

# Folsom City Council Staff Report

<b>MEETING DATE:</b>	6/22/2021
<b>AGENDA SECTION:</b>	Public Hearing
<b>SUBJECT:</b>	<p>Mangini Ranch Phase 3 – East of East Bidwell Street, South of Savannah Parkway and North of Mangini Parkway in the Folsom Plan Area Specific Plan. (PN 20-254)</p> <p>i. Resolution No. 10653 - A Resolution to Approve a Large-Lot Vesting Tentative Subdivision Map, Small-Lot Vesting Tentative Subdivision Map, and Minor Administrative Modifications for Transfer of Development Rights (25 Unit Transfer) and Land Use Boundary Refinements for the Mangini Ranch Phase 3 Project</p>
<b>FROM:</b>	Community Development Department

## **RECOMMENDATION / CITY COUNCIL ACTION**

Move to adopt Resolution No. 10653 - A Resolution to Approve a Large-Lot Vesting Tentative Subdivision Map, Small-Lot Vesting Tentative Subdivision Map, and Minor Administrative Modifications for Transfer of Development Rights (25 Unit Transfer) and Land Use Boundary Refinements for the Mangini Ranch Phase 3 Project.

## **BACKGROUND / ISSUE**

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

The FPASP, approved in 2011, is a development plan for over 3,500 acres of previously undeveloped land located south of Highway 50, north of White Rock Road, east of Prairie City

Road, and adjacent to the Sacramento County/El Dorado County line in the southeastern portion of the City.

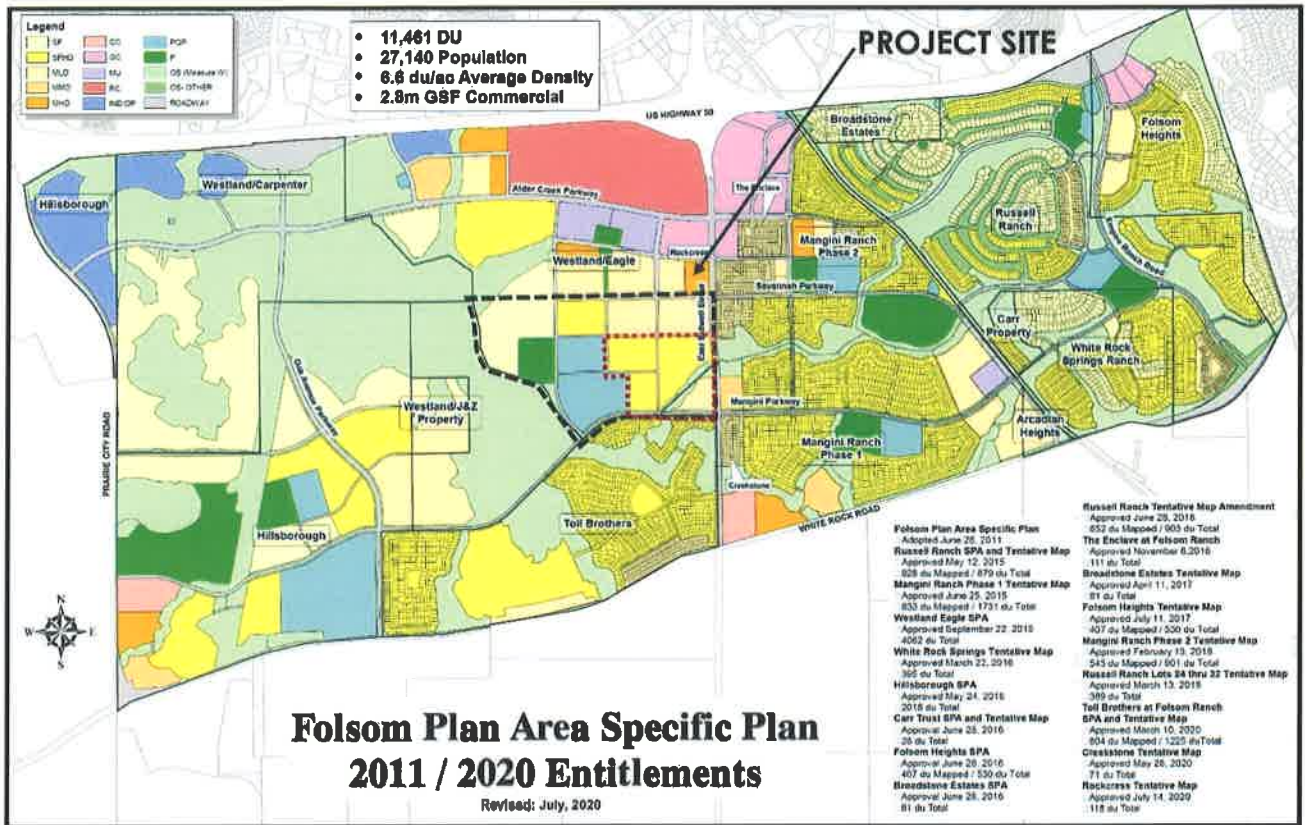
The FPASP includes a mix of residential, commercial, employment and public uses, complemented by recreational amenities including a significant system of parks and open space, all within proximity to one another and interconnected by a network of “complete streets”, trails and bikeways. The Specific Plan is consistent with the SACOG Blueprint Principles and the requirements of SB 375 (Sustainable Communities and Climate Protection Act).

The Mangini Ranch Phase 3 Project site is in the central portion of the Folsom Plan Area Specific Plan (FPASP) and is west of East Bidwell Street, south of Savannah Parkway, and north of Mangini Parkway. The Project site is designated in the FPASP with seven land use categories (FPASP Land Use Plan, Figure 1), including SP-P (Park), SP-PQP (schools) SP-SF (Single Family Residential), SP-MLD (Multi Family Low Density Residential), SP-SFHD (Single Family High Density) and SP-OS (Open Space).

The Applicant requests approval of related actions for a subdivision for 260 detached single-family residential lots on a 52-acre portion of a 173-acre Project site for the following entitlements:

- A. Large Lot Vesting Tentative Subdivision Map (Creation of 14 Large Lots)
- B. Small Lot Vesting Tentative Subdivision Map (Creation of 260 Residential Lots)
- C. Minor Administrative Modification – Transfer of Development Rights
- D. Minor Administrative Modification – Land Use Boundary Refinement

**FIGURE 1 PROJECT SITE**



**Physical Setting**

The 173-acre Project site is located west of East Bidwell Street, south of Savannah Parkway and north of Mangini Parkway in the FPASP (Figure 2, Aerial Photo). The site features gently rolling terrain with native grasses and trees.

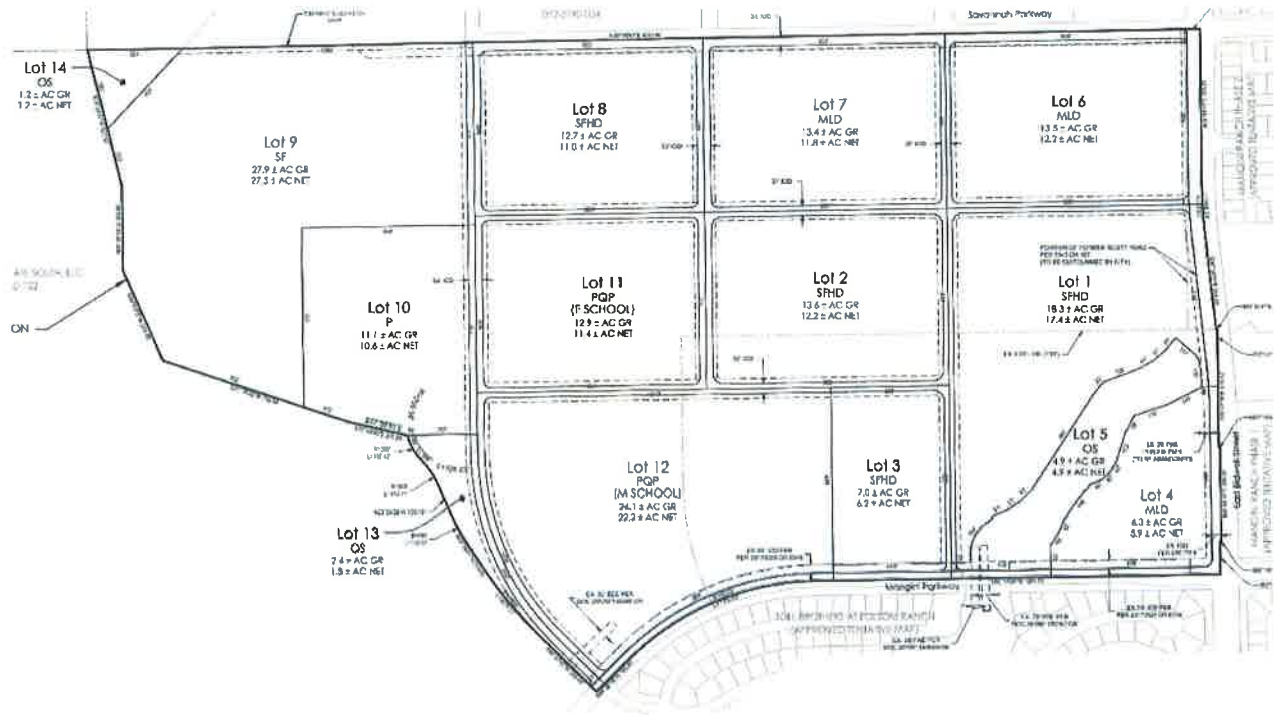
The Project is adjacent to the Creekstone at Folsom Ranch, Mangini Ranch Phases I and II, and Toll Brothers at Folsom Ranch projects, currently under construction.

**FIGURE 2: AERIAL PHOTO (2021)**



The first component of the Applicant's proposal is a Large Lot Vesting Tentative Subdivision Map (LLVTSM) to subdivide 173 acres west of East Bidwell Street between Savannah Parkway and Mangini Parkway. The LLVTSM will subdivide the 173-acre area into fourteen (14) large lots for future sale, lease, and financing. The proposed LLVTSM is shown in Figure 3 and in Attachment 5.

**FIGURE 3: LARGE LOT TENTATIVE SUBDIVISION MAP**



The proposed large lot parcels correspond to land uses and parcels (villages) on the FPASP Land Use Plan (Figure 1) designated MLD, SFHD, SF, PQP (elementary and middle schools), P (neighborhood park), and open space. The parcels in the 173-acre LLVTSM are summarized in Table 1.

A Small Lot Vesting Tentative Subdivision Map (SLVTSM) is proposed for the southeast portion of the 173-acre LLVTSM. The SLVTSM would further subdivide a 52.3-acre area into 260 single-family residential lots, three (3) open space parcels, eight (8) landscape lots, and one (1) paseo lot. The 260 single family lots would consist of 218 lots in the SFHD and 42 in the MLD zone.

The remaining 120.7-acre portion of the LLVTSM area would not be subdivided in the proposed SLVTSM. The parcels outside of the SLVTSM are those on the north and west side of the Project site and include LLVTSM Parcels 6 through 12 (middle school, elementary school, park, MLD, and SFHD parcels).

**Table 1: Large Lot Vesting Tentative Subdivision Map Land Use Summary**

Parcel	Specific Plan/ Zoning	Land Use	Gross Acres	Net Acres
1	SP-SFHD-PD	Single Family High Density Residential	18.3	17.4
2	SP-SFHD-PD	Single Family High Density Residential	13.6	12.2
3	SP-SFHD-PD	Single Family High Density Residential	7.0	6.2
4	SP-MLD-PD	Multi Family Low Density Residential	6.3	5.9
5	SP-OS	Open Space (Measure W)	4.9	4.9
6	SP-MLD-PD	Multi Family Low Density Residential	13.5	12.2
7	SP-MLD-PD	Multi Family Low Density Residential	13.4	11.8
8	SP-SFHD-PD	Single Family High Density Residential	12.7	11.0
9	SP-SF-PD	Single Family Residential	27.9	27.5
10	SP-P	Neighborhood Park	11.1	10.6
11	SP-PQP	Elementary School	12.9	11.4
12	SP-PQP	Middle School	24.1	22.2
13	SP-OS	Open Space (Measure W)	2.4	1.8
14	SP-OS	Open Space (Measure W)	1.2	1.2
OS-LC		Open Space/Landscape Corridor (Measure W)	0.0	1.4
ROW		Major Roadway	3.7	15.3
Total			173.0	173.0

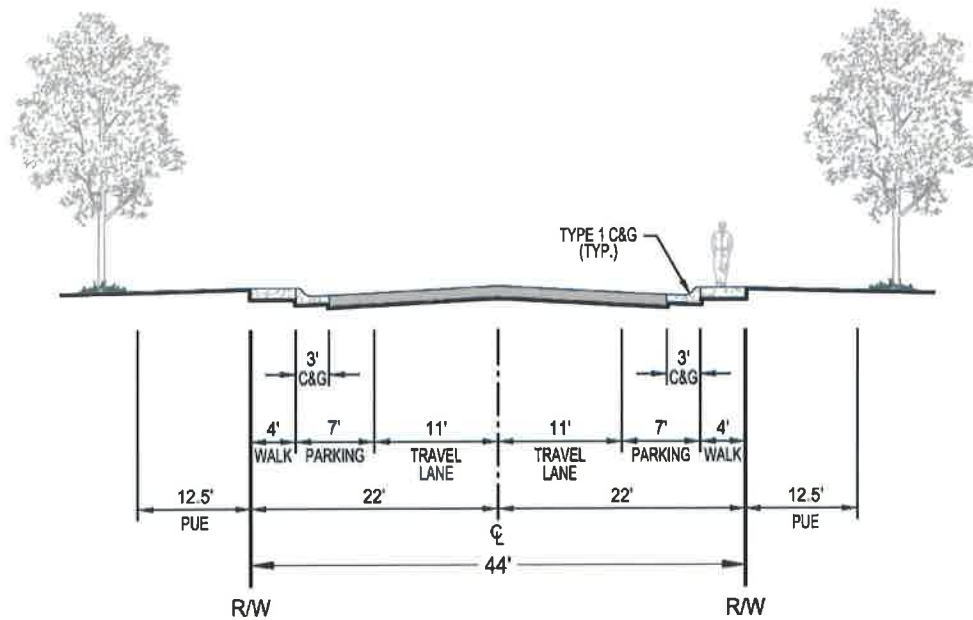
**FIGURE 4: SMALL LOT TENTATIVE SUBDIVISION MAP**



**Table 2: Small Lot Vesting Tentative Subdivision Map Land Use Summary**

Village/Lot	Specific Plan/Zoning	Land Use	Gross Acres	Net Acres	Dwelling Units	Density
1	SP-SFHD-PD	Single Family High Density Residential	17.4	16.2	102	6.3
2	SP-SFHD-PD	Single Family High Density Residential	12.2	11.8	80	6.8
3	SP-SFHD-PD	Single Family High Density Residential	6.2	6.2	36	5.8
4	SP-MLD-PD	Multi Family Low Density Residential	5.9	5.6	42	7.5
A	SP-OS	Open Space (Measure W)	4.9	4.9	0	
B	SP-OS	Open Space (Measure W)	0.3	0.3	0	
C	SP-OS	Open Space (Measure W)	0.4	0.4	0	
Landscape	SP-SFHD-PD	Landscape	0.0	1.6	0	
Landscape	SP-MLD-PD	Landscape	0.0	0.3	0	
Right-of-Way		Major Roadways	5.0	5.0	0	
Total			52.3	52.3	260	

**FIGURE 5: INTERNAL ROADWAY CROSS SECTION**





Project entrances and pedestrian-only access points located along the Class I multi-purpose trail along the open space corridor are shown in Figure 6, Pedestrian Circulation Plan. Figures 7 and 8 show the planned cross sections for East Bidwell Street and Mangini Parkway.

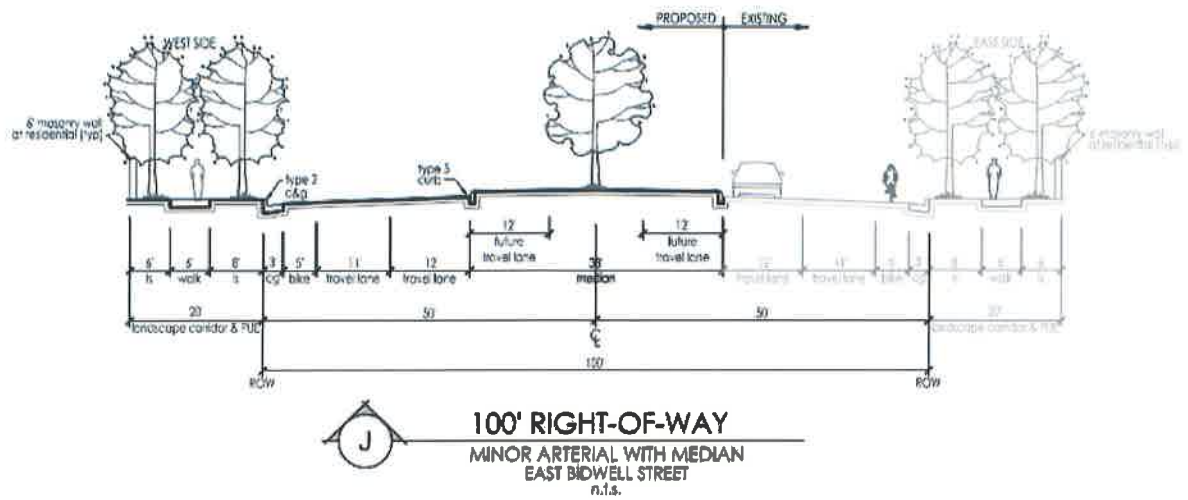
An open space/drainage corridor (Lot A) includes a Class I multi-purpose trail and traverses the Project site from East Bidwell Street to Mangini Parkway in the southeast corner of the Project area. An undercrossing for the trail is proposed under Mangini Parkway. The Class I trail is identified on the FPASP Trails exhibit. Trail connections are provided at Mangini Parkway and East Bidwell Street. A landscaped pedestrian paseo will connect J Drive to the Class I multi-purpose trail north of the open space corridor which offers connectivity to the larger trail network.

**FIGURE 6: PEDESTRIAN CIRCULATION PLAN**

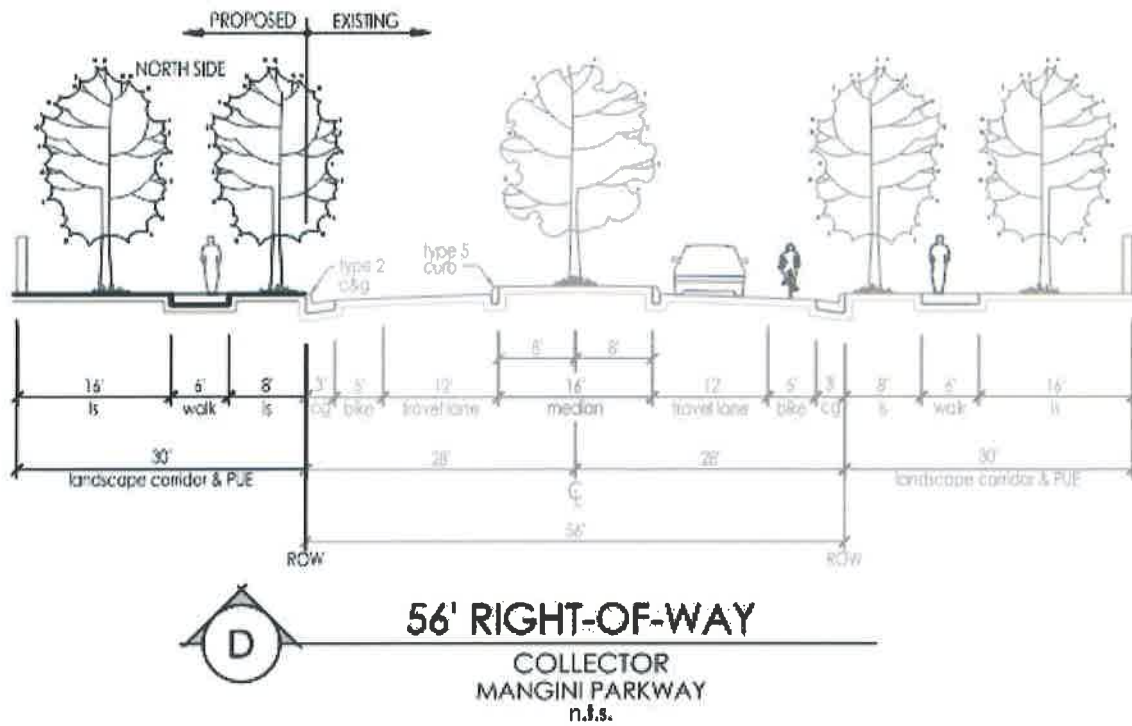


Sites for future planned elementary and middle schools are within the LLVTSM area and immediately adjacent to the west boundary of the SLVTSM. The proposed SLVTSM subdivision is designed with multiple opportunities for pedestrian access to the schools on the grid street pattern along the Northern Connector Road (Road A) and internal to the subdivision.

**FIGURE 7: EAST BIDWELL STREET CROSS SECTION**



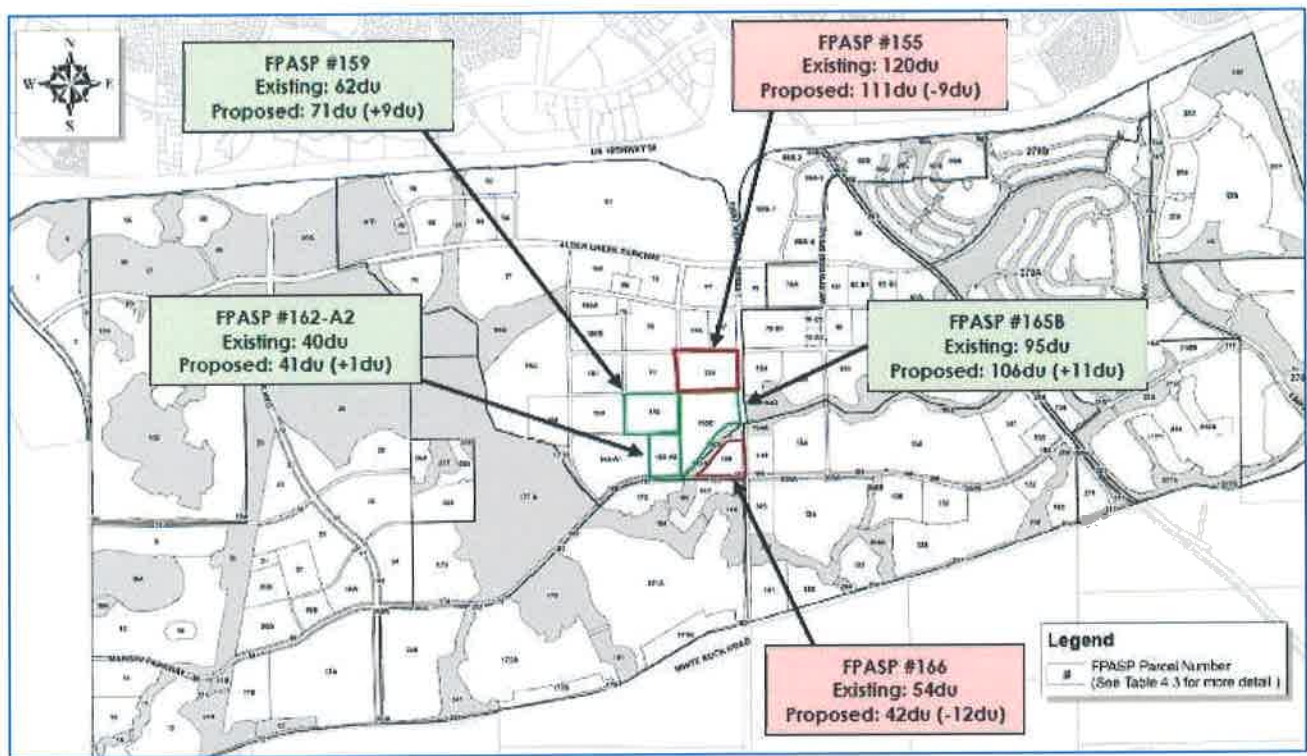
**FIGURE 8: MANGINI PARKWAY CROSS SECTION**



### Minor Administrative Modifications (MAMs)

The Project includes two Minor Administrative Modifications (MAMs). The first request is for approval of a MAM to transfer development rights to move 25 dwelling units among five parcels (parcels 155, 159, 165-A2, 165-B, and 166) within the Project boundary and FPASP, as shown on Figure 9 and Table 3. Four of the five parcels are within the Project boundary. Parcel 155 is immediately to the north of the Project boundary. The unit transfer supports the 260 units in the SLVTSM.

**FIGURE 9: UNIT TRANSFER FOR 25 DWELLING UNITS**



**Table 3: Unit Transfer Summary**

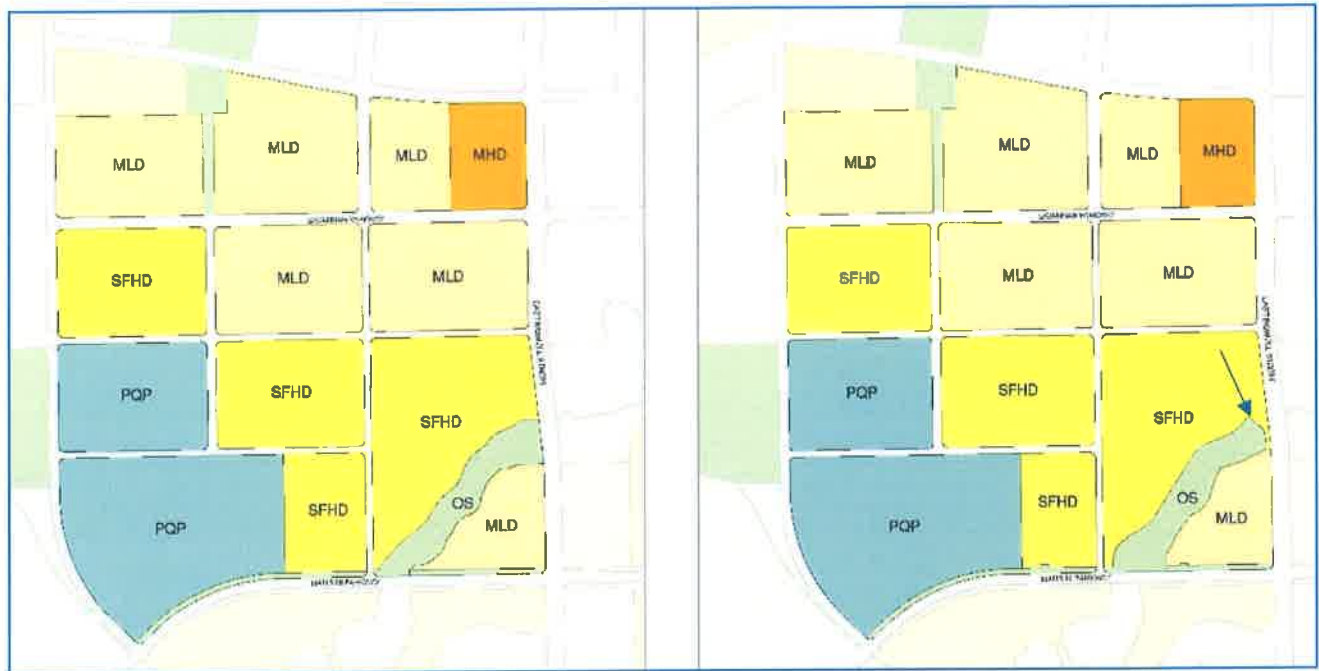
FPASP Parcel	Existing Unit Allocation	Unit Allocation After Transfer	Change
155	120	111	-9
159	62	80	+18
165-A2	40	36	-4
165-B	95	102	+7
166	54	42	-12
Total	371	371	0

The second MAM is for minor adjustments to the land use boundaries of six FPASP parcels. The adjustments to land use boundaries are requested to maximize development efficiencies, preserve natural resources, and accommodate a Class I trail. The largest change is to the north side of the open space adjacent to East Bidwell. Changes to the boundaries are shown on Figure 10 and summarized on Table 4.

**Table 4: Land Use Boundary Refinement**

Land Use	Existing Acres	Proposed Acres	Change
SFHD	47.4	46.7	-0.7
MLD	60.2	60.7	+0.5
MHD	5.8	5.8	0.0
PQP	33.6	33.6	0.0
OS	6.2	6.3	0.1
Right of Way	0.0	0.1	0.1
Total	153.2	153.2	0.0

**FIGURE 10: LAND USE BOUNDARY REFINEMENT**



The proposed project was considered by the Planning Commission at its May 19, 2021 meeting. The Commission engaged in a thorough review of the proposed project including discussions regarding the site design of the subdivision. A detailed discussion of each of the topics is included within the analysis section of this staff report. Updated revisions to several of the conditions were provided to the Commission and have been incorporated into the conditions of approval. No members of the public spoke regarding the proposed project. The Planning Commission adopted a motion (6-0-0-0) to recommend approval of the proposed Project to the City Council, subject to the conditions of approval included with this report.

### **POLICY / RULE**

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

### **ANALYSIS**

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

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

- B. Small Lot Vesting Tentative Subdivision Map
- C. Minor Administrative Modifications
- D. Traffic/Access/Circulation
- E. Noise Impacts
- F. Conformance with Relevant Folsom General Plan Folsom Plan Area Specific Plan Objectives and Policies

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

The proposed Large Lot Vesting Tentative Subdivision Map (LLVTSM) would subdivide a 173-acre area west of East Bidwell Street between Savannah Parkway and Mangini Parkway into 14 large lots for future sale, lease, and financing. The proposed LLVTSM is shown in Figure 3 and Attachment 5.

The large lot parcels correspond to land uses and parcels (villages) on the FPASP Land Use Plan (Figure 1) designated MLD, SFHD, SF, PQP (elementary and middle schools), P (neighborhood park), and open space.

All created parcels would be served by public roadways and utilities can be extended to each of the parcels. Staff has determined that the proposed LLVTSM complies with all City and State Subdivision Map Act requirements.

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

A Small Lot Vesting Tentative Subdivision Map (SLVTSM) would further subdivide a 52.3-acre portion of the 173-acre LLVTSM into 260 single-family residential lots (218 SFHD and 42 MLD) three open space parcels, eight landscape lots, and one paseo lot. The proposed SLVTSM layout is shown in Figure 4 and Attachment 6. Figure 11 depicts the relationship between the 173-acre LLVTSM area (dashed black line) and the 53.2-acre SLVTSM area (dashed red line).

**FIGURE 11: LARGE LOT AND SMALL LOT MAPS**



The proposed SLVTSM consists of four villages on the southeast portion of the LLVTSM. Villages 1, 2 and 3 are designated Single Family High Density (SP-SFHD), and Village 4 is Multi Family Low Density (SP-MLD). In Villages 1-3 (SFHD), the typical lot sizes would be 45'x100' and 50'x100', consistent with the FPASP Development Standards. Typical Village 4 (MLD) lot sizes would be 45'x 67', consistent with the FPASP Development Standards. Together, the four villages would accommodate 260 detached single family residential units.

The proposed subdivision conforms to the development standards established by the FPASP for both the SP-SFHD and SP-MLD land use categories including minimum lot size, maximum lot coverage, and setbacks, as shown in Tables 5 and 6. Villages 1, 2, 3 conform to the SP-SFHD standards and Village 4 to the SP-MLD standards. No deviations from the standards are proposed.

**Table 5: SP-SFHD Single-Family High-Density Development Standards**

Development Standard	Requirement	Proposed Project
Minimum Lot Size	4,000	4,000
Front Porch Setback	12.5 Feet	12.5 Feet
Front Primary Structure Setback	15 Feet	15 Feet
Front Garage Setback	20 Feet	20 Feet
Side Yard Setbacks	5 Feet/5 Feet	5 Feet/5 Feet
Rear Yard Setback	10 Feet	10 Feet
Maximum Lot Coverage	50%	50%

**Table 6: SP-MLD Multi-Family Low Density Development Standards**

Development Standard	Requirement	Proposed Project
Minimum Lot Size	3,000	3,000
Front Porch Setback	12.5 Feet	12.5 Feet
Front Primary Structure Setback	15 Feet	15 Feet
Front Garage Setback	20 Feet	20 Feet
Side Yard Setbacks	5 Feet/5 Feet	5 Feet/5 Feet
Rear Yard Setback	10 Feet	10 Feet
Maximum Lot Coverage	50%	50%

The Project will be required to dedicate public right-of-way for the internal public streets (Condition 8). Conditions 8, 26, 28 and 30 require the Applicant to coordinate with and dedicate public utility easements for underground facilities (i.e., SMUD, Pacific Gas and Electric, cable television, telephone) on properties adjacent to the public streets.

Staff has determined that the proposed SLVTSM complies with all City and State Subdivision Map Act requirements.

**C. Minor Administrative Modifications**

The Project includes two Minor Administrative Modifications (MAMs). The first request is for approval of a MAM is to transfer development rights to move 25 dwelling units among five parcels (parcels 155, 159, 165-A2, 165-B, and 166) within the Project boundary and FPASP, as shown on Figure 9 and Table 3.

The unit transfer supports the 260 units in the SLVTSM. The transferring and receiving parcels are located within the FPASP and, after the transfer, they would remain within the General Plan and specific plan density ranges. The transferring and receiving parcels are owned and controlled by the Applicant.



The second MAM is for minor adjustments to the land use the boundary line between the MU site and the adjoining MLD parcel to the north is shown slightly modified to maximize development efficiencies and ease site grading for both parcels. Acreages of the various land uses remain the same 16.4 acres with or without the boundary change, although the edges would be modified.

The FPASP provides for Minor Administrative Modifications,

*“... that are consistent with and do not substantially change its overall intent, such as minor adjustments to the land use locations and parcel boundaries shown in Figure 4.1 – Land Use and Figure 4.4 – Plan Area Parcels and the land use acreages shown in Table 4.1 – Land Use Summary.”* [FPASP Section 13.3].

Minor administrative modifications can be approved at a staff level, provided the following criteria are met:

- The proposed modification is within the Plan Area.
- The modification does not reduce the size of the proposed town center.
- The modification retains compliance with City Charter Article 7.08, previously known as Measure W.
- The General Plan land use pattern remains consistent with the intent and spirit of the FPASP.
- The proposed changes do not substantially alter the backbone infrastructure network.
- The proposed modification offers equal or superior improvements to development capacity or standards.
- The proposed modification does not increase environmental impacts beyond those identified in the EIR/EIS.

Based on staff’s review, both requests for MAMs meet the requirements. As a result, staff can approve the proposed Minor Administrative Modifications for the unit transfers as well as the boundary adjustments.

#### **D. Traffic/Access/Circulation**

Primary access to the SLVTSM portion of the Project would be from Mangini Parkway. Public street access would be provided at proposed Street G and Street H, which are centrally located on the site and connect to Mangini Parkway. Adjacent to the project is the Mangini Ranch Phase 1 subdivision at Folsom Ranch, which is under construction. Residential streets in a grid pattern would serve residential neighborhoods.

Subdivision streets consist of two-lane public streets with attached and detached sidewalks and parking on both sides of the street. If separated sidewalks are proposed, Condition 35 requires a Homeowners Association (HOA) maintain the landscape strips between the separated sidewalk and curb, to maintain consistent landscape maintenance. If a HOA is not provided with the future development, Condition 35 requires that the SLVTSM be revised to use a street section with attached sidewalks.

Sidewalks will provide pedestrian circulation on residential streets. A multi-purpose Class I trail in the open space/drainage corridor (Lot A) will extend from Mangini Parkway to East Bidwell Street and connected to the FPASP trail system. A landscaped pedestrian paseo will connect J Drive to the Class I trail north of the open space corridor, which provides connectivity to the trail network.

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

The 2011 Folsom Plan Area Specific Plan Environmental Impact Report/Environmental Impact Statement included not only a detailed analysis of traffic-related impacts within the Plan Area, but also an evaluation of traffic-related impacts on the surrounding communities. There are 55 traffic-related mitigation measures associated with development of the FPASP which are included as conditions of approval for the Mangini Ranch Phase 3 Subdivision Project. Many of these mitigation measures are expected to reduce traffic impacts to East Bidwell Street. Included among the mitigation measures are requirements to; fund and construct roadway improvements within the Plan Area, pay a fair-share contribution for construction of improvements north of U.S. Highway 50, participate in the City's Transportation System Management Fee Program, and Participate in the U.S. Highway 50 Corridor Transportation Management Association. The Mangini Ranch Phase 3 Subdivision Project is subject to all traffic-related mitigation measures required by the 2011 FPASP EIR/EIS (Condition No. 53-25 to 53-79).

Kimley Horn prepared an Access Evaluation (May 4, 2021, Attachment 9 to evaluate access and circulation-related impacts associated with the proposed Project.

The Access Evaluation assumed the following traffic controls and movements for the Project roadways:

- Traffic signal at Mangini Parkway and East Bidwell Street
- Side street stop-controlled intersections
  - Northern Connector Road at D Drive
  - Northern Connector Road at B Drive
  - Northern Connector Road at East Bidwell Street
  - Mangini Parkway at B Drive
  - East Bidwell Street at E Drive
- Emergency vehicle access at Mangini Parkway and E Drive
- Right in/right out turn movements from East Bidwell Street to E Drive

The Access Evaluation reviewed a future potential at-grade pedestrian crossing on East Bidwell Street along the project's frontage. This crossing would serve the proposed Class I trail and would be located between the Northern Access Road and the Village 4 E Drive intersections. Because it would be at-grade, the crossing would require pedestrian actuation, striping, and signage and extensive traffic signal appurtenances to ensure safe and orderly operations when pedestrians cross. This is not included as a condition of approval at this time because staff is concerned about the safety of this feature. A future traffic operations analysis would be required to simulate the East Bidwell Street corridor traffic operations under the condition with this at-grade crossing. The City considers this a future improvement that will be evaluated more comprehensively in the future.

The Access Evaluation concluded that the Project would result in adequate circulation with the following conditions (Condition 52) of the SLVTSM:

1. The Project shall construct two-way vehicle circulation along the surrounding roadways, namely the Northern Connector Road (A Drive), D Drive, and C Drive (see Exhibit 1 of Traffic and Circulation Analysis dated May 4, 2021). The Project shall provide these two-way roadway facilities to allow for adequate circulation directly related to the Project.
2. The access on the north end of E Drive at East Bidwell Street shall be an emergency vehicle access (EVA). Turn movements at E Drive at East Bidwell Street shall be restricted to right-turns in and out of Village 4 at East Bidwell Street.
3. A full access, side street stop-controlled intersection shall be constructed at E Drive and Mangini Parkway.

4. The northbound East Bidwell Street left-turn to the Northern Connector Road shall be constructed with at least 315-foot (255-foot deceleration plus 60-foot bay taper).
5. A southbound deceleration taper/flare or lane (subject to City specification) shall be constructed at the East Bidwell Street intersection with the Northern Connector Road.
6. The B Drive intersection with the Northern Connector Road is anticipated to operate adequately with side street stop controlled and without dedicated turn pockets. Adequate sight distance shall be provided and maintained.
7. The E and B Drive intersections with Mangini Parkway shall be full access and provide left turn pockets to the satisfaction of the Community Development Department where applicable.

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

Based on the proximity of the Project site to Mangini Parkway and East Bidwell Street, an environmental noise analysis was prepared by Bollard Acoustical Consultants dated April 23, 2021 (Attachment 10). The noise analysis evaluated noise impacts to the Project associated with traffic on adjacent roadways. Noise levels were compared to applicable City of Folsom noise standards for acceptable noise exposure on the Project site. Noise generated by the Project, including construction activities, operational noise, and on-site circulation was evaluated.

Two aspects of noise impacts were evaluated relative to the proposed subdivision, noise directed at the proposed project, and noise caused by the proposed project. As noted previously, the predominant existing noise sources in the project vicinity that cause an impact to the project site are from vehicles traveling on Mangini Parkway, East Bidwell Street, and the Connector Roadway (A Street) as well as background noises from existing and future adjacent nearby uses. Potential noise impacts that might result from the Mangini Ranch Phase 3 Subdivision Project are construction-related activities and operational activities. Construction-related noise would have a short-term effect, while operational noise would continue throughout the lifetime of the Project.

The Noise Element of the City of Folsom General Plan regulates noise emissions from public roadway traffic on new development of residential or other noise sensitive land uses. The Noise Element states that noise from traffic on public roadways shall not exceed 60 dB DNL exterior noise CNEL for outdoor use areas and 45 CNEL for interior areas. Future traffic noise levels at the outdoor activity areas of the single-family residential lots proposed near East Bidwell Street, Mangini Parkway, and the Northern Connector (A Drive) are predicted to exceed the General Plan exterior noise level standard.

To achieve compliance with the General Plan exterior noise standards, the Noise Analysis recommends the placement of several barriers (sound walls) on East Bidwell Street, Mangini Parkway and the Connector Roadway (Road A), The Noise Analysis recommendations are included as Condition No. 36 of the SLVTSM.

#### **F. Water Supply**

The Mangini Ranch Phase 3 Project is consistent with Folsom Plan Area Specific Plan and Folsom Plan Area EIR/EIS. Accordingly, the proposed project's water demand can be accommodated by the City's existing water supply allocated to serve the Folsom Plan Area.

#### **G. Conformance with relevant General Plan and Folsom Plan Area Specific Plan Objectives and Policies**

The Applicant prepared a detailed analysis of the Project's consistency with all the policies in the FPASP. Staff concurs with the Applicant's analysis that the Project is consistent with the policies of the FPASP.

The following is a summary analysis of the Project's consistency with the Folsom General Plan and key policies of the FPASP.

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

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

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

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

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

The Mangini Ranch Phase 3 Subdivision Project SLVTSM is consistent with the density range for the MLD (7 to 12 units per acre) and SFHD (4 to 7 dwelling units per acre) designations.

##### SP POLICY 4.1

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

Analysis: The Mangini Ranch Phase 3 Subdivision Project proposes traditional single-family neighborhoods with a grid system of local streets provided with sidewalks on both sides of the street. Biking and walking will be accommodated within the Project on sidewalks, Class I trails, and within the pedestrian paseo. A Class I trail will be provided within the open space corridor traversing the southeast portion of the Project. On-street Class II and Class III bicycle lanes will also connect nearby neighborhoods, parks, schools, with Class I bicycle trails.

#### SP POLICY 4.4

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

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

The Mangini Ranch Phase 3 Subdivision Project is consistent with this policy in that it will provide detached single family home ownership opportunities within the MLD and SFHD designations. The Project provides additional housing supply in the City of Folsom, proximate to schools, park, trails, commercial services and other amenities that serve residents.

#### SP POLICY 4.6

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

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

The proposed Project does not result in any change in total dwelling units in the FPASP. The Project proposes a MAM to transfer residential units among parcels within the Project boundary, but the overall unit allocation will remain the same. The reallocation of units to these parcels will not exceed the allowable density for the parcels.

### SP OBJECTIVE 7.1 (Circulation)

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

### SP POLICY 7.1

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

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

The Mangini Ranch Phase 3 Subdivision Project has been designed with multiple modes of transportation options (vehicles, bicycle, walking, access to transit and a Class I trail) and an internal street in a grid pattern consistent with the approved FPASP circulation plan.

### SP POLICY 4.9 (PARKS)

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

Analysis: The Project is generally consistent with this policy. The LLVTSM provides a 10.6-acre Neighborhood Park (Lot 10, Parcel 164). Condition 8 requires the Applicant to dedicate the park site to the City. The Project further subdivides the parcels into 260 residential lots with the SLVTSM. While Villages 1 through 4 in the SLVTSM are not immediately adjacent to a neighborhood or community park, the Project provides pedestrian connections to the park via the trail system.

## **H. Design Review**

The Project includes a LLVTSM and SLVTSM to subdivide the property and no specific development is proposed at this time. Future development proposals will require Design Review to evaluate consistency with development standards and architectural guidelines. Because the area is within the Mangini Ranch portion of the FPASP, the development in the Project is subject to the Folsom Ranch Central District Design Guidelines (Attachment 11). The Central District Design Guidelines are complementary to the Folsom Plan Area Specific Plan Community Design Guidelines.

The purpose of the Central District Design Guidelines is to ensure development:

- Creates a community that encourages interaction and evokes a “pride of place” where people want to live.
- Encourage linkages and connectivity through land use adjacencies, trails, and open space.
- Create a variety of walkable neighborhoods.
- Encourage physical, social, and economic diversity.
- Integrate environmentally responsible practices.

The proposed subdivision maps and Minor Administrative Modifications are consistent with these goals.

## **I. Inclusionary Housing**

The Applicant proposes to comply with Folsom Municipal Code Chapter 17.104 (Inclusionary Housing) by paying in-lieu fees per Municipal Code Section 17.104.060(G). (See the Applicant’s Inclusionary Housing letter, included as Attachment 12 to this staff report). Homes within the subdivision will be sold at market prices. Fees paid by the applicant will help provide affordable housing elsewhere in the city. The applicant is required to enter into an Inclusionary Housing Agreement with the City. The Final Inclusionary Housing Plan is subject to approval by the City Council. In addition, the Inclusionary Housing Agreement, which will be approved by the City Attorney, must be executed prior to recordation of the Final Map for the Mangini Ranch Phase 3 Subdivision project. Condition No. 42 is included to reflect these requirements.

## **FINANCIAL IMPACT**

No financial impact is anticipated with approval of the Mangini Ranch Phase 3 Project as the Project will not result in any change in the total number of residential units within the Folsom Plan Area.



## ENVIRONMENTAL REVIEW

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

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

## ATTACHMENTS

1. Resolution No. 10653 - A Resolution to Approve a Large-Lot Vesting Tentative Subdivision Map, Small-Lot Vesting Tentative Subdivision Map, and Minor Administrative Modifications for Transfer of Development Rights (Unit Transfer) and Land Use Boundary Refinements for the Mangini Ranch Phase 3 Project
2. Planning Commission Staff Report dated May 19, 2021
3. Vicinity Map
4. Large Lot Vesting Subdivision Map dated May 10, 2021
5. Small Lot Vesting Tentative Subdivision Map dated May 10, 2021
6. Preliminary Grading and Drainage Plan dated May 10, 2021
7. CEQA Exemption and Streamlining Analysis, dated May 2021
8. Access and Circulation Evaluation dated May 4, 2021
9. Environmental Noise Analysis dated May 10, 2021
10. Folsom Ranch Central District Design Guidelines
11. Mangini Ranch Phase 3 Inclusionary Housing Letter

Submitted,



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PAM JOHNS  
Community Development Director

## **Attachment 1**

**Resolution No. 10653 – A Resolution to Approve a Large-Lot Vesting Tentative Subdivision Map, Small-Lot Vesting Tentative Subdivision Map, and Minor Administrative Modifications for Transfer of Development Rights (25 Unit Transfer) and Land Use Boundary Refinements for the Mangini Ranch Phase 3 Project**

**RESOLUTION NO. 10653**

**A RESOLUTION TO APPROVE A LARGE-LOT VESTING TENTATIVE SUBDIVISION MAP, SMALL-LOT VESTING TENTATIVE SUBDIVISION MAP, AND MINOR ADMINISTRATIVE MODIFICATIONS FOR TRANSFER OF DEVELOPMENT RIGHTS (25 UNIT TRANSFER) AND LAND USE BOUNDARY REFINEMENTS FOR THE MANGINI RANCH PHASE 3 PROJECT**

**WHEREAS**, the Planning Commission on May 19, 2021, held a public hearing on the proposed Large-Lot Vesting Tentative Subdivision Map, considered public comment and based on the proposed configuration of the 14-Large Lots, determined the proposed subdivision complies with all City requirements, as well as with the requirements of the State Subdivision Map Act; and

**WHEREAS**, the Planning Commission on May 19, 2021, held a public hearing on the proposed Small-Lot Vesting Tentative Subdivision Map, considered public comment and based on the proposed configuration of the 260 single-family residential lots, three open space lots, eight lettered landscape lots, and one paseo lot, determined the proposed subdivision complies with all City requirements, as well as with the requirements of the State Subdivision Map Act; and

**WHEREAS**, the Planning Commission on May 19, 2021, held a public hearing on the proposed Minor Administrative Modifications to transfer 25 residential units and refine a land use boundary, considered public comment and based on the proposed configuration of the 260- single-family residential lots, determined that the Project is consistent with the goals, policies, and objectives of the City of Folsom General Plan and will not result in a net loss of residential capacity within the Folsom Plan Area; and

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

**WHEREAS** the City has determined that the impacts of the Mangini Ranch Phase 3 subdivision Project are adequately addressed by the Final Environmental Impact Report for the Folsom Plan Area Specific Plan and associated Mitigation Measures and that the Mangini Ranch Phase 3 Project is Exempt from the requirements of the California Environmental Quality Act (CEQA), pursuant to Government Code Section 65457 and CEQA Guidelines 15182 (c).

**NOW, THEREFORE, BE IT RESOLVED** that the City Council of the City of Folsom hereby Approve the Mangini Ranch Phase 3 Large-Lot Vesting Tentative Subdivision Map creating 14 large lots, as set forth in the Large Lot Conditions of Approval attached as Exhibit “A”; and Approve the Mangini Ranch Phase 3 Small Lot Vesting Tentative Subdivision Map creating 260 single-family residential lots, three open space parcels, eight lettered landscape lots, and one paseo lot and the Minor Administrative Modification for the transfer of 25 residential units and minor land use refinement and as set forth in the Conditions of Approval attached as Exhibit “B” and the following findings:

## **GENERAL FINDINGS**

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

## **CEQA FINDINGS**

- C. THE CITY, AS LEAD AGENCY, PREVIOUSLY CERTIFIED AN ENVIRONMENTAL IMPACT REPORT/ENVIRONMENTAL IMPACT STATEMENT FOR THE FOLSOM PLAN AREA SPECIFIC PLAN.
- D. THE CITY HAS DETERMINED THAT THE MANGINI RANCH PHASE 3 SUBDIVISION PROJECT IS UNDERTAKEN TO IMPLEMENT AND IS CONSISTENT WITH THE FOLSOM PLAN AREA SPECIFIC PLAN.
- E. THE CITY HAS DETERMINED THAT THE IMPACTS OF THE MANGINI RANCH PHASE 3 SUBDIVISION PROJECT ARE ADEQUATELY ADDRESSED BY THE FINAL ENVIRONMENTAL IMPACT REPORT FOR THE FOLSOM PLAN AREA SPECIFIC PLAN AND ASSOCIATED MITIGATION MEASURES AND THAT THE MANGINI RANCH PHASE 3 SUBDIVISION PROJECT IS EXEMPT FROM THE REQUIREMENTS OF CEQA PURSUANT TO GOVERNMENT CODE SECTION 65457 AND CEQA GUIDELINES 15182(c).
- F. NONE OF THE EVENTS SPECIFIED IN SECTION 21166 OF THE PUBLIC RESOURCES CODE OR SECTION 15162 OF THE CEQA GUIDELINES HAVE OCCURRED.

## **LARGE LOT VESTING TENTATIVE SUBDIVISION MAP FINDINGS**

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

- J. THE SITE IS PHYSICALLY SUITABLE FOR THE PROPOSED DENSITY OF THE DEVELOPMENT.
- K. AS CONDITIONED, THE DESIGN OF THE LARGE LOT VESTING TENTATIVE SUBDIVISION MAP AND THE PROPOSED IMPROVEMENTS ARE NOT LIKELY TO CAUSE SUBSTANTIAL ENVIRONMENTAL DAMAGE OR SUBSTANTIALLY AND AVOIDABLY INJURY FISH OR WILDLIFE OR THEIR HABITAT.
- L. AS CONDITIONED, THE DESIGN OF THE LARGE LOT VESTING TENTATIVE SUBDIVISION MAP AND THE PROPOSED IMPROVEMENTS ARE NOT LIKELY TO CAUSE SERIOUS PUBLIC HEALTH OR SAFETY PROBLEMS.
- M. THE DESIGN OF THE LARGE LOT VESTING TENTATIVE SUBDIVISION MAP AND THE TYPE OF IMPROVEMENTS WILL NOT CONFLICT WITH EASEMENTS FOR ACCESS THROUGH OR USE OF PROPERTY WITHIN THE PROPOSED SUBDIVISION.
- N. SUBJECT TO SECTION 66474.4 OF THE SUBDIVISION MAP ACT, THE LAND IS NOT SUBJECT TO A CONTRACT ENTERED INTO PURSUANT TO THE CALIFORNIA LAND CONSERVATION ACT OF 1965 (COMMENCING WITH SECTION 51200 OF THE GOVERNMENT CODE).
- O. THE PROJECT IS CONSISTENT WITH THE FOLSOM PLAN AREA SPECIFIC PLAN AND FOLSOM PLAN AREA EIR/EIS. ACCORDINGLY, THE PROPOSED PROJECT'S WATER DEMAND CAN BE ACCOMODATED BY THE CITY'S EXISTING WATER SUPPLY ALLOCATED TO SERVE THE FOLSOM PLAN AREA.

**SMALL LOT VESTING TENTATIVE SUBDIVISION MAP FINDINGS**

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

- T. AS CONDITIONED, THE DESIGN OF THE SMALL LOT VESTING TENTATIVE SUBDIVISION MAP AND THE PROPOSED IMPROVEMENTS ARE NOT LIKELY TO CAUSE SUBSTANTIAL ENVIRONMENTAL DAMAGE OR SUBSTANTIALLY AND AVOIDABLY INJURY FISH OR WILDLIFE OR THEIR HABITAT.
- U. AS CONDITIONED, THE DESIGN OF THE SMALL LOT VESTING TENTATIVE SUBDIVISION MAP AND THE PROPOSED IMPROVEMENTS ARE NOT LIKELY TO CAUSE SERIOUS PUBLIC HEALTH OR SAFETY PROBLEMS.
- V. THE DESIGN OF THE SMALL LOT VESTING TENTATIVE SUBDIVISION MAP AND THE TYPE OF IMPROVEMENTS WILL NOT CONFLICT WITH EASEMENTS FOR ACCESS THROUGH OR USE OF PROPERTY WITHIN THE PROPOSED SUBDIVISION.
- W. SUBJECT TO SECTION 66474.4 OF THE SUBDIVISION MAP ACT, THE LAND IS NOT SUBJECT TO A CONTRACT ENTERED INTO PURSUANT TO THE CALIFORNIA LAND CONSERVATION ACT OF 1965 (COMMENCING WITH SECTION 51200 OF THE GOVERNMENT CODE).
- X. THE PROJECT IS CONSISTENT WITH THE FOLSOM PLAN AREA SPECIFIC PLAN AND FOLSOM PLAN AREA EIR/EIS. ACCORDINGLY, THE PROPOSED PROJECT'S WATER DEMAND CAN BE ACCOMODATED BY THE CITY'S EXISTING WATER SUPPLY ALLOCATED TO SERVE THE FOLSOM PLAN AREA.

