</li> <li>• MM 3A.3-2a</li> <li>• MM 3A.3-2b</li> <li>• MM 3A.3-2c</li> <li>• MM 3A.3-2d</li> <li>• MM 3A.3-2e</li> <li>• MM 3A.3-2f</li> <li>• MM 3A.3-2g</li> </ul>										



Environmental Issue Area	Where Impact Was Analyzed in Prior Environmental Documents.	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information of Substantial Importance Requiring New Analysis or Verification?	Are There Effects That Are Peculiar To The Project Or The Parcel On Which The Project Would Be Located That Have Not Been Disclosed In a Prior EIR On The Zoning Action, General Plan, Or Community Plan With Which the Project is Consistent?	Are There Effects That Are Peculiar To The Project That Will Not Be Substantially Mitigated By Application Of Uniformly Applied Development Policies Or Standards That Have Been Previously Adopted?	Are There Effects That Were Not Analyzed As Significant Effects In A Prior EIR On The Zoning Action, General Plan Or Community Plan With Which The Project Is Consistent?	Are There Potentially Significant Off-Site Impacts And Cumulative Impacts Which Were Not Discussed In The Prior EIR Prepared For The General Plan, Community Plan Or Zoning Action?	Are There Previously Identified Significant Effects That, As A Result Of Substantial New Information Not Known At The Time The EIR Was Certified, Are Now Determined To Have A More Severe Adverse Impact?	Prior Environmental Document's Mitigation Measures Addressing Impacts.
4. Biological Resources. Would the project:	FPASP Draft EIR pp. 3A.3-1 to -94									
<ul style="list-style-type: none"> <li>▪ MM 3A.3-2h</li> <li>▪ MM 3A.3-3</li> <li>▪ MM 3A.3-4a</li> <li>▪ MM 3A.3-4b</li> <li>▪ MM 3A.3-5</li> <li>▪ MM 3B.3-1a</li> <li>▪ MM 3B.3-1b</li> <li>▪ MM 3B.3-1c</li> <li>▪ MM 3A.3-1a</li> <li>▪ MM 3B.3-2</li> </ul> <p><b>Conclusion:</b></p> <p>With implementation of the above mitigation measures identified in the FPASP EIR and Water Addendum, the Mangini Ranch Phase 1C 4-Pack project would not have any new significant or substantially more severe biological resources impacts (Guidelines, § 15162), nor would it result in any new significant impacts that are peculiar to the project or its site (Guidelines, § 15183).</p>										

5. CULTURAL RESOURCES

Environmental Issue Area	Where Impact Was Analyzed in Prior Environmental Documents.	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information of Substantial Importance Requiring New Analysis or Verification?	Are There Effects That Are Peculiar To The Project Or The Parcel On Which The Project Would Be Located That Have Not Been Disclosed In a Prior EIR On The Zoning Action, General Plan, Or Community Plan With Which the Project is Consistent?	Are There Effects That Are Peculiar To The Project That Will Not Be Substantially Mitigated By Application Of Uniformly Applied Development Policies Or Standards That Have Been Previously Adopted?	Are There Effects That Were Not Analyzed As Significant Effects In A Prior EIR On The Zoning Action, General Plan Or Community Plan With Which The Project Is Consistent?	Are There Potentially Significant Off-Site Impacts And Cumulative Impacts Which Were Not Discussed In The Prior EIR Prepared For The General Plan, Community Plan Or Zoning Action?	Are There Previously Identified Significant Effects That, As A Result Of Substantial New Information Not Known At The Time The EIR Was Certified, Are Now Determined To Have A More Severe Adverse Impact?	Prior Environmental Document's Mitigation Measures Addressing Impacts
<b>5. Cultural Resources. Would the project:</b>	FPASP Draft EIR pp. 3A.5-1 to -25									
a. Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?	pp. 3A.5-17 to -23	No	No	No	No	No	No	No	No	MM 3A.5-1a 3A.5-1b 3A.5-2
b. Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	Same as (a) above	No	No	No	No	No	No	No	No	Same as (a) above
c. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	Same as (a) above	No	No	No	No	No	No	No	No	Same as (a) above
d. Disturb any human remains, including those interred outside the formal cemeteries?	pp. 3A.5-23 to -24	No	No	No	No	No	No	No	No	MM 3A.5-3

Environmental Issue Area	Where Impact Was Analyzed in Prior Environmental Documents.	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information of Substantial Importance Requiring New Analysis or Verification?	Are There Effects That Are Peculiar To The Project Or The Parcel On Which The Project Would Be Located That Have Not Been Disclosed In a Prior EIR On The Zoning Action, General Plan, Or Community Plan With Which the Project is Consistent?	Are There Effects That Are Peculiar To The Project That Will Not Be Substantially Mitigated By Application Of Uniformly Applied Development Policies Or Standards That Have Been Previously Adopted?	Are There Effects That Were Not Analyzed As Significant Effects In A Prior EIR On The Zoning Action, General Plan Or Community Plan With Which The Project Is Consistent?	Are There Potentially Significant Off-Site Impacts And Cumulative Impacts Which Were Not Discussed In The Prior EIR Prepared For The General Plan, Community Plan Or Zoning Action?	Are There Previously Identified Significant Effects That, As A Result Of Substantial New Information Not Known At The Time The EIR Was Certified, Are Now Determined To Have A More Severe Adverse Impact?	Prior Environmental Document's Mitigation Measures Addressing Impacts.
<b>5. Cultural Resources. Would the project:</b>	FPASP Draft EIR pp. 3A.5-1 to -25									
<p><b>Discussion:</b></p> <p>The FPASP EIR concluded that implementation of the mitigation measures in the EIR would reduce all except the following cultural resources impacts to less than significant levels: impacts on identified and previously undiscovered cultural resources (Impacts 3A.5-1 and 3A.5-2); and impacts from off-site improvements constructed in areas under the jurisdiction of El Dorado County, Sacramento County, or Caltrans (Impacts 3A.5-1 through 3A.5-3). (FEIR, pp. 1-81 to 1- 86; DEIR, p. 3A.5-25.) The pages indicated in the table above contain the relevant analysis of the potential impacts.</p> <p>Additionally, the 2012 Water Addendum includes a short discussion of how the changes to the water facilities aspects of the FPASP project would have the same or less impacts to cultural resources when compared to the FPASP project as analyzed in the 2011 EIR after implementation of the following mitigation measures: MM 3A.5-1a, MM 3A.5-1b, MM 3A.5-2, MM 3A.5-3. (Water Addendum, pp. 3-8 to 3-9.)</p> <p>See Exhibit 3 for discussion of the Mangini Ranch Phase 1C 4-Pack project's consistency with cultural resources policies in the FPASP that may be relevant to cultural resources impacts. (Exh. 3, p. 24.)</p> <p><b>Mitigation Measures:</b></p> <ul style="list-style-type: none"> <li>• MM 3A.5-1a</li> <li>• MM 3A.5-1b</li> <li>• MM 3A.5-2</li> <li>• MM 3A.5-3</li> </ul> <p><b>Conclusion:</b></p> <p>With implementation of the above mitigation measures identified in the FPASP EIR and Water Addendum, the Mangini Ranch Phase 1C 4-Pack project would not have any new significant or substantially more severe cultural resources impacts (Guidelines, § 15162), nor would it result in any new significant impacts that are peculiar to the project or its site (Guidelines, § 15183).</p>										

6. GEOLOGY AND SOILS

Environmental Issue Area	Where Impact Was Analyzed in Prior Environmental Documents.	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information of Substantial Importance Requiring New Analysis or Verification?	Are There Effects That Are Peculiar To The Project Or The Parcel On Which The Project Would Be Located That Have Not Been Disclosed In a Prior EIR On The Zoning Action, General Plan, Or Community Plan With Which The Project is Consistent?	Are There Effects That Are Peculiar To The Project That Will Not Be Substantially Mitigated By Application Of Uniformly Applied Development Policies Or Standards That Have Been Previously Adopted?	Are There Effects That Were Not Analyzed As Significant Effects In A Prior EIR On The Zoning Action, General Plan Or Community Plan With Which The Project Is Consistent?	Are There Potentially Significant Off-Site Impacts And Cumulative Impacts Which Were Not Discussed In The Prior EIR Prepared For The General Plan, Community Plan Or Zoning Action?	Are There Previously Identified Significant Effects That, As A Result Of Substantial New Information Not Known At The Time The EIR Was Certified, Are Now Determined To Have A More Severe Adverse Impact?	Prior Environmental Document's Mitigation Measures Addressing Impacts.
<b>6. Geology and Soils. Would the project:</b>	FPASP Draft EIR pp. 3A.7-1 to -40									
a. Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving: 1. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42. 2. Strong seismic ground shaking?	pp. 3A.7-24 to -28	No	No	No	No	No	No	No	No	MM 3A.7-1a 3A.7-1b

Environmental Issue Area	Where Impact Was Analyzed in Prior Environmental Documents.	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information of Substantial Importance Requiring New Analysis or Verification?	Are There Effects That Are Peculiar To The Project Or The Parcel On Which The Project Would Be Located That Have Not Been Disclosed In a Prior EIR On The Zoning Action, General Plan, Or Community Plan With Which the Project is Consistent?	Are There Effects That Are Peculiar To The Project That Will Not Be Substantially Mitigated By Application Of Uniformly Applied Development Policies Or Standards That Have Been Previously Adopted?	Are There Effects That Were Not Analyzed As Significant Effects In A Prior EIR On The Zoning Action, General Plan Or Community Plan With Which The Project Is Consistent?	Are There Potentially Significant Off-Site Impacts And Cumulative Impacts Which Were Not Discussed In The Prior EIR Prepared For The General Plan, Community Plan Or Zoning Action?	Are There Previously Identified Significant Effects That, As A Result Of Substantial New Information Not Known At The Time The EIR Was Certified, Are Now Determined To Have A More Severe Adverse Impact?	Prior Environmental Document's Mitigation Measures Addressing Impacts.
<b>6. Geology and Soils. Would the project:</b>	FPASP Draft EIR pp. 3A.7-1 to -40									
3. Seismic-related ground failure, including liquefaction? 4. Landslides?										
b. Result in substantial soil erosion or the loss of topsoil?	pp. 3A.7-28 to -31	No	No	No	No	No	No	No	No	MM 3A.7-3
c. Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on-or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	pp. 3A.7-31 to -34	No	No	No	No	No	No	No	No	MM 3A.7-1a 3A.7-4 3A.7-5
d. Be located on expansive soil, as defined in Table 18- 1-B of the Uniform Building Code (1994),	pp. 3A.7-34 to -35	No	No	No	No	No	No	No	No	MM 3A.7-1a 3A.7-1b

Environmental Issue Area	Where Impact Was Analyzed in Prior Environmental Documents.	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information of Substantial Importance Requiring New Analysis or Verification?	Are There Effects That Are Peculiar To The Project Or The Parcel On Which The Project Would Be Located That Have Not Been Disclosed In a Prior EIR On The Zoning Action, General Plan, Or Community Plan With Which the Project is Consistent?	Are There Effects That Are Peculiar To The Project That Will Not Be Substantially Mitigated By Application Of Uniformly Applied Development Policies Or Standards That Have Been Previously Adopted?	Are There Effects That Were Not Analyzed As Significant Effects In A Prior EIR On The Zoning Action, General Plan Or Community Plan With Which The Project Is Consistent?	Are There Potentially Significant Off-Site Impacts And Cumulative Impacts Which Were Not Discussed In The Prior EIR Prepared For The General Plan, Community Plan Or Zoning Action?	Are There Previously Identified Significant Effects That, As A Result Of Substantial New Information Not Known At The Time The EIR Was Certified, Are Now Determined To Have A More Severe Adverse Impact?	Prior Environmental Document's Mitigation Measures Addressing Impacts.
<b>6. Geology and Soils. Would the project:</b>	FPASP Draft EIR pp. 3A.7-1 to -40									
creating substantial risks to life or property?										
e. Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	pp. 3A.7-35 to -36	No	No	No	No	No	No	No	No	None required

Environmental Issue Area	Where Impact Was Analyzed in Prior Environmental Documents.	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information of Substantial Importance Requiring New Analysis or Verification?	Are There Effects That Are Peculiar To The Project Or The Parcel On Which The Project Would Be Located That Have Not Been Disclosed In a Prior EIR On The Zoning Action, General Plan, Or Community Plan With Which the Project is Consistent?	Are There Effects That Are Peculiar To The Project That Will Not Be Substantially Mitigated By Application Of Uniformly Applied Development Policies Or Standards That Have Been Previously Adopted?	Are There Effects That Were Not Analyzed As Significant Effects In A Prior EIR On The Zoning Action, General Plan Or Community Plan With Which The Project Is Consistent?	Are There Potentially Significant Off-Site Impacts And Cumulative Impacts Which Were Not Discussed In The Prior EIR Prepared For The General Plan, Community Plan Or Zoning Action?	Are There Previously Identified Significant Effects That, As A Result Of Substantial New Information Not Known At The Time The EIR Was Certified, Are Now Determined To Have A More Severe Adverse Impact?	Prior Environmental Document's Mitigation Measures Addressing Impacts.
<b>6. Geology and Soils. Would the project:</b>	FPASP Draft EIR pp. 3A.7-1 to -40									
<p><b>Discussion:</b></p> <p>The FPASP EIR concluded that implementation of the mitigation measures in the EIR would reduce all except the following geology impacts to less than significant levels: impacts from off-site elements under the jurisdiction of El Dorado and Sacramento Counties and Caltrans. (FEIR, pp. 1-89 to 1-95; DEIR, p. 3A.7-40.) The pages indicated in the table above contain the relevant analysis of the potential impacts.</p> <p>Additionally, the 2012 Water Addendum includes a short discussion of how the changes to the water facilities aspects of the FPASP project would have the same or less impacts to geology and soils resources when compared to the FPASP project as analyzed in the 2011 EIR after implementation of the following mitigation measures: MM 3B.7-1a, MM 3B.7-1b, MM 3B.7-4, MM 3B.7-5. (Water Addendum, p. 3-10.)</p> <p>See Exhibit 3 for discussion of the Mangini Ranch Phase 1C 4-Pack project's consistency with floodplain protection policies in the FPASP that may be relevant to geology and soils impacts. (Exh. 3, pp. 25-27.)</p> <p><b>Mitigation Measures:</b></p> <ul style="list-style-type: none"> <li>• MM 3A.7-1a</li> <li>• MM 3A.7-1b</li> <li>• MM 3A.7-3</li> <li>• MM 3A.7-4</li> <li>• MM 3A.7-5</li> <li>• MM 3B.7-1a</li> <li>• MM 3B.7-1b</li> <li>• MM 3B.7-4</li> <li>• MM 3B.7-5</li> </ul> <p><b>Conclusion:</b></p> <p>With implementation of the above mitigation measures identified in the FPASP EIR and Water Addendum, the Mangini Ranch Phase 1C 4-Pack project would not have any new significant or substantially more severe geology and soils impacts (Guidelines, § 15162), nor would it result in any new significant impacts that are peculiar to the project or its site (Guidelines, § 15183).</p>										

7. GREENHOUSE GAS EMISSIONS

Environmental Issue Area	Where Impact Was Analyzed in Prior Environmental Documents.	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information of Substantial Importance Requiring New Analysis or Verification?	Are There Effects That Are Peculiar To The Project Or The Parcel On Which The Project Would Be Located That Have Not Been Disclosed In a Prior EIR On The Zoning Action, General Plan, Or Community Plan With Which The Project is Consistent?	Are There Effects That Are Peculiar To The Project That Will Not Be Substantially Mitigated By Application Of Uniformly Applied Development Policies Or Standards That Have Been Previously Adopted?	Are There Effects That Were Not Analyzed As Significant Effects In A Prior EIR On The Zoning Action, General Plan Or Community Plan With Which The Project Is Consistent?	Are There Potentially Significant Off-Site Impacts And Cumulative Impacts Which Were Not Discussed In The Prior EIR Prepared For The General Plan, Community Plan Or Zoning Action?	Are There Previously Identified Significant Effects That, As A Result Of Substantial New Information Not Known At The Time The EIR Was Certified, Are Now Determined To Have A More Severe Adverse Impact?	Prior Environmental Document's Mitigation Measures Addressing Impacts.
<b>7. Greenhouse Gas Emissions. Would the project</b>	FPASP Draft EIR pp. 3A.4-1 to -49									
a. Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment??	pp. 3A.4-13 to -30	No	No	No	No	No	No	No	No	MM 3A.2-1a 3A.2-1b 3A.4-1 3A.2-2 3A.4-2a 3A.4-2b
b. Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	pp. 3A.4-10 to -13	No	No	No	No	No	No	No	No	None required



Environmental Issue Area	Where Impact Was Analyzed in Prior Environmental Documents.	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information of Substantial Importance Requiring New Analysis or Verification?	Are There Effects That Are Peculiar To The Project Or The Parcel On Which The Project Would Be Located That Have Not Been Disclosed In a Prior EIR On The Zoning Action, General Plan, Or Community Plan With Which the Project is Consistent?	Are There Effects That Are Peculiar To The Project That Will Not Be Substantially Mitigated By Application Of Uniformly Applied Development Policies Or Standards That Have Been Previously Adopted?	Are There Effects That Were Not Analyzed As Significant Effects In A Prior EIR On The Zoning Action, General Plan Or Community Plan With Which The Project Is Consistent?	Are There Potentially Significant Off-Site Impacts And Cumulative Impacts Which Were Not Discussed In The Prior EIR Prepared For The General Plan, Community Plan Or Zoning Action?	Are There Previously Identified Significant Effects That, As A Result Of Substantial New Information Not Known At The Time The EIR Was Certified, Are Now Determined To Have A More Severe Adverse Impact?	Prior Environmental Document's Mitigation Measures Addressing Impacts.
<b>7. Greenhouse Gas Emissions. Would the project</b>	FPASP Draft EIR pp. 3A.4-1 to -49									
<p><b>Discussion:</b></p> <p>The FPASP EIR concluded that FPASP project's incremental contributions to greenhouse gas (GHG) emissions from project-related construction (Impact 3A.4-1) and from long-term operation (Impact 3A.4-2) are cumulatively considerable and significant and unavoidable. (FEIR, pp. 1-70 to 1-79; DEIR, pp. 3A.4-23, 3A.4-30.) The pages indicated in the table above contain the relevant analysis of the potential impacts.</p> <p>Additionally, the 2012 Water Addendum includes a short discussion of how the changes to the water facilities aspects of the FPASP project would have the same or less impacts to GHG emissions and climate change when compared to the FPASP project as analyzed in the 2011 EIR after implementation of the following mitigation measures: MM 3B.4-1a, MM 3B.4-1b. (Water Addendum, p. 3-8.)</p> <p>See Exhibit 3 for discussion of the Mangini Ranch Phase 1C 4-Pack project's consistency with air quality, low impact development, environmental quality, and energy efficiency policies in the FPASP that may be relevant to GHG emissions and climate change impacts. (Exh. 3, pp. 27-28, 31-37.)</p> <p><b>Mitigation Measures:</b></p> <ul style="list-style-type: none"> <li>• MM 3A.2-1a</li> <li>• MM 3A.2-1b</li> <li>• MM 3A.4-1</li> <li>• MM 3A.2-2</li> <li>• MM 3A.4-2a</li> <li>• MM 3A.4-2b</li> <li>• MM 3B.4-1a</li> <li>• MM 3B.4-1b</li> </ul> <p><b>Conclusion:</b></p> <p>With implementation of the above mitigation measures identified in the FPASP EIR and Water Addendum, the Mangini Ranch Phase 1C 4-Pack project would not have any new significant or substantially more severe GHG emissions and climate change impacts (Guidelines, § 15162), nor would it result in any new significant impacts that are peculiar to the project or its site (Guidelines, § 15183).</p>										

8. HAZARDS AND HAZARDOUS MATERIALS

Environmental Issue Area	Where Impact Was Analyzed in Prior Environmental Documents.	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information of Substantial Importance Requiring New Analysis or Verification?	Are There Effects That Are Peculiar To The Project Or The Parcel On Which The Project Would Be Located That Have Not Been Disclosed In a Prior EIR On The Zoning Action, General Plan, Or Community Plan With Which the Project is Consistent?	Are There Effects That Are Peculiar To The Project That Will Not Be Substantially Mitigated By Application Of Uniformly Applied Development Policies Or Standards That Have Been Previously Adopted?	Are There Effects That Were Not Analyzed As Significant Effects In A Prior EIR On The Zoning Action, General Plan Or Community Plan With Which The Project Is Consistent?	Are There Potentially Significant Off-Site Impacts And Cumulative Impacts Which Were Not Discussed In The Prior EIR Prepared For The General Plan, Community Plan Or Zoning Action?	Are There Previously Identified Significant Effects That, As A Result Of Substantial New Information Not Known At The Time The EIR Was Certified, Are Now Determined To Have A More Severe Adverse Impact?	Prior Environmental Document's Mitigation Measures Addressing Impacts.
<b>8. Hazards and Hazardous Materials. Would the project</b>	FPASP Draft EIR pp. 3A.8-1 to -36									
a. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	pp. 3A.8-19 to -20	No	No	No	No	No	No	No	No	None required
b. Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	pp. 3A.8-20 to -22	No	No	No	No	No	No	No	No	MM 3A.8-2 3A.9-1

Environmental Issue Area	Where Impact Was Analyzed in Prior Environmental Documents.	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information of Substantial Importance Requiring New Analysis or Verification?	Are There Effects That Are Peculiar To The Project Or The Parcel On Which The Project Would Be Located That Have Not Been Disclosed In a Prior EIR On The Zoning Action, General Plan, Or Community Plan With Which the Project is Consistent?	Are There Effects That Are Peculiar To The Project That Will Not Be Substantially Mitigated By Application Of Uniformly Applied Development Policies Or Standards That Have Been Previously Adopted?	Are There Effects That Were Not Analyzed As Significant Effects In A Prior EIR On The Zoning Action, General Plan Or Community Plan With Which The Project Is Consistent?	Are There Potentially Significant Off-Site Impacts And Cumulative Impacts Which Were Not Discussed In The Prior EIR Prepared For The General Plan, Community Plan Or Zoning Action?	Are There Previously Identified Significant Effects That, As A Result Of Substantial New Information Not Known At The Time The EIR Was Certified, Are Now Determined To Have A More Severe Adverse Impact?	Prior Environmental Document's Mitigation Measures Addressing Impacts.
<b>8. Hazards and Hazardous Materials. Would the project:</b>	FPASP Draft EIR pp. 3A.8-1 to -36									
c. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	pp. 3A.8-31 to -33	No	No	No	No	No	No	No	No	MM 3A.8-6
d. Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	pp. 3A.8-22 to -28	No	No	No	No	No	No	No	No	MM 3A.8-3a 3A.8-3b 3A.8-3c
e. For a project located within an airport land use plan or, where	pp. 3A.8-18 to -19	No	No	No	No	No	No	No	No	None required

Environmental Issue Area	Where Impact Was Analyzed in Prior Environmental Documents.	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information of Substantial Importance Requiring New Analysis or Verification?	Are There Effects That Are Peculiar To The Project Or The Parcel On Which The Project Would Be Located That Have Not Been Disclosed In a Prior EIR On The Zoning Action, General Plan, Or Community Plan With Which the Project is Consistent?	Are There Effects That Are Peculiar To The Project That Will Not Be Substantially Mitigated By Application Of Uniformly Applied Development Policies Or Standards That Have Been Previously Adopted?	Are There Effects That Were Not Analyzed As Significant Effects In A Prior EIR On The Zoning Action, General Plan Or Community Plan With Which The Project Is Consistent?	Are There Potentially Significant Off-Site Impacts And Cumulative Impacts Which Were Not Discussed In The Prior EIR Prepared For The General Plan, Community Plan Or Zoning Action?	Are There Previously Identified Significant Effects That, As A Result Of Substantial New Information Not Known At The Time The EIR Was Certified, Are Now Determined To Have A More Severe Adverse Impact?	Prior Environmental Document's Mitigation Measures Addressing Impacts.
<b>8. Hazards and Hazardous Materials. Would the project:</b>	FPASP Draft EIR pp. 3A.8-1 to -36									
such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?										
f. For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working on the project area?	pp. 3A.8-18 to -19	No	No	No	No	No	No	No	No	None required
g. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	p. 3A.8-29	No	No	No	No	No	No	No	No	None required

Environmental Issue Area	Where Impact Was Analyzed in Prior Environmental Documents.	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information of Substantial Importance Requiring New Analysis or Verification?	Are There Effects That Are Peculiar To The Project Or The Parcel On Which The Project Would Be Located That Have Not Been Disclosed In a Prior EIR On The Zoning Action, General Plan, Or Community Plan With Which the Project is Consistent?	Are There Effects That Are Peculiar To The Project That Will Not Be Substantially Mitigated By Application Of Uniformly Applied Development Policies Or Standards That Have Been Previously Adopted?	Are There Effects That Were Not Analyzed As Significant Effects In A Prior EIR On The Zoning Action, General Plan Or Community Plan With Which The Project Is Consistent?	Are There Potentially Significant Off-Site Impacts And Cumulative Impacts Which Were Not Discussed In The Prior EIR Prepared For The General Plan, Community Plan Or Zoning Action?	Are There Previously Identified Significant Effects That, As A Result Of Substantial New Information Not Known At The Time The EIR Was Certified, Are Now Determined To Have A More Severe Adverse Impact?	Prior Environmental Document's Mitigation Measures Addressing Impacts.
<b>8. Hazards and Hazardous Materials. Would the project</b>	FPASP Draft EIR pp. 3A.8-1 to -36									
h. Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	pp. 3A.8-18 to -19	No	No	No	No	No	No	No	No	None require

Environmental Issue Area	Where Impact Was Analyzed in Prior Environmental Documents.	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information of Substantial Importance Requiring New Analysis or Verification?	Are There Effects That Are Peculiar To The Project Or The Parcel On Which The Project Would Be Located That Have Not Been Disclosed In a Prior EIR On The Zoning Action, General Plan, Or Community Plan With Which the Project is Consistent?	Are There Effects That Are Peculiar To The Project That Will Not Be Substantially Mitigated By Application Of Uniformly Applied Development Policies Or Standards That Have Been Previously Adopted?	Are There Effects That Were Not Analyzed As Significant Effects In A Prior EIR On The Zoning Action, General Plan Or Community Plan With Which The Project Is Consistent?	Are There Potentially Significant Off-Site Impacts And Cumulative Impacts Which Were Not Discussed In The Prior EIR Prepared For The General Plan, Community Plan Or Zoning Action?	Are There Previously Identified Significant Effects That, As A Result Of Substantial New Information Not Known At The Time The EIR Was Certified, Are Now Determined To Have A More Severe Adverse Impact?	Prior Environmental Document's Mitigation Measures Addressing Impacts.
<b>8. Hazards and Hazardous Materials. Would the project</b>	FPASP Draft EIR pp. 3A.8-1 to -36									
<p><b>Discussion:</b></p> <p>The FPASP EIR concluded that implementation of the mitigation measures in the EIR would reduce all hazards and hazardous materials impacts to less than significant levels, except for the impacts from off-site elements that fall under the jurisdiction of El Dorado and Sacramento Counties (Impacts 3A.8-2, 3A.8-3, 3A.8-5, 3A.8-7). (FEIR, pp. 1-99 to 1-108; DEIR, pp. 3A.8-35 to -36.) The pages indicated in the table above contain the relevant analysis of the potential impacts. The DEIR also analyzes Impact 3A.8-7 related to mosquito and vector control. (See pp. 3A.8-33 to -35; MM 3A.8-7.)</p> <p>Additionally, the 2012 Water Addendum includes a short discussion of how the changes to the water facilities aspects of the FPASP project would have the same or less hazards and hazardous materials impacts when compared to the FPASP project as analyzed in the 2011 EIR after implementation of the following mitigation measures: MM 3B.8-1a, MM 3B.8-1b, MM 3B.16-3a, MM 3B.16-3b, MM 3B.8-5a, MM 3B.8-5b. (Water Addendum, pp. 3-10 to 3-11.)</p> <p><b>Mitigation Measures:</b></p> <ul style="list-style-type: none"> <li>• MM 3A.8-2</li> <li>• MM 3A.9-1</li> <li>• MM 3A.8-6</li> <li>• MM 3A.8-3a</li> <li>• MM 3A.8-3b</li> <li>• MM 3A.8-3c</li> <li>• MM 3A.8-7</li> <li>• MM 3B.8-1a</li> <li>• MM 3B.8-1b</li> <li>• MM 3B.16-3a</li> <li>• MM 3B.16-3b</li> <li>• MM 3B.8-5a</li> <li>• MM 3B.8-5b</li> </ul> <p><b>Conclusion:</b></p> <p>With implementation of the above mitigation measures identified in the FPASP EIR and Water Addendum, the Mangini Ranch Phase 1C 4-Pack project would not have any new significant or substantially more severe hazards and hazardous materials impacts (Guidelines, § 15162), nor would it result in any new significant impacts that are peculiar to the project or its site (Guidelines, § 15183).</p>										

9. HYDROLOGY AND WATER QUALITY

Environmental Issue Area	Where Impact Was Analyzed in Prior Environmental Documents.	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information of Substantial Importance Requiring New Analysis or Verification?	Are There Effects That Are Peculiar To The Project Or The Parcel On Which The Project Would Be Located That Have Not Been Disclosed In a Prior EIR On The Zoning Action, General Plan, Or Community Plan With Which the Project is Consistent?	Are There Effects That Are Peculiar To The Project That Will Not Be Substantially Mitigated By Application Of Uniformly Applied Development Policies Or Standards That Have Been Previously Adopted?	Are There Effects That Were Not Analyzed As Significant Effects In A Prior EIR On The Zoning Action, General Plan Or Community Plan With Which The Project Is Consistent?	Are There Potentially Significant Off-Site Impacts And Cumulative Impacts Which Were Not Discussed In The Prior EIR Prepared For The General Plan, Community Plan Or Zoning Action?	Are There Previously Identified Significant Effects That, As A Result Of Substantial New Information Not Known At The Time The EIR Was Certified, Are Now Determined To Have A More Severe Adverse Impact?	Prior Environmental Document's Mitigation Measures Addressing Impacts
<b>9. Hydrology and Water Quality. Would the Project:</b>	FPASP Draft EIR pp. 3A.9-1 to -51									
a. Violate any water quality standards or waste discharge requirements?	pp. 3A.9-24 to -28	No	No	No	No	No	No	No	No	MM 3A.9-1
b. Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have	pp. 3A.9-45 to -50	No	No	No	No	No	No	No	No	None required

Environmental Issue Area	Where Impact Was Analyzed in Prior Environmental Documents.	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information of Substantial Importance Requiring New Analysis or Verification?	Are There Effects That Are Peculiar To The Project Or The Parcel On Which The Project Would Be Located That Have Not Been Disclosed In A Prior EIR On The Zoning Action, General Plan, Or Community Plan With Which The Project is Consistent?	Are There Effects That Are Peculiar To The Project That Will Not Be Substantially Mitigated By Application Of Uniformly Applied Development Policies Or Standards That Have Been Previously Adopted?	Are There Effects That Were Not Analyzed As Significant Effects In A Prior EIR On The Zoning Action, General Plan Or Community Plan With Which The Project Is Consistent?	Are There Potentially Significant Off-Site Impacts And Cumulative Impacts Which Were Not Discussed In The Prior EIR Prepared For The General Plan, Community Plan Or Zoning Action?	Are There Previously Identified Significant Effects That, As A Result Of Substantial New Information Not Known At The Time The EIR Was Certified, Are Now Determined To Have A More Severe Adverse Impact?	Prior Environmental Document's Mitigation Measures Addressing Impacts.
<b>9. Hydrology and Water Quality. Would the Project:</b>	FPASP Draft EIR pp. 3A.9-1 to -51									
been granted?										
c. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?	pp. 3A.9-24 to -28	No	No	No	No	No	No	No	No	MM 3A.9-1
d. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?	pp. 3A.9-28 to -37	No	No	No	No	No	No	No	No	MM 3A.9-2



Environmental Issue Area	Where Impact Was Analyzed in Prior Environmental Documents.	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information of Substantial Importance Requiring New Analysis or Verification?	Are There Effects That Are Peculiar To The Project Or The Parcel On Which The Project Would Be Located That Have Not Been Disclosed In a Prior EIR On The Zoning Action, General Plan, Or Community Plan With Which the Project is Consistent?	Are There Effects That Are Peculiar To The Project That Will Not Be Substantially Mitigated By Application Of Uniformly Applied Development Policies Or Standards That Have Been Previously Adopted?	Are There Effects That Were Not Analyzed As Significant Effects In A Prior EIR On The Zoning Action, General Plan Or Community Plan With Which The Project is Consistent?	Are There Potentially Significant Off-Site Impacts And Cumulative Impacts Which Were Not Discussed In The Prior EIR Prepared For The General Plan, Community Plan Or Zoning Action?	Are There Previously Identified Significant Effects That, As A Result Of Substantial New Information Not Known At The Time The EIR Was Certified, Are Now Determined To Have A More Severe Adverse Impact?	Prior Environmental Document's Mitigation Measures Addressing Impacts.
<b>9. Hydrology and Water Quality. Would the Project:</b>	FPASP Draft EIR pp. 3A.9-1 to -51									
e. Create or contribute runoff water which would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff?	pp. 3A.9-28-42  Also see generally Backbone Infrastructure MND	No	No	No	No	No	No	No	No	MM 3A.9-1 MM 3A.9-2
f. Otherwise substantially degrade water quality?	See generally pp. 3A.9-1 to -51	No	No	No	No	No	No	No	No	None required
g. Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	p. 3A.9-45	No	No	No	No	No	No	No	No	None required
h. Place within a 100-year flood hazard area structures which	p. 3A.9-45	No	No	No	No	No	No	No	No	None required

Environmental Issue Area	Where Impact Was Analyzed in Prior Environmental Documents.	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information of Substantial Importance Requiring New Analysis or Verification?	Are There Effects That Are Peculiar To The Project Or The Parcel On Which The Project Would Be Located That Have Not Been Disclosed In a Prior EIR On The Zoning Action, General Plan, Or Community Plan With Which the Project is Consistent?	Are There Effects That Are Peculiar To The Project That Will Not Be Substantially Mitigated By Application Of Uniformly Applied Development Policies Or Standards That Have Been Previously Adopted?	Are There Effects That Were Not Analyzed As Significant Effects In A Prior EIR On The Zoning Action, General Plan Or Community Plan With Which The Project Is Consistent?	Are There Potentially Significant Off-Site Impacts And Cumulative Impacts Which Were Not Discussed In The Prior EIR Prepared For The General Plan, Community Plan Or Zoning Action?	Are There Previously Identified Significant Effects That, As A Result Of Substantial New Information Not Known At The Time The EIR Was Certified, Are Now Determined To Have A More Severe Adverse Impact?	Prior Environmental Document's Mitigation Measures Addressing Impacts.
<b>9. Hydrology and Water Quality. Would the Project:</b>	FPASP Draft EIR pp. 3A.9-1 to -51									
would impede or redirect flood flows?										
i. Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	pp. 3A.9-43 to -44	No	No	No	No	No	No	No	No	MM 3A.9-4
j. Inundation by seiche, tsunami, or mudflow?	Not relevant	No	No	No	No	No	No	No	No	None required