**PASSED AND ADOPTED** this 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

## Large Lot Vesting Tentative Subdivision Map





## Exhibit B

### Small Lot Vesting Tentative Subdivision Map



# Exhibit C

## Large Lot Vesting Tentative Subdivision Map

### Conditions of Approval

**PN 20-254 Mangini Ranch Phase 3 LLVTSM Conditions**

	<b>Mitigation Measure</b>	<b>Condition/Mitigation Measure</b>	<b>When Required</b>	<b>Responsible Department</b>
1.		<p><b><i>90 Day Protest Period</i></b>                      The conditions of project approval set forth herein include certain fees, dedication requirements, reservation requirements, and other exactions. Pursuant to Government Code Section 66020(d), these conditions constitute written notice of the amount of such fees, and a description of the dedications, reservations, and other exactions.</p> <p>The Applicant is hereby notified that the 90-day protest period, commencing from the date of approval of the project, has begun. If the Applicant fails to file a protest regarding any of the fees, dedication requirements, reservation requirements or other exaction contained in this notice, complying with all the requirements of Government Code Section 66020, the Applicant will be legally barred from later challenging such exactions.</p>	M	CD (E) (P)

2.		<p><b>Final Map</b></p> <p>The Applicant shall submit final maps to the Community Development Department that shall substantially conform to the exhibits referenced below:</p> <ul style="list-style-type: none"> <li>• Phased Large Lot Vesting Tentative Subdivision Map, dated, May 10, 2021.</li> </ul>	M	CD (E) (P)
3.		<p><b>Development Rights</b></p> <p>The approval of this vesting large lot tentative subdivision map and the recording of any vesting large lot final map does not convey any right to develop. Processing and approval of a small lot tentative subdivision map or maps and/or planned development permit applications shall be required prior to grading (with the exception of Lots 11 and 12 (School Sites) which may be graded, construction or development of any of the parcels created by this vesting large lot tentative subdivision map. As a condition of the small lot tentative subdivision map or maps and/or design review approval, the City shall identify improvements necessary to develop the subject parcel. These improvements may include on and off-site roadways, water, sewer, storm drainage, landscaping, sound-walls, and other similar improvements.</p>	M	CD (E) (P)
	<b>Mitigation Measure</b>	<b>Condition/Mitigation Measure</b>	<b>When Required</b>	<b>Responsible Department</b>
4		<p><b>Street Names</b></p> <p>The Applicant shall select street names from the City's approved list or subsequently approved by the Planning Commission and shall be used for the large lot final map.</p>	M	CD (E) (P)
5.		<b>Public Right of Way Dedication</b>	M	CD (E) (P)

	As provided for in the Amended and Restated Development Agreement and the First Amendment thereto, the Owner/Applicant shall dedicate all public rights-of-way (Savannah Parkway, East Bidwell Street, and Mangini Parkway, etc.) and corresponding public utility easements such that public access is provided to each and every lot as shown on the latest version of the Large Lot Vesting Tentative Subdivision Map.		
6.	<b>FMC Compliance</b> The final map shall comply with the Folsom Municipal Code.	M	CD (E)
7.	<b>Single Phase</b> The final map shall be recorded in one phase.	M	CD(E)
8	<b>Parks and Recreation</b>  The following measure shall be implemented to the satisfaction of the Parks and Recreation Department:  <ol style="list-style-type: none"> <li>1. <del>The Owner/Applicant will dedicate the proposed neighborhood park site NP-4 (Lot 10) consistent with the provisions of the Amended Restated Development Agreement for the Folsom Plan Area; however, the Owner/Applicant will receive no parkland dedication credit for land with development constraints (per FMC Chapter 16.32.040 Paragraph G). Any deficiency in the proposed parkland dedication per the FMC shall require modification to Tentative and Final Subdivision Maps to provide an 11.4-acre (net) park site to the satisfaction of the Parks and Recreation Director.</del></li> <li>2. <del>Preparation of an NP-4 conceptual site diagram utilizing programmed elements from the Parks and Rec Master Plan to the satisfaction of the Parks and Recreation Director.</del></li> <li>3. <del>Rough grading of the NP-4 Park parcel consistent with the conceptual site diagram.</del></li> <li>4. <del>Applicant shall provide to the City an "As Built" topographic survey in an electronic file compatible with AutoCAD upon</del></li> </ol>	I	P&R

		<p>completion of the rough grading.</p> <p><del>5. All subdivision utilities shall be brought into the park site by the Applicant at a location coordinated with Parks and Recreation staff and approved by the Parks and Recreation Director.</del></p> <p><b><u>The Owner/Applicant shall ensure the proposed neighborhood park site NP-4 (Lot 10) is dedicated to the City to the satisfaction of the Community Development Department and the Parks &amp; Recreation Department.</u></b></p> <p><b><i>Modified by the Planning Commission on 5-19-21</i></b></p>		
9.		<p><b><i>Schools</i></b></p> <p>The Owner/Applicant will ensure the proposed 12.9-acre Elementary School site (Lot 11) is provided to the satisfaction of the School District, consistent with the provisions of the Amended Restated Development Agreement for the Folsom Plan area.</p>	M	CD (E)
10.		<p><b><i>Schools</i></b></p> <p>The Owner/Applicant will ensure the proposed 24.1-acre Middle School site (Lot 12) is provided to the satisfaction of the School District, consistent with the provisions of the Amended Restated Development Agreement for the Folsom Plan area.</p>	M	CD (E)
11.		<p><b><i>Validity</i></b></p> <p>Pursuant to Government Code Section 66452.6, this approval shall be valid for a minimum term equal to the remaining term of the Development Agreement for the project, or for a period of thirty-six months, whichever is longer, but in no event for a shorter period than the maximum period of time permitted by the Subdivision Map Act.</p>	M	CD(E)

# Exhibit D

## Small Lot Vesting Tentative Subdivision Map Conditions of Approval



**CONDITIONS OF APPROVAL FOR THE MANGINI RANCH PHASE 3 SUBDIVISION (PN 20-254)  
NORTHEAST CORNER OF THE INTERSECTION OF EAST BIDWELL STREET AND SAVANNAH PARKWAY  
SMALL LOT VESTING TENTATIVE SUBDIVISION MAP AND MINOR ADMINISTRATIVE MODIFICATIONS**

Condition No.	Mitigation Measure	Condition of Approval	When Required	Responsible Department
1.		<p><b>Large Lot Vesting Tentative Subdivision Map</b> Approval of the Small Lot Vesting Tentative Subdivision Map is subject to the approval of the Proposed Large Lot Vesting Tentative Subdivision Map, dated May 10, 2021.</p>	I	CD (P)(E)
2.		<p><b>Design Review</b> At the time specific development is proposed the Applicant shall apply for Design Review.</p>	OG	CD (P)(E)
3.		<p><b>Final Development Plans</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 10, 2021.</li> <li>2. Preliminary Grading and Drainage Plan, dated May 10, 2021.</li> <li>3. Preliminary Utility Plan, dated May 10, 2021.</li> <li>4. Access and Circulation Analysis, dated April 28, 2021.</li> <li>5. Environmental Noise Analysis, dated May 10, 2021.</li> </ol> <p>The Small Lot Vesting Tentative Subdivision Maps are approved for the development of a 260-unit single-family residential subdivision (Mangini Ranch Phase 3 Subdivision). Implementation of the Project shall be consistent with the above referenced items and these conditions of approval.</p>	G, I, M, B	CD (P) E
4.		<p><b>Plan Submittal</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 (E)

5.		<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 approved Inclusionary Housing Agreement shall track the term of the Small Lot Vesting Tentative Subdivision Map, as may be extended from time to time pursuant to Section 16.16.110.A and 16.16.120 of the Folsom Municipal Code and the Subdivision Map Act.</p>	M	CD (P)
6.		<p><b>FMC Compliance</b>  The Small Lot Final Map shall comply with the Folsom Municipal Code and the Subdivision Map Act.</p>	I	CD (E)
7.		<p><b>Development Rights</b>  The approval of this Small Lot Vesting Tentative Subdivision Map conveys the right to develop. As noted in these conditions of approval for the Small Lot Vesting Tentative Subdivision Map, the City has identified improvements necessary to develop the subject parcels. These improvements include on and off-site roadways, water, sewer, storm drainage, landscaping, sound walls, and other improvements.</p>	OG	CD (P)(E)(B) PW, PR, FD, PD
8.		<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 Mangini Ranch Phase 3 Subdivision Project as shown on the Small Lot Vesting Tentative Subdivision Map (Lots 1-118).</p>	M	CD (E)(P)
9.		<p><b>Street Names</b>  The Applicant shall select street names from the City's approved list or subsequently approved by the Planning Commission and shall be used for the small lot final map.</p>	M	CD (E)(P)

10.	<p><b>Indemnity for City</b></p> <p>The Owner/Applicant shall protect, defend, indemnify, and hold harmless the City and its agents, officers and employees from any claim, action or proceeding against the City or its agents, officers or employees to attack, set aside, void, or annul any approval by the City or any of its agencies, departments, commissions, agents, officers, employees, or legislative body concerning the Project, which claim, action or proceeding is brought within the time period provided therefore in Government Code Section 66499.37 or other applicable statutes of limitation. The City will promptly notify the Owner/Applicant of any such claim, action or proceeding, and will cooperate fully in the defense. If the City should fail to cooperate fully in the defense, the Owner Owner/Applicant shall not thereafter be responsible to defend, indemnify and hold harmless the City or its agents, officers, and employees, pursuant to this condition. The City may, within its unlimited discretion, participate in the defense of any such claim, action or proceeding if both of the following occur:</p> <ul style="list-style-type: none"> <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
11.	<p><b>Small Lot Vesting Tentative Subdivision Map</b></p> <p>The Small Lot Vesting Tentative Subdivision map is expressly conditioned upon compliance with all environmental mitigation measures identified in the Folsom Plan Area Specific Plan EIR/EIS as amended by the Revised Proposed Water Supply Facility Alternative (November 2012), the Folsom South of U.S. Highway 50 Backbone Infrastructure Mitigated Negative Declaration (December 2014), and the Westland Eagle Specific Plan Amendment (September 2015).</p>	OG	CD

12.		<p><b>ARDA and Amendments</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)
13.	✓	<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)
14.		<p>The Owner/Applicant acknowledges that the State adopted amendments to Section 65850 of the California Government Code (specifically Section 65850(9)), effective January 1, 2018, to allow for the implementation of inclusionary housing requirements in residential rental units, upon adoption of an ordinance by the City. The Landowner is not currently contemplating any residential rental Projects within the Subject Property; however, in the event the City amends its Inclusionary Housing Ordinance with respect to rental housing pursuant to Section 65850(9), Landowner (or successor in interest) agrees that the Subject Property shall be subject to said City Ordinance, as amended, should any residential rental Project be proposed within the Subject Property.</p>	OG	CD (P)

<b>POLICE/SECURITY REQUIREMENT</b>				
15.		<p>The Owner/Applicant shall consult with the Police Department in order to incorporate all reasonable crime prevention measures. The following security/safety measures shall be considered:</p> <ul style="list-style-type: none"> <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>				
16.		<p><b>Taxes and Fees</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)
17.		<p><b>Assessments</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)

18.		<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 (July 1, 2020), or otherwise shall be governed by the terms of Amendments No. 1 and 2 to ARDA. The fees shall be calculated at the fee rate set forth in the PFFP and the ARDA.</p>	B	CD (P), PW, PK
19.		<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)

20.		<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)
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**GRADING PERMIT REQUIREMENTS**

21.		<p><b>Mine Shaft Remediation</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)
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22.		<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)
23.		<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)
24.		<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



**IMPROVEMENT PLAN REQUIREMENTS**

25.		<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)
26.		<p><b>Standard Construction Specifications and Details</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>Standard Construction Specifications and Details</u> and the <u>Design and Procedures Manual and Improvement Standards</u>.</p>	I	CD (P)(E)
27.		<p><b>Water and Sewer Infrastructure</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	CD (E)

28.		<p><b><i>SMUD Requirements</i></b></p> <ol style="list-style-type: none"> <li><del>1. Structural setbacks less than 14 feet shall require the Applicant to conduct a pre-engineering meeting with all utilities to ensure property clearances are maintained.</del></li> <li><del>2. Any necessary future SMUD facilities located on the Applicant's property shall require a dedicated SMUD easement. This will be determined prior to SMUD performing work on the Applicant's property.</del></li> <li><del>3. In the event the Applicant requires the relocation or removal of existing SMUD facilities on or adjacent to the subject property, the Applicant shall coordinate with SMUD. The Applicant shall be responsible for the cost of relocation or removal.</del></li> <li><del>4. SMUD reserves the right to use any portion of its easements on or adjacent to the subject property that it reasonably needs and shall not be responsible for any damages to the developed property within said easement that unreasonably interferes with those needs.</del></li> <li><del>5. The Applicant shall not place any building foundations within 5 feet of any SMUD trench to maintain adequate trench integrity. The Applicant shall verify specific clearance requirements for other utilities (e.g., Gas, Telephone, etc.).</del></li> <li><del>6. In the event the City requires an Irrevocable Offer of Dedication (IOD) for future roadway improvements, the Applicant shall dedicate a 12.5-foot public utility easement (PUE) for overhead and/or underground facilities and appurtenances adjacent to the City's IOD.</del></li> <li><del>7. The Applicant shall comply with SMUD siting requirements (e.g., panel size/location, clearances from SMUD equipment, transformer location, service conductors).</del></li> </ol> <p><b><i>Modified by the Planning Commission on 5-19-21</i></b></p>		
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29.		<p><b>Lighting Plan</b>  The Owner/Applicant of all Project phases shall submit a lighting plan for the Project to the Community Development Department. The lighting plan shall be consistent with the Folsom Ranch Central District Design Guidelines:</p> <ul style="list-style-type: none"> <li>• Shield or screen lighting fixtures to direct the light downward and prevent light spill on adjacent properties;</li> <li>• Place and shield or screen flood and area lighting needed for construction activities, nighttime sporting activities, and/or security so as not to disturb adjacent residential areas and passing motorists;</li> <li>• For public lighting in residential neighborhoods, prohibit the use of light fixtures that are of unusually high intensity or that blink or flash;</li> <li>• Use appropriate building materials (such as low-glare glass, low-glare building glaze or finish, neutral, earth toned colored paint and roofing materials), shielded or screened lighting, and appropriate signage in the office/commercial areas to prevent light and glare from adversely affecting motorists on nearby roadways; and</li> <li>• Design exterior on-site lighting as an integral part of the building and landscaping design in the Specific Plan Area. Lighting fixtures shall be architecturally consistent with the overall site design. Lights used on signage should be directed to light only the sign face with no off-site glare.</li> </ul>	I	CD (P)
30.		<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>	M	CD (P)(E)
31.		<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)

32.		<p><b>Future Utility Lines</b>  All future utility lines lower than 69 KV that are to be built within the Project shall be placed underground within and along the perimeter of the Project at the developer's cost. The Owner/Applicant shall dedicate to SMUD all necessary underground easements for the electrical facilities that will be necessary to service development of the Project.</p>	M	CD (E)
33.		<p><b>Water Meter Fixed Network System</b>  The Owner Owner/Applicant shall pay for, furnish and install all infrastructure associated with the water meter fixed network system for any City-owned and maintained water meter within the Project.</p>	I	CD (E), EWR
34.		<p><b>Class II Bike Lanes</b>  All Class II bike lanes (East Bidwell Street and Mangini Parkway) shall be striped, and the legends painted to the satisfaction of the Community Development Department. No parking shall be permitted within the Class II bike lanes.</p>	I	CD (E)(P)
35.		<p><b>Separated Sidewalks</b>  A Homeowner's Association shall maintain the landscape between the separated sidewalk and curb on residential streets. In the event a Homeowners Association is not provided, the residential street section shall be modified to a section that includes attached sidewalks.</p>	I	CD (E)(P)

36.		<p><b>Noise Barriers and Window Assemblies</b>  Based on the Environmental Noise Assessment (the “Traffic Noise Assessment, Mangini Ranch Phase 3”) prepared by Bollard Acoustical Consultants on April 23, 2021, and included in the staff report as Attachment no. 13, the following measures shall be implemented to the satisfaction of the Community Development Department:</p> <ul style="list-style-type: none"> <li>○ To comply with the General Plan 60 and 65 dB DNL exterior noise level standards for single- and multi-family residential uses (respectively), traffic noise barriers ranging from 6 to 8 feet in height relative to backyard elevation would be required. The heights and locations of the noise barriers are illustrated on Figure 2. Barrier insertion loss calculation worksheets are provided as Appendix C. The traffic noise barriers could take the form of masonry wall, earthen berm, or a combination of the two. Other materials may be acceptable but should be reviewed by an acoustical consultant prior to use.</li> <li>○ To ensure compliance with the General Plan 45 dB DNL interior noise level standard with a factor of safety, it is recommended that all upper-floor bedroom window assemblies of residences constructed on the lots identified on Figure 2 from which the adjacent roadways would be visible be upgraded to a minimum STC rating of 32.</li> <li>○ Air conditioning shall be provided for all residences that back up to East Bidwell Street, Road A and Mangini Parkway (Village 1 lots 21-30, Village 3 lots 12 ad 33-36, and Village 4 lots 1 and 24 -42)_of the development so that windows can be kept closed at the occupant's discretion to control interior noise. These conclusions are based on the traffic assumptions cited in Appendix B, the project site plans and grading plans (dated May 10, 2021), and on noise reduction data for standard construction.</li> </ul>	I, O	CD (E)(P)
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37.		<p><b>Master Plan Updates</b>  The Owner/Applicant shall provide sanitary sewer, water and storm drainage improvements with corresponding easements, as necessary, in accordance with these studies and the latest edition of the City of Folsom <u>Standard Construction Specifications and Details</u>, and the <u>Design and Procedures Manual and Improvement Standards</u>.</p> <p>The storm drainage design shall provide for no net increase in run-off under post-development conditions.</p>	G, I	CD(E), EWR, PW
38.		<p><b>Best Management Practices</b>  The storm drain improvement plans shall provide for “Best Management Practices” that meet the requirements of the water quality standards of the City’s National Pollutant Discharge Elimination System Permit issued by the State Regional Water Quality Control Board.</p> <p>In addition to compliance with City ordinances, the Owner/Applicant shall prepare a Stormwater Pollution Prevention Plan (SWPPP) and implement Best Management Practices (BMPs) that comply with the General Construction Stormwater Permit from the Central Valley RWQCB, to reduce water quality effects during construction. Detailed information about the SWPPP and BMPs are provided in Chapter 3A.9, “Hydrology and Water Quality.”</p>	G, I	CD (E)
39.		<p><b>Litter Control</b>  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**

<p>40.</p>	<p><b>All-Weather Access and Fire Hydrants</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>• All public streets shall meet City of Folsom Street Standards.</li> <li>• The maximum length of any dead-end street shall not exceed 500 feet in accordance with the Folsom Fire Code (unless approved by the Fire Department).</li> <li>• All-weather emergency access roads and fire hydrants (tested and flushed) shall be provided before combustible material storage or vertical construction is allowed. All-weather access is defined as 6" of compacted AB from May 1 to September 30 and 2"AC over 6" AB from October 1 to April 30</li> <li>• The first Fire Station planned for the Folsom Plan Area may be required to be completed and operational at the time that the threshold of 1,500 occupied homes within the Folsom Plan Area is met.</li> </ul>	<p>G, I, M, B</p>	<p>CD (P), FD</p>
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**LANDSCAPE/TREE PRESERVATION REQUIREMENTS**

41.		<p>Landscaping Plans</p> <ol style="list-style-type: none"> <li>1. At the time specific development is proposed, <del>detailed landscape improvements along the Class 1 Trail (Lot A)</del> shall be provided <b>and rough graded</b> subject to the satisfaction of the City <del>including the placement of the trail, fencing, benches or other amenities.</del></li> <li>2. A pedestrian connection linking Road "F" to Mangini Parkway shall be provided in Lot B, at the time specific development is proposed.</li> <li>3. <b><u>Open view fencing shall be provided in Villages 3 and 4 for any homes that back up to Lot A (Open Space).</u></b></li> <li>4. <b><u>Lot L shall be landscaped, and a pedestrian connection provided from "J" Drive to the Class 1 Trail in Lot A to the satisfaction of the Community Development Department.</u></b></li> </ol> <p><i>Modified by the Planning Commission on 5-19-21</i></p>	B	CD (P) (E)
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**MAP REQUIREMENTS**

42.		<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)
43.		<p><b><i>Inclusionary Housing Plan</i></b>          Inclusionary Housing Plan shall be approved by the City Council. The Inclusionary Housing Agreement, which will be approved by the City Attorney, shall be executed prior to recordation of the Final Map for the Mangini Ranch Phase 3 Subdivision Project.</p>	M	CD (P)(E)



44.		<p><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 schools are located in proximity to the proposed subdivision, and that the public parks may include facilities (basketball courts, a baseball field, softball fields, soccer fields, and playground equipment) that may generate noise impacts during various times, including but not limited to evening and nighttime hours. The Owner/Applicant shall also disclose that the existing public parks include nighttime sports lighting that may generate lighting impacts during evening and nighttime hours.</li> <li><del>2) Future Fire and Police stations are located adjacent to the Project site and may include facilities and equipment that generate noise and light impacts during various times, including but not limited to evening and nighttime hours.</del></li> <li>3) The soil in the subdivision may contain naturally occurring asbestos and naturally occurring arsenic.</li> <li>4) The collecting, digging, or removal of any stone, artifact, or other prehistoric or historic object located in public or open space areas, and the disturbance of any archaeological site or historic property, is prohibited.</li> <li>5) The Project site is located close to the Mather Airport flight path and overflight noise may be present at various times.</li> <li>6) That all properties located within one mile of an on- or off-site area zoned or used for agricultural use (including livestock grazing) shall be accompanied by written disclosure from the transferor, in a form approved by the City of Folsom, advising any transferee of the potential adverse odor impacts from surrounding agricultural operations, which disclosure shall direct the transferee to contact the County of</li> </ol>	M	CD (P, PK)
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		<p>Sacramento concerning any such property within the County zoned for agricultural uses within one mile of the subject property being transferred.</p>		
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***Modified by the Planning Commission on 5-19-21***

45.		<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)
46.		<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)
47.		<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)

48.		<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)
49.		<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)
50.		<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
51.		<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>				
52.		<p>The following conditions of approval are related to roadway and traffic related improvements for the Mangini Phase 3 Subdivision Project:</p>	B	CD E, PW, FD

		<ul style="list-style-type: none"> <li>• The Project shall construct two-way vehicle circulation along the surrounding roadways, namely the Northern Connector Road (A Drive), D Drive, and C Drive (see Exhibit 1 of Traffic and Circulation Analysis dated April 28, 2021). The Project shall provide these two-way roadway facilities to allow for adequate circulation directly related to the Project.</li> <li>• The access on the north end of E Drive at East Bidwell Street shall be an emergency vehicle access (EVA). Turn movements at E Drive at East Bidwell Street shall be restricted to right-turns in and out of Village 4 at East Bidwell Street.</li> <li>• A full access, side street stop-controlled intersection shall be constructed at E Drive and Mangini Parkway.</li> <li>• The northbound East Bidwell Street left-turn to the Northern Connector Road shall be constructed with at least 315-feet (255-foot deceleration plus 60-foot bay taper).</li> <li>• A southbound deceleration taper/flare or lane (subject to City specification) shall be constructed at the East Bidwell Street intersection with the Northern Connector Road.</li> <li>• The B Drive intersection with the Northern Connector Road is anticipated to operate adequately with side street stop controlled and without dedicated turn pockets. Adequate sight distance shall be provided and maintained.</li> <li>• <b><u>The E and B Drive intersections with Mangini Parkway shall</u></b></li> </ul>	B	CD, E, PW, FD
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		<p><b><u>be full access and provide left turn pockets to the satisfaction of the Community Development Department where applicable.</u></b></p> <p><b><i>Modified by the Planning Commission on 5-19-21</i></b></p>		
<b>ARCHITECTURE/SITE DESIGN REQUIREMENTS</b>				
53.		<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)

MITIGATION MEASURES				
54.	✓	<b>Mangini Phase 3 Subdivision Mitigation Monitoring Reporting Program (MMRP).</b> The conditions of approval below (numbered 55-1 to 55-89) implement the applicable mitigation measures from the FPASP (May 2011) MMRP, as amended by the Revised Proposed Water Supply Facility Alternative (November 2012), the Folsom South of U.S. Highway 50 Backbone Infrastructure Mitigated Negative Declaration (December 2014), and the Westland Eagle Specific Plan Amendment (September 2015).		
Condition No.	Mitigation Number (Source)	Mitigation Measures	Timing	Responsible Agency
AESTHETICS				
55-1	3A.1-4 (FPASP EIR/EIS)	<p><b>Screen Construction Staging Areas.</b></p> <p>The Project Applicant(s) for any discretionary development application shall locate staging and material storage areas as far away from sensitive biological resources and sensitive land uses (e.g., residential areas, schools, parks) as feasible. Staging and material storage areas shall be approved by the appropriate agency (identified below) before the approval of grading plans for all Project phases and shall be screened from adjacent occupied land uses in earlier development phases to the maximum extent practicable. Screens may include, but are not limited to, the use of such visual barriers such as berms or fences. The screen design shall be approved by the appropriate agency to further reduce visual effects to the extent possible.</p> <p>Mitigation for the off-site elements outside of the City of Folsom's jurisdictional boundaries shall be developed by the Project Applicant(s) of each applicable Project phase in consultation with the affected oversight agency(ies) (i.e., El Dorado and/or Sacramento Counties, and Caltrans) to reduce to the extent feasible the visual effects of construction activities on adjacent Project land uses that have already been developed.</p>	Before approval of grading plans and during construction for all Project phases.	City of Folsom Community Development Department.

55-2	3A.1-5 (FPASP EIR/EIS)	<p><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> <ul style="list-style-type: none"> <li>▶ Establish standards for on-site outdoor lighting to reduce high-intensity nighttime lighting and glare as part of the Folsom Specific Plan design guidelines/standards. Consideration shall be given to design features, namely directional shielding for street lighting, parking lot lighting, and other substantial light sources, that would reduce effects of nighttime lighting. In addition, consideration shall be given to the use of automatic shutoffs or motion sensors for lighting features to further reduce excess nighttime light.</li> <li>▶ Use shielded or screened public lighting fixtures to prevent the light from shining off of the surface intended to be illuminated.</li> </ul> <p>To reduce impacts associated with light and glare, the Project Applicant(s) of all Project phases shall:</p> <ul style="list-style-type: none"> <li>▶ Shield or screen lighting fixtures to direct the light downward and prevent light spill on adjacent properties.</li> <li>▶ Flood and area lighting needed for construction activities, nighttime sporting activities, and/or security shall be screened or aimed no higher than 45 degrees above straight down (half-way between straight down and straight to the side) when the source is visible from any off-site residential property or public roadway.</li> <li>▶ For public lighting in residential neighborhoods, prohibit the use of light fixtures that are of unusually high intensity or brightness (e.g., harsh mercury vapor, low-pressure sodium, or fluorescent bulbs) or that blink or flash.</li> <li>▶ Use appropriate building materials (such as low-glare glass, low-glare building glaze or finish, neutral, earth-toned colored paint and roofing materials), shielded or screened lighting, and appropriate signage in the office/commercial areas to prevent light and glare from adversely affecting motorists on nearby roadways.</li> </ul>	Before approval of building permits.	City of Folsom Community Development Department
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		<ul style="list-style-type: none"> <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> <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>		
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**AIR QUALITY**

55-3	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</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
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measures, construction operations shall comply with all applicable SMAQMD rules and regulations.

***Basic Construction Emission Control Practices***

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

	<p><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> <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.</li> </ul>		
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	<p>Acceptable options for reducing emissions may include use of late-model engines, low-emission diesel products, alternative fuels, engine retrofit technology, after-treatment products, and/or other options as they become available. The Project Applicant(s) of each Project phase or its representative shall submit to the City of Folsom Community Development Department and SMAQMD a comprehensive inventory of all off-road construction equipment, equal to or greater than 50 hp, that would be used an aggregate of 40 or more hours during any portion of the construction Project. The inventory shall include the horsepower rating, engine production year, and Projected hours of use for each piece of equipment. The inventory shall be updated and submitted monthly throughout the duration of the Project, except that an inventory shall not be required for any 30-day period in which no construction activity occurs. At least 48 hours prior to the use of heavy-duty off-road equipment, the Project representative shall provide SMAQMD with the anticipated construction timeline including start date, and name and phone number of the Project manager and on-site foreman. SMAQMD's Construction Mitigation Calculator can be used to identify an equipment fleet that achieves this reduction (SMAQMD 2007a). The Project shall ensure that emissions from all off-road diesel-powered equipment used on the SPA do not exceed 40% opacity for more than three minutes in any one hour. Any equipment found to exceed 40 percent opacity (or Ringelmann 2.0) shall be repaired immediately, and the City and SMAQMD shall be notified within 48 hours of identification of noncompliant equipment. A visual survey of all in-operation equipment shall be made at least weekly, and a monthly summary of the visual survey results shall be submitted throughout the duration of the Project, except that the monthly summary shall not be required for any 30-day period in which no construction activity occurs. The monthly summary shall include the quantity and type of vehicles surveyed as well as the dates of each survey. SMAQMD staff and/or other officials may conduct periodic site inspections to determine compliance. Nothing in this mitigation</p>		
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		<p>measure shall supersede other SMAQMD or state rules or regulations.</p> <ul style="list-style-type: none"> <li>▶ If at the time of construction, SMAQMD has adopted a regulation or new guidance applicable to construction emissions, compliance with the regulation or new guidance may completely or partially replace this mitigation if it is equal to or more effective than the mitigation contained herein, and if SMAQMD so permits.</li> </ul>		
55-4	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 calculated when the daily construction emissions can be more accurately determined: that is, if the City/USACE select and certify the EIR/EIS and approves the Proposed Project or one of the other four other action alternatives, the City and the Applicants must establish the phasing by which development would occur, and the Applicants must develop a detailed construction schedule. Calculation of fees associated with each Project development phase shall be conducted by the Project Applicant(s) in consultation with SMAQMD staff before the approval of grading plans by the City. The Project Applicant(s) for any particular</p>	Before the approval of all grading plans by the City and throughout Project construction for all Project phases.	The City of Folsom Community Development Department shall not grant any grading permits to the respective Project Applicant(s) until the respective Project Applicant(s) have paid the appropriate off-site mitigation fee to SMAQMD.

		discretionary development application shall pay into SMAQMD's off-site construction mitigation fund to further mitigate construction generated emissions of NOX that exceed SMAQMD's daily emission threshold of 85 lb/day. The calculation of daily NOX emissions shall be based on the cost rate established by SMAQMD at the time the calculation and payment are made. At the time of writing this EIR/EIS the cost rate is \$16,000 to reduce 1 ton of NOX plus a 5% administrative fee (SMAQMD 2008c). The determination of the final mitigation fee shall be conducted in coordination with SMAQMD before any ground disturbance occurs for any Project phase.		
55-5	3A.2-1c (FPASP EIR/EIS)	Analyze and Disclose Projected PM10 Emission Concentrations at Nearby Sensitive Receptors Resulting from Construction of On-Site Elements. Prior to construction of each discretionary development entitlement of on-site land uses, the Project Applicant shall perform a Project-level CEQA analysis (e.g., supporting documentation for an exemption, negative declaration, or Project-specific EIR) that includes detailed dispersion modeling of construction-generated PM10 to disclose what PM10 concentrations would be at nearby sensitive receptors. The dispersion modeling shall be performed in accordance with applicable SMAQMD guidance that is in place at the time the analysis is performed. At the time of writing this EIR/EIS, SMAQMD's most current and most detailed guidance for addressing construction generated PM10 emissions is found in its Guide to Air Quality Assessment in Sacramento County (SMAQMD 2009a). The Project-level analysis shall incorporate detailed parameters of the construction equipment and activities, including the year during which construction would be performed, as well as the proximity of potentially affected receptors, including receptors proposed by the Project that exist at the time the construction activity would occur.	Before the approval of all grading plans by the City.	City of Folsom Community Development Department
55-6	3A.2-2 (FPASP EIR/EIS)	<b><i>Implement All Measures Prescribed by the Air Quality Mitigation Plan to Reduce Operational Air Pollutant Emissions.</i></b>	Before issuance of subdivision maps or	City of Folsom Community Development Department

		<p>To reduce operational emissions, the Project Applicant(s) for any particular discretionary development application shall implement all measures prescribed in the SMAQMD-approved Folsom Plan Area Specific Plan Air Quality Mitigation Plan (AQMP) (Torrence Planning 2008), a copy of which is included in Appendix C2. The AQMP is intended to improve mobility, reduce vehicle miles traveled, and improve air quality as required by AB 32 and SB 375. The AQMP includes, among others, measures designed to provide bicycle parking at commercial land uses, an integrated pedestrian/bicycle path network, transit stops with shelters, a prohibition against the use the wood-burning fireplaces, energy star roofing materials, electric lawnmowers provided to Homeowners at no charge, and on-site transportation alternatives to passenger vehicles (including light rail) that provide connectivity with other local and regional alternative transportation networks.</p>	improvement plans.	
55-7	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

55-8	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 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>				
55-9	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 discretionary development application shall include stormwater drainage plans and erosion and sediment control plans in their improvement plans and shall submit these plans to the City Public Works Department for review and approval. For off-site elements within Sacramento County or El Dorado County jurisdiction (e.g., off-site detention basin and off-site roadway connections to El Dorado Hills), plans shall be submitted to the appropriate county planning department. Before approval of these improvement plans, the Project Applicant(s) for any particular discretionary development application shall obtain a NPDES MS4 Municipal Stormwater Permit and Grading Permit, comply with the City's Grading Ordinance and County drainage and stormwater quality standards, and commit to implementing all measures in their drainage plans and erosion and sediment control plans to avoid and minimize</p>	Before approval of improvement and drainage plans, and on an ongoing basis throughout and after Project construction, as required for all Project phases.	City of Folsom Public Works Department



	<p>erosion and runoff into Alder Creek and all wetlands and other waters that would remain on-site. Detailed information about stormwater runoff standards and relevant City and County regulation is provided in Chapter 3A.9, "Hydrology and Water Quality."</p> <p>The Project Applicant(s) for any discretionary development entitlement shall implement stormwater quality treatment controls consistent with the Stormwater Quality Design Manual for Sacramento and South Placer Regions in effect at the time the application is submitted. Appropriate runoff controls such as berms, storm gates, off-stream detention basins, overflow collection areas, filtration systems, and sediment traps shall be implemented to control siltation and the potential discharge of pollutants. Development plans shall incorporate Low Impact Development (LID) features, such as pervious strips, permeable pavements, bioretention ponds, vegetated swales, disconnected rain gutter downspouts, and rain gardens, where appropriate. Use of LID features is recommended by the EPA to minimize impacts on water quality, hydrology, and stream geomorphology and is specified as a method for protecting water quality in the proposed specific plan. In addition, free spanning bridge systems shall be used for all roadway crossings over wetlands and other waters that are retained in the on-site open space. These bridge systems would maintain the natural and restored channels of creeks, including the associated wetlands, and would be designed with sufficient span width and depth to provide for wildlife movement along the creek corridors even during high-flow or flood events, as specified in the 404 permit.</p> <p>In addition to compliance with City ordinances, the Project Applicant(s) for any particular discretionary development application shall prepare a Stormwater Pollution Prevention Plan (SWPPP) and implement Best Management Practices (BMPs) that comply with the General Construction Stormwater Permit from the Central Valley RWQCB, to reduce water quality effects during construction. Detailed information about the SWPPP and BMPs are provided in Chapter 3A.9, "Hydrology and Water Quality."</p>		
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		<p>Each Project development shall result in no net change to peak flows into Alder Creek and associated tributaries, or to Buffalo Creek, Carson Creek, and Coyote Creek. The Project Applicant(s) shall establish a baseline of conditions for drainage on-site. The baseline-flow conditions shall be established for 2-, 5-, and 100-year storm events. These baseline conditions shall be used to develop monitoring standards for the stormwater system on the SPA. The baseline conditions, monitoring standards, and a monitoring program shall be submitted to USACE and the City for their approval. Water quality and detention basins shall be designed and constructed to ensure that the performance standards, which are described in Chapter 3A.9, "Hydrology and Water Quality," are met and shall be designed as off-stream detention basins. Discharge sites into Alder Creek and associated tributaries, as well as tributaries to Carson Creek, Coyote Creek, and Buffalo Creek, shall be monitored to ensure that pre-Project conditions are being met. Corrective measures shall be implemented, as necessary. The mitigation measures will be satisfied when the monitoring standards are met for 5 consecutive years without undertaking corrective measures to meet the performance standard.</p> <p>See FEIR/FEIS Appendix S showing that the detention basin in the northeast corner of the SPA has been moved off stream.</p> <p>Mitigation for the off-site elements outside of the City of Folsom's jurisdictional boundaries must be coordinated by the Project Applicant(s) of each applicable Project phase in consultation with the affected oversight agency(ies) (i.e., El Dorado County for the roadway connections, Sacramento County for the detention basin west of Prairie City Road, and Caltrans for the U.S. 50 interchange improvements) such that the performance standards described in Chapter 3A.9, "Hydrology and Water Quality," are met.</p>		
55-10	3A.3-2a (FPASP EIR/EIS)	<p><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</p>	Before the approval of grading and improvement plans, before any	California Department of Fish and Game and City of Folsom Community Development Department.

	<p>surveys and to identify active nests on and within 0.5 mile of the Project and active burrows on the Project site. The surveys shall be conducted before the approval of grading and/or improvement plans (as applicable) and no less than 14 days and no more than 30 days before the beginning of construction for all Project phases. To the extent feasible, guidelines provided in Recommended Timing and Methodology for Swainson's Hawk Nesting Surveys in the Central Valley (Swainson's Hawk Technical Advisory Committee 2000) shall be followed for surveys for Swainson's hawk. If no nests are found, no further mitigation is required.</p> <p>If active nests are found, impacts on nesting Swainson's hawks and other raptors shall be avoided by establishing appropriate buffers around the nests. No Project activity shall commence within the buffer area until the young have fledged, the nest is no longer active, or until a qualified biologist has determined in consultation with DFG that reducing the buffer would not result in nest abandonment. DFG guidelines recommend implementation of 0.25- or 0.5-mile-wide buffers, but the size of the buffer may be adjusted if a qualified biologist and the City, in consultation with DFG, determine that such an adjustment would not be likely to adversely affect the nest. Monitoring of the nest by a qualified biologist during and after construction activities will be required if the activity has potential to adversely affect the nest.</p> <p>If active burrows are found, a mitigation plan shall be submitted to the City for review and approval before any ground-disturbing activities.</p> <p>The City shall consult with DFG. The mitigation plan may consist of installation of one-way doors on all burrows to allow owls to exit, but not reenter, and construction of artificial burrows within the Project vicinity, as needed; however, burrow owl exclusions may only be used if a qualified biologist verifies that the burrow does not contain eggs or dependent young. If active burrows contain eggs and/or young, no construction shall occur within 50 feet of the burrow until young have fledged. Once it is confirmed that there are no owls inside burrows, these burrows may be collapsed.</p>	<p>ground disturbing activities, and during Project construction as applicable for all Project phases.</p>	
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		Mitigation for the off-site elements outside of the City of Folsom's jurisdictional boundaries must be developed by the Project Applicant(s) of each applicable Project phase in consultation with the affected oversight agency(ies) (i.e., El Dorado and/or Sacramento Counties, or Caltrans), such that the performance criteria set forth in DFG's guidelines are determined to be met.		
<b>GEOLOGY AND SOILS</b>				
55-11	3A.7-1a (FPASP EIR/EIS)	<p>Prepare Site-Specific Geotechnical Report per CBC Requirements and Implement Appropriate Recommendations. Before building permits are issued and construction activities begin any Project development phase, the Project Applicant(s) of each Project phase shall hire a licensed geotechnical engineer to prepare a final geotechnical subsurface investigation report for the on- and off-site facilities, which shall be submitted for review and approval to the appropriate City or county department (identified below). The final geotechnical engineering report shall address and make recommendations on the following:</p> <ul style="list-style-type: none"> <li>▶ Site preparation;</li> <li>▶ Soil bearing capacity;</li> <li>▶ Appropriate sources and types of fill;</li> <li>▶ Potential need for soil amendments;</li> <li>▶ Road, pavement, and parking areas;</li> <li>▶ Structural foundations, including retaining-wall design;</li> <li>▶ Grading practices;</li> <li>▶ Soil corrosion of concrete and steel;</li> <li>▶ Erosion/winterization;</li> <li>▶ Seismic ground shaking;</li> <li>▶ Liquefaction; and</li> <li>▶ Expansive/unstable soils.</li> </ul> <p>In addition to the recommendations for the conditions listed above, the geotechnical investigation shall include subsurface testing of soil and groundwater conditions and shall determine appropriate foundation designs that are consistent with the</p>	Before issuance of building permits and ground-disturbing activities.	City of Folsom Community Development Department

		<p>version of the CBC that is applicable at the time building and grading permits are applied for. All recommendations contained in the final geotechnical engineering report shall be implemented by the Project Applicant(s) of each Project phase. Special recommendations contained in the geotechnical engineering report shall be noted on the grading plans and implemented as appropriate before construction begins. Design and construction of all new Project development shall be in accordance with the CBC. The Project Applicant(s) shall provide for engineering inspection and certification that earthwork has been performed in conformity with recommendations contained in the geotechnical report.</p>		
55-12	3A.7-1b (FPASP EIR/EIS)	<p><b>Monitor Earthwork during Earthmoving Activities.</b></p> <p>All earthworks shall be monitored by a qualified geotechnical or soils engineer retained by the Project Applicant(s) of each Project phase. The geotechnical or soils engineer shall provide oversight during all excavation, placement of fill, and disposal of materials removed from and deposited on both on- and off-site construction areas.</p> <p>Mitigation for the off-site elements outside of the City of Folsom’s jurisdictional boundaries must be coordinated by the Project Applicant(s) of each applicable Project phase with the affected oversight agency(ies) (i.e., El Dorado and/or Sacramento Counties, or Caltrans).</p>	Before issuance of building permits and ground-disturbing activities.	City of Folsom Community Development Department
55-13	3A.7-3 (FPASP EIR/EIS)	<p><b>Prepare and Implement the Appropriate Grading and Erosion Control Plan.</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,</p>	Before the start of construction activities.	City of Folsom Community Development Department

		<p>and shall include the site-specific grading associated with development for all Project phases.</p> <p>The plans referenced above shall include the location, implementation schedule, and maintenance schedule of all erosion and sediment control measures, a description of measures designed to control dust and stabilize the construction-site road and entrance, and a description of the location and methods of storage and disposal of construction materials. Erosion and sediment control measures could include the use of detention basins, berms, swales, wattles, and silt fencing, and covering or watering of stockpiled soils to reduce wind erosion. Stabilization on steep slopes could include construction of retaining walls and reseeding with vegetation after construction. Stabilization of construction entrances to minimize trackout (control dust) is commonly achieved by installing filter fabric and crushed rock to a depth of approximately 1 foot. The Project Applicant(s) shall ensure that the construction contractor is responsible for securing a source of transportation and deposition of excavated materials.</p> <p>Mitigation for the off-site elements outside of the City of Folsom's jurisdictional boundaries must be coordinated by the Project Applicant(s) of each applicable Project phase with the affected oversight agency(ies) (i.e., El Dorado and/or Sacramento Counties).</p> <p>Implementation of Mitigation Measure 3A.9-1 (discussed in Section 3A.9, "Hydrology and Water Quality – Land") would also help reduce erosion-related impacts.</p>		
55-14	3A.7-5 (FPASP EIR/EIS)	<p><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

<p>55-15</p>	<p>3A.7-10 (FPASP EIR/EIS)</p>	<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 Lone 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 Lone or Mehrten Formations, the Project Applicant(s) shall retain a qualified paleontologist or archaeologist to train all construction personnel involved with earthmoving activities, including the site superintendent, regarding the possibility of encountering fossils, the appearance, and types of fossils likely to be seen during construction, and proper notification procedures should fossils be encountered.</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>During earthmoving activities in the Lone and Mehrten Formations.</p>	<p>City of Folsom Community Development Department</p>
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**GREENHOUSE GAS EMISSIONS AND CLIMATE CHANGE**

<p>55-16</p>	<p>3A.4-1 (FPASP EIR/EIS)</p>	<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</p>	<p>Before approval of small-lot final maps and building permits for all discretionary development Project, including all on- and off-site elements and implementation throughout Project construction.</p>	<p>City of Folsom Community Development Department</p>
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	<p>below and the Project Applicant(s) shall, at a minimum, be required to implement the following:</p> <ul style="list-style-type: none"> <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> <li>▪ use the proper size of equipment for the job; and</li> <li>▪ use equipment with new technologies (repowered engines, electric drive trains).</li> </ul> </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> </ul>		
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		<ul style="list-style-type: none"> <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> <p>In addition to SMAQMD-recommended measures, construction activity shall comply with all applicable rules and regulations established by SMAQMD and ARB.</p>		
55-17	3A.8-2 (FPASP EIR/EIS)	<p><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,</li> </ul>	Before and during earth moving activities	City of Folsom Community Development Department

	<p>redistribution of clean fill material in the SPA, and closure of any abandoned mine shafts. The plan shall include measures that ensure the safe transport, use, and disposal of contaminated soil and building debris removed from the site. In the event that contaminated groundwater is encountered during site excavation activities, the contractor shall report the contamination to the appropriate regulatory agencies, dewater the excavated area, and treat the contaminated groundwater to remove contaminants before discharge into the sanitary sewer system. The Project Applicant(s) shall be required to comply with the plan and applicable Federal, state, and local laws. The plan shall outline measures for specific handling and reporting procedures for hazardous materials and disposal of hazardous materials removed from the site at an appropriate off-site disposal facility.</p> <ul style="list-style-type: none"> <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</li> </ul>		
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		Project Applicant(s) of each applicable Project phase with the affected oversight agency(ies) (i.e., Sacramento County).		
<b>HYDROLOGY AND WATER QUALITY</b>				
55-18	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 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> </ul>	Submittal of the State Construction General Permit NOI and SWPPP (where applicable) and development and submittal of any other locally required plans and specifications before the issuance of grading permits for all on-site Project phases and off-site elements and implementation throughout Project construction.	City of Folsom Community Development Department

	<ul style="list-style-type: none"> <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. <ul style="list-style-type: none"> <li>▶ Implementing temporary erosion and sediment control measures in disturbed areas to minimize discharge of sediment into nearby drainage conveyances, in compliance with state and local standards in effect at the time of construction. These measures may include silt fences, staked straw bales or wattles, sediment/silt basins and traps, geofabric, sandbag dikes, and temporary vegetation.</li> <li>▶ Establishing permanent vegetative cover to reduce erosion in areas disturbed by construction by slowing runoff velocities, trapping sediment, and enhancing filtration and transpiration.</li> <li>▶ Using drainage swales, ditches, and earth dikes to control erosion and runoff by conveying surface runoff down sloping land, intercepting and diverting runoff to a watercourse or channel, preventing sheet flow over sloped surfaces, preventing runoff accumulation at the base of a grade, and avoiding flood damage along roadways and facility infrastructure.</li> </ul> </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</p>		
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		<p>development and implementation of the overall Project SWPPP or develop and implement its own SWPPP specific to the interchange improvements, to ensure that water quality degradation would be avoided or minimized to the maximum extent practicable.</p> <p>Mitigation for the off-site elements outside of the City of Folsom's jurisdictional boundaries must be coordinated by the Project Applicant(s) of each applicable Project phase with the affected oversight agency(ies) (i.e., El Dorado and/or Sacramento Counties, or Caltrans).</p>		
55-19	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 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> </ul>	Before approval of grading plans and building permits of all Project phases.	City of Folsom Public Works Department

	<p>▶ City and El Dorado County flood control design requirements and measures designed to comply with them;</p> <p>▶ 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:</p> <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> <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</p>		
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		<p>channeled and contained, such that the risk to people or damage to structures within or down gradient of the SPA would not occur, and that hydromodification would not be increased from pre-development levels such that existing stream geomorphology would be changed (the range of conditions should be calculated for each receiving water if feasible, or a conservative estimate should be used, e.g., an Ep of 1 ±10% or other as approved by the Sacramento Stormwater Quality Partnership and/or City of Folsom Public Works Department).</p> <p>Mitigation for the off-site elements outside of the City of Folsom's jurisdictional boundaries must be coordinated by the Project Applicant(s) of each applicable Project phase with El Dorado County.</p>		
55-20	3A.9-3 (FPASP EIR/EIS)	<p><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 the "Stormwater Quality Design Manual for Sacramento and South Placer Regions" ([SSQP 2007b] per NPDES Permit No. CAS082597 WDR Order</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>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</p>		
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		<p>quality degradation would be avoided or minimized to the maximum extent practicable.</p> <p>Mitigation for the off-site elements outside of the City of Folsom's jurisdictional boundaries must be coordinated by the Project Applicant(s) of each applicable Project phase with El Dorado County and Caltrans.</p>		
<b>NOISE AND VIBRATION</b>				
55-21	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> </ul>	Before and during construction activities on the SPA and within El Dorado Hills.	City of Folsom Community Development Department

	<ul style="list-style-type: none"> <li>▶ Individual operations and techniques shall be replaced with quieter procedures (e.g., using welding instead of riveting, mixing concrete offsite instead of on-site).</li> <li>▶ Noise-reducing enclosures shall be used around stationary noise-generating equipment (e.g., compressors and generators) as planned phases are built out and future noise sensitive receptors are located within close proximity to future construction activities.</li> <li>▶ Written notification of construction activities shall be provided to all noise-sensitive receptors located within 850 feet of construction activities. Notification shall include anticipated dates and hours during which construction activities are anticipated to occur and contact information, including a daytime telephone number, for the Project representative to be contacted in the event that noise levels are deemed excessive. Recommendations to assist noise-sensitive land uses in reducing interior noise levels (e.g., closing windows and doors) shall also be included in the notification.</li> <li>▶ To the extent feasible, acoustic barriers (e.g., lead curtains, sound barriers) shall be constructed to reduce construction-generated noise levels at affected noise-sensitive land uses. The barriers shall be designed to obstruct the line of sight between the noise-sensitive land use and on-site construction equipment. When installed properly, acoustic barriers can reduce construction noise levels by approximately 8–10 dB (EPA 1971).</li> <li>▶ When future noise sensitive uses are within close proximity to prolonged construction noise, noise-attenuating buffers such as structures, truck trailers, or soil piles shall be located between noise sources and future residences to shield sensitive receptors from construction noise.</li> <li>▶ The primary contractor shall prepare and implement a construction noise management plan. This plan shall identify specific measures to ensure compliance with the noise control measures specified above. The noise control plan shall be</li> </ul>		
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		submitted to the City of Folsom before any noise-generating construction activity begins. Construction shall not commence until the construction noise management plan is approved by the City of Folsom. Mitigation for the two off-site roadway connections into El Dorado County must be coordinated by the Project Applicant(s) of the applicable Project phase with El Dorado County, since the roadway extensions are outside of the City of Folsom's jurisdictional boundaries.		
<b>PUBLIC SERVICES</b>				
55-22	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
55-23	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</i></b></p>	Before issuance of building permits and	City of Folsom Fire Department, City of Folsom

	<p><b><i>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 barricades shall be in accordance with the Sacramento County Emergency Access Gates and Barriers Standard, as required by the City of Folsom Fire Code.</p> <p>2. Submit a Fire Systems New Buildings, Additions, and Alterations Document Submittal List to the City of Folsom Community Development Department Building Division for review and approval before the issuance of building permits.</p> <p>In addition to the above measures, the Project Applicant(s) of all Project phases shall incorporate the provisions described below for the portion of the SPA within the EDHFD service area, if it is determined through City/EI Dorado County negotiations that EDHFD would serve the 178-acre portion of the SPA.</p> <p>3. Incorporate into Project designs applicable requirements based on the EDHFD fire prevention standards. For commercial development, improvement plans showing roadways, land splits,</p>	<p>issuance of occupancy permits or final inspections for all Project phases.</p>	<p>Community Development Department</p>
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		<p>buildings, fire sprinkler systems, fire alarm systems, and other commercial building improvements shall be submitted to the EDHFD for review and approval. For residential development, improvement plans showing property lines and adjacent streets or roads; total acreage or square footage of the parcel; the footprint of all structures; driveway plan views describing width, length, turnouts, turnarounds, radiuses, and surfaces; and driveway profile views showing the percent grade from the access road to the structure and vertical clearance shall be submitted to the EDHFD for review and approval.</p> <p>4. Submit a Fire Prevention Plan Checklist to the EDHFD for review and approval before the issuance of building permits. In addition, residential development requiring automation fire sprinklers shall submit sprinkler design sheet(s) and hydraulic calculations from a California State Licensed C-16 Contractor.</p> <p>The City shall not authorize the occupancy of any structures until the Project Applicant(s) have obtained a Certificate of Occupancy from the City of Folsom Community Development Department verifying that all fire prevention items have been addressed on-site to the satisfaction of the City of Folsom Fire Department and/or the EDHFD for the 178-acre area of the SPA within the EDHFD service area.</p>		
55-24	3A.14-3 (FPASP EIR/EIS)	<p><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>				
55-25	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>	A phasing analysis shall be performed prior to	City of Folsom Public Works Department

		To ensure that the Folsom Boulevard/Blue Ravine Road intersection operates at an acceptable LOS, the eastbound approach must be reconfigured to consist of two left-turn lanes, one through lane, and one right-turn lane. The Applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by Applicant, to reduce the impacts to the Folsom Boulevard/Blue Ravine Road intersection (Intersection 1).	approval of the first subdivision map to determine when the improvement should be implemented and when fair share funding should be paid.	
55-26	3A.15-1b (FPASP EIR/EIS)	<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
55-27	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
55-28	3A.15-1e (FPASP EIR/EIS)	<b><i>Fund and Construct Improvements to the Hillside Drive/Easton Valley Parkway Intersection (Intersection 41).</i></b>	A phasing analysis shall be performed prior to	City of Folsom Public Works Department

		To ensure that the Hillside Drive/Easton Valley Parkway intersection operates at an acceptable LOS, the eastbound approach must be reconfigured to consist of one dedicated left turn lane and two through lanes, and the westbound approach must be reconfigured to consist of two through lanes and one dedicated right-turn lane. The Applicant shall fund and construct these improvements.	approval of the first subdivision map to determine when the improvement should be implemented.	
55-29	3A.15-1f (FPASP EIR/EIS)	<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
55-30	3A.15-1h (FPASP EIR/EIS)	<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> To ensure that the Hazel Avenue/Folsom Boulevard intersection operates at an acceptable LOS, this intersection must be grade separated including "jug handle" ramps. No at grade improvement is feasible. Grade separating and extended (south) Hazel Avenue with improvements to the U.S. 50/Hazel Avenue interchange is a mitigation measure for the approved Easton-Glenbrough Specific Plan development Project. The Applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a program established by that agency to reduce the impacts to the Hazel Avenue/Folsom Boulevard intersection (Sacramento County Intersection 2).	A phasing analysis shall be performed prior to approval of the first subdivision map to determine when the improvement should be implemented.	Sacramento County Public Works Department and Caltrans
55-31	3A.15-1i (FPASP EIR/EIS)	<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>	Before Project build out. Design of the White Rock Road widening to four lanes, from	Sacramento County Public Works Department



		<p>Improvements must be made to ensure that the Grant Line Road/White Rock Road intersection operates at an acceptable LOS. The currently County proposed White Rock Road widening Project will widen and realign White Rock Road from the Rancho Cordova City limit to the El Dorado County line (this analysis assumes that the Proposed Project and build alternatives will widen White Rock Road to five lanes from Prairie City road to the El Dorado County Line). This widening includes improvements to the Grant Line Road intersection and realigning White Rock Road to be the through movement. The improvements include two eastbound through lanes, one eastbound right turn lane, two northbound left turn lanes, two northbound right turn lanes, two westbound left turn lanes and two westbound through lanes. This improvement also includes the signalization of the White Rock Road and Grant Line Road intersection. With implementation of this improvement, the intersection would operate at an acceptable LOS A. The Applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a program established by that agency to reduce the impacts to the Grant Line Road/White Rock Road intersection (Sacramento County Intersection 3).</p>	<p>Grant Line Road to Prairie City Road, with Intersection improvements has begun, and because this widening Project is environmentally cleared and fully funded, it's construction is expected to be complete before the first phase of the Proposed Project or alternative is built.</p>	
55-32	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</p>	<p>Sacramento County Public Works Department</p>

			complete. The Applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a program established by that agency to reduce the impacts to Hazel Avenue between Madison Avenue and Curragh Downs Drive (Sacramento County Roadway Segment 10).	
55-33	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

55-34	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 Boulevard. This was recommended in the Traffic Operations Analysis Report for the U.S. 50 Auxiliary Lane Project.</p>	Before Project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which Project phase the improvement should be built.	City of Folsom Public Works Department and Sacramento County Department of Transportation
55-35	3A.15-1p (FPASP EIR/EIS)	<p><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</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

		the Grant Line Road/State Route 16 intersection (Caltrans Intersection 12).		
55-36	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
55-37	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</p>	<p>Before Project build out. A phasing analysis should be performed to determine during which Project</p>	City of Folsom Public Works Department and Sacramento County Department of Transportation

		<p>Project. This improvement is included in the proposed 50 Corridor Mobility Fee Program.</p> <p>The Applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a program established by that agency to reduce the impacts to Eastbound U.S. 50 between Hazel Avenue and Folsom Boulevard (Freeway Segment 3).</p>	<p>phase the improvement should be built.</p>	
55-38	3A.15-1s (FPASP EIR/EIS)	<p><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>
55-39	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>

55-40	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.</p> <p>Improvements to this freeway segment must be implemented by Caltrans. The Applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a program established by that agency to reduce the impacts to Westbound U.S. 50 between Hazel Avenue and Sunrise Boulevard (Freeway Segment 18).</p>	Before Project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which Project phase the improvement should be built.	City of Rancho Cordova Department of Public Works and Sacramento County Department of Transportation
55-41	3A.15-1w (FPASP EIR/EIS)	<p><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>	Before Project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which Project phase the improvement should be built.	City of Folsom Public Works Department and Sacramento County Department of Transportation
55-42	3A.15-1x (FPASP EIR/EIS)	<p><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.</p>	Before Project build out. A phasing analysis should be performed prior to approval of the first subdivision	City of Folsom Public Works Department and Sacramento County Department of Transportation

		This auxiliary lane improvement is included in the proposed 50 Corridor Mobility Fee Program. The Applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by Applicant, to reduce the impacts to the U.S. 50 Eastbound/Prairie City Road diverge (Freeway Diverge 5).	map to determine during which Project phase the improvement should be built.	
55-43	3A.15-1y (FPASP EIR/EIS)	<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
55-44	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 eliminate the unacceptable weaving conditions. Such an improvement may involve a “braided ramp”. The Applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by Applicant, to reduce the impacts to the U.S. 50 Eastbound / Prairie City Road flyover on-ramp to Oak Avenue Parkway off-ramp weave (Freeway Weave 8).	Before Project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which Project phase the improvement should be built.	City of Folsom Public Works Department

55-45	3A.15-1aa (FPASP EIR/EIS)	<p><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>	Before Project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which Project phase the improvement should be built.	City of Folsom Public Works Department
55-46	3A.15-1dd (FPASP EIR/EIS)	<p><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>	Before Project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which Project phase the improvement should be built.	City of Folsom Public Works Department
55-47	3A.15-1ee (FPASP EIR/EIS)	<p><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</p>	Before Project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which	City of Folsom Public Works Department



		Caltrans. The Applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by Applicant, to reduce the impacts to the U.S. 50 Westbound/Oak Avenue Parkway loop ramp merge (Freeway Merge 29).	Project phase the improvement should be built.	
55-48	3A.15-1ff (FPASP EIR/EIS)	<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 appropriate and reliable mechanism paid for by Applicant, to reduce the impacts to the U.S. 50 Westbound/Prairie City Road Loop Ramp Merge (Freeway Merge 32).	Before Project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which Project phase the improvement should be built.	City of Folsom Public Works Department and Sacramento County Department of Transportation
55-49	3A.15-1gg (FPASP EIR/EIS)	<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
55-50	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	Before Project build out. A phasing analysis should be performed prior to	City of Folsom Public Works Department and Sacramento County Department of Transportation

		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).	approval of the first subdivision map to determine during which Project phase the improvement should be built.	
55-51	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
55-52	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. 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	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	City of Folsom Public Works Department

		alternative transportation uses and reduce the volume of single-occupancy vehicles using area roadways and intersections. The Project Applicant(s) for any particular discretionary development application shall participate in capital improvements and operating funds for transit service to increase the percent of travel by transit. The Project's fair-share participation and the associated timing of the improvements and service shall be identified in the Project conditions of approval and/or the Project's development agreement. Improvements and service shall be coordinated, as necessary, with Folsom Stage Lines and Sacramento RT.	condition of the development agreement for all Project phases.	
55-53	3A.15-2b (FPASP EIR/EIS)	<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.	Concurrent with construction for all Project phases.	City of Folsom Public Works Department
55-54	3A.15-2c (FPASP EIR/EIS)	<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.	Concurrent with construction for all Project phases.	City of Folsom Public Works Department
55-55	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
55-56	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>	Before Project build out. A phasing analysis should be	City of Folsom Public Works Department

		To ensure that the Sibley Street/Blue Ravine Road intersection operates at a LOS D with less than the Cumulative No Project delay, the northbound approach must be reconfigured to consist of two left-turn lane, two through lanes, and one dedicated right-turn lane. The Applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by Applicant, to reduce the impacts to the Sibley Street/Blue Ravine Road intersection (Folsom Intersection 2).	performed prior to approval of the first subdivision map to determine during which Project phase the improvement should be built.	
55-57	3A.15-4b (FPASP EIR/EIS)	<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
55-58	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> To ensure that the East Bidwell Street/College Street intersection operates at acceptable LOS C or better, the westbound approach must be reconfigured to consist of one left-turn lane, one left-through lane, and two dedicated right-turn lanes. The Applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by Applicant, to reduce the impacts to the East Bidwell Street/Nesmith Court intersection (Folsom Intersection 7).	Before Project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which Project phase the improvement should be built.	City of Folsom Public Works Department

55-59	3A.15-4d (FPASP EIR/EIS)	<p><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
55-60	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
55-61	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 reconfigured to consist of two left-turn lanes, three through lanes,</p>	Before Project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which Project phase the	City of Folsom Public Works Department

		and a right-turn lane. The southbound approach must be reconfigured to consist of two left-turn lanes, three through lanes, and a right-turn lane. The Applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by Applicant, to reduce the impacts to the Empire Ranch Road / Iron Point Road Intersection Before Project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which Project phase the improvement should be built. (Folsom Intersection 24).	improvement should be built.	
55-62	3A.15-4g (FPASP EIR/EIS)	<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
55-63	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).		
55-64	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.
55-65	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</p>	Before Project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which Project phase the improvement should be built.	Sacramento County Department of Transportation.

		than offset the impacts specifically related to the Folsom South of U.S. 50 Project on this roadway segment.		
55-66	3A.15-4l (FPASP EIR/EIS)	<p><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.
55-67	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</p>	Before Project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which Project phase the improvement should be built.	Sacramento County Department of Transportation.



		Applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a program established by that agency to reduce the impacts to White Rock Road between Grant Line Road and Prairie City Road (Sacramento County Roadway Segment 22).		
55-68	3A.15-4n (FPASP EIR/EIS)	<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>  To improve operation on White Rock Road between Empire Ranch Road and Carson Crossing Road, this roadway segment must be widened to six lanes. Improvements to this roadway segment must be implemented by Sacramento County. The Applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a program established by that agency to reduce the impacts to White Rock Road between Empire Ranch Road and Carson Crossing Road (Sacramento County Roadway Segment 28).	Before Project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which Project phase the improvement should be built.	Sacramento County Department of Transportation.
55-69	3A.15-4o (FPASP EIR/EIS)	<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>  To ensure that the White Rock Road/Carson Crossing Road intersection operates at an acceptable LOS, the eastbound right turn lane must be converted into a separate free right turn lane, or double right. Improvements to this intersection must be implemented by El Dorado County. The Applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a program established by that agency to reduce the impacts to the White Rock Road/Carson Crossing Road Intersection (El Dorado County 1).	Before Project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which Project phase the improvement should be built.	Sacramento County Department of Transportation.
55-70	3A.15-4p (FPASP EIR/EIS)	<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>	Before Project build out. A phasing analysis should be performed prior to	Sacramento County Department of Transportation.

		To ensure that the Hazel Avenue/U.S. 50 westbound ramps intersection operates at an acceptable LOS, the westbound approach must be reconfigured to consist of one dedicated left turn lane, one shared left through lane and three dedicated right-turn lanes. Improvements to this intersection must be implemented by Caltrans and Sacramento County. The Applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a program established by that agency to reduce the impacts to the Hazel Avenue/U.S. 50 Westbound Ramps Intersection (Caltrans Intersection 1).	approval of the first subdivision map to determine during which Project phase the improvement should be built.	
55-71	3A.15-4q (FPASP EIR/EIS)	<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> To ensure that Eastbound US 50 operates at an acceptable LOS between Zinfandel Drive and Sunrise Boulevard, an additional eastbound lane could be constructed. This improvement is not consistent with the Concept Facility in Caltrans State Route 50 Corridor System Management Plan; therefore, it is not likely to be implemented by Caltrans by 2030. Construction of the Capitol South East Connector, including widening White Rock Road and Grant Line Road to six lanes with limited access, could divert some traffic from U.S. 50 and partially mitigate the Project's impact. The Applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a program established by that agency to reduce the impacts to Eastbound U.S. 50 between Zinfandel Drive and Sunrise Boulevard (Freeway Segment 1).	Before Project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which Project phase the improvement should be built.	Sacramento County Department of Transportation.
55-72	3A.15-4r (FPASP EIR/EIS)	<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> To ensure that Eastbound US 50 operates at an acceptable LOS between Rancho Cordova Parkway and Hazel Avenue, an additional eastbound lane could be constructed. This improvement is not consistent with the Concept Facility in Caltrans State Route 50 Corridor System Management Plan; therefore, it is not likely to be implemented by Caltrans by 2030. Construction of the Capitol	Before Project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which	Sacramento County Department of Transportation.

		South East Connector, including widening White Rock Road and Grant Line Road to six lanes with limited access, could divert some traffic off of U.S. 50 and partially mitigate the Project's impact. The Applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a program established by that agency to reduce the impacts to Eastbound U.S. 50 between Rancho Cordova Parkway and Hazel Avenue (Freeway Segment 3).	Project phase the improvement should be built.	
55-73	3A.15-4s (FPASP EIR/EIS)	<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> To ensure that Eastbound US 50 operates at an acceptable LOS between Folsom Boulevard and Prairie City Road, the eastbound auxiliary lane should be converted to a mixed flow lane that extends to and drops at the Oak Avenue Parkway off ramp (see mitigation measure 3A.15-4t). Improvements to this freeway segment must be implemented by Caltrans. This improvement is not consistent with the Concept Facility in Caltrans State Route 50 Corridor System Management Plan; therefore, it is not likely to be implemented by Caltrans by 2030. Construction of the Capitol South East Connector, including widening White Rock Road and Grant Line Road to six lanes with limited access, could divert some traffic off of U.S. 50 and partially mitigate the Project's impact. The Applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by Applicant, to reduce the impacts to Eastbound U.S. 50 between Folsom Boulevard and Prairie City Road (Freeway Segment 5).	Before Project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which Project phase the improvement should be built.	Sacramento County Department of Transportation.
55-74	3A.15-4t (FPASP EIR/EIS)	<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> 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	Before Project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine	Sacramento County Department of Transportation.

		and w), and the southbound Prairie City Road flyover on ramp should be braided over the Oak Avenue Parkway off ramp and start an extended full auxiliary lane to the East Bidwell Street – Scott Road off ramp. Improvements to this freeway segment must be implemented by Caltrans. The Applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by Applicant, to reduce the impacts to Eastbound U.S. 50 between Prairie City Road and Oak Avenue Parkway (Freeway Segment 6).	during which Project phase the improvement should be built.	
55-75	3A.15-4u (FPASP EIR/EIS)	<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> To ensure that Eastbound US 50 operates at an acceptable LOS, the northbound Prairie City Road slip on ramp should start the eastbound auxiliary lane that extends to and drops at the Oak Avenue Parkway off ramp (see mitigation measure 3A.15-4u, w and x), and the southbound Prairie City Road flyover on ramp should be braided over the Oak Avenue Parkway off ramp and start an extended full auxiliary lane to the East Bidwell Street – Scott Road off ramp. Improvements to this freeway segment must be implemented by Caltrans. The Applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by Applicant, to reduce the impacts to the U.S. 50 Eastbound / Prairie City Road slip ramp merge (Freeway Merge 6).	Before Project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which Project phase the improvement should be built.	Sacramento County Department of Transportation.
55-76	3A.15-4v (FPASP EIR/EIS)	<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	Before Project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which	Sacramento County Department of Transportation.

		should be braided over the Oak Avenue Parkway off ramp and start an extended full auxiliary lane to the East Bidwell Street – Scott Road off ramp. Improvements to this freeway segment must be implemented by Caltrans. The Applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by Applicant, to reduce the impacts to the U.S. 50 Eastbound / Prairie City Road Flyover On Ramp to Oak Avenue Parkway Off Ramp Weave (Freeway Weave 7).	Project phase the improvement should be built.	
55-77	3A.15-4w (FPASP EIR/EIS)	<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.
55-78	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,	Before Project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which Project phase the improvement should be built.	Sacramento County Department of Transportation.

		to reduce the impacts to the U.S. 50 Westbound / Empire Ranch Road loop ramp merge (Freeway Merge 27).		
55-79	3A.15-4y (FPASP EIR/EIS)	<p><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>				
55-80	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

55-81	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
55-82	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 those required by Section 66473.7 to ensure an adequate water supply for development authorized by the map.</p> <p>b. Prior to recordation of each final subdivision map, or prior to City approval of any similar Project-specific discretionary approval or entitlement required for nonresidential uses, the Project Applicant(s) of that Project phase or activity shall demonstrate the availability of a reliable and sufficient water supply from a public water system for the amount of development that would be authorized by the final subdivision map or Project-specific discretionary nonresidential approval or entitlement. Such a demonstration shall consist of information showing that both existing sources are available or needed supplies and improvements will be in place prior to occupancy.</p>	Before approval of final maps and issuance of building permits for any Project phases.	City of Folsom Community Development Department and City of Folsom Public Works Department
55-83	3A.18-2a (FPASP EIR/EIS)	<p><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>	Before approval of final maps and issuance of building permits	City of Folsom Community Development Department and City of Folsom Public Works Department

		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.	for any Project phases.	
55-84	3A.18-2b (FPASP EIR/EIS)	<b><i>Demonstrate Adequate Off-Site Water Treatment Capacity (if the Off-Site Water Treatment Plant Option is Selected).</i></b> If an off-site water treatment plant (WTP) alternative is selected (as opposed to the on-site WTP alternative), the Project Applicant(s) for any discretionary development application shall demonstrate adequate capacity at the off-site WTP. This shall involve preparing a tentative map-level study and paying connection and capacity fees as determined by the City. Approval of the final Project map shall not be granted until the City verifies adequate water treatment capacity either is available or is certain to be available when needed for development identified in the tentative map before approval of the final map and issuance of building permits for all Project phases. A certificate of occupancy shall not be issued for any building within the SPA until the water treatment capacity sufficient to serve such building has been constructed and is in place.	Before approval of final maps and issuance of building permits for any Project phases.	City of Folsom Community Development Department and City of Folsom Public Works Department
55-85	4.4-1 (Westland/ Eagle SPA)	<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	Before approval of grading or improvement plans or any ground disturbing	City of Folsom Community Development Department



		<p>describe the importance of onsite biological resources, including special-status wildlife habitats; potential nests of special-status birds; and roosting habitat for special-status bats. The biologist shall also explain the importance of other responsibilities related to the protection of wildlife during construction such as inspecting open trenches and looking under vehicles and machinery prior to moving them to ensure there are no lizards, snakes, small mammals, or other wildlife that could become trapped, injured, or killed in construction areas or under equipment.</p> <p>The environmental awareness program shall be provided to all construction personnel to brief them on the life history of special-status species in or adjacent to the Project area, the need to avoid impacts on sensitive biological resources, any terms and conditions required by State and federal agencies, and the penalties for not complying with biological mitigation requirements. If new construction personnel are added to the Project, the contractor's superintendent shall ensure that the personnel receive the mandatory training before starting work. An environmental awareness handout that describes and illustrates sensitive resources to be avoided during Project construction and identifies all relevant permit conditions shall be provided to each person.</p>	<p>activities, including grubbing or clearing, for any Project phase.</p>	
55-86	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>	<p>Before approval of grading or improvement plans or any ground disturbing activities, including grubbing or clearing, for any Project phase.</p>	<p>California Department of Fish and Game, and City of Folsom Community Development Department</p>

55-87	3A.5-1a (Westland/ Eagle SPA)	<p><b>Comply with the Programmatic Agreement.</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;
55-88	3A.5-2 (Westland/ Eagle SPA)	<p><b>Conduct Construction Personnel Education, Conduct On-Site Monitoring If Required, Stop Work if Cultural Resources are Discovered, Assess the Significance of the Find, and Perform Treatment or Avoidance as Required.</b></p> <p>To reduce potential impacts to previously undiscovered cultural resources, the Project Applicant(s) of all Project phases shall do the following:</p> <ul style="list-style-type: none"> <li>▶ Before the start of ground-disturbing activities, the Project Applicant(s) of all Project phases shall retain a qualified archaeologist to conduct training for construction workers as necessary based upon the sensitivity of the Project APE, to educate them about the possibility of encountering buried cultural resources and inform them of the proper procedures should cultural resources be encountered.</li> <li>▶ As a result of the work conducted for Mitigation Measures 3A.5-1a and 3A.5-1b, if the archaeologist determines that any portion of the SPA or the off-site elements should be monitored for potential discovery of as-yet-unknown cultural resources, the Project Applicant(s) of all Project phases shall implement such monitoring in the locations specified by the archaeologist. 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</li> </ul>	Before approval of grading or improvement plans or any ground disturbing activities, including grubbing or clearing, for any Project phase.	City of Folsom Community Development Department; U.S. Army Corp of Engineers

		<p>who shall conduct a field investigation of the specific site and shall assess the significance of the find by evaluating the resource for eligibility for listing on the CRHR and the NRHP. If the resource is eligible for listing on the CRHR or NRHP and it would be subject to disturbance or destruction, the actions required in Mitigation Measures 3A.5-1a and 3A.5-1b shall be implemented. The oversight agency shall be responsible for approval of recommended mitigation if it is determined to be feasible in light of the approved land uses and shall implement the approved mitigation before resuming construction activities at the archaeological site.</p> <p>Mitigation for the off-site elements outside of the City of Folsom's jurisdictional boundaries must be coordinated by the Project Applicant(s) of each applicable Project phase with the affected oversight agency(ies) (i.e., El Dorado and/or Sacramento Counties, or Caltrans).</p> <p>The Project Applicant, in coordination with USACE, shall ensure that an archaeological sensitivity training program is developed and implemented during a pre-construction meeting for construction supervisors. The sensitivity training program shall provide information about notification procedures when potential archaeological material is discovered, procedures for coordination between construction personnel and monitoring personnel, and information about other treatment or issues that may arise if cultural resources (including human remains) are discovered during Project construction. This protocol shall be communicated to all new construction personnel during orientation and on a poster that is placed in a visible location inside the construction job trailer. The phone number of the USACE cultural resources staff member shall also be included.</p> <p>The on-site sensitivity training shall be carried out each time a new contractor will begin work in the APE and at the beginning of each construction season by each contractor.</p> <p>If unanticipated discoveries of additional historic properties, defined in 36 CFR 800.16 (l), are made during the construction of the Project, the USACE shall ensure that they will be protected by implementing the following measures:</p> <ul style="list-style-type: none"> <li>▶ The Construction Manager, or archaeological monitor, if given the authority to halt construction activities, shall ensure that work in that</li> </ul>		
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		<p>area is immediately halted within a 100-foot radius of the unanticipated discovery until the find is examined by a person meeting the professional qualifications standards specified in Section 2.2 of Attachment G of the HPMP. The Construction Manager, or archaeological monitor, if present, shall notify the USACE within 24 hours of the discovery.</p> <ul style="list-style-type: none"> <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>		
55-89	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>	During all ground disturbing activities, for any Project phase.	Sacramento County Coroner; Native American Heritage Commission; City of Folsom Community Development Department

		<p>After the coroner's findings are complete, the Project Applicant(s), an archaeologist, and the NAHC-designated Most Likely Descendant shall determine the ultimate treatment and disposition of the remains and take appropriate steps to ensure that additional human interments are not disturbed. The responsibilities for acting on notification of a discovery of Native American human remains are identified in Section 5097.9 of the California Public Resources Code.</p> <p>Upon the discovery of Native American remains, the procedures above regarding involvement of the applicable county coroner, notification of the NAHC, and identification of a Most Likely Descendant shall be followed. The Project Applicant(s) of all Project phases shall ensure that the immediate vicinity (according to generally accepted cultural or archaeological standards and practices) is not damaged or disturbed by further development activity until consultation with the Most Likely Descendant has taken place. The Most Likely Descendant shall have 48 hours after being granted access to the site to inspect the site and make recommendations. A range of possible treatments for the remains may be discussed: nondestructive removal and analysis, preservation in place, relinquishment of the remains and associated items to the descendants, or other culturally appropriate treatment. As suggested by AB 2641 (Chapter 863, Statutes of 2006), the concerned parties may extend discussions beyond the initial 48 hours to allow for the discovery of additional remains. AB 2641(e) includes a list of site protection measures and states that the Project Applicant(s) shall comply with one or more of the following requirements:</p> <ul style="list-style-type: none"> <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 a Most Likely Descendant or if the Most Likely Descendant fails to make a recommendation within 48 hours after being granted access to the site. The Project Applicant(s) or its authorized representative may also reinter</p>		
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		<p>the remains in a location not subject to further disturbance if it rejects the recommendation of the Most Likely Descendant and mediation by the NAHC fails to provide measures acceptable to the Landowner. Ground disturbance in the zone of suspended activity shall not recommence without authorization from the archaeologist.</p> <p>Mitigation for the off-site elements outside of the City of Folsom's jurisdictional boundaries must be coordinated by the Project Applicant(s) of each applicable Project phase with the affected oversight agency(ies) (i.e., El Dorado and/or Sacramento Counties, or Caltrans).</p> <p>The Project Applicants shall be required to submit to the City proof of compliance in the form of a completed training roster and copy of training materials.</p>		
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## **Attachment 2**

**Planning Commission Staff Report dated May 19, 2021**



CITY OF  
**FOLSOM**  
DISTINCTIVE BY NATURE

**AGENDA ITEM NO. 2**

**Type: Public Hearing**

**Date: May 19, 2021**

## **Planning Commission Staff Report**

50 Natoma Street, Council Chambers  
Folsom, CA 95630

**Project:** Mangini Ranch Phase 3 Subdivision  
**File #:** PN-20-254  
**Requests:** Large Lot Vesting Tentative Subdivision Map  
Small Lot Vesting Tentative Subdivision Map  
Minor Administrative Modifications  
**Location:** The proposed Mangini Ranch Phase 3 Subdivision Project is located in the Mangini West area of the Folsom Plan Area Specific Plan, east of East Bidwell Street south of Savannah Parkway and north of Mangini Parkway  
**Staff Contact:** Kathy Pease, AICP, Contract Planner, 916-812-0749  
kpease@masfirm.com

**Property Owner**  
Folsom Real Estate South and  
West Scott Blvd., LLC  
4370 Town Center Blvd, Suite 100  
El Dorado Hills, CA 95762

**Applicant**  
TCS Improvement Company, LLC  
4370 Town Center Blvd, Suite 100  
El Dorado Hills, CA 95762

**Recommendation:** Conduct a public hearing and upon conclusion recommend approval of the following entitlements, subject to the findings (Findings A-W) and conditions of approval (Conditions 1-55) attached to this report:

- Large Lot Vesting Tentative Subdivision Map
- Small Lot Vesting Tentative Subdivision Map
- Minor Administrative Modification for Transfer of Development Rights (Unit Transfer)
- Minor Administrative Modification for Land Use Boundary Refinements

**Project Summary:** The proposed Project includes the following entitlements:

- A **Large Lot Vesting Tentative Subdivision Map** to subdivide the 173-acre Project site into fourteen large lots.





CITY OF  
**FOLSOM**  
DISTINCTIVE BY NATURE

## **AGENDA ITEM NO. 2**

**Type: Public Hearing**

**Date: May 19, 2021**

- A **Small Lot Vesting Tentative Subdivision Map** to subdivide a 52.3-acre portion of the Project site into 260 residential lots for single family detached units.
- A **Minor Administrative Modification** to transfer 25 allocated dwelling units among parcels within the Project to accommodate the residential unit count and densities of the Project.
- A **Minor Administrative Modification** to refine land uses edges for the purpose of maximizing development efficiencies, avoiding natural resources, and accommodating a Class I trail.

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

### **Table of Contents:**

Attachment 1	Background and Setting
Attachment 2	Project Description <ul style="list-style-type: none"><li>• Large Lot Vesting Tentative Subdivision Map</li><li>• Small Lot Vesting Tentative Subdivision Map</li><li>• Minor Administrative Modifications<ul style="list-style-type: none"><li>▪ Transfer of Development Rights (Unit Transfer)</li><li>• Land Use Boundary Refinement</li></ul></li></ul>
Attachment 3	Analysis <ul style="list-style-type: none"><li>• Large Lot Vesting Tentative Subdivision Map</li><li>• Small Lot Vesting Tentative Subdivision Map</li><li>• Minor Administrative Modifications<ul style="list-style-type: none"><li>▪ Transfer of Development Rights (Unit Transfer)</li><li>▪ Land Use Boundary Refinement</li></ul></li></ul>
Attachment 4	Large Lot Vesting Tentative Subdivision Map Conditions of Approval
Attachment 5	Small Lot Vesting Tentative Subdivision Map Conditions of Approval
Attachment 6	Vicinity Map
Attachment 7	Large Lot Vesting Subdivision Map, dated May 10, 2021.
Attachment 8	Small Lot Vesting Tentative Subdivision Map, dated May 10, 2021.
Attachment 9	Preliminary Grading and Drainage Plan, dated May 10, 2021
Attachment 10	Preliminary Utility Plan, dated May 10, 2021



CITY OF  
**FOLSOM**  
DISTINCTIVE BY NATURE

**AGENDA ITEM NO. 2**  
**Type: Public Hearing**  
**Date: May 19, 2021**

- Attachment 11 CEQA Exemption and Streamlining Analysis, dated May, 2021
- Attachment 12 Access and Circulation Evaluation, dated May 4, 2021
- Attachment 13 Environmental Noise Analysis, dated May 10, 2021
- Attachment 14 Folsom Ranch Central District Design Guidelines
- Attachment 15 Mangini Ranch Phase 3 Subdivision Project Booklet (Bound Separately)
- Attachment 16 Mangini Ranch Phase 3 Inclusionary Housing Letter

Submitted,

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

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**PAM JOHNS**  
Community Development Director

## **ATTACHMENT 1 BACKGROUND AND SETTING**

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

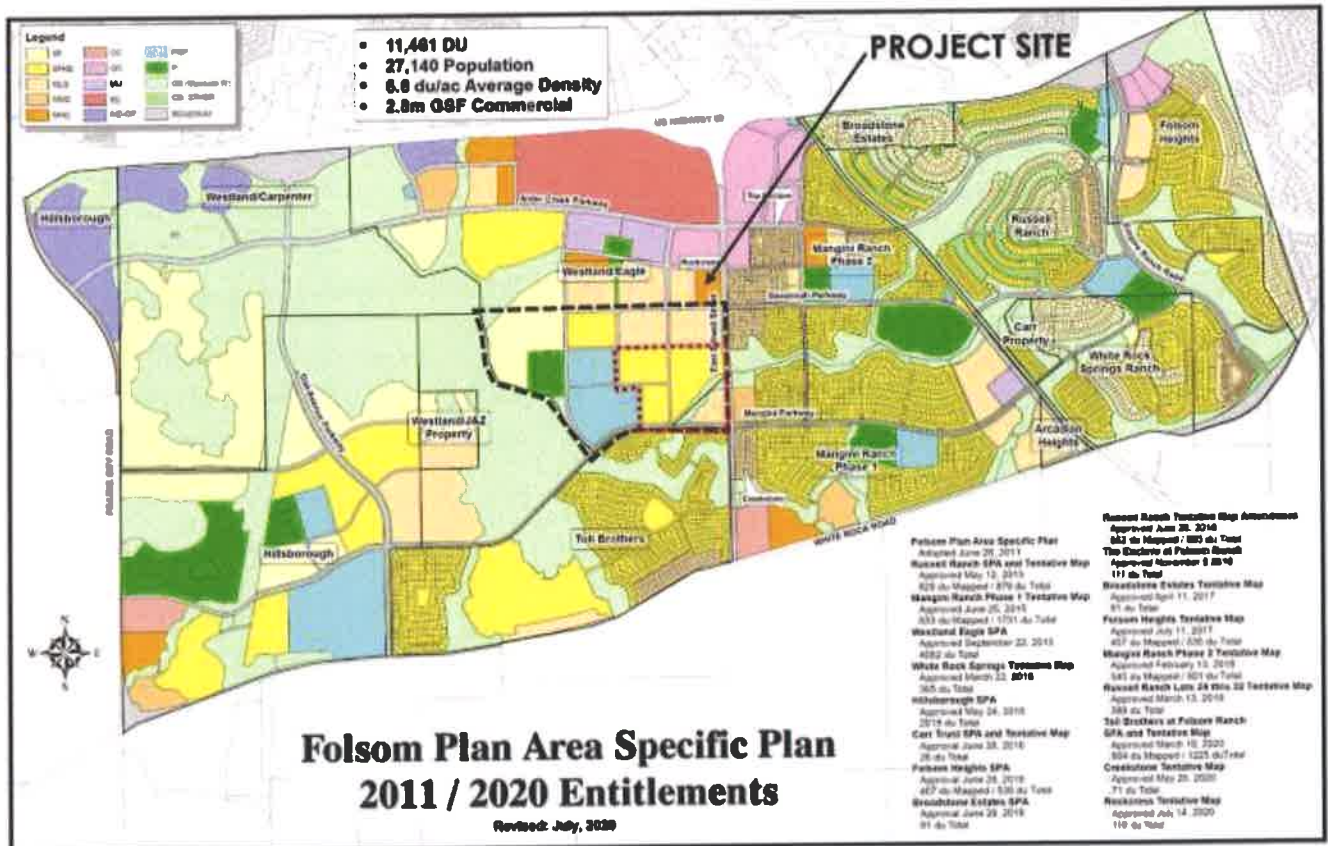
The proposed Project site is part of the approved Folsom Plan Area Specific Plan (FPASP), a comprehensively planned community that proposes new development based “Smart Growth” and Transit Oriented Development principles.

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

The FPASP includes a mix of residential, commercial, employment and public uses, complemented by recreational amenities including a significant system of parks and open space, all within proximity to one another and interconnected by a network of “complete streets”, trails and bikeways. The Specific Plan is consistent with the SACOG Blueprint Principles and the requirements of SB 375 (Sustainable Communities and Climate Protection Act).

The Mangini Ranch Phase 3 Project site is in the central portion of the FPASP and is west of East Bidwell Street, south of Savannah Parkway, and north of Mangini Parkway. The Project site is designated in the FPASP with seven land use categories (FPASP Land Use Plan, Figure 1), including SP-P (Park), SP-PQP (schools) SP-SF (Single Family Residential), SP-MLD (Multi Family Low Density Residential), SP-SFHD (Single Family High Density) and SP-OS (Open Space).

FIGURE 1: FPASP LAND USE PLAN



## B. Physical Setting

The 173-acre Project site is located west of East Bidwell Street, south of Savannah Parkway and north of Mangini Parkway in the FPASP (Figure 2, Aerial Photo). The site features gently rolling terrain with native grasses and trees.

The Project is adjacent to the Creekstone at Folsom Ranch, Mangini Ranch Phases I and II, and Toll Brothers at Folsom Ranch projects, currently under construction.

**FIGURE 2: AERIAL PHOTO (2021)**



## ATTACHMENT 2 PROJECT DESCRIPTION

### APPLICANT'S PROPOSAL

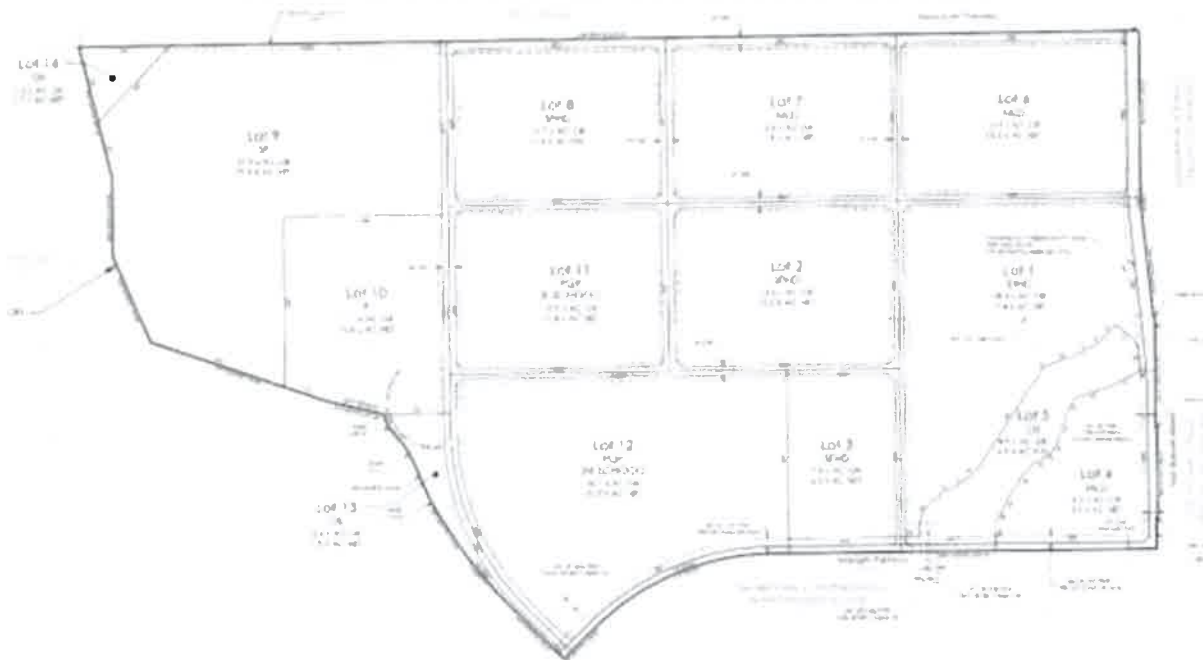
The Applicant requests approval of related actions for a subdivision for 260 detached single-family residential lots on a 52-acre portion of a 173-acre Project site. The Project site is west of East Bidwell Street, south of Savannah Parkway, and north of Mangini Parkway. The Applicant requests the following entitlements:

- A. Large Lot Vesting Tentative Subdivision Map (Creation of 14 Large Lots)
- B. Small Lot Vesting Tentative Subdivision Map (Creation of 260 Residential Lots)
- C. Minor Administrative Modification – Transfer of Development Rights
- D. Minor Administrative Modification – Land Use Boundary Refinement

#### A. Large Lot Vesting Tentative Subdivision Map (LLVTSM)

The first component of the Applicant's proposal is a Large Lot Vesting Tentative Subdivision Map (LLVTSM) to subdivide 173 acres west of East Bidwell Street between Savannah Parkway and Mangini Parkway. The LLVTSM will subdivide the 173-acre area into fourteen (14) large lots for future sale, lease, and financing. The proposed LLVTSM is shown in Figure 3 and in Attachment 7.

**FIGURE 3: LARGE LOT TENTATIVE SUBDIVISION MAP**



The proposed large lot parcels correspond to land uses and parcels (villages) on the FPASP Land Use Plan (Figure 1) designated MLD, SFHD, SF, PQP (elementary and middle schools), P (neighborhood park), and open space. The parcels in the 173-acre LLVTSM are summarized in Table 1.

**Table 1: Large Lot Vesting Tentative Subdivision Map Land Use Summary**

Parcel	Specific Plan/ Zoning	Land Use	Gross Acres	Net Acres
1	SP-SFHD-PD	Single Family High Density Residential	18.3	17.4
2	SP-SFHD-PD	Single Family High Density Residential	13.6	12.2
3	SP-SFHD-PD	Single Family High Density Residential	7.0	6.2
4	SP-MLD-PD	Multi Family Low Density Residential	6.3	5.9
5	SP-OS	Open Space (Measure W)	4.9	4.9
6	SP-MLD-PD	Multi Family Low Density Residential	13.5	12.2
7	SP-MLD-PD	Multi Family Low Density Residential	13.4	11.8
8	SP-SFHD-PD	Single Family High Density Residential	12.7	11.0
9	SP-SF-PD	Single Family Residential	27.9	27.5
10	SP-P	Neighborhood Park	11.1	10.6
11	SP-PQP	Elementary School	12.9	11.4
12	SP-PQP	Middle School	24.1	22.2
13	SP-OS	Open Space (Measure W)	2.4	1.8
14	SP-OS	Open Space (Measure W)	1.2	1.2
OS-LC		Open Space/Landscape Corridor (Measure W)	0.0	1.4
ROW		Major Roadway	3.7	15.3
Total			173.0	173.0

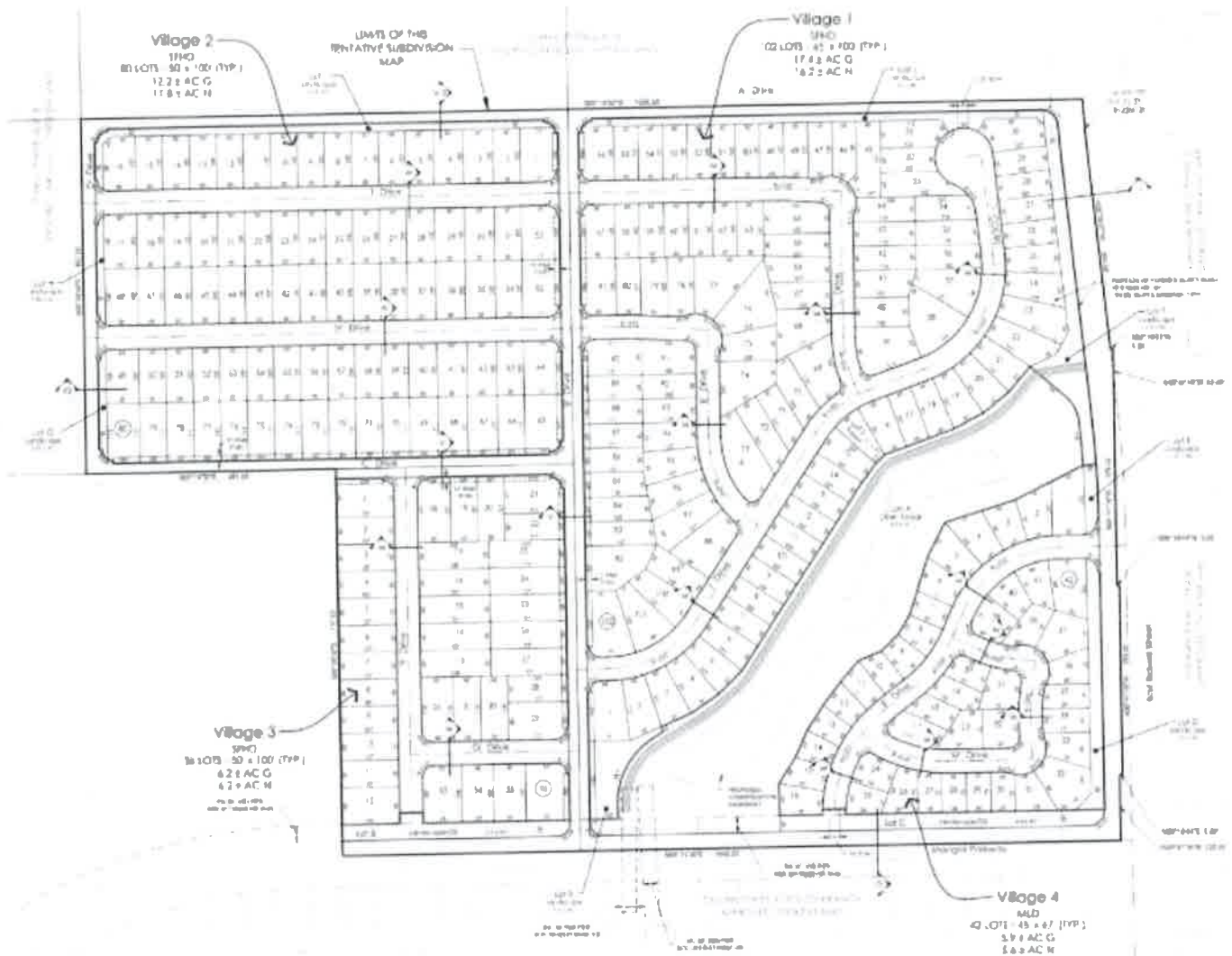
**B. Small Lot Vesting Tentative Subdivision Map (SLVTSM)**

A Small Lot Vesting Tentative Subdivision Map (SLVTSM) is proposed for the southeast portion of the 173-acre LLVTSM. The SLVTSM would further subdivide a 52.3-acre area into 260 single-family residential lots, three (3) open space parcels, eight (8) landscape lots, and one (1) paseo lot. The 260 single family lots would consist of 218 lots in the SFHD and 42 in the MLD zone. The proposed SLVTSM layout is shown in Figure 4 and Attachment 8.

The remaining 120.7-acre portion of the LLVTSM area would not be subdivided in the proposed SLVTSM. The parcels outside of the SLVTSM are those on the north and west side of the Project site and include LLVTSM Parcels 6 through 12 (middle school, elementary school, park, MLD, and SFHD parcels).

The proposed SLVTSM consists of four “villages” on the southeast portion of the LLVTSM. Villages 1, 2 and 3 are designated in the FPASP and zoned Single Family High Density (SP-SFHD), and Village 4 is Multi Family Low Density (SP-MLD). In Villages 1-3 (SFHD), the typical lot sizes would be 45’x100’ and 50’x100’ and the lot size in Village 4 (MLD) would be 45’x67’ (typical). Together, the four villages would accommodate 260 detached single family residential units.

**FIGURE 4: SMALL LOT TENTATIVE SUBDIVISION MAP**



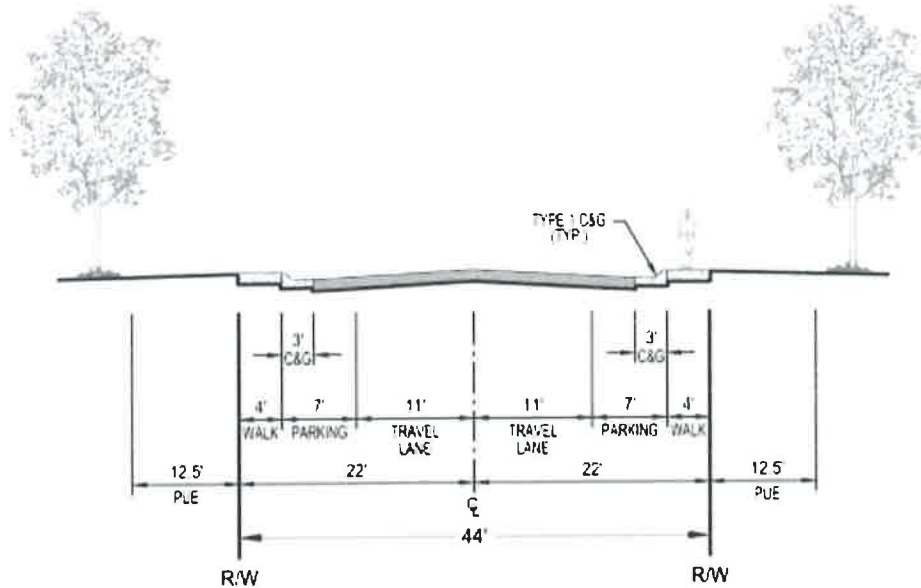


**Table 2: Small Lot Vesting Tentative Subdivision Map Land Use Summary**

Village/ Lot	Specific Plan/ Zoning	Land Use	Gross Acres	Net Acres	Dwelling Units	Density
1	SP-SFHD-PD	Single Family High Density Residential	17.4	16.2	102	6.3
2	SP-SFHD-PD	Single Family High Density Residential	12.2	11.8	80	6.8
3	SP-SFHD-PD	Single Family High Density Residential	6.2	6.2	36	5.8
4	SP-MLD-PD	Multi Family Low Density Residential	5.9	5.6	42	7.5
A	SP-OS	Open Space (Measure W)	4.9	4.9	0	
B	SP-OS	Open Space (Measure W)	0.3	0.3	0	
C	SP-OS	Open Space (Measure W)	0.4	0.4	0	
Landscape	SP-SFHD-PD	Landscape	0.0	1.6	0	
Landscape	SP-MLD-PD	Landscape	0.0	0.3	0	
Right-of- Way		Major Roadways	5.0	5.0	0	
Total			52.3	52.3	260	

Access to the SLVTSM would be from East Bidwell Street on the east, Mangini Parkway on the south, and the east-west Northern Connector Road (A Drive) on the north. Pedestrian access in and out of the subdivision will be provided at seven locations, including B Drive and D Drive, which would provide north-south access into the subdivision. The residential street pattern is a grid with one cul-de-sac. Subdivision streets would consist of local roadways with attached and detached sidewalks. Most of the local roadways consists of a two-lane street with attached sidewalks and parking on both sides of the street (44-foot right of way), as shown in Figure 5.

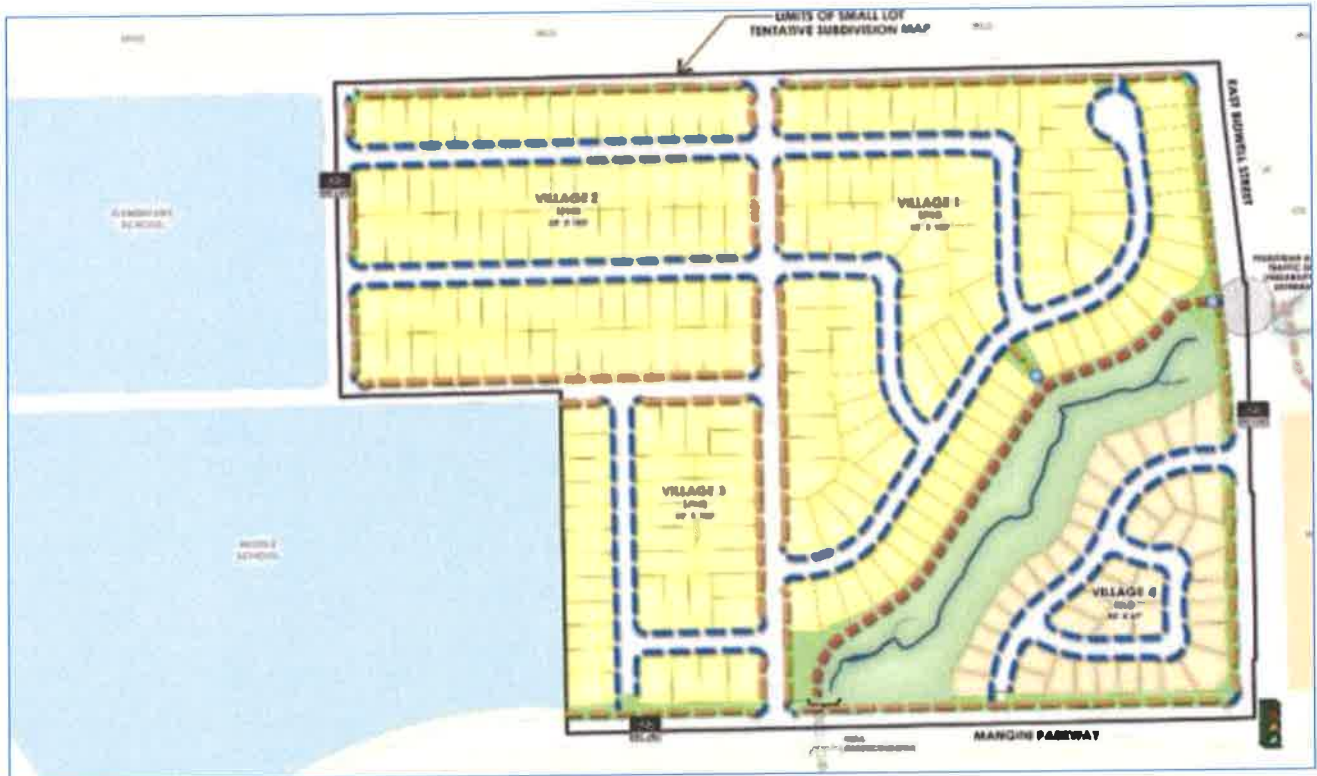
**FIGURE 5: INTERNAL ROADWAY CROSS SECTION**



Project entrances and pedestrian-only access points located along the Class 1 multi-purpose trail along the open space corridor are shown in Figure 6, Pedestrian Circulation Plan. Figures 7 and 8 show the planned cross sections for East Bidwell Street and Mangini Parkway.

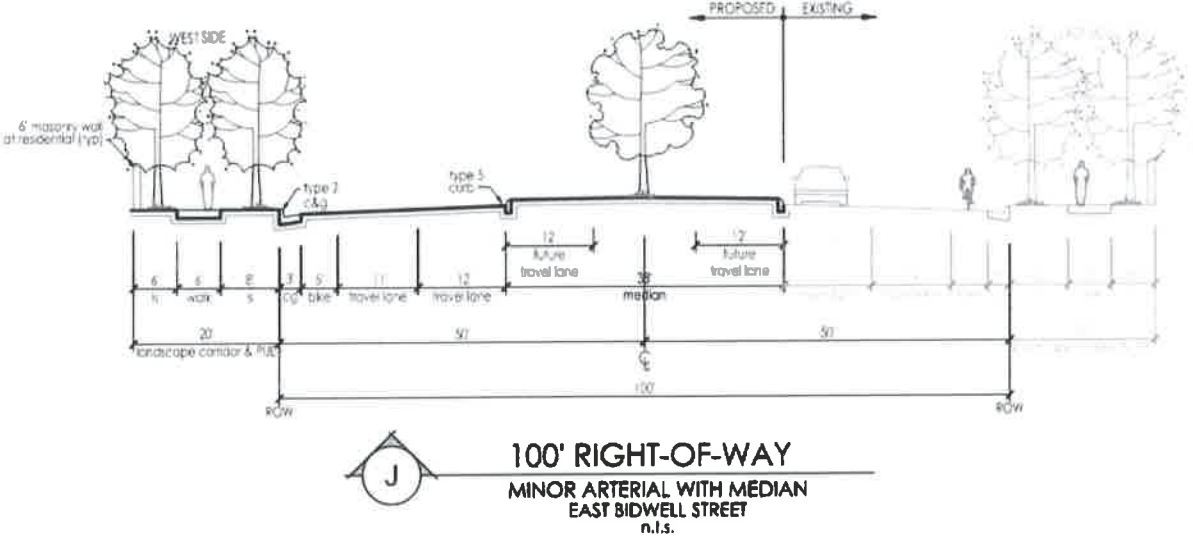
An open space/drainage corridor (Lot A) includes a Class I multi-purpose trail and traverses the Project site from East Bidwell Street to Mangini Parkway in the southeast corner of the Project area. The Class I trail is identified on the FPASP Trails exhibit. Trail connections are provided at Mangini Parkway and East Bidwell Street. A landscaped pedestrian paseo will connect J Drive to the Class I multi-purpose trail north of the open space corridor which offers connectivity to the larger trail network.

**FIGURE 6: PEDESTRIAN CIRCULATION PLAN**

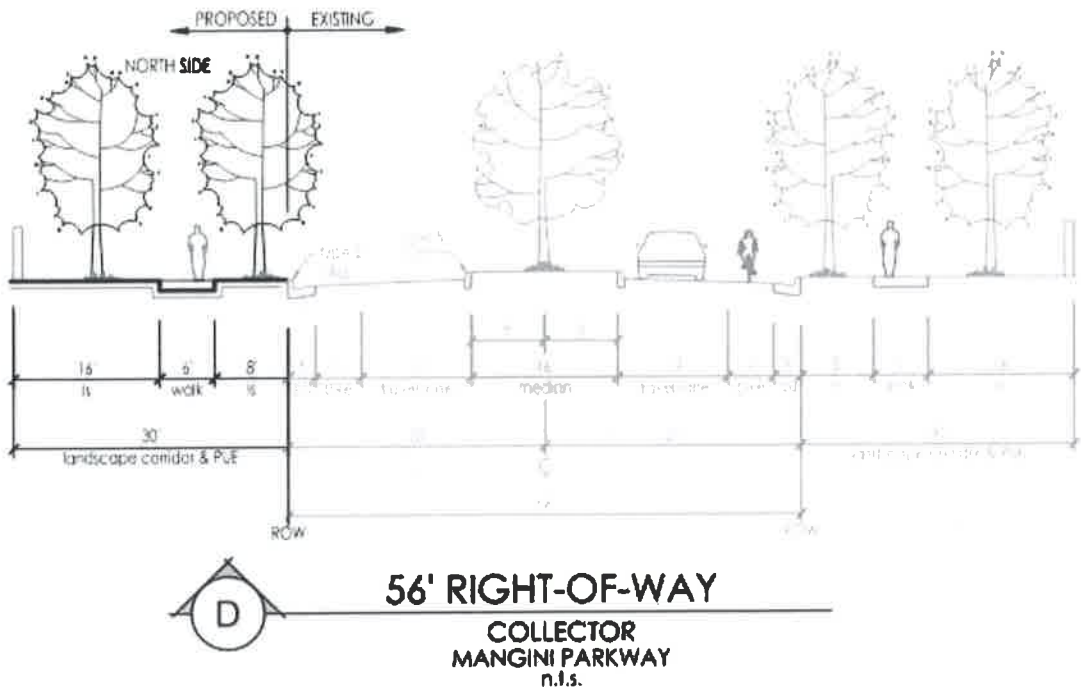


Sites for future planned elementary and middle schools are within the LLVTSM area and immediately adjacent to the west boundary of the SLVTSM. The proposed SLVTSM subdivision is designed with multiple opportunities for pedestrian access to the schools on the grid street pattern along the Northern Connector Road (Road A) and internal to the subdivision.

**FIGURE 7: EAST BIDWELL STREET CROSS SECTION**



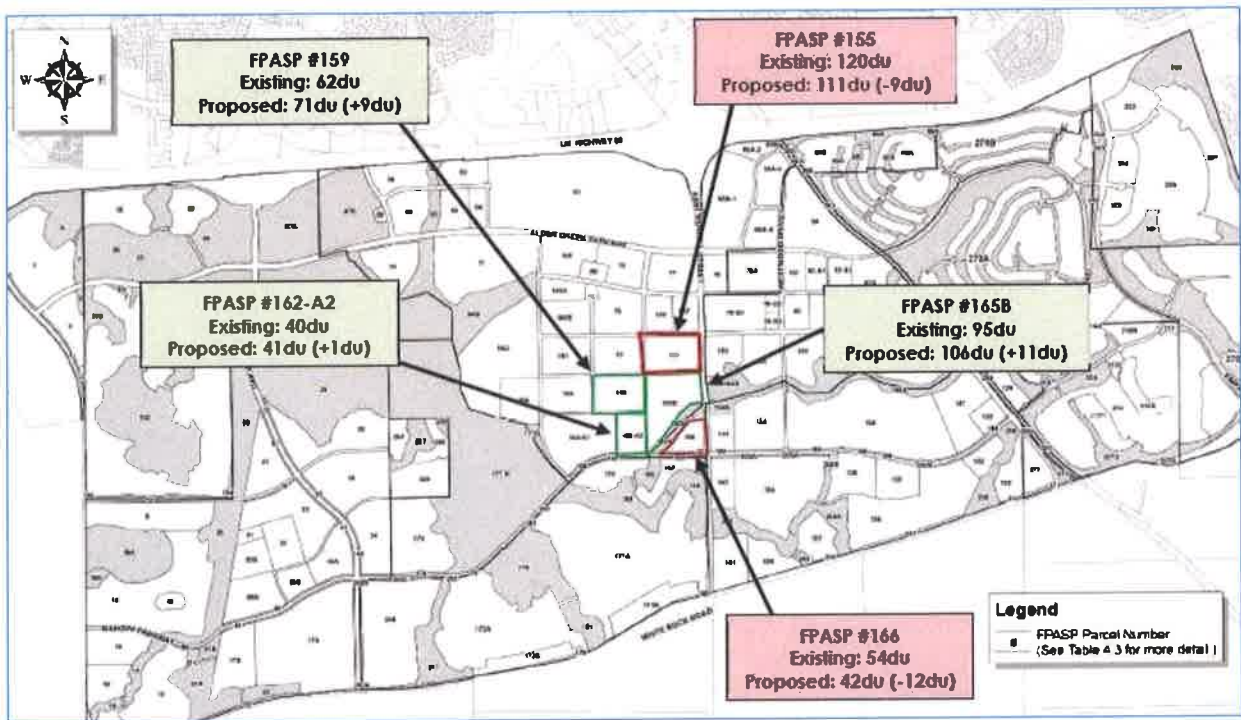
**FIGURE 8: MANGINI PARKWAY CROSS SECTION**



**C. Minor Administrative Modifications (MAMs)**

The Project includes two Minor Administrative Modifications (MAMs). The first request is for approval of a MAM to transfer development rights to move 25 dwelling units among five parcels (parcels 155, 159, 165-A2, 165-B, and 166) within the Project boundary and FPASP, as shown on Figure 9 and Table 3. Four of the five parcels are within the Project boundary. Parcel 155 is immediately to the north of the Project boundary. The unit transfer supports the 260 units in the SLVTSM.