Environmental Issue Area	Where Impact Was Analyzed in Prior Environmental Documents.	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information of Substantial Importance Requiring New Analysis or Verification?	Are There Effects That Are Peculiar To The Project Or The Parcel On Which The Project Would Be Located That Have Not Been Disclosed In a Prior EIR On The Zoning Action, General Plan, Or Community Plan With Which the Project is Consistent?	Are There Effects That Are Peculiar To The Project That Will Not Be Substantially Mitigated By Application Of Uniformly Applied Development Policies Or Standards That Have Been Previously Adopted?	Are There Effects That Were Not Analyzed As Significant Effects In A Prior EIR On The Zoning Action, General Plan Or Community Plan With Which The Project Is Consistent?	Are There Potentially Significant Off-Site Impacts And Cumulative Impacts Which Were Not Discussed In The Prior EIR Prepared For The General Plan, Community Plan Or Zoning Action?	Are There Previously Identified Significant Effects That, As A Result Of Substantial New Information Not Known At The Time The EIR Was Certified, Are Now Determined To Have A More Severe Adverse Impact?	Prior Environmental Document's Mitigation Measures Addressing Impacts.
<b>9. Hydrology and Water Quality. Would the Project:</b>	FPASP Draft EIR pp. 3A.9-1 to -51									
<p><b>Discussion:</b>  The FPASP EIR concluded that implementation of the mitigation measures in the EIR would reduce all hydrology and water quality impacts to less than significant levels, except for the impacts from off-site elements that fall under the jurisdiction of El Dorado and Sacramento Counties and Caltrans (Impacts 3.10-1, 3.10-2, 3.10-3, 3.10-5). (FEIR, pp. 1-113 to 1-118; DEIR, p. 3A.9-51.) The pages indicated in the table above contain the relevant analysis of the potential impacts.</p> <p>Additionally, the 2012 Water Addendum includes a short discussion of how the changes to the water facilities aspects of the FPASP project would have the same or less impacts to hydrology and water quality when compared to the FPASP project as analyzed in the 2011 EIR after implementation of the following mitigation measures: MM 3B.9-1a, MM 3B.9-1b, MM 3A.3-1a, MM 3A.3-1b, MM 3B.9-3a, MM 3B.9-3b. (Water Addendum, pp. 3-11 to 3-12.)</p> <p>See Exhibit 3 for discussion of the Mangini Ranch Phase 1C 4-Pack project's consistency with water efficiency and low impact development policies in the FPASP that may be relevant to hydrology and water quality impacts. (Exh. 3, pp. 30-31, 35.)</p> <p><b>Mitigation Measures:</b></p> <ul style="list-style-type: none"> <li>• MM 3A.9-1</li> <li>• MM 3A.9-2</li> <li>• MM 3A.9-4</li> <li>• MM 3B.9-1a</li> <li>• MM 3B.9-1b</li> <li>• MM 3A.3-1a</li> <li>• MM 3A.3-1b</li> <li>• MM 3B.9-3a</li> <li>• MM 3B.9-3b</li> </ul> <p><b>Conclusion:</b>  With implementation of the above mitigation measures identified in the FPASP EIR and Water Addendum, the Mangini Ranch Phase 1C 4-Pack project would not have any new significant or substantially more severe hydrology and water quality impacts (Guidelines, § 15162), nor would it result in any new significant impacts that are peculiar to the project or its site (Guidelines, § 15183).</p>										

10. LAND USE AND PLANNING

Environmental Issue Area	Where Impact Was Analyzed in Prior Environmental Documents.	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information of Substantial Importance Requiring New Analysis or Verification?	Are There Effects That Are Peculiar To The Project Or The Parcel On Which The Project Would Be Located That Have Not Been Disclosed In a Prior EIR On The Zoning Action, General Plan, Or Community Plan With Which the Project is Consistent?	Are There Effects That Are Peculiar To The Project That Will Not Be Substantially Mitigated By Application Of Uniformly Applied Development Policies Or Standards That Have Been Previously Adopted?	Are There Effects That Were Not Analyzed As Significant Effects In A Prior EIR On The Zoning Action, General Plan Or Community Plan With Which The Project Is Consistent?	Are There Potentially Significant Off-Site Impacts And Cumulative Impacts Which Were Not Discussed In The Prior EIR Prepared For The General Plan, Community Plan Or Zoning Action?	Are There Previously Identified Significant Effects That, As A Result Of Substantial New Information Not Known At The Time The EIR Was Certified, Are Now Determined To Have A More Severe Adverse Impact?	Prior Environmental Document's Mitigation Measures Addressing Impacts.
<b>10. Land Use and Planning. Would the project:</b>	FPASP Draft EIR pp. 3A.10-1 to -49									
a. Physically divide an established community?	p. 3A.10-29	No	No	No	No	No	No	No	No	None required
b. Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	pp. 3A.10-34 to -41	No	No	No	No	No	No	No	No	None require

Environmental Issue Area	Where Impact Was Analyzed in Prior Environmental Documents.	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information of Substantial Importance Requiring New Analysis or Verification?	Are There Effects That Are Peculiar To The Project Or The Parcel On Which The Project Would Be Located That Have Not Been Disclosed In a Prior EIR On The Zoning Action, General Plan, Or Community Plan With Which the Project is Consistent?	Are There Effects That Are Peculiar To The Project That Will Not Be Substantially Mitigated By Application Of Uniformly Applied Development Policies Or Standards That Have Been Previously Adopted?	Are There Effects That Were Not Analyzed As Significant Effects In A Prior EIR On The Zoning Action, General Plan Or Community Plan With Which The Project Is Consistent?	Are There Potentially Significant Off-Site Impacts And Cumulative Impacts Which Were Not Discussed In The Prior EIR Prepared For The General Plan, Community Plan Or Zoning Action?	Are There Previously Identified Significant Effects That, As A Result Of Substantial New Information Not Known At The Time The EIR Was Certified, Are Now Determined To Have A More Severe Adverse Impact?	Prior Environmental Document's Mitigation Measures Addressing Impacts.
<b>10. Land Use and Planning. Would the project:</b>	FPASP Draft EIR pp. 3A.10-1 to -49									
c. Conflict with any applicable habitat conservation plan or natural community conservation plan?	pp. 3A.3-93 to -94	No	No	No	No	No	No	No	No	None required
d. Contribute to the decay of an existing urban center?	Not relevant; also see Folsom South of U.S. Highway 50 Specific Plan Project's CEQA Findings of Fact and Statement of Overriding Considerations, pp. 361-363	No	No	No	No	No	No	No	No	

Environmental Issue Area	Where Impact Was Analyzed in Prior Environmental Documents.	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information of Substantial Importance Requiring New Analysis or Verification?	Are There Effects That Are Peculiar To The Project Or The Parcel On Which The Project Would Be Located That Have Not Been Disclosed In a Prior EIR On The Zoning Action, General Plan, Or Community Plan With Which the Project is Consistent?	Are There Effects That Are Peculiar To The Project That Will Not Be Substantially Mitigated By Application Of Uniformly Applied Development Policies Or Standards That Have Been Previously Adopted?	Are There Effects That Were Not Analyzed As Significant Effects In A Prior EIR On The Zoning Action, General Plan Or Community Plan With Which The Project Is Consistent?	Are There Potentially Significant Off-Site Impacts And Cumulative Impacts Which Were Not Discussed In The Prior EIR Prepared For The General Plan, Community Plan Or Zoning Action?	Are There Previously Identified Significant Effects That, As A Result Of Substantial New Information Not Known At The Time The EIR Was Certified, Are Now Determined To Have A More Severe Adverse Impact?	Prior Environmental Document's Mitigation Measures Addressing Impacts.
<b>10. Land Use and Planning, Would the project:</b>	FPASP Draft EIR pp. 3A.10-1 to -49									
<p><b>Discussion:</b></p> <p>The FPASP EIR concluded that the following land use impacts were less than significant and no mitigation was required: Impacts 3A.10-1 (Consistency with Sacramento LAFCo Guidelines) and 3.10-2 (Consistency with the SACOG Sacramento Region Blueprint). (FEIR, pp. 1-123 to 1-124; DEIR, pp. 3A.10-36, 3A.10-39.) But impacts from off-site elements that fall under the jurisdiction of El Dorado and Sacramento Counties and Caltrans would be potentially significant and unavoidable. The pages indicated in the table above contain the relevant analysis of the potential impacts.</p> <p>Additionally, the 2012 Water Addendum includes a short discussion of how the changes to the water facilities aspects of the FPASP project would have the same or less impacts to land use when compared to the FPASP project as analyzed in the 2011 EIR after implementation of the following mitigation measures: MM 3B.10-5. (Water Addendum, p. 3-12.)</p> <p>See Exhibit 3 for discussion of the Mangini Ranch Phase 1C 4-Pack project's consistency with land use policies in the FPASP that may be relevant to land use impacts. (Exh. 3, pp. 1-6.) The Folsom Ranch Central District Design Guidelines (Exhibit 1) is a complementary document to the Folsom Plan Area Specific Plan and the Folsom Plan Area Specific Plan Community Guidelines.</p> <p>The South Sacramento HCP, which is referenced in the FPASP EIR has been approved and adopted, but the South Sacramento HCP is not relevant to the Mangini Ranch Phase 1C 4-Pack Project because the City did not choose to participate in the South Sacramento HCP and the project site is outside of the boundaries of the South Sacramento HCP plan area. (See South Sacramento HCP, available at <a href="https://www.southsachcp.com/sshcp-chapters—final.html">https://www.southsachcp.com/sshcp-chapters—final.html</a> (last visited April 15, 2021).) In any event, the Mangini Ranch Phase 1C 4-Pack project would not impede the implementation of the South Sacramento HCP.</p> <p><b>Mitigation Measures:</b></p> <ul style="list-style-type: none"> <li>• MM 3B.10-5</li> </ul> <p><b>Conclusion:</b></p> <p>With implementation of the above mitigation measures identified in the FPASP EIR and Water Addendum, the Mangini Ranch Phase 1C 4-Pack project would not have any new significant or substantially more severe land use impacts (Guidelines, § 15162), nor would it result in any new significant impacts that are peculiar to the project or its site (Guidelines, § 15183).</p>										

11. MINERAL RESOURCES

Environmental Issue Area	Where Impact Was Analyzed in Prior Environmental Documents.	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information of Substantial Importance Requiring New Analysis or Verification?	Are There Effects That Are Peculiar To The Project Or The Parcel On Which The Project Would Be Located That Have Not Been Disclosed In a Prior EIR On The Zoning Action, General Plan, Or Community Plan With Which the Project is Consistent?	Are There Effects That Are Peculiar To The Project That Will Not Be Substantially Mitigated By Application Of Uniformly Applied Development Policies Or Standards That Have Been Previously Adopted?	Are There Effects That Were Not Analyzed As Significant Effects In A Prior EIR On The Zoning Action, General Plan Or Community Plan With Which The Project Is Consistent?	Are There Potentially Significant Off-Site Impacts And Cumulative Impacts Which Were Not Discussed In The Prior EIR Prepared For The General Plan, Community Plan Or Zoning Action?	Are There Previously Identified Significant Effects That, As A Result Of Substantial New Information Not Known At The Time The EIR Was Certified, Are Now Determined To Have A More Severe Adverse Impact?	Prior Environmental Document's Mitigation Measures Addressing Impacts
<b>11. Mineral Resources. Would the Project</b>	FPASP Draft EIR pp. 3A.7-1 to -40									
a. Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	pp. 3A.7-36 to -38	No	No	No	No	No	No	No	No	MM 3A.7-9
b. Result in the loss of availability of a locally- important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	Same as (a) above	No	No	No	No	No	No	No	No	Same as (a) above

Environmental Issue Area	Where Impact Was Analyzed in Prior Environmental Documents	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information of Substantial Importance Requiring New Analysis or Verification?	Are There Effects That Are Peculiar To The Project Or The Parcel On Which The Project Would Be Located That Have Not Been Disclosed In a Prior EIR On The Zoning Action, General Plan, Or Community Plan With Which the Project is Consistent?	Are There Effects That Are Peculiar To The Project That Will Not Be Substantially Mitigated By Application Of Uniformly Applied Development Policies Or Standards That Have Been Previously Adopted?	Are There Effects That Were Not Analyzed As Significant Effects In A Prior EIR On The Zoning Action, General Plan Or Community Plan With Which The Project Is Consistent?	Are There Potentially Significant Off-Site Impacts And Cumulative Impacts Which Were Not Discussed In The Prior EIR Prepared For The General Plan, Community Plan Or Zoning Action?	Are There Previously Identified Significant Effects That, As A Result Of Substantial New Information Not Known At The Time The EIR Was Certified, Are Now Determined To Have A More Severe Adverse Impact?	Prior Environmental Document's Mitigation Measures Addressing Impacts
<b>11. Mineral Resources. Would the Project:</b>	FPASP Draft EIR pp. 3A.7-1 to -40									
<p><b>Discussion:</b></p> <p>The FPASP EIR concluded that implementation of the mitigation measures in the EIR would reduce all except one of the impacts to mineral resources to less than significant levels. Impact 3A 7-9 (Possible Loss of Mineral Resources-Kaolin Clay) remains significant and unavoidable. (FEIR, pp. 1-89 to 1-95; DEIR, pp. 3A.7-37 to -38.) The pages indicated in the table above contain the relevant analysis of the potential impacts.</p> <p>Additionally, the 2012 Water Addendum includes a short discussion of how the changes to the water facilities aspects of the FPASP project would have the same or less impacts to mineral resources when compared to the FPASP project as analyzed in the 2011 EIR and that no mitigation measures were necessary to address the water supply and water facilities aspect of the FPASP project. (Water Addendum, p. 3-13.)</p> <p><b>Mitigation Measures:</b></p> <ul style="list-style-type: none"> <li>• None required</li> </ul> <p><b>Conclusion:</b></p> <p>With implementation of the above mitigation measures identified in the FPASP EIR and Water Addendum, the Mangini Ranch Phase 1C 4-Pack project would not have any new significant or substantially more severe mineral resources impacts (Guidelines, § 15162), nor would it result in any new significant impacts that are peculiar to the project or its site (Guidelines, § 15183).</p>										



12. NOISE

Environmental Issue Area	Where Impact Was Analyzed in Prior Environmental Documents.	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information of Substantial Importance Requiring New Analysis or Verification?	Are There Effects That Are Peculiar To The Project Or The Parcel On Which The Project Would Be Located That Have Not Been Disclosed In a Prior EIR On The Zoning Action, General Plan, Or Community Plan With Which the Project is Consistent?	Are There Effects That Are Peculiar To The Project That Will Not Be Substantially Mitigated By Application Of Uniformly Applied Development Policies Or Standards That Have Been Previously Adopted?	Are There Effects That Were Not Analyzed As Significant Effects In A Prior EIR On The Zoning Action, General Plan Or Community Plan With Which The Project Is Consistent?	Are There Potentially Significant Off-Site Impacts And Cumulative Impacts Which Were Not Discussed In The Prior EIR Prepared For The General Plan, Community Plan Or Zoning Action?	Are There Previously Identified Significant Effects That, As A Result Of Substantial New Information Not Known At The Time The EIR Was Certified, Are Now Determined To Have A More Severe Adverse Impact?	Prior Environmental Document's Mitigation Measures Addressing Impacts.
<b>12. Noise. Would the project result in:</b>	FPASP Draft EIR pp. 3A.11-1 to -52									
a. Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	pp. 3A.11-50 to -51	No	No	No	No	No	No	No	No	MM 3A.11-4
b. Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	pp. 3A.11-33 to -35	No	No	No	No	No	No	No	No	MM 3A.11-3
c. A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	pp. 3A.11-36 to -48	No	No	No	No	No	No	No	No	MM 3A.11-4 3A.11-5

Environmental Issue Area	Where Impact Was Analyzed in Prior Environmental Documents	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information of Substantial Importance Requiring New Analysis or Verification?	Are There Effects That Are Peculiar To The Project Or The Parcel On Which The Project Would Be Located That Have Not Been Disclosed In a Prior EIR On The Zoning Action, General Plan, Or Community Plan With Which the Project is Consistent?	Are There Effects That Are Peculiar To The Project That Will Not Be Substantially Mitigated By Application Of Uniformly Applied Development Policies Or Standards That Have Been Previously Adopted?	Are There Effects That Were Not Analyzed As Significant Effects In A Prior EIR On The Zoning Action, General Plan Or Community Plan With Which The Project Is Consistent?	Are There Potentially Significant Off-Site Impacts And Cumulative Impacts Which Were Not Discussed In The Prior EIR Prepared For The General Plan, Community Plan Or Zoning Action?	Are There Previously Identified Significant Effects That, As A Result Of Substantial New Information Not Known At The Time The EIR Was Certified, Are Now Determined To Have A More Severe Adverse Impact?	Prior Environmental Document's Mitigation Measures Addressing Impacts.
<b>12. Noise. Would the project result in:</b>	FPASP Draft EIR pp. 3A.11-1 to -52									
d. A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	pp. 3A.11-27 to -35	No	No	No	No	No	No	No	No	MM 3A.11-1 3A.11-3
e. For a project located within an airport land use plan or where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	pp. 3A.11-27 and 3A.11-49	No	No	No	No	No	No	No	No	None required

Environmental Issue Area	Where Impact Was Analyzed in Prior Environmental Documents.	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information of Substantial Importance Requiring New Analysis or Verification?	Are There Effects That Are Peculiar To The Project Or The Parcel On Which The Project Would Be Located That Have Not Been Disclosed In a Prior EIR On The Zoning Action, General Plan, Or Community Plan With Which the Project is Consistent?	Are There Effects That Are Peculiar To The Project That Will Not Be Substantially Mitigated By Application Of Uniformly Applied Development Policies Or Standards That Have Been Previously Adopted?	Are There Effects That Were Not Analyzed As Significant Effects In A Prior EIR On The Zoning Action, General Plan Or Community Plan With Which The Project Is Consistent?	Are There Potentially Significant Off-Site Impacts And Cumulative Impacts Which Were Not Discussed In The Prior EIR Prepared For The General Plan, Community Plan Or Zoning Action?	Are There Previously Identified Significant Effects That, As A Result Of Substantial New Information Not Known At The Time The EIR Was Certified, Are Now Determined To Have A More Severe Adverse Impact?	Prior Environmental Document's Mitigation Measures Addressing Impacts
<b>12. Noise. Would the project result in:</b>	FPASP Draft EIR pp. 3A.11-1 to -52									
f. For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	pp. 3A.11-27	No	No	No	No	No	No	No	No	None required

Environmental Issue Area	Where Impact Was Analyzed in Prior Environmental Documents.	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information of Substantial Importance Requiring New Analysis or Verification?	Are There Effects That Are Peculiar To The Project Or The Parcel On Which The Project Would Be Located That Have Not Been Disclosed In a Prior EIR On The Zoning Action, General Plan, Or Community Plan With Which the Project is Consistent?	Are There Effects That Are Peculiar To The Project That Will Not Be Substantially Mitigated By Application Of Uniformly Applied Development Policies Or Standards That Have Been Previously Adopted?	Are There Effects That Were Not Analyzed As Significant Effects In A Prior EIR On The Zoning Action, General Plan Or Community Plan With Which The Project Is Consistent?	Are There Potentially Significant Off-Site Impacts And Cumulative Impacts Which Were Not Discussed In The Prior EIR Prepared For The General Plan, Community Plan Or Zoning Action?	Are There Previously Identified Significant Effects That, As A Result Of Substantial New Information Not Known At The Time The EIR Was Certified, Are Now Determined To Have A More Severe Adverse Impact?	Prior Environmental Document's Mitigation Measures Addressing Impacts.
12. Noise. Would the project result in:	FPASP Draft EIR pp. 3A.11-1 to -52									

**Discussion:**

The FPASP EIR concluded that implementation of the mitigation measures in the EIR would reduce all except the following noise impacts to less than significant levels: temporary, short-term exposure of sensitive receptors to increased equipment noise and groundborne noise and vibration from project construction (Impacts 3A.11-1, 3A.11-3); long-term exposure of sensitive receptors to increased operational traffic noise levels from project operation (Impact 3A.11-4); and impacts from off-site elements that are under the jurisdiction of El Dorado County, Sacramento County, or Caltrans. (FEIR, pp. 1-127 to 1- 132; DEIR, pp. 3A.11-51 to -52.) The pages indicated in the table above contain the relevant analysis of the potential impacts.

Additionally, the 2012 Water Addendum includes a short discussion of how the changes to the water facilities aspects of the FPASP project would have the same or less noise impacts when compared to the FPASP project as analyzed in the 2011 EIR after implementation of the following mitigation measures: MM 3B.11-1a, MM 3B.11-1b, MM 3B.11-1c, MM 3B.11-1d, MM 3B.11-1e, and MM 3B.11-3. (Water Addendum, p. 3-14.)

See Exhibit 3 for discussion of the Mangini Ranch Phase 1C 4-Pack project's consistency with noise policies in the FPASP that may be relevant to noise impacts. (Exh. 3, p. 29.)

**Mitigation Measures:**

- MM 3A.11-1
- MM 3A.11-3
- MM 3A.11-4
- MM 3A.11-5
- MM 3B.11-1a
- MM 3B.11-1b
- MM 3B.11-1c
- MM 3B.11-1d
- MM 3B.11-1e
- MM 3B.11-3
- MM 4.12-1

The May 3, 2021, Noise Study completed by Bollard Acoustical Consultants (attached as Exhibit 4) found that, consistent with the noise impact analysis in the FPASP EIR, a portion of the Mangini Ranch Phase 1C 4-Pack Residential Development project site will be exposed to future traffic noise levels in excess of the City of Folsom's 45 dB Ldn interior noise level standard. The impacts analyzed in the Noise Study are of the same type, scope, and scale as those impacts addressed in the FPASP EIR. In other words, the Noise Study did not find any new impacts, any effects that are peculiar to the project or project site, or any substantially more severe impacts than those analyzed in the FPASP EIR. The Noise Study provides recommendations to implement the FPASP EIR's mitigation measures to achieve compliance with the City's exterior and interior noise standards. These recommendations, which are listed below, are consistent with the mitigation measures in the FPASP EIR and simply add new details about noise barriers (e.g., required height and materials) and building materials required in the previously adopted mitigation measures.

Environmental Issue Area	Where Impact Was Analyzed in Prior Environmental Documents.	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information of Substantial Importance Requiring New Analysis or Verification?	Are There Effects That Are Peculiar To The Project Or The Parcel On Which The Project Would Be Located That Have Not Been Disclosed In a Prior EIR On The Zoning Action, General Plan, Or Community Plan With Which the Project is Consistent?	Are There Effects That Are Peculiar To The Project That Will Not Be Substantially Mitigated By Application Of Uniformly Applied Development Policies Or Standards That Have Been Previously Adopted?	Are There Effects That Were Not Analyzed As Significant Effects In A Prior EIR On The Zoning Action, General Plan Or Community Plan With Which The Project Is Consistent?	Are There Potentially Significant Off-Site Impacts And Cumulative Impacts Which Were Not Discussed In The Prior EIR Prepared For The General Plan, Community Plan Or Zoning Action?	Are There Previously Identified Significant Effects That, As A Result Of Substantial New Information Not Known At The Time The EIR Was Certified, Are Now Determined To Have A More Severe Adverse Impact?	Prior Environmental Document's Mitigation Measures Addressing Impacts.
12. Noise. Would the project result in:	FPASP Draft EIR pp. 3A.11-1 to -52									

The following Noise Study recommendations implement the FPASP EIR's mitigation measures will be required as conditions of approval:

- All upper-floor bedroom windows of residences constructed adjacent to Savannah Parkway from which the roadway would be visible (i.e., north, south, and east-facing windows) be upgraded to a minimum STC rating of 32. Figure 2 of Exhibit 4 shows the lots with recommended upper-floor window assembly upgrades (Lots 2, 3, 6, 7, 10, 11 and 98-100).
- Mechanical ventilation (air conditioning) should be provided for all residences in this development to allow the occupants to close doors and windows as desired to achieve compliance with the applicable General Plan 45 dB DNL interior noise level standard. (Exh. 4, p. 9.)

Additionally, Bollard based its conclusions and recommendations on the proposed grade elevation differences and masonry sound walls along the roadway included in the project grading plan. (Exh. 4, p. 8.)

**Conclusion:**

With implementation of the above mitigation measures identified in the FPASP EIR and Water Addendum, the Mangini Ranch Phase 1C 4-Pack project would not have any new significant or substantially more severe noise impacts (Guidelines, § 15162), nor would it result in any new significant impacts that are peculiar to the project or its site (Guidelines, § 15183).

13. POPULATION AND HOUSING

Environmental Issue Area	Where Impact Was Analyzed in Prior Environmental Documents.	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information of Substantial Importance Requiring New Analysis or Verification?	Are There Effects That Are Peculiar To The Project Or The Parcel On Which The Project Would Be Located That Have Not Been Disclosed In a Prior EIR On The Zoning Action, General Plan, Or Community Plan With Which the Project is Consistent?	Are There Effects That Are Peculiar To The Project That Will Not Be Substantially Mitigated By Application Of Uniformly Applied Development Policies Or Standards That Have Been Previously Adopted?	Are There Effects That Were Not Analyzed As Significant Effects In A Prior EIR On The Zoning Action, General Plan Or Community Plan With Which The Project Is Consistent?	Are There Potentially Significant Off-Site Impacts And Cumulative Impacts Which Were Not Discussed In The Prior EIR Prepared For The General Plan, Community Plan Or Zoning Action?	Are There Previously Identified Significant Effects That, As A Result Of Substantial New Information Not Known At The Time The EIR Was Certified, Are Now Determined To Have A More Severe Adverse Impact?	Prior Environmental Document's Mitigation Measures Addressing Impacts.
<b>13. Population and Housing. Would the Project:</b>	FPASP Draft EIR pp. 3A.13-1 to -16									
a. Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	pp. 3A.13-11 to -15	No	No	No	No	No	No	No	No	None required
b. Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	p. 3A.13-16	No	No	No	No	No	No	No	No	None required

Environmental Issue Area	Where Impact Was Analyzed in Prior Environmental Documents.	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information of Substantial Importance Requiring New Analysis or Verification?	Are There Effects That Are Peculiar To The Project Or The Parcel On Which The Project Would Be Located That Have Not Been Disclosed In a Prior EIR On The Zoning Action, General Plan, Or Community Plan With Which the Project is Consistent?	Are There Effects That Are Peculiar To The Project That Will Not Be Substantially Mitigated By Application Of Uniformly Applied Development Policies Or Standards That Have Been Previously Adopted?	Are There Effects That Were Not Analyzed As Significant Effects In A Prior EIR On The Zoning Action, General Plan Or Community Plan With Which The Project Is Consistent?	Are There Potentially Significant Off-Site Impacts And Cumulative Impacts Which Were Not Discussed In The Prior EIR Prepared For The General Plan, Community Plan Or Zoning Action?	Are There Previously Identified Significant Effects That, As A Result Of Substantial New Information Not Known At The Time The EIR Was Certified, Are Now Determined To Have A More Severe Adverse Impact?	Prior Environmental Document's Mitigation Measures Addressing Impacts.
<b>13. Population and Housing. Would the Project</b>	FPASP Draft EIR pp. 3A.13-1 to -16									
c. Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	p. 3A.13-16	No	No	No	No	No	No	No	No	None required
<p><b>Discussion:</b></p> <p>The FPASP EIR concluded that all population, employment and housing impacts are less than significant and do not require mitigation. (FEIR, pp. 1-137 to 1- 138; DEIR, p. 3A.13-16.) The pages indicated in the table above contain the relevant analysis of the potential impacts.</p> <p>Additionally, the 2012 Water Addendum includes a short discussion of how the changes to the water facilities aspects of the FPASP project would have the same or less impacts to population and housing when compared to the FPASP project as analyzed in the 2011 EIR and, thus, no new mitigation was required. (Water Addendum, p. 3-15.)</p> <p>See Exhibit 3 for discussion of the Mangini Ranch Phase 1C 4-Pack project's consistency with housing policies in the FPASP that may be relevant to population and housing impacts. (Exh. 3, pp. 7-10.)</p> <p><b>Mitigation Measures:</b></p> <ul style="list-style-type: none"> <li>• None required</li> </ul> <p><b>Conclusion:</b></p> <p>With implementation of the above mitigation measures identified in the FPASP EIR and Water Addendum, the Mangini Ranch Phase 1C 4-Pack project would not have any new significant or substantially more severe population and housing impacts (Guidelines, § 15162), nor would it result in any new significant impacts that are peculiar to the project or its site (Guidelines, § 15183).</p>										

14. PUBLIC SERVICES

Environmental Issue Area	Where Impact Was Analyzed in Prior Environmental Documents.	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information of Substantial Importance Requiring New Analysis or Verification?	Are There Effects That Are Peculiar To The Project Or The Parcel On Which The Project Would Be Located That Have Not Been Disclosed In a Prior EIR On The Zoning Action, General Plan, Or Community Plan With Which the Project is Consistent?	Are There Effects That Are Peculiar To The Project That Will Not Be Substantially Mitigated By Application Of Uniformly Applied Development Policies Or Standards That Have Been Previously Adopted?	Are There Effects That Were Not Analyzed As Significant Effects In A Prior EIR On The Zoning Action, General Plan Or Community Plan With Which The Project Is Consistent?	Are There Potentially Significant Off-Site Impacts And Cumulative Impacts Which Were Not Discussed In The Prior EIR Prepared For The General Plan, Community Plan Or Zoning Action?	Are There Previously Identified Significant Effects That, As A Result Of Substantial New Information Not Known At The Time The EIR Was Certified, Are Now Determined To Have A More Severe Adverse Impact?	Prior Environmental Document's Mitigation Measures Addressing Impacts.
<b>14. Public Services.</b>	<b>FPASP Draft EIR pp. 3A.14-1 to -30</b>									
a. Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any the public services:	pp. 3A.14-12 to -13	No	No	No	No	No	No	No	No	MM 3A.14-1
Fire protection?	pp. 3A.14-13 to -20	No	No	No	No	No	No	No	No	MM 3A.14-2 3A.14-3



Environmental Issue Area	Where Impact Was Analyzed in Prior Environmental Documents.	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information of Substantial Importance Requiring New Analysis or Verification?	Are There Effects That Are Peculiar To The Project Or The Parcel On Which The Project Would Be Located That Have Not Been Disclosed In a Prior EIR On The Zoning Action, General Plan, Or Community Plan With Which the Project is Consistent?	Are There Effects That Are Peculiar To The Project That Will Not Be Substantially Mitigated By Application Of Uniformly Applied Development Policies Or Standards That Have Been Previously Adopted?	Are There Effects That Were Not Analyzed As Significant Effects In A Prior EIR On The Zoning Action, General Plan Or Community Plan With Which The Project Is Consistent?	Are There Potentially Significant Off-Site Impacts And Cumulative Impacts Which Were Not Discussed In The Prior EIR Prepared For The General Plan, Community Plan Or Zoning Action?	Are There Previously Identified Significant Effects That, As A Result Of Substantial New Information Not Known At The Time The EIR Was Certified, Are Now Determined To Have A More Severe Adverse Impact?	Prior Environmental Document's Mitigation Measures Addressing Impacts.
<b>14. Public Services.</b>	<b>FPASP Draft EIR pp. 3A.14-1 to -30</b>									
Police protection?	pp. 3A.14-20 to -23	No	No	No	No	No	No	No	No	None required
Schools?	pp. 3A.14-24 to -30	No	No	No	No	No	No	No	No	None required
Parks?	pp. 3A.12-14 to -17 (in Parks and Recreation chapter, not the Public Services chapter)	No	No	No	No	No	No	No	No	None required
Other public facilities?	Same as (a) above	No	No	No	No	No	No	No	No	Same as (a) above

Environmental Issue Area	Where Impact Was Analyzed in Prior Environmental Documents.	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information of Substantial Importance Requiring New Analysis or Verification?	Are There Effects That Are Peculiar To The Project Or The Parcel On Which The Project Would Be Located That Have Not Been Disclosed In a Prior EIR On The Zoning Action, General Plan, Or Community Plan With Which the Project is Consistent?	Are There Effects That Are Peculiar To The Project That Will Not Be Substantially Mitigated By Application Of Uniformly Applied Development Policies Or Standards That Have Been Previously Adopted?	Are There Effects That Were Not Analyzed As Significant Effects In A Prior EIR On The Zoning Action, General Plan Or Community Plan With Which The Project Is Consistent?	Are There Potentially Significant Off-Site Impacts And Cumulative Impacts Which Were Not Discussed In The Prior EIR Prepared For The General Plan, Community Plan Or Zoning Action?	Are There Previously Identified Significant Effects That, As A Result Of Substantial New Information Not Known At The Time The EIR Was Certified, Are Now Determined To Have A More Severe Adverse Impact?	Prior Environmental Document's Mitigation Measures Addressing Impacts.
<b>14. Public Services.</b>	FPASP Draft EIR pp. 3A.14-1 to -30									
<p><b>Discussion:</b></p> <p>The FPASP EIR concluded that implementation of the mitigation measures in the EIR would reduce all public services impacts to less than significant levels, except for impacts from off-site elements constructed in areas under the jurisdiction of El Dorado and Sacramento Counties, or Caltrans (Impact 3A.14-1). (FEIR, pp. 1-138 to 1-141; DEIR, p. 3A.14-30.) The pages indicated in the table above contain the relevant analysis of the potential impacts.</p> <p>Additionally, the 2012 Water Addendum includes a short discussion of how the changes to the water facilities aspects of the FPASP project would have the same or less impacts to public services when compared to the FPASP project as analyzed in the 2011 EIR and, thus, no new mitigation was required. (Water Addendum, p. 3-16.)</p> <p>See Exhibit 3 for discussion of the Mangini Ranch Phase 1C 4-Pack project's consistency with public services and utilities policies in the FPASP that may be relevant to public services impacts. (Exh. 3, pp. 37-39.)</p> <p><b>Mitigation Measures:</b></p> <ul style="list-style-type: none"> <li>▪ MM 3A.14-1</li> <li>▪ MM 3A.14-2</li> <li>▪ MM 3A.14-3</li> </ul> <p><b>Conclusion:</b></p> <p>With implementation of the above mitigation measures identified in the FPASP EIR and Water Addendum, the Mangini Ranch Phase 1C 4-Pack project would not have any new significant or substantially more severe public services impacts (Guidelines, § 15162), nor would it result in any new significant impacts that are peculiar to the project or its site (Guidelines, § 15183).</p>										

15. RECREATION

Environmental Issue Area	Where Impact Was Analyzed in Prior Environmental Documents.	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information of Substantial Importance Requiring New Analysis or Verification?	Are There Effects That Are Peculiar To The Project Or The Parcel On Which The Project Would Be Located That Have Not Been Disclosed In a Prior EIR On The Zoning Action, General Plan, Or Community Plan With Which the Project is Consistent?	Are There Effects That Are Peculiar To The Project That Will Not Be Substantially Mitigated By Application Of Uniformly Applied Development Policies Or Standards That Have Been Previously Adopted?	Are There Effects That Were Not Analyzed As Significant Effects In A Prior EIR On The Zoning Action, General Plan Or Community Plan With Which The Project Is Consistent?	Are There Potentially Significant Off-Site Impacts And Cumulative Impacts Which Were Not Discussed In The Prior EIR Prepared For The General Plan, Community Plan Or Zoning Action?	Are There Previously Identified Significant Effects That, As A Result Of Substantial New Information Not Known At The Time The EIR Was Certified, Are Now Determined To Have A More Severe Adverse Impact?	Prior Environmental Document's Mitigation Measures Addressing Impacts.
<b>15. Recreation.</b>	<b>FPASP Draft EIR pp. 3A.12-1 to -17</b>									
a. Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	pp. 3A.12-12 to -17	No	No	No	No	No	No	No	No	None required
b. Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	Same as (a) above	No	No	No	No	No	No	No	No	Same as (a) above

Environmental Issue Area	Where Impact Was Analyzed in Prior Environmental Documents.	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information of Substantial Importance Requiring New Analysis or Verification?	Are There Effects That Are Peculiar To The Project Or The Parcel On Which The Project Would Be Located That Have Not Been Disclosed In a Prior EIR On The Zoning Action, General Plan, Or Community Plan With Which the Project is Consistent?	Are There Effects That Are Peculiar To The Project That Will Not Be Substantially Mitigated By Application Of Uniformly Applied Development Policies Or Standards That Have Been Previously Adopted?	Are There Effects That Were Not Analyzed As Significant Effects In A Prior EIR On The Zoning Action, General Plan Or Community Plan With Which The Project Is Consistent?	Are There Potentially Significant Off-Site Impacts And Cumulative Impacts Which Were Not Discussed In The Prior EIR Prepared For The General Plan, Community Plan Or Zoning Action?	Are There Previously Identified Significant Effects That, As A Result Of Substantial New Information Not Known At The Time The EIR Was Certified, Are Now Determined To Have A More Severe Adverse Impact?	Prior Environmental Document's Mitigation Measures Addressing Impacts.
<b>15. Recreation.</b>	FPASP Draft EIR pp. 3A.12-1 to -17									
<p><b>Discussion:</b></p> <p>The FPASP EIR concluded that all parks and recreation impacts are less than significant and, thus, no mitigation was necessary. (FEIR, p. 1-136; DEIR, p. 3A.12-17.) The pages indicated in the table above contain the relevant analysis of the potential impacts.</p> <p>Additionally, the 2012 Water Addendum includes a short discussion of how the changes to the water facilities aspects of the FPASP project would have the same or less impacts to recreation when compared to the FPASP project as analyzed in the 2011 EIR after implementation of the following mitigation measure: MM 3B.12-1. (Water Addendum, p. 3-15.)</p> <p>See Exhibit 3 for discussion of the Mangini Ranch Phase 1C 4-Pack project's consistency with parks policies in the FPASP that may be relevant to recreation impacts. (Exh. 3, pp. 16-17.)</p> <p><b>Mitigation Measures:</b></p> <ul style="list-style-type: none"> <li>MM 3B.12-1</li> </ul> <p><b>Conclusion:</b></p> <p>With implementation of the above mitigation measures identified in the FPASP EIR and Water Addendum, the Mangini Ranch Phase 1C 4-Pack project would not have any new significant or substantially more severe recreation impacts (Guidelines, § 15162), nor would it result in any new significant impacts that are peculiar to the project or its site (Guidelines, § 15183).</p>										

16. TRANSPORTATION/ TRAFFIC

Environmental Issue Area	Where Impact Was Analyzed in Prior Environmental Documents.	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information of Substantial Importance Requiring New Analysis or Verification?	Are There Effects That Are Peculiar To The Project Or The Parcel On Which The Project Would Be Located That Have Not Been Disclosed In a Prior EIR On The Zoning Action, General Plan, Or Community Plan With Which the Project is Consistent?	Are There Effects That Are Peculiar To The Project That Will Not Be Substantially Mitigated By Application Of Uniformly Applied Development Policies Or Standards That Have Been Previously Adopted?	Are There Effects That Were Not Analyzed As Significant Effects In A Prior EIR On The Zoning Action, General Plan Or Community Plan With Which The Project Is Consistent?	Are There Potentially Significant Off-Site Impacts And Cumulative Impacts Which Were Not Discussed In The Prior EIR Prepared For The General Plan, Community Plan Or Zoning Action?	Are There Previously Identified Significant Effects That, As A Result Of Substantial New Information Not Known At The Time The EIR Was Certified, Are Now Determined To Have A More Severe Adverse Impact?	Prior Environmental Document's Mitigation Measures Addressing Impacts.
<b>16. Transportation/Traffic. Would the project:</b>	FPASP Draft EIR pp. 3A.15-1 to -157									
a. Cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ration on roads, or congestion at intersections)?	pp. 3A.15-25 to -157	No	No	No	No	No	No	No	No	MM 3A.15-1a 3A.15-1b 3A.15-1c 3A.15-1f 3A.15-1i 3A.15-1j 3A.15-1l 3A.15-1o 3A.15-1p 3A.15-1q 3A.15-1r 3A.15-1s 3A.15-1u 3A.15-1v 3A.15-1w 3A.15-1x 3A.15-1y 3A.15-1z 3A.15-1aa 3A.15-1dd 3A.15-1ee 3A.15-1ff 3A.15-1gg 3A.15-1hh 3A.15-1ii 3A.15-2a 3A.15-2b

Environmental Issue Area	Where Impact Was Analyzed in Prior Environmental Documents.	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information of Substantial Importance Requiring New Analysis or Verification?	Are There Effects That Are Peculiar To The Project Or The Parcel On Which The Project Would Be Located That Have Not Been Disclosed In a Prior EIR On The Zoning Action, General Plan, Or Community Plan With Which the Project is Consistent?	Are There Effects That Are Peculiar To The Project That Will Not Be Substantially Mitigated By Application Of Uniformly Applied Development Policies Or Standards That Have Been Previously Adopted?	Are There Effects That Were Not Analyzed As Significant Effects In A Prior EIR On The Zoning Action, General Plan Or Community Plan With Which The Project Is Consistent?	Are There Potentially Significant Off-Site Impacts And Cumulative Impacts Which Were Not Discussed In The Prior EIR Prepared For The General Plan, Community Plan Or Zoning Action?	Are There Previously Identified Significant Effects That, As A Result Of Substantial New Information Not Known At The Time The EIR Was Certified, Are Now Determined To Have A More Severe Adverse Impact?	Prior Environmental Document's Mitigation Measures Addressing Impacts.
<b>16. Transportation/Traffic. Would the project:</b>	FPASP Draft EIR pp. 3A.15-1 to -157									
										3A.15-3 3A.15-4a 3A.15-4b 3A.15-4c 3A.15-4d 3A.15-4f 3A.15-4g 3A.15-4i 3A.15-4j 3A.15-4k 3A.15-4l 3A.15-4m 3A.15-4n 3A.15-4o 3A.15-4p 3A.15-4q 3A.15-4r 3A.15-4s 3A.15-4t 3A.15-4u 3A.15-4v 3A.15-4w 3A.15-4x 3A.15-4y
b. Exceed, either individually or cumulatively, a level of service standard established by the	Same as (a) above	No	No	No	No	No	No	No	No	Same as (a) above

Environmental Issue Area	Where Impact Was Analyzed in Prior Environmental Documents.	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information of Substantial Importance Requiring New Analysis or Verification?	Are There Effects That Are Peculiar To The Project Or The Parcel On Which The Project Would Be Located That Have Not Been Disclosed In a Prior EIR On The Zoning Action, General Plan, Or Community Plan With Which the Project is Consistent?	Are There Effects That Are Peculiar To The Project That Will Not Be Substantially Mitigated By Application Of Uniformly Applied Development Policies Or Standards That Have Been Previously Adopted?	Are There Effects That Were Not Analyzed As Significant Effects In A Prior EIR On The Zoning Action, General Plan Or Community Plan With Which The Project Is Consistent?	Are There Potentially Significant Off-Site Impacts And Cumulative Impacts Which Were Not Discussed In The Prior EIR Prepared For The General Plan, Community Plan Or Zoning Action?	Are There Previously Identified Significant Effects That, As A Result Of Substantial New Information Not Known At The Time The EIR Was Certified, Are Now Determined To Have A More Severe Adverse Impact?	Prior Environmental Document's Mitigation Measures Addressing Impacts.
<b>16. Transportation/Traffic. Would the project:</b>	FPASP Draft EIR pp. 3A.15-1 to -157									
county congestion management agency for designated roads or highways?										
c. Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	Not relevant; no changes to air traffic would result from the Project	No	No	No	No	No	No	No	No	
d. Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	No significant traffic hazards were identified in the EIR	No	No	No	No	No	No	No	No	
e. Result in inadequate emergency access?	3A.14-12 to -13 (in Public Services chapter, not Transportation chapter)	No	No	No	No	No	No	No	No	MM 3A.14-1

Environmental Issue Area	Where Impact Was Analyzed in Prior Environmental Documents.	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information of Substantial Importance Requiring New Analysis or Verification?	Are There Effects That Are Peculiar To The Project Or The Parcel On Which The Project Would Be Located That Have Not Been Disclosed In a Prior EIR On The Zoning Action, General Plan, Or Community Plan With Which the Project is Consistent?	Are There Effects That Are Peculiar To The Project That Will Not Be Substantially Mitigated By Application Of Uniformly Applied Development Policies Or Standards That Have Been Previously Adopted?	Are There Effects That Were Not Analyzed As Significant Effects In A Prior EIR On The Zoning Action, General Plan Or Community Plan With Which The Project Is Consistent?	Are There Potentially Significant Off-Site Impacts And Cumulative Impacts Which Were Not Discussed In The Prior EIR Prepared For The General Plan, Community Plan Or Zoning Action?	Are There Previously Identified Significant Effects That, As A Result Of Substantial New Information Not Known At The Time The EIR Was Certified, Are Now Determined To Have A More Severe Adverse Impact?	Prior Environmental Document's Mitigation Measures Addressing Impacts.
<b>16. Transportation/Traffic. Would the project:</b>	FPASP Draft EIR pp. 3A.15-1 to -157									
f. Result in inadequate parking capacity?	Development will be required to follow City parking standards	No	No	No	No	No	No	No	No	
g. Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?	3A.15-27	No	No	No	No	No	No	No	No	None required



Environmental Issue Area	Where Impact Was Analyzed in Prior Environmental Documents.	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information of Substantial Importance Requiring New Analysis or Verification?	Are There Effects That Are Peculiar To The Project Or The Parcel On Which The Project Would Be Located That Have Not Been Disclosed In a Prior EIR On The Zoning Action, General Plan, Or Community Plan With Which the Project is Consistent?	Are There Effects That Are Peculiar To The Project That Will Not Be Substantially Mitigated By Application Of Uniformly Applied Development Policies Or Standards That Have Been Previously Adopted?	Are There Effects That Were Not Analyzed As Significant Effects In A Prior EIR On The Zoning Action, General Plan Or Community Plan With Which The Project Is Consistent?	Are There Potentially Significant Off-Site Impacts And Cumulative Impacts Which Were Not Discussed In The Prior EIR Prepared For The General Plan, Community Plan Or Zoning Action?	Are There Previously Identified Significant Effects That, As A Result Of Substantial New Information Not Known At The Time The EIR Was Certified, Are Now Determined To Have A More Severe Adverse Impact?	Prior Environmental Document's Mitigation Measures Addressing Impacts.
<b>16. Transportation/Traffic. Would the project</b>	FPASP Draft EIR pp. 3A.15-1 to -157									
<p><b>Discussion:</b></p> <p>The FPASP EIR concluded that implementation of the mitigation measures in the EIR would reduce all except the following traffic and transportation impacts to less than significant levels: Impacts 3A.15-1i, 3A.15-1j, 3A.15-1l, 3A.15-1o, 3A.15-1p, 3A.15-1q, 3A.15-1r, 3A.15-1s, 3A.15-1u, 3A.15-1v, 3A.15-1w, 3A.15-1x, 3A.15-1y, 3A.15-1z, 3A.15-1aa, 3A.15-1dd, 3A.15-1ee, 3A.15-1ff, 3A.15-1gg, 3A.15-1hh, 3A.15-1ii, 3A.15-2, 3A.15-4b, 3A.15-4d, 3A.15-4i, 3A.15-4l, 3A.15-4m, 3A.15-4n, 3A.15-4o, 3A.15-4p, 3A.15-4r, 3A.15-4s, 3A.15-4t, 3A.15-4u, 3A.15-4v, 3A.15-4w, 3A.15-4x, 3A.15-4y. (FEIR, pp. 1-142 to 1-175.) These impacts include intersection impacts, such as the intersections at Oak Avenue Parkway/East Bidwell Street and East Bidwell Street/Iron Point Road; and impacts at roadway segments, such as on eastbound U.S. 50, including the Zinfandel Drive to Sunrise Boulevard segment, the Rancho Cordova Parkway to Hazel Avenue segment, and the Folsom Boulevard to Prairie City Road segment. (DEIR, pp. 3A.15-157.) The pages indicated in the table above contain the relevant analysis of the potential impacts.</p> <p>Additionally, the 2012 Water Addendum includes a short discussion of how the changes to the water facilities aspects of the FPASP project would have the same or less transportation and traffic impacts when compared to the FPASP project as analyzed in the 2011 EIR after implementation of the following mitigation measures: MM 3B.15-1a, MM 3B.15-1b. (Water Addendum, p. 3-16.)</p> <p>See Exhibit 3 for discussion of the Mangini Ranch Phase 1C 4-Pack project's consistency with circulation policies in the FPASP that may be relevant to traffic and transportation impacts. (Exh. 3, pp. 3-4.)</p> <p>The May 21, 2021, Access Evaluation Memo by Kimley-Horn (attached as Exhibit 5), which incorporates the transportation and traffic analysis in the FPASP EIR/EIS, updates the intersection and roadway segment analysis performed for the Mangini Phase 1 project, approved in 2015, analyzes the ingress and egress needs of the Mangini Ranch Phase 1C 4-Pack project, the separately proposed Mangini Ranch Phase 1C North project, and the forthcoming Mangini Place Apartments project, and determined that the addition of the Mangini Ranch Phase 1C 4-Pack project would not result in any additional significant impacts. (Exh. 5, pp. 3-4.) The Kimley-Horn Memo reached this conclusion, in part, based on improvements being constructed by other Projects including the City's approval of the construction of Mangini Parkway through the Project site, including the intersection of Streets 'G' and 'H' with Mangini Parkway and intersection of Mangini Parkway and Savannah Parkway, as well as improvements that the 1C North, 4-Pack, and Apartments projects should be conditioned upon, including the intersection of Street 'A' with Savannah Parkway and improvements of the Project site's frontage along Savannah Parkway. (Exh. 5, p. 2-4.) These are not new significant impacts, however, because these improvements were already analyzed and found necessary. (Exh. 5, pp. 2-3, 4.) Thus, the Mangini Ranch Phase 1C 4-Pack would not result in any new or substantially more severe significant transportation and traffic impacts. (See Exh. 5, p. 4.)</p> <p><b>Mitigation Measures:</b></p> <ul style="list-style-type: none"> <li>• MM 3A.14-1</li> <li>• MM 3A.15-1a through MM 3A.15-1c</li> <li>• MM 3A.15-1f</li> <li>• MM 3A.15-1i through MM 3A.15-1j</li> <li>• MM 3A.15-1l</li> <li>• MM 3A.15-1o through MM 3A.15-1s</li> <li>• MM 3A.15-1u through MM 3A.15-1z</li> <li>• MM 3A.15-1aa</li> </ul>										

Environmental Issue Area	Where Impact Was Analyzed in Prior Environmental Documents.	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information of Substantial Importance Requiring New Analysis or Verification?	Are There Effects That Are Peculiar To The Project Or The Parcel On Which The Project Would Be Located That Have Not Been Disclosed In a Prior EIR On The Zoning Action, General Plan, Or Community Plan With Which the Project is Consistent?	Are There Effects That Are Peculiar To The Project That Will Not Be Substantially Mitigated By Application Of Uniformly Applied Development Policies Or Standards That Have Been Previously Adopted?	Are There Effects That Were Not Analyzed As Significant Effects In A Prior EIR On The Zoning Action, General Plan Or Community Plan With Which The Project Is Consistent?	Are There Potentially Significant Off-Site Impacts And Cumulative Impacts Which Were Not Discussed In The Prior EIR Prepared For The General Plan, Community Plan Or Zoning Action?	Are There Previously Identified Significant Effects That, As A Result Of Substantial New Information Not Known At The Time The EIR Was Certified, Are Now Determined To Have A More Severe Adverse Impact?	Prior Environmental Document's Mitigation Measures Addressing Impacts.
<b>16. Transportation/Traffic. Would the project</b>	FPASP Draft EIR pp. 3A.15-1 to -157									
<ul style="list-style-type: none"> <li>• MM 3A.15-1dd through MM 3A.15-1ii</li> <li>• MM 3A.15-2a through MM 3A.15-2b</li> <li>• MM 3A.15-3</li> <li>• MM 3A.15-4a through MM 3A.15-4d</li> <li>• MM 3A.15-4f through MM 3A.15-4g</li> <li>• MM 3A.15-4i through MM 3A.15-4y</li> <li>• MM 3B.15-1a</li> <li>• MM 3B.15-1b</li> </ul> <p><b>Conclusion:</b> With implementation of the above mitigation measures identified in the FPASP EIR and Water Addendum, the Mangini Ranch Phase 1C 4-Pack project would not have any new significant or substantially more severe transportation/traffic impacts (Guidelines, § 15162), nor would it result in any new significant impacts that are peculiar to the project or its site (Guidelines, § 15183).</p>										

17. UTILITIES

Environmental Issue Area	Where Impact Was Analyzed in Prior Environmental Documents.	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information of Substantial Importance Requiring New Analysis or Verification?	Are There Effects That Are Peculiar To The Project Or The Parcel On Which The Project Would Be Located That Have Not Been Disclosed In a Prior EIR On The Zoning Action, General Plan, Or Community Plan With Which the Project is Consistent?	Are There Effects That Are Peculiar To The Project That Will Not Be Substantially Mitigated By Application Of Uniformly Applied Development Policies Or Standards That Have Been Previously Adopted?	Are There Effects That Were Not Analyzed As Significant Effects In A Prior EIR On The Zoning Action, General Plan Or Community Plan With Which The Project Is Consistent?	Are There Potentially Significant Off-Site Impacts And Cumulative Impacts Which Were Not Discussed In The Prior EIR Prepared For The General Plan, Community Plan Or Zoning Action?	Are There Previously Identified Significant Effects That, As A Result Of Substantial New Information Not Known At The Time The EIR Was Certified, Are Now Determined To Have A More Severe Adverse Impact?	Prior Environmental Document's Mitigation Measures Addressing Impacts.
<b>17. Utilities and Service Systems. Would the Project:</b>	FPASP Draft EIR pp. 3A.16-1 to -43									
a. Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	pp. 3A.16-13 to -28	No	No	No	No	No	No	No	No	MM 3A.16-1 3A.16-3 3A.16-4 3A.16-5
b. Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	Same as (a) above	No	No	No	No	No	No	No	No	Same as (a) above
c. Require or result in the construction of new storm water drainage facilities or expansion of existing facilities,	pp. 3A.9-28 to -43  Also see generally Backbone Infrastructure MND	No	No	No	No	No	No	No	No	

Environmental Issue Area	Where Impact Was Analyzed in Prior Environmental Documents.	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information of Substantial Importance Requiring New Analysis or Verification?	Are There Effects That Are Peculiar To The Project Or The Parcel On Which The Project Would Be Located That Have Not Been Disclosed In a Prior EIR On The Zoning Action, General Plan, Or Community Plan With Which the Project is Consistent?	Are There Effects That Are Peculiar To The Project That Will Not Be Substantially Mitigated By Application Of Uniformly Applied Development Policies Or Standards That Have Been Previously Adopted?	Are There Effects That Were Not Analyzed As Significant Effects In A Prior EIR On The Zoning Action, General Plan Or Community Plan With Which The Project Is Consistent?	Are There Potentially Significant Off-Site Impacts And Cumulative Impacts Which Were Not Discussed In The Prior EIR Prepared For The General Plan, Community Plan Or Zoning Action?	Are There Previously Identified Significant Effects That, As A Result Of Substantial New Information Not Known At The Time The EIR Was Certified, Are Now Determined To Have A More Severe Adverse Impact?	Prior Environmental Document's Mitigation Measures Addressing Impacts.
<b>17. Utilities and Service Systems. Would the Project</b>	FPASP Draft EIR pp. 3A.16-1 to -43									
the construction of which could cause significant environmental effects?										
d. Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	Water Addendum, pp. 2-1 to 4-1.  See generally DEIR, pp. 3A.18-7 to -53	No	No	No	No	No	No	No	No	
e. Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	Same as (a) above	No	No	No	No	No	No	No	No	Same as (a) above

Environmental Issue Area	Where Impact Was Analyzed in Prior Environmental Documents.	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information of Substantial Importance Requiring New Analysis or Verification?	Are There Effects That Are Peculiar To The Project Or The Parcel On Which The Project Would Be Located That Have Not Been Disclosed In a Prior EIR On The Zoning Action, General Plan, Or Community Plan With Which the Project is Consistent?	Are There Effects That Are Peculiar To The Project That Will Not Be Substantially Mitigated By Application Of Uniformly Applied Development Policies Or Standards That Have Been Previously Adopted?	Are There Effects That Were Not Analyzed As Significant Effects In A Prior EIR On The Zoning Action, General Plan Or Community Plan With Which The Project Is Consistent?	Are There Potentially Significant Off-Site Impacts And Cumulative Impacts Which Were Not Discussed In The Prior EIR Prepared For The General Plan, Community Plan Or Zoning Action?	Are There Previously Identified Significant Effects That, As A Result Of Substantial New Information Not Known At The Time The EIR Was Certified, Are Now Determined To Have A More Severe Adverse Impact?	Prior Environmental Document's Mitigation Measures Addressing Impacts
<b>17. Utilities and Service Systems. Would the Project:</b>	FPASP Draft EIR pp. 3A.16-1 to -43									
f. Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	pp. 3A.16-28 to -32	No	No	No	No	No	No	No	No	None required
g. Comply with federal, state, and local statutes and regulations related to solid waste?	pp. 3A.16-28 to -32	No	No	No	No	No	No	No	No	None required

Environmental Issue Area	Where Impact Was Analyzed in Prior Environmental Documents.	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information of Substantial Importance Requiring New Analysis or Verification?	Are There Effects That Are Peculiar To The Project Or The Parcel On Which The Project Would Be Located That Have Not Been Disclosed In a Prior EIR On The Zoning Action, General Plan, Or Community Plan With Which the Project is Consistent?	Are There Effects That Are Peculiar To The Project That Will Not Be Substantially Mitigated By Application Of Uniformly Applied Development Policies Or Standards That Have Been Previously Adopted?	Are There Effects That Were Not Analyzed As Significant Effects In A Prior EIR On The Zoning Action, General Plan Or Community Plan With Which The Project Is Consistent?	Are There Potentially Significant Off-Site Impacts And Cumulative Impacts Which Were Not Discussed In The Prior EIR Prepared For The General Plan, Community Plan Or Zoning Action?	Are There Previously Identified Significant Effects That, As A Result Of Substantial New Information Not Known At The Time The EIR Was Certified, Are Now Determined To Have A More Severe Adverse Impact?	Prior Environmental Document's Mitigation Measures Addressing Impacts.
<b>17. Utilities and Service Systems. Would the Project:</b>	FPASP Draft EIR pp. 3A.16-1 to -43									
<p><b>Discussion:</b></p> <p>The FPASP EIR concluded that implementation of the mitigation measures in the EIR would reduce all except the following utilities impacts to less than significant levels: impacts that result from increased demand for SRWTP facilities and that are related to air quality impacts identified in the 2020 Master Plan EIR (Impact 3A.16-3); and impacts associated with improvements to treatment plant facilities for which feasible mitigation may not be available to reduce impacts to a less-than-significant level (Impacts 3A.16-4, 3A.16-5). (FEIR, pp. 1-177 to 1-182; DEIR, p. 3A.16-43.) The pages indicated in the table above contain the relevant analysis of the potential impacts.</p> <p>In the Utilities and Service Systems chapter, the DEIR also addresses energy impacts, citing Appendix F of the CEQA Guidelines. See Impact 3A.16-8 (Electricity Demand and Infrastructure, pp. 3A.16-33 to -36); Impact 3A.16-9 (Natural Gas, pp. 3A.16-36 to -39); Impact 3A.16-10 (Telecommunications, pp. 3A.16-39 to -40); Impact 3A.16-11 (Cable TV, pp. 3A.16-40 to -41); Impact 3A.16-12 (Increased Energy Demand, pp. 3A.16-41 to -43).</p> <p>Additionally, the 2012 Water Addendum includes a short discussion of how the changes to the water facilities aspects of the FPASP project would have the same or less impacts to utilities and service systems when compared to the FPASP project as analyzed in the 2011 EIR after implementation of the following mitigation measures: MM 3B.16-3a, MM 3B.16-3b. (Water Addendum, p. 3-17.)</p> <p>See Exhibit 3 for discussion of the Mangini Ranch Phase 1C 4-Pack project's consistency with utilities, water efficiency, and energy efficiency policies in the FPASP that may be relevant to utilities and service systems impacts. (Exh. 3, pp. 31-35, 38-39.) All the permanent, offsite water and storm drainage infrastructure elements are consistent with and were included in pre-existing City plans – such as the Backbone Infrastructure Project – that have been considered in the FPASP EIR and Water Addendum.</p> <p><b>Mitigation Measures:</b></p> <ul style="list-style-type: none"> <li>▪ MM 3A.16-1</li> <li>▪ MM 3A.16-3</li> <li>▪ MM 3A.16-4</li> <li>▪ MM 3A.16-5</li> <li>▪ MM 3B.16-3a</li> <li>▪ MM 3B.16-3b</li> </ul> <p><b>Conclusion:</b></p> <p>With implementation of the above mitigation measures identified in the FPASP EIR and Water Addendum, the Mangini Ranch Phase 1C 4-Pack project would not have any new significant or substantially more severe utilities and service systems impacts (Guidelines, § 15162), nor would it result in any new significant impacts that are peculiar to the project or its site (Guidelines, § 15183).</p>										

18. MANDATORY FINDINGS OF SIGNIFICANCE

Environmental Issue Area	Where Impact Was Analyzed in Prior Environmental Documents.	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information of Substantial Importance Requiring New Analysis or Verification?	Are There Effects That Are Peculiar To The Project Or The Parcel On Which The Project Would Be Located That Have Not Been Disclosed In a Prior EIR On The Zoning Action, General Plan, Or Community Plan With Which the Project is Consistent?	Are There Effects That Are Peculiar To The Project That Will Not Be Substantially Mitigated By Application Of Uniformly Applied Development Policies Or Standards That Have Been Previously Adopted?	Are There Effects That Were Not Analyzed As Significant Effects In A Prior EIR On The Zoning Action, General Plan Or Community Plan With Which The Project is Consistent?	Are There Potentially Significant Off-Site Impacts And Cumulative Impacts Which Were Not Discussed In The Prior EIR Prepared For The General Plan, Community Plan Or Zoning Action?	Are There Previously Identified Significant Effects That, As A Result Of Substantial New Information Not Known At The Time The EIR Was Certified, Are Now Determined To Have A More Severe Adverse Impact?	Prior Environmental Document's Mitigation Measures Addressing Impacts.
18. Mandatory Findings of Significance.										
a. Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of an endangered, rare or threatened species, or eliminate important examples of the	See Folsom South of U.S. Highway 50 Specific Plan Project's CEQA Findings of Fact and Statement of Overriding Considerations, pp. 45-316	No	No	No	No	No	No	No	No	n/a

Environmental Issue Area	Where Impact Was Analyzed in Prior Environmental Documents.	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information of Substantial Importance Requiring New Analysis or Verification?	Are There Effects That Are Peculiar To The Project Or The Parcel On Which The Project Would Be Located That Have Not Been Disclosed In a Prior EIR On The Zoning Action, General Plan, Or Community Plan With Which The Project is Consistent?	Are There Effects That Are Peculiar To The Project That Will Not Be Substantially Mitigated By Application Of Uniformly Applied Development Policies Or Standards That Have Been Previously Adopted?	Are There Effects That Were Not Analyzed As Significant Effects In A Prior EIR On The Zoning Action, General Plan Or Community Plan With Which The Project Is Consistent?	Are There Potentially Significant Off-Site Impacts And Cumulative Impacts Which Were Not Discussed In The Prior EIR Prepared For The General Plan, Community Plan Or Zoning Action?	Are There Previously Identified Significant Effects That, As A Result Of Substantial New Information Not Known At The Time The EIR Was Certified, Are Now Determined To Have A More Severe Adverse Impact?	Prior Environmental Document's Mitigation Measures Addressing Impacts.
18. Mandatory Findings of Significance.										
major periods of California history or prehistory?										
b. Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when view in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	Folsom South of U.S. Highway 50 Specific Plan Project's CEQA Findings of Fact and Statement of Overriding Considerations, pp. 316-345	No	No	No	No	No	No	No	No	n/a



Environmental Issue Area	Where Impact Was Analyzed in Prior Environmental Documents.	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information of Substantial Importance Requiring New Analysis or Verification?	Are There Effects That Are Peculiar To The Project Or The Parcel On Which The Project Would Be Located That Have Not Been Disclosed In a Prior EIR On The Zoning Action, General Plan, Or Community Plan With Which The Project is Consistent?	Are There Effects That Are Peculiar To The Project That Will Not Be Substantially Mitigated By Application Of Uniformly Applied Development Policies Or Standards That Have Been Previously Adopted?	Are There Effects That Were Not Analyzed As Significant Effects In A Prior EIR On The Zoning Action, General Plan Or Community Plan With Which The Project Is Consistent?	Are There Potentially Significant Off-Site Impacts And Cumulative Impacts Which Were Not Discussed In The Prior EIR Prepared For The General Plan, Community Plan Or Zoning Action?	Are There Previously Identified Significant Effects That, As A Result Of Substantial New Information Not Known At The Time The EIR Was Certified, Are Now Determined To Have A More Severe Adverse Impact?	Prior Environmental Document's Mitigation Measures Addressing Impacts.
<b>18. Mandatory Findings of Significance.</b>										
c. Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	Folsom South of U.S. Highway 50 Specific Plan Project's CEQA Findings of Fact and Statement of Overriding Considerations, pp.	No	No	No	No	No	No	No	No	n/a
<p><b>Discussion:</b></p> <p>The City finds that:</p> <p>(a) impacts on the environment under a wide range of topics, including extensive detail regarding on-site biological resources and their habitats, were analyzed and disclosed in the FPASP EIR;</p> <p>(b) cumulative impacts were analyzed for each impact topic throughout the FPASP EIR; and</p> <p>(c) adverse impacts on humans were included and analyzed where relevant as part of the environmental impact analysis of all required topics under CEQA in the FPASP EIR (e.g., air quality, hazards, noise, etc).</p> <p><b>Mitigation Measures:</b></p> <p>See those listed in sections E.1 (Aesthetics) to E.17 (Utilities) above.</p>										

## F. Conclusion

As indicated above, the City finds that the Mangini Ranch Phase 1C 4-Pack Project is exempt from CEQA under Government Code section 65457 and Guidelines section 15182, subdivision (c).

Though not required to do so, the City also makes the following additional findings to facilitate informed decision-making:

- Based on the preceding review, the City's FPASP EIR and Water Addendum have adequately addressed the following issues, and no further environmental review is required pursuant to CEQA Guidelines section 15183: Aesthetics, Agriculture and Forestry Resources, Air Quality, Biological Resources, Cultural Resources, Geology and Soils, Greenhouse Gas Emissions, Hazards and Hazardous Materials, Hydrology and Water Quality, Mineral Resources, Population and Housing, Public Services, and Recreation.
- The following site-specific impacts have been analyzed and determined to be less than significant: Land Use and Planning, Noise, and Transportation/Traffic. Thus, pursuant to CEQA Guidelines section 15183, no further environmental analysis is required.
- The following site-specific issues reviewed in this document were within the scope of issues and impacts analyzed in the FPASP EIR, and site-specific analyses did not identify new significant impacts: Land Use and Planning, Noise, and Transportation/Traffic.

## IV. REFERENCES

1. City of Folsom. City of Folsom General Plan. January 1993.
2. City of Folsom. Folsom Plan Area Specific Plan. June 28, 2011.
3. City of Folsom. Folsom South of U.S. Highway 50 Specific Plan Project Public Draft EIR/EIS (June 2010) and Final EIR/EIS (May 2011).
4. City of Folsom. Folsom South of U.S. Highway 50 Specific Plan Project's CEQA Findings of Fact and Statement of Overriding Considerations (May 2011).
5. City of Folsom. CEQA Addendum for the Folsom South of U.S. 50 Specific Plan Project- Revised Proposed Off-site Water Facility Alternative. November, 2012.
6. City of Folsom. South of Highway 50 Backbone Infrastructure Project Initial Study/Mitigated Negative Declaration. December 9, 2014.

Exhibit 1: Folsom Ranch Central District Design Guidelines (Amended 2018)

Exhibit 2: ROD for the Folsom South of U.S. Highway 50 Specific Plan Project—City of Folsom Backbone Infrastructure (May 22, 2014)

Exhibit 3: Applicant's Policy Consistency Analysis (May 2021)

Exhibit 4: Noise Assessment by Bollard Acoustical Consultants (May 3, 2021)

Exhibit 5: Mangini Ranch Mangini Ranch Phase 1C 4-Pack Access Evaluation Memo by Kimley-Horn (May 21, 2021)

**Attachment 9**

**Access and Circulation Analysis dated May 21, 2021**

**To:** Kris Steward  
**From:** Matt Weir, P.E., T.E., PTOE, RSP<sub>1</sub>  
**Re:** *Access Evaluation*  
*Mangini Ranch – Phases 1C North & 1C Four Pack*  
**Date:** May 21, 2021

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Per your request, we have prepared this access evaluation specific to Phases 1C North and 1C Four Pack of the above referenced project in Folsom. The assumptions upon which this evaluation was prepared were identified by the City of Folsom<sup>1</sup> and the project team. The following is discussion of our evaluation, findings, and recommendations.

As a framework for this evaluation, the City specifically requested<sup>1</sup> the following:

- Consider all three projects (1C North, 1C Four Pack, and Mangini Place Apartments) together. By evaluating the three projects together, the City can more easily condition the completion of the various internal roadways to ensure adequate access and circulation are provided.
- Consider that the City is going to authorize the construction of Mangini Parkway along the project frontage, east to the future Savannah Parkway intersection in the near future. Consideration is required for the traffic control and lane configuration at the Mangini Parkway intersection with “Street G”/”Street H” that serves Phase 1C North, as well as the access driveway for the Mangini Place Apartments project.
- Consider Street “A” intersection with Savannah Parkway (i.e., turn movements, traffic control etc.), and its proximity to and interaction with the adjacent Grand Prairie intersection.
- Consider the ultimate Savannah Parkway roadway will be constructed along the projects’ frontage, including the Mangini Parkway/Savannah Parkway intersection. Consideration should be given to the transition, both north and south, to existing Placerville Road.

**I. Land Use, Trip Generation, and Primary Access**

- Phase 1C North, 76-unit single-family detached residential units
- Phase 1C Four Pack, 100-unit single-family detached residential units
- Mangini Place Apartments, 150-units<sup>2</sup>
  - Highest peak-hour volume<sup>3</sup>:
    - 163-trips IN (PM)
    - 152-trips OUT (AM)

A previously completed traffic study<sup>4</sup> is understood to form the basis of the ultimate Savannah Parkway corridor, including traffic control at the Mangini Parkway intersection. This, and other prior efforts are included by reference allowing this access evaluation to focus exclusively on ingress and egress for the combination of the three projects (1C North, 1C Four Pack, and Mangini Place Apartments). Accordingly, in addition to the assumptions summarized above, the following considerations were also incorporated as part of this evaluation:

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<sup>1</sup> Telephone conferences with Steve Krahn, City of Folsom, December 9, 2020, and April 5, 2021.

<sup>2</sup> A standalone access evaluation will be prepared for the apartment project. This evaluation will more comprehensively evaluate the apartments’ intermediate driveway in addition to the considerations noted in this memorandum.

<sup>3</sup> *Trip Generation Manual, 10<sup>th</sup> Edition*, Land Use 210 Single-Family Detached Housing and 220 Multifamily Housing (Low-Rise) regression equations, Institute of Transportation Engineers (ITE). Combination of all three projects’ trips.

<sup>4</sup> *Folsom South of U.S. Highway 50 Specific Plan DEIR/DEIS*, City of Folsom and USACE, June 2010.

- *Project Sites' Land Use*  
The projects are understood to be consistent with the Specific Plan's land use. This consistency is specified in the projects' narratives<sup>5</sup>.
- *Mangini Parkway and Savannah Parkway Access*  
Exhibit 3A.15-103 (Cumulative Plus Project (with Mitigated Network) Conditions) of the prior traffic study<sup>4</sup> specifies the lane configuration, including the addition of traffic signal control, at the Mangini Parkway intersection with Savannah Parkway. At the time of this memorandum, the City is in the process of approving the construction of Mangini Parkway along the project frontage. These improvements, including the construction of the Street "G"/Street "H" intersection within the Phase 1C North project and the access driveway for the Mangini Place Apartments, are assumed to be constructed prior to the projects' occupancy. The projects' Savannah Parkway frontage is also anticipated to be improved to its ultimate width, including completion of the Mangini Parkway intersection with Savannah Parkway intersection. As discussed later in this memorandum, transitions are required north and south of the immediate project area to provide appropriate transition between the existing/un-improved and improved sections of this facility.

## II. Access Conditions and Trip Assignment

- *Combined Projects (176 single-family detached residential units and 150 apartment units) (see Exhibit 1)*
  1. Mangini Parkway @ Street "G"/Street "H": full access, side-street stop control (SSSC)\*
  2. Savannah Parkway @ Street "A": full access, SSSC
  3. Mangini Parkway @ Mangini Place Apartments Driveway: full access, SSSC\*
  4. Mangini Parkway @ Savannah Parkway: full access, all-way stop control (AWSC)\*\*

\* At the time of this memorandum, the City is in the process of approving the construction of Mangini Parkway along the project frontage. These improvements are assumed to be constructed prior to the projects' occupancy.

\*\* This evaluation considers the triggers for the conversion from AWSC to traffic signal control.