**FIGURE 9: UNIT TRANSFER FOR 25 DWELLING UNITS**



**Table 3: Unit Transfer Summary**

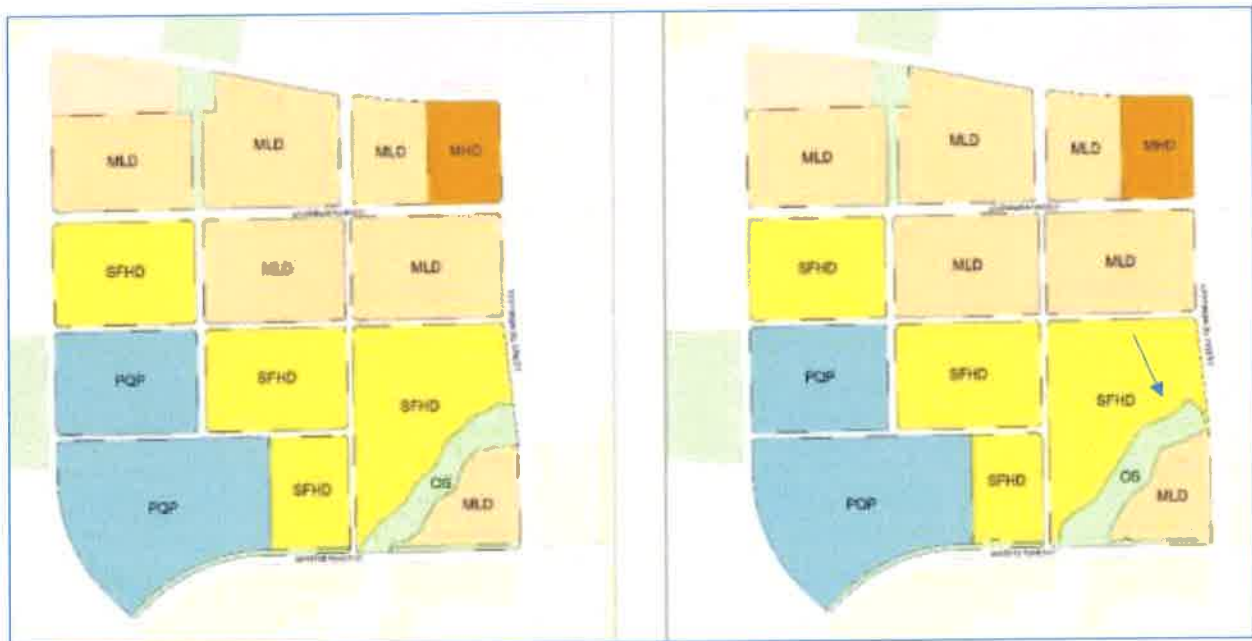
FPASP Parcel	Existing Unit Allocation	Unit Allocation After Transfer	Change
155	120	111	-9
159	62	80	+18
165-A2	40	36	-4
165-B	95	102	+7
166	54	42	-12
<b>Total</b>	<b>371</b>	<b>371</b>	<b>0</b>

The second MAM is for minor adjustments to the land use boundaries of six FPASP parcels. The adjustments to land use boundaries are requested to maximize development efficiencies, preserve natural resources, and accommodate a Class I trail. The largest change is to the north side of the open space adjacent to East Bidwell. Changes to the boundaries are shown on Figure 10 and summarized on Table 4.

**Table 4: Land Use Boundary Refinement**

Land Use	Existing Acres	Proposed Acres	Change
SFHD	47.4	46.7	-0.7
MLD	60.2	60.7	+0.5
MHD	5.8	5.8	0.0
PQP	33.6	33.6	0.0
OS	6.2	6.3	0.1
Right of Way	0.0	0.1	0.1
Total	153.2	153.2	0.0

**FIGURE 10: LAND USE BOUNDARY REFINEMENT**



## **ATTACHMENT 3 ANALYSIS**

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

- A. Large Lot Vesting Tentative Subdivision Map
- B. Small Lot Vesting Tentative Subdivision Map
- C. Minor Administrative Modifications
- D. Traffic/Access/Circulation
- E. Noise Impacts
- F. Conformance with Relevant Folsom General Plan Folsom Plan Area Specific Plan Objectives and Policies

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

The proposed Large Lot Vesting Tentative Subdivision Map (LLVTSM) would subdivide a 173-acre area west of East Bidwell Street between Savannah Parkway and Mangini Parkway into fourteen (14) large lots for future sale, lease, and financing. The proposed LLVTSM is shown in Figure 3 and Attachment 6.

The large lot parcels correspond to land uses and parcels (villages) on the FPASP Land Use Plan (Figure 1) designated MLD, SFHD, SF, PQP (elementary and middle schools), P (neighborhood park), and open space.

All created parcels would be served by public roadways and utilities can be extended to each of the parcels. Staff has determined that the proposed LLVTSM complies with all City and State Subdivision Map Act requirements.

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

A Small Lot Vesting Tentative Subdivision Map (SLVTSM) would further subdivide a 52.3-acre portion of the 173-acre LLVTSM into 260 single-family residential lots (218 SFHD and 42 MLD) three (3) open space parcels, eight (8) landscape lots, and one (1) paseo lot. The proposed SLVTSM layout is shown in Figure 4 and Attachment 7.

Figure 11 depicts the relationship between the 173-acre LLVTSM area (dashed black line) and the 53.2-acre SLVTSM area (dashed red line).

**FIGURE 11: LARGE LOT AND SMALL LOT MAPS**



The proposed SLVTSM consists of four villages on the southeast portion of the LLVTSM. Villages 1, 2 and 3 are designated in the FPASP and zoned Single Family High Density (SP-SFHD), and Village 4 is Multi Family Low Density (SP-MLD). In Villages 1-3 (SFHD), the typical lot sizes would be 45'x100' and 50'x100', consistent with the FPASP Development Standards. Typical Village 4 (MLD) lot sizes would be 45'x67', consistent with the FPASP Development Standards. Together, the four villages would accommodate 260 detached single family residential units.

The proposed subdivision conforms to the development standards established by the FPASP for both the SP-SFHD and SP-MLD land use categories including minimum lot size, maximum lot coverage, and setbacks, as shown in Tables 4 and 5. Villages 1, 2, 3 conform to the SP-SFHD standards and Village 4 to the SP-MLD standards. No deviations from the standards are proposed.



**Table 4: SP-SFHD Single-Family High-Density Development Standards**

Development Standard	Requirement	Proposed Project
Minimum Lot Size	4,000	4,000
Front Porch Setback	12.5 Feet	12.5 Feet
Front Primary Structure Setback	15 Feet	15 Feet
Front Garage Setback	20 Feet	20 Feet
Side Yard Setbacks	5 Feet/5 Feet	5 Feet/5 Feet
Rear Yard Setback	10 Feet	10 Feet
Maximum Lot Coverage	50%	50%

**Table 5: SP-MLD Multi-Family Low Density Development Standards**

Development Standard	Requirement	Proposed Project
Minimum Lot Size	3,000	3,000
Front Porch Setback	12.5 Feet	12.5 Feet
Front Primary Structure Setback	15 Feet	15 Feet
Front Garage Setback	20 Feet	20 Feet
Side Yard Setbacks	5 Feet/5 Feet	5 Feet/5 Feet
Rear Yard Setback	10 Feet	10 Feet
Maximum Lot Coverage	50%	50%

The Project will be required to dedicate public right-of-way for the internal public streets (Condition 8). Conditions 8, 26, 28 and 30 require the Applicant to coordinate with and dedicate public utility easements for underground facilities (i.e., SMUD, Pacific Gas and Electric, cable television, telephone) on properties adjacent to the public streets.

Staff has determined that the proposed SLVTM complies with all City and State Subdivision Map Act requirements.

### **C. Minor Administrative Modifications**

The Project includes two Minor Administrative Modifications (MAMs). The first request is for approval of a MAM to transfer development rights to move 25 dwelling units among five parcels (parcels 155, 159, 165-A2, 165-B, and 166) within the Project boundary and FPASP, as shown on Figure 9 and Table 3.

The unit transfer supports the 260 units in the SLVTSM. The transferring and receiving parcels are located within the FPASP and, after the transfer, they would remain within the General Plan and specific plan density ranges. The transferring and receiving parcels are owned and controlled by the Applicant.

The second MAM is for minor adjustments to the land use boundaries of six FPASP

parcels. The adjustments to the land use boundaries are requested to maximize development efficiencies, preserve natural resources, and accommodate a Class I trail.

As shown in Figure 10, a minor boundary change is proposed along the north edge of the open space corridor adjacent to East Bidwell Street. This boundary change is minor and open space acreage would remain the same.

The FPASP provides for Minor Administrative Modifications,

*“... that are consistent with and do not substantially change its overall intent, such as minor adjustments to the land use locations and parcel boundaries shown in Figure 4.1 – Land Use and Figure 4.4 – Plan Area Parcels and the land use acreages shown in Table 4.1 – Land Use Summary.” [FPASP Section 13.3].*

Minor administrative modifications can be approved at a staff level, provided the following criteria are met:

- The proposed modification is within the Plan Area.
- The modification does not reduce the size of the proposed town center.
- The modification retains compliance with City Charter Article 7.08, previously known as Measure W.
- The General Plan land use pattern remains consistent with the intent and spirit of the FPASP.
- The proposed changes do not substantially alter the backbone infrastructure network.
- The proposed modification offers equal or superior improvements to development capacity or standards.
- The proposed modification does not increase environmental impacts beyond those identified in the EIR/EIS.

Based on staff's review, both request for MAMs meet the requirements. As a result, staff is able to approve the proposed Minor Administrative Modifications for the unit transfers as well as the boundary adjustments.

#### **D. Traffic/Access/Circulation**

Primary access to the SLVSTM portion of the Project would be from East Bidwell Street on the east, Mangini Parkway on the south, and the east-west Northern Connector Road (A Drive) on the north. The Northern Connector Road would be a new street that will connect to East Bidwell Street to the east. B and D Drives will provide north-south

access from the North Connector Road south into the subdivision. Residential streets in a grid pattern would serve residential neighborhoods.

Subdivision streets consist of two-lane public streets with attached and detached sidewalks and parking on both sides of the street. If separated sidewalks are proposed, Condition 35 requires a Homeowners Association (HOA) maintain the landscape strips between the separated sidewalk and curb, to maintain consistent landscape maintenance. If a HOA is not provided with the future development, Condition 35 requires that the SLVTSM be revised to use a street section with attached sidewalks.

Sidewalks will provide pedestrian circulation on residential streets. A multi-purpose Class I trail in the open space/drainage corridor (Lot A) will extend from Mangini Parkway to East Bidwell Street and connected to the FPASP trail system. A landscaped pedestrian paseo will connect J Drive to the Class I trail north of the open space corridor, which provides connectivity to the trail network.

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

The 2011 Folsom Plan Area Specific Plan Environmental Impact Report/Environmental Impact Statement included not only a detailed analysis of traffic-related impacts within the Plan Area, but also an evaluation of traffic-related impacts on the surrounding communities. There are fifty-five (55) traffic-related mitigation measures associated with development of the FPASP which are included as conditions of approval for the Mangini Ranch Phase 3 Subdivision Project. Many of these mitigation measures are expected to reduce traffic impacts to East Bidwell Street. Included among the mitigation measures are requirements to; fund and construct roadway improvements within the Plan Area, pay a fair-share contribution for construction of improvements north of U.S. Highway 50, participate in the City's Transportation System Management Fee Program, and Participate in the U.S. Highway 50 Corridor Transportation Management Association. The Mangini Ranch Phase 3 Subdivision Project is subject to all traffic-related mitigation measures required by the 2011 FPASP EIR/EIS (Condition No. 53-25 to 53-79).

Kimley Horn prepared an Access Evaluation (May 4, 2021, Attachment 12) to evaluate access and circulation-related impacts associated with the proposed Project. The evaluation was based, in part, on the Toll Brothers Regency at Folsom Ranch Transportation Impact Study (November 20, 2019) that studied the East Bidwell Street corridor.

The Access Evaluation assumed the following traffic controls and movements for the Project roadways:

- Traffic signal at Mangini Parkway and East Bidwell Street
- Side street stop-controlled intersections
  - Northern Connector Road at D Drive
  - Northern Connector Road at B Drive
  - Northern Connector Road at East Bidwell Street
  - Mangini Parkway at B Drive
  - East Bidwell Street at E Drive
- Emergency vehicle access at Mangini Parkway and E Drive
- Right in/right out turn movements from East Bidwell Street to E Drive
- Future at grade pedestrian crossing on East Bidwell Street at Class I trail adjacent to open space (between Northern Connector Road and Mangini Parkway)

The Access Evaluation reviewed a future potential at-grade pedestrian crossing on East Bidwell Street along the project's frontage. This crossing would serve the proposed Class I trail and would be located between the Northern Access Road and the Village 4 E Drive intersections. Because it would be at-grade, the crossing would require pedestrian actuation, striping, and signage and extensive traffic signal appurtenances to ensure safe and orderly operations when pedestrians cross. A future traffic operations analysis would be required to simulate the East Bidwell Street corridor traffic operations under the condition with this at-grade crossing. The City considers this a future improvement that will be evaluated more comprehensively in the future.

The Access Evaluation concluded that the Project would result in adequate circulation with the following conditions (Condition 52) of the SLVTM:

1. The Project shall construct two-way vehicle circulation along the surrounding roadways, namely the Northern Connector Road (A Drive), D Drive, and C Drive (see Exhibit 1 of Traffic and Circulation Analysis dated May 4, 2021). The Project shall provide these two-way roadway facilities to allow for adequate circulation directly related to the Project.

2. The access on the north end of E Drive at East Bidwell Street shall be an emergency vehicle access (EVA). Turn movements at E Drive at East Bidwell Street shall be restricted to right-turns in and out of Village 4 at East Bidwell Street.
3. A full access, side street stop-controlled intersection shall be constructed at E Drive and Mangini Parkway.
4. The northbound East Bidwell Street left-turn to the Northern Connector Road shall be constructed with at least 315-feet (255-foot deceleration plus 60-foot bay taper).
5. A southbound deceleration taper/flare or lane (subject to City specification) shall be constructed at the East Bidwell Street intersection with the Northern Connector Road.
6. The B Drive intersection with the Northern Connector Road is anticipated to operate adequately with side street stop controlled and without dedicated turn pockets. Adequate sight distance shall be provided and maintained.

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

Based on the proximity of the Project site to Mangini Parkway and East Bidwell Street, an environmental noise analysis was prepared by Bollard Acoustical Consultants dated April 23, 2021 (Attachment 10). The noise analysis evaluated noise impacts to the Project associated with traffic on adjacent roadways. Noise levels were compared to applicable City of Folsom noise standards for acceptable noise exposure on the Project site. Noise generated by the Project, including construction activities, operational noise, and on-site circulation was evaluated.

Two aspects of noise impacts were evaluated relative to the proposed subdivision, noise directed at the proposed project, and noise caused by the proposed project. As noted previously, the predominant existing noise sources in the project vicinity that cause an impact to the project site are from vehicles traveling on Mangini Parkway, East Bidwell Street, and the Connector Roadway (A Street) as well as background noises from existing and future adjacent nearby uses. Potential noise impacts that might result from the Mangini Ranch Phase 3 Subdivision Project are construction-related activities and operational activities. Construction-related noise would have a short-term effect, while operational noise would continue throughout the lifetime of the Project.

The Noise Element of the City of Folsom General Plan regulates noise emissions from public roadway traffic on new development of residential or other noise sensitive land uses. The Noise Element states that noise from traffic on public roadways shall not

exceed 60 dB DNL exterior noise CNEL for outdoor use areas and 45 CNEL for interior areas. Future traffic noise levels at the outdoor activity areas of the single-family residential lots proposed near East Bidwell Street, Mangini Parkway, and the Northern Connector (A Drive) are predicted to exceed the General Plan exterior noise level standard.

To achieve compliance with the General Plan exterior noise standards, the Noise Analysis recommends the placement of several barriers (sound walls) on East Bidwell Street, Mangini Parkway and the Connector Roadway (Road A), as shown in red, purple and green on Figure 11. Red and purple denotes a 6-foot soundwall, and green an 8-foot tall soundwall. The yellow highlighting on Figure 11 indicates locations where residential units should include window upgrades and air conditioning on the second floors so that windows can remain closed at the owner's discretion. The Noise Analysis recommendations are included as Condition No 36 of the SLVTM.

**FIGURE 12: RECOMMENDED SOUNDWALL LOCATIONS**



Construction of the Mangini Ranch Phase 3 Subdivision would temporarily increase noise levels in the project vicinity during the construction period. Construction activities,

including site clearing, excavation, grading, building construction, and paving, would be considered an intermittent noise impact throughout the construction period of the project. The City's Noise Ordinance excludes construction activities from meeting the General Plan Noise Element standards, provided that all phases of construction are limited to the hours between 7:00 a.m. and 6:00 p.m. on weekdays, and between 8:00 a.m. and 5:00 p.m. on Saturdays. To ensure compliance with the City's Noise Control Ordinance and General Plan Noise Element, staff recommends that hours of construction operation be limited from 7:00 a.m. to 6:00 p.m. on weekdays and 8:00 a.m. to 5:00 p.m. on Saturdays with no construction permitted on Sundays or holidays. In addition, staff recommends that construction equipment be muffled and shrouded to minimize noise levels. Condition No. 55-21 is included to reflect these requirements.

#### **F. Water Supply**

The Mangini Ranch Phase 3 Project is consistent with Folsom Plan Area Specific Plan and Folsom Plan Area EIR/EIS. Accordingly, the proposed project's water demand can be accommodated by the City's existing water supply allocated to serve the Folsom Plan Area.

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

The Applicant prepared a detailed analysis of the Project's consistency with all the policies in the FPASP (Attachment 8). Staff concurs with the Applicant's analysis that the Project is consistent with the policies of the FPASP.

The following is a summary analysis of the Project's consistency with the Folsom General Plan and key policies of the FPASP.

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

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

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

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

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

The Mangini Ranch Phase 3 Subdivision Project SLVTSM is consistent with the density range for the MLD (7 to 12 units per acre) and SFHD (4 to 7 dwelling units

per acre) designations.

#### SP POLICY 4.1

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

Analysis: The Mangini Ranch Phase 3 Subdivision Project proposes traditional single-family neighborhoods with a grid system of local streets provided with sidewalks on both sides of the street. Biking and walking will be accommodated within the Project on sidewalks, Class I trails, and within the pedestrian paseo. A Class I trail will be provided within the open space corridor traversing the southeast portion of the Project. On-street Class II and Class III bicycle lanes will also connect nearby neighborhoods, parks, schools, with Class I bicycle trails.

#### SP POLICY 4.4

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

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

The Mangini Ranch Phase 3 Subdivision Project is consistent with this policy in that it will provide detached single family home ownership opportunities within the MLD and SFHD designations. The Project provides additional housing supply in the City of Folsom, proximate to schools, park, trails, commercial services and other amenities that serve residents.

#### SP POLICY 4.6

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

Analysis: There have been several Specific Plan Amendments approved by the City Council which have increased residentially zoned land and a decreased commercially zoned land in the FPASP. As a result, the number of residential units within the Plan Area increased from 10,210 to 11,461. The various Specific Plan Amendment EIRs and Addenda analyzed impacts from the conversion of the commercial lands to residential lands; impacts and associated mitigations



measures can be found in the individual project-specific environmental documents. The increase in population was analyzed and can be accommodated in the excess capacity of the school sites provided in the Plan Area.

The proposed Project does not result in any change in total dwelling units in the FPASP. The Project proposes a MAM to transfer residential units among parcels within the Project boundary, but the overall unit allocation will remain the same. The reallocation of units to these parcels will not exceed the allowable density for the parcels.

#### SP OBJECTIVE 7.1 (Circulation)

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

#### SP POLICY 7.1

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

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

The Mangini Ranch Phase 3 Subdivision Project has been designed with multiple modes of transportation options (vehicles, bicycle, walking, access to transit and a Class I trail) and an internal street in a grid pattern consistent with the approved FPASP circulation plan.

#### SP POLICY 4.9 (PARKS)

Subdivisions of 200 dwellings units or more not immediately adjacent to a neighborhood or community park are encouraged to develop one or more local parks as needed to provide convenient resident access to children’s play areas, picnic areas and unprogrammed open turf area. If provided, these local parks shall be maintained by a

landscape and lighting district or homeowner's association and shall not receive or provide substitute park land dedication credit for parks required by the FPASP.

Analysis: The Project is generally consistent with this policy. The LLVTSM provides a 10.6-acre Neighborhood Park (Lot 10, Parcel 164). Condition 8 requires the Applicant to dedicate the park site to the City. The Project further subdivides the parcels into 260 residential lots with the SLVTSM. While Villages 1 through 4 in the SLVTSM are not immediately adjacent to a neighborhood or community park, the Project provides pedestrian connections to the park via the trail system.

#### **H. Design Review**

The project proposes includes a LLVTSM and SLVTSM to subdivide the property and no specific development is proposed at this time. Future development proposals will require Design Review to evaluate consistency with development standards and architectural guidelines. Because the area is within the Mangini Ranch portion of the FPASP, the development in the Project is subject to the Folsom Ranch Central District Design Guidelines (Attachment 11). The Central District Design Guidelines are complementary to the Folsom Plan Area Specific Plan Community Design Guidelines.

The purpose of the Central District Design Guidelines is to ensure development:

- Creates a community that encourages interaction and evokes a "pride of place" where people want to live.
- Encourage linkages and connectivity through land use adjacencies, trails, and open space.
- Create a variety of walkable neighborhoods.
- Encourage physical, social, and economic diversity.
- Integrate environmentally responsible practices.

The proposed subdivision maps and Minor Administrative Modifications are consistent with these goals.

#### **I. Inclusionary Housing**

The Applicant proposes to comply with Folsom Municipal Code Chapter 17.104 (Inclusionary Housing) by paying in-lieu fees per Municipal Code Section 17.104.060(G). (See the Applicant's Inclusionary Housing letter, included as Attachment 16 to this staff report). Homes within the subdivision will be sold at market prices. Fees paid by the applicant will help provide affordable housing elsewhere in the city. The applicant is required to enter into an Inclusionary Housing Agreement with the City. The Final Inclusionary Housing Plan is subject to approval by the City Council. In addition, the Inclusionary Housing Agreement, which will be approved by the City Attorney, must be

executed prior to recordation of the Final Map for the Mangini Ranch Phase 3 Subdivision project. Condition No. 43 is included to reflect these requirements.

## **ENVIRONMENTAL REVIEW**

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

*(c) Residential Projects Implementing Specific Plans.*

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

The Applicant has prepared an analysis (Attachment 11) which determined that the Mangini Ranch Phase 3 Subdivision Project qualifies for the exemption provided in CEQA Guidelines 15182(c), since it is consistent with the Folsom Plan Area Specific Plan.

The analysis also includes a review of the impacts and mitigation measures addressed in the EIR for the FPASP, which concluded that the Project will not result in any impacts not already identified, and that mitigation measures in the EIR will be sufficient to address Project impacts. None of the events described in CEQA Guidelines 15162 which would require preparation of a subsequent EIR (substantial changes to the Project, substantial changes in the circumstances under which the Project is undertaken, or new information of substantial performance) have occurred, as detailed in the CEQA Exemption Analysis (Attachment 11).

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

## **RECOMMENDATION/PLANNING COMMISSION ACTION**

Move to recommend that the City Council:

- Approve the CEQA Exemption for the proposed Project pursuant to CEQA Guidelines section 15182(c).

- Approve the Mangini Ranch Phase 3 Large Lot Vesting Tentative Subdivision Map creating fourteen (14) large lot parcels.
- Approve the Mangini Ranch Phase 3 Small Lot Vesting Tentative Subdivision Map creating 260 single-family residential lots, three (3) open space parcels, eight (8) lettered landscape lots, and one (1) paseo lot.
- Approve a Minor Administrative Modification to transfer 25 allocated dwelling units among parcels within the Project.
- Approve a Minor Administrative Modification to refine land use boundaries for the purpose of maximizing development efficiencies, avoiding natural resources, and accommodating a Class I trail.

These approvals are subject to the proposed findings below (Findings A-W) and the recommended conditions of approval for the Large Lot Vesting Tentative Subdivision Map (Conditions 1-11) and the conditions for the Small Lot Vesting Tentative Subdivision Map (Conditions 1-55) attached to this report.

### **GENERAL FINDINGS**

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

### **CEQA FINDINGS**

- C. THE CITY, AS LEAD AGENCY, PREVIOUSLY CERTIFIED AN ENVIRONMENTAL IMPACT REPORT/ENVIRONMENTAL IMPACT STATEMENT FOR THE FOLSOM PLAN AREA SPECIFIC PLAN.
- D. THE CITY HAS DETERMINED THAT THE MANGINI RANCH PHASE 3 SUBDIVISION PROJECT IS UNDERTAKEN TO IMPLEMENT AND IS CONSISTENT WITH THE FOLSOM PLAN AREA SPECIFIC PLAN.
- E. THE CITY HAS DETERMINED THAT THE IMPACTS OF THE MANGINI RANCH PHASE 3 SUBDIVISION PROJECT ARE ADEQUATELY ADDRESSED BY THE FINAL ENVIRONMENTAL IMPACT REPORT FOR THE FOLSOM PLAN AREA SPECIFIC PLAN AND ASSOCIATED MITIGATION MEASURES AND THAT THE MANGINI RANCH PHASE 3 SUBDIVISION PROJECT IS EXEMPT FROM THE REQUIREMENTS OF CEQA PURSUANT TO GOVERNMENT CODE SECTION

65457 AND CEQA GUIDELINES 15182(c).

- F. NONE OF THE EVENTS SPECIFIED IN SECTION 21166 OF THE PUBLIC RESOURCES CODE OR SECTION 15162 OF THE CEQA GUIDELINES HAVE OCCURRED.
- G. THIS PROJECT IS EXEMPT FROM CEQA IN ACCORDANCE WITH GOVERNMENT CODE SECTION 65457 AND SECTION 15182 OF THE CEQA GUIDELINES.

**LARGE LOT VESTING TENTATIVE SUBDIVISION MAP FINDINGS**

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

IS NOT SUBJECT TO A CONTRACT ENTERED INTO PURSUANT TO THE CALIFORNIA LAND CONSERVATION ACT OF 1965 (COMMENCING WITH SECTION 51200 OF THE GOVERNMENT CODE).

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

**SMALL LOT VESTING TENTATIVE SUBDIVISION MAP FINDINGS**

- Q. THE PROPOSED SMALL LOT VESTING TENTATIVE SUBDIVISION MAP IS CONSISTENT WITH THE CITY'S SUBDIVISION ORDINANCE AND THE SUBDIVISION MAP ACT IN THAT THE PROJECT IS SUBJECT TO CONDITIONS OF APPROVAL THAT WILL ENSURE THAT THE PROJECT IS DEVELOPED IN COMPLIANCE WITH CITY STANDARDS.
- R. THE PROPOSED SUBDIVISION, TOGETHER WITH THE PROVISIONS FOR ITS DESIGN AND IMPROVEMENT, IS CONSISTENT WITH THE GENERAL PLAN (AS AMENDED), THE FOLSOM PLAN AREA SPECIFIC PLAN (AS AMENDED), AND ALL APPLICABLE PROVISIONS OF THE FOLSOM MUNICIPAL CODE.
- S. THE SITE IS PHYSICALLY SUITABLE FOR THE TYPE OF DEVELOPMENT PROPOSED.
- T. THE SITE IS PHYSICALLY SUITABLE FOR THE PROPOSED DENSITY OF THE DEVELOPMENT.
- U. AS CONDITIONED, THE DESIGN OF THE SMALL LOT VESTING TENTATIVE SUBDIVISION MAP AND THE PROPOSED IMPROVEMENTS ARE NOT LIKELY TO CAUSE SUBSTANTIAL ENVIRONMENTAL DAMAGE OR SUBSTANTIALLY AND AVOIDABLY INJURY FISH OR WILDLIFE OR THEIR HABITAT.
- V. AS CONDITIONED, THE DESIGN OF THE SMALL LOT VESTING TENTATIVE SUBDIVISION MAP AND THE PROPOSED IMPROVEMENTS ARE NOT LIKELY TO CAUSE SERIOUS PUBLIC HEALTH OR SAFETY PROBLEMS.
- W. THE DESIGN OF THE SMALL LOT VESTING TENTATIVE SUBDIVISION MAP AND THE TYPE OF IMPROVEMENTS WILL NOT CONFLICT WITH EASEMENTS FOR ACCESS THROUGH OR USE OF PROPERTY WITHIN THE PROPOSED SUBDIVISION.

- X. SUBJECT TO SECTION 66474.4 OF THE SUBDIVISION MAP ACT, THE LAND IS NOT SUBJECT TO A CONTRACT ENTERED INTO PURSUANT TO THE CALIFORNIA LAND CONSERVATION ACT OF 1965 (COMMENCING WITH SECTION 51200 OF THE GOVERNMENT CODE).
  
- Y. THE PROJECT IS CONSISTENT WITH THE FOLSOM PLAN AREA SPECIFIC PLAN AND FOLSOM PLAN AREA EIR/EIS. ACCORDING THE PROPOSED PROJECT'S WATER DEMAND CAN BE ACCOMODATED BY THE CITY'S EXISTING WATER SUPPLY ALLOCATED TO SERVE THE FOLSOM PLAN AREA.

## **Attachment 4**

# **Conditions of Approval Large Lot Vesting Tentative Subdivision Map**



Planning Commission  
Mangini Ranch Phase 3 Subdivision (PN 20-254)  
May 19, 2021

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<b>PN 20-254 Mangini Ranch Phase 3 LLVTSM Conditions</b>				
	<b>Mitigation Measure</b>	<b>Condition/Mitigation Measure</b>	<b>When Required</b>	<b>Responsible Department</b>
1.		<p><b>90 Day Protest Period</b>  The conditions of project approval set forth herein include certain fees, dedication requirements, reservation requirements, and other exactions. Pursuant to Government Code Section 66020(d), these conditions constitute written notice of the amount of such fees, and a description of the dedications, reservations, and other exactions.</p> <p>The Applicant is hereby notified that the 90-day protest period, commencing from the date of approval of the project, has begun. If the Applicant fails to file a protest regarding any of the fees, dedication requirements, reservation requirements or other exaction contained in this notice, complying with all the requirements of Government Code Section 66020, the Applicant will be legally barred from later challenging such exactions.</p>	M	CD (E) (P)
2		<p><b>Final Map</b>  The Applicant shall submit final maps to the Community Development Department that shall substantially conform to the exhibits referenced below:</p> <ul style="list-style-type: none"> <li>• Phased Large Lot Vesting Tentative Subdivision Map, dated, May 10, 2021.</li> </ul>	M	CD (E) (P)
3.		<p><b>Development Rights</b>  The approval of this vesting large lot tentative subdivision map and the recording of any vesting large lot final map does not convey any right to develop. Processing and approval of a small lot tentative subdivision map or maps and/or planned development</p>	M	CD (E) (P)

		permit applications shall be required prior to grading (with the exception of the School site on Lots 11 and 12 which may be graded), construction or development of any of the parcels created by this vesting large lot tentative subdivision map. As a condition of the small lot tentative subdivision map or maps and/or design review approval, the City shall identify improvements necessary to develop the subject parcel. These improvements may include on and off-site roadways, water, sewer, storm drainage, landscaping, sound-walls, and other similar improvements.		
	<b>Mitigation Measure</b>	<b>Condition/Mitigation Measure</b>	<b>When Required</b>	<b>Responsible Department</b>
4		<b>Street Names</b> The Applicant shall select street names from the City's approved list or subsequently approved by the Planning Commission and shall be used for the large lot final map.	M	CD (E) (P)
5.		<b>Public Right of Way Dedication</b> As provided for in the Amended and Restated Development Agreement and the First Amendment thereto, the Owner/Applicant shall dedicate all public rights-of-way (Savannah Parkway, East Bidwell Street, and Mangini Parkway, etc.) and corresponding public utility easements such that public access is provided to each and every lot as shown on the latest version of the Large Lot Vesting Tentative Subdivision Map.	M	CD (E) (P)
6.		<b>FMC Compliance</b> The final map shall comply with the Folsom Municipal Code.	M	CD (E)
7.		<b>Single Phase</b> The final map shall be recorded in one phase.	M	CD(E)
8		<b>Parks and Recreation</b>  The following measure shall be implemented to the satisfaction of the Parks and Recreation Department:	I	P&R

		<ol style="list-style-type: none"> <li>1. The Owner/Applicant will dedicate the proposed neighborhood park site NP-4 (Lot 10) consistent with the provisions of the Amended Restated Development Agreement for the Folsom Plan Area; however, the Owner/Applicant will receive no parkland dedication credit for land with development constraints (per FMC Chapter 16.32.040 Paragraph G). Any deficiency in the proposed parkland dedication per the FMC shall require modification to Tentative and Final Subdivision Maps to provide an 11.4-acre (net) park site to the satisfaction of the Parks and Recreation Director.</li> <li>2. Preparation of an NP-4 conceptual site diagram utilizing programmed elements from the Parks and Rec Master Plan to the satisfaction of the Parks and Recreation Director.</li> <li>3. Rough grading of the NP-4 Park parcel consistent with the conceptual site diagram.</li> <li>4. Applicant shall provide to the City an "As Built" topographic survey in an electronic file compatible with AutoCAD upon completion of the rough grading.</li> <li>5. All subdivision utilities shall be brought into the park site by the Applicant at a location coordinated with Parks and Recreation staff and approved by the Parks and Recreation Director.</li> </ol>		
9.		<p><b>Schools</b>  The Owner/Applicant will ensure the proposed 12.9-acre Elementary School site (Lot 11) is dedicated to the satisfaction of the School District, consistent with the provisions of the Amended Restated Development Agreement for the Folsom Plan area.</p>	M	CD (E)
10.		<p><b>Schools</b>  The Owner/Applicant will ensure the proposed 24.1-acre Middle School site (Lot 12) is dedicated to the satisfaction of the School District, consistent with the provisions of the Amended Restated</p>	M	CD (E)

		Development Agreement for the Folsom Plan area.		
11.		<b>Validity</b> Pursuant to Government Code Section 66452.6, this approval shall be valid for a minimum term equal to the remaining term of the Development Agreement for the project, or for a period of thirty-six months, whichever is longer, but in no event for a shorter period than the maximum period of time permitted by the Subdivision Map Act.	M	CD(E)

## **Attachment 5**

### **Conditions of Approval Small Lot Vesting Tentative Subdivision Map**

<b>CONDITIONS OF APPROVAL FOR THE MANGINI RANCH PHASE 3 SUBDIVISION (PN 20-254)  NORTHEAST CORNER OF THE INTERSECTION OF EAST BIDWELL STREET AND SAVANNAH PARKWAY  SMALL LOT VESTING TENTATIVE SUBDIVISION MAP AND MINOR ADMINISTRATIVE MODIFICATIONS</b>				
Condition No.	Mitigation Measure	Condition of Approval	When Required	Responsible Department
1.		<b><i>Large Lot Vesting Tentative Subdivision Map</i></b> Approval of the Small Lot Vesting Tentative Subdivision Map is subject to the approval of the Proposed Large Lot Vesting Tentative Subdivision Map, dated May 10, 2021.	I	CD (P)(E)
2.		<b><i>Design Review</i></b> At the time specific development is proposed the Applicant shall apply for Design Review.	OG	CD (P)(E)
3.		<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: <ol style="list-style-type: none"> <li>1. Small Lot Vesting Tentative Subdivision Map, dated May 10, 2021</li> <li>2. Preliminary Grading and Drainage Plan, dated May 10, 2021</li> <li>3. Preliminary Utility Plan, dated May 10, 2021</li> <li>4. Access and Circulation Analysis, dated May 4, 2021</li> <li>5. Environmental Noise Analysis, dated May, 2021</li> </ol> <p>The Small Lot Vesting Tentative Subdivision Maps are approved for the development of a 260-unit single-family residential subdivision (Mangini Ranch Phase 3 Subdivision). Implementation of the Project shall be consistent with the above referenced items and these conditions of approval.</p>	G, I, M, B	CD (P) E
4.		<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.	G, I	CD (E)

5.		<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 approved Inclusionary Housing Agreement shall track the term of the Small Lot Vesting Tentative Subdivision Map, as may be extended from time to time pursuant to Section 16.16.110.A and 16.16.120 of the Folsom Municipal Code and the Subdivision Map Act.</p>	M	CD (P)
6.		<p><b>FMC Compliance</b>  The Small Lot Final Map shall comply with the Folsom Municipal Code and the Subdivision Map Act.</p>	I	CD (E)
7.		<p><b>Development Rights</b>  The approval of this Small Lot Vesting Tentative Subdivision Map conveys the right to develop. As noted in these conditions of approval for the Small Lot Vesting Tentative Subdivision Map, the City has identified improvements necessary to develop the subject parcels. These improvements include on and off-site roadways, water, sewer, storm drainage, landscaping, sound walls, and other improvements.</p>	OG	CD (P)(E)(B) PW, PR, FD, PD
8.		<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 Mangini Ranch Phase 3 Subdivision Project as shown on the Small Lot Vesting Tentative Subdivision Map (Lots 1-118).</p>	M	CD (E)(P)
9.		<p><b>Street Names</b>  The Applicant shall select street names from the City's approved list or subsequently approved by the Planning Commission and shall be used for the small lot final map.</p>	M	CD (E)(P)



10.		<p><b>Indemnity for City</b></p> <p>The Owner/Applicant shall protect, defend, indemnify, and hold harmless the City and its agents, officers and employees from any claim, action or proceeding against the City or its agents, officers or employees to attack, set aside, void, or annul any approval by the City or any of its agencies, departments, commissions, agents, officers, employees, or legislative body concerning the Project, which claim, action or proceeding is brought within the time period provided therefore in Government Code Section 66499.37 or other applicable statutes of limitation. The City will promptly notify the Owner/Applicant of any such claim, action or proceeding, and will cooperate fully in the defense. If the City should fail to cooperate fully in the defense, the Owner Owner/Applicant shall not thereafter be responsible to defend, indemnify and hold harmless the City or its agents, officers, and employees, pursuant to this condition. The City may, within its unlimited discretion, participate in the defense of any such claim, action or proceeding if both of the following occur:</p> <ul style="list-style-type: none"> <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
11.		<p><b>Small Lot Vesting Tentative Subdivision Map</b></p> <p>The Small Lot Vesting Tentative Subdivision map is expressly conditioned upon compliance with all environmental mitigation measures identified in the Folsom Plan Area Specific Plan EIR/EIS as amended by the Revised Proposed Water Supply Facility Alternative (November 2012), the Folsom South of U.S. Highway 50 Backbone Infrastructure Mitigated Negative Declaration (December 2014), and the Westland Eagle Specific Plan Amendment (September 2015).</p>	OG	CD

12.		<p><b>ARDA and Amendments</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)
13.	✓	<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)
14.		<p>The Owner/Applicant acknowledges that the State adopted amendments to Section 65850 of the California Government Code (specifically Section 65850(9)), effective January 1, 2018, to allow for the implementation of inclusionary housing requirements in residential rental units, upon adoption of an ordinance by the City. The Landowner is not currently contemplating any residential rental Projects within the Subject Property; however, in the event the City amends its Inclusionary Housing Ordinance with respect to rental housing pursuant to Section 65850(9), Landowner (or successor in interest) agrees that the Subject Property shall be subject to said City Ordinance, as amended, should any residential rental Project be proposed within the Subject Property.</p>	OG	CD (P)

<b>POLICE/SECURITY REQUIREMENT</b>				
15.		<p>The Owner/Applicant shall consult with the Police Department in order to incorporate all reasonable crime prevention measures. The following security/safety measures shall be considered:</p> <ul style="list-style-type: none"> <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>				
16.		<p><b>Taxes and Fees</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)
17.		<p><b>Assessments</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)

18.		<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 (July 1, 2020), or otherwise shall be governed by the terms of Amendments No. 1 and 2 to ARDA. The fees shall be calculated at the fee rate set forth in the PFFP and the ARDA.</p>	B	CD (P), PW, PK
19.		<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)

20.		<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)
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**GRADING PERMIT REQUIREMENTS**

21.		<p><b>Mine Shaft Remediation</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)
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22.		<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)
23.		<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)
24.		<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

IMPROVEMENT PLAN REQUIREMENTS				
25.		<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)
26.		<p><b>Standard Construction Specifications and Details</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>Standard Construction Specifications and Details</u> and the <u>Design and Procedures Manual and Improvement Standards</u>.</p>	I	CD (P)(E)
27.		<p><b>Water and Sewer Infrastructure</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	CD (E)

28.		<p><b>SMUD Requirements</b></p> <ol style="list-style-type: none"><li>1. Structural setbacks less than 14-feet shall require the Applicant to conduct a pre-engineering meeting with all utilities to ensure property clearances are maintained.</li><li>2. Any necessary future SMUD facilities located on the Applicant's property shall require a dedicated SMUD easement. This will be determined prior to SMUD performing work on the Applicant's property.</li><li>3. In the event the Applicant requires the relocation or removal of existing SMUD facilities on or adjacent to the subject property, the Applicant shall coordinate with SMUD. The Applicant shall be responsible for the cost of relocation or removal.</li><li>4. SMUD reserves the right to use any portion of its easements on or adjacent to the subject property that it reasonably needs and shall not be responsible for any damages to the developed property within said easement that unreasonably interferes with those needs.</li><li>5. The Applicant shall not place any building foundations within 5-feet of any SMUD trench to maintain adequate trench integrity. The Applicant shall verify specific clearance requirements for other utilities (e.g., Gas, Telephone, etc.).</li><li>6. In the event the City requires an Irrevocable Offer of Dedication (IOD) for future roadway improvements, the Applicant shall dedicate a 12.5-foot public utility easement (PUE) for overhead and/or underground facilities and appurtenances adjacent to the City's IOD.</li><li>7. The Applicant shall comply with SMUD siting requirements (e.g., panel size/location, clearances from SMUD equipment, transformer location, service conductors).</li></ol>		
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29.		<p><b>Lighting Plan</b>  The Owner/Applicant of all Project phases shall submit a lighting plan for the Project to the Community Development Department. The lighting plan shall be consistent with the Folsom Ranch Central District Design Guidelines:</p> <ul style="list-style-type: none"> <li>• Shield or screen lighting fixtures to direct the light downward and prevent light spill on adjacent properties;</li> <li>• Place and shield or screen flood and area lighting needed for construction activities, nighttime sporting activities, and/or security so as not to disturb adjacent residential areas and passing motorists;</li> <li>• For public lighting in residential neighborhoods, prohibit the use of light fixtures that are of unusually high intensity or that blink or flash;</li> <li>• Use appropriate building materials (such as low-glare glass, low-glare building glaze or finish, neutral, earth toned colored paint and roofing materials), shielded or screened lighting, and appropriate signage in the office/commercial areas to prevent light and glare from adversely affecting motorists on nearby roadways; and</li> <li>• Design exterior on-site lighting as an integral part of the building and landscaping design in the Specific Plan Area. Lighting fixtures shall be architecturally consistent with the overall site design. Lights used on signage should be directed to light only the sign face with no off-site glare.</li> </ul>	I	CD (P)
30.		<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>	M	CD (P)(E)
31.		<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)

32.		<p><b>Future Utility Lines</b>  All future utility lines lower than 69 KV that are to be built within the Project shall be placed underground within and along the perimeter of the Project at the developer's cost. The Owner/Applicant shall dedicate to SMUD all necessary underground easements for the electrical facilities that will be necessary to service development of the Project.</p>	M	CD (E)
33.		<p><b>Water Meter Fixed Network System</b>  The Owner Owner/Applicant shall pay for, furnish and install all infrastructure associated with the water meter fixed network system for any City-owned and maintained water meter within the Project.</p>	I	CD (E), EWR
34.		<p><b>Class I Multi-purpose trail</b>  Dedicate land for the Class I multi-purpose trail subject to the satisfaction of the City within Lot A.</p> <p><b>Class II Bike Lanes</b>  All Class II bike lanes (East Bidwell Street and Mangini Parkway) shall be striped, and the legends painted to the satisfaction of the Community Development Department. No parking shall be permitted within the Class II bike lanes.</p>	I	CD (E)(P)
35.		<p><b>Separated Sidewalks</b>  A Homeowner's Association shall maintain the landscape between the separated sidewalk and curb on residential streets. In the event a Homeowners Association is not provided, the residential street section shall be modified to a section that includes attached sidewalks.</p>	I	CD (E)(P)

36.		<p><b>Noise Barriers and Window Assemblies</b>  Based on the Environmental Noise Assessment (the "Traffic Noise Assessment, Mangini Ranch Phase 3") prepared by Bollard Acoustical Consultants on May 10, 2021 and included in the staff report as Attachment no. 13, the following measures shall be implemented to the satisfaction of the Community Development Department:</p> <ol style="list-style-type: none"> <li>1. To comply with the General Plan 60 and 65 dB DNL exterior noise level standards for single- and multi-family residential uses (respectively), traffic noise barriers ranging from 6 to 8 feet in height relative to backyard elevation would be required. The heights and locations of the noise barriers are illustrated on Figure 2. Barrier insertion loss calculation worksheets are provided as Appendix C. The traffic noise barriers could take the form of masonry wall, earthen berm, or a combination of the two. Other materials may be acceptable but should be reviewed by an acoustical consultant prior to use.</li> <li>2. To ensure compliance with the General Plan 45 dB DNL interior noise level standard with a factor of safety, it is recommended that all upper-floor bedroom window assemblies of residences constructed on the lots identified on Figure 2 from which the adjacent roadways would be visible be upgraded to a minimum STC rating of 32.</li> <li>3. Air conditioning shall be provided for all residences that back up to East Bidwell Street, Road A and Mangini Parkway (Village 1 lots 21-30, Village 3 lots 12 and 33-36, and Village 4 lots 1 and 24 -42) of the development so that windows can be kept closed at the occupant's discretion to control interior noise. These conclusions are based on the traffic assumptions cited in Appendix B, the project site plans and grading plans (dated May 10, 2021), and on noise reduction data for standard construction.</li> </ol>	I, O	CD (E)(P)
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37.		<p><b>Master Plan Updates</b>  The Owner/Applicant shall provide sanitary sewer, water and storm drainage improvements with corresponding easements, as necessary, in accordance with these studies and the latest edition of the City of Folsom <u>Standard Construction Specifications and Details</u>, and the <u>Design and Procedures Manual and Improvement Standards</u>.</p> <p>The storm drainage design shall provide for no net increase in run-off under post-development conditions.</p>	G, I	CD(E), EWR, PW
38.		<p><b>Best Management Practices</b>  The storm drain improvement plans shall provide for “Best Management Practices” that meet the requirements of the water quality standards of the City’s National Pollutant Discharge Elimination System Permit issued by the State Regional Water Quality Control Board.</p> <p>In addition to compliance with City ordinances, the Owner/Applicant shall prepare a Stormwater Pollution Prevention Plan (SWPPP) and implement Best Management Practices (BMPs) that comply with the General Construction Stormwater Permit from the Central Valley RWQCB, to reduce water quality effects during construction. Detailed information about the SWPPP and BMPs are provided in Chapter 3A.9, “Hydrology and Water Quality.”</p>	G, I	CD (E)
39.		<p><b>Litter Control</b>  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>				
40.		<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>• All public streets shall meet City of Folsom Street Standards.</li> <li>• The maximum length of any dead-end street shall not exceed 500 feet in accordance with the Folsom Fire Code (unless approved by the Fire Department).</li> <li>• All-weather emergency access roads and fire hydrants (tested and flushed) shall be provided before combustible material storage or vertical construction is allowed. All-weather access is defined as 6" of compacted AB from May 1 to September 30 and 2"AC over 6" AB from October 1 to April 30</li> <li>• The first Fire Station planned for the Folsom Plan Area may be required to be completed and operational at the time that the threshold of 1,500 occupied homes within the Folsom Plan Area is met.</li> </ul>	G, I, M, B	CD (P), FD

Planning Commission  
Mangini Ranch Phase 3 Subdivision (PN 20-254)  
May 19, 2021

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**LANDSCAPE/TREE PRESERVATION REQUIREMENTS**

<p>41.</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 Mangini Ranch Phase 3 Subdivision Project.</p> <p>In addition, the project shall comply with the following requirements:</p> <ol style="list-style-type: none"> <li>1. At the time specific development is proposed, detailed landscape improvements along the Class 1 Trail (Lot A) shall be provided</li> </ol>	<p>I, B</p>	<p>CD (P)(E)</p>
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		<p>subject to the satisfaction of the City including the placement of the trail, fencing, benches or other amenities.</p> <p>2. A pedestrian connection linking Road "F" to Mangini Parkway shall be provided in Lot B, at the time specific development is proposed.</p>		
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MAP REQUIREMENTS				
42.		<p><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)
43.		<p><b><i>Inclusionary Housing Plan</i></b>  Inclusionary Housing Plan shall be approved by the City Council. The Inclusionary Housing Agreement, which will be approved by the City Attorney, shall be executed prior to recordation of the Final Map for the Mangini Ranch Phase 3 Subdivision Project.</p>	M	CD (P)(E)

44.		<p><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 schools are located in proximity to the proposed subdivision, and that the public parks may include facilities (basketball courts, a baseball field, softball fields, soccer fields, and playground equipment) that may generate noise impacts during various times, including but not limited to evening and nighttime hours. The Owner/Applicant shall also disclose that the existing public parks include nighttime sports lighting that may generate lighting impacts during evening and nighttime hours.</li> <li>2) Future Fire and Police stations are located adjacent to the Project site and may include facilities and equipment that generate noise and light impacts during various times, including but not limited to evening and nighttime hours.</li> <li>3) The soil in the subdivision may contain naturally occurring asbestos and naturally occurring arsenic.</li> <li>4) The collecting, digging, or removal of any stone, artifact, or other prehistoric or historic object located in public or open space areas, and the disturbance of any archaeological site or historic property, is prohibited.</li> <li>5) The Project site is located close to the Mather Airport flight path and overflight noise may be present at various times.</li> <li>6) That all properties located within one mile of an on- or off-site area zoned or used for agricultural use (including livestock grazing) shall be accompanied by written disclosure from the transferor, in a form approved by the City of Folsom, advising any transferee of the potential adverse odor impacts from surrounding agricultural operations, which disclosure shall direct the transferee to contact the County of</li> </ol>	M	CD (P, PK)
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		<p>Sacramento concerning any such property within the County zoned for agricultural uses within one mile of the subject property being transferred.</p>		
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45.		<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)
46.		<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)
47.		<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)

48.		<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)
49.		<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)
50.		<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
51.		<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>				
52.		<p>The following conditions of approval are related to roadway and traffic related improvements for the Mangini Phase 3 Subdivision Project:</p>	B	CD E, PW, FD

		<ul style="list-style-type: none"> <li>• The Project shall construct two-way vehicle circulation along the surrounding roadways, namely the Northern Connector Road (A Drive), D Drive, and C Drive (see Exhibit 1 of Traffic and Circulation Analysis dated May 4, 2021). The Project shall provide these two-way roadway facilities to allow for adequate circulation directly related to the Project.</li> <li>• The access on the north end of E Drive at East Bidwell Street shall be an emergency vehicle access (EVA).</li> <li>• A full access, side street stop-controlled intersection shall be constructed at E Drive and Mangini Parkway.</li> <li>• The northbound East Bidwell Street left-turn to the Northern Connector Road shall be constructed with at least 315-feet (255-foot deceleration plus 60-foot bay taper).</li> <li>• A southbound deceleration taper/flare or lane (subject to City specification) shall be constructed at the East Bidwell Street intersection with the Northern Connector Road.</li> <li>• The B Drive intersection with the Northern Connector Road is anticipated to operate adequately with side street stop controlled and without dedicated turn pockets. Adequate sight distance shall be provided and maintained.</li> </ul>	I,B	CD, E, PW, FD

ARCHITECTURE/SITE DESIGN REQUIREMENTS				
53.		<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.	OG	CD (P) (E)

**MITIGATION MEASURES**

54.	✓	<b>Mangini Phase 3 Subdivision Mitigation Monitoring Reporting Program (MMRP).</b> The conditions of approval below (numbered 55-1 to 55-89) implement the applicable mitigation measures from the FPASP (May 2011) MMRP, as amended by the Revised Proposed Water Supply Facility Alternative (November 2012), the Folsom South of U.S. Highway 50 Backbone Infrastructure Mitigated Negative Declaration (December 2014), and the Westland Eagle Specific Plan Amendment (September 2015).		
Condition No.	Mitigation Number (Source)	Mitigation Measures	Timing	Responsible Agency
<b>AESTHETICS</b>				
55-1	3A.1-4 (FPASP EIR/EIS)	<p><b>Screen Construction Staging Areas.</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.