Lastly it was necessary to approximate the peak-hour turning movements associated with the combined projects at the four noted access locations to allow for an evaluation and recommendation of treatments. These trips were developed as summarized below:

- *Global Trip Assignment*  
Per other traffic studies in the general project area:
  - 80% of the trips originate from or are destined for points north
  - 20% trips originating from or destined for points assumed to access White Rock Rd (Capital SouthEast Connector) south of the project site
- *Approximate "Project Only" Peak-Hour Intersection Volumes<sup>6</sup> (see Exhibit 1)*

## III. Access Review

Based on our coordination with the City and project team, and review of the prior study<sup>4</sup> and related project documentation, we offer the following recommendations for the conditions anticipated to result from the completion of the three projects:

- *Exterior Roadways*  
As previously discussed, the City is in the process of approving the construction of Mangini Parkway along the project frontage. These improvements, including the

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<sup>5</sup> *Mangini Ranch Phase 1C North Project Narrative (March 19, 2020) and Mangini Ranch Phase 1C 4-Pack Project Narrative (March 25, 2020)*, MacKay & Soms Civil Engineers, Inc.

<sup>6</sup> Other adjacent and regional projects will also contribute traffic to the Mangini Parkway intersection with Savannah Parkway. The effect of those developments' traffic has been/will be analyzed separately, at the time those projects' applications come forward and trigger for conversion from AWSC to traffic signal control will also be considered as part of those evaluations.

construction of the Street “G”/Street “H” intersection within the Phase 1C North project and the access driveway for the Mangini Place Apartments<sup>8</sup>, are assumed to be constructed prior to the projects’ occupancy. The projects’ Savannah Parkway frontage is also anticipated to be improved its ultimate configuration, including completion of the Mangini Parkway intersection with Savannah Parkway.

- These projects should be conditioned to construct these Mangini Parkway and Savannah Parkway frontage improvements, including their intersection (unsignalized), prior to the first occupancy permit should their completion be delayed from what has been assumed in this evaluation.
- o *Savannah Parkway Access (Street “A”)*

As shown in **Exhibit 2**, this project driveway is located approximately 600-feet south of the existing Placerville Road intersection with Grand Prairie Road, a location that is approximately equidistance between the adjacent intersections (Mangini Parkway to the south). This intersection spacing, coupled with the relatively low driveway trips, is anticipated to facilitate full access with side-street stop control. Adequate corner sight distance (unobstructed sight lines of sufficient length to allow for safe, conflicting movements) should be provided, and maintained at this intersection for vehicles exiting and entering the project site in a manner consistent with published City standards.
- o *Mangini Parkway Access*

The Mangini Parkway improvement plans (MacKay & Somps, April 2021) depict the Street “G”/Street “H” intersection with left-turn pockets in a manner generally consistent with the existing intersections previously constructed to the west. Although these plans indicate all-way stop control (AWSC), it is anticipated that this intersection will operate adequately with SSSC, as the other intersections to the west. The same configuration (SSSC with an eastbound left-turn pocket) is anticipated to adequately serve the Mangini Place Apartments<sup>8</sup>. This configuration and traffic control are anticipated to be adequate considering the mix of volumes and speeds at both locations. Adequate corner sight distance (unobstructed sight lines of sufficient length to allow for safe, conflicting movements) should be provided, and maintained at this intersection for vehicles exiting on both sides of Mangini Parkway in a manner consistent with published City standards.
- o *Mangini Parkway @ Savannah Parkway Intersection*

This interaction is anticipated to be signalized as development in the overall Plan Area advances. At this time, considering the projects’ relatively low contribution to the peak-hour volumes (89 total trips or ~7-percent of the total volume expected), the Mangini Parkway improvement plans’ indication of AWSC is considered to be adequate for the addition of these three projects.

#### IV. Summary of Findings and Recommendations

Based on the assessment documented above, the following is a summary of our findings and recommendations:

- o The consideration of the three projects together, and the resulting internal connectivity linking the projects and providing access to both Mangini Parkway and Savannah Parkway, allows for a comprehensive review of the combined traffic volumes and localized traffic access and circulation considerations.
- o The City is in the process of approving the construction of Mangini Parkway and Savannah Parkway along the project frontage, including completion of the Mangini Parkway intersection with Savannah Parkway (unsignalized). These projects should be

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<sup>8</sup> The Mangini Place Apartments’ access driveway should be relocated south to a point that is approximately equidistance between the Street “G”/Street “H” and Savannah Parkway intersections. This spacing will allow for the left-turn movements needed and as described herein.

conditioned to construct these improvements prior to the first occupancy permit should their completion be delayed from what has been assumed in this evaluation.

- Because these three projects are only anticipated to contribute ~7-percent of the total anticipated volumes at the Mangini Parkway intersection with Savannah Parkway, the all-way stop control to be constructed as part of the Mangini Parkway improvement plans is appropriate for these conditions. Future projects will be required to consider traffic signal warrants and to identify when this conversion is required.
- The Savannah Parkway frontage improvements will require transitions to safely connect the improved and un-improved facilities (see Exhibit 2)
- The Savannah Parkway intersection with Street "A" is anticipated to be adequately served with full-access, side-street stop control. The construction of this intersection should consider appropriate transitions (in particular to accommodate the outbound left-turn) as part of the Savannah Parkway transitions.
- The Mangini Parkway intersections with Street "G"/Street "H" and the Mangini Place Apartments driveway are anticipated to operate adequately with full access, side-street stop control. As noted, the Mangini Place Apartments' driveway should be relocated south to a point that is approximately equidistance between the Street "G"/Street "H" and Savannah Parkway intersections. This spacing will allow for the left-turn movements needed and as described herein.

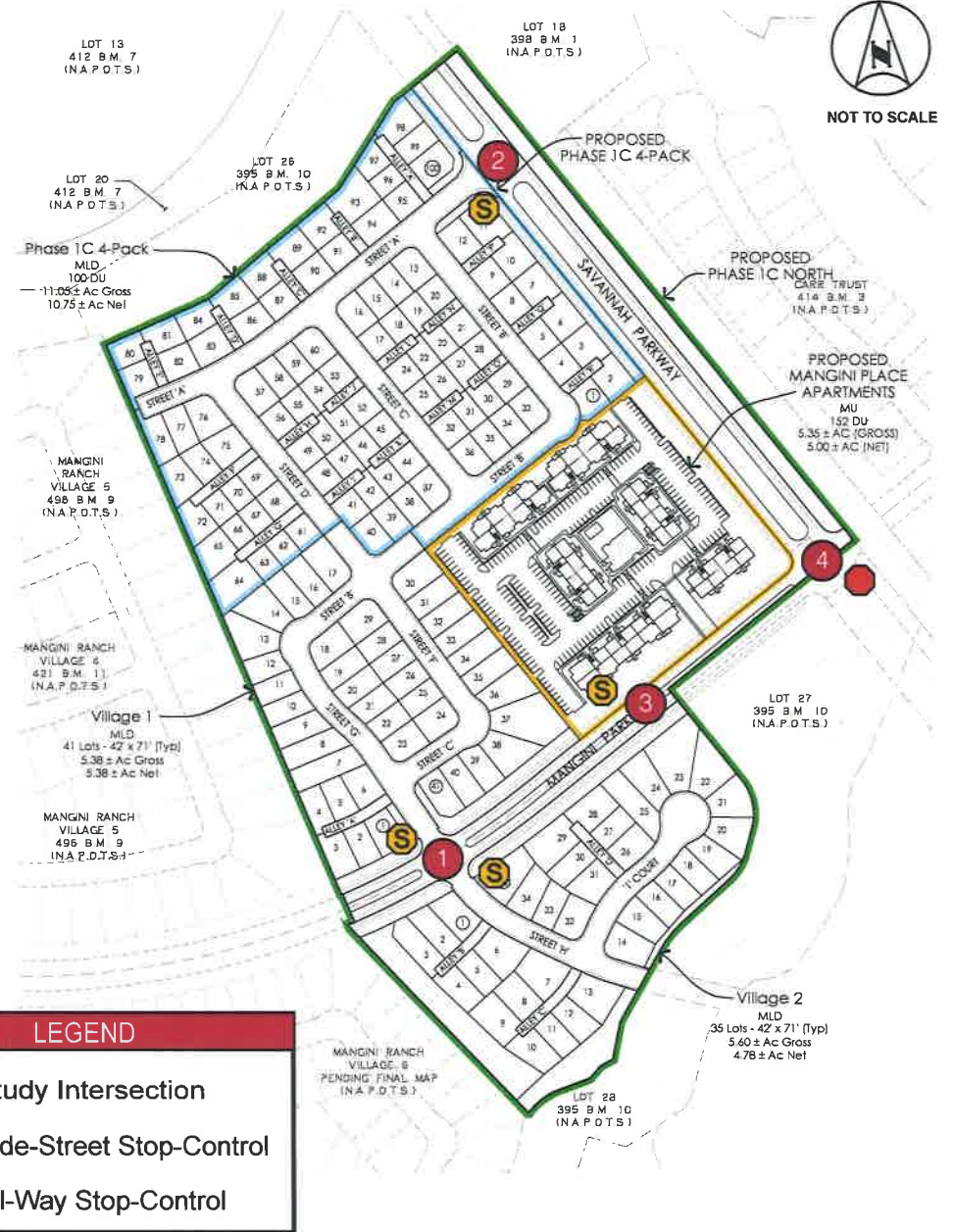
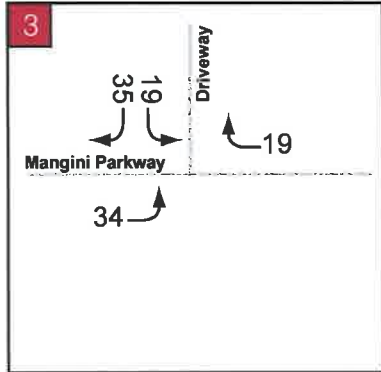
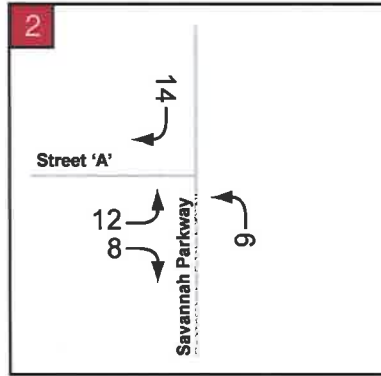
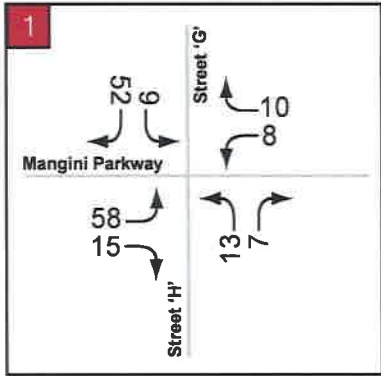
#### Attachments:

Exhibit 1 – Study Intersections and Traffic Control

Exhibit 2 – Savannah Parkway Transitions



Turn Movements - Highest Peak Hour Volume





**Attachment 10**

**Environmental Noise Analysis dated April 24, 2021**

## Traffic Noise Assessment

# Mangini Ranch Phase 1C Four-Packs

Folsom, California

BAC Job # 2021-062

Prepared For:

Arcadian Improvement Company, LLC

Attn: Mr. William B. Bunce  
4370 Town Center Blvd., #100  
El Dorado Hills, CA 95762

Prepared By:

**Bollard Acoustical Consultants, Inc.**



Dario Gotchet, Senior Consultant

May 3, 2021



## Introduction

The Mangini Ranch development is located within the Folsom South of U.S. Highway 50 Specific Plan in Folsom, California. The specific component of the overall Mangini Ranch development analyzed in this study is Phase 1C Four-Packs (project) which includes detached single-family residential lots (100 units). The Phase 1C Four-Packs component of the Mangini Ranch development is located west of Savannah Parkway and north of Mangini Parkway. The project area and site plan are shown on Figures 1 and 2, respectively.

Due to the potential for elevated Savannah Parkway traffic noise levels at the Phase 1C Four-Packs component of the development, Bollard Acoustical Consultants, Inc. (BAC) was retained by the project applicant to prepare this noise assessment. Specifically, this assessment was prepared to determine whether future traffic noise levels would exceed acceptable limits of the Folsom General Plan. This assessment also includes an evaluation of compliance with the Folsom South of U.S. Highway 50 Specific Plan EIR Noise Mitigation Measures.

## Noise Fundamentals and Terminology



Noise is often described as unwanted sound. Sound is defined as any pressure variation in air that the human ear can detect. If the pressure variations occur frequently enough (at least 20 times per second), they can be heard, and thus are called sound. Measuring sound directly in terms of pressure would require a very large and awkward range of numbers. To avoid this, the decibel scale was devised. The decibel scale allows a million-fold increase in pressure to be expressed as 120 dB. Another useful aspect of the decibel scale is that changes in levels (dB) correspond closely to human perception of relative loudness. Appendix A contains definitions of Acoustical Terminology. Figure 3 shows common noise levels associated with various sources.

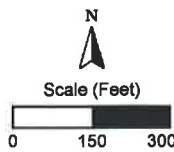
The perceived loudness of sounds is dependent upon many factors, including sound pressure level and frequency content. However, within the usual range of environmental noise levels, perception of loudness is relatively predictable, and can be approximated by weighing the frequency response of a sound level meter by means of the standardized A-weighting network. There is a strong correlation between A-weighted sound levels (expressed as dBA) and community response to noise. For this reason, the A-weighted sound level has become the standard tool of environmental noise assessment. All noise levels reported in this section are in terms of A-weighted levels in decibels.

Community noise is commonly described in terms of the "ambient" noise level, which is defined as the all-encompassing noise level associated with a given noise environment. A common statistical tool to measure the ambient noise level is the average, or equivalent, sound level ( $L_{eq}$ ) over a given time period (usually one hour). The  $L_{eq}$  is the foundation of the Day-Night Average Level noise descriptor,  $L_{dn}$  or DNL, and shows very good correlation with community response to noise. The median noise level descriptor, denoted  $L_{50}$ , represents the noise level which is



**Legend**

-  Mangini Ranch Phase 1C Boundary (Approximate)
-  4-Packs Project Boundary (Approximate)

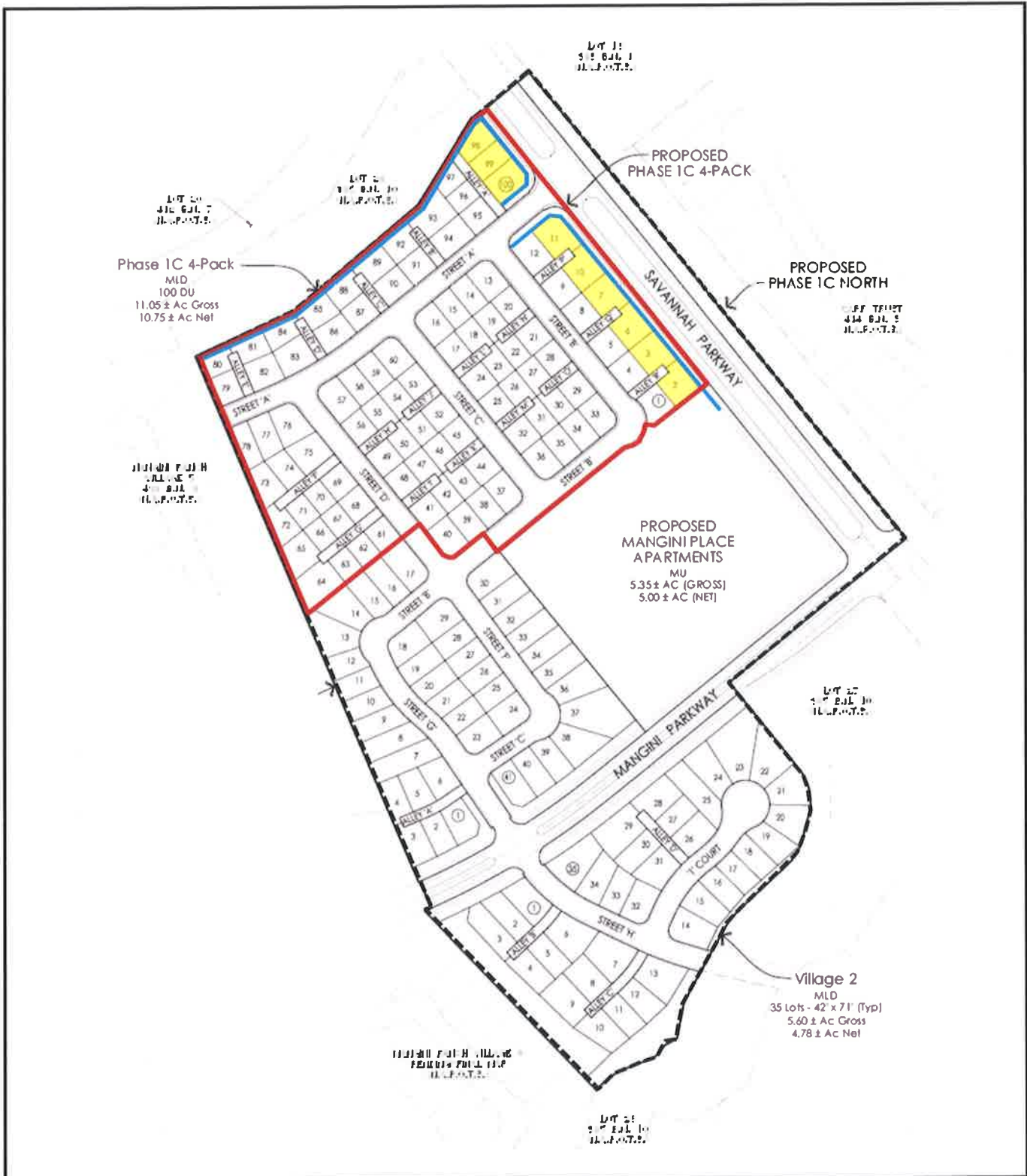


Mangini Ranch Phase 1C Four-Packs  
Folsom, California

Project Area

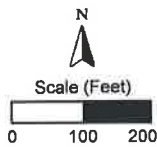
Figure 1





**Legend**

- Mangini Ranch Phase 1C Boundary
- 4-Packs Component Boundary
- Proposed Masonry Sound Walls
- Recommended Window Construction: STC 32 (Upper-Floors Only)



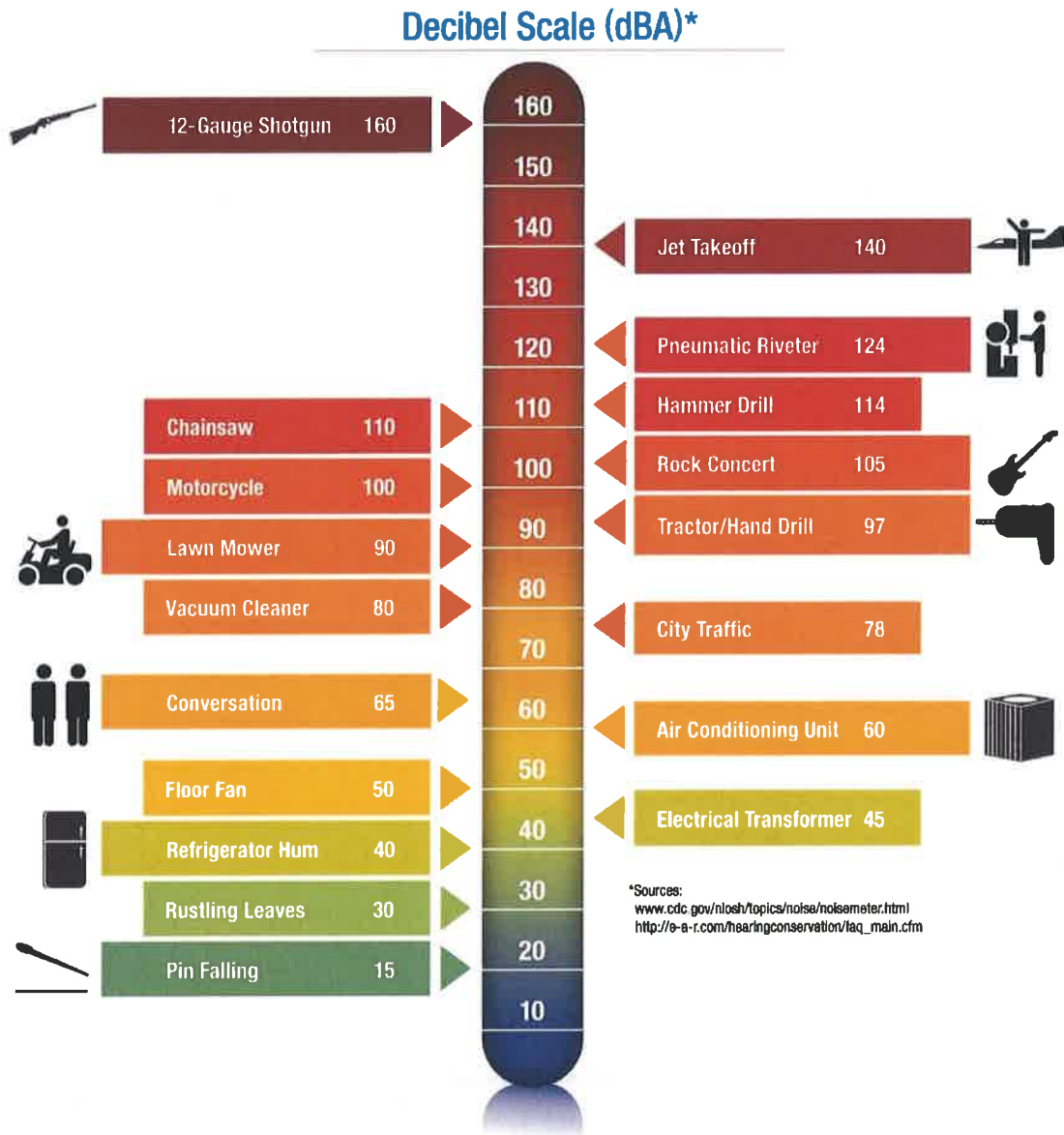
Mangini Ranch Phase 1C Four-Packs  
Folsom, California

Project Site Plan

Figure 2



**Figure 3  
Typical A-Weighted Sound Levels of Common Noise Sources**





exceeded 50% of the hour. In other words, half of the hour ambient conditions are higher than the L<sub>50</sub> and the other half are lower than the L<sub>50</sub>.

DNL is based upon the average noise level over a 24-hour day, with a +10-decibel weighting applied to noise occurring during nighttime (10:00 p.m. to 7:00 a.m.) hours. The nighttime penalty is based upon the assumption that people react to nighttime noise exposures as though they were twice as loud as daytime exposures. Because DNL represents a 24-hour average, it tends to disguise short-term variations in the noise environment. DNL-based noise standards are commonly used to assess noise impacts associated with traffic, railroad, and aircraft noise sources.

## Criteria for Acceptable Noise Exposure

### **Folsom 2035 General Plan - Transportation Noise Sources**

The Safety and Noise Element of the Folsom 2035 General Plan establishes exterior noise level standards for residential outdoor activity areas exposed to transportation noise sources (i.e., traffic). For single-family residential uses, such as those proposed by the project (Phase 1C Four-Packs), the General Plan applies an exterior noise level limit of 60 dB DNL at the outdoor activity areas (i.e., backyards). The intent of this criteria is to provide an acceptable exterior noise environment for outdoor activities. The General Plan utilizes an interior noise level standard of 45 dB DNL or less within noise-sensitive project dwellings. The intent of this interior noise limit is to provide a suitable environment for indoor communication and sleep.

### **Folsom South of U.S. Highway 50 Specific Plan Noise Mitigation Measures**

The noise mitigation measures shown below have been incorporated into the Folsom South of U.S. Highway 50 Specific Plan to mitigate identified environmental impacts. The noise-related mitigation measure which is applicable to the development of residential land uses within the Mangini Ranch development are reproduced below. Following the mitigation measure is a brief discussion as to the applicability of the measure to this project.

#### **MM 3A.11-4 Implement Measures to Prevent Exposure of Sensitive Receptors to Increases in Noise from Project-Generated Operational Traffic on Off-Site and On-Site Roadways.**

To meet applicable noise standards as set forth in the appropriate General Plan or Code (e.g., City of Folsom, County of Sacramento, and County of El Dorado) and to reduce increases in traffic-generated noise levels at noise-sensitive uses, the project applicant(s) of all project phases shall implement the following:

- Obtain the services of a consultant (such as a licensed engineer or licensed architect) to develop noise-attenuation measures for the proposed construction of on-site noise-sensitive land uses (i.e., residential dwellings and school classrooms) that will produce a minimum composite Sound Transmission Class (STC) rating for buildings of 30 or greater, individually computed for the walls and the floor/ceiling construction of buildings, for the

proposed construction of on-site noise-sensitive land uses (i.e., residential dwellings and school classrooms).

- Prior to submittal of tentative subdivision maps and improvement plans, the project applicant(s) shall conduct a site-specific acoustical analysis to determine predicted roadway noise impacts attributable to the project, taking into account site-specific conditions (e.g., site design, location of structures, building characteristics). The acoustical analysis shall evaluate stationary- and mobile-source noise attributable to the proposed use or uses and impacts on nearby noise-sensitive land uses, in accordance with adopted City noise standards. Feasible measures shall be identified to reduce project-related noise impacts. These measures may include, but are not limited to, the following:
  - Limiting noise-generating operational activities associated with proposed commercial land uses, including truck deliveries;
  - Constructing exterior sound walls;
  - Constructing barrier walls and/or berms with vegetation;
  - Using “quiet pavement” (e.g., rubberized asphalt) construction methods on local roadways; and,
  - Using increased noise-attenuation measures in building construction (e.g., dual-pane, sound-rated windows; exterior wall insulation).

*Pursuant to this mitigation measure, this report includes an analysis of future traffic noise impacts at the single-family residential lots within the Phase 1C Four-Packs component of the Mangini Ranch development. As determined in the following assessment, future residents of the development are expected to be exposed to future Savannah Parkway traffic noise level exposure in compliance with the applicable Folsom General Plan 60 dB DNL exterior noise level standard for residential uses, including consideration of the noise level reduction that would be provided by proposed grade elevation differences and masonry sound walls along the roadway (as indicated in the project grading plans dated March 24, 2021).*

*In addition, although future Savannah Parkway traffic noise levels are predicted to satisfy the applicable Folsom General Plan interior noise level standard within the residential interior areas of Phase 1C Four-Packs, this assessment includes a recommendation for window assembly upgrades to ensure for satisfaction of the General Plan 45 dB DNL interior noise level standard with a factor of safety.*

## Evaluation of Future Traffic Noise Levels at the Project Site

### Traffic Noise Prediction Methodology

The Federal Highway Administration Highway Traffic Noise Prediction Model (FHWA-RD-77-108) was used to predict traffic noise levels at the project site. The FHWA Model is based upon the CALVENO noise emission factors for automobiles, medium trucks and heavy trucks, with

consideration given to vehicle volume, speed, roadway configuration, distance to the receiver, and the acoustical characteristics of the site. The FHWA Model was developed to predict hourly  $L_{eq}$  values for free-flowing traffic conditions and is considered to be accurate within 1.5 dB in most situations.

### Predicted Future Exterior Traffic Noise Levels

The FHWA Model was used with future traffic data to predict future traffic noise levels at the Phase 1C Four-Packs component of the Mangini Ranch development. Future traffic volumes for Savannah Parkway were obtained from the Folsom South of Highway 50 Specific Plan EIR. The day/night distribution, truck percentages, and traffic speed for Savannah Parkway were also obtained from the Specific Plan EIR. The FHWA Model inputs and predicted future Savannah Parkway traffic noise levels at Phase 1C Four-Packs are shown in Appendix B and are summarized in Table 1.

**Table 1**  
**Predicted Future Exterior Traffic Noise Levels at Mangini Ranch Phase 1C Four-Packs<sup>1</sup>**

Roadway	Nearest Lots	Receiver Location	Predicted DNL (dBA) <sup>2</sup>
Savannah Parkway	2, 3, 6, 7, 10, 11, 98-100	Outdoor activity areas	66
		First-floor facades	65
		Upper-floor facades	68
<sup>1</sup> A complete listing of FHWA Model inputs and results for Savannah Parkway are provided in Appendix B. <sup>2</sup> An offset of +3 dB was applied at upper-floor building facades due to reduced ground absorption of sound at elevated positions. Source: Bollard Acoustical Consultants, Inc. (2021)			

### Analysis of Future Exterior Traffic Noise Level Exposure at Outdoor Activity Areas

As indicated in Table 1, future Savannah Parkway traffic noise levels at the outdoor activity areas (backyards) proposed nearest to the roadway are predicted to exceed the applicable Folsom General Plan 60 dB DNL exterior noise level standard. As a result, further consideration of exterior noise reduction measures would be warranted for future Savannah Parkway traffic.

Based on a review of the provided preliminary grading plan (dated March 24, 2021), the lots proposed nearest to Savannah Parkway (Lots 2, 3, 6, 7, 10, 11 and 98-100) will be depressed relative to the roadway. The grading plan further indicates that masonry sound walls are proposed along Savannah Parkway. The locations of the lots and proposed sound walls are illustrated on Figure 2. To account for the roadway noise level reduction that would be provided by project site topography (i.e., grade elevation differences) and proposed masonry sound walls at the nearest residential lots, a barrier analysis was conducted. Barrier insertion loss calculation worksheets are provided as Appendix C. The results of the barrier analysis conclude that the combination of intervening topography (grade elevation differences) and proposed sound walls would be effective in reducing future Savannah Parkway traffic noise levels at the nearest backyards to below 60 dB DNL, which would satisfy the General Plan 60 dB DNL exterior noise level standard. Therefore, provided that the lots and sound walls adjacent to Savannah Parkway are constructed as presented in the referenced project grading plan (as proposed), no further consideration of

Savannah Parkway traffic noise mitigation measures would be warranted for the outdoor activity areas of the development.

### **Analysis of Future Interior Traffic Noise Level Exposure within Residences**

After consideration of the shielding that would be provided by the combination of grade elevation differences and proposed masonry sound walls adjacent to Savannah Parkway, future exterior traffic noise levels are predicted to be below 60 dB DNL at the first-floor facades of the residences constructed nearest to the roadway. Due to reduced ground absorption and lack of shielding at elevated positions, noise levels at the upper-floor facades of those residences are predicted to approach 68 dB DNL.

Standard residential construction (i.e., stucco siding, STC-27 windows, door weather-stripping, exterior wall insulation, composition plywood roof), typically results in an exterior to interior noise reduction of approximately 25 dB with windows closed and approximately 15 dB with windows open. This level of noise reduction would be adequate to reduce future Savannah Parkway traffic noise levels to 45 dB DNL or less within the first-floors of all residences within Phase 1C Four-Packs. Although this level of noise reduction *should* also be adequate to reduce future Savannah Parkway traffic noise levels to 45 dB DNL or less within the upper-floors of all residences of Phase 1C Four-Packs, it would not provide for a factor of safety at the nearest residences to the roadway.

To ensure for satisfaction of the General Plan 45 dB DNL interior noise level standard *including* a factor of safety, it is recommended that all upper-floor bedroom windows of residences constructed adjacent to Savannah Parkway with a view of the roadway (i.e., north, south, and east-facing bedroom windows be upgraded to a minimum Sound Transmission Class (STC) rating of 32. The location of lots with recommended window assembly upgrades are illustrated on Figure 2 (Lots 2, 3, 6, 7, 10, 11 and 98-100). In addition, mechanical ventilation (air conditioning) should be provided for all residences of the development to allow the occupants to close doors and windows as desired for additional acoustical isolation.

### **Conclusions and Recommendations**

Residences of the Mangini Ranch Phase 1C Four-Packs development are expected to be exposed to future Savannah Parkway traffic noise level exposure in compliance with the applicable Folsom General Plan 60 dB DNL exterior noise level standard for residential uses, including consideration of the noise level reduction that would be provided by proposed grade elevation differences and masonry sound walls along the roadway as indicated in the project grading plan dated March 24, 2021. Provided that the lots and sound walls adjacent to Savannah Parkway are constructed as presented in the referenced project grading plan (as proposed), no further consideration of Savannah Parkway traffic noise mitigation measures would be warranted for the outdoor activity areas of the development.

In addition, standard residential construction (i.e., stucco siding, STC-27 windows, door weather-stripping, exterior wall insulation, composition plywood roof) is expected to be adequate to reduce future Savannah Parkway traffic noise levels to 45 dB DNL or less within the first-floors of all

residences within Phase 1C Four-Packs, which would satisfy the Folsom General Plan 45 dB DNL interior noise level standard. Although this level of noise reduction *should* also be adequate to reduce future Savannah Parkway traffic noise levels to 45 dB DNL or less within the upper-floors of all residences of the development, it would not provide for a factor of safety at the nearest residences to the roadway. To ensure for compliance with the General Plan interior noise level standard *including* a factor of safety, the following specific noise mitigation measures are recommended for this project:

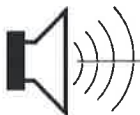
- 1) All upper-floor bedroom windows of residences constructed adjacent to Savannah Parkway from which the roadway would be visible (i.e., north, south, and east-facing windows) be upgraded to a minimum STC rating of 32. Figure 2 shows the lots with recommended upper-floor window assembly upgrades (Lots 2, 3, 6, 7, 10, 11 and 98-100).
- 2) Mechanical ventilation (air conditioning) should be provided for all residences in this development to allow the occupants to close doors and windows as desired to achieve compliance with the applicable General Plan 45 dB DNL interior noise level standard.

These conclusions are based on the traffic assumptions cited in Appendix B, the project grading plans dated March 24, 2021, and on noise reduction data for standard residential dwellings and for typical STC rated window data. Deviations from the resources cited above or the project grading plans could cause future traffic noise levels to differ from those predicted in this assessment. In addition, Bollard Acoustical Consultants, Inc. is not responsible for degradation in acoustic performance of the residential construction due to poor construction practices, failure to comply with applicable building code requirements, or for failure to adhere to the minimum building practices cited in this report.

This concludes BAC's traffic noise assessment for the proposed Mangini Ranch Phase 1C Four-Packs development. Please contact BAC at (916) 663-0500 or [darioq@bacnoise.com](mailto:darioq@bacnoise.com) with any questions regarding this assessment.

## Appendix A Acoustical Terminology

<b>Acoustics</b>	The science of sound.
<b>Ambient Noise</b>	The distinctive acoustical characteristics of a given space consisting of all noise sources audible at that location. In many cases, the term ambient is used to describe an existing or pre-project condition such as the setting in an environmental noise study.
<b>Attenuation</b>	The reduction of an acoustic signal.
<b>A-Weighting</b>	A frequency-response adjustment of a sound level meter that conditions the output signal to approximate human response.
<b>Decibel or dB</b>	Fundamental unit of sound. A Bell is defined as the logarithm of the ratio of the sound pressure squared over the reference pressure squared. A Decibel is one-tenth of a Bell.
<b>CNEL</b>	Community Noise Equivalent Level. Defined as the 24-hour average noise level with noise occurring during evening hours (7 - 10 p.m.) weighted by a factor of three and nighttime hours weighted by a factor of 10 prior to averaging.
<b>Frequency</b>	The measure of the rapidity of alterations of a periodic signal, expressed in cycles per second or hertz.
<b>IIC</b>	Impact Insulation Class (IIC): A single-number representation of a floor/ceiling partition's impact generated noise insulation performance. The field-measured version of this number is the FIIC.
<b>L<sub>dn</sub></b>	Day/Night Average Sound Level. Similar to CNEL but with no evening weighting.
<b>Leq</b>	Equivalent or energy-averaged sound level.
<b>L<sub>max</sub></b>	The highest root-mean-square (RMS) sound level measured over a given period of time.
<b>Loudness</b>	A subjective term for the sensation of the magnitude of sound.
<b>Masking</b>	The amount (or the process) by which the threshold of audibility is for one sound is raised by the presence of another (masking) sound.
<b>Noise</b>	Unwanted sound.
<b>Peak Noise</b>	The level corresponding to the highest (not RMS) sound pressure measured over a given period of time. This term is often confused with the "Maximum" level, which is the highest RMS level.
<b>RT<sub>60</sub></b>	The time it takes reverberant sound to decay by 60 dB once the source has been removed.
<b>STC</b>	Sound Transmission Class (STC): A single-number representation of a partition's noise insulation performance. This number is based on laboratory-measured, 16-band (1/3-octave) transmission loss (TL) data of the subject partition. The field-measured version of this number is the FSTC.



BOLLARD

Acoustical Consultants

**Appendix B  
FHWA Traffic Noise Prediction Model (FHWA-RD-77-108)  
Noise Prediction Worksheet**

**Project Information:**

Job Number: 2021-062  
Project Name: Mangini Ranch Phase 1C Four-Packs  
Roadway Name: Savannah Parkway

**Traffic Data:**

Year: Future  
Average Daily Traffic Volume: 15,700  
Percent Daytime Traffic: 83  
Percent Nighttime Traffic: 17  
Percent Medium Trucks (2 axle): 1.5  
Percent Heavy Trucks (3+ axle): 1  
Assumed Vehicle Speed (mph): 40  
Intervening Ground Type (hard/soft): **Soft**

**Traffic Noise Levels:**

Nearest Lots	Receiver Description	Distance	Offset (dB)	----- DNL (dB) -----			
				Autos	Medium Trucks	Heavy Trucks	Total
2, 3, 6, 7, 10, 11, 98-100	Outdoor activity areas	70		65	55	58	66
	First-floor facades	80		64	55	58	65
	Upper-floor facades	80	3	67	58	61	68

**Traffic Noise Contours (No Calibration Offset):**

DNL Contour (dB)	Distance from Centerline (feet)
75	18
70	38
65	81
60	175

**Notes:**

1. Future ADT, day/night percentages, truck percentages, and vehicle speed obtained from the Folsom South of Highway 50 Specific Plan EIR.
2. Distances scaled from the centerline of roadway to said locations using provided site plans.
3. A +3 dB offset was applied to upper-floor facades to account for reduced ground absorption of sound at elevated locations.

**Appendix C-1**  
**FHWA Traffic Noise Prediction Model (FHWA-RD-77-108)**  
**Noise Barrier Effectiveness Prediction Worksheet**

**Project Information:** Job Number: 2021-062  
 Project Name: Mangini Ranch Phase 1C Four-Packs  
 Roadway Name: Savannah Parkway

**Noise Level Data:** Year: Future  
 Auto DNL, dB: 65  
 Medium Truck DNL, dB: 55  
 Heavy Truck DNL, dB: 58

**Site Geometry:** Receiver Description: Lots 2, 3, 6 - Outdoor activity areas  
 Centerline to Barrier Distance (C<sub>1</sub>): 60  
 Barrier to Receiver Distance (C<sub>2</sub>): 10  
 Automobile Elevation: 513  
 Medium Truck Elevation: 515  
 Heavy Truck Elevation: 521  
 Pad/Ground Elevation at Receiver: 497  
 Receiver Elevation: 502  
 Base of Barrier Elevation: 512  
 Starting Barrier Height 3

**Barrier Effectiveness:**

Top of Barrier Elevation (ft)	Barrier Height (ft)	----- DNL (dB) -----				Barrier Breaks Line of Sight to...		
		Autos	Medium Trucks	Heavy Trucks	Total	Autos?	Medium Trucks?	Heavy Trucks?
515	3	49	40	44	51	Yes	Yes	Yes
516	4	49	40	44	50	Yes	Yes	Yes
517	5	48	40	43	50	Yes	Yes	Yes
518	6	48	39	43	50	Yes	Yes	Yes
519	7	48	39	42	49	Yes	Yes	Yes
520	8	48	39	42	49	Yes	Yes	Yes
521	9	48	38	42	49	Yes	Yes	Yes
522	10	48	38	42	49	Yes	Yes	Yes
523	11	48	38	41	49	Yes	Yes	Yes

- Notes:**
1. Standard receiver elevation is five feet above grade/pad elevations at the receiver location(s).
  2. Roadway and lot elevations obtained from the provided grading plans dated 3/24/2021.





**Appendix C-2**  
**FHWA Traffic Noise Prediction Model (FHWA-RD-77-108)**  
**Noise Barrier Effectiveness Prediction Worksheet**

**Project Information:** Job Number: 2021-062  
 Project Name: Mangini Ranch Phase 1C Four-Packs  
 Roadway Name: Savannah Parkway

**Noise Level Data:** Year: Future  
 Auto DNL, dB: 65  
 Medium Truck DNL, dB: 55  
 Heavy Truck DNL, dB: 58

**Site Geometry:** Receiver Description: Lots 7, 10, 11 - Outdoor activity areas  
 Centerline to Barrier Distance (C<sub>1</sub>): 60  
 Barrier to Receiver Distance (C<sub>2</sub>): 10  
 Automobile Elevation: 513  
 Medium Truck Elevation: 515  
 Heavy Truck Elevation: 521  
 Pad/Ground Elevation at Receiver: 497  
 Receiver Elevation: 502  
 Base of Barrier Elevation: 513  
 Starting Barrier Height 3

**Barrier Effectiveness:**

Top of Barrier Elevation (ft)	Barrier Height (ft)	----- DNL (dB) -----				Barrier Breaks Line of Sight to...		
		Autos	Medium Trucks	Heavy Trucks	Total	Autos?	Medium Trucks?	Heavy Trucks?
516	3	49	40	44	50	Yes	Yes	Yes
517	4	48	40	43	50	Yes	Yes	Yes
518	5	48	39	43	50	Yes	Yes	Yes
519	6	48	39	42	49	Yes	Yes	Yes
520	7	48	39	42	49	Yes	Yes	Yes
521	8	48	38	42	49	Yes	Yes	Yes
522	9	48	38	42	49	Yes	Yes	Yes
523	10	48	38	41	49	Yes	Yes	Yes
524	11	48	38	41	49	Yes	Yes	Yes

**Notes:** 1. Standard receiver elevation is five feet above grade/pad elevations at the receiver location(s).  
 2. Roadway and lot elevations obtained from the provided grading plans dated 3/24/2021.



**Appendix C-3**  
**FHWA Traffic Noise Prediction Model (FHWA-RD-77-108)**  
**Noise Barrier Effectiveness Prediction Worksheet**

**Project Information:** Job Number: 2021-062  
 Project Name: Mangini Ranch Phase 1C Four-Packs  
 Roadway Name: Savannah Parkway

**Noise Level Data:** Year: Future  
 Auto DNL, dB: 65  
 Medium Truck DNL, dB: 55  
 Heavy Truck DNL, dB: 58

**Site Geometry:** Receiver Description: Lots 98-100 - Outdoor activity areas  
 Centerline to Barrier Distance (C<sub>1</sub>): 60  
 Barrier to Receiver Distance (C<sub>2</sub>): 10  
 Automobile Elevation: 510  
 Medium Truck Elevation: 512  
 Heavy Truck Elevation: 518  
 Pad/Ground Elevation at Receiver: 503  
 Receiver Elevation: 508  
 Base of Barrier Elevation: 510  
 Starting Barrier Height 6

**Barrier Effectiveness:**

Top of Barrier Elevation (ft)	Barrier Height (ft)	----- DNL (dB) -----				Barrier Breaks Line of Sight to...		
		Autos	Medium Trucks	Heavy Trucks	Total	Autos?	Medium Trucks?	Heavy Trucks?
516	6	51	42	46	53	Yes	Yes	Yes
517	7	50	41	45	52	Yes	Yes	Yes
518	8	50	41	45	52	Yes	Yes	Yes
519	9	49	40	44	51	Yes	Yes	Yes
520	10	49	40	44	50	Yes	Yes	Yes
521	11	48	40	43	50	Yes	Yes	Yes
522	12	48	39	43	50	Yes	Yes	Yes
523	13	48	39	42	49	Yes	Yes	Yes
524	14	48	39	42	49	Yes	Yes	Yes

- Notes:**
1. Standard receiver elevation is five feet above grade/pad elevations at the receiver location(s).
  2. Roadway and lot elevations obtained from the provided grading plans dated 3/24/2021.

**Attachment 11**

**Applicant's Inclusionary Housing Letter dated November 3, 2020**

# ARCADIAN IMPROVEMENT COMPANY, LLC

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November 3, 2020

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

**Re: Mangini Ranch – Phase 1C Tentative Map Compliance with Chapter 17.104-  
Inclusionary Housing**

Dear Mr. Johnson,

In accordance with Chapter 17.104 of the Folsom Municipal Code, Arcadian Improvement Company, LLC hereby elects to satisfy the Inclusionary Housing Ordinance requirements for the proposed Small Lot Tentative Map (Mangini Phase 1C) with the payment of the In-Lieu Fee as permitted in Section 17.104.060(G).

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

Sincerely,

**Arcadian Improvement Company, LLC**  
a California limited liability company

By: HBT 1C, LLC,  
a California limited liability company  
Its: Manager

By:   
William B. Bunce, Member

**Attachment 12**

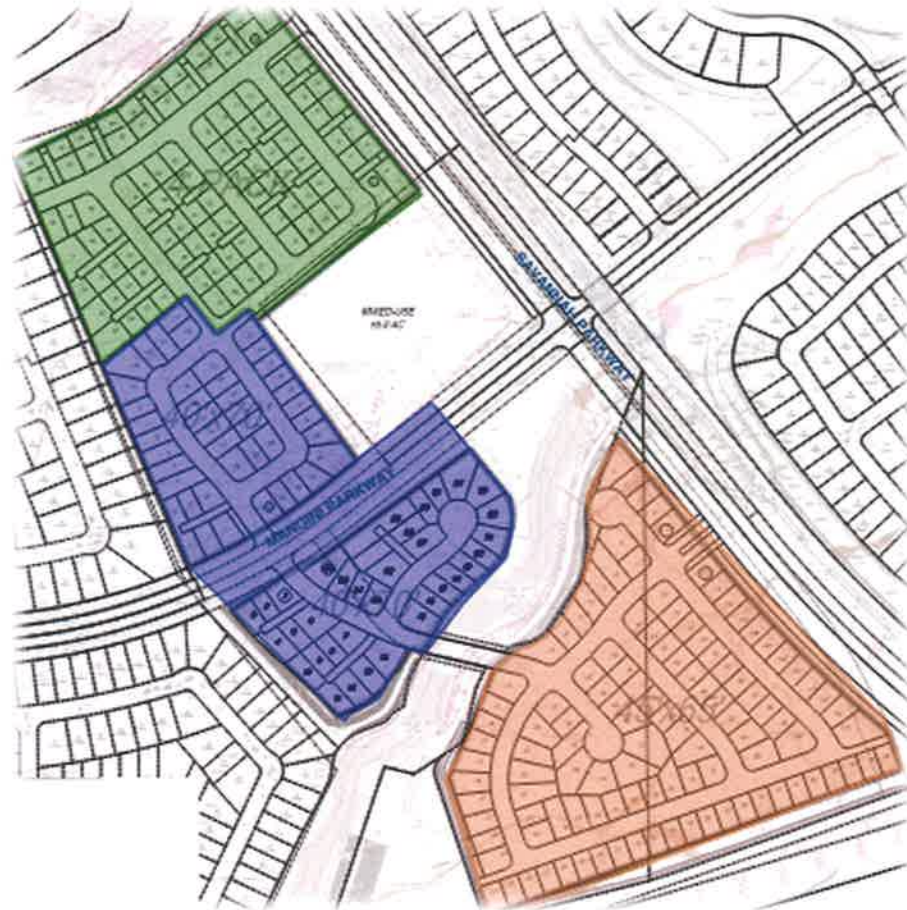
**Applicant's Mangini Ranch Phase 1C North 4-Pack Narrative**

### **Mangini Ranch Phase 1C**

Mangini Ranch Phase 1C consists of a series of three adjacent single-family residential neighborhoods (Four Pack Cluster, North, and South) with a variety of housing types and sizes, neighborhood designs, architecture, lifestyle offerings and features, and price points. Located east of Savannah Parkway and north and south of White Rock Road, the three Phase 1C neighborhoods are cohesively planned. Mangini Parkway provides access through Phase 1C.

### **Mangini Ranch Phase 1C Four Packs**

The 11.05-acre neighborhood on the north end of Phase 1C is known as the Mangini Ranch Phase 1C Four Pack project and features 100 single family detached residential units. The density of the project is 9.0 units per acre, which is consistent with the Multi-Family Low Density (MLD) designation.



The Four Pack project (shown in green) is one in a series of Residential home types planned for Phase 1C.

**Neighborhood Design**

The neighborhood features 100 residential lots for detached single-family residential units.

81 of the 100 lots are clustered in groups of four, six, seven, and eight units. These units are called I-Court lots.

Nineteen typical/conventional (non-clustered) lots are planned at the ends of the blocks.

	Units
4-Pack Cluster (15)	60
6-Pack Cluster (1)	6
7-Pack Cluster (1)	7
8- Pack Cluster (1)	8
Typical/Conventional Lot (No Cluster)	19
<b>Total Lots</b>	<b>100</b>

City standard public residential streets in a grid configuration provide access through the neighborhood. Short alleys (20-foot wide) (stub streets) connect residential streets to each of the clusters.



Each cluster generally follows the pattern of the four-pack:

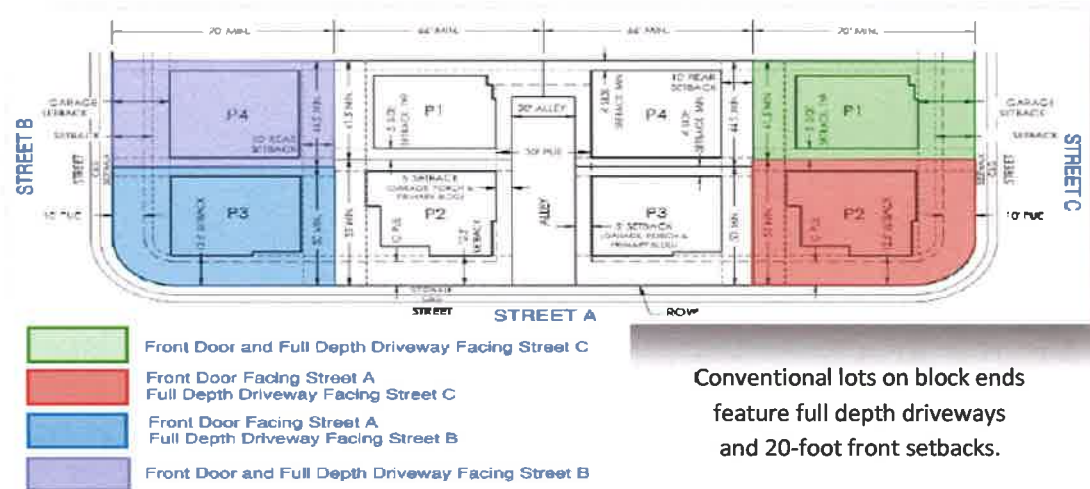
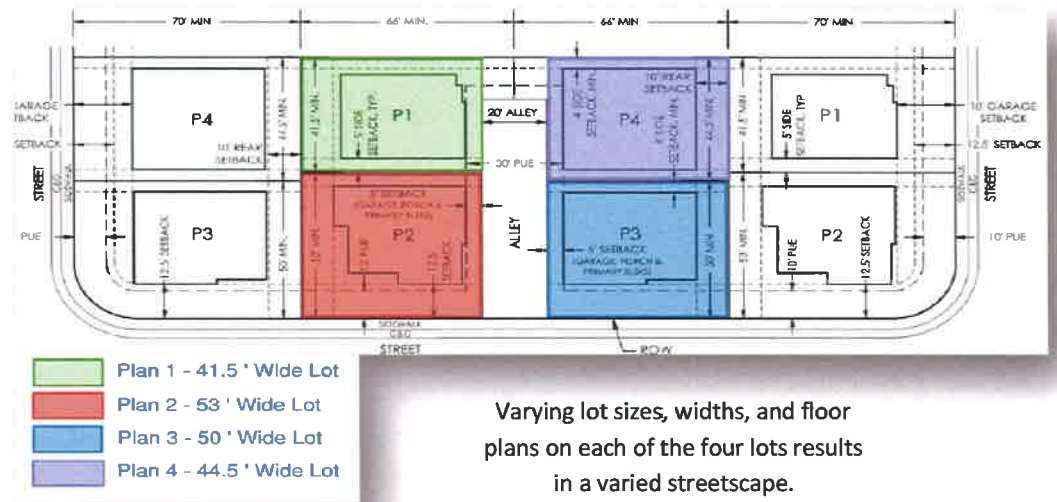
- Four different lot sizes
- Lots range from 2,296 to 5,898 sf
- Lot widths range from 41.5 to 53 feet
- Four different floor plans

Benefits of the cluster design:

- Greater variety of unit sizes, floor plans, and price points compared to traditional single-family neighborhoods.
- Varied lot sizes create massing and setback offsets between units and an interesting streetscape.
- Multiple floorplans and lot widths allow more space for landscaping between units.
- Wider lots enable a first-floor bedroom which is a feature desired by Folsom homebuyers.

Conventional lots on block ends feature:

- Varied lot sizes and widths.
- Full-depth driveway and 20-foot front setback facing streets.
- On corner lots, front doors and driveways/garages are on opposite streets.





**Development Standards**

The FPASP did not anticipate the cluster housing configuration proposed in the project, nor does it include development standards that accommodate the I-Court proposed in the project. A PD permit is requested to accommodate the project’s development standards.

**I-Court Lots**

I-Court lots are consistent with the MLD standards except for the following:

- |   |                                   |                                   |                  |
|---|-----------------------------------|-----------------------------------|------------------|
| <b>▪ Lot Size/Interior Lot</b>  | <b>MLD Standard:</b> 3,000 sf min | <b>I-Court Lots:</b> 2,290 sf min | <b>Exhibit A</b> |
| <ul style="list-style-type: none"> <li>▪ The average I-Court lot size is 3,233 sf.</li> <li>▪ 63% of the I-Courts meet the minimum lot size, and 19% of the I-Court lots are greater than 4,000 sf.</li> <li>▪ Lots below the standard size range from 2,490 to 2,996 sf, with two lots measuring 2,296 sf.</li> <li>▪ Some reduced lot sizes are due to grading constraints that do not allow retaining wall conditions.</li> <li>▪ Varied lot sizes create massing variations and other offsets that result in a more interesting streetscape.</li> <li>▪ Under the Folsom Municipal Code corner lot definition, all lots within the court are interpreted as interior lots.</li> </ul> |                                   |                                   |                  |
  
- |  |                                  |   |                  |
|--|----------------------------------|---|------------------|
| <b>▪ Coverage</b>  | <b>MLD Standard:</b> 50% maximum | <b>I-Court Lots:</b> Max 60%, average 42% | <b>Exhibit B</b> |
| <ul style="list-style-type: none"> <li>▪ The average I-Court lot coverage is 42% which meets the standard.</li> <li>▪ Lot coverage ranges from 27% to 60%, and 41% of I-Court lots have a 40% coverage or less.</li> <li>▪ Ten lots (12.3%) exceed 50% coverage. Of the ten, eight lots have 55-56% coverage, and two lots have 60% coverage.</li> <li>▪ The ten lots exceeding coverage are in the center of the project where grading and retaining wall conditions restrict shifting lot lines.</li> <li>▪ Maximum coverage for the clusters (four units on a court) ranges from 32% to 48%, which meets the standard.</li> </ul> |                                  |   |                  |
  
- |  |  |  |                  |
|--|--|--|------------------|
| <b>▪ Front Yard Setback</b>  | <b>MLD Standard:</b> Porch: 12.5’, Primary Structure: 15’, Garage: 20’ |  | <b>Exhibit C</b> |
|  | <b>I-Court Lots:</b> Porch: 5’, Primary Structure: 5’, Garage: 5’      |  |                  |
| <ul style="list-style-type: none"> <li>▪ There is a reduced setback because the units do not have full-length driveways, and the distance from the court to the garage face is shorter.</li> <li>▪ The reduced setback accommodates the cluster configuration, the density of the project, and smaller unit sizes.</li> <li>▪ The reduced setback provides the interior dimensions needed to include a first-floor bedroom and more variety in first floor circulation.</li> </ul> |  |  |                  |
  
- |   |                                 |                                 |                  |
|---|---------------------------------|---------------------------------|------------------|
| <b>▪ Interior Side Yard Setback</b>   | <b>MLD Standard:</b> 5’ minimum | <b>I-Court Lots:</b> 4’ minimum | <b>Exhibit C</b> |
| <ul style="list-style-type: none"> <li>▪ 65% of the I-Court lots meet or exceed the five-foot minimum setback.</li> </ul> |                                 |                                 |                  |

- Side yard setbacks range from 4 to 16 feet. The irregular side yard setbacks create driveway and front door offsets between units and add variety to the streetscape.
- The reduced setback allows expansive floor plans, including a first-floor bedroom. First-floor bedrooms improve the front elevation with more windows and reduced emphasis on the garage.

**Conventional Lots.**

Conventional lots are consistent with the MLD standards except for the following:

- **Interior Side Yard Setback** **MLD Standard: 5' minimum** **Conventional Lots: 4' minimum** **Exhibit C**
  - Homes plotted on block ends range from 4'-5' side setback.
  - Lot sizes were designed to accept a specific plan. Since conventional lots are at block ends adjacent to the I-Courts the overall width between primary streets is necessary.
  - The reduced setback allows expansive floor plans, including a desirable first-floor bedroom. First-floor bedrooms improve the front elevation with more windows and reduced emphasis on the garage.
  - Conventional lots exceed front setback which has been increased from 15' to 20'.

**Project-Wide**

- Over the entire site, the site coverage is 40%. Overall, most lots are far below the maximum, which offsets the ten I-Court lots that exceed the maximum.

Below is a comparison of development standards among cluster projects in Folsom.

Development Standard	TRI Pointe Homes Proposed I-Court	Black Pine Farmhouse	Woodside Homes Granite Trails	Cresleigh Homes Domain	Parkside At Willow Springs	DR Horton Turnstone
Front Setback	5'	8'	5'	10'	10'	5'
Side Setback	4' – 6'-6"	4'	LT – 6' / RT – 1'	4'	3'-6"	4'
Garage Setback	5' Apron	Driveway	Apron	Driveway	Apron	Driveway
Rear Setback	10'	5'	2'	8'	10'	4'
Lot Size	2,296 – 5,898 sf	2,850 sf	1,939 sf	3,039 sf	2,500 sf	2,800 sf
Coverage	Max 60% (two lots) Average 42%	55%	85%	60%	58%	55%

**Consistency with MLD Development Standards**

The MLD designation is the most flexible residential land use designation in the Folsom Plan Area Specific Plan (FPASP) and accommodates diverse housing types. Even though it is the most flexible designation, the MLD standards do not anticipate every housing configuration in the market, especially as housing types evolve to address buyer demands.

The proposed Mangini Ranch Phase 1C Four Pack project meets or exceeds most MLD development standards. The I-Court component of the project is not entirely consistent with some MLD standards due to the non-traditional and compact nature of the Four Pack lotting configuration. Consequently, the project requests a Planned Development (PD) permit to allow greater flexibility in the project than otherwise possible through strict application of the FPASP development standards. The PD Permit is requested consistent with Folsom Municipal Code Chapter 17.38.

The PD Permit is appropriate because the proposed project proposes a compact, efficient housing type that is in demand and unavailable in the Folsom Ranch market. The PD Permit would allow the project minor modifications to development standards that would result in a development that is superior to that obtained by a rigid application of the standards. The proposed project is consistent with the FPASP and environmental impacts from development of the site were evaluated in the FPASP Environmental Impact Report.

As described in this document, the project provides the following benefits:

- Well-Designed Neighborhood
- Generous Floor Plans
- Enhanced Architecture
- Enhanced Landscaping
- Sustainability Features
- Attainable Ownership Opportunity
- Responsive to Market Demand

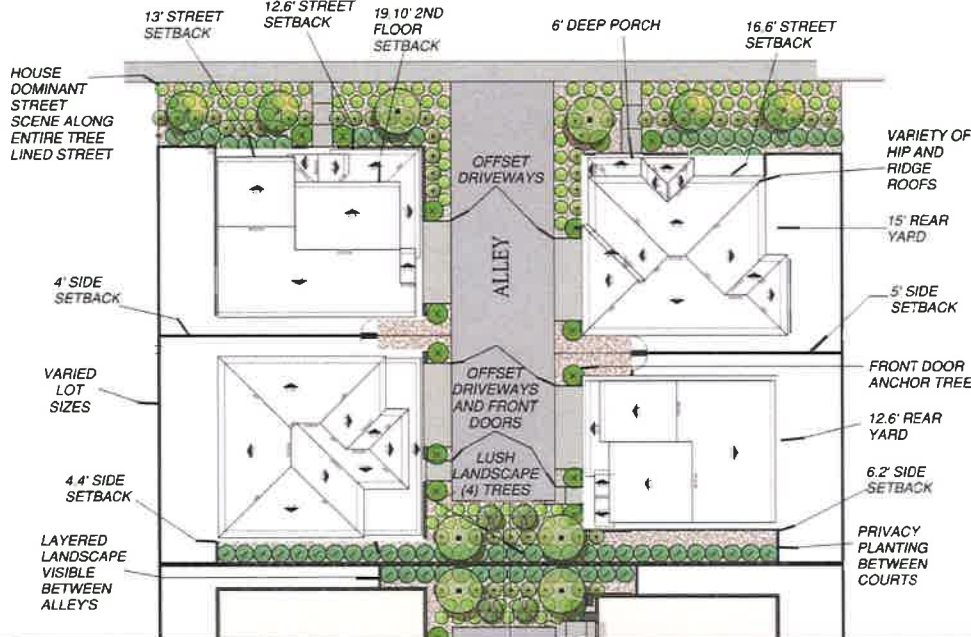
**Well-Designed Neighborhood**

Driving through the community, residents and visitors will be welcomed by homes with tree lined streets and front entrances facing streets. The streetscape will be irregular with varied massing, setback offsets, home sizes, and spacing among between homes. The street scene is cohesive and inviting.

The side load configuration of the homes at the forefront of each court, appears to be a front elevation without interruption of a garage door, which strengthens the house dominant design on the street. Generous street side setbacks (ranging from 12'-6" to 16'-6"), and an uninterrupted tree-lined streetscape, create an inviting and pleasant pedestrian experience.



*View of I-Court from Primary Street*



In addition to each home having individual character and massing breaks, variable lot sizes and side setbacks (4' to 16.6') enhance the street scene. Varying lot sizes create staggered entry and driveway locations from home to home and add texture to the street scene with more massing variations between buildings.

Every opportunity to enhance the community street scene has been designed into the neighborhood. Community design enhancements include the following:

- Homes at court entrances designed with a side load entrance creating a house dominant street scene.

Livability and the pedestrian friendly street scene benefit from varied lot sizes and setbacks. Street landscape is uninterrupted by driveways maximizing areas for trees to successfully grow. Court landscape is lush and layered, including four standard and eight anchor trees.

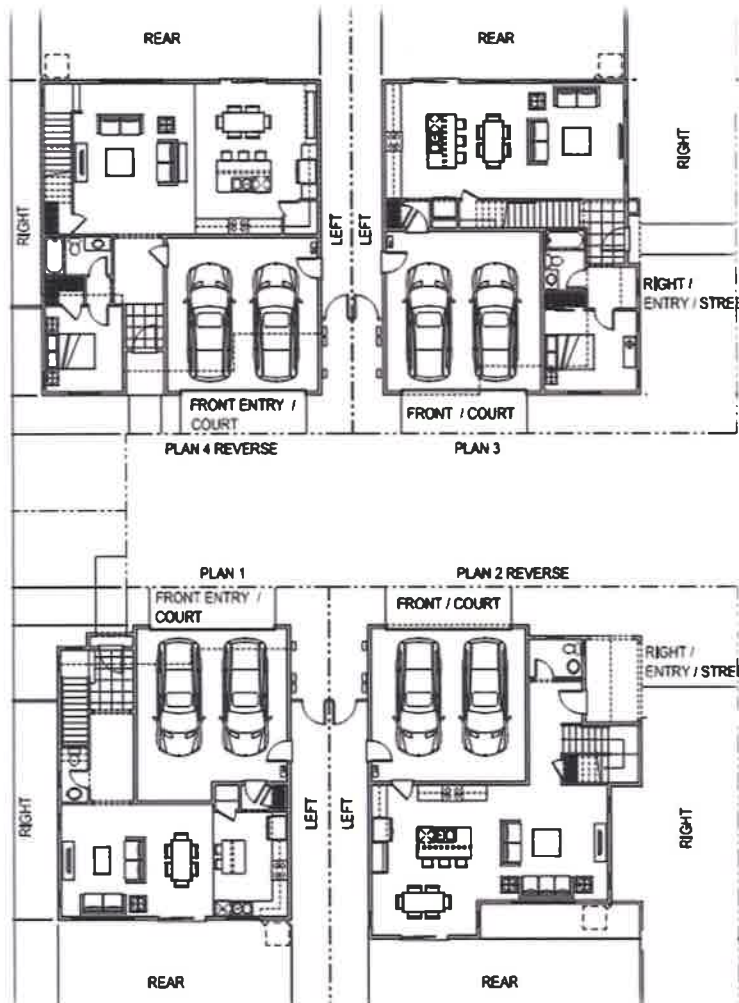
- Side yards at court entrances setbacks exceed minimum, up to 16'-6".
- Lot sizes vary creating offsets in garage aprons and front doors.
- Interior side yard setbacks vary adding additional complexity to the massing breaks.
- Landscape areas at homes at back of courts are generous, benefiting both the individual homesite as well as the community.
- Conventional lot homesites provided increased front yard setbacks of twenty feet versus fifteen.
- Grade variation that requires walls between homes are enhanced with decorative open view fencing versus typical wood good neighbor fencing.
- Enhanced fence details facing out to public areas.



Front elevations feature vertical and horizontal massing breaks created by architectural variations as well as grading and varied lot sizes.

### Generous Floor Plans

The proposed community includes generous floor plans that offer amenities Folsom buyers desire. As shown in the Typical Court Layout exhibit, two plans include a first-floor bedroom, which is highly desirable by the Folsom homebuyer. Two plans enjoy oversized yards, exceeding the ten-foot minimum. These amenities are made possible through varied lot sizes and setbacks that cater to the individual home design. All homes offer a full-size, two-car garage, and a private rear yard. All homes are detached, and those plotted within a court will include a 5' garage apron, while homes on block ends will have a 20' driveway.



Typical Court Layout

- **Plan 1.** 1,707 Square Feet 3 Bedroom/2.5 bath

The Plan 1 creates privacy and benefits from enhanced tree canopy in the landscaping at the end of the court. This home offers ample private yard space, with greater than 5' side yards and a 12'-6" rear yard. In addition to the two-car garage, this home provides expanded garage storage, a kitchen island, large bedrooms, a luxury primary suite with oversized shower and a laundry area with storage space.

- **Plan 2.** 1,943 Square Feet 4 Bedroom/2.5 bath

Oriented toward primary streets, this home benefits from a 12'-6" – 16'-6" deep landscape area and a generous 6' deep porch. The plan form includes first and second floor massing offsets visible from primary streets, which enhances the street scene and creates interest from at the street. Over half of the rear yard is nearly 15' deep which provides a roomy private space. This plan includes all the same amenities as Plan 1, as well as a larger luxury dining area and the option to convert one of the bedrooms to a loft.

- **Plan 3.** 1,990 Square Feet 4 Bedroom/3 bath

Also oriented toward the street, this home also features a 12'-6" – 14' deep landscape area. The side-load entry is centered, compared to the end location in Plan 2, which creates more street scene interest. A portion (25') of the second floor is offset, providing significant single-story massing facing the primary street. This home offers a ground-floor second bedroom adjacent to a large landing area with flexible functions. In addition, this home offers a walk-in kitchen pantry, split primary suite vanities, and the option for a loft.

- **Plan 4.**            2,225 Square Feet    4 Bedroom/3 bath + loft

Like Plan 1, this home offers privacy and seclusion tucked at the court end, as well as ample tree canopy and shade from the court's deep landscape areas. In addition, this home includes the most amenities with a ground-floor second bedroom, walk-in closet, walk-in kitchen pantry, large kitchen, open ground floor plan concept, dedicated loft space, and split vanities in the primary suite.

## Enhanced Architecture

Architectural styles selected for this neighborhood are Modern Spanish, Western Farmhouse, and Modern Prairie. The styles, although different, are harmonious in that they share a common agricultural heritage reinterpreted to create a lasting contribution to the community. This is achieved through appropriate uses of exterior material, articulation of entry details (posts, porches and soffit openings) along with varying roof pitches specific to each style. The styles are interpreted with transitional themes and detailing using clean lines, simple forms, contemporary window patterns and details. Building mass and roof lines are simple yet varied among the three styles. Roof pitches and styles, gable details, siding, brick, and stone veneer create a street scene filled with variation.

TRI Pointe Homes contracted an award-winning professional design consulting firm, AT Designs to design color and material schemes that capture the essence of each architectural style and create a neighborhood that looks rich, custom and appears as though it has developed over time.

### Modern Spanish

Characterized by simply articulated details and adaptability, the Modern Spanish style includes gable details, two story massing, stucco exterior finish, Villa shaped concrete tile and gently pitched roofs.

Feature Window Enhancement: All plans included recessed windows with an accent color detail. Plan 2 also will include a decorative coach light to help anchor the two-story mass to the right of the porch.

Enhancements at Public View: Enhanced window trim detail and shutters.



### Western Farmhouse

This style represents a practical and picturesque country home and is characterized by an asymmetrical, casual cottage look. Design elements include lap siding, brick veneer, flat concrete tile and steeper pitched roofs.

Feature Window Enhancement: Plans 1 and 3 include a focal window within a raised roof element that has enhanced window details and a decorative sill. Plan 3 includes multiple feature windows including siding accents and recessed slope details. Plan 4 features a detail with three paired windows, wrapped in trim, and set on a brick wainscot detail.



Enhancements at Public View: Siding at gable and enhanced window trim sill (like Plan 1 & 3).

Modern Prairie

This picturesque prairie home provides a contemporary cottage look with 18" overhangs, lap siding, stone veneer and grouped window design elements.

Feature Window Enhancement: Windows are wrapped in horizontal siding and trimmed with a wainscot sill detail.

Enhancements at Public View: Feature window details are carried to exposed elevations.

All plans within this neighborhood include high quality workmanship and details including:

- Three themes per elevation resulting in thirty-six individual expressions.
- Garage and front doors that vary per elevation theme.
- Mix of stone and brick veneer from quality suppliers such as El Dorado Stone.
- Color and materials designed by award winning firm, AT Designs.
- Enhanced fence detail when facing public view.

Ensuring this community is regarded as a unique and viable addition to the Folsom market, the following enhancements that are above minimum standards have been included in this neighborhood design.

- **Full wrap window trim:** Window trim on all windows will be standard at all sides of the home.
- **Upgraded coach lights:** Decorative coach lights selected for each elevation them will be 14-16" tall.
- **Loxon Acrylic Paint:** High performance Sherwin Williams Loxon Acrylic Paint that contains agents that inhibit the growth of mildew on the homes surface will be used on all homes.
- **Cool Roof:** Eagle Roof Tile with a SR value of no less than 0.17.
- **Free Paint for Homeowner:** A free gallon of paint in a color of their choice is provided to each homeowner so they can customize a special area of their new home.



- **SuperPaint:** Upgraded SuperPaint by Sherwin Williams will be used on all interiors walls.
  
- **Low Voltage Technology:** Comfort features will be included in every home.
  - Eero whole home WiFi system with two Beacons for full coverage provided to every home.
  - Amazon Echo Spot voice activated smart device facilitating hands-free control of connected devices throughout the home included in every home.
  - LiftMaster WiFi enabled garage door opener included in every home.
  - Dual combination USB receptacle in kitchen for ease in charging devices included.
  - Two Smart Leviton Decora light switches included in every home.
  - RING Pro video doorbell for added security included in every home.

**Enhanced Landscaping**

A benefit of the compact lotting pattern, unit orientations, and reduced building coverage is that more opportunities for landscaping are available. As shown in the Landscape Area exhibit, the primary roads circulating throughout the neighborhood are tree lined and generously landscaped. Block end locations include landscape areas that are twenty feet deep. Where I-Courts intersect with primary streets, landscape areas range from 12.5 to 16 feet, and are not interrupted by driveways, as would be the case in traditional detached single-family neighborhoods. Instead, the streetscape highlights the architecture and creates a pedestrian friendly street scene.

Landscaping for the community will include a plentiful variety of street, front yard and accent trees as schematically depicted in the Street, Front Yard, and Accent Tree Variety exhibit. Selection of species types will include collaboration with the Folsom Arborist and include as many as fourteen varieties.