55-2	3A.1-5 (FPASP EIR/EIS)	<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> <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> </ul> <p>▶ Use shielded or screened public lighting fixtures to prevent the light from shining off of the surface intended to be illuminated.</p> <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> </ul>	Before approval of building permits.	City of Folsom Community Development Department
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		<ul style="list-style-type: none"> <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> <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>				
55-3	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</p>	Before the approval of all grading plans by the City and throughout Project construction, where applicable, for all Project phases.	City of Folsom Community Development Department

		<p>measures, construction operations shall comply with all applicable SMAQMD rules and regulations.</p> <p><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>		
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		<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> <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</li> </ul>		
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		<p>Board (ARB) fleet average that exists at the time of construction. Acceptable options for reducing emissions may include use of late-model engines, low-emission diesel products, alternative fuels, engine retrofit technology, after-treatment products, and/or other options as they become available. The Project Applicant(s) of each Project phase or its representative shall submit to the City of Folsom Community Development Department and SMAQMD a comprehensive inventory of all off-road construction equipment, equal to or greater than 50 hp, that would be used an aggregate of 40 or more hours during any portion of the construction Project. The inventory shall include the horsepower rating, engine production year, and Projected hours of use for each piece of equipment. The inventory shall be updated and submitted monthly throughout the duration of the Project, except that an inventory shall not be required for any 30-day period in which no construction activity occurs. At least 48 hours prior to the use of heavy-duty off-road equipment, the Project representative shall provide SMAQMD with the anticipated construction timeline including start date, and name and phone number of the Project manager and on-site foreman. SMAQMD's Construction Mitigation Calculator can be used to identify an equipment fleet that achieves this reduction (SMAQMD 2007a). The Project shall ensure that emissions from all off-road diesel-powered equipment used on the SPA do not exceed 40% opacity for more than three minutes in any one hour. Any equipment found to exceed 40 percent opacity (or Ringelmann 2.0) shall be repaired immediately, and the City and SMAQMD shall be notified within 48 hours of identification of noncompliant equipment. A visual survey of all in-operation equipment shall be made at least weekly, and a monthly summary of the visual survey results shall be submitted throughout the duration of the Project, except that the monthly summary shall not be required for any 30-day period in which no construction activity occurs. The monthly summary shall include the quantity and type of vehicles surveyed as well as the dates of each survey. SMAQMD staff and/or other officials may conduct periodic site</p>		
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		<p>inspections to determine compliance. Nothing in this mitigation measure shall supersede other SMAQMD or state rules or regulations.</p> <ul style="list-style-type: none"> <li>▶ If at the time of construction, SMAQMD has adopted a regulation or new guidance applicable to construction emissions, compliance with the regulation or new guidance may completely or partially replace this mitigation if it is equal to or more effective than the mitigation contained herein, and if SMAQMD so permits.</li> </ul>		
55-4	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 calculated when the daily construction emissions can be more accurately determined: that is, if the City/USACE select and certify the EIR/EIS and approves the Proposed Project or one of the other four other action alternatives, the City and the Applicants must establish the phasing by which development would occur, and the Applicants must develop a detailed construction schedule. Calculation of fees associated with each Project development phase shall be conducted by the Project Applicant(s) in</p>	<p>Before the approval of all grading plans by the City and throughout Project construction for all Project phases.</p>	<p>The City of Folsom Community Development Department shall not grant any grading permits to the respective Project Applicant(s) until the respective Project Applicant(s) have paid the appropriate off-site mitigation fee to SMAQMD.</p>

		<p>consultation with SMAQMD staff before the approval of grading plans by the City. The Project Applicant(s) for any particular discretionary development application shall pay into SMAQMD's off-site construction mitigation fund to further mitigate construction generated emissions of NOX that exceed SMAQMD's daily emission threshold of 85 lb/day. The calculation of daily NOX emissions shall be based on the cost rate established by SMAQMD at the time the calculation and payment are made. At the time of writing this EIR/EIS the cost rate is \$16,000 to reduce 1 ton of NOX plus a 5% administrative fee (SMAQMD 2008c). The determination of the final mitigation fee shall be conducted in coordination with SMAQMD before any ground disturbance occurs for any Project phase.</p>		
<p><b>55-5</b></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 exemption, negative declaration, or Project-specific EIR) that includes detailed dispersion modeling of construction-generated PM10 to disclose what PM10 concentrations would be at nearby sensitive receptors. The dispersion modeling shall be performed in accordance with applicable SMAQMD guidance that is in place at the time the analysis is performed. At the time of writing this EIR/EIS, SMAQMD's most current and most detailed guidance for addressing construction generated PM10 emissions is found in its Guide to Air Quality Assessment in Sacramento County (SMAQMD 2009a). The Project-level analysis shall incorporate detailed parameters of the construction equipment and activities, including the year during which construction would be performed, as well as the proximity of potentially affected receptors, including receptors proposed by the Project that exist at the time the construction activity would occur.</p>	<p>Before the approval of all grading plans by the City.</p>	<p>City of Folsom Community Development Department</p>

55-6	3A.2-2 (FPASP EIR/EIS)	<p><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 particular discretionary development application shall implement all measures prescribed in the SMAQMD-approved Folsom Plan Area Specific Plan Air Quality Mitigation Plan (AQMP) (Torrence Planning 2008), a copy of which is included in Appendix C2. The AQMP is intended to improve mobility, reduce vehicle miles traveled, and improve air quality as required by AB 32 and SB 375. The AQMP includes, among others, measures designed to provide bicycle parking at commercial land uses, an integrated pedestrian/bicycle path network, transit stops with shelters, a prohibition against the use the wood-burning fireplaces, energy star roofing materials, electric lawnmowers provided to Homeowners at no charge, and on-site transportation alternatives to passenger vehicles (including light rail) that provide connectivity with other local and regional alternative transportation networks.</p>	Before issuance of subdivision maps or improvement plans.	City of Folsom Community Development Department
55-7	3A.2-4a (FPASP EIR/EIS)	<p><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>	Before the approval of all grading plans by the City and throughout Project construction, where applicable, for all Project phases.	City of Folsom Community Development Department



		The implementation and enforcement of all measures identified in each plan shall be funded by the Project Applicant(s) for the respective phase of development.		
55-8	3A.2-6 (FPASP EIR/EIS)	<p><b><i>Implement Measures to Control Exposure of Sensitive Receptors to Operational Odorous Emissions.</i></b></p> <p>The Project Applicant(s) for any 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>				
55-9	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 discretionary development application shall include stormwater drainage plans and erosion and sediment control plans in their improvement plans and shall submit these plans to the City Public Works Department for review and approval. For off-site elements within Sacramento County or El Dorado County jurisdiction (e.g., off-site detention basin and off-site roadway connections to El Dorado Hills), plans shall be submitted to the appropriate county planning department. Before approval of these improvement plans, the Project Applicant(s) for any particular discretionary development application shall obtain a NPDES MS4 Municipal Stormwater</p>	Before approval of improvement and drainage plans, and on an ongoing basis throughout and after Project construction, as required for all Project phases.	City of Folsom Public Works Department

		<p>Permit and Grading Permit, comply with the City's Grading Ordinance and County drainage and stormwater quality standards, and commit to implementing all measures in their drainage plans and erosion and sediment control plans to avoid and minimize erosion and runoff into Alder Creek and all wetlands and other waters that would remain on-site. Detailed information about stormwater runoff standards and relevant City and County regulation is provided in Chapter 3A.9, "Hydrology and Water Quality."</p> <p>The Project Applicant(s) for any discretionary development entitlement shall implement stormwater quality treatment controls consistent with the Stormwater Quality Design Manual for Sacramento and South Placer Regions in effect at the time the application is submitted. Appropriate runoff controls such as berms, storm gates, off-stream detention basins, overflow collection areas, filtration systems, and sediment traps shall be implemented to control siltation and the potential discharge of pollutants. Development plans shall incorporate Low Impact Development (LID) features, such as pervious strips, permeable pavements, bioretention ponds, vegetated swales, disconnected rain gutter downspouts, and rain gardens, where appropriate. Use of LID features is recommended by the EPA to minimize impacts on water quality, hydrology, and stream geomorphology and is specified as a method for protecting water quality in the proposed specific plan. In addition, free spanning bridge systems shall be used for all roadway crossings over wetlands and other waters that are retained in the on-site open space. These bridge systems would maintain the natural and restored channels of creeks, including the associated wetlands, and would be designed with sufficient span width and depth to provide for wildlife movement along the creek corridors even during high-flow or flood events, as specified in the 404 permit.</p> <p>In addition to compliance with City ordinances, the Project Applicant(s) for any particular discretionary development application shall prepare a Stormwater Pollution Prevention Plan (SWPPP) and implement Best Management Practices (BMPs) that</p>		
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		<p>comply with the General Construction Stormwater Permit from the Central Valley RWQCB, to reduce water quality effects during construction. Detailed information about the SWPPP and BMPs are provided in Chapter 3A.9, "Hydrology and Water Quality."</p> <p>Each Project development shall result in no net change to peak flows into Alder Creek and associated tributaries, or to Buffalo Creek, Carson Creek, and Coyote Creek. The Project Applicant(s) shall establish a baseline of conditions for drainage on-site. The baseline-flow conditions shall be established for 2-, 5-, and 100-year storm events. These baseline conditions shall be used to develop monitoring standards for the stormwater system on the SPA. The baseline conditions, monitoring standards, and a monitoring program shall be submitted to USACE and the City for their approval. Water quality and detention basins shall be designed and constructed to ensure that the performance standards, which are described in Chapter 3A.9, "Hydrology and Water Quality," are met and shall be designed as off-stream detention basins. Discharge sites into Alder Creek and associated tributaries, as well as tributaries to Carson Creek, Coyote Creek, and Buffalo Creek, shall be monitored to ensure that pre-Project conditions are being met. Corrective measures shall be implemented, as necessary. The mitigation measures will be satisfied when the monitoring standards are met for 5 consecutive years without undertaking corrective measures to meet the performance standard.</p> <p>See FEIR/FEIS Appendix S showing that the detention basin in the northeast corner of the SPA has been moved off stream.</p> <p>Mitigation for the off-site elements outside of the City of Folsom's jurisdictional boundaries must be coordinated by the Project Applicant(s) of each applicable Project phase in consultation with the affected oversight agency(ies) (i.e., El Dorado County for the roadway connections, Sacramento County for the detention basin west of Prairie City Road, and Caltrans for the U.S. 50 interchange improvements) such that the performance standards described in Chapter 3A.9, "Hydrology and Water Quality," are met.</p>		
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<p>55-10</p>	<p>3A.3-2a (FPASP EIR/EIS)</p>	<p><b>Avoid Direct Loss of Swainson's Hawk and Other Raptor Nests.</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</p>	<p>Before the approval of grading and improvement plans, before any ground disturbing activities, and during Project construction as applicable for all Project phases.</p>	<p>California Department of Fish and Game and City of Folsom Community Development Department.</p>
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		<p>only be used if a qualified biologist verifies that the burrow does not contain eggs or dependent young. If active burrows contain eggs and/or young, no construction shall occur within 50 feet of the burrow until young have fledged. Once it is confirmed that there are no owls inside burrows, these burrows may be collapsed.</p> <p>Mitigation for the off-site elements outside of the City of Folsom's jurisdictional boundaries must be developed by the Project Applicant(s) of each applicable Project phase in consultation with the affected oversight agency(ies) (i.e., El Dorado and/or Sacramento Counties, or Caltrans), such that the performance criteria set forth in DFG's guidelines are determined to be met.</p>		
<b>GEOLOGY AND SOILS</b>				
55-11	3A.7-1a (FPASP EIR/EIS)	<p>Prepare Site-Specific Geotechnical Report per CBC Requirements and Implement Appropriate Recommendations. Before building permits are issued and construction activities begin any Project development phase, the Project Applicant(s) of each Project phase shall hire a licensed geotechnical engineer to prepare a final geotechnical subsurface investigation report for the on- and off-site facilities, which shall be submitted for review and approval to the appropriate City or county department (identified below). The final geotechnical engineering report shall address and make recommendations on the following:</p> <ul style="list-style-type: none"> <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> </ul>	Before issuance of building permits and ground-disturbing activities.	City of Folsom Community Development Department

		<ul style="list-style-type: none"> <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>		
55-12	3A.7-1b (FPASP EIR/EIS)	<p><b>Monitor Earthwork during Earthmoving Activities.</b></p> <p>All earthworks shall be monitored by a qualified geotechnical or soils engineer retained by the Project Applicant(s) of each Project phase. The geotechnical or soils engineer shall provide oversight during all excavation, placement of fill, and disposal of materials removed from and deposited on both on- and off-site construction areas.</p> <p>Mitigation for the off-site elements outside of the City of Folsom’s jurisdictional boundaries must be coordinated by the Project Applicant(s) of each applicable Project phase with the affected oversight agency(ies) (i.e., El Dorado and/or Sacramento Counties, or Caltrans).</p>	Before issuance of building permits and ground-disturbing activities.	City of Folsom Community Development Department
55-13	3A.7-3 (FPASP EIR/EIS)	<p><b>Prepare and Implement the Appropriate Grading and Erosion Control Plan.</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</p>	Before the start of construction activities.	City of Folsom Community Development Department

		<p>retain a California Registered Civil Engineer to prepare a grading and erosion control plan. The grading and erosion control plan shall be submitted to the City Public Works Department before issuance of grading permits for all new development. The plan shall be consistent with the City's Grading Ordinance, the City's Hillside Development Guidelines, and the state's NPDES permit, and shall include the site-specific grading associated with development for all Project phases.</p> <p>The plans referenced above shall include the location, implementation schedule, and maintenance schedule of all erosion and sediment control measures, a description of measures designed to control dust and stabilize the construction-site road and entrance, and a description of the location and methods of storage and disposal of construction materials. Erosion and sediment control measures could include the use of detention basins, berms, swales, wattles, and silt fencing, and covering or watering of stockpiled soils to reduce wind erosion. Stabilization on steep slopes could include construction of retaining walls and reseeded with vegetation after construction. Stabilization of construction entrances to minimize trackout (control dust) is commonly achieved by installing filter fabric and crushed rock to a depth of approximately 1 foot. The Project Applicant(s) shall ensure that the construction contractor is responsible for securing a source of transportation and deposition of excavated materials.</p> <p>Mitigation for the off-site elements outside of the City of Folsom's jurisdictional boundaries must be coordinated by the Project Applicant(s) of each applicable Project phase with the affected oversight agency(ies) (i.e., El Dorado and/or Sacramento Counties).</p> <p>Implementation of Mitigation Measure 3A.9-1 (discussed in Section 3A.9, "Hydrology and Water Quality – Land") would also help reduce erosion-related impacts.</p>		
55-14	3A.7-5 (FPASP EIR/EIS)	<b><i>Divert Seasonal Water Flows Away from Building Foundations.</i></b>	Before and during earthmoving activities.	City of Folsom Community Development Department

		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.		
55-15	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 lone 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 lone or Mehrten Formations, the Project Applicant(s) shall retain a qualified paleontologist or archaeologist to train all construction personnel involved with earthmoving activities, including the site superintendent, regarding the possibility of encountering fossils, the appearance, and types of fossils likely to be seen during construction, and proper notification procedures should fossils be encountered.</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</li> </ul>	During earthmoving activities in the lone and Mehrten Formations.	City of Folsom Community Development Department



		<p>in the recovery plan that are determined by the lead agency to be necessary and feasible shall be implemented before construction activities can resume at the site where the paleontological resources were discovered.</p> <p>Mitigation for the off-site elements outside of the City of Folsom's jurisdictional boundaries must be coordinated by the Project Applicant(s) of each applicable Project phase with the affected oversight agency(ies) (i.e., Sacramento County).</p>		
<b>GREENHOUSE GAS EMISSIONS AND CLIMATE CHANGE</b>				
55-16	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</p>	<p>Before approval of small-lot final maps and building permits for all discretionary development Project, including all on- and off-site elements and implementation throughout Project construction.</p>	<p>City of Folsom Community Development Department</p>

		<p>with SMAQMD prior to the release of a request for bid by the Project Applicant(s) for seeking a primary contractor to manage the construction of each development Project. By requiring that the list of feasible measures be established prior to the selection of a primary contractor, this measure requires that the ability of a contractor to effectively implement the selected GHG reduction measures be inherent to the selection process.</p> <p>SMAQMD's recommended measures for reducing construction-related GHG emissions at the time of writing this EIR/EIS are listed below and the Project Applicant(s) shall, at a minimum, be required to implement the following:</p> <ul style="list-style-type: none"><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><li>▪ use the proper size of equipment for the job; and</li><li>▪ use equipment with new technologies (repowered engines, electric drive trains).</li></ul></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></ul>		
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		<ul style="list-style-type: none"> <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> <p>In addition to SMAQMD-recommended measures, construction activity shall comply with all applicable rules and regulations established by SMAQMD and ARB.</p>		
55-17	3A.8-2 (FPASP EIR/EIS)	<p><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</p>	Before and during earth moving activities	City of Folsom Community Development Department

		<p>necessary, analysis of soil and/or groundwater samples for the potential contamination sites that have not yet been covered by previous investigations (as shown in Exhibit 3A.8-1) before construction activities begin in those areas. Recommendations in the Phase I and II Environmental Site Assessments to address any contamination that is found shall be implemented before initiating ground-disturbing activities in these areas.</p> <p>The Project Applicant(s) shall implement the following measures before ground-disturbing activities to reduce health hazards associated with potential exposure to hazardous substances:</p> <ul style="list-style-type: none"><li>▶ Prepare a plan that identifies any necessary remediation activities appropriate for proposed on- and off-site uses, including excavation and removal of on-site contaminated soils, redistribution of clean fill material in the SPA, and closure of any abandoned mine shafts. The plan shall include measures that ensure the safe transport, use, and disposal of contaminated soil and building debris removed from the site. In the event that contaminated groundwater is encountered during site excavation activities, the contractor shall report the contamination to the appropriate regulatory agencies, dewater the excavated area, and treat the contaminated groundwater to remove contaminants before discharge into the sanitary sewer system. The Project Applicant(s) shall be required to comply with the plan and applicable Federal, state, and local laws. The plan shall outline measures for specific handling and reporting procedures for hazardous materials and disposal of hazardous materials removed from the site at an appropriate off-site disposal facility.</li><li>▶ Notify the appropriate Federal, state, and local agencies if evidence of previously undiscovered soil or groundwater contamination (e.g., stained soil, odorous groundwater) is encountered during construction activities. Any contaminated areas shall be remediated in accordance with recommendations made by the Sacramento County Environmental Management</li></ul>		
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		<p>Department, Central Valley RWQCB, DTSC, and/or other appropriate Federal, state, or local regulatory agencies.</p> <ul style="list-style-type: none"> <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>				
55-18	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 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</li> </ul>	<p>Submittal of the State Construction General Permit NOI and SWPPP (where applicable) and development and submittal of any other locally required plans and specifications before the issuance of grading permits for all on-site Project phases and off-site elements and</p>	<p>City of Folsom Community Development Department</p>

		<p>construction, that shall reduce the potential for runoff and the release, mobilization, and exposure of pollutants, including legacy sources of mercury from Project-related construction sites. These may include but would not be limited to temporary erosion control and soil stabilization measures, sedimentation ponds, inlet protection, perforated riser pipes, check dams, and silt fences</p> <ul style="list-style-type: none"> <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 straw bales or wattles,</li> </ul>	<p>implementation throughout Project construction.</p>	
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		<p>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>		
55-19	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</p>	Before approval of grading plans and building permits of all Project phases.	City of Folsom Public Works Department

		<p>improvements (e.g., source controls, biotechnical stream stabilization) to reduce flooding and hydromodification impacts. The plans shall include, but not be limited to, the following items:</p> <ul style="list-style-type: none"><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></ul></li></ul>		
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		<ul style="list-style-type: none"> <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> <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>		
55-20	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</p>	Prepare plans before the issuance of	City of Folsom Community Development Department and Public Works Department

		<p>and water quality maintenance plan shall be prepared by a qualified engineer retained by the Project Applicant(s) the development Project. Drafts of the plan shall be submitted to the City of Folsom and El Dorado County for the off-site roadway connections into El Dorado Hills, for review and approval concurrently with development of tentative subdivision maps for all Project phases. The plan shall finalize the water quality improvements and further detail the structural and nonstructural BMPs proposed for the Project. The plan shall include the elements described below.</p> <ul style="list-style-type: none"> <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> </ul>	<p>grading permits for all Project phases and off-site elements and implementation throughout Project construction.</p>	
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		<p>► LID control measures shall be integrated into the BMP and water quality maintenance plan. These may include, but are not limited to:</p> <ul style="list-style-type: none"> <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> <p>New stormwater facilities shall be placed along the natural drainage courses within the SPA to the extent practicable so as to mimic the natural drainage patterns. The reduction in runoff as a result of the LID configurations shall be quantified based on the runoff reduction credit system methodology described in “Stormwater Quality Design Manual for the Sacramento and South Placer Regions, Chapter 5 and Appendix D4” (SSQP 2007b) and proposed detention basins and other water quality BMPs shall be sized to handle these runoff volumes.</p> <p>For those areas that would be disturbed as part of the U.S. 50 interchange improvements, it is anticipated that Caltrans would coordinate with the development and implementation of the overall Project SWPPP or develop and implement its own SWPPP specific to the interchange improvements, to ensure that water quality degradation would be avoided or minimized to the maximum extent practicable.</p> <p>Mitigation for the off-site elements outside of the City of Folsom’s jurisdictional boundaries must be coordinated by the Project Applicant(s) of each applicable Project phase with El Dorado County and Caltrans.</p>		
<b>NOISE AND VIBRATION</b>				
55-21	3A.11-1 (FPASP EIR/EIS)	<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>	Before and during construction activities on the	City of Folsom Community Development Department

		<p>To reduce impacts associated with noise generated during Project related construction activities, the Project Applicant(s) and their primary contractors for engineering design and construction of all Project phases shall ensure that the following requirements are implemented at each work site in any year of Project construction to avoid and minimize construction noise effects on sensitive receptors. The Project Applicant(s) and primary construction contractor(s) shall employ noise-reducing construction practices. Measures that shall be used to limit noise shall include the measures listed below:</p> <ul style="list-style-type: none"> <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> <li>▶ Written notification of construction activities shall be provided to all noise-sensitive receptors located within 850 feet of</li> </ul>	<p>SPA and within El Dorado Hills.</p>	
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		<p>construction activities. Notification shall include anticipated dates and hours during which construction activities are anticipated to occur and contact information, including a daytime telephone number, for the Project representative to be contacted in the event that noise levels are deemed excessive. Recommendations to assist noise-sensitive land uses in reducing interior noise levels (e.g., closing windows and doors) shall also be included in the notification.</p> <ul style="list-style-type: none"><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>		
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**PUBLIC SERVICES**

<p>55-22</p>	<p><b>3A.14-1 (FPASP EIR/EIS)</b></p>	<p><b><i>Prepare and Implement a Construction Traffic Control Plan.</i></b>  The Project Applicant(s) of all Project phases shall prepare and implement traffic control plans for construction activities that may affect road rights-of-way. The traffic control plans must follow any applicable standards of the agency responsible for the affected roadway and must be approved and signed by a professional engineer. Measures typically used in traffic control plans include advertising of planned lane closures, warning signage, a flag person to direct traffic flows when needed, and methods to ensure continued access by emergency vehicles. During Project construction, access to existing land uses shall be maintained at all times, with detours used as necessary during road closures. Traffic control plans shall be submitted to the appropriate City or County department or the California Department of Transportation (Caltrans) for review and approval before the approval of all Project plans or permits, for all Project phases where implementation may cause impacts on traffic.  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>Before the approval of all relevant plans and/or permits and during construction of all Project phases.</p>	<p>City of Folsom Public Works Department</p>
<p>55-23</p>	<p><b>3A.14-2 (FPASP EIR/EIS)</b></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>  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.  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>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>Improvement plans showing the incorporation automatic sprinkler systems, the availability of adequate fire flow, and the locations of hydrants shall be submitted to the City of Folsom Fire Department for review and approval. In addition, approved plans showing access design shall be provided to the City of Folsom Fire Department as described by Zoning Code Section 17.57.080 (“Vehicular Access Requirements”). These plans shall describe access-road length, dimensions, and finished surfaces for firefighting equipment. The installation of security gates across a fire apparatus access road shall be approved by the City of Folsom Fire Department. The design and operation of gates and barricades shall be in accordance with the Sacramento County Emergency Access Gates and Barriers Standard, as required by the City of Folsom Fire Code.</p> <p>2. Submit a Fire Systems New Buildings, Additions, and Alterations Document Submittal List to the City of Folsom Community Development Department Building Division for review and approval before the issuance of building permits.</p> <p>In addition to the above measures, the Project Applicant(s) of all Project phases shall incorporate the provisions described below for the portion of the SPA within the EDHFD service area, if it is determined through City/EI Dorado County negotiations that EDHFD would serve the 178-acre portion of the SPA.</p> <p>3. Incorporate into Project designs applicable requirements based on the EDHFD fire prevention standards. For commercial development, improvement plans showing roadways, land splits, buildings, fire sprinkler systems, fire alarm systems, and other commercial building improvements shall be submitted to the EDHFD for review and approval. For residential development, improvement plans showing property lines and adjacent streets or roads; total acreage or square footage of the parcel; the footprint of all structures; driveway plan views describing width, length, turnouts, turnarounds, radiuses, and surfaces; and driveway profile views showing the percent grade from the access road to the</p>		
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		<p>structure and vertical clearance shall be submitted to the EDHFD for review and approval.</p> <p>4. Submit a Fire Prevention Plan Checklist to the EDHFD for review and approval before the issuance of building permits. In addition, residential development requiring automation fire sprinklers shall submit sprinkler design sheet(s) and hydraulic calculations from a California State Licensed C-16 Contractor.</p> <p>The City shall not authorize the occupancy of any structures until the Project Applicant(s) have obtained a Certificate of Occupancy from the City of Folsom Community Development Department verifying that all fire prevention items have been addressed on-site to the satisfaction of the City of Folsom Fire Department and/or the EDHFD for the 178-acre area of the SPA within the EDHFD service area.</p>		
55-24	3A.14-3 (FPASP EIR/EIS)	<p><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>				
55-25	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</p>	A phasing analysis shall be performed prior to approval of the first subdivision map to determine when the improvement should be implemented and when fair share	City of Folsom Public Works Department



		mechanism paid for by Applicant, to reduce the impacts to the Folsom Boulevard/Blue Ravine Road intersection (Intersection 1).	funding should be paid.	
55-26	3A.15-1b (FPASP EIR/EIS)	<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
55-27	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
55-28	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

55-29	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
55-30	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
55-31	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</p>	Before Project build out. Design of the White Rock Road widening to four lanes, from Grant Line Road to Prairie City Road, with Intersection improvements has begun, and because this	Sacramento County Public Works Department

		<p>widen White Rock Road to five lanes from Prairie City road to the El Dorado County Line). This widening includes improvements to the Grant Line Road intersection and realigning White Rock Road to be the through movement. The improvements include two eastbound through lanes, one eastbound right turn lane, two northbound left turn lanes, two northbound right turn lanes, two westbound left turn lanes and two westbound through lanes. This improvement also includes the signalization of the White Rock Road and Grant Line Road intersection. With implementation of this improvement, the intersection would operate at an acceptable LOS A. The Applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a program established by that agency to reduce the impacts to the Grant Line Road/White Rock Road intersection (Sacramento County Intersection 3).</p>	<p>widening Project is environmentally cleared and fully funded, it's construction is expected to be complete before the first phase of the Proposed Project or alternative is built.</p>	
55-32	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</p>	Sacramento County Public Works Department

			of improvements to the agency responsible for improvements, based on a program established by that agency to reduce the impacts to Hazel Avenue between Madison Avenue and Curragh Downs Drive (Sacramento County Roadway Segment 10).	
55-33	3A.15-11 (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
55-34	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</p>	Before Project build out. A phasing analysis should be performed prior to approval of the first subdivision	City of Folsom Public Works Department and Sacramento County Department of Transportation

		of a parallel route. It is preferred to alleviate the congestion on U.S. 50 than to upgrade the intersection at the end of this reliever route. The Applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a program established by that agency to reduce the impacts to the Folsom Boulevard/U.S. 50 Eastbound Ramps intersection (Caltrans Intersection 4). To ensure that the Folsom Boulevard/U.S. 50 eastbound ramps intersection operates at an acceptable LOS, auxiliary lanes should be added to eastbound U.S. 50 from Hazel Avenue to east of Folsom Boulevard. This was recommended in the Traffic Operations Analysis Report for the U.S. 50 Auxiliary Lane Project.	map to determine during which Project phase the improvement should be built.	
55-35	3A.15-1p (FPASP EIR/EIS)	<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. Improvements to this intersection must be implemented by Caltrans, Sacramento County, and the City of Rancho Cordova. The Applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a program established by that agency to reduce the impacts to the Grant Line Road/State Route 16 intersection (Caltrans Intersection 12).	Before Project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which Project phase the improvement should be built.	Sacramento County Department of Transportation and the City of Rancho Cordova Department of Public Works
55-36	3A.15-1q (FPASP EIR/EIS)	<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> To ensure that Eastbound U.S. 50 operates at an acceptable LOS between Zinfandel Drive and Sunrise Boulevard, a bus-carpool	Before Project build out. Construction of the Sacramento 50 Bus-Carpool	Caltrans

		<p>(HOV) lane must be constructed. This improvement is currently planned as part of the Sacramento 50 Bus-Carpool Lane and Community Enhancements Project. The Applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a program established by that agency to reduce the impacts to Eastbound U.S. 50 between Zinfandel Drive and Sunrise Boulevard (Freeway Segment 1).</p>	<p>Lane and Community Enhancements Project is expected to be completed by year 2013, before the first phase of the Proposed Project or alternative is complete. Construction of the Sacramento 50 Bus-Carpool Lane and Community Enhancements Project has started since the writing of the Draft EIS/EIR.</p>	
<p>55-37</p>	<p>3A.15-1r (FPASP EIR/EIS)</p>	<p><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</p>	<p>Before Project build out. A phasing analysis should be performed to determine during which Project phase the improvement should be built.</p>	<p>City of Folsom Public Works Department and Sacramento County Department of Transportation</p>

		Eastbound U.S. 50 between Hazel Avenue and Folsom Boulevard (Freeway Segment 3).		
55-38	3A.15-1s (FPASP EIR/EIS)	<p><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
55-39	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
55-40	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</p>	Before Project build out. A phasing analysis should be performed prior to	City of Rancho Cordova Department of Public Works and Sacramento County Department of Transportation

		<p>must be constructed. This improvement was recommended in the Traffic Operations Analysis Report for the U.S. 50 Auxiliary Lane Project and included in the proposed Rancho Cordova Parkway interchange Project.</p> <p>Improvements to this freeway segment must be implemented by Caltrans. The Applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a program established by that agency to reduce the impacts to Westbound U.S. 50 between Hazel Avenue and Sunrise Boulevard (Freeway Segment 18).</p>	<p>approval of the first subdivision map to determine during which Project phase the improvement should be built.</p>	
55-41	3A.15-1w (FPASP EIR/EIS)	<p><b>Participate in Fair Share Funding of Improvements to Reduce Impacts on U.S. 50 Eastbound/Folsom Boulevard Ramp Merge (Freeway Merge 4).</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>
55-42	3A.15-1x (FPASP EIR/EIS)	<p><b>Participate in Fair Share Funding of Improvements to Reduce Impacts on U.S. 50 Eastbound/Prairie City Road Diverge (Freeway Diverge 5).</b> To ensure that Eastbound U.S. 50 operates at an acceptable LOS at the Prairie City Road off-ramp diverge, an auxiliary lane from the Folsom Boulevard merge must be constructed. This improvement was recommended in the Traffic Operations Analysis Report for the U.S. 50 Auxiliary Lane Project. This auxiliary lane improvement is included in the proposed 50 Corridor Mobility Fee Program. The Applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable</p>	<p>Before Project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which Project phase the</p>	<p>City of Folsom Public Works Department and Sacramento County Department of Transportation</p>



		mechanism paid for by Applicant, to reduce the impacts to the U.S. 50 Eastbound/Prairie City Road diverge (Freeway Diverge 5).	improvement should be built.	
55-43	3A.15-1y (FPASP EIR/EIS)	<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
55-44	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 eliminate the unacceptable weaving conditions. Such an improvement may involve a “braided ramp”.  The Applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by Applicant, to reduce the impacts to the U.S. 50 Eastbound / Prairie City Road flyover on-ramp to Oak Avenue Parkway off-ramp weave (Freeway Weave 8).	Before Project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which Project phase the improvement should be built.	City of Folsom Public Works Department
55-45	3A.15-1aa (FPASP EIR/EIS)	<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>	Before Project build out. A phasing analysis should be performed prior to	City of Folsom Public Works Department

		To ensure that Eastbound U.S. 50 operates at an acceptable LOS at the Oak Avenue Parkway loop merge, an auxiliary lane to the East Bidwell Street – Scott Road diverge must be constructed. This auxiliary lane improvement is included in the proposed 50 Corridor Mobility Fee Program. The Applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by Applicant, to reduce the impacts to the U.S. 50 Eastbound/ Oak Avenue Parkway loop merge (Freeway Merge 9).	approval of the first subdivision map to determine during which Project phase the improvement should be built.	
55-46	3A.15-1dd (FPASP EIR/EIS)	<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
55-47	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	Before Project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which Project phase the	City of Folsom Public Works Department

		appropriate and reliable mechanism paid for by Applicant, to reduce the impacts to the U.S. 50 Westbound/Oak Avenue Parkway loop ramp merge (Freeway Merge 29).	improvement should be built.	
55-48	3A.15-1ff (FPASP EIR/EIS)	<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 appropriate and reliable mechanism paid for by Applicant, to reduce the impacts to the U.S. 50 Westbound/Prairie City Road Loop Ramp Merge (Freeway Merge 32).	Before Project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which Project phase the improvement should be built.	City of Folsom Public Works Department and Sacramento County Department of Transportation
55-49	3A.15-1gg (FPASP EIR/EIS)	<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
55-50	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	Before Project build out. A phasing analysis should be performed prior to approval of the	City of Folsom Public Works Department and Sacramento County Department of Transportation

		<p>this freeway segment must be implemented by Caltrans. This auxiliary lane improvement is included in the proposed 50 Corridor Mobility Fee Program. The Applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by Applicant, to reduce the impacts to the U.S. 50 Eastbound / Folsom Boulevard diverge (Freeway Diverge 34).</p>	<p>first subdivision map to determine during which Project phase the improvement should be built.</p>	
55-51	3A.15-1ii (FPASP EIR/EIS)	<p><b>Participate in Fair Share Funding of Improvements to Reduce Impacts on U.S. 50 Westbound/Hazel Avenue Direct Ramp Merge (Freeway Merge 38).</b></p> <p>To ensure that Westbound U.S. 50 operates at an acceptable LOS at the Hazel Avenue direct ramp merge, an auxiliary lane to the Sunrise Boulevard off ramp diverge must be constructed. This auxiliary lane improvement is included in the proposed 50 Corridor Mobility Fee Program. The Applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a program established by that agency to reduce the impacts to the U.S. 50 Westbound/Hazel Avenue direct ramp merge (Freeway Merge 38).</p>	<p>Before Project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which Project phase the improvement should be built.</p>	<p>Sacramento County Department of Transportation and City of Rancho Cordova Department of Public Works</p>
55-52	3A.15-2a (FPASP EIR/EIS)	<p><b>Develop Commercial Support Services and Mixed-use Development Concurrent with Housing Development and Develop and Provide Options for Alternative Transportation Modes.</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</p>	<p>Before approval of improvement plans for all Project phases any particular discretionary development application that includes residential and commercial or mixed-use development. As a condition of Project approval and/or as a condition of the</p>	<p>City of Folsom Public Works Department</p>

		alternative transportation uses and reduce the volume of single-occupancy vehicles using area roadways and intersections. The Project Applicant(s) for any particular discretionary development application shall participate in capital improvements and operating funds for transit service to increase the percent of travel by transit. The Project's fair-share participation and the associated timing of the improvements and service shall be identified in the Project conditions of approval and/or the Project's development agreement. Improvements and service shall be coordinated, as necessary, with Folsom Stage Lines and Sacramento RT.	development agreement for all Project phases.	
55-53	3A.15-2b (FPASP EIR/EIS)	<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.	Concurrent with construction for all Project phases.	City of Folsom Public Works Department
55-54	3A.15-2c (FPASP EIR/EIS)	<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.	Concurrent with construction for all Project phases.	City of Folsom Public Works Department
55-55	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
55-56	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>	Before Project build out. A phasing analysis should be	City of Folsom Public Works Department

		To ensure that the Sibley Street/Blue Ravine Road intersection operates at a LOS D with less than the Cumulative No Project delay, the northbound approach must be reconfigured to consist of two left-turn lane, two through lanes, and one dedicated right-turn lane. The Applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by Applicant, to reduce the impacts to the Sibley Street/Blue Ravine Road intersection (Folsom Intersection 2).	performed prior to approval of the first subdivision map to determine during which Project phase the improvement should be built.	
55-57	3A.15-4b (FPASP EIR/EIS)	<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
55-58	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> To ensure that the East Bidwell Street/College Street intersection operates at acceptable LOS C or better, the westbound approach must be reconfigured to consist of one left-turn lane, one left-through lane, and two dedicated right-turn lanes. The Applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by Applicant, to reduce the impacts to the East Bidwell Street/Nesmith Court intersection (Folsom Intersection 7).	Before Project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which Project phase the improvement should be built.	City of Folsom Public Works Department

55-59	3A.15-4d (FPASP EIR/EIS)	<p><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
55-60	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
55-61	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 phase the	City of Folsom Public Works Department

		reconfigured to consist of two left-turn lanes, three through lanes, and a right-turn lane. The southbound approach must be reconfigured to consist of two left-turn lanes, three through lanes, and a right-turn lane. The Applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by Applicant, to reduce the impacts to the Empire Ranch Road / Iron Point Road Intersection Before Project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which Project phase the improvement should be built. (Folsom Intersection 24).	improvement should be built.	
55-62	3A.15-4g (FPASP EIR/EIS)	<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
55-63	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	Before Project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which Project phase the improvement should be built.	Sacramento County Department of Transportation.



		on a program established by that agency to reduce the impacts to the Grant Line Road/White Rock Road Intersection (Sacramento County Intersection 3).		
55-64	3A.15-4j (FPASP EIR/EIS)	<p><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.
55-65	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</p>	Before Project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which Project phase the improvement should be built.	Sacramento County Department of Transportation.

		Roadway Segment 8). The identified improvement would more than offset the impacts specifically related to the Folsom South of U.S. 50 Project on this roadway segment.		
55-66	3A.15-4l (FPASP EIR/EIS)	<p><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.
55-67	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</p>	Before Project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which Project phase the improvement should be built.	Sacramento County Department of Transportation.

		unacceptable LOS F even with the capacity improvements identified to mitigate Folsom South of U.S. 50 impacts. The Applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a program established by that agency to reduce the impacts to White Rock Road between Grant Line Road and Prairie City Road (Sacramento County Roadway Segment 22).		
55-68	3A.15-4n (FPASP EIR/EIS)	<p><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.
55-69	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.

55-70	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 program established by that agency to reduce the impacts to the Hazel Avenue/U.S. 50 Westbound Ramps Intersection (Caltrans Intersection 1).</p>	Before Project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which Project phase the improvement should be built.	Sacramento County Department of Transportation.
55-71	3A.15-4q (FPASP EIR/EIS)	<p><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.
55-72	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</p>	Before Project build out. A phasing analysis should be performed prior to	Sacramento County Department of Transportation.

		<p>additional eastbound lane could be constructed. This improvement is not consistent with the Concept Facility in Caltrans State Route 50 Corridor System Management Plan; therefore, it is not likely to be implemented by Caltrans by 2030. Construction of the Capitol South East Connector, including widening White Rock Road and Grant Line Road to six lanes with limited access, could divert some traffic off of U.S. 50 and partially mitigate the Project's impact. The Applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a program established by that agency to reduce the impacts to Eastbound U.S. 50 between Rancho Cordova Parkway and Hazel Avenue (Freeway Segment 3).</p>	<p>approval of the first subdivision map to determine during which Project phase the improvement should be built.</p>	
55-73	3A.15-4s (FPASP EIR/EIS)	<p><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>	<p>Before Project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which Project phase the improvement should be built.</p>	<p>Sacramento County Department of Transportation.</p>
55-74	3A.15-4t (FPASP EIR/EIS)	<p><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>Before Project build out. A phasing analysis should be</p>	<p>Sacramento County Department of Transportation.</p>

		To ensure that Eastbound US 50 operates at an acceptable LOS between Prairie City Road and Oak Avenue Parkway, the northbound Prairie City Road slip on ramp should merge with the eastbound auxiliary lane that extends to and drops at the Oak Avenue Parkway off ramp (see Mitigation Measures 3A.15-4u, v and w), and the southbound Prairie City Road flyover on ramp should be braided over the Oak Avenue Parkway off ramp and start an extended full auxiliary lane to the East Bidwell Street – Scott Road off ramp. Improvements to this freeway segment must be implemented by Caltrans. The Applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by Applicant, to reduce the impacts to Eastbound U.S. 50 between Prairie City Road and Oak Avenue Parkway (Freeway Segment 6).	performed prior to approval of the first subdivision map to determine during which Project phase the improvement should be built.	
55-75	3A.15-4u (FPASP EIR/EIS)	<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> To ensure that Eastbound US 50 operates at an acceptable LOS, the northbound Prairie City Road slip on ramp should start the eastbound auxiliary lane that extends to and drops at the Oak Avenue Parkway off ramp (see mitigation measure 3A.15-4u, w and x), and the southbound Prairie City Road flyover on ramp should be braided over the Oak Avenue Parkway off ramp and start an extended full auxiliary lane to the East Bidwell Street – Scott Road off ramp. Improvements to this freeway segment must be implemented by Caltrans. The Applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by Applicant, to reduce the impacts to the U.S. 50 Eastbound / Prairie City Road slip ramp merge (Freeway Merge 6).	Before Project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which Project phase the improvement should be built.	Sacramento County Department of Transportation.
55-76	3A.15-4v (FPASP EIR/EIS)	<b><i>Participate in Fair Share Funding of Improvements to Reduce Impacts on the U.S. 50 Eastbound / Prairie City Road Flyover</i></b>	Before Project build out. A phasing analysis should be	Sacramento County Department of Transportation.

		<p><b><i>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>	<p>performed prior to approval of the first subdivision map to determine during which Project phase the improvement should be built.</p>	
55-77	3A.15-4w (FPASP EIR/EIS)	<p><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> <p>To ensure that Eastbound US 50 operates at an acceptable LOS, the southbound Oak Avenue Parkway loop on ramp should merge with the eastbound auxiliary lane that starts at the southbound Prairie City Road braided flyover on ramp and ends at the East Bidwell Street – Scott Road off ramp (see mitigation measure 3A.15-4u, v and w). Improvements to this freeway segment must be implemented by Caltrans. The Applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by Applicant, to reduce the impacts to U.S. 50 Eastbound / Oak Avenue Parkway Loop Ramp Merge (Freeway Merge 8).</p>	<p>Before Project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which Project phase the improvement should be built.</p>	<p>Sacramento County Department of Transportation.</p>
55-78	3A.15-4x (FPASP EIR/EIS)	<p><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>Before Project build out. A phasing analysis should be</p>	<p>Sacramento County Department of Transportation.</p>

		To ensure that Westbound US 50 operates at an acceptable LOS, the northbound Empire Ranch Road loop on ramp should start the westbound auxiliary lane that ends at the East Bidwell Street – Scott Road off ramp. The slip-on ramp from southbound Empire Ranch Road slip ramp would merge into this extended auxiliary lane. Improvements to this freeway segment must be implemented by Caltrans. The Applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by Applicant, to reduce the impacts to the U.S. 50 Westbound / Empire Ranch Road loop ramp merge (Freeway Merge 27).	performed prior to approval of the first subdivision map to determine during which Project phase the improvement should be built.	
55-79	3A.15-4y (FPASP EIR/EIS)	<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 Applicant, to reduce the impacts to the U.S. 50 Westbound / Prairie City Road Loop Ramp Merge (Freeway Merge 35).	Before Project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which Project phase the improvement should be built.	Sacramento County Department of Transportation.
<b>UTILITIES AND SERVICE SYSTEMS</b>				
55-80	3A.16-1 (FPASP EIR/EIS)	<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> Before the approval of the final map and issuance of building permits for all Project phases, the Project Applicant(s) of all Project phases shall submit proof to the City of Folsom that an adequate wastewater conveyance system either has been constructed or is ensured through payment of the City's facilities augmentation fee	Before approval of final maps and issuance of building permits for any Project phases.	City of Folsom Community Development Department and City of Folsom Public Works Department



		as described under the Folsom Municipal Code Title 3, Chapter 3.40, "Facilities Augmentation Fee – Folsom South Area Facilities Plan," or other sureties to the City's satisfaction. Both on-site wastewater conveyance infrastructure and off-site force main sufficient to provide adequate service to the Project shall be in place for the amount of development identified in the tentative map before approval of the final map and issuance of building permits for all Project phases, or their financing shall be ensured to the satisfaction of the City.		
55-81	3A.16-3 (FPASP EIR/EIS)	<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
55-82	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 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</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

		water system for the amount of development that would be authorized by the final subdivision map or Project-specific discretionary nonresidential approval or entitlement. Such a demonstration shall consist of information showing that both existing sources are available or needed supplies and improvements will be in place prior to occupancy.		
55-83	3A.18-2a (FPASP EIR/EIS)	<p><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
55-84	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 discretionary development application shall demonstrate adequate capacity at the off-site WTP. This shall involve preparing a tentative map-level study and paying connection and capacity fees as determined by the City. Approval of the final Project map shall not be granted until the City verifies adequate water treatment capacity either is available or is certain to be available when needed for development identified in the</p>	Before approval of final maps and issuance of building permits for any Project phases.	City of Folsom Community Development Department and City of Folsom Public Works Department

		tentative map before approval of the final map and issuance of building permits for all Project phases. A certificate of occupancy shall not be issued for any building within the SPA until the water treatment capacity sufficient to serve such building has been constructed and is in place.		
55-85	4.4-1 (Westland/ Eagle SPA)	<p><b>Conduct Environmental Awareness Training for Construction Employees.</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 moving them to ensure there are no lizards, snakes, small mammals, or other wildlife that could become trapped, injured, or killed in construction areas or under equipment.</p> <p>The environmental awareness program shall be provided to all construction personnel to brief them on the life history of special-status species in or adjacent to the Project area, the need to avoid impacts on sensitive biological resources, any terms and conditions required by State and federal agencies, and the penalties for not complying with biological mitigation requirements. If new construction personnel are added to the Project, the contractor's superintendent shall ensure that the personnel receive the mandatory training before starting work. An environmental awareness handout that describes and illustrates sensitive resources to be avoided during Project construction and identifies all relevant permit conditions shall be provided to each person.</p>	Before approval of grading or improvement plans or any ground disturbing activities, including grubbing or clearing, for any Project phase.	City of Folsom Community Development Department
55-86	4.4-7 (Westland/ Eagle SPA)	<p><b>Preconstruction Nesting Bird Survey.</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</p>	Before approval of grading or improvement plans or any	California Department of Fish and Game, and City of Folsom Community Development Department

		<p>14 days prior to commencement of construction during the nesting season (1 February through 31 August).</p> <p>If active nests are found, a no-disturbance buffer around the nest shall be established. The buffer distance shall be established by a qualified biologist in consultation with CDFW. The buffer shall be maintained until the fledglings are capable of flight and become independent of the nest, to be determined by a qualified biologist. Once the young are independent of the nest, no further measures are necessary. Pre-construction nesting surveys are not required for construction activity outside of the nesting season.</p>	<p>ground disturbing activities, including grubbing or clearing, for any Project phase.</p>	
55-87	<p><b>3A.5-1a</b>  <b>(Westland/ Eagle SPA)</b></p>	<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>
55-88	<p><b>3A.5-2</b>  <b>(Westland/ Eagle SPA)</b></p>	<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</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>discovery of as-yet-unknown cultural resources, the Project Applicant(s) of all Project phases shall implement such monitoring in the locations specified by the archaeologist. USACE should review and approve any recommendations by archaeologists with respect to monitoring.</p> <ul style="list-style-type: none"><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</p>		
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		<p>location inside the construction job trailer. The phone number of the USACE cultural resources staff member shall also be included.</p> <p>The on-site sensitivity training shall be carried out each time a new contractor will begin work in the APE and at the beginning of each construction season by each contractor.</p> <p>If unanticipated discoveries of additional historic properties, defined in 36 CFR 800.16 (l), are made during the construction of the Project, the USACE shall ensure that they will be protected by implementing the following measures:</p> <ul style="list-style-type: none"> <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>		
55-89	3A.5-3 (Westland/ Eagle SPA)	<b><i>Suspend Ground-Disturbing Activities if Human Remains are Encountered and Comply with California Health and Safety Code Procedures.</i></b>	During all ground disturbing activities, for any Project phase.	Sacramento County Coroner; Native American Heritage Commission; City of Folsom

	<p>In accordance with the California Health and Safety Code, if human remains are uncovered during ground-disturbing activities, including those associated with off-site elements, the Project Applicant(s) of all Project phases shall immediately halt all ground-disturbing activities in the area of the find and notify the Sacramento County Coroner and a professional archaeologist skilled in osteological analysis to determine the nature of the remains. The coroner is required to examine all discoveries of human remains within 48 hours of receiving notice of a discovery on private or public lands (California Health and Safety Code Section 7050.5[b]). If the coroner determines that the remains are those of a Native American, he or she must contact the NAHC by phone within 24 hours of making that determination (California Health and Safety Code Section 7050[c]).</p> <p>After the coroner's findings are complete, the Project Applicant(s), an archaeologist, and the NAHC-designated Most Likely Descendant shall determine the ultimate treatment and disposition of the remains and take appropriate steps to ensure that additional human interments are not disturbed. The responsibilities for acting on notification of a discovery of Native American human remains are identified in Section 5097.9 of the California Public Resources Code.</p> <p>Upon the discovery of Native American remains, the procedures above regarding involvement of the applicable county coroner, notification of the NAHC, and identification of a Most Likely Descendant shall be followed. The Project Applicant(s) of all Project phases shall ensure that the immediate vicinity (according to generally accepted cultural or archaeological standards and practices) is not damaged or disturbed by further development activity until consultation with the Most Likely Descendant has taken place. The Most Likely Descendant shall have 48 hours after being granted access to the site to inspect the site and make recommendations. A range of possible treatments for the remains may be discussed: nondestructive removal and analysis, preservation in place, relinquishment of the remains and associated items to the descendants, or other culturally appropriate treatment. As suggested by AB 2641 (Chapter 863, Statutes of 2006), the concerned parties may extend discussions beyond the initial 48 hours to allow for the discovery of additional remains. AB 2641(e) includes a list of site protection measures</p>		Community Development Department
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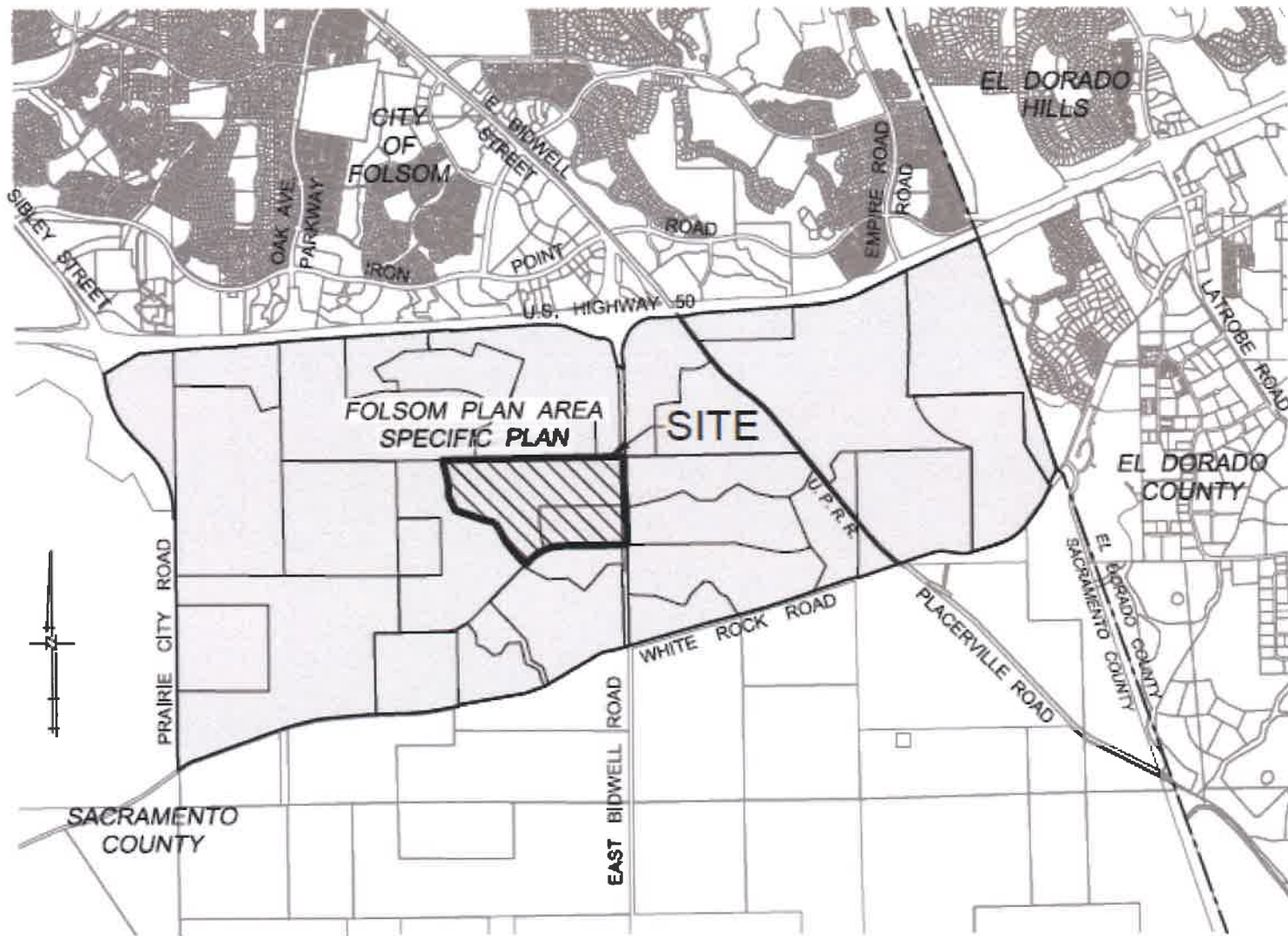
		<p>and states that the Project Applicant(s) shall comply with one or more of the following requirements:</p> <ul style="list-style-type: none"><li>▶ record the site with the NAHC or the appropriate Information Center,</li><li>▶ use an open-space or conservation zoning designation or easement, or</li><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 a Most Likely Descendant or if the Most Likely Descendant fails to make a recommendation within 48 hours after being granted access to the site. The Project Applicant(s) or its authorized representative may also reinter the remains in a location not subject to further disturbance if it rejects the recommendation of the Most Likely Descendant and mediation by the NAHC fails to provide measures acceptable to the Landowner. Ground disturbance in the zone of suspended activity shall not recommence without authorization from the archaeologist.</p> <p>Mitigation for the off-site elements outside of the City of Folsom's jurisdictional boundaries must be coordinated by the Project Applicant(s) of each applicable Project phase with the affected oversight agency(ies) (i.e., El Dorado and/or Sacramento Counties, or Caltrans).</p> <p>The Project Applicants shall be required to submit to the City proof of compliance in the form of a completed training roster and copy of training materials.</p>		
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## **Attachment 3**

### **Vicinity Map**

# VICINITY MAP



**Attachment 4**

**Large Lot Vesting Subdivision Map dated May 10, 2021**

**TENTATIVE MAP INFORMATION**

**OWNER / APPLICANT:** TCS Improvement Company, LLC  
Westcott Road LLC  
4370 Town Center Blvd, Suite 100  
B Dorado Hills, CA 95762

**ENGINEER:** Mackay & Somp Civil Engineers, Inc.  
1025 Oranclade Ridge Drive, Suite 130  
Roseville, CA 95678  
916-773-1189

**ASSESSOR'S PARCEL NUMBERS:** 073-0040-100 & 073-0040-077

**SEE AREA:** 173.0 ± AC

**EXISTING ZONING:** A portion of the Folsom Plan Area Specific Plan

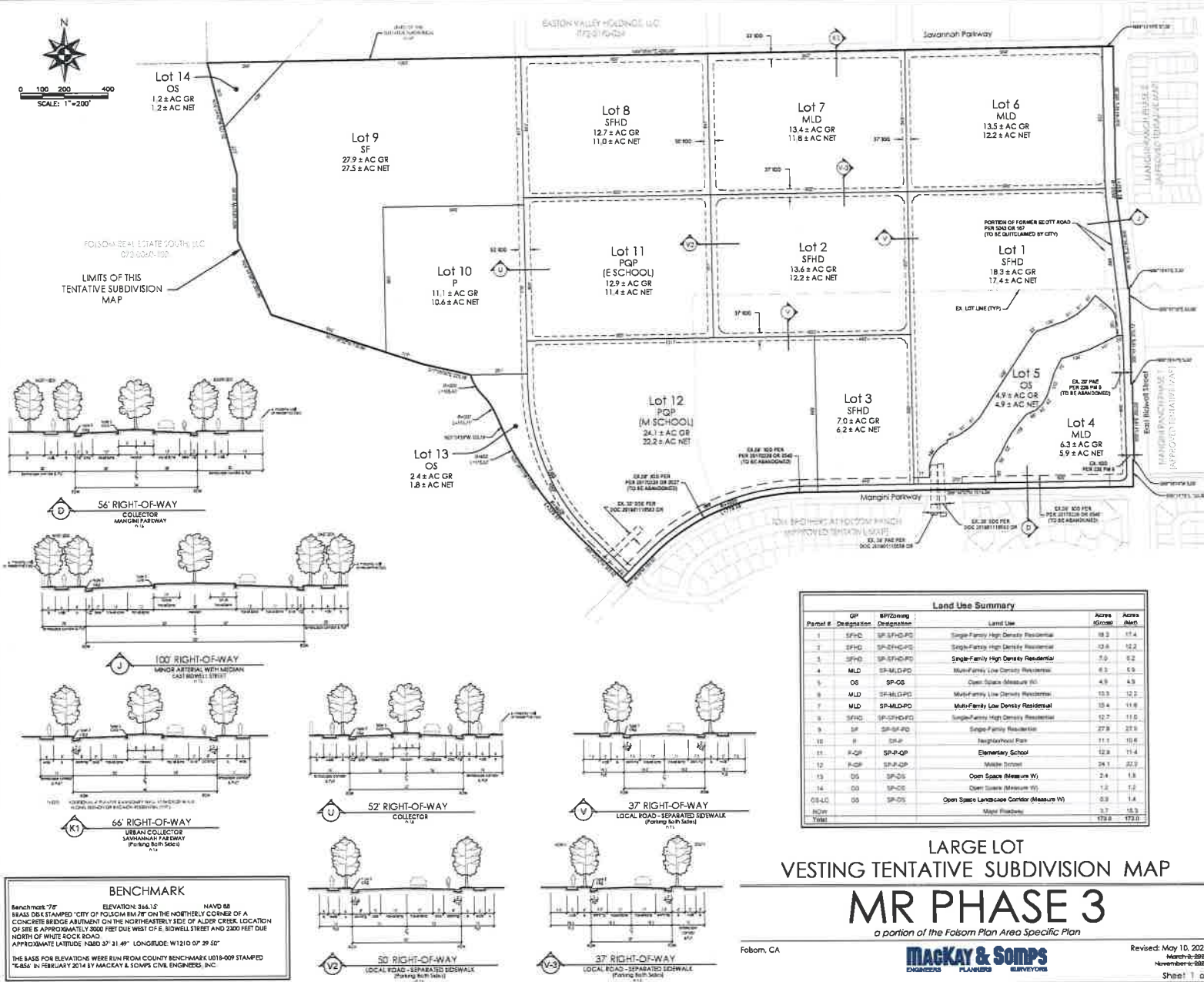
**NUMBER OF LOTS/PARCELS:** 14 TOTAL LOTS  
1 SF Large Lots  
4 SFHD Large Lots  
2 MLD Large Lots  
2 School Lots  
1 Park Lot  
3 Open Space Lots

**SERVICES PROVIDED:**  
Parks & Recreation: City of Folsom  
Police & Fire Protection: City of Folsom  
Sanitary Sewer: City of Folsom  
Domestic Water: City of Folsom  
Storm Drainage: City of Folsom  
SMAUD: City of Folsom  
Electricity: AT&T  
Gas: PG&E  
Cable: Comcast  
Schools: Folsom Cordova Unified School District

**TENTATIVE MAP NOTES**

- PROPERTY DESCRIPTION:** Parcel 11 of PM 236 PM-10 and a portion of Parcel 2 of 218 PM 17, Sacramento County Records.
- Lot dimensions and easements are approximate and subject to change.
  - Lot lines and lot areas may be adjusted on the final map provided no additional lots are created, subject to the approval of the City of Folsom. Flexibility in lot configuration as shown herein is allowed provided the new configuration is in substantial compliance with the approved Specific Plan, subject to the approval of the City of Folsom.
  - The final mapping and subsequent development of lots may be phased. Phasing is to be consistent with the Development Agreement.
  - Phasing and lot numbering is for identification purposes only and does not indicate phasing order of development. Ultimate development phasing shall be orderly and in substantial compliance with the approved Specific Plan, subject to the approval of the City of Folsom.
  - Pursuant to Government Code Section 66423.1, the subdivisor may file multiple Final Maps based upon this Tentative Map. The filing of a Final Map on a portion of this Tentative Map shall not invalidate any part of this Tentative Map.
  - Pursuant to California Government Code Section 66499.20, the land shown herein may be merged and subdivided without reversion to acreage and may constitute abandonment of portions of the existing public streets, subject to the approval of the City of Folsom, including the following:  
A. A 20' PAE per 236 PM-10  
B. A 38' 100' PAE per 201 F0228 or 542  
C. A 38' 100' PAE per 201 F0228 or 542
  - Street names shown herein are for identification purposes only. A street name list will be approved with Tentative Map. Final street names & locations will be determined at the time of Final Map and Improvement Plan preparation.
  - Additional easements to accommodate new public utility improvements, access required for lot development or other similar mapping requirements needed to accomplish the final design may be added prior to each Final Map based on the Tentative Map.
  - A 12.5' public utility easement will be located adjacent to all right-of-way except as shown herein and approved by the City Engineer.
  - The entire property contained within this Tentative Subdivision Map is covered by an Avigation Easement to the benefit of the City of Folsom and County of Sacramento recorded August 28, 2014 in Book 20140828 of page 55/A, Official Records of Sacramento County.