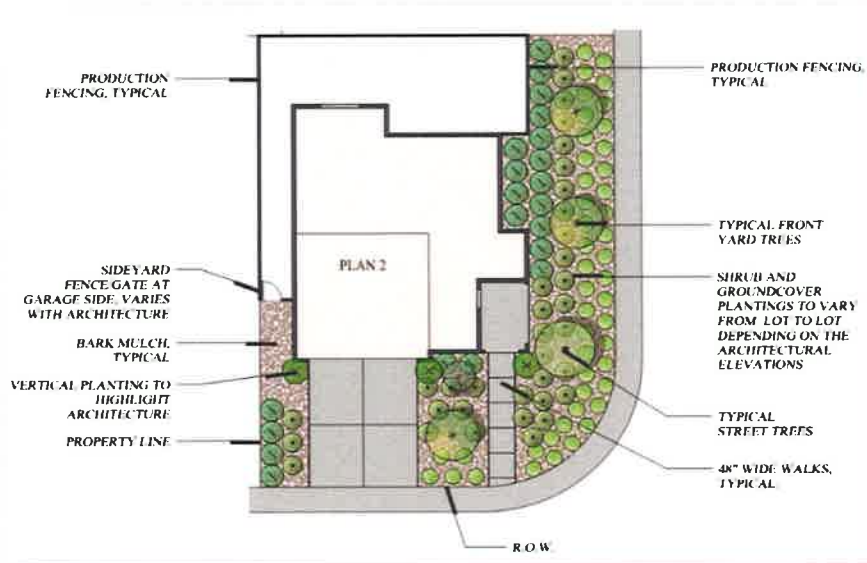
Landscape Area Exhibit



Street, Front Yard, and Accent Tree Variety Exhibit

In addition to the plentiful landscape areas and tree variety, the proposed community will also include these enhanced landscape features:

- **Homeowner Association.** An HOA will manage all front yard landscapes in the community to ensure proper care of the plants and trees.
- **100% No Turf Landscape Designs.** All landscaping will be designed using low water usage plants and void of any lawn, reducing overall water usage for the community.
- **Community Pet Waste Stations.** Pet Waste Stations will be placed throughout the community supporting the homeowners' outdoor activities with their four-legged loved ones. The stations will be maintained by the Homeowner Association.
- **Reduction in Heat Index.**
  - Due to the aggregate community building coverage of only 40%, additional landscape areas offset the overall heat index.
    - Increased front setbacks of 20' at the conventional lots
    - Increased side yard setback along primary streets up to 16'
    - Added landscape areas at side yards where courts back one another



Homes at block ends include a twenty-foot front yard landscape. Side yards along primary streets have landscape areas up to sixteen feet.

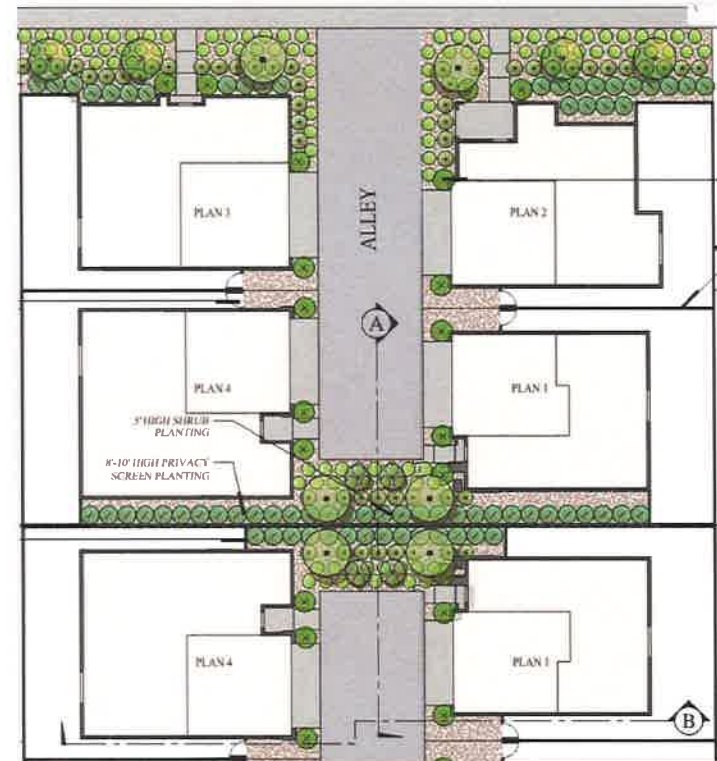


Where courts back on each other, side yards of the upper lot will include HOA managed landscape areas.

- Hardscape throughout community is reduced with 81% of homes including a 5' apron vs. a full-length driveway combined with 40% of the lots having shorter front walkways to their front doors from inside the court.
- **WaterSense Rain Bird WiFi Irrigation Controller.** All homes will be prewired and offered the option to purchase a WaterSense Rain Bird WiFi irrigation controller for their private rear yard landscapes.
- **Open View Fence and Tiered Landscape.** At the core of the neighborhood, there are two blocks where two courts back onto each other. The grade differential between the courts is approximately five to six feet with a retaining wall on the back of the court and side yards. This condition creates a node of enhanced landscape and adds to the composition of the street scene with vertical massing breaks and layered landscape of varying heights.



Court ends are heavily landscaped and include four trees.  
The grade between courts creates a layered landscape corridor.



Enhanced landscaping where courts are back-to-back.

### **Sustainability Features**

All homes will include the sustainability features required by the California Green Building Standards Code. Through its LivingSmart program, Tri Pointe Homes offers many sustainable features as standard offerings in new homes, including:

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

In addition, the project proposes the following:

- **Organic Waste Sorting** Under SB 1383, effective January 1, 2020, the City of Folsom will collect organic waste from residential and business customers. To facilitate organic waste sorting, residential units will include a system for sorting and storing organic waste.
- **Electric Vehicle Charging Station** An electric vehicle charging station will be included supporting clean air and lower cost driving for the community.
- **Added Insulation.**
  - In addition to the attic insulation in ceilings, additional insulation will be installed directly below the roof deck between the truss members.
  - 2x6 exterior wall construction increases the thickness of wall insulation.
- **Third Party Verification.** Third-party testing will be included with each home to ensure all energy efficient features installed in the homes have been installed correctly to maximize energy efficiencies. Third-party testing will include Quality Insulation Installation Inspection (HQII), SEER and EER Verifications, and Low Leakage Ducts.
- **Cool Roofing.** California Energy Code requires that roofs for new homes be rated for Solar Reflectance (SR) and Thermal Emittance (TE). SR refers to a material’s ability to reflect the sun’s energy back into the atmosphere, and TE is the roof surface’s relative ability to radiate absorbed heat. SR and TE

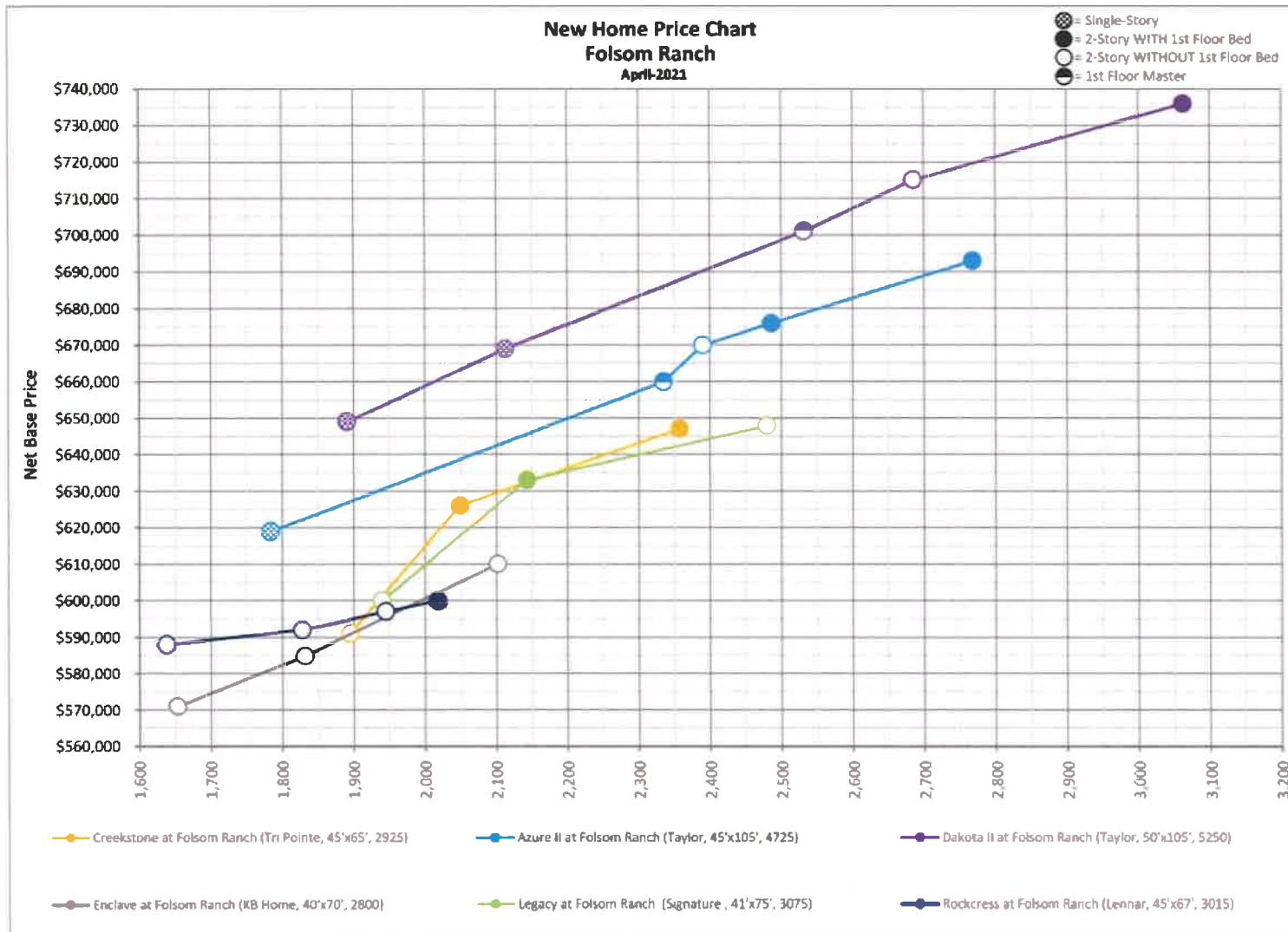
reduce cooling loads by lowering roof temperatures on hot, sunny days. The higher the rating the better the roofing material's ability to reduce heat transfer into the building.

The project will feature tile roofs from Eagle Roofing's California Collection. Tile roofs will be Cool Roof rated with a SR value no less than 0.17. As shown in the table below, an SR value of 0.17 achieves an Energy Design Rating (EDR) change of 0.7, offsetting the homes overall energy use.

2019 Title 24 EDR Change = Considers Both Aged Reflectance & Aged Emissivity												
CZ	Zone	0.10 / 0.85	0.13 / 0.90	0.14 / 0.90	0.15 / 0.90	0.16 / 0.90	0.17 / 0.90	0.18 / 0.90	0.19 / 0.90	0.20 / 0.90	0.21 / 0.90	0.22 / 0.90
<b>CZ12</b>	<b>Sacramento</b>	0.0	0.4	0.5	0.5	0.6	0.7	0.8	0.8	0.9	1.0	1.0

**Attainable Ownership Opportunity**

As the first and only Four-Pack neighborhood south of Highway 50, the Four Pack series would be the lowest priced and most attainable new home neighborhood in the City of Folsom. The New Home Price Chart below graphs six housing types currently on the market in Folsom. Pricing for the Four Packs would be approximately ten to twenty percent lower than other housing types in the Folsom market today. Attainably priced housing assists first-time homebuyers including single professionals, young couples, and families.





### **Responsive to Market Demand**

Over the last year, Tri Pointe Homes (TPH) has offered Waterstone, Brookstone, and Creekstone communities – three of the best-selling communities in Folsom Ranch. TPH continually monitors consumer preferences in the Folsom market. Homebuyers in Folsom desire amenities such as high-ranking schools, easy access to transportation and employment centers, plentiful entertainment, and outdoor recreation. Folsom Ranch homebuyers identify the four most desirable home features: first-floor bedroom or office, detached living, private yards, and open floor plans.

Recently with COVID, the desire for a first-floor bedroom feature has expanded to include a dedicated office/workspace. Flexibility in floorplans has become critical in the homes TPH offers to meet the changing needs of homeowners transitioning to work from home.

While a transition from renting to homeownership is on the rise, the events of 2020 triggered a significant increase in home purchases. Suburbs such as Folsom are highly desirable for many people who now can work remotely and are looking to relocate from densely populated, expensive urban settings, such as the Bay Area, to idyllic suburban settings offering a higher quality life, such as is the case in Folsom.

Another factor affecting housing is that many millennials have begun, or are anticipated to enter, the housing market in the immediate future as first-time home buyers. Nearly 5 million millennials are approaching 30 years of age, a pivotal time when many people purchase their first home. Offering a variety of housing types is essential to meeting demand and expanding the region's housing stock. Single-family detached homes at an attainable price point are a significant segment of the housing market, and research shows this segment is underserved.

The Four-Pack cluster series is designed to meet Folsom market preferences and the demand for attainably priced homes. The Four Pack neighborhood caters to the underserved market segment that attracts a first-time buyer, including single professionals and renters transitioning from apartment living. Buyers attracted to this product value detached living, private yards and two-car garages and appreciate low maintenance small yards.





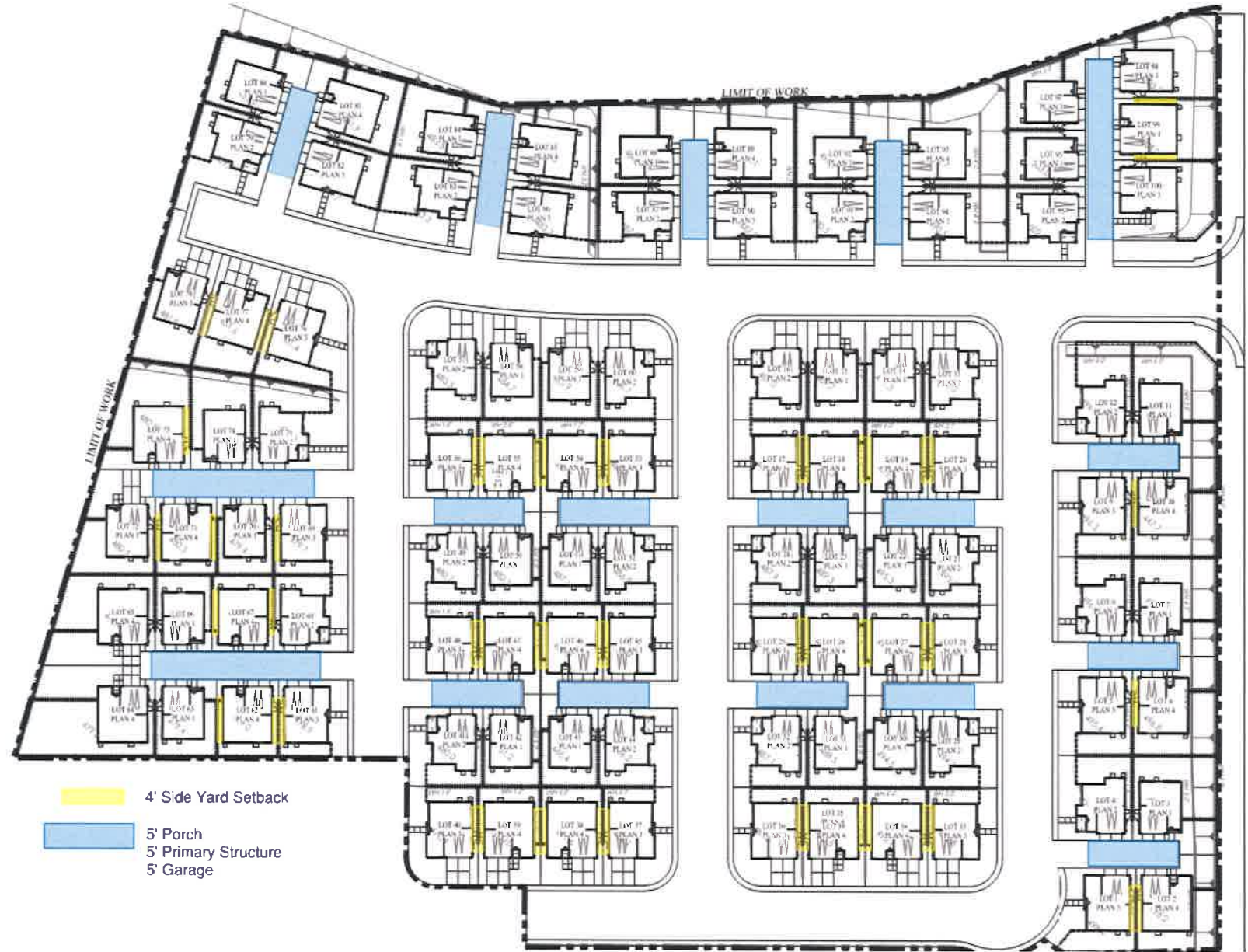
EXHIBIT B  
Coverage Table

Mangini Ranch Phase 1C  
Four Pack Neighborhood

Mangini Ranch 1C 4-Pack  
COVERAGE TABLE

Lot #	Lot Size	Plan	Footprint	Individual Lot Coverage	Lot #	Lot Size	Plan	Footprint	Individual Lot Coverage	Lot #	Lot Size	Plan	Footprint	Individual Lot Coverage
<b>Alley A 38% Combined Court Coverage</b>					<b>Alley H 48% Combined Court Coverage</b>					<b>Alley P 33% Combined Court Coverage</b>				
95	2996	2	1279	43%	49	2996	2	1279	43%	9	3317	3	1344	41%
96	2296	1	1157	50%	50	2449	1	1157	47%	10	4037	4	1490	37%
97	2876	1	1157	40%	55	2690	4	1490	55%	11	4593	1	1157	25%
98	4232	1	1157	27%	56	2850	3	1344	47%	12	3904	2	1279	33%
99	3316	4	1490	45%	<b>TOTAL 10985 5270</b>					<b>TOTAL 15851 5270</b>				
100	4210	3	1344	32%	<b>Alley I 48% Combined Court Coverage</b>					<b>Alley Q 36% Combined Court Coverage</b>				
<b>TOTAL 19926 7584</b>					41	3050	2	1279	42%	5	3317	3	1344	41%
<b>Alley B 32% Combined Court Coverage</b>					42	2490	1	1157	46%	6	4037	4	1490	37%
91	3049	2	1279	42%	47	2645	4	1490	56%	7	4037	1	1157	29%
92	3852	1	1157	30%	48	2800	3	1344	48%	8	3317	2	1279	39%
93	5584	4	1490	27%	<b>TOTAL 10985 5270</b>					<b>TOTAL 14708 5270</b>				
94	4066	3	1344	33%	<b>Alley J 48% Combined Court Coverage</b>					<b>Alley R 36% Combined Court Coverage</b>				
<b>TOTAL 16551 5270</b>					51	2449	1	1157	47%	1	3398	3	1344	40%
<b>Alley C 37% Combined Court Coverage</b>					52	2996	2	1279	43%	2	3882	4	1490	38%
87	3154	2	1279	41%	53	2850	3	1344	47%	3	4037	1	1157	29%
88	3715	1	1157	31%	54	2690	4	1490	55%	4	3317	2	1279	39%
89	4109	4	1490	36%	<b>TOTAL 10985 5270</b>					<b>TOTAL 14634 5270</b>				
90	3371	3	1344	40%	<b>Alley K 48% Combined Court Coverage</b>					<b>Street A</b>				
<b>TOTAL 14349 5270</b>					43	2491	1	1157	46%	13	3766	2	1279	34%
<b>Alley D 36% Combined Court Coverage</b>					44	3049	2	1279	42%	14	2988	1	1157	39%
83	4057	2	1279	32%	45	2800	3	1344	48%	15	2988	1	1157	39%
84	3219	1	1157	36%	46	2645	4	1490	56%	16	3766	2	1279	34%
85	3719	4	1490	40%	<b>TOTAL 10985 5270</b>					60	3766	2	1279	34%
86	3602	3	1344	37%	<b>Alley L 48% Combined Court Coverage</b>					59	3014	1	1157	38%
<b>TOTAL 14597 5270</b>					17	2850	3	1344	47%	58	3120	1	1157	37%
<b>Alley E 37% Combined Court Coverage</b>					18	2690	4	1490	55%	57	4198	2	1279	30%
79	3584	2	1279	36%	23	2449	1	1157	47%	76	4469	3	1344	30%
80	3266	1	1157	35%	24	2996	2	1279	43%	77	3645	4	1490	41%
81	3534	4	1490	42%	<b>TOTAL 10985 5270</b>					78	4075	1	1157	28%
82	3687	3	1344	36%	<b>Alley M 48% Combined Court Coverage</b>					<b>Street B</b>				
<b>TOTAL 14071 5270</b>					25	2800	3	1344	48%	33	3514	3	1344	38%
<b>Alley F 38% Combined Court Coverage</b>					26	2645	4	1490	56%	34	3240	4	1490	46%
69	2996	3	1344	45%	31	2490	1	1157	46%	35	3240	4	1490	46%
70	2296	1	1157	50%	32	3050	2	1279	42%	36	3514	3	1344	38%
71	2492	1	1157	46%	<b>TOTAL 10985 5270</b>					37	3514	3	1344	38%
72	3723	1	1157	31%	<b>Alley N 48% Combined Court Coverage</b>					38	3240	4	1490	46%
73	4308	4	1490	35%	19	2690	4	1490	55%	39	3240	4	1490	46%
74	3171	1	1157	36%	20	2850	3	1344	47%	40	3538	3	1344	38%
76	4273	2	1279	30%	21	2996	2	1279	43%					
<b>TOTAL 23259 8741</b>					22	2449	1	1157	47%					
<b>Alley G 42% Combined Court Coverage</b>					<b>TOTAL 10985 5270</b>									
61	2800	3	1344	48%	<b>Alley O 48% Combined Court Coverage</b>									
62	2492	4	1490	60%	27	2645	4	1490	56%					
63	2492	1	1157	46%	28	2800	3	1344	48%					
64	5898	4	1490	25%	29	3050	2	1279	42%					
65	4653	4	1490	32%	30	2491	1	1157	46%					
66	2296	1	1157	50%	<b>TOTAL 10986 5270</b>									
67	2492	4	1490	60%										
68	2996	2	1279	43%										
<b>TOTAL 26119 10897</b>														

EXHIBIT C  
Setbacks



- 4' Side Yard Setback
- 5' Porch
- 5' Primary Structure
- 5' Garage

## **Attachment 13**

### **Applicant's Proposed Amenities**

Mangini Ranch Phase 1C 4-Pack: Applicant's FPASP Policy Consistency Analysis

FPASP Policy No.	FPASP Policy Description	Map Consistent	Remarks
<b>Section 4 - Land Use</b>			
4.1	Create pedestrian-oriented neighborhoods through the use of a grid system of streets where feasible, sidewalks, bike paths and trails. Residential neighborhoods shall be linked, where appropriate, to encourage pedestrian and bicycle travel.	Yes	The street and trail system is based on an efficient grid system that connects the project with nearby park, school, and open space with roadways, sidewalks, and trails.
4.2	Residential neighborhoods shall include neighborhood focal points such as schools, parks, and trails. Neighborhood parks shall be centrally located and easily accessible, where appropriate.	Yes	The project is part of a residential neighborhood, and connects to schools, trails, and parks via the roadway, sidewalk, and trail network.
4.3	Residential neighborhoods that are directly adjacent to open space shall provide at least two defined points of pedestrian access into the open space area.	Yes	Two defined points of access to adjacent open space is provided.
4.4	Provide a variety of housing opportunities for residents to participate in the home-ownership market.	Yes	The project contains housing types within the allowable density range of the MLD zoning, which is the zoning for the project site.
4.5	All multi-family high density residential sites shall provide on-site recreational amenities for its residents, unless directly adjacent to a park site.	n/a	The project does not include multi-family, high-density residential uses.

Mangini Ranch Phase 1C 4-Pack: Applicant's FPASP Policy Consistency Analysis

FPASP Policy No.	FPASP Policy Description	Map Consistent	Remarks
4.6	As established by the FPASP, the total number of dwelling units for the Plan Area is 11,461 and the total commercial square footage is 2,788,8441. The number of units within individual residential land use parcels may vary, so long as the number of dwelling units falls within the allowable density range for a particular land use designation. For purposes of CEQA compliance for discretionary projects, the combination of the total maximum number of residential units and commercial square footage analyzed in the Folsom Plan Area Specific Plan Environmental Report/Environmental Impact Statement (SCH#200092051) shall not be exceeded without requiring further CEQA compliance.	Yes	The project does not exceed the total number of dwelling units for the Plan Area and does not include commercial uses.
4.6A	A maximum of 937 low, medium and high density residential dwelling units are allowed only in the three General Commercial (SP-GC) parcels and the Regional Commercial (SP-RC) parcel located at the intersection of East Bidwell Street and Alder Creek Parkway. No more and no less than 377 high density residential dwelling units on a minimum of 15.7 acres shall be provided on these parcels. Other than the SP-RC and three SP-GC parcels specifically identified herein, this policy 4.6A shall not apply to any other Plan Area SP-RC or SP-GC parcels.	n/a	The project is not located at the intersection of East Bidwell Street and Alder Creek Parkway.
4.7	Transfer of dwelling units is permitted between residential parcels, or the residential component of SP-RC and SP-GC parcels, as long as 1) the maximum density within each land use designation is not exceeded, unless the land use designation is revised by a specific plan amendment, and 2) the total number of Plan Area dwelling units does not exceed 11,461.	n/a	The Project does not include a proposed transfer of dwelling units.
4.8	Each new residential development shall be designed with a system of local streets, collector streets, and access to an arterial road that protects the residents from through traffic.	Yes	The project has a heircharial street layout to provide an efficient circulation system consistent with the Specific Plan.

Mangini Ranch Phase 1C 4-Pack: Applicant's FPASP Policy Consistency Analysis

FPASP Policy No.	FPASP Policy Description	Map Consistent	Remarks
4.9	Subdivisions of 200 dwellings units or more not immediately adjacent to a neighborhood or community park are encouraged to develop one or more local parks as needed to provide convenient resident access to children's play areas, picnic areas and unprogrammed open turf area. If provided, these local parks shall be maintained by a landscape and lighting district or homeowner's association and shall not receive or provide substitute park land dedication credit for parks required by the FPASP.	n/a	The project includes 100 residential lots, and thus, this policy is not applicable to the Project. Additionally, the Project does provide two points of access to the public trail system on adjacent open space, which connects to nearby parks.
<i>Commercial Policies</i>			
4.10	The mixed-use town center should contain unique retail, entertainment and service-based establishments, as well as public gathering spaces.	n/a	The Project does not propose any mixed-use development. Therefore the policy does not apply to the project.
4.11	The mixed-use neighborhood center should contain retail and service-based establishments that are intended to serve the immediate area in which it is located.	n/a	The Project does not propose any mixed-use development. Therefore the policy does not apply to the project.
4.12	Commercial and office areas should be accessible via public transit routes, where feasible.	n/a	The Project does not propose any commercial development. Therefore the policy does not apply to the project.
4.13	The Plan Area land use plan should include commercial, light industrial/office park and public/quasipublic land uses in order to create employment.	n/a	The Project does not propose any commercial development. Therefore the policy does not apply to the project.
4.14	The transfer of commercial intensity is permitted as provided in Section 13.3 - Administrative Procedures.	n/a	The Project does not propose any commercial development. Therefore the policy does not apply to the project.
<i>Open Space Policies</i>			



Mangini Ranch Phase 1C 4-Pack: Applicant's FPASP Policy Consistency Analysis

FPASP Policy No.	FPASP Policy Description	Map Consistent	Remarks
4.15	Thirty percent (30%) of the Plan Area shall be preserved and maintained as natural open space, consistent with Article 7.08.C of the Folsom City Charter.	Yes	The project will not reduce the amount of preserved natural open space.
4.16	The open space land use designation shall provide for the permanent protection of preserved wetlands.	n/a	The project does not include open space land uses. Therefore the policy does not apply to the project.

Mangini Ranch Phase 1C 4-Pack: Applicant's FPASP Policy Consistency Analysis

FPASP Policy No.	FPASP Policy Description	Map Consistent	Remarks
<i>Parks Policies</i>			
4.17	Land shall be reserved for parks as shown in Figure 4.3 – Specific Plan Land Use Designations and Table 4.2 – Land Use Summary. On future tentative subdivision maps or planned development applications, park sites shall be within 1/8 of a mile of the locations shown in Figure 4.3 – Specific Plan Land Use Designations. Park sites adjacent to school sites should remain adjacent to schools to provide for joint use opportunities with the Folsom-Cordova Unified School District. Park sites adjacent to open space shall remain adjacent to open space to provide staging areas and access points to the open space for the public.	n/a	No park sites are proposed, and no proposed park sites will be altered by the project. Therefore the policy does not apply to the project.
4.18	Sufficient land shall be dedicated for parks to meet the City of Folsom requirement (General Plan Policy 35.8) of 5-acres of parks for every 1,000 residents.	Yes	The project does not reduce the land to be dedicated for parks.
4.19	Parks shall be located throughout the Plan Area and linked to residential neighborhoods via sidewalks, bike paths and trails, where appropriate. During the review of tentative maps or planned development applications, the city shall verify that parks are provided in the appropriate locations and that they are accessible to resident via sidewalks, bike paths and trails.	Yes	Nearby parks will be accessible by all residents in the project via sidewalks and public trails.
4.20	Elementary school sites shall be co-located with parks to encourage joint-use of parks where feasible.	n/a	The project does not propose school or park uses. Therefore the policy does not apply to the project.

Mangini Ranch Phase 1C 4-Pack: Applicant's FPASP Policy Consistency Analysis

FPASP Policy No.	FPASP Policy Description	Map Consistent	Remarks
<i>Public/Quasi-Public Policies</i>			
4.21	Land shall be reserved for public services and facilities, as required by the City of Folsom. Public services and facilities sites shall be in the general locations as shown in Figure 4.3 – Specific Plan Land Use Designations.	Yes	The infrastructure needed to serve the Project area is consistent with the adopted Specific Plan and the updated infrastructure plans.
4.22	Land shall be reserved for schools as required by the City of Folsom and the Folsom Cordova Unified School District in accordance with state law. School sites shall be in the general locations shown in Figure 4.3 – Specific Plan Land Use Designations and have comparable acreages as established in Table 4.2 – Land Use Summary.	Yes	The project would not alter the location of proposed school sites.
4.23	Elementary school sites shall be co-located with parks to encourage joint-use of parks.	n/a	The project does not propose school or park uses. Therefore the policy does not apply to the project.
4.24	All Public/Quasi-Public sites shown in Figure 4.3 – Specific Plan Land Use Designations may be relocated or abandoned as a minor administrative modification of the FPASP. The land use designation of the vacated site or sites will revert to the lowest density adjacent residential land use. In no event shall the maximum number of Plan Area dwelling units exceed 11,461 and the total commercial building area exceed 2,788,884 square feet <sup>2</sup> . For purposes of CEQA compliance for discretionary projects, the combination of the total maximum number of residential units and commercial square footage analyzed in the Folsom Plan Area Specific Plan Environmental Impact Report/Environmental Impact Statement (SCH#200809205) shall not be exceeded without requiring further CEQA compliance.	Yes	The project would not alter the location of proposed public/quasi-public sites.

Mangini Ranch Phase 1C 4-Pack: Applicant's FPASP Policy Consistency Analysis

FPASP Policy No.	FPASP Policy Description	Map Consistent	Remarks
<b>Section 5 - Housing Strategies</b>			
<b>City of Folsom General Plan Housing Element Policies Incorporated in the FPASP</b>			
H-1.1	The city shall ensure that sufficient land is designated and zoned in a range of residential densities to accommodate the city's regional share of housing.	n/a	This policy directs the City in its decision-making and planning processes. The project proposes residential land uses that comply with the existing zoning and land use designation at the project site.
H-1.2	The city shall endeavor to designate future sites for higher density housing near transit stops, commercial services, and schools where appropriate and feasible.	n/a	This policy directs the City in its decision-making and planning processes. The project proposes residential land uses that comply with the existing zoning and land use designation at the project site.
H-1.3	The city shall encourage home builders to develop their projects on multi-family designated land at the high end of the applicable density range.	n/a	This policy directs the City in its decision-making and planning processes. The project proposes a density of 9.3 units per acre, which is within the applicable range of 7-12 units per acre.
H-1.4	The City shall support and facilitate the development of second units on single-family designated and zoned parcels.	n/a	This policy directs the City in its decision-making and planning processes. The project site is zoned MLD.
H-1.6	The city shall ensure that new development pays its fair share in financing public facilities and services and pursues financial assistance techniques to reduce the cost impact on the production of affordable housing.	n/a	This policy directs the City in its decision-making and planning processes. The project will comply with all mitigation measures in the FPASP EIR and Addendums. See MMRP.

## Mangini Ranch Phase 1C 4-Pack: Applicant's FPASP Policy Consistency Analysis

FPASP Policy No.	FPASP Policy Description	Map Consistent	Remarks
<b>H-1.8</b>	The city shall strive to create additional opportunities for mixed-use and transit oriented development.	n/a	This policy directs the City in its decision-making and planning processes.
<b>H-3.1</b>	The city shall encourage residential projects affordable to a mix of household incomes and disperse affordable housing projects throughout the city to achieve a balance of housing in all neighborhoods and communities.	n/a	This policy directs the City in its decision-making and planning processes. The Project proposes residential development within the overall mix of household incomes.
<b>H-3.2</b>	The city shall continue to use federal and state subsidies, as well as inclusionary housing in-lieu fees, affordable housing impact fees on non-residential development, and other fees collected into the Housing Trust Fund in a cost-efficient manner to meet the needs of lower-income households, including extremely low-income households.	n/a	This policy directs the City in its decision-making and planning processes. The Project proposes residential development.
<b>H-3.3</b>	The city shall continue to make density bonuses available to affordable and senior housing projects, consistent with State law and Chapter 17.102 of the Folsom Municipal Code.	n/a	This policy directs the City in its decision-making and planning processes. The Project does not seek a density bonus.
<b>H-3.4</b>	Where appropriate, the city shall use development agreements to assist housing developers in complying with city affordable housing goals.	n/a	This policy directs the City in its decision-making and planning processes. The Project is subject to the Amended and Revised Development Agreement.
<b>H-3.5</b>	The city shall make incentives available to property owners with existing development agreements to encourage the development of affordable housing.	n/a	This policy directs the City in its decision-making and planning processes. The Project is subject to the Amended and Restated Development Agreement.
<b>H-5.2</b>	The city shall encourage housing for seniors and persons with disabilities to be located near public transportation, shopping, medical, and other essential services and facilities.	n/a	This policy directs the City in its decision-making and planning processes. The project does not propose housing for seniors or persons with disabilities.

Mangini Ranch Phase 1C 4-Pack: Applicant's FPASP Policy Consistency Analysis

FPASP Policy No.	FPASP Policy Description	Map Consistent	Remarks
H-5.4	The city shall encourage private efforts to remove physical barriers and improve accessibility for housing units and residential neighborhoods to meet the needs of person with disabilities.	n/a	This policy directs the City in its decision-making and planning processes. The Project complies with the Folsom Ranch, Central District Design Guidelines and City standards for residential neighborhoods.
H-5.7	The city shall continue to provide zoning to accommodate future need for facilities to serve city residents in need of emergency shelter.	n/a	This policy directs the City in its decision-making and planning processes.
H-5.10	The city shall encourage developers to include spaces in proposed buildings or sites on which child care facilities could be developed or leased by a child care operator.	n/a	This policy directs the City in its decision-making and planning processes. The Project does not propose non-residential uses.
H-6.2	The city shall assist in the enforcement of fair housing laws by providing information and referrals to organizations that can receive and investigate fair housing allegations, monitor compliance with fair housing laws, and refer possible violations to enforcing agencies.	n/a	This policy directs the City in its decision-making and planning processes.
H-7.1	The city shall continue to implement state energy-efficient standards to new residential development.	n/a	This policy directs the City in its decision-making and planning processes.
H-7.2	The city shall include energy conservation guidelines as part of the development standards for the specific plan area.	n/a	This policy directs the City in its decision-making and planning processes.
H-7.3	The city shall reduce residential cooling needs associated with the urban heat island effect.	n/a	This policy directs the City in its decision-making and planning processes.
H-7.4	The city shall promote an increase in the energy efficiency of new and existing housing beyond minimum state requirements.	n/a	This policy directs the City in its decision-making and planning processes.