**VICINITY MAP**



Land Use Summary					
Parcel #	GP Designation	SPZoning Designation	Land Use	Acres (Gross)	Acres (Net)
1	SFHD	SP-SFHD-PD	Single-Family High Density Residential	18.3	17.4
2	SFHD	SP-SFHD-PS	Single-Family High Density Residential	13.6	12.2
3	SFHD	SP-SFHD-PD	Single-Family High Density Residential	7.0	6.2
4	MLD	SP-MLD-PD	Multi-Family Low Density Residential	6.3	5.9
5	OS	SP-OS	Open Space (Measure W)	4.9	4.9
6	MLD	SP-MLD-PD	Multi-Family Low Density Residential	13.5	12.2
7	MLD	SP-MLD-PD	Multi-Family Low Density Residential	13.4	11.8
8	SFHD	SP-SFHD-PD	Single-Family High Density Residential	12.7	11.0
9	SF	SP-SF-PD	Single-Family Residential	27.9	27.5
10	P	SP-P	Neighborhood Park	11.1	10.6
11	PGP	SP-P-GP	Elementary School	12.9	11.4
12	PGP	SP-P-GP	Elementary School	24.1	22.2
13	OS	SP-OS	Open Space (Measure W)	2.4	1.8
14	OS	SP-OS	Open Space (Measure W)	1.2	1.2
OS-AD	OS	SP-OS	Open Space Landscape Corridor (Measure W)	1.2	1.4
TOTAL			Major Roadway	17.0	17.0

**BENCHMARK**  
 Benchmark: 7'F  
 ELEVATION: 346.15' NAVD 88  
 BRASS DISK STAMPED "CITY OF FOLSOM BM 7'F" ON THE NORTHERLY CORNER OF A CONCRETE BRIDGE ABUTMENT ON THE NORTHEASTLY SIDE OF ALDRIP CREEK. LOCATION OF SITE IS APPROXIMATELY 3000 FEET WEST OF E. BOWWELL STREET AND 2300 FEET DUE NORTH OF WHITE ROCK ROAD.  
 APPROXIMATE LATITUDE: NAD83 31° 31' 47" LONGITUDE: W121° 07' 29" 00"  
 THE BASIS FOR ELEVATIONS WERE RUN FROM COUNTY BENCHMARK 1018-009 STAMP "6656" IN FEBRUARY 2014 BY MACKAY & SOMPS CIVIL ENGINEERS, INC.

**LARGE LOT VESTING TENTATIVE SUBDIVISION MAP**  
**MR PHASE 3**  
 a portion of the Folsom Plan Area Specific Plan



**Attachment 5**

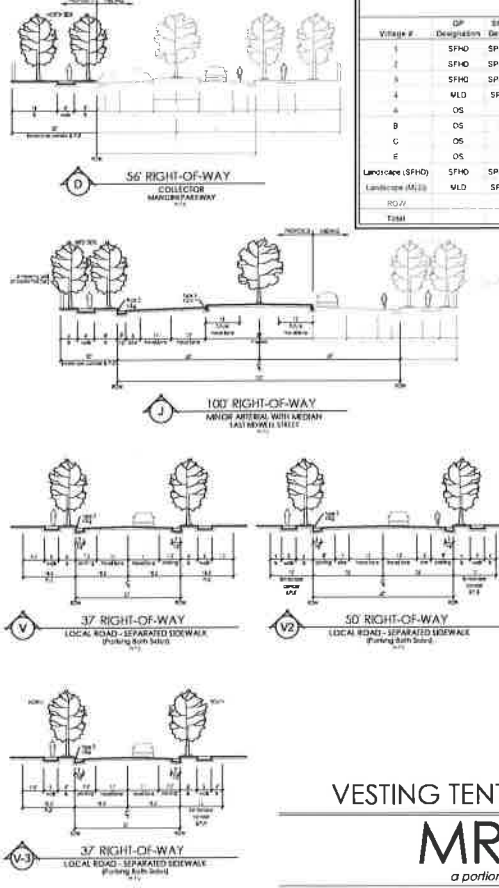
**Small Lot Vesting Tentative Subdivision Map dated May 10, 2021**



### TENTATIVE MAP NOTES

PROPERTY DESCRIPTION: Parcel 1 of P.M. 236 PM 10 and a portion of Parcel 2 of 216 PM 17, Sacramento County Records.

1. Lot dimensions and encroachments are approximate and subject to change.
2. Typical lot sizes are measured from back of sidewalk. On irregular shaped lots, lot size is measured at widest point.
3. Lot lines and lot areas may be adjusted at the time of the Final Map(s) provided no additional lots are created, subject to the approval of the City of Folsom. Flexibility in lot configuration as shown hereon is allowed provided the new configuration is in substantial compliance with the approved Specific Plan, subject to the approval of the City of Folsom.
4. The Final Mapping and subsequent development of lots may be phased. Phasing is to be consistent with the Development Agreement.
5. Lot numbering is for identification purposes only and does not indicate phasing order of development. Ultimate development phasing shall be orderly and will be determined at Final Map and/or improvement plan stage.
6. Pursuant to Government Code Section 66426.1, the subdivision may file multiple Final Maps based upon the Tentative Map. The filing of a Final Map on a portion of the Tentative Map shall not invalidate any part of the Tentative Map.
7. Pursuant to California Government Code Section 66499.2(b), the land shown hereon may be leased and established without conversion to acreage and may constitute a distinct parcel of portions of the existing public streets and public easements, subject to the approval of the City of Folsom.
8. Street names shown hereon are for identification purposes only. A street name list will be approved with the Tentative Map. Final street names and locations will be determined at the time of Final Map and Improvement Plan preparation.
9. Additional easements to accommodate new public utility improvements, access required for development, or other similar mapping requirements needed to accomplish the final design may be added prior to each Final Map based on the Tentative Map.
10. A 12.5' public utility easement will be located adjacent to all rights-of-way except as shown hereon and approved by the City Engineer.
11. The entire property contained within the Tentative Subdivision Maps is covered by an Arrogant Easement to the benefit of the City of Folsom and County of Sacramento recorded August 28, 2014 in Book 20140828 at page 0578. Official Records of Sacramento County.
12. This map is consistent with the Folsom Plan Area Specific Plan development standards.



### Land Use Summary

Village #	GP Designation	SP/OS Designation	Land Use / Lot Size	Acreage	Area (sq ft)	Overlaid (sq ft)	Net Density
1	SPHD	SP SPHD-PO	Single Family High Density Residential / 45' x 100'	13.8	592,800	100,000	6.3
2	SPHD	SP SPHD-PO	Single Family High Density Residential / 50' x 100'	12.2	529,000	80,000	6.8
3	SPHD	SP SPHD-PO	Single Family High Density Residential / 50' x 100'	9.2	403,200	60,000	5.8
4	MLO	SP-MLO-PO	Multi-Family Low Density Residential / 45' x 67'	3.8	165,600	40,000	5.0
A	OS	SP OS	Open Space (Measure W)	8.8	384,800	-	-
B	OS	SP OS	Open Space Landscape Corridor (Measure W)	11.0	478,000	-	-
C	OS	SP OS	Open Space Landscape Corridor (Measure W)	11.0	478,000	-	-
F	OS	SP OS	Open Space Landscape Corridor (Measure W)	11.0	478,000	-	-
Landscaped (SPHD)	SPHD	SP SPHD-PO	Landscaped	8.0	352,000	-	-
Landscaped (MLO)	MLO	SP-MLO-PO	Landscaped	3.8	165,600	-	-
UTIL			Utility	5.0	217,800	-	-
TOTAL				82.3	3,531,000	-	-

### TENTATIVE MAP INFORMATION

**OWNER / APPLICANT:** ICS Improvement Company, LLC  
West Scott Road, LLC  
4370 Town Center Blvd, Suite 100  
El Cerrito Hills, CA 94512

**ENGINEER:** Mackay & Somp's Civil Engineers, Inc.  
1025 Creekside Ridge Drive, Suite 150  
Roseville, CA 95678  
916-775-1189

**ASSESSOR'S PARCEL NUMBER(S):** 073-0060-100, & Parc 073-0060-077

**NET AREA:** 52.3 ± AC.

**EXISTING ZONING:** A portion of the Folsom Plan Area Specific Plan

**NUMBER OF LOTS/PARCELS:**  
272 TOTAL LOTS  
216 SPHD Lots  
42 MLO Lots  
1 Open Space Lot  
3 Open Space Landscape Lots  
2 Landscaped Lots  
1 Power Lot

**SERVICE PROVIDERS:**  
Parks & Recreation: City of Folsom  
Police & Fire Protection: City of Folsom  
Sanitary Sewer: City of Folsom  
Domestic Water: City of Folsom  
Storm Drainage: City of Folsom  
Electricity: S&D  
Telephone: AT&T  
Gas: PG&E  
Cable: Comcast  
Schools: Folsom-Cordova Unified School District

### BENCHMARK

Benchmark 78' ELEVATION 566.15' HAND 88  
BRASS DISK STAMPED 'CITY OF FOLSOM BM 78' ON THE NORTHERLY CORNER OF A CONCRETE BRIDGE ABUTMENT ON THE NORTHEASTLY SIDE OF ALDREY CREEK. LOCATION OF THIS APPROXIMATELY 300' WEST OF E. ROCKY STREET AND 230' WEST OF N. NORTH OF WHITE ROCK ROAD. APPROXIMATE LATITUDE: N09D 37' 41" LONGITUDE: W121D 07' 29" 30"

THE BASIS FOR ELEVATIONS WERE RUN FROM COUNTY BENCHMARK 0018-009 STAMPED 'N&C' IN FEBRUARY 2014 BY MACKAY & SOMPS CIVIL ENGINEERS, INC.



# SMALL LOT VESTING TENTATIVE SUBDIVISION MAP

## MR PHASE 3

a portion of the Folsom Plan Area Specific Plan

**Attachment 6**

**Preliminary Grading and Drainage Plan dated May 10, 2021**





**Attachment 7**

**CEQA Exemption and Streamlining Analysis**

CITY OF FOLSOM

**CEQA Exemption and Streamlining Analysis  
for Mangini Ranch Phase 3**

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1. Application No: 20-254
2. Project Title: Mangini Ranch Phase 3
3. Lead Agency Name and Address:  
City of Folsom  
50 Natoma Street  
Folsom, CA 95630
4. Contact Person and Phone Number:  
Scott Johnson, AICP, Planning Manager  
Community Development Department  
(916) 355-7222
5. Project Location:  
173.0 acres located north of Mangini Parkway, south of Savannah Parkway,  
and west of East Bidwell Street. APN: 072-0060-100 & 072-0060-077 (173.0  
acres, Folsom Real Estate South, LLC, and West Scott Boulevard, LLC.)
6. Project Applicant's/Sponsor's Name and Address:  
  
TCS Improvement Company, LLC  
4370 Town Center Blvd., #100  
El Dorado Hills, CA 95762
7. General Plan Designation: SFHD, MLD, SF, OS, P, PQP
8. Zoning: SP-SFHD-PD, SP-MLD-MD, SP-SF-PD, SP-OS, SP-P, SP-PQP
9. Other public agencies whose approval may be required or agencies that may rely on this document for  
implementing project:  
  
California Department of Fish and Wildlife (for Section 1602 agreement)  
Capital Southeast Connector Joint Powers Authority  
Central Valley Regional Water Quality Control Board  
Folsom-Cordova Unified School District  
Sacramento Metropolitan Air Quality Management District

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## I. INTRODUCTION

The Mangini Ranch Phase 3 development proposal (project or Project) is located in the Folsom Plan Area Specific Plan (FPASP) area. As discussed later in this document, the project is consistent with the FPASP.

As a project that is consistent with an existing Specific Plan, the Mangini Ranch Phase 3 development is eligible for the exemption from review under the California Environmental Quality 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 3 project proposes to further subdivide the 173-acre property (FPASP Parcels 73, 155, 159, 161, 163, 165A-1, 165A-2, 165B, and 166) into fourteen large lots through a large lot vesting tentative subdivision map (LLVTSM) for future sale, lease, and financing, consistent with the land use designations in the FPASP. Additionally, the Project includes a small lot vesting tentative subdivision map (SLVTSM) to further subdivide a 52.3-acre portion of the site into 260 residential lots for future development consistent with the land use designations in the FPASP. Lot sizes included are MLD-45’x67’, SFHD-45’x100’, and SFHD-50’x100’. The SLVTM also includes three open space parcels, eight landscape lots, and one paseo lot.

The SLVTSM area also includes an open space corridor, extending from Mangini Parkway to East Bidwell Street, with a Class I multi-purpose trail located on the north side of the drainage corridor, consistent with the trail identified on the FPASP Trails Exhibit. Trail connections are provided at Mangini Parkway and East Bidwell Road, as well as internally from the project site via a pedestrian paseo. The pedestrian paseo is located to promote pedestrian accessibility where dictated by trail grading constraints. Offsite grading is proposed in the grading plan for the SLVTSM for large lot 11 and portions of large lot 12.

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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”).

The requested land use entitlements for the Mangini Ranch Phase 3 project are:

- (1) a Large Lot Vesting Tentative Subdivision Map;
- (2) a Small Lot Vesting Tentative Subdivision Map;
- (3) a Minor Administrative Modification – Minor Land Use Boundary Refinements; and
- (4) a Minor Administrative Modification – Transfer of Development Rights – Dwelling Units Transferred Between Parcels.

A Minor Administrative Modification (MAM) is requested to refine the boundaries of the open space (OS) and residential (MHD and SFHD) (project site) parcels to meet City standards for roadway design, maximize development efficiencies, preserve natural resources, and accommodate public trails. There is no change in overall total Measure W open space with the proposed minor modification.

A Minor Administrative Amendment – Transfer of Development Rights is requested to move 25 dwelling units among five parcels (parcels 155, 159, 165-A2, 165-B, and 166) within the project boundary and the FPAS. No change to the overall FPASP unit allocation, total population, will occur. The proposed project does not affect the overall amount of non-residential development in the FPASP.

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

The Mangini Ranch Phase 3 project is located within the Folsom Ranch Central District and is designed to comply with the Folsom Ranch Central District Design Guidelines (approved 2015, amended 2018). No deviations from the FPASP Appendix A: Development Standards are sought with this application.

## B. PROJECT LOCATION

The Project site consists of 173.0 acres and nine existing parcels in the FPASP plan area within the proposed Mangini Ranch Phase 3 development area, south of U.S. Highway 50 and west of East Bidwell Street. The project site is known as Mangini Ranch Phase 3. The site is located south of Savannah Parkway and north of Mangini Parkway.

East Bidwell Street, Mangini Parkway, and the Northern Connector (‘A’ Drive) provide direct access to the site. Public street access would be provided at proposed ‘B’ Drive, ‘E’ Drive, and ‘F’ Drive. ‘B’  
**Mangini Ranch Phase 3**

Drive is centrally located on the site and connects to 'A' Drive and Mangini Parkway. 'E' Drive is in the southeastern corner of the site and connects to East Bidwell Street and Mangini Parkway. 'F' drive is in the southwestern corner of the site and connects to Mangini Parkway. Adjacent to the project are the Mangini Ranch Phase 1, Creekstone and Toll Brothers subdivisions at Folsom Ranch, which are under construction.

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

See the Mangini Ranch Phase 3 Project Narrative for exhibits of the proposed project and surrounding land uses.

### C. EXISTING SITE CONDITIONS

Currently, the 173.0-acre project site is undeveloped. There are native tree species located within the bounds of the LLVTSM, however no trees are located within the bounds of the SLVTSM therefore no trees are proposed for removal with this application.

### D. CONSISTENCY WITH THE FPASP

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

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

The application intends to develop Mangini Ranch Phase 3 (as shown and described in the Project Narrative) as a Single-Family High Density and Multi-Family Low Density (SFHD and MLD) Residential site, consistent with the FPASP.

Lots 11 and 12 (PQP) are shown on the preliminary grading/infrastructure exhibits due to the planned mass grading of lot 11 and portions of lot 12. There are existing oak trees on a portion of lot 12, but the existing oak trees will be unimpacted by the grading, as shown on the offsite grading plan. Lot 5 (OS) will include a Class I trail along the northern boundary of the OS parcel. The boundary between the OS parcel and the development parcels is proposing a Minor Administrative Modification (MAM) (described above) to refine the boundaries between the development parcels and the open space parcel.

The Mangini Ranch Phase 3 project proposes to create 260 residential lots. The FPASP defines the SFHD residential designation to allow a variety of “attached and detached housing options” including single-family and two-family dwellings, as well as “second dwelling units.” (FPASP, pp. 4-13 through 4-14.) Further, the SFHD density range in the FPASP is 4 to 7 dwelling units per gross acre. (FPASP, p. 4-14.) The FPASP defines the MLD residential designation as “one of the most flexible residential land use designations in the Plan Area[,]” which includes “single family dwellings (small lot detached, zero-lot-line and patio homes), two family dwellings and multi-family dwellings.” (FPASP, p. 4-14.) The density range for MLD is 7 to 12 dwelling units per gross acre. (FPASP, p. 4-14.) Therefore, land which is designated SP-SFHD and SP-MLD can be developed as residential lots in conformance with the FPASP. Moreover, the proposed density in Mangini Ranch Phase 3 (5.9 to 6.3 dwelling units per acre on the SP-SFHD parcels and 7.5 dwelling units per acre on the SP-MLD parcel) is consistent with the applicable density ranges in the FPASP.

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

In summary, the proposed land use and the density of residential use proposed for Mangini Ranch Phase 3 are consistent with the FPASP.

## **2. Circulation**

Primary access to the SLVSTM portion of the Project would be from East Bidwell Street on the east, Mangini Parkway on the south, and the east-west Northern Connector Road (A Drive) on the north. The Northern Connector Road would be a new street that will connect to East Bidwell Street to the east. B and D Drives will provide north-south access from the North Connector Road south into the subdivision. Multiple access points to the Project are provided at East Bidwell Road (east side) and Mangini Parkway (south side). Improvements to East Bidwell Street and Mangini Parkway have been/are being constructed by other FPASP approved projects. City standard residential streets are proposed for this subdivision, with detached and attached pedestrian sidewalks and on-street parking. Class III bike routes are provided on all residential streets.

Access to the FPASP trails system is provided in three locations. Public trail heads located at the intersection of the open space at East Bidwell Road and Mangini Parkway. A pedestrian-activated traffic signal may be installed in the future, at the trail head located at East Bidwell Road, as shown on the Bikeways Plan in the FPASP. A Class I trail undercrossing is planned at the trail head at Mangini Parkway. Trail access is also provided in Village 1 on the Lot L Paseo near the intersection of ‘J’ Drive and ‘L’ Drive.

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

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



### *Water infrastructure*

The Mangini Ranch Phase 3 project is being served by Zone 3 water from East Bidwell Street and Mangini Parkway. The project is located within the Zone 3 pressure zone. Water mains are provided within the perimeter streets, including East Bidwell Street and Street A, and along the project frontage to serve the site.

### *Sewer infrastructure*

The Mangini Ranch Phase 3 project will be served by the sewer infrastructure within East Bidwell Street and Mangini Parkway through the internal street network.

### *Storm drainage infrastructure*

The Mangini Ranch Phase 3 project site stormwater system will connect to existing infrastructure in East Bidwell Street and Mangini Parkway, and, at ultimate buildout, surface water runoff from the Project generally flows to the southwest area into a planned detention basin located adjacent Mangini Parkway.

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

## **III. EXEMPTION AND STREAMLINING ANALYSIS**

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

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

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

On December 7, 2012, the City certified an Addendum to the EIR for the FPASP for purposes of analyzing an alternative water supply for the project. The revisions to the “Water” component of the FPASP project included: (1) Leak Fixes, (2) Implementation of Metered Rates, (3) Exchange of Water Supplies, (4) New Water Conveyance Facilities. (Water Addendum, pp. 3-1 to 3-4.) The City concluded that, with implementation of certain mitigation measures from the FPASP EIR’s “Water” sections, the water supply and infrastructure changes would not result in any new significant impacts,

### **Mangini Ranch Phase 3**

substantially increase the severity of previously disclosed impacts or involve any of the other conditions related to changed circumstances or new information that can require a subsequent or supplemental EIR. (See Pub. Resources Code, § 21166; Guidelines, § 15162.) The analysis in portions of the FPASP EIR's "Water" sections that have not been superseded by the Water Addendum are still applicable.

The FPASP includes the Westland Eagle development, which is located in the central portion of the FPASP flanking Scott Road and Easton Valley Parkway. Since approval of the FPASP, the Westland Eagle development was transferred to new owners: Westland Capital Partners, Eagle Commercial Partners (applicant), and Eagle Office Properties. The new owners subsequently evaluated the approved land use plan and determined that many of the assumptions underlying the type and distribution of retail commercial and residential land uses in this area needed to be reevaluated to respond to current and future market conditions for retail commercial and residential development. Accordingly, the applicants proposed an amendment to the FPASP that would significantly reduce the area of commercial retail land use in the Westland Eagle plan area and increase the number of allowed residential dwelling units. The City adopted an amendment to the FPASP for the Westland Eagle Properties in June 2015 (Westland/Eagle SPA) that reduced the amount of commercial, industrial/office park and mixed-use acreage from 451.8 acres to 302.3 acres and the potential building area from approximately 4.5 million square feet to approximately 3.4 million square feet. The Westland/Eagle SPA also increased the number of proposed residential dwelling units from 9,895 to 10,817.

#### B. Documents Incorporated by Reference

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

- i. Folsom South of U.S. Highway 50 Specific Plan Project EIR/EIS and Findings of Fact and Statement of Overriding Considerations, certified by the Folsom City Council on June 14, 2011, a copy of which is available for viewing at the City of Folsom Planning Public Counter located on the 2nd floor of the City Hall Building at 50 Natoma Street in Folsom, CA (from 8:00 a.m. to 1:00 p.m. Monday through Friday).
- ii. CEQA Addendum for the Folsom South of U.S. 50 Specific Plan Project- Revised Proposed Off-site Water Facility Alternative prepared November, 2012, ("Water Addendum"), certified by the Folsom City Council on December 11, 2012, a copy of which is available for viewing at the City of Folsom Planning Public Counter located on the 2nd floor of the City Hall Building at 50 Natoma Street in Folsom, CA (from 8:00 a.m. to 1:00 p.m. Monday through Friday);
- iii. South of Highway 50 Backbone Infrastructure Project Initial Study/Mitigated Negative Declaration (Backbone Infrastructure MND), dated December 9, 2014, adopted by the City

Council on February 24, 2015, a copy of which is available for viewing at the City of Folsom Planning Public Counter located on the 2nd floor of the City Hall Building at 50 Natoma Street in Folsom, CA (from 8:00 a.m. to 1:00 p.m. Monday through Friday).

- iv. CEQA Addendum and Environmental Checklist for the Westland Eagle Specific Plan Amendment, dated June 2015, (“Westland Eagle Addendum”), a copy of which is available for viewing at the City of Folsom Planning Public Counter located on the 2nd floor of the City Hall Building at 50 Natoma Street in Folsom, CA (from 8:00 a.m. to 1:00 p.m. Monday through Friday).

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

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

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

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

All impacts from both on-site and off-site features of the Mangini Ranch Phase 3 project have been analyzed and addressed in the CEQA analysis and other regulatory permits required for the Mangini Ranch Phase 3 project and/or the Backbone Infrastructure project.

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

The City finds that the Mangini Ranch Phase 3 development proposal is consistent with the FPASP and therefore exempt from CEQA under Government Code section 65457 and CEQA Guidelines section 15182, subdivision (c), as a residential project undertaken pursuant to and in conformity with a specific plan.

The City also finds that the Mangini Ranch Phase 3 project is eligible for streamlined CEQA review provided in Public Resources Code section 21083.3, and CEQA Guidelines section 15183 for projects consistent with a community plan, general plan, or zoning. Because the Project is exempt from

CEQA, the City is not required to provide the following streamlined CEQA analysis. Nonetheless, the City provides the following checklist exploring considerations raised by sections 15182 and 15183 because the checklist provides a convenient vehicle for disclosing the City's substantial evidence and reasoning underlying its consistency determination.

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

The City has prepared site-specific studies pursuant to the requirements set forth in the mitigation measures and conditions of approval adopted for the FPASP under the FPASP EIR and Water Addendum for subsequent development projects. (See Exhibits 4 [Noise Assessment] and 5 [Access Evaluation Memo].) These studies support the conclusion that the Mangini Ranch Phase 3 development proposal would not have any new significant or substantially more severe impacts (CEQA Guidelines, § 15162), nor would it result in any new significant impacts that are peculiar to the project or its site (CEQA Guidelines, § 15183).

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

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

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

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

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

**Mangini Ranch Phase 3**

CEQA Exemption and Streamlining Analysis

May 2021

substantially mitigate that effect when applied to future projects.

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

#### D. Environmental Checklist Review

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

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

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

The checklist serves a second purpose. Public Resources Code section 21083.3 and its parallel Guidelines provision, section 15183, provide for streamlined environmental review for projects consistent with the development densities established by existing zoning, general plan, or community plan policies for which an EIR was certified. Such projects require no further environmental review except as might be necessary to address effects that (a) are peculiar to the project or the parcel on which the project would be located, (b) were not analyzed as significant effects in the prior EIR, (c) are potentially significant off-site impacts or cumulative impacts not discussed in the prior EIR, or (d) were previously identified significant effects but are more severe than previously assumed in light of substantial new information not known when the prior EIR was certified. If an impact is not peculiar to the parcel or to the project, has been addressed as a significant impact in the prior EIR, or can be substantially mitigated by the imposition of uniformly applied development policies or standards, then an additional EIR need not be prepared for the project solely on the basis of that impact.

A “no” answer does not necessarily mean that there are no potential impacts relative to the environmental category, but that there is no change in the condition or status of the impact since it was analyzed and addressed with mitigation measures in the prior environmental documents approved for the zoning action, general plan, or community plan. The environmental categories might be answered with a “no” in the checklist since the Mangini Ranch Phase 3 project does not introduce changes that would result in a modification to the conclusion of the FPASP EIR.

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

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

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

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

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

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

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

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

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

(A) The project will have one or more significant effects not discussed in the previous EIR

or negative declaration;

(B) Significant effects previously examined will be substantially more severe than shown in the previous EIR;

(C) Mitigation measures or alternatives previously found not to be feasible would in fact be feasible and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measure or alternative; or

(D) Mitigation measures or alternatives which are considerably different from those analyzed in the previous EIR would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the mitigation measure or alternative.

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

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

Pursuant to Section 15183, subdivision (b)(1), of the CEQA Guidelines, this column indicates whether there are project-specific significant effects that are peculiar to the project or its site. Although neither section 21083.3 nor section 15183 defines the term “effects on the environment which are peculiar to the parcel or to the project,” a definition can be gleaned from what is now the leading case interpreting section 21083.3, *Wal-Mart Stores, Inc. v. City of Turlock* (2006) 138 Cal.App.4th 273 (*Wal-Mart Stores*). In that case, the court upheld the respondent city’s decision to adopt an ordinance banning discount “superstores.” The city appropriately found that the adoption of the ordinance was wholly exempt from CEQA review under CEQA Guidelines section 15183 as a zoning action consistent with the general plan, where there were no project-specific impacts – of any kind – associated with the ordinance that were peculiar to the project. The court concluded that “a physical change in the environment will be peculiar to [a project] if that physical change belongs exclusively and especially to the [project] or it is characteristic of only the [project].” (*Id.* at p. 294.) As noted by the court, this definition “illustrate[s] how difficult it will be for a zoning amendment or other land use regulation that does not have a physical component to have a sufficiently close connection to a physical change to allow the physical change to be regarded as ‘peculiar to’ the zoning amendment or other land use regulation.” (*Ibid.*)

**Mangini Ranch Phase 3**

CEQA Exemption and Streamlining Analysis

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

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

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

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

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

Such development policies or standards need not apply throughout the entire city or county but can apply only within the zoning district in which the project is located, or within the area subject to the community plan on which the lead agency is relying. Moreover, such policies or standards need not be part of the general plan or any community plan but can be found within another pertinent planning document such as a zoning ordinance. Where a city or county, in previously adopting uniformly applied development policies or standards for imposition on future projects, failed to make a finding as to whether such policies or standards would substantially mitigate the effects of future projects, the decision-making body of the city or county, prior to approving such a future project pursuant to this section, may hold a public hearing for the purpose of considering whether, as applied to the project, such standards or policies would substantially mitigate the effects of the project. Such a public hearing need only be held if the city or county decides to apply the standards or policies as permitted in this section.



Subdivision (g) provides concrete examples of “uniformly applied development policies or standards”: (1) parking ordinances; (2) public access requirements; (3) grading ordinances; (4) hillside development ordinances; (5) flood plain ordinances; (6) habitat protection or conservation ordinances; (7) view protection ordinances.

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

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

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

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

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

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

Pursuant to Section 15183, subdivision (b)(3), of the CEQA Guidelines, this column indicates whether there are any potentially significant off-site impacts and cumulative impacts that were not discussed in the prior EIR prepared for the general plan, community plan or zoning action with which the project is consistent.

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

This section does not affect any requirement to analyze potentially significant offsite or cumulative

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

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

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

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

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

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

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

#### **10. Mitigation Measures Addressing Impacts.**

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

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

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

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

E. Checklist and Discussion

1. AESTHETICS

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

Environmental Issue Area	Where Impact Was Analyzed in Prior Environmental Documents.	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information of Substantial Importance Requiring New Analysis or Verification?	Are There Effects That Are Peculiar To The Project Or The Parcel On Which The Project Would Be Located That Have Not Been Disclosed In a Prior EIR On The Zoning Action, General Plan, Or Community Plan With Which the Project is Consistent?	Are There Effects That Are Peculiar To The Project That Will Not Be Substantially Mitigated By Application Of Uniformly Applied Development Policies Or Standards That Have Been Previously Adopted?	Are There Effects That Were Not Analyzed As Significant Effects In A Prior EIR On The Zoning Action, General Plan Or Community Plan With Which The Project Is Consistent?	Are There Potentially Significant Off-Site Impacts And Cumulative Impacts Which Were Not Discussed In The Prior EIR Prepared For The General Plan, Community Plan Or Zoning Action?	Are There Previously Identified Significant Effects That, As A Result Of Substantial New Information Not Known At The Time The EIR Was Certified, Are Now Determined To Have A More Severe Adverse Impact?	Prior Environmental Document's Mitigation Measures Addressing Impacts.
<b>I. Aesthetics. Would the Project adversely affect day or nighttime views in the area?</b>	FPASP Draft EIR pp. 3A.1-1 to -34									
<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.) The 2015 Westland Eagle Addendum also includes a discussion of how project amendments would have the same or reduced impacts to aesthetic resources when compared to the FPASP project as analyzed in the 2011 EIR with implementation of the following mitigation measures from the FPASP EIR: MM 3A.1-1, MM 3A.1-4, MM 3A.1-5. (Westland Eagle Addendum, pp. 4.1-4.3.)</p> <p>See Exhibit 1 (the Folsom Ranch Central District Design Guidelines) for more discussion of the architectural design guidelines and landscape design guidelines that apply to the Project. (Exh. 1, pp. 15-94.) See Exhibit 3 for discussion of the Mangini Ranch Phase 3 project's consistency with landscaping policies in the FPASP that may be relevant to aesthetic and visual impacts. (Exh. 3, p. 31.)</p> <p><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, Water Addendum, and Westland Eagle Addendum, Mangini Ranch Phase 3 would not have any new significant or substantially more severe aesthetic impacts (Guidelines, § 15162), nor would it result in any new significant impacts that are peculiar to the project or its site (Guidelines, § 15183).</p>										

2. AGRICULTURE AND FOREST RESOURCES

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

Environmental Issue Area	Where Impact Was Analyzed in Prior Environmental Documents.	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information of Substantial Importance Requiring New Analysis or Verification?	Are There Effects That Are Peculiar To The Project Or The Parcel On Which The Project Would Be Located That Have Not Been Disclosed In a Prior EIR On The Zoning Action, General Plan, Or Community Plan With Which the Project is Consistent?	Are There Effects That Are Peculiar To The Project That Will Not Be Substantially Mitigated By Application Of Uniformly Applied Development Policies Or Standards That Have Been Previously Adopted?	Are There Effects That Were Not Analyzed As Significant Effects In A Prior EIR On The Zoning Action, General Plan Or Community Plan With Which The Project Is Consistent?	Are There Potentially Significant Off-Site Impacts And Cumulative Impacts Which Were Not Discussed In The Prior EIR Prepared For The General Plan, Community Plan Or Zoning Action?	Are There Previously Identified Significant Effects That, As A Result Of Substantial New Information Not Known At The Time The EIR Was Certified, Are Now Determined To Have A More Severe Adverse Impact?	Prior Environmental Document's Mitigation Measures Addressing Impacts.
<b>2. Agriculture. Would the project</b>	<b>FPASP Draft EIR pp. 3A.10-1 to -49</b>									
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.) The 2015 Westland Eagle Addendum also includes a discussion of how project amendments would have the same or reduced impacts to agricultural resources when compared to the FPASP project as analyzed in the 2011 EIR. (Westland Eagle Addendum, pp. 4.4-4.5.)</p> <p>See Exhibit 3 for discussion of the Mangini Ranch Phase 3 project's consistency with open space policies in the FPASP that may be relevant to agriculture and forest resources impacts. (Exh. 3, pp. 4-5, 14-16.)</p> <p><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, Water Addendum, and Westland Eagle Addendum, Mangini Ranch Phase 3 would not have any new significant or substantially more severe agriculture and forest resources impacts (Guidelines, § 15162), nor would it result in any new significant impacts that are peculiar to the project or its site (Guidelines, § 15183).</p>										

3. AIR QUALITY

Environmental Issue Area	Where Impact Was Analyzed in Prior Environmental Documents,	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information of Substantial Importance Requiring New Analysis or Verification?	Are There Effects That Are Peculiar To The Project Or The Parcel On Which The Project Would Be Located That Have Not Been Disclosed In a Prior EIR On The Zoning Action, General Plan, Or Community Plan With Which the Project is Consistent?	Are There Effects That Are Peculiar To The Project That Will Not Be Substantially Mitigated By Application Of Uniformly Applied Development Policies Or Standards That Have Been Previously Adopted?	Are There Effects That Were Not Analyzed As Significant Effects In A Prior EIR On The Zoning Action, General Plan Or Community Plan With Which The Project Is Consistent?	Are There Potentially Significant Off-Site Impacts And Cumulative Impacts Which Were Not Discussed In The Prior EIR Prepared For The General Plan, Community Plan Or Zoning Action?	Are There Previously Identified Significant Effects That, As A Result Of Substantial New Information Not Known At The Time The EIR Was Certified, Are Now Determined To Have A More Severe Adverse Impact?	Prior Environmental Document's Mitigation Measures Addressing Impacts.
<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. 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.) The 2015 Westland Eagle Addendum also includes a discussion of how project amendments would have the same or reduced impacts to air quality when compared to the FPASP project as analyzed in the 2011 EIR with implementation of the following mitigation measures from the FPASP EIR: MM 3A.2- 1a, MM 3A.2-1b, MM 3A.2-1c, MM 3A.2-1f, MM 3A.2-2, MM 3A.2-4a, MM 3A.2-4b, MM 3A.2-5, MM 3A.2-6. (Westland Eagle Addendum, pp. 4.6-4.17.)</p> <p>See Exhibit 3 for discussion of the Mangini Ranch Phase 3 project's consistency with energy efficiency quality policies in the FPASP that may be relevant to air quality impacts. (Exh. 3, pp. 27-28.)</p> <p>The land use mix in the Mangini Ranch Phase 3 project is consistent with the FPASP, and the mitigation measures in the MMRP for the FPASP EIR are applicable to and will be implemented for the Mangini Ranch Phase 3 development.</p> <p><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> <li>• MM 3B.2-1a</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>3. Air Quality.</b> 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, Water Addendum, and Westland Eagle Addendum, Mangini Ranch Phase 3 would not have any new significant or substantially more severe air quality impacts (Guidelines, § 15162), nor would it result in any new significant impacts that are peculiar to the project or its site (Guidelines, § 15183).</p>										

4. BIOLOGICAL RESOURCES

Environmental Issue Area	Where Impact Was Analyzed in Prior Environmental Documents,	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information of Substantial Importance Requiring New Analysis or Verification?	Are There Effects That Are Peculiar To The Project Or The Parcel On Which The Project Would Be Located That Have Not Been Disclosed In a Prior EIR On The Zoning Action, General Plan, Or Community Plan With Which the Project is Consistent?	Are There Effects That Are Peculiar To The Project That Will Not Be Substantially Mitigated By Application Of Uniformly Applied Development Policies Or Standards That Have Been Previously Adopted?	Are There Effects That Were Not Analyzed As Significant Effects In A Prior EIR On The Zoning Action, General Plan Or Community Plan With Which The Project Is Consistent?	Are There Potentially Significant Off-Site Impacts And Cumulative Impacts Which Were Not Discussed In The Prior EIR Prepared For The General Plan, Community Plan Or Zoning Action?	Are There Previously Identified Significant Effects That, As A Result Of Substantial New Information Not Known At The Time The EIR Was Certified, Are Now Determined To Have A More Severe Adverse Impact?	Prior Environmental Document's Mitigation Measures Addressing Impacts.
<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.
<b>4. Biological Resources. Would the project:</b>	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.) The 2015 Westland Eagle Addendum also includes a discussion of how project amendments would have the same or reduced impacts to biological resources when compared to the FPASP project as analyzed in the 2011 EIR with implementation of the following mitigation measures that include updated versions of some mitigation measures in the FPASP EIR as well as new mitigation measures: MM 3A.3-1a, MM 3A.3-1b, MM 3A.3-2c, MM 3A.3-2d, MM 3A.3-2h, MM 3A.3-4a, MM 3A.3-4b, MM 3A.3-5, MM 4.4-1, MM 4.4-2, MM 4.4-3, MM 4.4-4, MM 4.4-5, MM 4.4-6, and MM 4.4-7. (Westland Eagle Addendum, pp. 4.18-4.30.)</p> <p>See Exhibit 3 for discussion of the Mangini Ranch Phase 3 project's consistency with wetlands and wildlife policies in the FPASP that may be relevant to biological resources impacts. (Exh. 3, pp. 20-23.)</p> <p>The South Sacramento HCP, which is referenced in the FPASP EIR has been approved and adopted. But the South Sacramento HCP is not relevant to the Project because the City did not choose to participate in the South Sacramento HCP and the project site is outside of the boundaries of the South Sacramento HCP plan area. (See South Sacramento HCP, available at <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.
<b>4. Biological Resources. Would the project:</b>	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> <li>• MM 4.4-1</li> <li>• MM 4.4-2</li> <li>• MM 4.4-3</li> <li>• MM 4.4-4</li> <li>• MM 4.4-5</li> <li>• MM 4.4-6</li> <li>• MM 4.4-7</li> </ul> <p><b>Conclusion:</b></p> <p>With implementation of the above mitigation measures identified in the FPASP EIR, Water Addendum, and Westland Eagle Addendum, Mangini Ranch Phase 3 would not have any new significant or substantially more severe biological resources impacts (Guidelines, § 15162), nor would it result in any new significant impacts that are peculiar to the project or its site (Guidelines, § 15183).</p>										



5. CULTURAL RESOURCES

Environmental Issue Area	Where Impact Was Analyzed in Prior Environmental Documents.	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information of Substantial Importance Requiring New Analysis or Verification?	Are There Effects That Are Peculiar To The Project Or The Parcel On Which The Project Would Be Located That Have Not Been Disclosed In a Prior EIR On The Zoning Action, General Plan, Or Community Plan With Which the Project is Consistent?	Are There Effects That Are Peculiar To The Project That Will Not Be Substantially Mitigated By Application Of Uniformly Applied Development Policies Or Standards That Have Been Previously Adopted?	Are There Effects That Were Not Analyzed As Significant Effects In A Prior EIR On The Zoning Action, General Plan Or Community Plan With Which The Project Is Consistent?	Are There Potentially Significant Off-Site Impacts And Cumulative Impacts Which Were Not Discussed In The Prior EIR Prepared For The General Plan, Community Plan Or Zoning Action?	Are There Previously Identified Significant Effects That, As A Result Of Substantial New Information Not Known At The Time The EIR Was Certified, Are Now Determined To Have A More Severe Adverse Impact?	Prior Environmental Document's Mitigation Measures Addressing Impacts.
<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.
5. Cultural Resources. Would the project	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.) The 2015 Westland Eagle Addendum also includes a discussion of how project amendments would have the same or reduced impacts to cultural resources when compared to the FPASP project as analyzed in the 2011 EIR with implementation of the following mitigation measures from the FPASP EIR, some of which have been updated in the Westland Eagle Addendum: MM 3A.7-10, MM 3A.5-1a, MM 3A.5-1b, MM 3A.5-2, MM 3A.5-3. (Westland Eagle Addendum, pp. 4.31-4.39.)</p> <p>See Exhibit 3 for discussion of the Mangini Ranch Phase 3 project's consistency with cultural resources policies in the FPASP that may be relevant to cultural resources impacts. (Exh. 3, p. 24.)</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, Water Addendum, and Westland Eagle Addendum, Mangini Ranch Phase 3 would not have any new significant or substantially more severe cultural resources impacts (Guidelines, § 15162), nor would it result in any new significant impacts that are peculiar to the project or its site (Guidelines, § 15183).</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.) The 2015 Westland Eagle Addendum also includes a discussion of how project amendments would have the same or reduced impacts to geology and soils when compared to the FPASP project as analyzed in the 2011 EIR with implementation of the following mitigation measures from the FPASP EIR: MM 3A.7-1a, MM 3A.7-1b, MM 3A.7-3, MM 3A.7-4, MM 3A.7-5. (Westland Eagle Addendum, pp. 4.40-4.43.)</p> <p>See Exhibit 3 for discussion of the Mangini Ranch Phase 3 project's consistency with floodplain protection policies in the FPASP that may be relevant to geology and soils impacts. (Exh. 3, pp. 25-27.)</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, Water Addendum, and Westland Eagle Addendum, Mangini Ranch Phase 3 would not have any new significant or substantially more severe geology and soils impacts (Guidelines, § 15162), nor would it result in any new significant impacts that are peculiar to the project or its site (Guidelines, § 15183).</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.
7. Greenhouse Gas Emissions. Would the project:	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.) The 2015 Westland Eagle Addendum also includes a discussion of how project amendments would have the same or fewer impacts to GHG emissions and climate change when compared to the FPASP project as analyzed in the 2011 EIR with implementation of the following mitigation measures from the FPASP EIR: MM 3A.4-1, MM 3A.4-2a, MM 3A.4-2b. (Westland Eagle Addendum, pp. 4.44-4.52.)</p> <p>See Exhibit 3 for discussion of the Mangini Ranch Phase 3 project's consistency with air quality, low impact development, environmental quality, and energy efficiency policies in the FPASP that may be relevant to GHG emissions and climate change impacts. (Exh. 3, pp. 27-28, 31-37.)</p> <p><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, Water Addendum, and Westland Eagle Addendum, Mangini Ranch Phase 3 would not have any new significant or substantially more severe GHG emissions and climate change impacts (Guidelines, § 15162), nor would it result in any new significant impacts that are peculiar to the project or its site (Guidelines, § 15183).</p>										



8. HAZARDS AND HAZARDOUS MATERIALS

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

**Discussion:**

The FPASP EIR concluded that implementation of the mitigation measures in the EIR would reduce all hazards and hazardous materials impacts to less than significant levels, except for the impacts from off-site elements that fall under the jurisdiction of El Dorado and Sacramento Counties (Impacts 3A.8-2, 3A.8-3, 3A.8-5, 3A.8-7). (FEIR, pp. 1-99 to 1-108; DEIR, pp. 3A.8-35 to -36.) The pages indicated in the table above contain the relevant analysis of the potential impacts. The DEIR also analyzes Impact 3A.8-7 related to mosquito and vector control. (See pp. 3A.8-33 to -35; MM 3A.8-7.)

Additionally, the 2012 Water Addendum includes a short discussion of how the changes to the water facilities aspects of the FPASP project would have the same or less hazards and hazardous materials impacts when compared to the FPASP project as analyzed in the 2011 EIR after implementation of the following mitigation measures: MM 3B.8-1a, MM 3B.8-1b, MM 3B.16-3a, MM 3B.16-3b, MM 3B.8-5a, MM 3B.8-5b. (Water Addendum, pp. 3-10 to 3-11.) The 2015 Westland Eagle Addendum also includes a discussion of how project amendments would have the same or reduced hazards and hazardous materials impacts when compared to the FPASP project as analyzed in the 2011 EIR with implementation of the following mitigation measures from the FPASP EIR: MM 3A.8-2, MM 3A.8-5, MM 3A.8-7. (Westland Eagle Addendum, pp. 4.53-4.57.)

**Mitigation Measures:**

- MM 3A.8-2
- MM 3A.9-1
- MM 3A.8-6
- MM 3A.8-3a
- MM 3A.8-3b
- MM 3A.8-3c
- MM 3A.8-7
- MM 3B.8-1a
- MM 3B.8-1b
- MM 3B.16-3a
- MM 3B.16-3b
- MM 3B.8-5a
- MM 3B.8-5b

**Conclusion:**

With implementation of the above mitigation measures identified in the FPASP EIR, Water Addendum, and Westland Eagle Addendum, Mangini Ranch Phase 3 would not have any new significant or substantially more severe hazards and hazardous materials impacts (Guidelines, § 15162), nor would it result in any new significant impacts that are peculiar to the project or its site (Guidelines, § 15183).

9. HYDROLOGY AND WATER QUALITY

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

Environmental Issue Area	Where Impact Was Analyzed in Prior Environmental Documents.	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information of Substantial Importance Requiring New Analysis or Verification?	Are There Effects That Are Peculiar To The Project Or The Parcel On Which The Project Would Be Located That Have Not Been Disclosed In a Prior EIR On The Zoning Action, General Plan, Or Community Plan With Which the Project is Consistent?	Are There Effects That Are Peculiar To The Project That Will Not Be Substantially Mitigated By Application Of Uniformly Applied Development Policies Or Standards That Have Been Previously Adopted?	Are There Effects That Were Not Analyzed As Significant Effects In A Prior EIR On The Zoning Action, General Plan Or Community Plan With Which The Project Is Consistent?	Are There Potentially Significant Off-Site Impacts And Cumulative Impacts Which Were Not Discussed In The Prior EIR Prepared For The General Plan, Community Plan, Or Zoning Action?	Are There Previously Identified Significant Effects That, As A Result Of Substantial New Information Not Known At The Time The EIR Was Certified, Are Now Determined To Have A More Severe Adverse Impact?	Prior Environmental Document's Mitigation Measures Addressing Impacts.
<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.</b> <b>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.) The 2015 Westland Eagle Addendum also includes a discussion of how project amendments would have the same or reduced impacts to hydrology and water quality when compared to the FPASP project as analyzed in the 2011 EIR with implementation of the following mitigation measures from the FPASP EIR: MM 3A.9-1, MM 3A.9-2, MM 3A.9-3 MM 3A.9-4. (Westland Eagle Addendum, pp. 4.58-4.62.)</p> <p>See Exhibit 3 for discussion of the Mangini Ranch Phase 3 project's consistency with water efficiency and low impact development policies in the FPASP that may be relevant to hydrology and water quality impacts. (Exh. 3, pp. 30-31, 35.)</p> <p><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, Water Addendum, and Westland Eagle Addendum, Mangini Ranch Phase 3 would not have any new significant or substantially more severe hydrology and water quality impacts (Guidelines, § 15162), nor would it result in any new significant impacts that are peculiar to the project or its site (Guidelines, § 15183).</p>										

10. LAND USE AND PLANNING

Environmental Issue Area	Where Impact Was Analyzed in Prior Environmental Documents.	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information of Substantial Importance Requiring New Analysis or Verification?	Are There Effects That Are Peculiar To The Project Or The Parcel On Which The Project Would Be Located That Have Not Been Disclosed In a Prior EIR On The Zoning Action, General Plan, Or Community Plan With Which The Project is Consistent?	Are There Effects That Are Peculiar To The Project That Will Not Be Substantially Mitigated By Application Of Uniformly Applied Development Policies Or Standards That Have Been Previously Adopted?	Are There Effects That Were Not Analyzed As Significant Effects In A Prior EIR On The Zoning Action, General Plan Or Community Plan With Which The Project Is Consistent?	Are There Potentially Significant Off-Site Impacts And Cumulative Impacts Which Were Not Discussed In The Prior EIR Prepared For The General Plan, Community Plan Or Zoning Action?	Are There Previously Identified Significant Effects That, As A Result Of Substantial New Information Not Known At The Time The EIR Was Certified, Are Now Determined To Have A More Severe Adverse Impact?	Prior Environmental Document's Mitigation Measures Addressing Impacts.
<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.) The 2015 Westland Eagle Addendum also includes a discussion of how project amendments would have the same or reduced impacts to land use when compared to the FPASP project as analyzed in the 2011 EIR. (Westland Eagle Addendum, pp. 4.63-4.64.)</p> <p>See Exhibit 3 for discussion of the Mangini Ranch Phase 3 project's consistency with land use policies in the FPASP that may be relevant to land use impacts. (Exh. 3, pp. 1-6.) The Folsom Ranch Central District Design Guidelines (Exhibit 1) is a complementary document to the Folsom Plan Area Specific Plan and the Folsom Plan Area Specific Plan Community Guidelines.</p> <p>The South Sacramento HCP, which is referenced in the FPASP EIR has been approved and adopted, but the South Sacramento HCP is not relevant to the Project because the City did not choose to participate in the South Sacramento HCP and the project site is outside of the boundaries of the South Sacramento HCP plan area. (See South Sacramento HCP, available at <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 3 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, Water Addendum, and Westland Eagle Addendum Mangini Ranch Phase 3 would not have any new significant or substantially more severe land use impacts (Guidelines, § 15162), nor would it result in any new significant impacts that are peculiar to the project or its site (Guidelines, § 15183).</p>										

11. MINERAL RESOURCES

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

**Discussion:**

The FPASP EIR concluded that implementation of the mitigation measures in the EIR would reduce all except one of the impacts to mineral resources to less than significant levels. Impact 3A.7-9 (Possible Loss of Mineral Resources-Kaolin Clay) remains significant and unavoidable. (FEIR, pp. 1-89 to 1-95; DEIR, pp. 3A.7-37 to -38.) The pages indicated in the table above contain the relevant analysis of the potential impacts.

Additionally, the 2012 Water Addendum includes a short discussion of how the changes to the water facilities aspects of the FPASP project would have the same or less impacts to mineral resources when compared to the FPASP project as analyzed in the 2011 EIR and that no mitigation measures were necessary to address the water supply and water facilities aspect of the FPASP project. (Water Addendum, p. 3-13.) The 2015 Westland Eagle Addendum also includes a discussion of how project amendments would have the same or reduced impacts to mineral resources when compared to the FPASP project as analyzed in the 2011 EIR. (Westland Eagle Addendum, p. 4.65.)

**Mitigation Measures:**

- None required

**Conclusion:**

With implementation of the above mitigation measures identified in the FPASP EIR, Water Addendum, and Westland Eagle Addendum, Mangini Ranch Phase 3 would not have any new significant or substantially more severe mineral resources impacts (Guidelines, § 15162), nor would it result in any new significant impacts that are peculiar to the project or its site (Guidelines, § 15183).

12. NOISE

Environmental Issue Area	Where Impact Was Analyzed in Prior Environmental Documents.	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information of Substantial Importance Requiring New Analysis or Verification?	Are There Effects That Are Peculiar To The Project Or The Parcel On Which The Project Would Be Located That Have Not Been Disclosed In a Prior EIR On The Zoning Action, General Plan, Or Community Plan With Which the Project is Consistent?	Are There Effects That Are Peculiar To The Project That Will Not Be Substantially Mitigated By Application Of Uniformly Applied Development Policies Or Standards That Have Been Previously Adopted?	Are There Effects That Were Not Analyzed As Significant Effects In A Prior EIR On The Zoning Action, General Plan Or Community Plan With Which The Project Is Consistent?	Are There Potentially Significant Off-Site Impacts And Cumulative Impacts Which Were Not Discussed In The Prior EIR Prepared For The General Plan, Community Plan Or Zoning Action?	Are There Previously Identified Significant Effects That, As A Result Of Substantial New Information Not Known At The Time The EIR Was Certified, Are Now Determined To Have A More Severe Adverse Impact?	Prior Environmental Document's Mitigation Measures Addressing Impacts.
<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.) The 2015 Westland Eagle Addendum also includes a discussion of how project amendments would have the same or reduced noise impacts when compared to the FPASP project as analyzed in the 2011 EIR with implementation of the following mitigation measures from the FPASP EIR and one additional mitigation measure from the Westland Eagle Addendum: MM 3A.11-1, MM 3A.11-3, MM 3A.11-4, MM 3A.11-5, MM 4.12-1. (Westland Eagle Addendum, pp. 4.66-4.74.)

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

**Mitigation Measures:**

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

The May 10, 2021, Noise Study completed by Bollard Acoustical Consultants (attached as Exhibit 4) found that, consistent with the noise impact analysis in the FPASP EIR, a portion of the Mangini Ranch Phase 3 Residential Development project site will be exposed to future traffic noise levels in excess of the City of Folsom's 45 dB Ldn interior noise level standard. The impacts analyzed in the Noise Study are of the same type, scope, and scale as those impacts addressed in the FPASP EIR. In other words, the Noise Study did not find any new impacts, any effects that are peculiar to the project or project site, or any substantially more severe impacts than those analyzed in the FPASP EIR. The Noise Study provides recommendations to implement the FPASP EIR's mitigation measures to achieve compliance with the City's exterior and interior noise standards. These recommendations, which are listed below, are consistent with the mitigation measures in the FPASP EIR and simply add new details about noise barriers (e.g., required height and materials) and building materials required in the previously adopted mitigation measures.