Mangini Ranch Phase 1C 4-Pack: Applicant's FPASP Policy Consistency Analysis

FPASP Policy No.	FPASP Policy Description	Map Consistent	Remarks
H-7.5	The city shall encourage the increased use of renewable energy.	n/a	This policy directs the City in its decision-making and planning processes.
H-7.6	The city shall encourage "smart growth" that accommodates higher density residential uses near transit, bicycle and pedestrian friendly areas of the city that encourage and facilitate the conservation of resources by reducing the need for automobile use.	n/a	This policy directs the City in its decision-making and planning processes. East Bidwell Street is part of the FPASP transit corridor.
<b>Section 7 - Circulation</b>			
<i>Circulation Policies</i>			
7.1	The roadway network in the Plan Area shall be organized in a grid-like pattern of streets and blocks, except where topography and natural features make it infeasible, for the majority of the Plan Area in order to create neighborhoods that encourage walking, biking, public transit and other alternative modes of transportation.	Yes	Topography and natural features make grid layout infeasible, but the proposed roadway connects future residents of the project to adjacent school, park, open space, and commercial uses. East Bidwell Street is part of the FPASP transit corridor.
7.2	Circulation within the Plan Area shall be ADA accessible and minimize barriers to access by pedestrians, the disabled, seniors and bicyclists. Physical barriers such as walls, berms, and landscaping that separate residential and nonresidential uses and impede bicycle or pedestrian access or circulation shall be minimized.	Yes	The Project complies with the Folsom Ranch, Central District Design Guidelines and City standards for residential neighborhoods.
7.3	The Plan Area shall apply for permanent membership in the 50 Corridor TMA. Funding to be provided by a Community Facilities District or other non-revocable funding mechanism.	n/a	The Project does not effect the Plan Area's permanent membership in the 50 Corridor TMA.
7.4	Submit a General Plan Amendment to the city to modify General Plan Policy 17.17 regarding Traffic Level of Service 'C'. This level of service may not be achieved throughout the entire Plan Area at buildout.	n/a	The applicable Level of Service under the General Plan is 'D.' The streets are designed to meet traffic requirements and are consistent with the Specific Plan.

Mangini Ranch Phase 1C 4-Pack: Applicant's FPASP Policy Consistency Analysis

FPASP Policy No.	FPASP Policy Description	Map Consistent	Remarks
<i>Roadway Classification Policies</i>			
7.5	A framework of arterial and collector roadways shall be developed that accommodate Plan Area traffic while accommodating through-traffic demands to adjoining city areas.	n/a	Project street layout is consistent with the Specific Plan.
7.6	Major and minor arterials, collectors, and minor collectors shall be provided with sidewalks that safely separate pedestrians from vehicular traffic and class II bicycle lanes that encourage transportation choices within the Plan Area.	n/a	Mangini Parkway and Savannah Parkway have separated sidewalks from the street to enhance pedestrian design.
7.7	Traffic calming measures shall be utilized, where appropriate, to minimize neighborhood cut-through traffic and excessive speeds in residential neighborhoods. Roundabouts and traffic circles shall be considered on low volume neighborhood streets as an alternative to four-way stops or where traffic signals will be required at project build-out. Traffic calming features included in the City of Folsom's Neighborhood Traffic Management Program Guidelines (NTMP) may also be utilized in the Plan Area.	Yes	The street system has been designed to discourage traffic through the neighborhood.
7.8	Roadway improvements shall be constructed to coincide with the demands of new development, as required to satisfy city minimum level of service standards.	Yes	The streets are designed to meet traffic requirements and are consistent with the Specific Plan.
<i>Public Transit Policies</i>			
7.8A	<p>Concurrent with development of the SP-RC and SP-GC parcels located at the intersection of East Bidwell Street and Alder Creek Parkway, the following roadway improvements will be constructed:</p> <ul style="list-style-type: none"> <li>• Alder Creek Parkway from Prairie City Road to East Bidwell Street.</li> <li>• East Bidwell Street from White Rock Road to U.S. Highway 50.</li> <li>• Rowberry Road (including the over-crossing of U.S. Highway 50).</li> </ul> <p>The timing, extent of improvements and interim improvements shall be predicated on the extent and type of development proposed for the above referenced parcels</p>	n/a	The project is not located at the intersection of East Bidwell Street and Alder Creek Parkway. Therefore the policy does not apply to the project.



Mangini Ranch Phase 1C 4-Pack: Applicant's FPASP Policy Consistency Analysis

FPASP Policy No.	FPASP Policy Description	Map Consistent	Remarks
7.9	Public transportation opportunities to, from, and within the Plan Area shall be coordinated with the City Public Works Transit Division and the Sacramento Regional Transit District (RT). Regional and local fixed and circulator bus routes through the Plan Area shall be an integral part of the overall circulation network to guarantee public transportation service to major destinations for employment, shopping, public institutions, multi-family housing and other land uses likely to attract public transit use.	Yes	The project is consistent with the adopted Specific Plan, which addresses public transportation opportunities.
7.10	Consistent with the most recent update of the RT master plan and the Plan Area Master Transit Plan, a transit corridor shall be provided through the Plan Area for future regional 'Hi-Bus's service (refer to Figure 7.29 and the FPASP Transit Master Plan). Sufficient right-of-way shall be dedicated for the transit corridor as described in Section 7.3 and Figures 7.2, 7.3, 7.14 & 7.15.	Yes	The project is consistent with the adopted Specific Plan, which addresses public transportation opportunities.
7.11	Future transit bus stops and associated amenities shall be placed at key locations in the Plan Area according to the recommendation of the FPASP Transit Master Plan.	Yes	The project is consistent with the adopted Specific Plan, which addresses public transportation opportunities.
7.12	Provide interim park-and-ride facilities for public transit use as shown in the FPASP Transit Master Plan.	Yes	The project is consistent with the adopted Specific Plan, which addresses public transportation opportunities.
7.13	The City of Folsom shall participate with the El Dorado County Transportation Commission in an update of the "Folsom El Dorado Corridor Transit Strategy Final Report dated December 2005. The update shall include the Plan Area and Sacramento County.	n/a	This policy directs the City in its decision-making and planning processes. Therefore the policy does not apply to the project.
7.14	The City of Folsom shall participate with the Sacramento Area Council of Government in a revision of the City of Folsom Short-Range Transit Plan Update Final Report, dated September 2005. The update shall include the Plan Area.	n/a	This policy directs the City in its decision-making and planning processes. Therefore the policy does not apply to the project.

Mangini Ranch Phase 1C 4-Pack: Applicant's FPASP Policy Consistency Analysis

FPASP Policy No.	FPASP Policy Description	Map Consistent	Remarks
7.15	The Sacramento Regional Transit District (RT) "A Guide to Transit Oriented Development (TOD)" shall be used as a design guideline for subsequent project level approvals for all projects along the Plan Area transit corridor.	Yes	The guideline was used in the preparation of the Specific Plan. The project is consistent with the Specific Plan.

Mangini Ranch Phase 1C 4-Pack: Applicant's FPASP Policy Consistency Analysis

FPASP Policy No.	FPASP Policy Description	Map Consistent	Remarks
<i>Sidewalks, Trails and Bikeway Policies</i>			
7.16	A system of sidewalks, trails, and bikeways shall internally link all land uses and connect to all existing or planned external street and trail facilities contiguous with the Plan Area to provide safe routes of travel for pedestrians and bicyclists as depicted in Figure 7.32 and as indicated on the applicable roadway sections. Pedestrian and bicycle facilities shall be designed in accordance with City design standards, including the latest version of the Bikeway Master Plan, the FPASP and the FPASP Community Design Guidelines.	Yes	The project includes sidewalks that are consistent with the adopted Specific Plan and City standards.
7.17	Public accessibility to open space and scenic areas within the Plan Area shall be provided via roadway, sidewalks, trail and bikeway connections, where appropriate.	Yes	Access to nearby open space areas is provided via roadways, sidewalks, and trails.
7.18	Traffic calming measures and signage shall be used to enhance the safety of sidewalk, trail and bikeway crossings of arterial and collector streets.	n/a	The project does not include sidewalk, trail, or bikeway crossings of arterial or collector streets.
7.19	Class I bike path and trail crossings of Alder Creek and intermittent drainages channels shall be minimized and located and designed to cause the least amount of disturbance to the creek environment.	n/a	Alder Creek is not located in this phase. Therefore the policy does not apply to the project.
7.20	Per state and federal programs, safe routes to schools shall be identified and signed.	Yes	The proposed project connects to the separated sidewalk along Mangini Parkway, which serves as the Safe Route to School. Signage shall be identified in the improvements plans.
7.21	All Plan Area land uses shall be located within approximately 1/2 mile of a Class I bike path or a Class II bike lane.	Yes	The project is within 1/2 mile of Mangini Parkway, which will be developed with class II bike lanes as part of the planned Bicycle network.

## Mangini Ranch Phase 1C 4-Pack: Applicant's FPASP Policy Consistency Analysis

FPASP Policy No.	FPASP Policy Description	Map Consistent	Remarks
7.22	Site design and building placement shall minimize barriers to pedestrian access and interconnectivity. Physical barriers such as walls, berms, landscaping and slopes between residential and non-residential land uses that unnecessarily impede bicycle or pedestrian circulation shall be minimized. Clearly marked shaded paths shall be provided through commercial and mixed use parking lots.	n/a	The Project does not include commercial or mixed use development and complies with the Folsom Ranch, Central District Design Guidelines and City standards for residential neighborhoods.
7.23	Adequate short and long term bicycle parking shall be provided for all Plan Area land uses (except for single-family and single-family high density residential uses) as specified in Table A.14.	Yes	The project includes adequate bicycle parking, as specified in Table A.14.
<b>Section 8 - Open Space</b>			
8.1	Open Space areas shall be created throughout the entirety of the Plan Area.	n/a	The project does not include open space uses. Therefore the policy does not apply to the project.
8.2	Create a preserve open space zone that will include all of the preserved wetlands and required buffers that are under the jurisdiction of the U.S. Army Corp of Engineers (USACE).	n/a	The project does not include open space uses. Therefore the policy does not apply to the project.
8.3	Create a passive open space zone that may contain limited recreation uses and facilities, storm water quality detention basins, water quality structures, wetland and tree mitigation areas and limited public utilities.	n/a	The project does not include open space uses. Therefore the policy does not apply to the project.
8.4	Where feasible, locate schools and parks adjacent or near to open space.	n/a	The project does not include school or park uses. Therefore the policy does not apply to the project.
8.5	Open space areas shall incorporate sensitive Plan Area natural resources, including oak woodlands, Alder Creek and its tributaries, hillside areas, cultural resources, and tributaries of Carson, Buffalo and Coyote Creeks within the boundaries of the Plan Area.	n/a	The project does not include open space uses. Therefore the policy does not apply to the project.

## Mangini Ranch Phase 1C 4-Pack: Applicant's FPASP Policy Consistency Analysis

FPASP Policy No.	FPASP Policy Description	Map Consistent	Remarks
<b>8.6</b>	Open space improvements shall comply with City of Folsom General Plan Policy 27.1 and the Americans with Disabilities Act (ADA) standards.	n/a	The project does not include open space uses. Therefore the policy does not apply to the project.
<b>8.7</b>	Natural parkways, thirty-feet (30') in width or larger, shall be considered part of the required thirty percent (30%) Plan Area natural open space provided the following minimum criteria is met: 8.7a: They include a paved path or trail. 8.7.b: They have the ability to be utilized for tree mitigation plantings or other appropriate mitigation measures and; 8.7.c: They are planted primarily with California central valley and foothills native plants as described in the most current edition of River-Friendly Landscape Guidelines.	n/a	No natural parkways are proposed in the project area. Therefore the policy does not apply to the project.
<b>8.8</b>	Locate Class I bicycle paths and paved and unpaved trails throughout the open space.	n/a	The project does not include open space uses. Therefore the policy does not apply to the project.
<b>8.9</b>	Carefully site infrastructure, including roads, wastewater and water facilities, trailheads, equestrian trails and the like to minimize impact to the oak woodlands, Alder Creek and its tributaries, hillside areas, cultural resources and intermittent tributaries of Carson, Buffalo and Coyote Creeks within the boundaries of the Plan Area.	Yes	No cultural resources identified to be preserved, oak woodlands/trees, or hillsides are present in the project. The project has been designed to avoid the wetland areas to the extent feasible.
<b>8.10</b>	Provide the opportunity for educational programs that highlight the value of the various natural features of the Plan Area.	n/a	The project does not include open space uses. Therefore the policy does not apply to the project.
<b>8.11</b>	All open space improvements, including erosion control planting and landscaping, within the 200-year flood plain shall be designed to withstand inundation during a 200-year flood event.	n/a	The project does not include open space uses. Therefore the policy does not apply to the project.

Mangini Ranch Phase 1C 4-Pack: Applicant's FPASP Policy Consistency Analysis

FPASP Policy No.	FPASP Policy Description	Map Consistent	Remarks
8.12	All open space improvements, including erosion control planting and landscaping adjacent to Alder Creek and its tributaries shall be consistent with Section 10.2.6 - Alder Creek & Floodplain Protection.	n/a	Alder Creek is not located in this phase. Therefore the policy does not apply to the project.
8.13	The FASP Open Space Management Plan shall describe the ownership, funding, and maintenance of open space areas.	n/a	The project does not propose open space uses. Therefore the policy does not apply to the project.
8.14	The FPASP Community Design Guidelines shall include recommendations for the design of natural parkways and other passive open space recreation facilities, storm water quality detention basins, water quality structures, wetland and tree mitigation areas, and public utilities.	n/a	The document submitted to the City contains this information. Therefore the policy does not apply to the project.
8.15	All entitlements within the FPASP shall be reviewed to ensure that thirty percent (30%) of the Plan Area is maintained as natural open space to preserve oak woodlands and sensitive habitat areas.	Yes	The project does not reduce the amount of open space in the Plan Area.
<b>Section 9 - Parks</b>			
9.1	To promote walking and cycling, community and neighborhood parks shall be connected to the pedestrian and bicycle network.	Yes	The project's sidewalks and bike routes are consistent with the connected pedestrian network in the Specific Plan.
9.2	Park designs shall accommodate a variety of active and passive recreational facilities and activities that meet the needs of Plan Area residents of all ages, abilities and special interest groups, including the disabled.	n/a	The project does not propose park uses. Therefore the policy does not apply to the project.
9.3	Neighborhood parks shall feature active recreational uses as a priority and provide field lighting for nighttime sports uses and other activities as deemed appropriate by the City of Folsom Parks and Recreation Department.	n/a	The project does not propose park uses. Therefore the policy does not apply to the project.
9.4	The sports facilities listed in Table 9.1 are suggested facilities for inclusion in community, neighborhood and local parks. The City may amend Table 9.1 as City needs change without amending the FPASP.	n/a	The project does not propose park uses. Therefore the policy does not apply to the project.
9.5	All park master plans shall include a lighting plan and all park lighting fixtures shall be shielded and energy efficient.	n/a	The project does not propose park uses. Therefore the policy does not apply to the project.

## Mangini Ranch Phase 1C 4-Pack: Applicant's FPASP Policy Consistency Analysis

FPASP Policy No.	FPASP Policy Description	Map Consistent	Remarks
<b>9.6</b>	Parks shall be designed and landscaped to provide shade, easy maintenance, water efficiency, and to accommodate a variety of recreational uses. Park improvements will comply with Folsom Municipal Code Chapter 13.26 Water Conservation and all applicable mitigations measures set forth in the FPASP EIR/EIS.	n/a	The project does not propose park uses. Therefore the policy does not apply to the project.
<b>9.7</b>	Park furniture and structures shall be selected based on durability, vandal resistance and long term maintenance, as approved by the City.	n/a	The project does not propose park uses. Therefore the policy does not apply to the project.
<b>9.8</b>	Public art is encouraged in parks where appropriate and feasible in compliance with the City's Arts and Culture Master Plan.	n/a	The project does not propose park uses. Therefore the policy does not apply to the project.
<b>9.9</b>	Easements and designated open space shall not be credited as parkland acreage. These areas may be used for park activities, but not to satisfy Quimby park land dedication requirements.	n/a	The project Therefore the policy does not apply to the project. The Proeject does not propose park uses.
<b>9.10</b>	Placement of stand alone cell towers or antennae in parks in strongly discouraged. Cell towers or antennae are permitted to be located on sports field lighting poles with a use permit.	n/a	Cell towers are not proposed with this application. Therefore the policy does not apply to the project.
<b>9.11</b>	All parks shall be sited and designed with special attention to safety and visibility. Park designs shall follow the use restrictions as outlined in the Folsom Municipal Code Chapter 9.68: Use of Park Facilities. The Parks and Recreation Commission shall review all park master development plans and make recommendations to the City Council for approval.	n/a	The project does not propose park uses. Therefore the policy does not apply to the project.
<b>9.12</b>	A Parks Master Plan shall be prepared for the Plan Area.	n/a	This policy affects the City and does not apply to individual developers.

Mangini Ranch Phase 1C 4-Pack: Applicant's FPASP Policy Consistency Analysis

FPASP Policy No.	FPASP Policy Description	Map Consistent	Remarks
9.13	If the existing slope of a park site shown on Figure 9.1 exceeds five percent, the site shall be rough graded by owner/developer/builder dedicating the park land in accordance with grading plans approved by the City of Folsom Parks and Recreation Department. The cost to grade sites may be credited against park impact fees subject to city approval.	n/a	The project does not propose park uses. Therefore the policy does not apply to the project.
9.14	Park land dedications are net areas in acres and exclude easements, wetlands, public rights-of-way and steep slopes or structures.	n/a	The project does not propose park uses. Therefore the policy does not apply to the project.
<b>Section 10 - Resource Management &amp; Sustainable Design</b>			
<i>Wetland Policies</i>			
10.1	Delineated wetlands shall be preserved to the greatest extent possible within open space areas and corridors, or otherwise provided for in protected areas.	Yes	Wetland permit has been issued for the project.
10.2	Where preservation is not feasible, mitigation measures shall be carried out as specified in the FPASP EIR/EIS.	Yes	Wetland permit has been issued for the project.



Mangini Ranch Phase 1C 4-Pack: Applicant's FPASP Policy Consistency Analysis

FPASP Policy No.	FPASP Policy Description	Map Consistent	Remarks
10.3	Water quality certification based on Section 401 of the Clean Water Act shall be obtained before issuance of the Section 404 permit.	Yes	A water quality certification was issued.
10.4	<p>Construction, maintenance, and monitoring of compensation wetlands shall be in accordance with requirements of the USACE, pursuant to the issuance of a Section 404 permit. Compensation wetlands may consist of one of the following:</p> <p>10.4a: Constructed wetlands within designated open space areas or corridors in the Plan Area;</p> <p>10.4b: Wetland credits purchased from a mitigation bank; and /or;</p> <p>10.4c: The purchase of land at an off-site location to preserve or construct mitigation wetlands.</p> <p>To ensure successful compensation wetlands, wetland feasibility studies shall be carried out in conjunction with request for permits from regulatory agencies prior to any construction.</p>	Yes	Wetland permit has been issued for the project.
10.5	As part of the Section 404 permitting process, the project applicants shall prepare a wetland mitigation and monitoring plan (MMP). The plan shall include detailed information on the habitats present within the preservation and mitigation areas, the long-term management and monitoring of these habitats, legal protection for the preservation and mitigation areas (e.g., conservation easement, declaration of restrictions), and funding mechanism information (e.g., endowment). The plan shall identify participation within mitigation banks.	Yes	Wetland permit has been issued for the project.
10.6	Maintenance and monitoring of all compensation wetlands, whether constructed or purchased, shall be carried out by an approved monitoring agency or organization, and shall be in accordance with all federal, state, and local regulations. Monitoring shall continue for a minimum of 5 years from completion of mitigation or until performance standards have been met, whichever is longer	Yes	Wetland permit has been issued for the project.

Mangini Ranch Phase 1C 4-Pack: Applicant's FPASP Policy Consistency Analysis

FPASP Policy No.	FPASP Policy Description	Map Consistent	Remarks
10.7	Special status vernal pool invertebrates shall be protected as required by State and federal regulatory agencies. Where protection is not feasible, vernal pool invertebrates shall be mitigated per the wetland mitigation and monitoring plan.	Yes	No special status species were identified in the project area and any impacts to offsite areas are covered by the Biological Opinion.
<i>Wildlife Policies</i>			
10.8	Tricolored blackbird nesting colony habitat, if any, shall be protected as required by State and federal regulatory agencies.	Yes	The Project will comply with mitigation measures in the FPASP EIR, including conducting preconstruction surveys. See MMRP.
10.9	A Swainson's Hawk mitigation plan shall be prepared to avoid loss of nesting areas if applicable.	Yes	It is the applicant's understanding that the City will soon approve a Swainson's Hawk Mitigation Plan. The project will comply with all relevant mitigation measures in this plan.
10.10	An incidental take permit shall be obtained to avoid impacts on the Valley Elderberry Longhorn Beetle (VELB), unless delisting has occurred.	Yes	The Project will comply with mitigation measures in the FPASP EIR. See MMRP. No Valley Elderberry Longhorn Beetle (VELB) were identified on the proposed project site.
10.11	Special-status bat roosts shall be protected as required by State and federal regulatory agencies.	Yes	The Project will comply with mitigation measures in the FPASP EIR, including conducting preconstruction surveys. See MMRP.
10.12	The Sacramento-Yolo Mosquito and Vector Control District will provide year-round mosquito and vector control in accordance with state regulations and its Mosquito Management Plan.	n/a	This policy applies to the Sacramento-Yolo Mosquito and Vector Control District. Therefore the policy does not apply to the project.

Mangini Ranch Phase 1C 4-Pack: Applicant's FPASP Policy Consistency Analysis

FPASP Policy No.	FPASP Policy Description	Map Consistent	Remarks
<i>Oak Woodlands &amp; Isolated Oak Tree Policies</i>			
10.13	Preserve and protect in perpetuity approximately 399-acres of existing oak woodlands.	n/a	The proposed project does not have any oak woodlands or oak tree canopy to be preserved. Therefore the policy does not apply to the project.
10.14	The details of ownership, long term maintenance and monitoring of the preserved and mitigated oak woodlands and isolated oak tree canopy shall be specified in the FPASP Open Space Management Plan approved concurrently with the FPASP.	n/a	The proposed project does not have any oak woodlands or oak tree canopy to be preserved. Therefore the policy does not apply to the project.

Mangini Ranch Phase 1C 4-Pack: Applicant's FPASP Policy Consistency Analysis

FPASP Policy No.	FPASP Policy Description	Map Consistent	Remarks																								
10.15	<p>Oak trees included in residential and non-residential development parcel impacted oak woodlands are encouraged to be preserved wherever practical, provided preservation does not:</p> <p>a) Cause a reduction in the number of lots or a significant reduction in the size of residential lots.</p> <p>b) Require mass grading that eliminates level pads or requires specialized foundations.</p> <p>c) Require the use of retaining wall or extended earthen slopes greater than 4 feet in height, as measured from the bottom of the footing to the top of the retaining wall.</p> <p>d) Require the preservation of any trees certified by an arborist to be dead or in poor or hazardous or non-correctable condition or trees the pose a safety risk to the public.</p> <p>e) Cost more to preserve the tree than to mitigate for its loss, based on the Isolated Oak Tree Mitigation requirements listed below.</p>	n/a	The proposed project does not have any oak woodlands or oak tree canopy to be preserved. Therefore the policy does not apply to the project.																								
10.16	<p>Isolated oak trees in residential and non-residential development parcels shall be rated according to the following national rating system developed by the American Society of Consulting Arborists (ASCA):</p> <table border="1" data-bbox="373 1019 1239 1331"> <thead> <tr> <th colspan="3" data-bbox="373 1019 1239 1096">TABLE 10.1 ASCA TREE RATING SYSTEM</th> </tr> <tr> <th data-bbox="373 1096 709 1133">RATING</th> <th data-bbox="709 1096 924 1133">RATING NO.</th> <th data-bbox="924 1096 1239 1133">RATING DESCRIPTION</th> </tr> </thead> <tbody> <tr> <td data-bbox="373 1133 709 1166">Excellent</td> <td data-bbox="709 1133 924 1166">5</td> <td data-bbox="924 1133 1239 1166">No problem(s)</td> </tr> <tr> <td data-bbox="373 1166 709 1198">Good</td> <td data-bbox="709 1166 924 1198">4</td> <td data-bbox="924 1166 1239 1198">No apparent problem(s)</td> </tr> <tr> <td data-bbox="373 1198 709 1230">Fair</td> <td data-bbox="709 1198 924 1230">3</td> <td data-bbox="924 1198 1239 1230">Minor problem(s)</td> </tr> <tr> <td data-bbox="373 1230 709 1263">Poor</td> <td data-bbox="709 1230 924 1263">2</td> <td data-bbox="924 1230 1239 1263">Major problem(s)</td> </tr> <tr> <td data-bbox="373 1263 709 1295">Hazardous or non-correctable</td> <td data-bbox="709 1263 924 1295">1</td> <td data-bbox="924 1263 1239 1295">Extreme problem(s)</td> </tr> <tr> <td data-bbox="373 1295 709 1331">Dead</td> <td data-bbox="709 1295 924 1331">0</td> <td data-bbox="924 1295 1239 1331">Dead</td> </tr> </tbody> </table>	TABLE 10.1 ASCA TREE RATING SYSTEM			RATING	RATING NO.	RATING DESCRIPTION	Excellent	5	No problem(s)	Good	4	No apparent problem(s)	Fair	3	Minor problem(s)	Poor	2	Major problem(s)	Hazardous or non-correctable	1	Extreme problem(s)	Dead	0	Dead	n/a	The proposed project does not have any oak woodlands or oak tree canopy to be preserved. Therefore the policy does not apply to the project.
TABLE 10.1 ASCA TREE RATING SYSTEM																											
RATING	RATING NO.	RATING DESCRIPTION																									
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## Mangini Ranch Phase 1C 4-Pack: Applicant's FPASP Policy Consistency Analysis

FPASP Policy No.	FPASP Policy Description	Map Consistent	Remarks
<b>10.17</b>	As part of any small lot tentative subdivision map application submittal, prepare and submit a site map, a tree preservation program and arborist's report and both a canopy survey of oak trees in the development parcel as well as a survey of individual free standing oak trees. The surveys will show trees to be preserved and trees to be removed consistent with the requirements of FMC Chapter 12.16.	n/a	The proposed project does not have any oak woodlands or oak tree canopy to be preserved. Therefore the policy does not apply to the project.
<b>10.18</b>	For small lot tentative subdivision parcels that contain oak trees, a pre-application and conceptual project review is required to ensure that every reasonable and practical effort has been made by the applicant to preserve oak trees. At a minimum, the submittal shall consist of a completed application form, the site map, the tree preservation program, the arborist's report, an aerial photograph of the project site, the oak tree surveys, and a conceptual site plan and grading plan showing road and lot layouts and oak trees to be preserved or removed.	n/a	The proposed project does not contain oak trees. Therefore the policy does not apply to the project.
<b>10.19</b>	Minor administrative modifications to the FPASP development standards, including but not limited to reduced parking requirements, reduced landscape requirement, reduced front and rear yard building setbacks, modified drainage requirements, increased building heights; and variations in lot area, width, depth and site coverage are permitted as part of the Design Review approval process in order to preserve additional oak trees within development parcels.	n/a	The proposed project does not have any oak woodlands or oak tree canopy to be preserved. Therefore the policy does not apply to the project.
<b>10.20</b>	When oak trees are proposed for preservation in a development parcel, ensure their protection during and after construction as outlined in FMC Chapter 12.16 – Tree Preservation. Once an individual residence or commercial building has received an occupancy permit, preserved trees on the property are subject to the requirements of FMC Chapter 12.16 – Tree Preservation.	n/a	The proposed project does not have any oak woodlands or oak tree canopy to be preserved. Therefore the policy does not apply to the project.

Mangini Ranch Phase 1C 4-Pack: Applicant's FPASP Policy Consistency Analysis

FPASP Policy No.	FPASP Policy Description	Map Consistent	Remarks
<i>Cultural Resources Policies</i>			
10.21	<p>The following shall be prepared prior to extensive grading or excavation:</p> <p>10.21a: Existing archeological reports relevant to the Plan Area shall be reviewed by a qualified archaeologist. fully surveyed, to the extent required, to characterize and record the site. Any</p> <p>10.21c: An Archaeological Resources Report shall be prepared, as appropriate.</p> <p>10.21d: Copies of all records shall be submitted to the appropriate information center in the California Historical Resource Information System (CHRIS).</p>	Yes	The proposed project has completed the archaeological surveys and reports described here and they have been submitted to the California Historical Resource Information System (CHRIS).
10.22	Publicly accessible trails and facilities in open space areas shall be located so as to ensure the integrity and preservation of historical and cultural resources as specified in the FPASP Community Design Guidelines and the Open Space Management Plan.	n/a	The project does not propose open space uses. Therefore the policy does not apply to the project.
10.23	Views toward cultural resources from publicly accessible trails and facilities shall be protected, where appropriate.	n/a	The project proposes connections to trails, but does not propose publicly accessible trails or facilities. Therefore the policy does not apply to the project.
10.24	Interpretive displays near cultural resources shall be unobtrusive and compatible with the visual form of the resources.	n/a	There are no cultural resources that require displays on the project site. Therefore the policy does not apply to the project.
<i>Water Quality Policies</i>			
10.25	Natural drainage courses within the Plan Area along Alder, Carson, Coyote, and Buffalo Creeks and their tributaries shall be preserved as required by state and federal regulatory agencies and incorporated into the overall storm water drainage system.	Yes	The proposed project is consistent with the drainage master plan, including the preservation measures for the referenced drainage features and waterways.

## Mangini Ranch Phase 1C 4-Pack: Applicant's FPASP Policy Consistency Analysis

FPASP Policy No.	FPASP Policy Description	Map Consistent	Remarks
<b>10.26</b>	Trails located within open space corridors and areas shall be designed to include soil erosion control measures to minimize sedimentation of nearby creeks and maintain the natural state of drainage courses.	n/a	The project does not propose trails. Therefore the policy does not apply to the project.
<b>10.27</b>	Public recreational facilities (e.g., picnic areas and trails) located within open space corridors or areas shall be subject to urban storm water best management practices, as defined in Section 10.3 – Sustainable Design.	n/a	The project does not propose open space uses. Therefore the policy does not apply to the project.
<b>10.28</b>	Best management practices shall be incorporated into construction practices to minimize the transfer of water borne particulates and pollutants into the storm water drainage system in conformance with FMC Chapters 8.70 – Stormwater Management & Discharge Control and 14.29 – Grading as well as current NPDES permit requirements and State Water Resources Control Board’s Construction General Permit requirements.	Yes	The described BMPs will be incorporated in the notes section for the final improvement plans for the proposed project.
<b>10.29</b>	All mitigation specified in the FPASP EIR/EIS shall be implemented.	Yes	Mitigation Measures will be implemented.
<b>10.30</b>	Preference shall be given to biotechnical or non-structural alternatives, over alternatives involving revetments, bank regrading or installation of stream training structures.	Yes	Project will include measures in improvement plans.
<b><i>Alder Creek &amp; Floodplain Protection Policies</i></b>			
<b>10.31</b>	Alder Creek shall be preserved in its natural state, to the extent feasible, to maintain the riparian and wetland habitat adjacent to the creek.	n/a	The proposed project does not impact Alder Creek. Therefore the policy does not apply to the project.
<b>10.32</b>	All improvements and maintenance activity, including creek bank stabilization, adjacent to Alder Creek shall comply with the Clean Water Act Section 404 permits and the Central Valley Flood Protection Act of 2008 (SB 5).	n/a	The proposed project does not impact Alder Creek. Therefore the policy does not apply to the project.
<b>10.33</b>	Bank stabilization and other erosion control measure shall have a natural appearance, wherever feasible. The use of biotechnical stabilization methods is required within Alder Creek where it is technically suitable can be used instead of mechanical stabilization.	n/a	The proposed project does not impact Alder Creek. Therefore the policy does not apply to the project.

Mangini Ranch Phase 1C 4-Pack: Applicant's FPASP Policy Consistency Analysis

FPASP Policy No.	FPASP Policy Description	Map Consistent	Remarks
10.34	New drainage outfalls within or near Alder Creek, or improvements to existing outfalls, shall be designed and constructed utilizing low impact development (LID) practices in conformance with the most current National Pollutant Discharge Elimination (NPDE) regulations. Consistent with these practices, storm water collection shall be decentralized, its quality improved and its peak flow contained in detention facilities that will slowly release it back into the creek drainage outfalls and improvements shall be unobtrusive and natural in appearance (refer to Section 12.6 - Stormwater).	n/a	The proposed project does not impact Alder Creek. Therefore the policy does not apply to the project.
10.35	All Plan Area development projects shall avoid encroaching on the Alder Creek 200-year flood plain to ensure that no adverse alterations to the creek or the floodplain occur where practical. However, in the event encroachment is unavoidable, construction shall comply with the FPASP EIR/EIS mitigation measures, and all relevant provisions of the Central Valley Flood Protection Plan and FMC Chapter 14.23 – Flood Damage Prevention.	n/a	The proposed project does not impact Alder Creek. Therefore the policy does not apply to the project.
10.36	Plan Area streets that cross Alder Creek may be grade-separated from the creek to allow uninterrupted passage of wildlife and trail users. Adequate vertical clearance shall be provided under all such street crossings to allow safe, visible bicycle, pedestrian and equestrian travel. Any streets that cross Alder Creek and are grade-separated shall follow the standards established in FMC Chapter 10.28 – Bridges.	n/a	The proposed project does not impact Alder Creek. Therefore the policy does not apply to the project.
10.37	Emergency vehicle access along Alder Creek may be provided on Class I bike paths and/or separately designated emergency access roads (refer to Figure 7.29).	n/a	The proposed project does not impact Alder Creek. Therefore the policy does not apply to the project.
10.38	All lighting adjacent to Alder Creek shall be limited to bridges, underpasses, trailheads, public facilities and for other public safety purposes. Lighting fixtures shall be fully shielded and energy efficient.	n/a	The proposed project does not impact Alder Creek. Therefore the policy does not apply to the project.



Mangini Ranch Phase 1C 4-Pack: Applicant's FPASP Policy Consistency Analysis

FPASP Policy No.	FPASP Policy Description	Map Consistent	Remarks
10.39	Class I bike paths and other paved and unpaved trails may be constructed near Alder Creek in the SP-OS2 passive open space zone consistent with the FPASP Community Design Guidelines.	n/a	The proposed project does not impact Alder Creek. Therefore the policy does not apply to the project.
10.40	Public access points shall be located in areas where they have the least impact to the Alder Creek environment and designed to avoid sensitive plant wildlife habitat areas.	n/a	The proposed project does not impact Alder Creek. Therefore the policy does not apply to the project.
10.41	Re-vegetation and new planting along Alder Creek shall use California central valley and foothills native plants as described in the most current edition of River-Friendly Landscape Guidelines.	n/a	The proposed project does not impact Alder Creek. Therefore the policy does not apply to the project.
10.42	Adhere to the recommendations and policies of the Alder Creek Watershed Management Action Plan where feasible.	n/a	The proposed project does not impact Alder Creek. Therefore the policy does not apply to the project.
<i>Air Quality Policies</i>			
10.43	An Operational Air Quality Mitigation Plan has been prepared and approved by the Sacramento Metropolitan Air Quality Management District based on the District's CEQA guidelines dated July 2004. As required by LAFCO Resolution 1195 (dated 6 June 2001) the plan achieves a 35% reduction in potential emissions than could occur without a mitigation program.	Yes	The proposed project will comply with all applicable air quality mitigation measures.
10.44	The approved Operational Air Quality Mitigation measures shall be included as policies in the relevant sections of the FPASP.	Yes	The proposed project will comply with all applicable air quality mitigation measures.
10.45	Based on advisory recommendations included in Table 1-1 of the California Air Resources Board document entitled Air Quality and Land Use Handbook, avoid locating residential land uses within 500-feet of U.S. Highway 50.	Yes	Proposed residential land uses are more than 500-feet from U.S. Highway 50.