Environmental Issue Area	Where Impact Was Analyzed in Prior Environmental Documents.	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information of Substantial Importance Requiring New Analysis or Verification?	Are There Effects That Are Peculiar To The Project Or The Parcel On Which The Project Would Be Located That Have Not Been Disclosed In a Prior EIR On The Zoning Action, General Plan, Or Community Plan With Which the Project is Consistent?	Are There Effects That Are Peculiar To The Project That Will Not Be Substantially Mitigated By Application Of Uniformly Applied Development Policies Or Standards That Have Been Previously Adopted?	Are There Effects That Were Not Analyzed As Significant Effects In A Prior EIR On The Zoning Action, General Plan Or Community Plan With Which The Project Is Consistent?	Are There Potentially Significant Off-Site Impacts And Cumulative Impacts Which Were Not Discussed In The Prior EIR Prepared For The General Plan, Community Plan Or Zoning Action?	Are There Previously Identified Significant Effects That, As A Result Of Substantial New Information Not Known At The Time The EIR Was Certified, Are Now Determined To Have A More Severe Adverse Impact?	Prior Environmental Document's Mitigation Measures Addressing Impacts.
<b>12. Noise. Would the project result in:</b>	FPASP Draft EIR pp. 3A.11-1 to -52									
<p>The following Noise Study recommendations implement the FPASP EIR's mitigation measures will be required as conditions of approval:</p> <ul style="list-style-type: none"> <li>To comply with the General Plan 60 dB DNL exterior noise level standards, traffic noise barriers ranging from 6 to 8 feet in height relative to backyard elevation would be required. The traffic noise barriers could take the form of masonry wall, earthen berm, or a combination of the two. Other materials may be acceptable but should be reviewed by an acoustical consultant prior to use.</li> <li>To ensure compliance with the General Plan 45 dB DNL interior noise level standard with a factor of safety, it is recommended that all upper-floor bedroom window assemblies of residences constructed on the lots identified on Figure 2 of Exhibit 4, from which the adjacent roadways would be visible be upgraded to a minimum STC rating of 32.</li> <li>Air conditioning shall be provided for all medium-density residences of the development so that windows can be kept closed at the occupant's discretion to control interior noise. (Exh. 4, pp. 8-9; see Figure 2, Exh. 4, p. 3.)</li> </ul> <p><b>Conclusion:</b></p> <p>With implementation of the above mitigation measures identified in the FPASP EIR, Water Addendum, and Westland Eagle Addendum, Mangini Ranch Phase 3 would not have any new significant or substantially more severe noise impacts (Guidelines, § 15162), nor would it result in any new significant impacts that are peculiar to the project or its site (Guidelines, § 15183).</p>										

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.) The 2015 Westland Eagle Addendum also includes a discussion of how project amendments would have the same or reduced impacts to population and housing when compared to the FPASP project as analyzed in the 2011 EIR. (Westland Eagle Addendum, pp. 4.75-4.76.)</p> <p>See Exhibit 3 for discussion of the Mangini Ranch Phase 3 project's consistency with housing policies in the FPASP that may be relevant to population and housing impacts. (Exh. 3, pp. 7-10.)</p> <p><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, Water Addendum, and Westland Eagle Addendum, Mangini Ranch Phase 3 would not have any new significant or substantially more severe population and housing impacts (Guidelines, § 15162), nor would it result in any new significant impacts that are peculiar to the project or its site (Guidelines, § 15183).</p>										

14. PUBLIC SERVICES

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



Environmental Issue Area	Where Impact Was Analyzed in Prior Environmental Documents.	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information of Substantial Importance Requiring New Analysis or Verification?	Are There Effects That Are Peculiar To The Project Or The Parcel On Which The Project Would Be Located That Have Not Been Disclosed In a Prior EIR On The Zoning Action, General Plan, Or Community Plan With Which The Project is Consistent?	Are There Effects That Are Peculiar To The Project That Will Not Be Substantially Mitigated By Application Of Uniformly Applied Development Policies Or Standards That Have Been Previously Adopted?	Are There Effects That Were Not Analyzed As Significant Effects In A Prior EIR On The Zoning Action, General Plan Or Community Plan With Which The Project Is Consistent?	Are There Potentially Significant Off-Site Impacts And Cumulative Impacts Which Were Not Discussed In The Prior EIR Prepared For The General Plan, Community Plan Or Zoning Action?	Are There Previously Identified Significant Effects That, As A Result Of Substantial New Information Not Known At The Time The EIR Was Certified, Are Now Determined To Have A More Severe Adverse Impact?	Prior Environmental Document's Mitigation Measures Addressing Impacts.
<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.) The 2015 Westland Eagle Addendum also includes a discussion of how project amendments would have the same or reduced impacts to public services when compared to the FPASP project as analyzed in the 2011 EIR with implementation of the following mitigation measures from the FPASP EIR: MM 3A.14-1, MM 3A.14-2, MM 3A.14-3. (Westland Eagle Addendum, pp. 4.77-4.78.)</p> <p>See Exhibit 3 for discussion of the Mangini Ranch Phase 3 project's consistency with public services and utilities policies in the FPASP that may be relevant to public services impacts. (Exh. 3, pp. 37-39.)</p> <p><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, Water Addendum, and Westland Eagle Addendum, Mangini Ranch Phase 3 would not have any new significant or substantially more severe public services impacts (Guidelines, § 15162), nor would it result in any new significant impacts that are peculiar to the project or its site (Guidelines, § 15183).</p>										

15. RECREATION

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

Environmental Issue Area	Where Impact Was Analyzed in Prior Environmental Documents.	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information of Substantial Importance Requiring New Analysis or Verification?	Are There Effects That Are Peculiar To The Project Or The Parcel On Which The Project Would Be Located That Have Not Been Disclosed In a Prior EIR On The Zoning Action, General Plan, Or Community Plan With Which the Project is Consistent?	Are There Effects That Are Peculiar To The Project That Will Not Be Substantially Mitigated By Application Of Uniformly Applied Development Policies Or Standards That Have Been Previously Adopted?	Are There Effects That Were Not Analyzed As Significant Effects In A Prior EIR On The Zoning Action, General Plan Or Community Plan With Which The Project Is Consistent?	Are There Potentially Significant Off-Site Impacts And Cumulative Impacts Which Were Not Discussed In The Prior EIR Prepared For The General Plan, Community Plan Or Zoning Action?	Are There Previously Identified Significant Effects That, As A Result Of Substantial New Information Not Known At The Time The EIR Was Certified, Are Now Determined To Have A More Severe Adverse Impact?	Prior Environmental Document's Mitigation Measures Addressing Impacts.
<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.) The 2015 Westland Eagle Addendum also includes a discussion of how project amendments would have the same or reduced impacts to recreation when compared to the FPASP project as analyzed in the 2011 EIR. (Westland Eagle Addendum, p. 4.79.)</p> <p>See Exhibit 3 for discussion of the Mangini Ranch Phase 3 project's consistency with parks policies in the FPASP that may be relevant to recreation impacts. (Exh. 3, pp. 16-17.)</p> <p><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, Water Addendum, and Westland Eagle Addendum, Mangini Ranch Phase 3 would not have any new significant or substantially more severe recreation impacts (Guidelines, § 15162), nor would it result in any new significant impacts that are peculiar to the project or its site (Guidelines, § 15183).</p>										

16. TRANSPORTATION/ TRAFFIC

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

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<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.) The 2015 Westland Eagle Addendum also includes a discussion of how project amendments would have the same or reduced impacts to transportation and traffic when compared to the FPASP project as analyzed in the 2011 EIR with implementation of the mitigation measures from the FPASP EIR listed below, as well as two new mitigation measures: MM 4.16-1, MM 4.16-2. (Westland Eagle Addendum, pp. 4.80-4.90.)</p> <p>See Exhibit 3 for discussion of the Mangini Ranch Phase 3 project's consistency with circulation policies in the FPASP that may be relevant to traffic and transportation impacts. (Exh. 3, pp. 3-4.)</p> <p>The April 28, 2021, Access Evaluation Memo by Kimley-Horn (attached as Exhibit 5), which incorporates the November 20, 2019, Regency at Folsom Ranch Transportation Impact Study by T. Kear, focuses on the ingress and egress for the SLVTSM for Mangini Ranch Phase 3 (i.e., 260 residential lots), and determined that the Project would not result in any additional significant impacts. (Exh. 5, p. 5.) The Kimley-Horn Memo reached this conclusion, in part, based on improvements being constructed by other Projects including the East Bidwell Street intersection with Mangini Parkway, and the westward extension of Mangini Parkway by the adjacent, approved Toll Brothers development. (Exh. 5, p. 1, 4.) The memo also noted that signalization of the intersection of East Bidwell Street and Mangini Parkway was analyzed and found necessary in the November 20, 2019, Regency at Folsom Ranch Transportation Impact Study. (Exh. 5, pp. 1, 4.) Thus, Mangini Ranch Phase 3 would not result in any new or substantially more severe significant transportation and traffic impacts. (See Exh. 5, p. 5.)</p> <p><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> <li>• MM 4.16-1</li> <li>• MM 4.16-2</li> </ul> <p><b>Conclusion:</b> With implementation of the above mitigation measures identified in the FPASP EIR, Water Addendum, and Westland Eagle Addendum, Mangini Ranch Phase 3 would not have any new significant or substantially more severe transportation/traffic impacts (Guidelines, § 15162), nor would it result in any new significant impacts that are peculiar to the project or its site (Guidelines, § 15183).</p>										

17. UTILITIES

Environmental Issue Area	Where Impact Was Analyzed in Prior Environmental Documents.	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information of Substantial Importance Requiring New Analysis or Verification?	Are There Effects That Are Peculiar To The Project Or The Parcel On Which The Project Would Be Located That Have Not Been Disclosed In a Prior EIR On The Zoning Action, General Plan, Or Community Plan With Which the Project is Consistent?	Are There Effects That Are Peculiar To The Project That Will Not Be Substantially Mitigated By Application Of Uniformly Applied Development Policies Or Standards That Have Been Previously Adopted?	Are There Effects That Were Not Analyzed As Significant Effects In A Prior EIR On The Zoning Action, General Plan Or Community Plan With Which The Project Is Consistent?	Are There Potentially Significant Off-Site Impacts And Cumulative Impacts Which Were Not Discussed In The Prior EIR Prepared For The General Plan, Community Plan Or Zoning Action?	Are There Previously Identified Significant Effects That, As A Result Of Substantial New Information Not Known At The Time The EIR Was Certified, Are Now Determined To Have A More Severe Adverse Impact?	Prior Environmental Document's Mitigation Measures Addressing Impacts.
<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.) The 2015 Westland Eagle Addendum also includes a discussion of how project amendments would have the same or reduced impacts to utilities and service systems when compared to the FPASP project as analyzed in the 2011 EIR with implementation of the following mitigation measures from the FPASP EIR: MM 3A.16-1, MM 3A.16-3, MM 3A.16-4, MM 3A.16-5, MM 3A.18-1, MM 3A.18-2a, MM 3A.18-2b. (Westland Eagle Addendum, pp. 4.91-4.95.)</p> <p>See Exhibit 3 for discussion of the Mangini Ranch Phase 3 project's consistency with utilities, water efficiency, and energy efficiency policies in the FPASP that may be relevant to utilities and service systems impacts. (Exh. 3, pp. 31-35, 38-39.) All the permanent, offsite water and storm drainage infrastructure elements are consistent with and were included in pre-existing City plans – such as the Backbone Infrastructure Project – that have been considered in the FPASP EIR, Water Addendum, and Westland Eagle Addendum.</p> <p><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, Water Addendum, and Westland Eagle Addendum, Mangini Ranch Phase 3 would not have any new significant or substantially more severe utilities and service systems impacts (Guidelines, § 15162), nor would it result in any new significant impacts that are peculiar to the project or its site (Guidelines, § 15183).</p>										

18. MANDATORY FINDINGS OF SIGNIFICANCE

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

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

Environmental Issue Area	Where Impact Was Analyzed in Prior Environmental Documents.	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information of Substantial Importance Requiring New Analysis or Verification?	Are There Effects That Are Peculiar To The Project Or The Parcel On Which The Project Would Be Located That Have Not Been Disclosed In a Prior EIR On The Zoning Action, General Plan, Or Community Plan With Which the Project is Consistent?	Are There Effects That Are Peculiar To The Project That Will Not Be Substantially Mitigated By Application Of Uniformly Applied Development Policies Or Standards That Have Been Previously Adopted?	Are There Effects That Were Not Analyzed As Significant Effects In A Prior EIR On The Zoning Action, General Plan Or Community Plan With Which The Project Is Consistent?	Are There Potentially Significant Off-Site Impacts And Cumulative Impacts Which Were Not Discussed In The Prior EIR Prepared For The General Plan, Community Plan, Or Zoning Action?	Are There Previously Identified Significant Effects That, As A Result Of Substantial New Information Not Known At The Time The EIR Was Certified, Are Now Determined To Have A More Severe Adverse Impact?	Prior Environmental Document's Mitigation Measures Addressing Impacts.
<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 3 Project is exempt from CEQA under Government Code section 65457 and Guidelines section 15182, subdivision (c).

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

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

## IV. REFERENCES

1. City of Folsom. City of Folsom General Plan. January 1993.
2. City of Folsom. Folsom Plan Area Specific Plan. June 28, 2011.
3. City of Folsom. Folsom South of U.S. Highway 50 Specific Plan Project Public Draft EIR/EIS (June 2010) and Final EIR/EIS (May 2011).
4. City of Folsom. Folsom South of U.S. Highway 50 Specific Plan Project's CEQA Findings of Fact and Statement of Overriding Considerations (May 2011).
5. City of Folsom. CEQA Addendum for the Folsom South of U.S. 50 Specific Plan Project- Revised Proposed Off-site Water Facility Alternative. November, 2012.
6. City of Folsom. South of Highway 50 Backbone Infrastructure Project Initial Study/Mitigated Negative Declaration. December 9, 2014.
7. City of Folsom. FPASP Amendment: Westland/Eagle Properties. June 2015.
8. City of Folsom. CEQA Addendum and Environmental Checklist for the Westland Eagle Specific Plan Amendment. June 2015.
  - a. Including Appendices and Attachments:
    - AQ/GHG Calculations
    - Transportation Impact Study
    - Cultural Resources Study
    - Biological Resources Technical Memo
    - Water, Sewer, Storm Drainage Memos
    - Tri-Colored Blackbird Memo
    - Urban Decay Analysis

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

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

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

Exhibit 4: Traffic Noise Assessment by Bollard Acoustical Consultants (May 10, 2021)

Exhibit 5: Mangini Ranch Phase 3 Access Evaluation Memo by Kimley-Horn (April 28, 2021)

FOLSOM RANCH, CENTRAL DISTRICT

# DESIGN GUIDELINES



May | 2015





PREPARED FOR:

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# VISION + INTRODUCTION





## PURPOSE AND OBJECTIVE

The Folsom Ranch, Central District Design Guidelines is a complementary document to the Folsom Plan Area Specific Plan and the Folsom Plan Area Specific Plan Community Guidelines. It is intended as an implementation tool for the residential development of Folsom Ranch, Central District, and provides the design framework for architecture, streetscene, and landscape to convey a master plan identity. These guidelines establish the pattern and intensity of development for Folsom Ranch, Central District to ensure a high-quality and aesthetically cohesive environment. While these guidelines establish the quality of architectural and landscape development for the master plan, they are not intended to prevent alternative designs and/or concepts that are compatible with the overall project theme.

As a regulatory tool, this guideline document will assist applicants in creating single-family residential neighborhoods that reflect the City's rich history, reinforce the sense of community, and utilize sustainable best practices. This document also provides the framework for design review approval of Folsom Ranch, Central District residential projects.

This document is intended to be used by builders and developers when designing their Master Plot Plans. Any project that is submitted to the Folsom Ranch, Central District Architectural Review Committee and the City must be reviewed for consistency with these design guidelines. The Folsom Ranch, Central District Architectural Review Committee and the City will review all designs, plans, and construction to ensure compliance with this document. (Refer to Section Four.) The project must then obtain Planning Commission approval under a design review approval process.

## Guiding Principles

The following guiding principles will guide the design of the Folsom Ranch, Central District to ensure quality development:

- Create a community that encourages interaction and evokes a “pride of place” where people want to live.
- Encourage linkages and connectivity through land use adjacencies, trails, and open space.
- Create a variety of walkable neighborhoods.
- Encourage physical, social, and economic diversity.
- Integrate environmentally responsible practices.

These Design Guidelines are interpretational and are, therefore, conceptual in nature. Any changes or deviations from these Design Guidelines can be discussed and negotiated with City staff. As a living document, the Guidelines can, over time, accommodate changes in lifestyles, consumer preferences, economic conditions, community desires, and the marketplace.

The architectural and landscape guidelines complement each other. Together they combine to form a distinctive master plan offering a high quality, sustainable environment, and a sense of identity.

## Context

In 2011, the City of Folsom adopted The Folsom Plan Area Specific Plan (FPASP) to guide development of approximately 3,500 acres of property south of U.S. Highway 50 (Plan Area) that was later annexed to the City of Folsom in early 2012 (refer to Figure 1.1 – Plan Area Location).



Folsom Ranch is strategically located in the center of the Plan Area and consists of approximately 1,700 acres of gently rolling terrain easily accessible from White Rock, Scott and Prairie City Roads as well as Highway 50 (refer to Figure 1.2). The property is home to much of the Plan Area oak woodlands as well as a 2.5 mile segment of Alder Creek and associated intermittent drainages and wetlands, which will be conserved in the extensive Folsom Ranch open space network.

As discussed in the FPASP, the Plan Area naturally divides into three distinct districts: the Southwest District, the Hillside District and the Central District, the majority of which is contained within the boundaries of Folsom Ranch (refer to Figure 1.3).

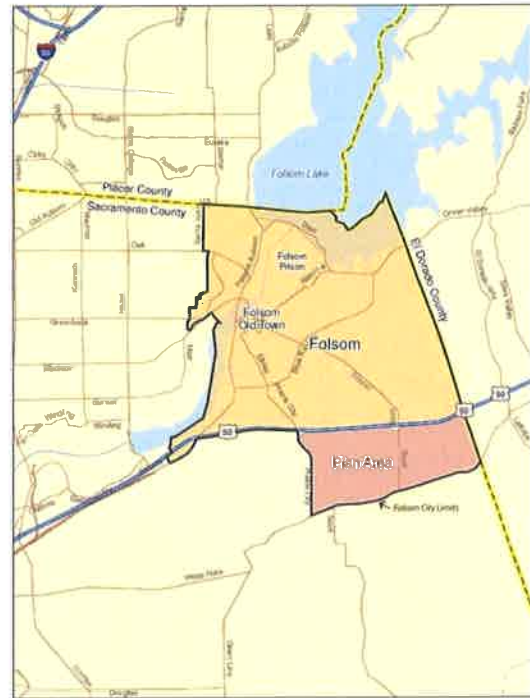


Figure 1.1. - Plan Area Location

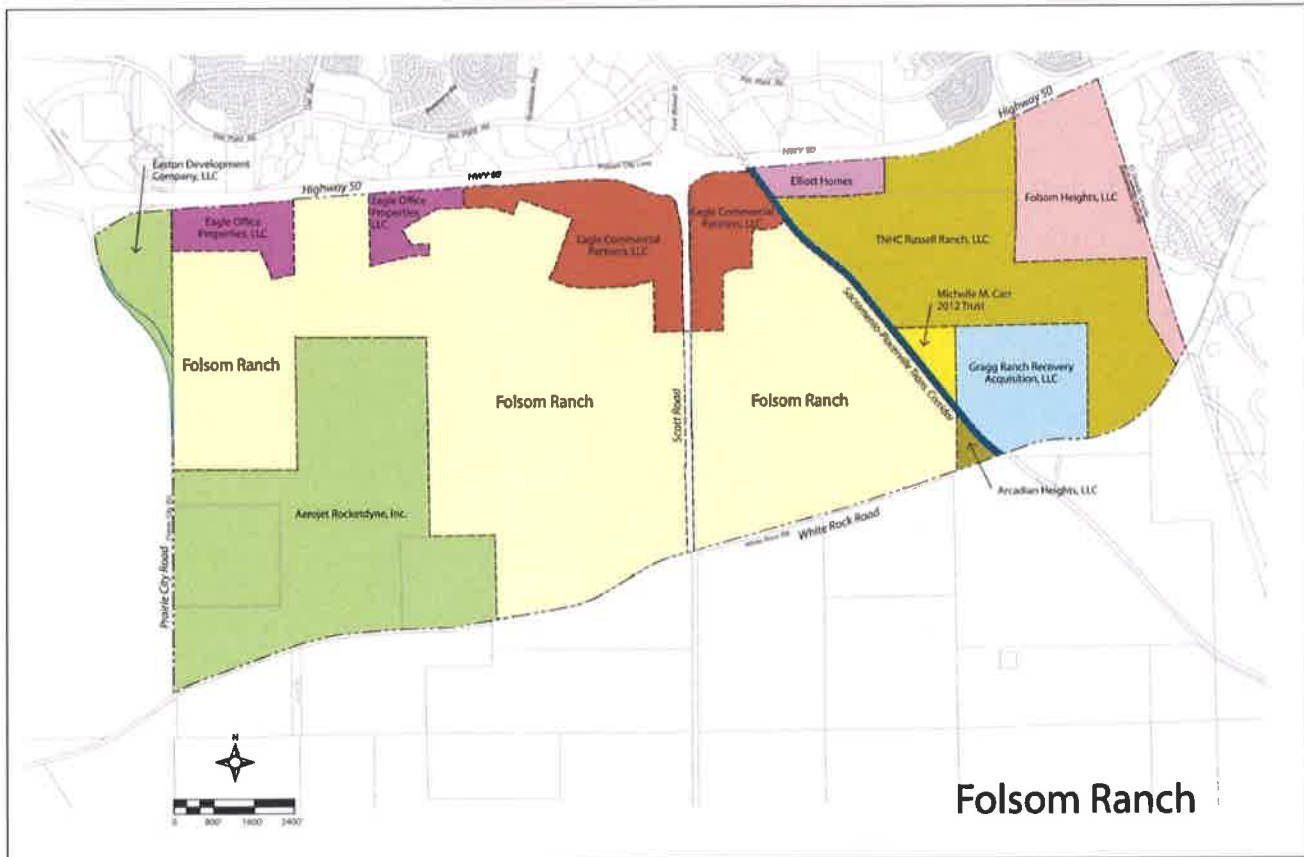


Figure 1.2. - Folsom Ranch Location



The Central District (primarily Folsom Ranch) will be the heart of the new community and its layout embodies the design principle of mixed compatible uses, developed in a compact pattern with access to alternative transportation modes. Consistent with the concept of interconnected streets, much of the road plan of Folsom Ranch, particularly in the Town Center, is based on a neo-traditional orthogonal system of “Complete Streets” featuring short blocks to slow traffic and provide multiple routes for pedestrian travel. Key design features of Folsom Ranch include the mixed-use Town Center, the regional transit corridor that traverses much of the Ranch, mixed-use neighborhood centers, community and neighborhood parks, schools, and an extensive open space system. Folsom Ranch offers a highly diversified mix of commercial, residential, public and quasi-public uses that will provide residents with multiple housing choices, job opportunities, and convenient access to schools and recreation.

When completed, Folsom Ranch will provide over 6,000 housing units, approximately 440,000 square feet of commercial space, three elementary schools and one combined middle/high school, a 26 acre community park, five neighborhood parks, a town center and entertainment district, and an extensive open space system with cycling and walking trails (refer to Table 1.1).

Land Use	Area (Ac)	DU	Bldg (SF)
SF	159	493	
SFHD	324	1,792	
MLD	196	1,769	
MMD	38	657	
MHD	41	1,005	
MU	59	681	205,962
CC	22		234,135
PQP	2		
PQP-SCHOOLS	111		
PARKS	57		
OS	611		
<b>Subtotal</b>	<b>1,620</b>	<b>6,397</b>	<b>440,087</b>
<b>Major Roads</b>	<b>99</b>		
<b>Total</b>	<b>1,719</b>		

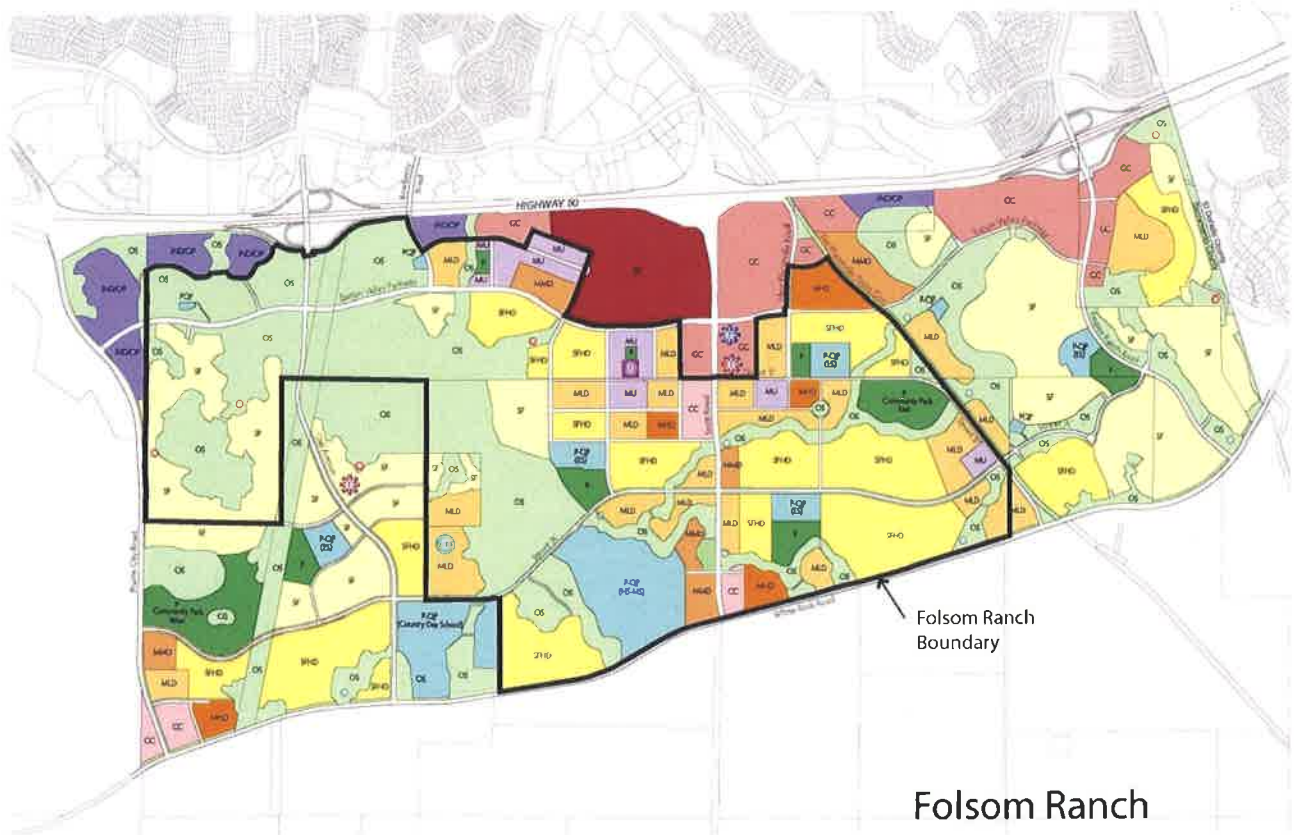


Figure 1.3. - Folsom Ranch Boundary and Land Use Plan







# 2

## ARCHITECTURAL DESIGN GUIDELINES

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## ARCHITECTURAL GUIDING PRINCIPLES

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

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

## GENERAL ARCHITECTURAL GUIDELINES

### Edge Conditions

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

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



## Roof Forms

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

The following roof design guidelines should also be considered:

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



## Corner Buildings

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

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



## Front Elevations

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

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

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



## Multi-family Entries

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

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



## Feature Windows

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

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

## Windows

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

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

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



Example of Feature Window



Example of Juliet Balcony



## Garage Door Treatments

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

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



Porte Cochere with garage at rear of house



## Street Facing Garages

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

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



## Alley Treatments

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

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

## Building Forms

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

## Architectural Projections

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

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

## Offset Massing Forms

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

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





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

### Floor Plan Plotting

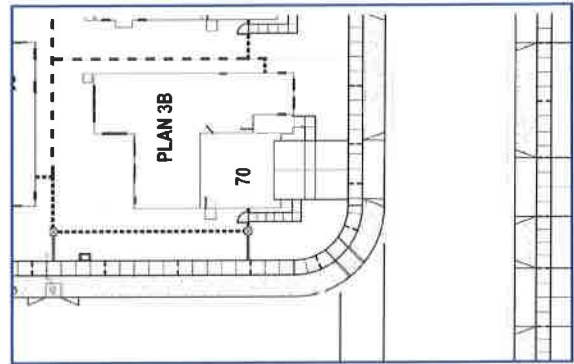
In each single-family detached neighborhood with a **minimum** of up to 80 homes, provide:

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

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

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

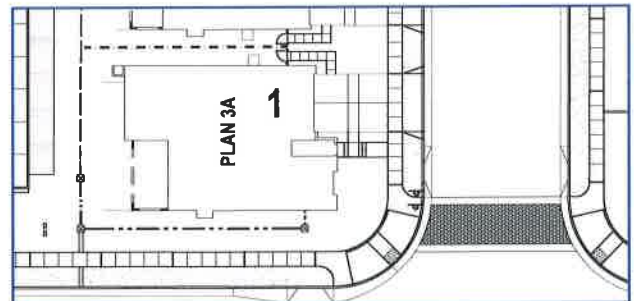
In each single-family detached neighborhood, street facing garages on corner lots at neighborhood entries shall be located on the side of the house furthest away from entry corner.



Example of undesirable Corner Lot Street Facing Garage Placement



Example of undesirable Corner Lot Street Facing Garage Placement



Example of preferred Corner Lot Plotting Garage Placement



Example of preferred Corner Lot Plotting Garage Placement



## Style Plotting

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

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

## Color Criteria

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

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



## Lower Height Elements

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

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



### Balconies

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

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



### Roof Considerations

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

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



## Outdoor Living Spaces

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

## Materials

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



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



## Exterior Structures

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

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

## Accessory Structures

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



## Lighting

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

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

## Address Numbers

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



## RESIDENTIAL ARCHITECTURAL STYLES

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

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

### **ARCHITECTURAL THEME: CALIFORNIA HERITAGE**

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

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

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

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

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

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



## ITALIAN VILLA

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

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

### *Italian Villa Style Elements:*

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



Example of Italian Villa Architecture



Example of Italian Villa Architecture



Example of Italian Villa Architecture



## SPANISH COLONIAL

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

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

### *Spanish Colonial Style Elements:*

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



Example of Spanish Colonial Architecture



Example of Spanish Colonial Architecture



Example of Spanish Colonial Architecture





## MONTEREY

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

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

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

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



Example of Monterey Architecture

### Monterey Style Elements:

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



Example of Monterey Architecture



## WESTERN FARMHOUSE

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

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

### *Western Farmhouse Style Elements:*

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



Example of Western Farmhouse Architecture



Example of Western Farmhouse Architecture



Example of Western Farmhouse Architecture



## EUROPEAN COTTAGE

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

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

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

### *European Cottage Style Elements:*

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



Example of European Cottage Architecture



Example of European Cottage Architecture



## CRAFTSMAN

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

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



Example of Craftsman Architecture

### *Craftsman Style Elements:*

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



Example of Craftsman Architecture



## EARLY CALIFORNIA RANCH

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

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

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

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



Example of California Ranch Architecture

## California Ranch Style Elements:

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



Example of California Ranch Architecture



## AMERICAN TRADITIONAL

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

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

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



Example of American Traditional Architecture



Example of American Traditional Architecture

### *American Traditional Style Elements:*

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



Example of American Traditional Architecture









# 3

## LANDSCAPE DESIGN GUIDELINES

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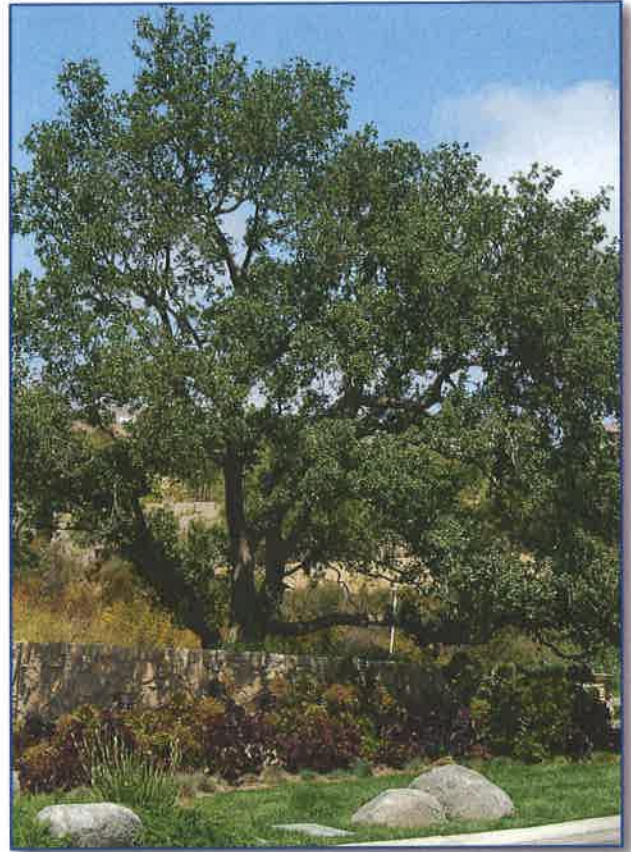


## GUIDING LANDSCAPE DESIGN PRINCIPLES

### Sustainable Landscape Design

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

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



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



Example of Drip Irrigation Before Mulch



## COMMUNITY DESIGN THEME/ LANDSCAPE CHARACTER

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

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

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

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



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

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

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

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



- Walls and Fences
- Landscaping/ Plant Palette

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



Example of Park and Open Space Concept



## COMMUNITY IDENTITY PLAN MONUMENTATION

Appropriate community, mixed-use areas and residential neighborhood thematic identification is important in establishing a new community and maintaining the overall Folsom Ranch, Central District theme, as well as providing a system for identifying community development and giving directional information to residents and visitors. A general conceptual Community Identity Signage/Monumentation Key Program has been provided herein.

Entry monument signage, through decorative typefaces and symbolic graphics, will inform the visitor that they are entering a planned community. Project and neighborhood signage will direct visitors who have entered the Folsom Ranch, Central District towards the distinct community components and amenities. Monument signage will be consistent with the character of the project, but flexible enough to respond to individual project contexts. Logos, type styles, color schemes, and architectural features should be consistent throughout the area being identified. Monument signs may vary in size and detail in a manner that reflects their relative importance within the signage hierarchy, but will incorporate all the materials proposed within the major community monumentation.

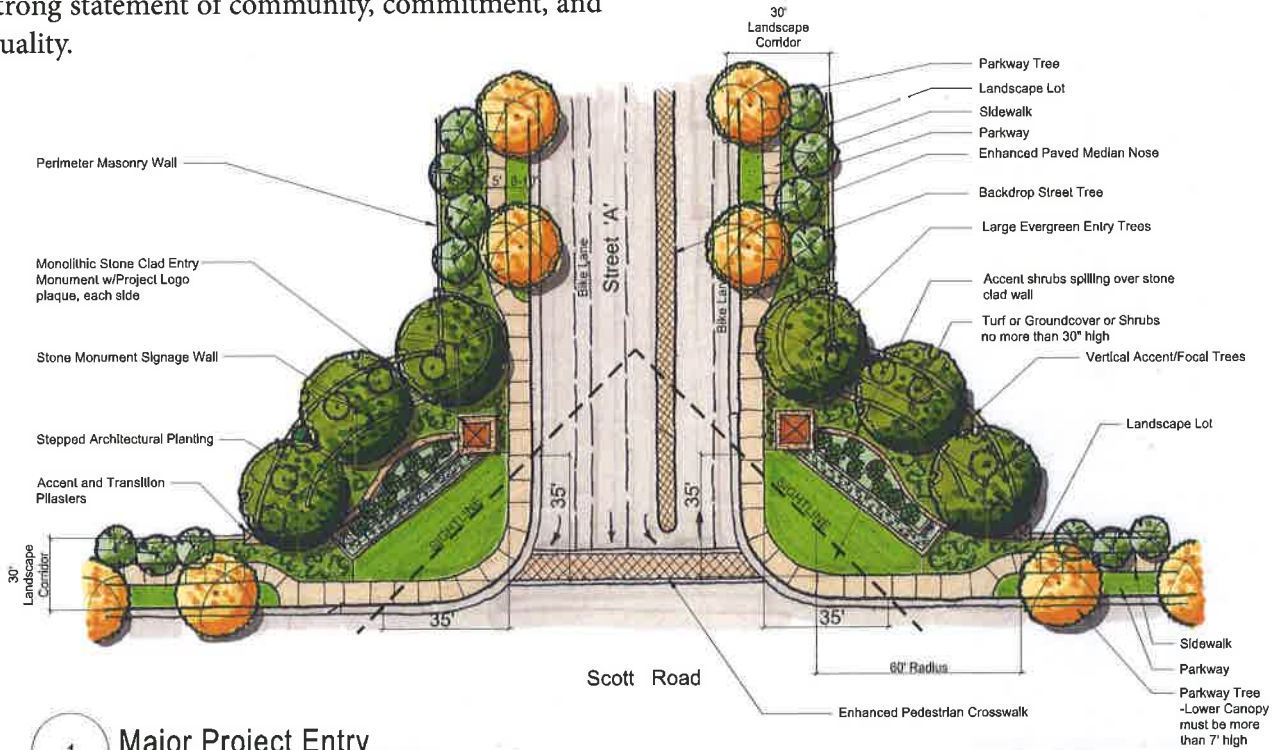
### Materials:

- Dry Stacked Stone Pilasters and Walls or manufacturers stacked stone product application.
- Precast Concrete Pilaster Caps
- Precast Concrete Wall Caps
- Specimen Trees with complementary plant material selections



## Major Project Entry

The Major Project Entry Monumentation will be the landmark of the new community and establish a unifying community identity while providing a strong statement of community, commitment, and quality.



1 Major Project Entry  
Identity Entrances for the Overall Project

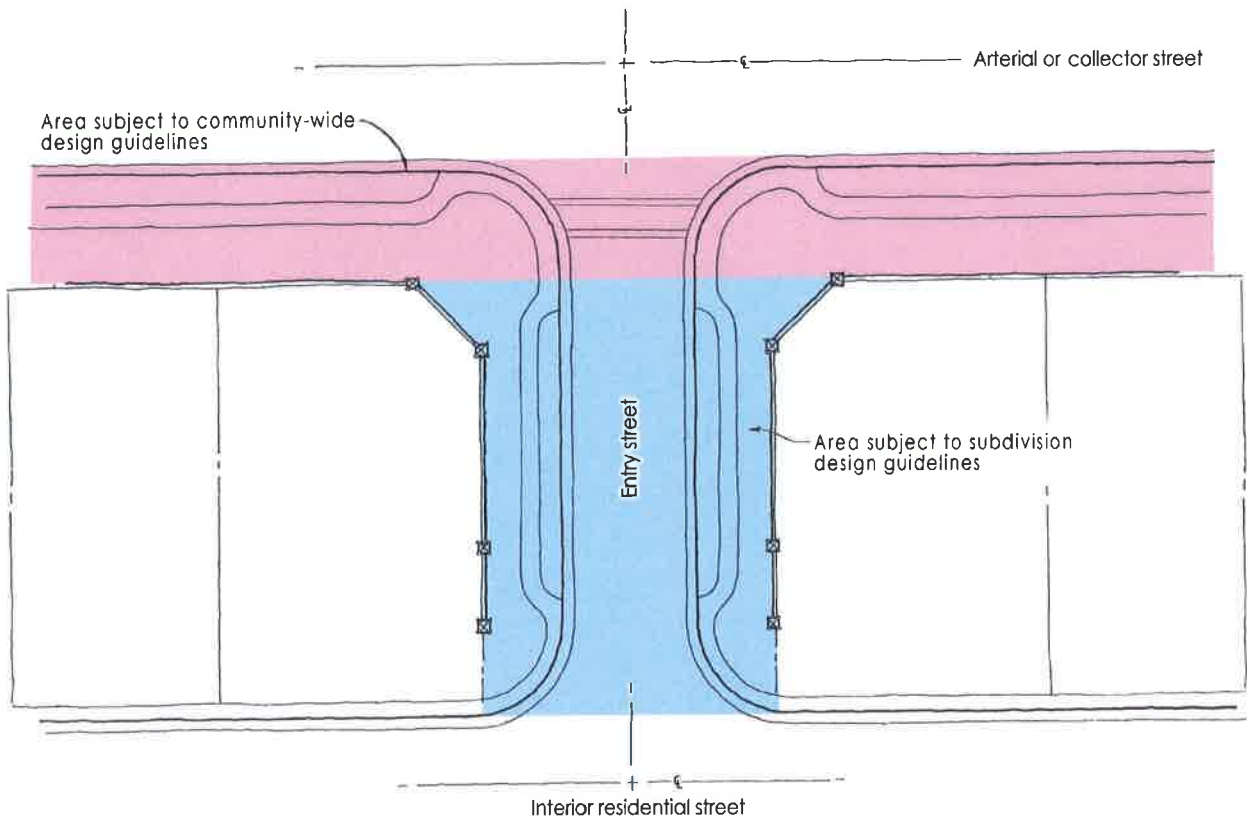




## Subdivision Entry Design, Geometry & Entry Options

Primary Neighborhood Entry Signage will be used to identify the various residential neighborhood entry points within the Folsom Ranch, Central District community. The entry signage monument incorporates design elements of stone, precast concrete capping, large focal trees with vertical accent trees supporting entry statement, groundcover/shrub planting, annual color and enhanced paving.

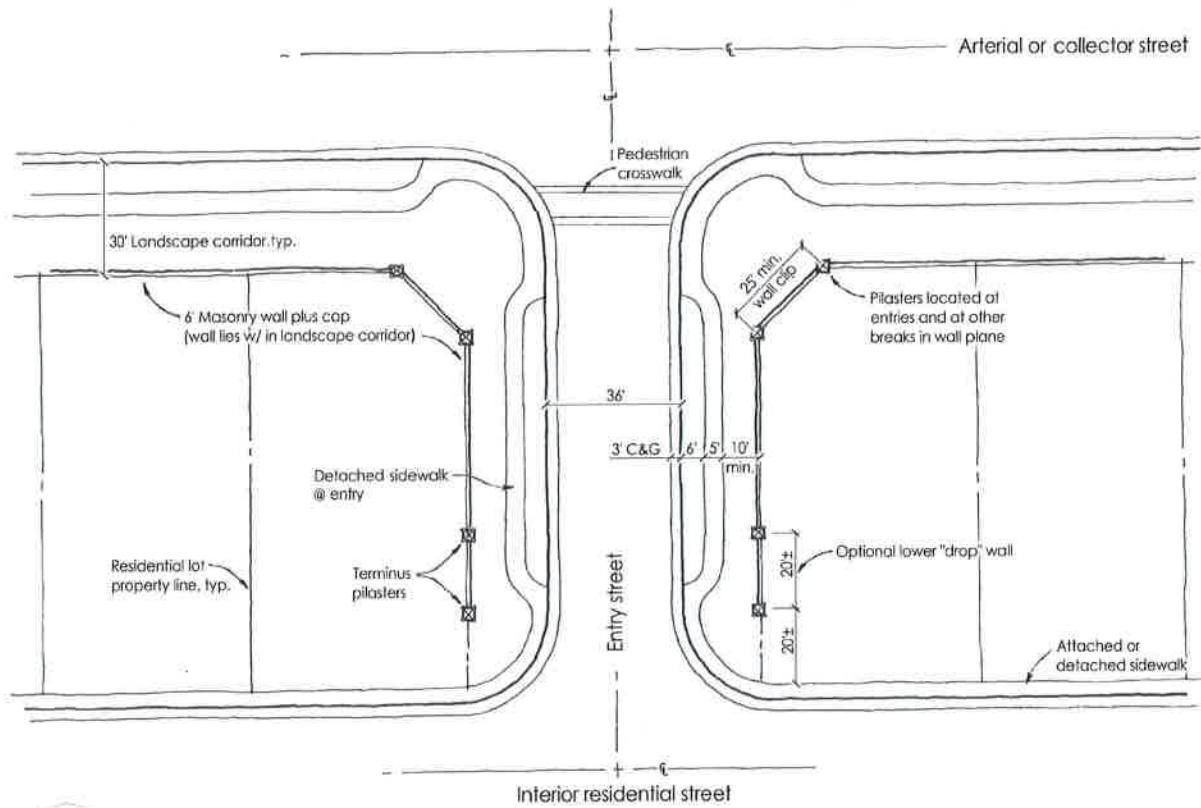
Masonry wall and pilasters are to be of a uniform or complimentary design of material and color throughout. Where possible, place one story homes or homes with one story roof element on lots adjacent to entry streets. Typically, these lots will need to be wider to accommodate one story.



2

### Subdivision Entry Design & Geometry Application of Design Guidelines



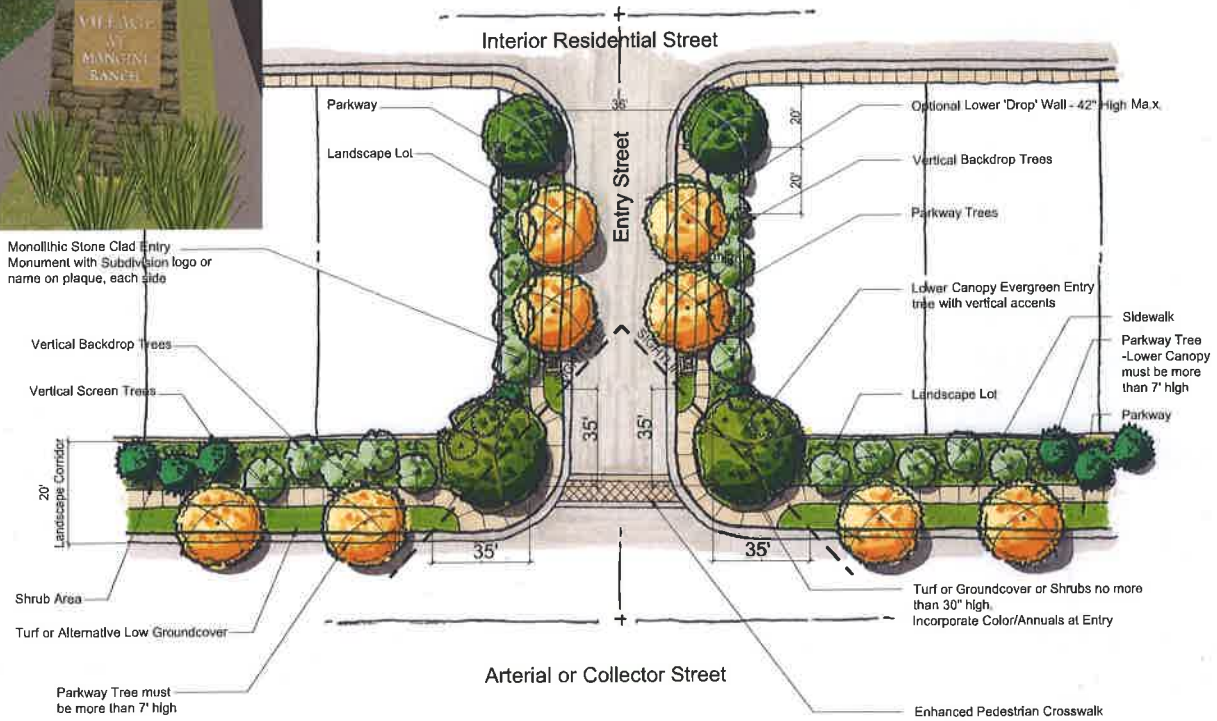


3 Subdivision Entry Design & Geometry  
Standard Condition





Monolithic Stone Clad Entry Monument with Subdivision logo or name on plaque, each side



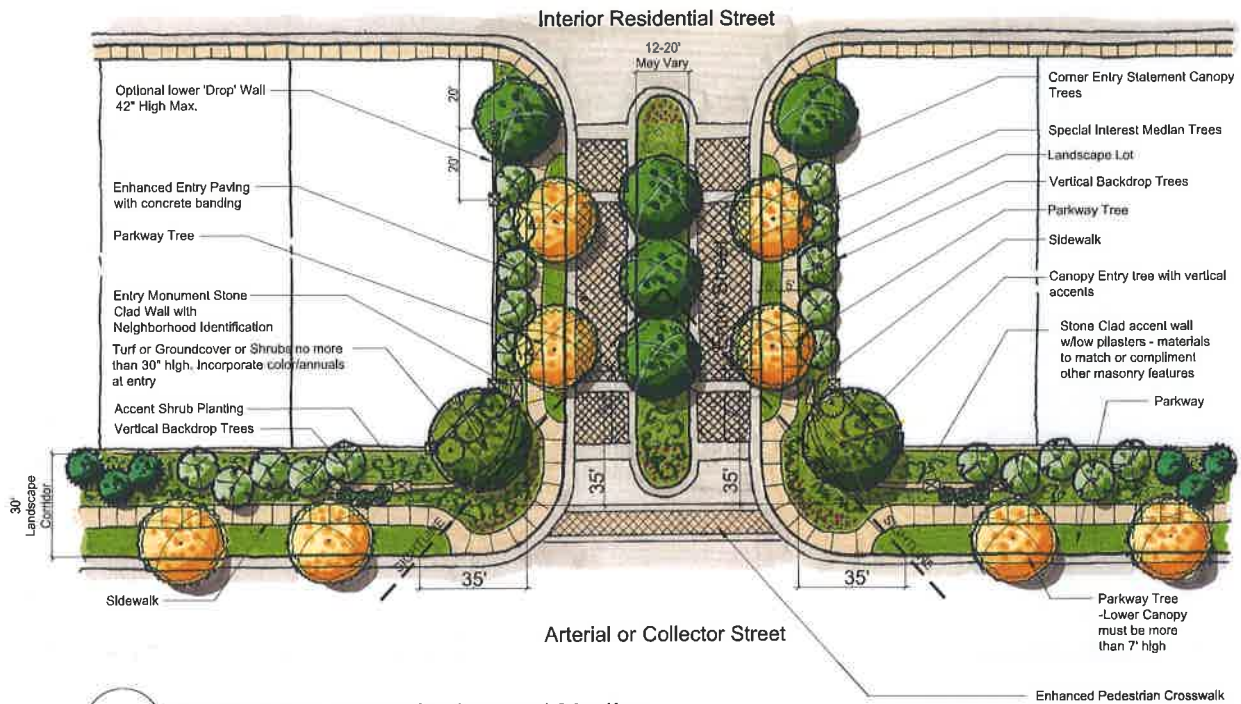
4 Subdivision Entry Landscape Concept Standard Condition





5 Subdivision Entry Options  
Enhanced Condition





6 Subdivision Entry Options w/ Median Enhanced Condition





## STREETSCAPE PLANS/ SECTIONS

Several streetscape applications are proposed within the Folsom Ranch, Central District development, as shown within this section, Streetscape Key Map for Phase One Development. As illustrated in the following exhibits, a hierarchy of streetscapes within Phase One is provided and distinctive landscape treatments are planned for each roadway. Landscape and hardscape treatments include elements such as landscaped medians, sidewalks, enhanced paving at pedestrian crossings and primary/secondary entries, bike trails, and parkway trees to enhance roadways. The main road will feature such landscape elements as signage, street furniture, and a predominant plant palette consisting of canopy trees on corner treatments and parkways,

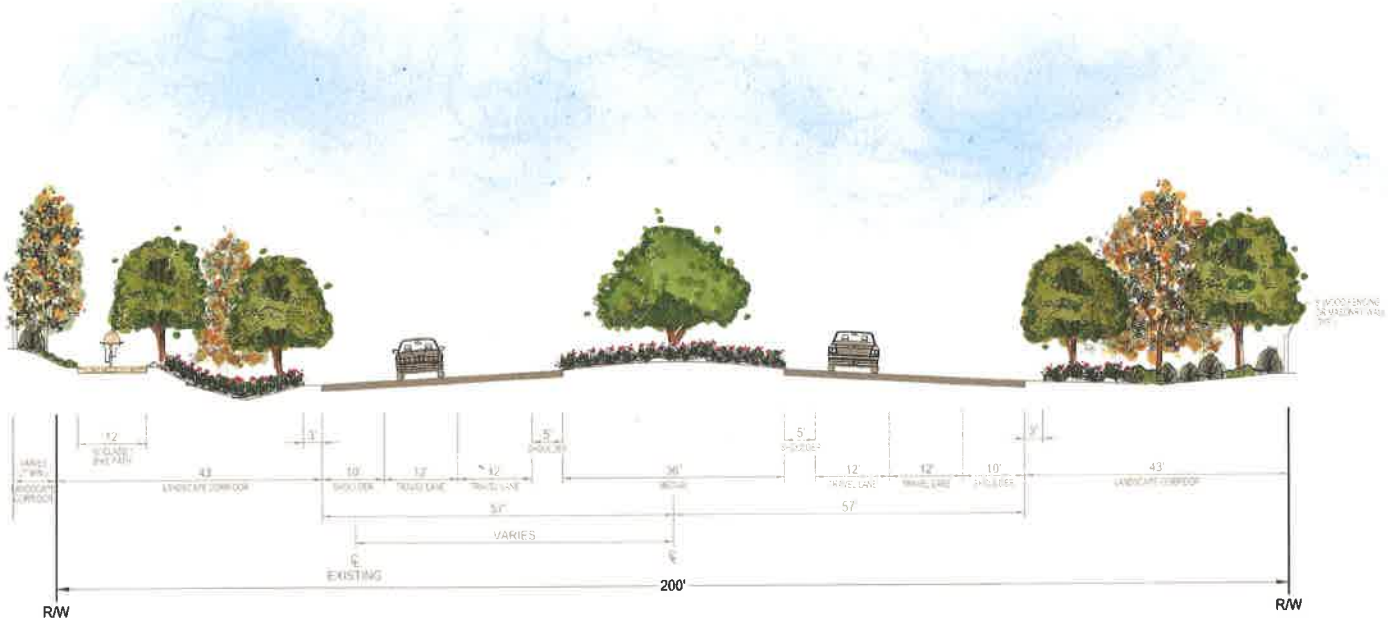


center medians where space allows, and vertical trees as backdrops within landscape lots. The use of enhanced paving is strongly encouraged. Some roadway improvements shall occur in phases. Street Sections 'A' through 'C' are for ultimate build-out. Streetscapes and Landscape Treatments for Phase One are provided as follows:

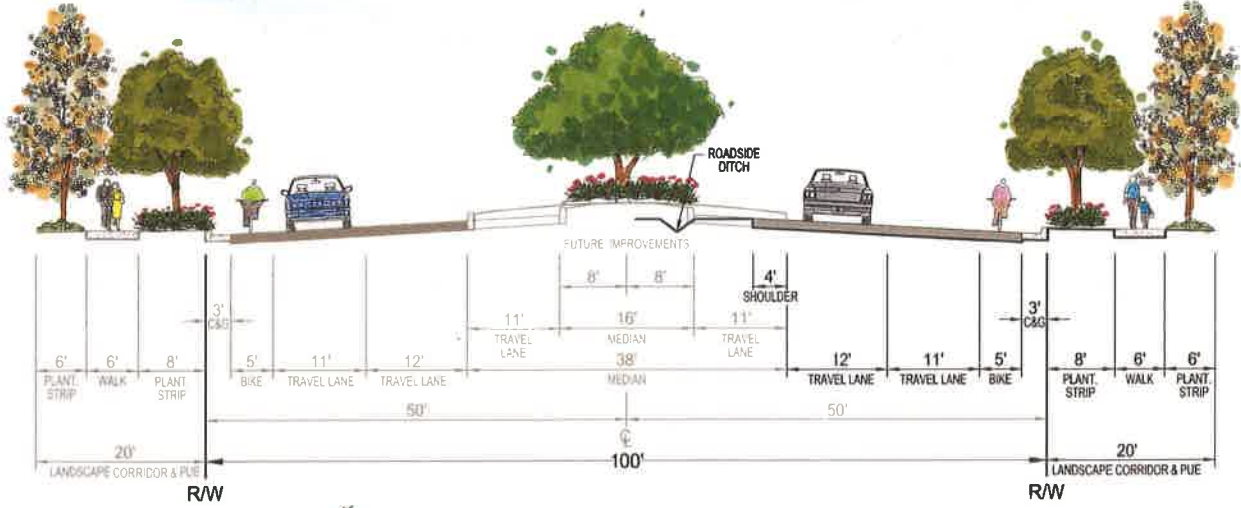


Street Section Keymap for Phase One





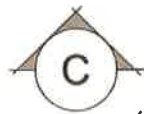
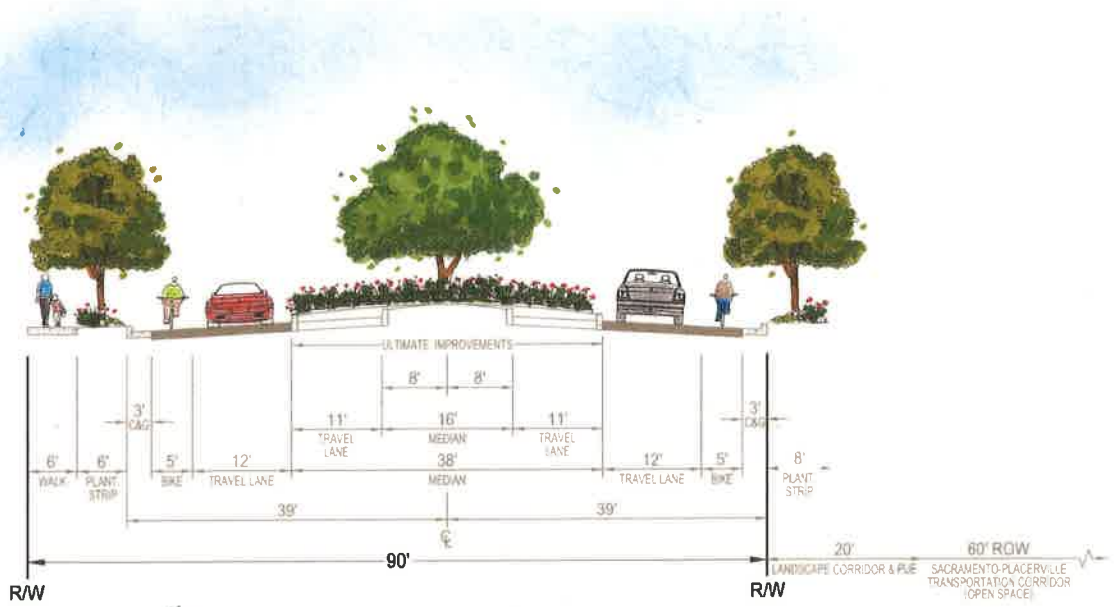
**A** 200' RIGHT-OF-WAY  
 White Rock Road  
 (Future JPA Regional Connector - By others)  
 N.T.S.