Mangini Ranch Phase 1C 4-Pack: Applicant's FPASP Policy Consistency Analysis

FPASP Policy No.	FPASP Policy Description	Map Consistent	Remarks
10.46	Prohibit wood burning fireplaces in all residential construction.	Yes	Consistent with the Specific Plan and the Air Quality Management Plan, Wood burning fireplaces are not included in the project.
10.47	Provide complimentary electric lawnmowers to each residential buyer in the SF, SFHD and the MLD land uses.	Yes	The Project Site is zoned MLD and will comply with all applicable air quality mitigation measures.

Mangini Ranch Phase 1C 4-Pack: Applicant's FPASP Policy Consistency Analysis

FPASP Policy No.	FPASP Policy Description	Map Consistent	Remarks
<i>Noise Policies</i>			
10.48	Residential developments must be designed and/or located to reduce outdoor noise levels generated by traffic to less than 60 dB.	Yes	The Project will comply with mitigation measures in the FPASP EIR , including noise reduction measures. See MMRP.
10.49	Noise from Aerojet propulsion system and routine component testing facilities affecting sensitive receptor areas shall be mitigated based on recommendations in the acoustical study.	n/a	The project will not be impacted by the Aerojet facilities. Therefore the policy does not apply to the project.
10.50	The Conditions, Covenants and Restrictions in the Department of Real Estate Public Report shall disclose that the Plan Area is within the Mather Airport flight path and that over flight noise may be present at various times.	Yes	Avigation easements have been recorded on the property and disclosures will be provided in CC&R's.
10.51	Landowner shall, prior to Tier 2 Development Agreement, record an easement over the property relating to noise caused by aircraft arriving or departing from Mather Airport.	Yes	Avigation easements have been recorded on the property.

Mangini Ranch Phase 1C 4-Pack: Applicant's FPASP Policy Consistency Analysis

FPASP Policy No.	FPASP Policy Description	Map Consistent	Remarks
<i>Low Impact Development Policies</i>			
10.52	<p>Site specific development projects shall incorporate LID design strategies that include:</p> <p>10.52a: Minimizing and reducing the impervious surface of site development by reducing the paved area of roadways, sidewalks, driveways, parking areas, and roof tops;</p> <p>10.2b: Breaking up large areas of impervious surface area and directing stormwater flows away from these areas to stabilized vegetated areas;</p> <p>10.52c: Minimizing the impact of development on sensitive site features such as streams, floodplains, wetlands, woodlands, and significant on-site vegetation;</p> <p>10.52d: Maintaining natural drainage courses; and</p> <p>10.52e: Provide runoff storage dispersed uniformly throughout the site, using a variety of LID detention, retention, and runoff techniques that may include:</p> <ul style="list-style-type: none"> <li>· Bioretention facilities and swales (shallow vegetated depressions engineered to collect, store, and infiltrate runoff); and</li> </ul>	Yes	<p>The project is consistent with the City's Backbone Infrastructure Master Plan, which includes stormwater requirements. The portion of the proposed project that includes site-specific development has incorporated LID design strategies as described in section 1C.52 of the EIR for the FPASP.</p>

## Mangini Ranch Phase 1C 4-Pack: Applicant's FPASP Policy Consistency Analysis

FPASP Policy No.	FPASP Policy Description	Map Consistent	Remarks
	· Landscape buffers, parkways, parking medians, filter strips, vegetated curb extensions, and planter boxes (containing grass or other close-growing vegetation planted between polluting sources (such as a roadway or site development) and downstream receiving water bodies).		
<b>Landscaping Policies</b>			
<b>10.53</b>	The Plan Area landscape palette shall consist of California Central Valley and foothills native plant species as described in the most current edition of River-Friendly Landscape Guidelines and drought tolerant adaptive plant species except at neighborhood entry gateways and similar high visibility locations where ornamental plant species may be preferred.	Yes	The project is designed to be consistent with the applicable design guidelines.
<b>10.54</b>	The use of turf is not allowed on slopes greater than 25% where the toe of the slope is adjacent to an impermeable hardscape. Consistent with CALGreen Tier 2 voluntary recommendations, all development projects within the Plan Area shall be encouraged to limit the use of turf to 25% of the total landscaped area.	n/a	The project does not include any slopes greater than 25%. Therefore the policy does not apply to the project.
<b>10.55</b>	Open space areas adjacent to buildings and development parcels shall maintain a fuel modification and vegetation management area in order to provide the minimum fuel modification fire break as required by State and local laws and ordinances. Additionally, development parcels adjacent to open space areas may be required to provide emergency access through the property to the open space by means of gates, access roads or other means approved by the City of Folsom Fire Department. Ownership and maintenance of open space areas, including fuel modification requirements and fire hazard reduction measures are outlined in the FPASP Open Space Management Plan.	Yes	The FPASP Open Space Management Plan provides for fuel modification measures.
<b>10.56</b>	Trees shall be interspersed throughout parking lots so that in fifteen (15) years, forty (40) percent of the parking lot will be in shade at high noon. At planting, trees shall be equivalent to a #15 container or larger.	n/a	The project does not include any parking lots. Therefore the policy does not apply to the project.
<b>Energy Efficiency Policies</b>			

## Mangini Ranch Phase 1C 4-Pack: Applicant's FPASP Policy Consistency Analysis

FPASP Policy No.	FPASP Policy Description	Map Consistent	Remarks
<b>10.57</b>	Conservation of energy resources will be encouraged through site and building development standards.	Yes	The proposed project will comply with all applicable energy conservation development standards.
<b>10.58</b>	Buildings shall incorporate site design measures that reduce heating and cooling needs by orienting buildings on the site to reduce heat loss and gain depending on the time of day and season of the year.	Yes	Where site conditions permit, the project incorporates site design measures that reduce heating and cooling needs through building orientation.
<b>10.59</b>	Solar access to homes shall be considered in the design of residential neighborhoods to optimize the opportunity for passive and active solar energy strategies.	Yes	The project will comply with applicable residential building codes, including providing solar access.
<b>10.60</b>	Multi-family and attached residential units shall be oriented toward southern exposures, where site conditions permit.	n/a	The Project proposes single-family, detached residential uses.
<b>10.61</b>	Buildings shall be designed to incorporate the use of high quality, energy efficient glazing to reduce heat loss and gain.	Yes	The project is designed to comply with the applicable Design Guidelines and standards. The required features will be verified during the building plan check process.
<b>10.62</b>	Energy efficient appliances, windows, insulation, and other available technologies to reduce energy demands will be encouraged.	Yes	The project is designed to comply with the applicable Design Guidelines and standards. The required features will be verified during the building plan check process.
<b>10.63</b>	Office park uses shall install automatic lighting and thermostat features.	n/a	The project does not include office uses. Therefore the policy does not apply to the project.

Mangini Ranch Phase 1C 4-Pack: Applicant's FPASP Policy Consistency Analysis

FPASP Policy No.	FPASP Policy Description	Map Consistent	Remarks
10.64	Commercial and public buildings shall use energy efficient lighting with automatic controls to minimize energy use.	n/a	The project does not include commercial or public buildings. Therefore the policy does not apply to the project.
10.65	Energy Star certified equipment and appliances shall be installed, to include: 10.65a - Residential appliances; heating and cooling systems; and roofing; and 10.65b - Nonresidential appliances and office equipment; heating, cooling, and lighting control systems; and roofing	Yes	The project is designed to comply with the applicable Design Guidelines and standards. The required features will be verified during the building plan check process.
10.66	Commercial, residential, and public projects shall be designed to allow for the possible installation of alternative energy technologies including active solar, wind, or other emerging technologies, and shall comply with the following standards: 10.66a - Installation of solar technology on buildings such as rooftop photovoltaic cell arrays shall be installed in accordance with the State Fire Marshal safety regulations and guidelines. 10.66b - Standard rooftop mechanical equipment shall be located in such a manner so as not to preclude the installation of solar panels. 10.66c - Alternative energy mechanical equipment and accessories installed on the roof of a building, they shall be integrated with roofing materials and/or blend with the structure's architectural form.	Yes	The project will comply with applicable residential building codes, including providing solar access.
10.67	Radiant solar heating or similar types of energy efficient technologies, shall be installed in all swimming pools.	Yes	The project is designed to comply with the applicable Design Guidelines and standards. The required features will be verified during the building plan check process.

Mangini Ranch Phase 1C 4-Pack: Applicant's FPASP Policy Consistency Analysis

FPASP Policy No.	FPASP Policy Description	Map Consistent	Remarks
10.68	Electrical outlets shall be provided along the front and rear exterior walls of all single family homes to allow for the use of electric landscape maintenance tools.	Yes	The project is designed to comply with the applicable Design Guidelines and standards. The required features will be verified during the building plan check process.
10.69	The city will strive to ensure that all new publicly owned buildings within the Plan Area will be designed, constructed and certified at LEED-NC certification levels.	n/a	The project does not propose any publicly owned buildings. Therefore the policy does not apply to the project.
10.70	The City of Folsom shall undertake all cost-effective operational and efficiency measures and consider the installation of onsite renewable energy technologies within appropriate portions of the Plan Area, including parks, landscape corridors and open space areas.	n/a	This is a City requirement, not a project-specific requirement. The City of Folsom has plans in place to undertake the described cost-effective operational and efficiency measures and consider the installation of onsite renewable energy technologies within appropriate portions of the Plan Area, including parks, landscape corridors and open space areas.
<i>Water Efficiency Policies</i>			
10.71	All office, commercial, and residential land uses shall be required to install water conservation devices that are generally accepted and used in the building industry at the time of development, including low-flow plumbing fixtures and low-water-use appliances.	Yes	The project is designed to comply with the applicable Design Guidelines and standards. The required features will be verified during the building plan check process.



Mangini Ranch Phase 1C 4-Pack: Applicant's FPASP Policy Consistency Analysis

FPASP Policy No.	FPASP Policy Description	Map Consistent	Remarks
10.72	A backbone “purple pipe” non-potable water system shall be designed and installed where feasible and practical to supply non-potable water to park sites, landscape corridors, natural parkways and other public landscaped spaces within the Plan Area.	n/a	Purple pipe has been incorporated into the Specific Plan for major collector roadway landscaping and funding is provided in the PFFP. Purple pipe infrastructure is not the applicant's responsibility.
10.73	Water efficient irrigation systems, consistent with the requirements of the latest edition of the California Model Water Efficient Landscape Ordinance, or similar ordinance adopted by the City of Folsom, shall be mandatory for all public agency projects and all private development projects with a landscape area equal to or greater than 2,500 square feet requiring a building or landscape permit, plan check or design review.	Yes	The project is designed to comply with the applicable Design Guidelines. Water efficient irrigation systems will be employed for use in project-area landscaping.

Mangini Ranch Phase 1C 4-Pack: Applicant's FPASP Policy Consistency Analysis

FPASP Policy No.	FPASP Policy Description	Map Consistent	Remarks
<i>Material Conservation &amp; Resource Efficiency Policies</i>			
10.74	Use "Green" certified construction products whenever feasible.	Yes	Builders in the proposed project will be required to use "Green" certified construction products whenever feasible. The project will comply with all relevant requirements in the City Code and State Building Code.
10.75	Prepare a construction waste management plan for individual construction projects.	Yes	Prior to construction, a construction waste management plan will be prepared for individual construction projects within the proposed project.
10.76	A minimum of 50% of the non-hazardous construction waste generated at a construction site shall be recycled or salvaged for reuse.	Yes	The plan described in Section 10.75 will provide for a minimum of 50% of the non-hazardous construction waste generated at a construction site to be recycled or salvaged for reuse.
10.77	Topsoil displaced during grading and construction shall be stockpiled for reuse in the Plan Area.	Yes	Topsoil displaced during grading and construction of the proposed project shall be stockpiled for reuse in the Plan Area.
<i>Environmental Quality Policies</i>			
10.78	All HVAC and refrigeration equipment shall not contain chlorofluorocarbons (CFCs).	Yes	California outlawed the use of HFCs in 2018. The project is designed to comply with California law.

Mangini Ranch Phase 1C 4-Pack: Applicant's FPASP Policy Consistency Analysis

FPASP Policy No.	FPASP Policy Description	Map Consistent	Remarks
10.79	All fire suppression systems and equipment shall not contain halons.	Yes	The project is designed to comply with the applicable Design Guidelines and standards. The required features will be verified during the building plan check process.
10.80	Provide accessible screened areas that are identified for the depositing, storage and collection of non-hazardous materials for recycling for commercial, industrial/office park, mixed-use, public-use and multi-family residential projects.	Yes	Same remark as in Section 10.79.
10.81	Particleboard, medium density fiberboard (MDF) and hardwood plywood shall comply with low formaldehyde emission standards.	Yes	Same remark as in Section 10.79.
10.82	Limit the use of volatile organic compounds (VOC) in all construction materials.	Yes	same remark as in Section 10.79.
<b>Section 11 - Public Services and Facilities</b>			
11.1	Public schools will be constructed in the Plan Area in accordance with the City Charter and state law.	n/a	There are no public schools or public service facilities in the proposed project. Therefore the policy does not apply to the project.
11.2	All public service facilities shall participate in the City's recycling program.	n/a	No public facilities are being proposed with this project. Therefore the policy does not apply to the project.
11.3	Energy efficient technologies shall be incorporated in all Public Service buildings	n/a	No public facilities are being proposed with this project. Therefore the policy does not apply to the project.

## Mangini Ranch Phase 1C 4-Pack: Applicant's FPASP Policy Consistency Analysis

FPASP Policy No.	FPASP Policy Description	Map Consistent	Remarks
11.4	Passive solar design and/or use of other types of solar technology shall be incorporated in all public service buildings.	n/a	No public facilities are being proposed with this project. Therefore the policy does not apply to the project.
11.5	The city shall strive to ensure that all public service buildings shall be built to silver LEED NC standards.	n/a	No public facilities are being proposed with this project.
11.6	Utilize Crime Prevention Through Environmental Design (CPTED) principles in the design of all public service buildings.	n/a	No public facilities are being proposed with this project. Therefore the policy does not apply to the project.
11.7	If the existing slope of a public facilities site shown on Figure 11.1 exceeds five percent, the site shall be rough graded by the owner/developer/builder dedicating the public facilities site in accordance with grading plans approved by the City of Folsom, subject to a credit and/or reimbursement agreement.	n/a	There are no public schools or public service facilities in the proposed project. Therefore the policy does not apply to the project.
11.8	Plan Area landowners shall, prior to approval of the annexation by LAFCo and prior to any Tier 2 Development Agreement, whichever comes first, comply with the schools provision in Measure W (Folsom Charter Provision Section 7.08D) and incorporate feasible school impact mitigation requirements as provided in LAFCo Resolution No. 1196, Section 13.	Yes	Project will comply with school district and charter requirements with respect to Measure W.
<b>Section 12 - Utilities</b>			
12.1	Consistent with the provisions of City Charter Article 7.08 (A), the FPASP shall "identify and secure the source of water supply(is) to serve the Plan Area. This new water supply shall not cause a reduction in the water supplies designated to serve existing water users north of Highway 50 and the new water supply shall not be paid for by Folsom residents north of Highway 50.	Yes	This is a City requirement, not a project-specific requirement. The project is consistent with the FPASP and complies with the City's water supply agreement.

Mangini Ranch Phase 1C 4-Pack: Applicant's FPASP Policy Consistency Analysis

FPASP Policy No.	FPASP Policy Description	Map Consistent	Remarks
12.2	Design and construct the necessary potable water, non-potable water for irrigation, wastewater and stormwater infrastructure require to serve the Plan Area. All infrastructure improvements shall follow the requirements established in the Water Master Plan, Wastewater Master Plan and the Storm Drainage Master Plan. Improvements will be based on phasing of development.	n/a	The policy affects the City and does not apply to individual developers. Therefore the policy does not apply to the project.
12.3	Land shall be reserved for the construction of public utility facilities that are not planned within road rights-of-way, as required by the City of Folsom.	Yes	Land is being reserved for public utilities as described where needed.
12.4	Utilize Best Management Practices (BMPs) where feasible and appropriate.	Yes	BMPs will be utilized where feasible and appropriate.
12.5	Urban runoff will be treated prior to discharging to a water of the state (i.e. creek, wetland) in accordance with the City's most current Municipal Stormwater Permit requirements for new development.	Yes	The project complies with permit requirements.
12.6	Employ Low Impact Development (LID) practices, as required by the City of Folsom, in conformance with the City's stormwater quality development standards.	Yes	The project is consistent with the Specific Plan requirements and the City requirements as they are updated from time to time.
<b>Section 13 - Implementation</b>			
<i>Financing Policies</i>			
13.1	The Plan Area shall fund its proportional share of regional backbone infrastructure costs and the full costs for primary and secondary backbone infrastructure.	Yes	Project is consistent with Public Facilities Financing Plan.
13.2	The Plan Area shall fund the its proportional share of the costs for Plan Area public facilities including the municipal center, police and fire department stations, the city corp yard and community, neighborhood and local parks.	Yes	Project is consistent with Public Facilities Financing Plan.
13.3	The City of Folsom shall apply for Sacramento Countywide Transportation Mitigation fee funding to help fund all eligible regional road backbone infrastructure.	n/a	This is a City requirement. Therefore the policy does not apply to the project.

Mangini Ranch Phase 1C 4-Pack: Applicant's FPASP Policy Consistency Analysis

FPASP Policy No.	FPASP Policy Description	Map Consistent	Remarks
13.4	A Plan Area fee will be created to fund backbone infrastructure and a proportional cost allocation system will be established for each of the Plan Area property owners.	n/a	The policy affects the City and does not apply to individual developers. Therefore the policy does not apply to the project.
13.5	City of Folsom impact and capital improvement fees shall be used to fund Plan Area backbone infrastructure and public facilities where allowed by law.	n/a	The policy affects the City and does not apply to individual developers. Therefore the policy does not apply to the project.
13.6	One or more Community Facilities Districts shall be created in the Plan Area to help finance backbone infrastructure and public facilities costs and other eligible improvements and/or fees.	n/a	The policy affects the City and does not apply to individual developers. Therefore the policy does not apply to the project.

Mangini Ranch Phase 1C 4-Pack: Applicant's FPASP Policy Consistency Analysis

FPASP Policy No.	FPASP Policy Description	Map Consistent	Remarks
<i>Phasing Policies</i>			
13.7	Submit a conceptual backbone infrastructure phasing plan for the appropriate development area with the first tentative map or building permit submittal. Updating of the conceptual backbone infrastructure phasing plan shall be a requirement of subsequent tentative map or building permit applications for each development area.	n/a	The policy affects the City and does not apply to individual developers. Therefore the policy does not apply to the project.
<i>Maintenance Policies</i>			
13.8	Create one or more Landscaping and Lighting Districts in the Plan Area for the maintenance and operation of public improvements and facilities and open space.	Yes	A Community Facilities District will be formed to implement policy.

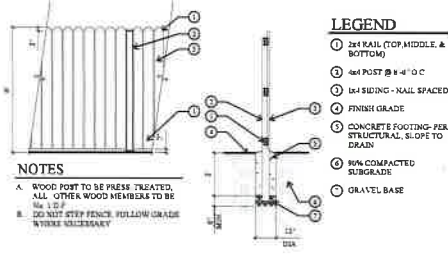
**Attachment 14**

**Wall and Fence Exhibit dated May 24, 2021**

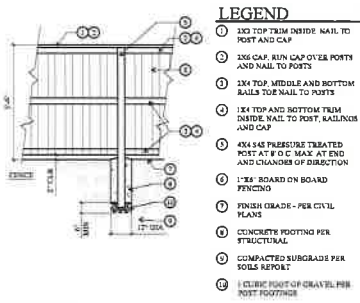


# Mangini Ranch Phase 1C

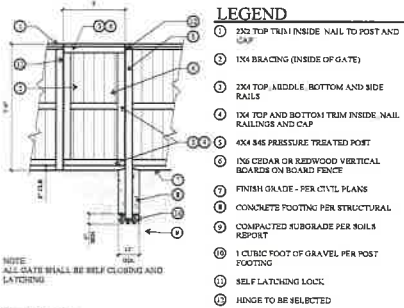
## 4-PACK CLUSTER SERIES



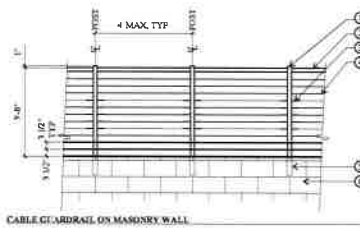
GOOD NEIGHBORHOOD WOOD FENCE



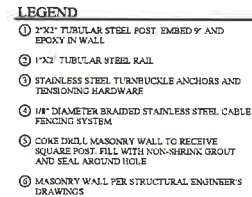
ENHANCE WOOD FENCE



ENHANCE WOOD GATE

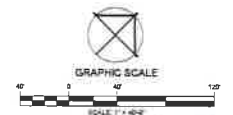


CABLE GUARDRAIL ON MASONRY WALL



**NOTE**

- A. STRUCTURAL REINFORCEMENT ATTACHMENTS/CONNECTIONS & FOOTING PER STRUCTURAL ENGINEER
- B. DETAIL IS FOR DESIGN INTENT ONLY
- C. ALL METAL TO RECEIVE (1) COATS RUST INHIBITIVE PRIMER AND (2) COATS OF FINISHING PAINT - COLOR TBS
- D. GRIND ALL WELD SMOOTH



**Attachment 15**

**Landscape Plan dated April 27, 2021**

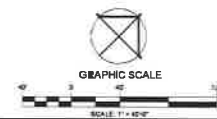
# Mangini Ranch Phase 1C

## 4-PACK CLUSTER SERIES



### PLANT PALETTE

SYMBOL	BOTANICAL NAME	COMMON NAME	SIZE	PLANT FACTOR	SYMBOL	BOTANICAL NAME	COMMON NAME	SIZE	PLANT FACTOR	SYMBOL	BOTANICAL NAME	COMMON NAME	SIZE	PLANT FACTOR
<b>STREET TREES</b>														
	ARBUTUS UNEDO 'MARDIA'	STRAWBERRY TREE	18 GAL	L		FRONT DOOR COLUMNAR ANCHOR TREE / SHIRAZI					SHRUBS			
	LACINSTRORHMA HYS NATCHEZ'	NATCHEZ GRAPE NYRTLE	18 GAL	L		BLABOCARPUS DISCIPENS	JAPANESE BLUEBERRY	5 GAL	M		AGAPANTHUS SP	LILY OF THE LILE	1 GAL	L
	MADAGASCALA LITTLE GEM	MADAGASCALA	18 GAL	M		LIGUSTRUM JAPONICUM	JAPANESE PRIVET	5 GAL	M		ARBUTUS UNEDO 'COMPACTA'	DWARF STRAWBERRY TREE	5 GAL	L
<b>DWARF ACCENT TREES</b>														
	ALYOGYNE HUBGELII	BLUE HIBISCUS - STD TREE FORM	15 GAL	L		PODOCARPUS ELONGATUS	SCHIEBELLE YELLOWWOOD	5 GAL	M		DIANELLA CABRUELA 'LITTLE BECCA'	LITTLE BECCA BLUE FLAX LILLY	1 GAL	L
	LAVATERA MARITIMA	TREE MALLOW - STD TREE FORM	15 GAL	M		PRUNUS CAROLINIANA 'BRIGHT N TIGHT'	DWARF CAROLINA LAUREL CHERRY	5 GAL	M		DIANELLA RENOLUTA 'LITTLE REV'	LITTLE REV FLAX LILLY	1 GAL	L
	LEPTOSPERMUM SCOPARUM 'RUBY GLOW'	RUBY GLOW NEW ZEALAND TEA TREE	15 GAL	L	<b>GROUNDCOVER</b>									
	DICHTERUM JAPONICUM	WAXLEAF PRIVET - STD TREE FORM	15 GAL	M		ARCTOSTAPHYLOS WOODS COMPACTA'	MANZANITA	1 GAL	L		ESCALLONIA NEWPORT'	DWARF NEWPORT ESCALLONIA	5 GAL	L
	RHAPHIOLEPS INDICA 'MAJESTIC BEAUTY'	MAJESTIC BEAUTY HAWTHORN	15 GAL	L		LAVANDULA E 'OTTO QUELT'	SPANISH LAVENDER	1 GAL	M		ESCALLONIA TERRI	COMPACT PINK ESCALLONIA	5 GAL	L
<b>FRONT YARD TREES</b>														
	ARBUTUS UNEDO 'MARINA'	STRAWBERRY TREE	15 GAL	L		LEIBORITALEM 'CHINENSE 'HARDY''	CHINESE FRINSE FLOWEN	1 GAL	M		LIGUSTRUM JAPONICUM	JAPANESE PRIVET	5 GAL	M
	LACINSTRORHMA INDICA 'MURKOOGE'	PLAINS PRUITENIA - STD TREE FORMS	15 GAL	L		ROSA 'CARPET ROSE'	RED CARPET ROSE	1 GAL	L		JONCAUS PATERNS	CALIFORNIA GRAY RUSH	1 GAL	L
	PROTYMA + FRASERU	CAROLINA LAUREL CHERRY	15 GAL	M		ROSA 'CARPET ROSE'	WHITE CARPET ROSE	1 GAL	M		PITTOPORIUM TORIRA 'VARIBGATA'	MOCK ORANGE	5 GAL	L
	PRUNUS CAROLINIANA	CHANTICLEER PEAK	15 GAL	M		KOSMARIUS O 'HUNTINGTON CARPET'	TRAILING ROSEMARY	1 GAL	L		RHAPHIOLEPS INDICA 'CLARA'	INDIAN HAWTHORN	5 GAL	L
	PRUS CALLERYANA 'CHANTICLEER		15 GAL	M		SCAEVOAL MAUVE'S CLUSTERS	FAN FLOWER	1 GAL	M		RHAPHIOLEPS UMBRELLATA	HAWTHORN	5 GAL	L
						FRACHEL OSPERMUM 'ASMDNODES'	STAR JASMINE	1 GAL	M		ROSA 'ICEBERG'	ICEBERG ROSES	5 GAL	M
						VERBENUM DAVDII	DAVID VERBENUM	1 GAL	M		ROSA SP	SPANISH RED ROSE SHRUB	5 GAL	M
											WESTINGIA 'BLUE GEM'	BLUE GEM COAST ROSEMARY	5 GAL	M



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HOMES



LANDSCAPE CONCEPT

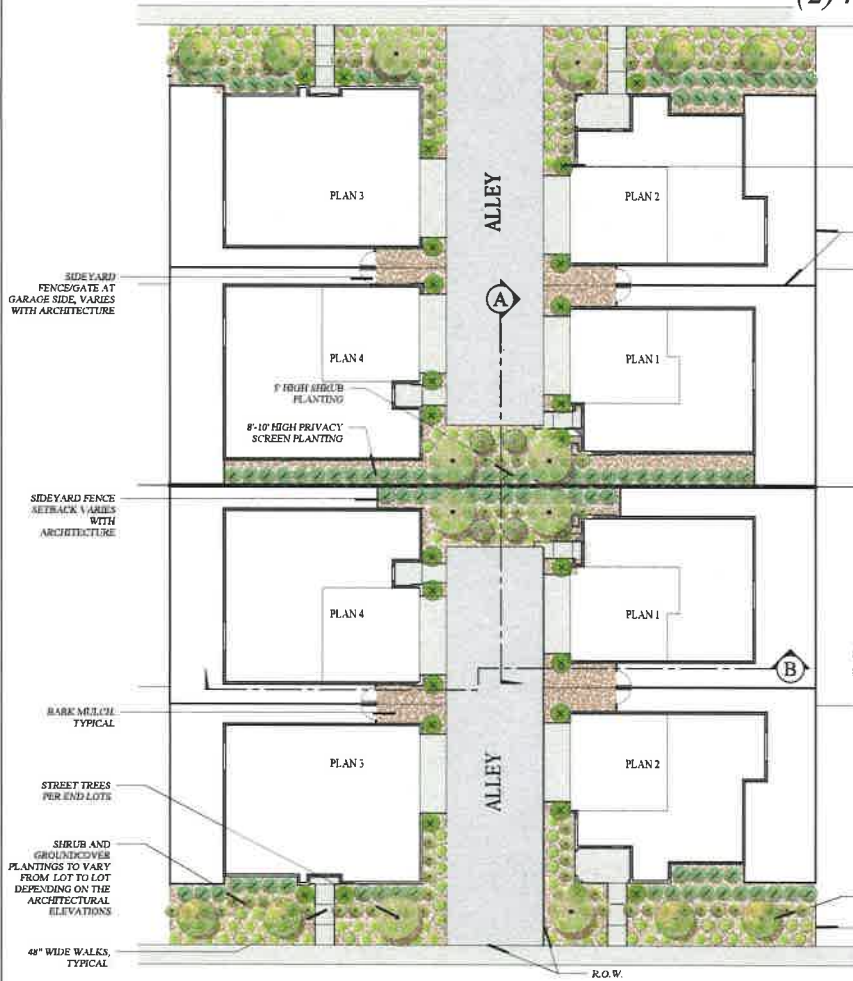
APRIL 27, 2021

**Attachment 16**

**Front Yard Landscape Plan dated March 18, 2021**

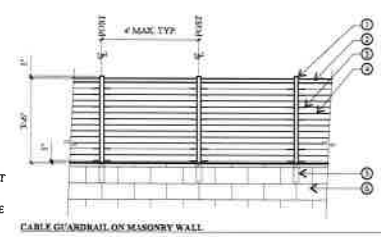
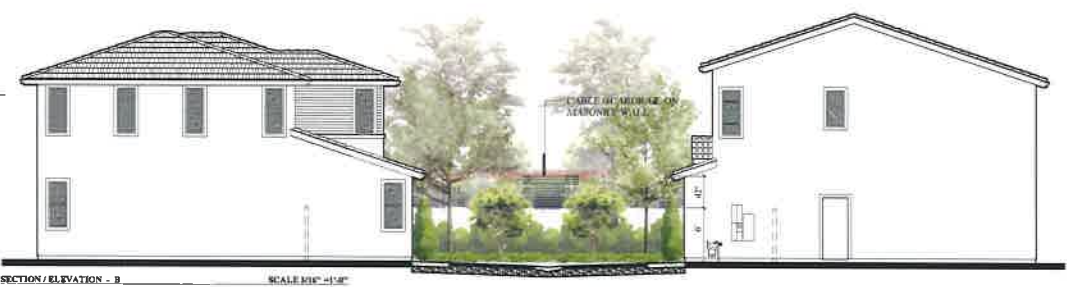
# Mangini Ranch Phase 1C

## (2)4 Pack Cluster Series



VERTICAL PLANTING TO HIGHLIGHT ARCHITECTURE

PRODUCTION FENCING, TYPICAL



### LEGEND

- ① 1/2" TUBULAR STEEL POST, EMBED 9" AND PROXY IN WALL
- ② 1/2" TUBULAR STEEL RAIL
- ③ STAINLESS STEEL TURNBUCKLE ANCHORS AND TENSIONING HARDWARE
- ④ 1/4" DIAMETER BRAIDED STAINLESS STEEL CABLE FENCING SYSTEM
- ⑤ CORE DRILL MASONRY WALL TO RECEIVE SQUARE POST, FILL WITH NON-SHRINK GROUT AND SEAL AROUND HOLE
- ⑥ MASONRY WALL PER STRUCTURAL ENGINEER'S DRAWINGS

**NOTE**  
 A STRUCTURAL REINFORCEMENT ATTACHMENT CONNECTIONS & FOOTING PER STRUCTURAL ENGINEER  
 B DETAIL IS FOR DESIGN INTENT ONLY  
 C ALL METAL TO RECEIVE (1) COATS RUST INHIBITIVE PRIMER AND (2) COATS OF FINISHING PAINT - COLOR TBS  
 D GRIND ALL WELD SMOOTH

### PLANT PALETTE

SYMBOL	BOTANICAL NAME	COMMON NAME	SIZE	PLANT FACTOR	SYMBOL	BOTANICAL NAME	COMMON NAME	SIZE	PLANT FACTOR	SYMBOL	BOTANICAL NAME	COMMON NAME	SIZE	PLANT FACTOR
<b>STREET TREES</b>														
●	ARBUTUS UNEDO 'MADRINA'	STRAWBERRY TREE	15 GAL	L	●	FRONT DOOR COLUMNAR ANCHOR TREE / SHRUBS				●	SHRUBS			
●	LAGERSTROEMIA HYB 'NATCHEZ'	NATCHEZ CRAP MYRTLE	13 GAL	L	●	ELAEAGARBUS DRIZZLENS	JAPANESE BLUEBERRY	5 GAL	M	●	AGAPANTHUS SP	LILY OF THE LILIE	5 GAL	L
●	MAGNOLIA LITTLE GEM	MAGNOLIA	15 GAL	M	●	LIGUSTRUM JAPONICUM	JAPANESE PRIVET	5 GAL	M	●	ARBUTUS UNEDO COMPACTA	DWARF STRAWBERRY TREE	1 GAL	L
<b>DWARF ACCENT TREES</b>														
●	BELEM HUNGARUS - STD TREE FORM		15 GAL	L	●	PODOCARPUS ELONGATUS	ICE BLUE YELLOWWOOD	5 GAL	M	●	DIANELLA CAERULEA LITTLE BECCA'	LITTLE BECCA BLUE FLAX LILLY	1 GAL	L
●	TRIE MALLOW - STD TREE FORM		15 GAL	M	●	PRUNUS CAROLINANA 'BRIGHT N TIGHT'	DWARF CAROLINA LAUREL CHERRY	5 GAL	M	●	DIANELLA REVOLUTA LITTLE REV'	LITTLE REV FLAX LILLY	1 GAL	L
●	LEPTOSPERMUM SCOPARILUM 'RUBY GLOW'	RUBY GLOW NEW ZEALAND TEA TREE	15 GAL	L	<b>GROUND COVER</b>									
●	LIGUSTRUM JAPONICUM	WAX LEAF PRIVET - STD TREE FORM	15 GAL	M	●	ARCTOSTAPHYLOS WOODS COMPACTA	MANGANTIA	1 GAL	L	●	DIESTES VEGATA	FORTNIGHT LILY	1 GAL	L
●	RHAPHIOLEPS INDICA 'MAJESTIC BEAUTY'	MAJESTIC BEAUTY HAWTHORN	15 GAL	M	●	LAVANDULA S 'OTTO QUEST'	SPANISH LAVENDER	1 GAL	L	●	DWARF NEWPORT ESCALONIA	DWARF NEWPORT ESCALONIA	5 GAL	L
<b>FRONT YARD TREES</b>														
●	ARBUTUS UNEDO 'MADRINA'	STRAWBERRY TREE	15 GAL	L	●	LODRIPETALLA CHENIERE 'FRAGICE'	CHINESE FRENCH FLOWER	1 GAL	M	●	OSMORHIZA FRAX BUCKLETON CARPET	OSMORHIZA FRAX BUCKLETON CARPET	5 GAL	L
●	LAGERSTROEMIA INDICA 'MUSKOGEE'	CRAPS MYRTLE	13 GAL	L	●	ROSA CARPET ROSE	ROSA CARPET ROSE	1 GAL	M	●	LIGUSTRUM JAPONICUM	JAPANESE PRIVET	5 GAL	M
●	PHOTINIA - FRASER	FRASER PHOTINIA - STD TREE FORM	13 GAL	M	●	ROSA CARPET ROSE	WHITE CARPET ROSE	1 GAL	M	●	JUNCUS PATENS	CALIFORNIA GRAY BUSH	1 GAL	L
●	PRUNUS CAROLINANA	CAROLINA LAUREL CHERRY	13 GAL	M	●	OSMORHIZA FRAX BUCKLETON CARPET	OSMORHIZA FRAX BUCKLETON CARPET	1 GAL	L	●	ROSA 'ICEBERG'	MOCK ORANGE	5 GAL	L
●	PERSEA GALLERIANA 'CHANTICLEER'	CHANTICLEER PEAR	15 GAL	M	●	OSMORHIZA FRAX BUCKLETON CARPET	OSMORHIZA FRAX BUCKLETON CARPET	1 GAL	M	●	ROSA SP	INDIAN HAWTHORN	5 GAL	L
					●	VIBURNUM DAVIDS	DAVID VIBURNUM	1 GAL	M	●	WESTRINGIA BLUE GEM	HAWTHORN	5 GAL	L



### CONCEPTUAL FRONT YARDS



MARCH 18, 2021

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