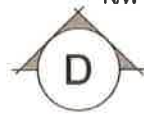
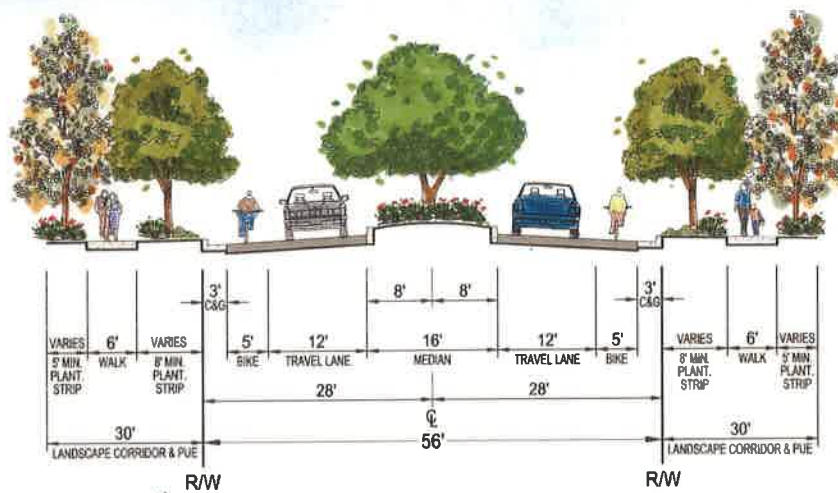
**B** 100' RIGHT-OF-WAY  
 Scott Road  
 N.T.S.





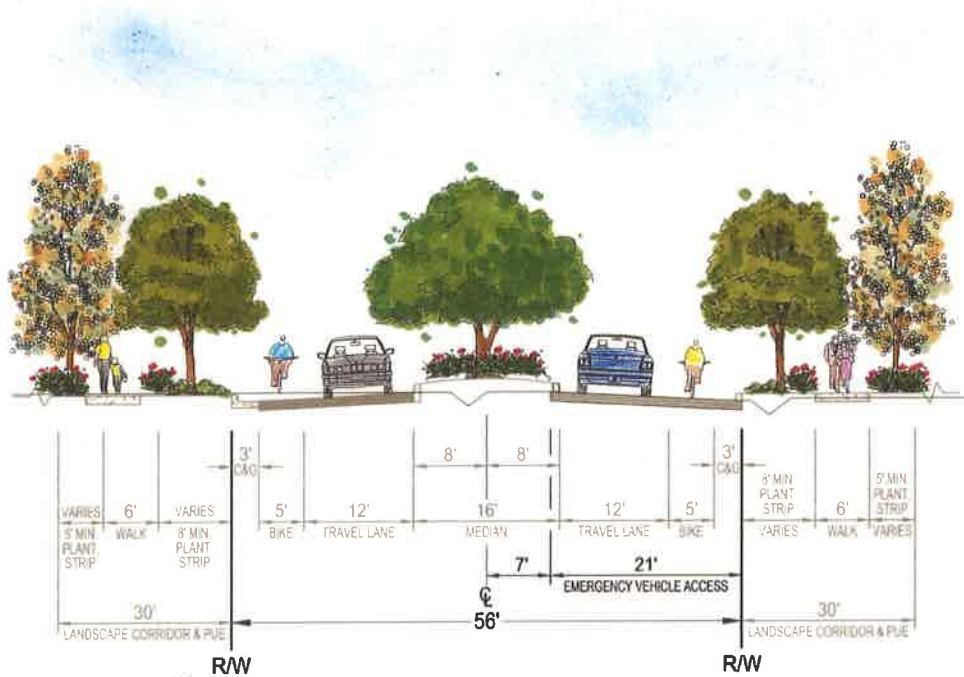


**90' RIGHT-OF-WAY**  
**Street 'B'**  
 (Future Improvements - By Others)  
 N.T.S.

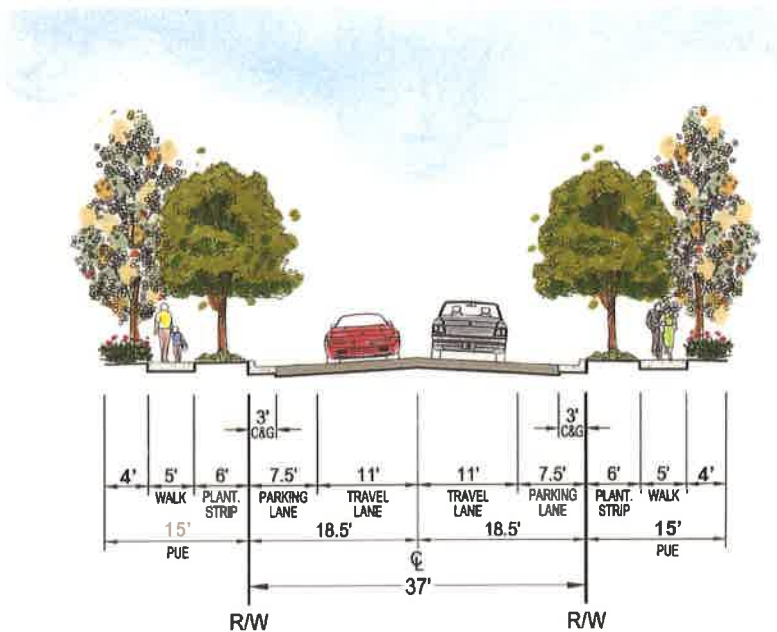


**56' RIGHT-OF-WAY**  
**Street 'A'**  
 N.T.S.



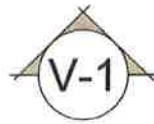
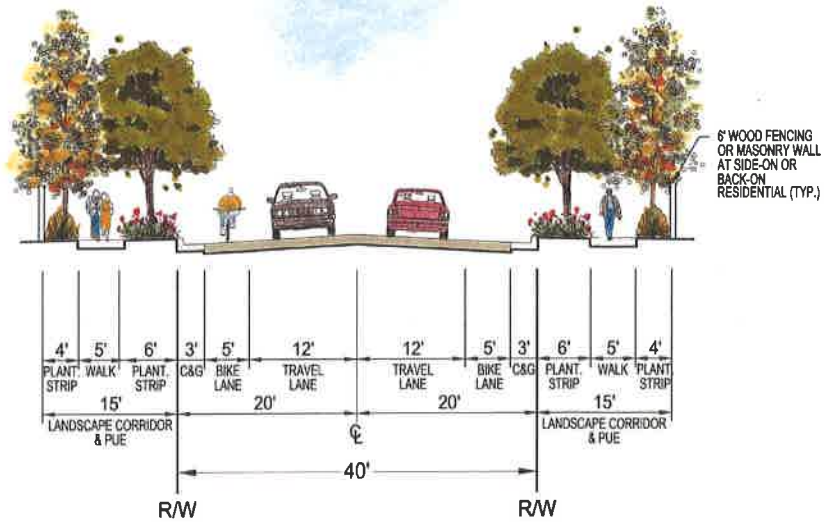


**D-1** 56' RIGHT-OF-WAY  
Emergency Vehicle Access / Street 'A'  
N.T.S.



**V** 37' RIGHT-OF-WAY  
Local Street  
N.T.S.

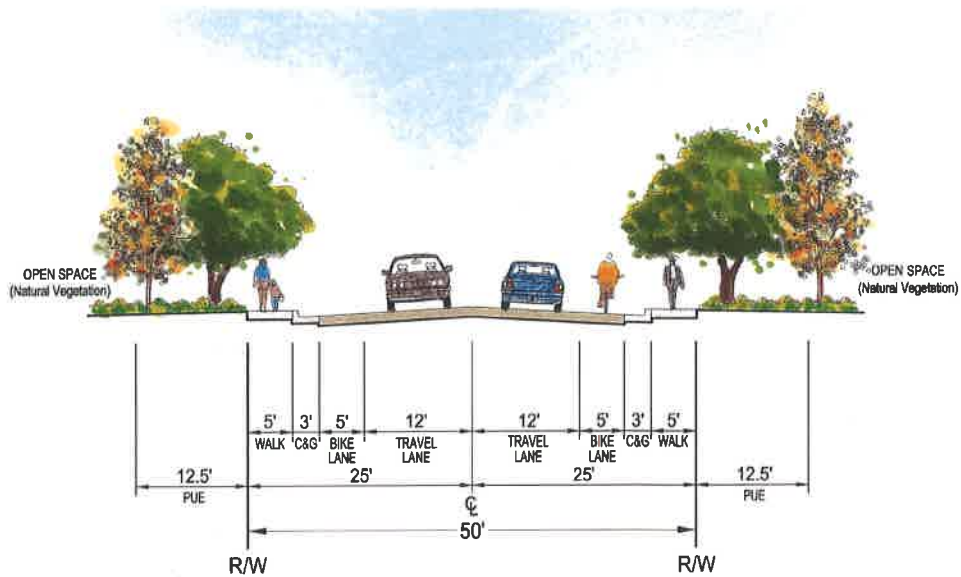




**40' RIGHT-OF-WAY**

Minor Collector  
With Class II Bike Lanes  
(No Parking)

N.T.S.

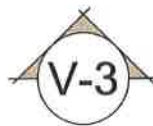
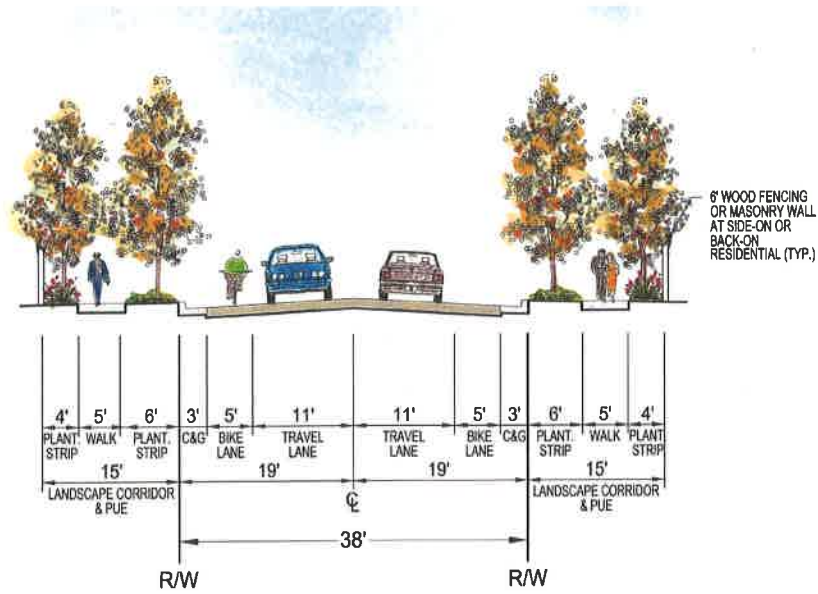


**50' RIGHT-OF-WAY**

Minor Collector - Attached Sidewalk  
With Class II Bike Lanes  
(No Parking)

N.T.S.

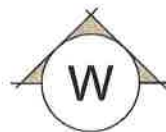
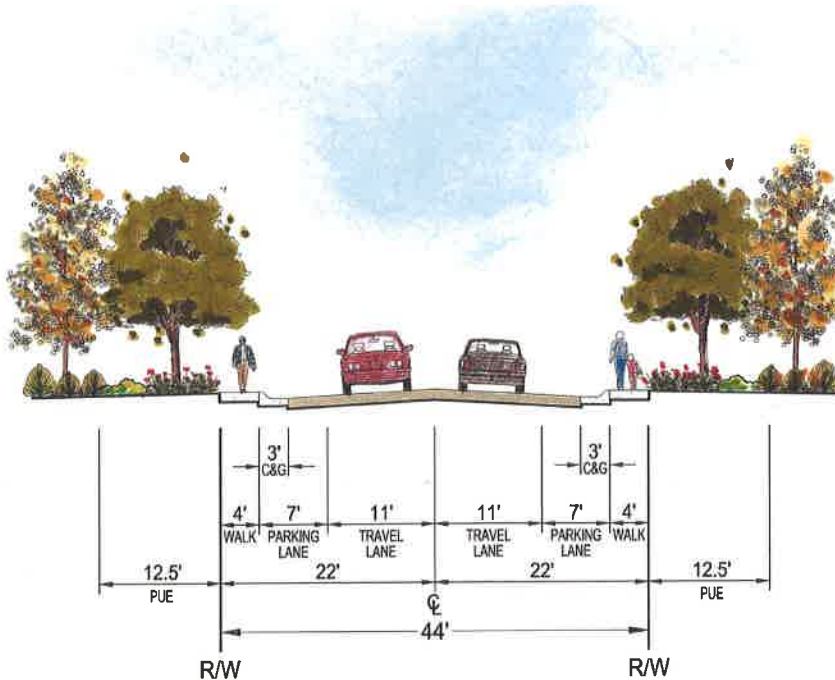




**38' RIGHT-OF-WAY**

**Local Street  
With Class II Bike Lanes  
(No Parking)**

N.T.S.

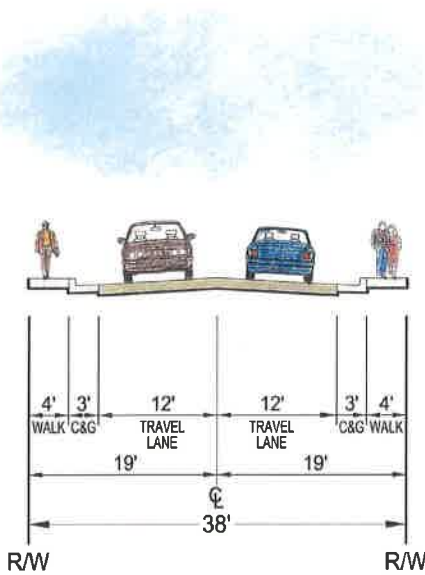


**44' RIGHT-OF-WAY**

**Local Street - Attached Sidewalk**

N.T.S.

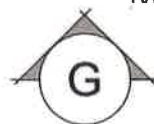
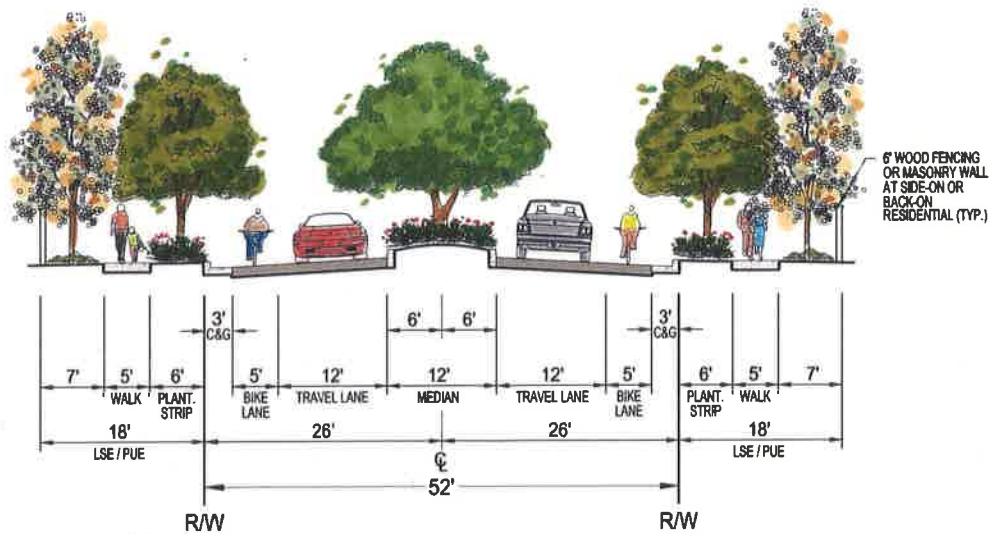




**38' RIGHT-OF-WAY**

Local Street - Attached Sidewalk  
(at Creek Crossing)  
(No Parking)

N.T.S.



**52' RIGHT-OF-WAY**

Divided Entry  
(no parking)

N.T.S.

6" WOOD FENCING  
OR MASONRY WALL  
AT SIDE-ON OR  
BACK-ON  
RESIDENTIAL (TYP.)



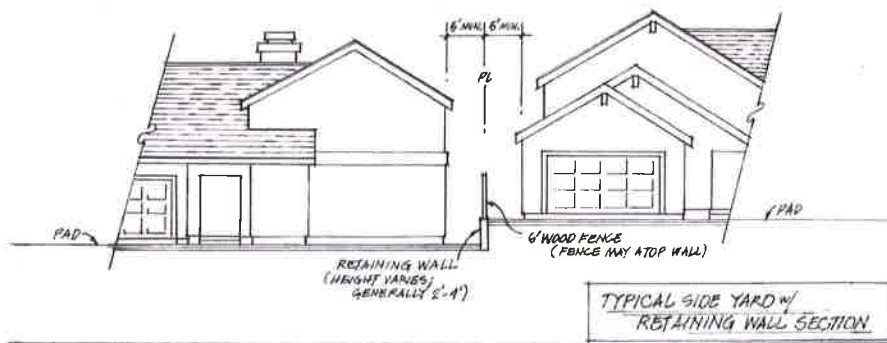
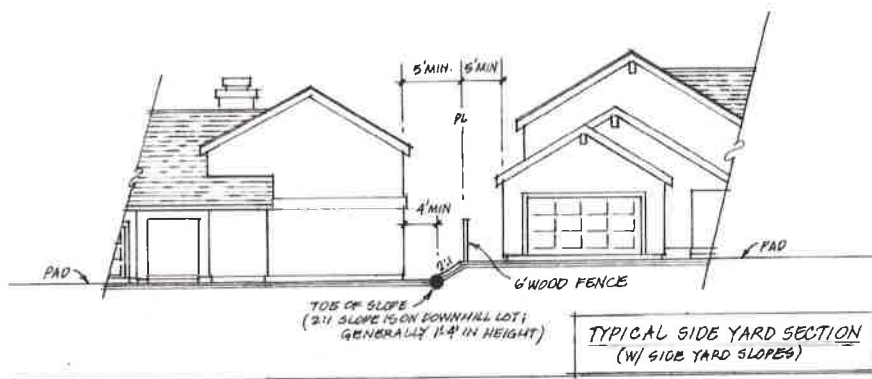
## GRADING CRITERIA

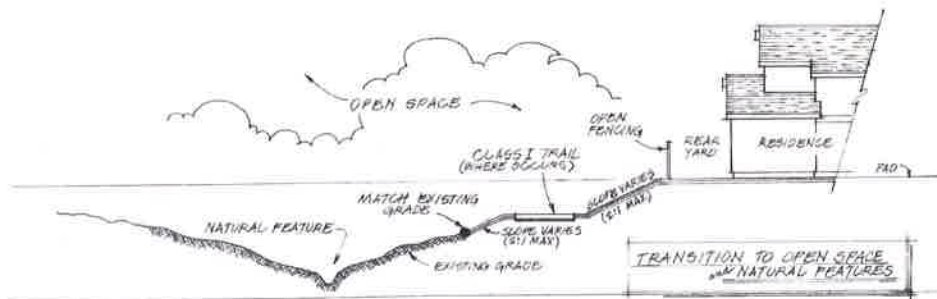
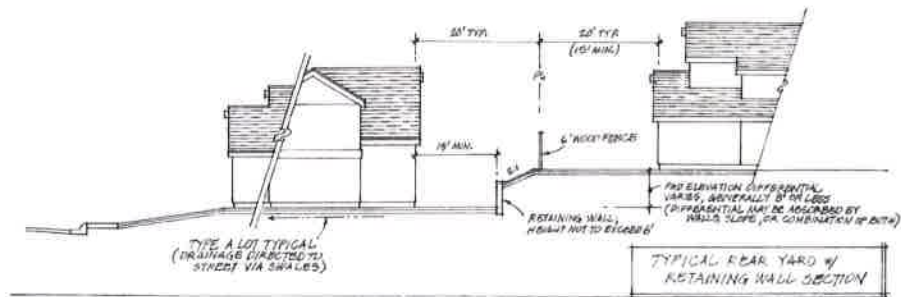
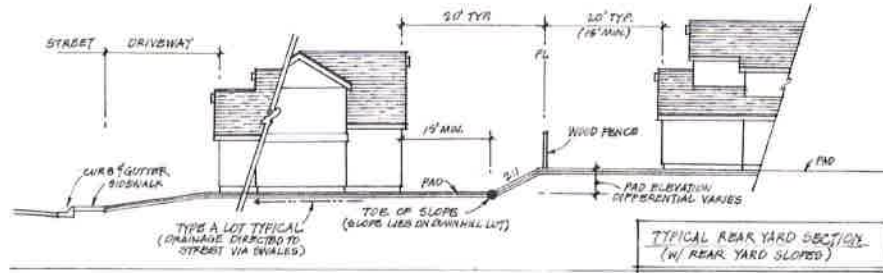
The topography of the Folsom Ranch, Central District is generally gently sloping ground. Slope varies from less than 1% to 6% with a few exceptions of isolated steeper slopes along Alder Creek and its tributaries. Mass grading will be done in a comprehensive manner to create flat building pads to accommodate development while preserving certain natural features

Grading will be conventional grading which consists of uniform slope gradients with angular slope intersections and pad configurations which are rectangular. Transitions zones from the development area to the natural drainage features will vary in slope steepness when there is sufficient land areas to accomplish the grade change. All single family building sites will drain to their public street frontage (Type A drainage).

Slopes between lots vary from less than 1 foot to several feet side to side and generally 1-4 feet between the rears of lots. In several instances the grade difference along the rear of the lots will be as much as approximately 8 feet. Grade differences between building sites will be accomplished with 2:1 slopes and in some instances retaining walls up to 6 feet in height. The slope will be achieved on the lower of the building sites. In all cases, level side yard area of a minimum of 4 feet will be maintained and in the rear yard a minimum of 15 feet level will be maintained. Setbacks will be established to accommodate such requirements.

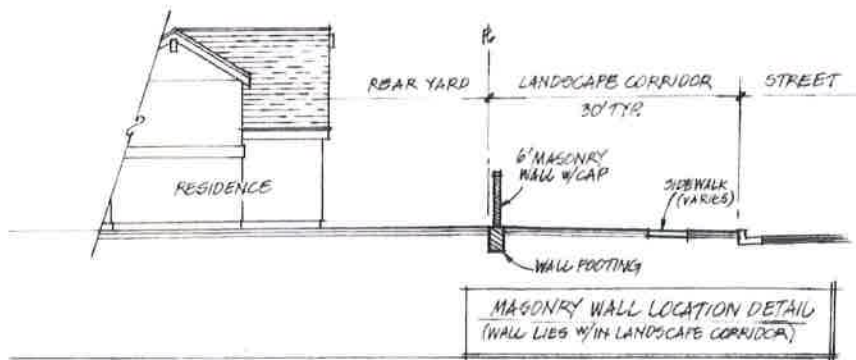
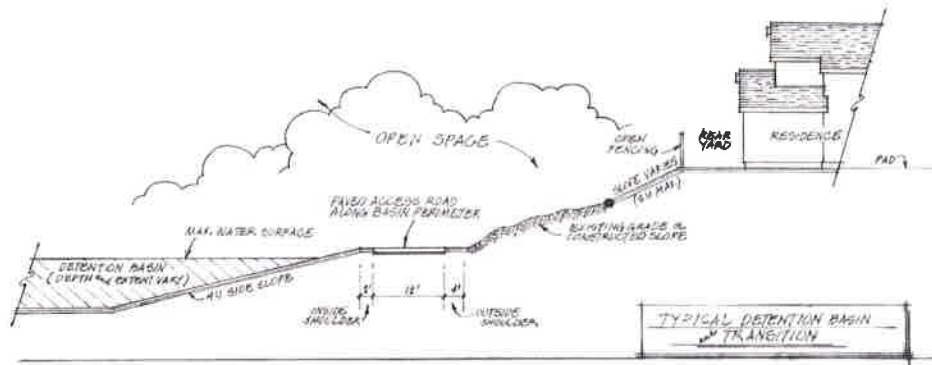
The site will contain several storm detention and water quality basins. These features will be graded with generally modest side slopes to provide a safe transition from the edge or adjacent trail to the bottom. These basins will be separated from the development edge or Class 1 trails with bollards, post and cable, or open style fencing.





Slopes, Walls, and Transitions





Slopes, Walls, and Transitions





## LID Measures

Various Low Impact Design (LID) strategies can be incorporated into the design of each of the individual developments within the Plan Area, if desired. However, the hydromodification and water quality facilities proposed in the SDMP are adequate in accommodate site development without the need to utilize site-based LID strategies.

Using small, economical landscape features, LID techniques work as a system to slow, filter, evaporate, and infiltrate surface runoff at the source. LID design calculations for a reduction in the required water quality and hydromodification volumes have not been incorporated for the Folsom Plan Area Storm Drainage Master Plan, but may be included in future drainage studies prepared for small lot tentative map approvals within the Plan Area.

LID strategies to address water quality fall under the two broad categories of **Practices** and **Site Design**. The most common concepts are summarized below:

### Practices:

Basic LID strategy for handling runoff is to (1) reduce the volume of runoff and (2) decentralize flows. Common methods include:

- **Bio-retention cells** typically consist of grass buffers, sand beds, a ponding area for excess runoff storage, organic layers, planting soil, and vegetation.
- **Vegetated swales** function as alternatives to curb and gutter systems, usually along residential streets or highways. They use grasses or other vegetation to reduce runoff velocity and allow filtration, while high volume flows are channeled away safely to a larger water quality management facility.
- **Filter strips** can be designed as landscape features within parking lots or other areas, to collect flow from large impervious surfaces. They may direct water into vegetated areas or special sand filters that capture pollutants and gradually discharge water over a period of time.
- **Disconnected impervious areas** direct water flows collected from structures, driveways, or street sections, into separate localized detention cells instead of combining it in drain pipes with other runoff.
- **Cistern collection systems** can be designed to store rainwater for dry-period irrigation, rather than channeling it to streams. Smaller tanks that collect residential roof drainage are often called “rain barrels” and may be installed by individual homeowners. Some collection systems are designed to be installed directly under permeable paving areas, allowing maximum water storage capacity while eliminating the need for gravel beds.



## Site Design:

- **Decreasing Impervious Surfaces** can be a simple strategy to address water quality and avoid problems from storm water runoff and water table depletion, by reducing surfaces that prevent natural filtration. Methods may include reducing roadway surfaces, permeable pavement surfacing, and vegetative roof systems.
- **Planning site layout and grading to natural land contours** can minimize grading costs and retain a greater percentage of the land's natural hydrology. Contours which function as filtration basins can be retained or enhanced for water quality and quantity, and incorporated into the landscaping design.
- **Natural Resource Preservation and Xeriscapes** can be used to minimize the need for irrigation systems and enhance property values.
- **Clustering Homes** on slightly smaller lot areas can allow more preserved open space to be used for recreation, visual aesthetics, and wildlife habitat.

Specific LID strategies that could be used to fulfill the current and future requirements for storm water quality treatment and hydromodification may include the following potential LID measures:

## Site Design Measures:

- Protect slopes, channels and other areas particularly susceptible to erosion and sediment loss.
- Maximize the protection of natural drainage features and vegetation.
- Minimize impervious areas and break up or disconnect the flow of runoff over impervious surfaces.
- Provide low maintenance landscaping that encourages retention and planting of native vegetation and minimizes the use of lawns, fertilizers, and pesticides.
- Provide vegetated open-channel conveyance systems discharge into and through stable vegetated areas.
- Install LID stormwater planters.
- Separate sidewalks from street curb and gutters.
- Install drought tolerant and storm water appropriate planting.



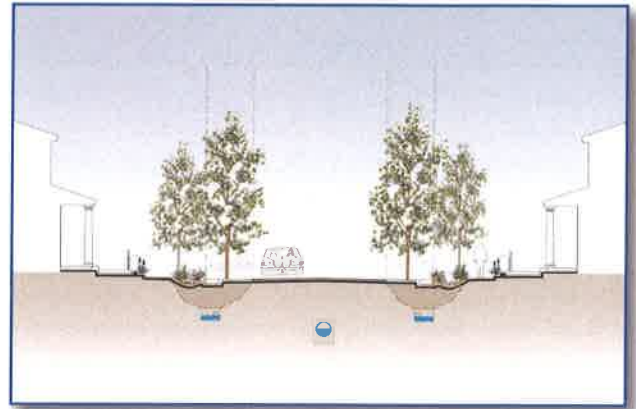
**Source Control Measures**

- Storm Drain Stenciling and Signage
- Outdoor Material Storage Area Design
- Outdoor Trash Storage Area Design
- Loading/Unloading Area Design
- Vehicle and Equipment Wash Area

**Treatment Control Measures**

- Bio-Swales
- Grass Swales
- Wet Pond
- Stormwater Planter
- Pervious Pavements
- Grass Filter Strips

The Storm Drainage Master Plan suggests a pragmatic approach be utilized in the selection of technically appropriate and aesthetically pleasing LID measures in accordance with the good engineering and planning practices. Specific LID measures should be selected on the basis of being both practical and cost effective.

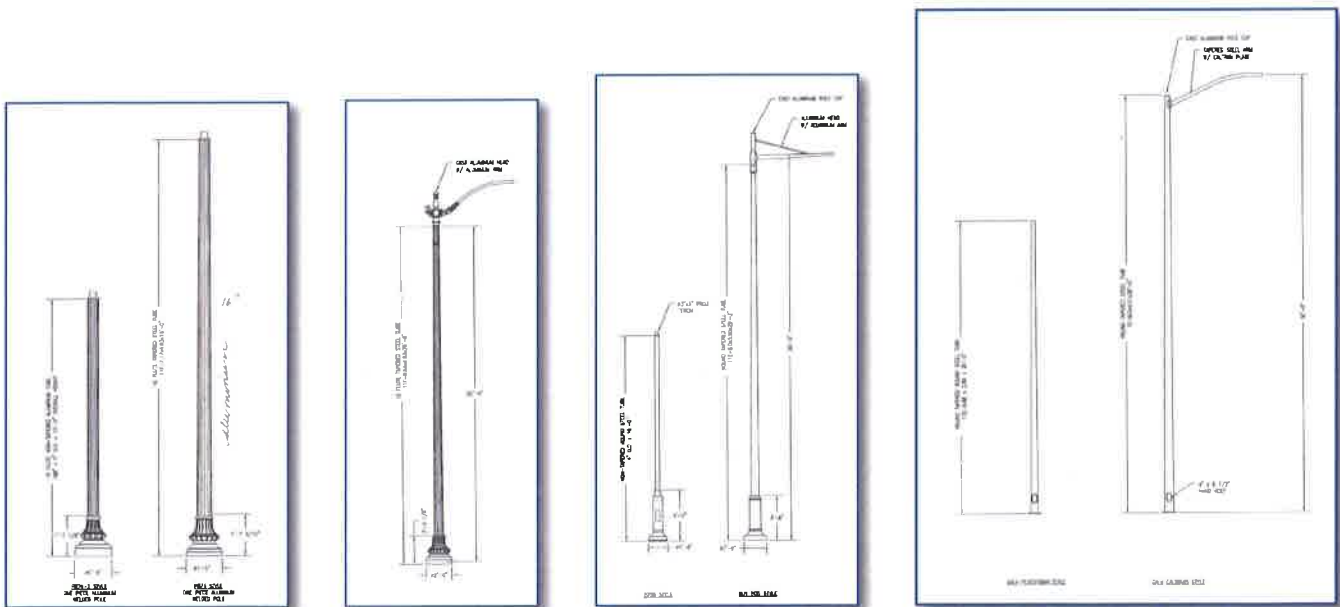


## LIGHTING GUIDELINES

The site furnishings and lighting will be used to enhance, unify and reinforce the character of the overall site design. The site furnishings and lighting shall be made of natural materials/elements that can be tied to the color and texture of the proposed monuments, walls/fences and architecture.

Lighting shall incorporate the following written guidelines and design imagery.

- All exterior light fixtures and fixture placement shall comply to the standards specified in the City’s design documents. Use of LED technology is required.
- Streets and intersections should be well lighted in accordance with the City standard illumination levels. Low-level lighting for pedestrian safety should be installed where appropriate. Intersections should have increased light levels for definition and to mitigate automobile/ pedestrian conflicts.
- Accent lights should be installed at all primary entry monuments, secondary monuments, and park/ trail monuments.
- Street lights shall conform to the overall project theme and City standards. Use of LED technology is required.
- All water features and landscaping should be subdued and indirect to prevent spill over onto adjacent lots and streets.
- The type and location of building lighting should preclude direct glare onto adjacent property, streets and skyward by the use and application of shields
- Pedestrian scale fixtures are encouraged over “high mast” poles.
- Consistent lighting fixtures shall be used throughout Folsom Ranch, Central District to enhance community character.
- Light rays shall be confined on-site through orientation, the use of shading/directional controls, and/or landscape treatment.
- No tree to be planted within 20 feet of a light standard.



Proposed Light Standard Options from the City of Folsom (Heads to be selected per City of Folsom)



Lighting within development areas adjacent to Open Space Districts shall comply with the following “dark sky” lighting regulations:

1. Flood lamp shielding and/or City-approved “dark sky” light fixtures/bulbs shall be used in developed areas to reduce the amount of stray lighting into natural resource areas.
2. Direct lighting rays shall be confined to the respective residential, resort, commercial, or common area lots upon which the exterior lights are to be installed so that adjacent Open Space Districts are protected from any significant light spillage, intrusion, and glare.
3. No skyward casting lighting shall be allowed in development areas adjacent to Open Space Districts.

## STREET FURNITURE GUIDELINES

Site furnishings including, but not limited to, tables, benches, and trash receptacles will be metal and/or concrete. The wood shall be stained to maintain a natural appearance.

### Materials: (Custom)

- Seat walls with stone.
- Concrete or brick wall capping.
- Varied paving materials, including stone, concrete, decomposed granite, and concrete pavers.
- Wood or metal overhead structures.

### Materials: (Design Standards)

- Trash receptacles with metal slats.
- Metal picnic tables and benches.
- Mailboxes- powder coated steel, cluster box unit (CBU) with decorative lid.



## WALL AND FENCE GUIDELINES

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

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

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

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

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

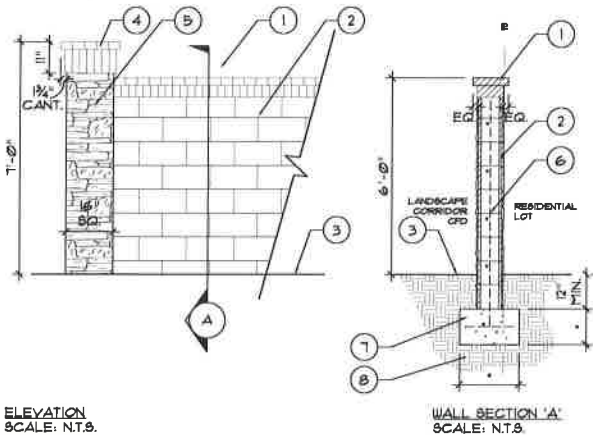


elevated above park/open space shall be view fencing, where applicable, considering grade differentials, etc.

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



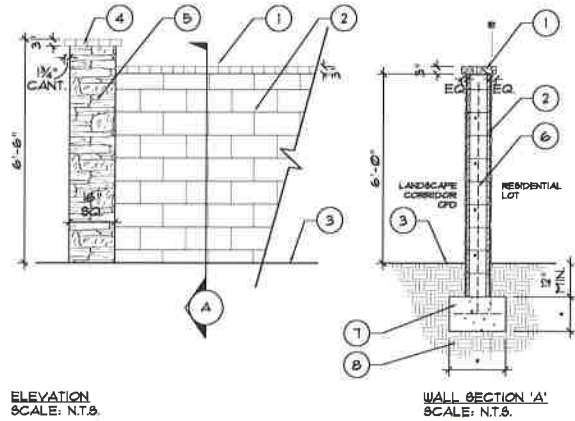
The following photos should not be construed as the exact wall and fence height, color and material, but should be used as preferred examples. The sketches and graphic representations contained within these Design Guidelines are for conceptual purposes and are provided as visual aids in understanding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



ELEVATION  
SCALE: N.T.S.

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

- ① DOUBLE STACK BRICK WALL CAP
  - ② 6X6X16 COLORED SPLIT FACE BLOCK GROUT ALL CELLS SOLID.
  - ③ FINISH GRADE
  - ④ DOUBLE STACK BRICK PILASTER CAP.
  - ⑤ COLUMN BLOCK PILASTER STACKED STONE VENEER GROUT ALL CELLS SOLID OR PER STRUCTURAL ENGINEER SPECS
  - ⑥ REINFORCEMENT PER STRUCTURAL ENGINEER PLANS
  - ⑦ CONCRETE FOOTING - PER STRUCTURAL ENGINEER PLANS
  - ⑧ COMPACTED SUBGRADE PER GEOTECHNICAL REPORT
- NOTE:  
1. GROUT TO MATCH BLOCK COLOR  
2. MASONRY AND COLORS AVAILABLE THRU ANGELUS BLOCK OR EQUIVALENT



ELEVATION  
SCALE: N.T.S.

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

- ① BRICK WALL CAP
  - ② 6X6X16 SLUMP SLURRY PAINTED BLOCK GROUT ALL CELLS SOLID.
  - ③ FINISH GRADE
  - ④ BRICK PILASTER CAP.
  - ⑤ COLUMN BLOCK PILASTER STACKED STONE VENEER GROUT ALL CELLS SOLID OR PER STRUCTURAL ENGINEER SPECS
  - ⑥ REINFORCEMENT PER STRUCTURAL ENGINEER PLANS
  - ⑦ CONCRETE FOOTING - PER STRUCTURAL ENGINEER PLANS
  - ⑧ COMPACTED SUBGRADE PER GEOTECHNICAL REPORT
- NOTE:  
1. GROUT TO MATCH BLOCK COLOR  
2. MASONRY AND COLORS AVAILABLE THRU ANGELUS BLOCK OR EQUIVALENT



**Community Wall and Pilaster**

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

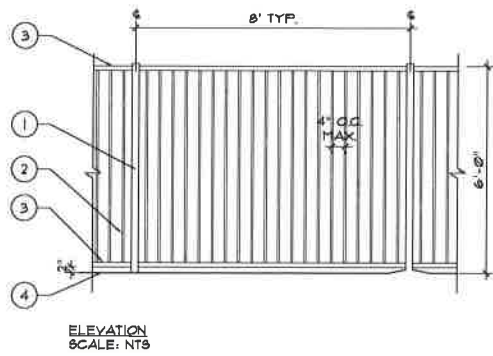


**High End Product - Community Wall and Pilaster**

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







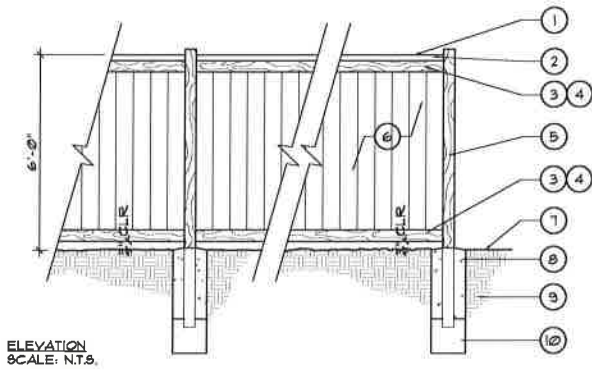
- ① 1 1/2" X 2" RECTANGULAR TUBULAR STEEL FENCE POST @ 6'-0" O.C. MAX. OR EQUALLY SPACED AND ALL CHANGE OF DIRECTION (CORNERS).
- ② 5/8" SQ. TUBULAR STEEL PICKETS @ 4" O.C. MAX. TYP. PICKETS STAGGER AT TOP PER DETAIL.
- ③ 1 1/2" X 2" RECTANGULAR TUBULAR STEEL TOP AND BOTTOM RAIL LAID FLAT WELD TO POST AS SHOWN.
- ④ FINISH GRADE



### Community Prefabricated Tubular Steel Fence

Color: Sherwin Williams SW7020 Black Fox, Powdercoated





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

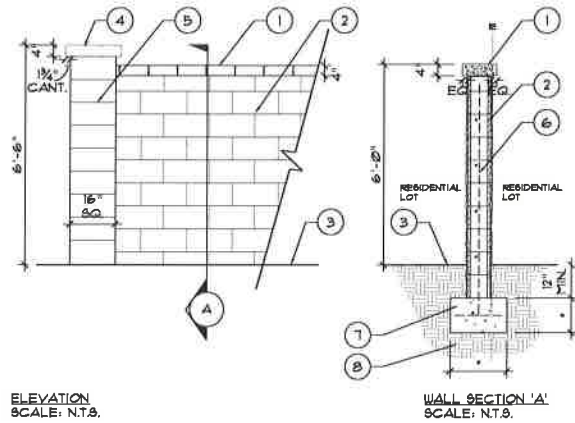
**NOTE:**  
 1. ALL WOOD SHALL BE S4S KILN DRIED UNLESS OTHERWISE NOTED.  
 2. ALL WOOD POST SHALL BE S4S DOUGLAS FIR UNLESS NOTED OTHERWISE. ALL OTHER WOOD TO BE CEDAR (NO.1)  
 3. PRIMER SHALL BE OIL BASED AND TOP COAT W/ PREMIUM WATERBASED LATEX ENAMEL. REFER TO MATERIALS SCHEDULE ON SHEET LC-0 FOR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



**Wood Fence Option at Side Yard Conditions**

(No Wood Fence shall be visible/ exposed to the public realm)

Color: Mission Brown Cabot Semi-solid Stain or equivalent



- ① PRECISION BLOCK WALL CAP
- ② 6X8X16 PRECISION BLOCK. GROUT ALL CELLS SOLID.
- ③ FINISH GRADE
- ④ PRECISION BLOCK PILASTER CAP.
- ⑤ 16X8X16 SQ. COLUMN PRECISION BLOCK PILASTER. GROUT ALL CELLS SOLID OR PER STRUCTURAL ENGINEER SPECS
- ⑥ REINFORCEMENT PER STRUCTURAL ENGINEER PLANS
- ⑦ CONCRETE FOOTING - PER STRUCTURAL ENGINEER PLANS
- ⑧ COMPACTED SUBGRADE PER GEOTECHNICAL REPORT

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



**Precision Block Wall Option at Side Yard Conditions**

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

Color: Harvest, available through Angelus Block



## LANDSCAPE MASTER COMMUNITY PLANT MATRIX

The plant list for this project was developed to reinforce the community theme and to create some seasonal change with a mixture of low water use, drought-tolerant, deciduous, and evergreen plants while maintaining a well-balanced landscape. Many plants on this list are considered low water using and drought-tolerant species and were chosen based on their specific growth characteristics, including flowering and foliage color, texture and form.

The following items should be considered in the community landscape design process:

- Consistent street tree themes should be related to the hierarchy of the street system.
- Extensive use of trees, vines and shrubs to soften community theme wall and fencing.
- Recognition of existing natural conditions and situations.
- Use of both “formal” and “informal” planting arrangements, depending upon the particular condition.

- “Layering” of the shrub understory to create depth, variety and interest.
- Refer to local codes for spacing distance from utilities, light poles, etc.
- Preserving Oak Woodlands and isolated Oak trees on Folsom Ranch is imperative, as the State of California passed the Oak Woodlands Conservation Act of 2001. Refer to section 10.2.3 of the Folsom Plan Area Specific Plan for further Oak mitigation requirements.



Planting within the community shall comply with the City of Folsom's Design Standards:

1. All plant material shall be in accordance with the appropriate ordinances, resolutions, and specifications established by the City.
2. All plant material shall be in conformance with City-approved Streetscape/ Street Tree Master plans where applicable. The City retains the right to prohibit any plant material generally known to require excessive maintenance, because of factors such as, but not limited to, disease, pest control, troublesome root development, ultimate size, high water needs, overplanting, difficult growth habits, and invasive regeneration habits.
3. To help protect our Urban Forest from pests, disease, storm damage, and drought, plus to increase tree population diversity the following tables shall be utilized:
  - If 60 trees or less shall be planted for a project:
    - Not to exceed 30% Genus
    - Not to exceed 20% Species
    - Not to exceed 10% Cultivar
  - If over 60 trees shall be planted for a project:
    - Not to exceed 15% Genus
    - Not to exceed 10% Species
    - Not to exceed 5% Cultivar
4. The use of drought tolerant plant materials that are particularly compatible with our local environment is strongly encouraged to promote water conservation and reduce maintenance costs. Landscape irrigation shall be designed in accordance with the State Model Water Efficient Landscape Ordinance as required by AB 1881. Plans shall show Water Conservation Concept statement and all calculations and schedules required by the Ordinance. The Soils Analysis may be shown on the plans or submitted separately.
5. In addition to minimum setback requirements for certain species as shown on the "Folsom Master Tree List," the following minimum distances shall be required:
  - a. Three feet from City maintenance limit line.
  - b. Four feet from utility installations including, but not limited to sewers, gas, water lines, meter vaults, catch basins, etc.
  - c. Ten feet from driveways.
  - d. Ten feet from fire hydrants.
  - e. Twenty feet from light standards.
  - f. Tree limbs must have a clearance of 14.5 feet over streets, 8 feet over bicycle trails, and 7 feet over pedestrian-traveled ways.
  - g. Minimum sizes of trees shall be #15, or as approved by the Director.
  - h. Ten feet from front of stop signs.
  - i. Five feet from infrastructure or 24"D x 20'W root barrier (23 inches below grade and 1 inch above grade) that is approved by the City.



## LANDSCAPE IRRIGATION NOTE

All landscaped areas will be permanently irrigated using an automatic, underground irrigation system or drip system. The irrigation system will be separated into several systems based on water requirements of each hydrozone. Hydrozone separations will be based on sun orientation and water requirements of the plant material.

Irrigation of required landscaped areas shall be by either automatic overhead high efficiency spray nozzle or drip irrigation and matched precipitation rate, low gallonage sprinkler heads, bubblers, and timing devices. Landscape areas less than 8' wide shall be irrigated with drip irrigation. Timing devices shall include soil moisture sensors and rain sensing override devices. Sprinkler pop-up heights shall range from 6" in turf areas and 12" high in shrub/groundcover beds, where a drip system may not be applicable. The irrigation system shall be capable of operating automatically by incorporating an electric weather based and climate-smart irrigation controller or advanced solar technology components and low voltage electric remote control valves. Quick coupling valves, as required, shall be strategically located to provide supplemental water to plant material and for wash down purposes. All remote control and quick coupling valves shall be located and installed within the shrub beds wherever possible.

The irrigation system will be compliant with the City Water Efficient Ordinance and should conform to MWELO AB 1881. Irrigation water use will comply with water allotments defined in the Ordinance.

A backbone "purple pipe" non-potable water system shall be designed and installed to supply non-potable water to park sites, landscape corridors, natural parkways, and other public landscaped areas within the community.

## UTILITY AND EQUIPMENT SCREENING

All utilities above/below ground and other equipment providing service to the Folsom Ranch, Central District residential neighborhoods shall be screened accordingly to prevent unsightly conditions that distract from the overall aesthetics.

- Above-ground utility equipment should be screened from view by the use of hedges, trees, or larger screening plant material and/or vines where feasible, subject to utility provider requirements or restrictions.
- Above-ground utility equipment, vents, and access doors to underground utilities shall be located with sufficient space to allow clearance between the screening for the utility equipment and any paved surface including streets, driveways, and walkways.





Botanical Name	Common Name	Project Entries	Signature Corridors	Folsom Street Tree	Single Family Detached	Multi-Family	Parks/Schools	Open Space	Commercial/Mixed Used	Drainage Basin
<b>TREES</b>										
<i>Abies concolor</i>	White Fir			•	•	•		•		•
<i>Abies nordmanniana</i>	Nordmann Fir				•	•		•		•
<i>Acacia spp.*</i>	Acacia	•			•	•	•	•	•	•
<i>Acacia baileyana</i>	Bailey Acacia			•	•	•			•	
<i>Acacia melanoxylon</i>	Black Acacia			•	•	•			•	
<i>Acer macrophyllum***</i>	Big Leaf Maple	•			•	•			•	
<i>Acer spp.</i>	Maple				•	•	•	•	•	
<i>Acer buerferianum</i>	Trident Maple			•	•	•		•		
<i>Acer campestre</i>	Hedge Maple			•	•	•		•		•
<i>Acer macrophyllum</i>	Big-leaf Maple			•	•	•		•		•
<i>Acer negundo</i>	California Box Elder				•	•		•		•
<i>Acer platanoides x truncatum</i> 'Crimson Sunset'	Crimson Sunset Maple			•	•	•		•		
<i>Acer rubrum</i>	Red Maple			•	•	•		•		
<i>Acer rubrum</i> 'Bowhall'	Bowhall Red Maple			•	•	•		•		•
<i>Acer rubrum</i> 'Columnare'	Columnare Red Maple			•	•	•	•	•		•
<i>Acer rubrum</i> 'October Glory' or 'Red Sunset'	October Glory or Red Sunset Red Maple			•	•	•	•	•		•
<i>Acer tataricum ginnala</i>	Amur Maple			•	•	•		•		
<i>Acer truncatum</i>	Shantung Maple			•	•	•		•		
<i>Aesculus californica***</i>	California Buckeye			•	•	•		•		•
<i>Aesculus glabra</i>	Ohio Buckeye				•	•				•
<i>Aesculus hippocastanum</i>	Common Horsechestnut			•	•	•				•
<i>Aesculus x carnea</i> 'Briotii' or 'O'Neill Red'	Red Horsechestnut			•	•	•				
<i>Albizia julibrissin</i>	Silk Tree				•	•	•	•	•	
<i>Alnus cordata</i>	Italian Alder			•	•	•		•		
<i>Alnus glutinosa</i>	European Alder			•	•	•		•		•
<i>Alnus rhombifolia</i>	White Alder			•	•	•		•		•

\*Indicates drought-tolerant species

\*\*Indicates that designer must select a low water or drought-tolerant variety only

\*\*\*River-Friendly Landscaping List – Sacramento, CA



## SECTION 3 - LANDSCAPE DESIGN GUIDELINES



Botanical Name	Common Name	Project Entries	Signature Corridors	Folsom Street Tree	Single Family Detached	Multi-Family	Parks/Schools	Open Space	Commercial/Mixed Used	Drainage Basin
<i>Amelanchier canadensis</i>	Eastern Serviceberry				•	•				
<i>Amelanchier laevis</i>	Allegheny Serviceberry			•	•	•				
<i>Araucaria bidwillii</i>	Bunya-Bunya			•	•	•		•		•
<i>Arbutus unedo</i>	Strawberry Tree	•	•		•	•	•	•	•	•
<i>Arbutus unedo 'Marina'</i>	Marina Strawberry Tree	•	•		•	•	•	•	•	•
<i>Bauhinia lunarioides</i>	Anacacho Orchid Tree	•			•	•	•	•	•	
<i>Bauhinia macranthera</i>	Chihuahuan Orchid Tree	•			•	•	•	•	•	
<i>Betula nigra</i>	River Birch			•	•	•		•	•	•
<i>Betula platyphylla japonica</i>	Japanese White Birch				•	•		•	•	•
<i>Caesalpinia cacalaco 'Smoothie'</i>	Smoothie Thorless Cascalote			•	•	•				
<i>Callistemon viminalis</i>	Weeping Bottlebrush				•	•		•	•	
<i>Calocedrus decurrens</i>	Incense Cedar			•	•	•	•	•		•
<i>Camellia reticulata</i>	NCN				•	•	•		•	
<i>Carpinus betulus 'Fastigiata'</i>	European Hornbeam			•	•	•	•	•		
<i>Carpinus caroliniana</i>	American Hornbeam			•	•	•	•	•		
<i>Carya illinoensis</i>	Pecan			•	•	•		•		
<i>Carya ovata</i>	Shagbark Hickory			•	•	•				
<i>Casanopsis cuspidata</i>	Japanese Chinquapin				•	•				
<i>Casuarina stricta</i>	She-Oak, Beefwood				•	•	•	•		
<i>Castanea dentata</i>	American Chestnut			•	•	•				
<i>Castanea mollissima</i>	Chinese Chestnut			•	•	•				
<i>Catalpa speciosa</i>	Western Catalpa			•	•	•	•	•		•
<i>Cedrus spp.</i>	Cedar	•	•		•	•	•	•	•	•
<i>Cedrus atlantica ('Glauca')</i>	Atlas (Blue) Cedar	•	•	•	•	•	•	•	•	•
<i>Cedrus deodara</i>	Deodar Cedar	•	•	•	•	•	•	•	•	•
<i>Celtis australis</i>	European Hackberry			•	•	•	•	•	•	•
<i>Celtis occidentalis</i>	Common Hackberry			•	•	•	•	•	•	•
<i>Ceratonia siliqua</i>	Carob Tree	•	•	•	•	•		•		•
<i>Cercidium 'Desert Museum'*</i>	Desert Museum Palo Verde			•	•	•	•	•	•	
<i>Cercidium floridum*</i>	Blue Palo Verde			•	•	•	•	•	•	

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Botanical Name	Common Name	Project Entries	Signature Corridors	Folsom Street Tree	Single Family Detached	Multi-Family	Parks/Schools	Open Space	Commercial/Mixed Used	Drainage Basin
<i>Cercis canadensis</i>	Eastern Redbud	•	•	•	•	•	•	•	•	
<i>Cercis canadensis</i> 'Forest Pansy'	Forest Pansy Redbud	•	•	•	•	•	•	•	•	
<i>Cercis occidentalis</i> *,***	Western Redbud	•	•	•	•	•	•	•	•	•
<i>Cercis reniformis</i> 'Oklahoma'	Oklahoma Redbud			•	•	•	•	•		
<i>Cercis silquastrum</i>	Judas Tree			•	•	•		•		
<i>Chilopsis linearis</i> *	Desert Willow			•	•	•		•	•	•
<i>Chilopsis linearis</i> 'Art's Seedless'	Art's Seedless Desert Willow			•	•	•	•	•	•	•
<i>Chilopsis linearis</i> 'Bubba'	Bubba Desert Willow			•	•	•	•	•	•	•
<i>Chilopsis linearis</i> 'Lucretia Hamilton'	Lucretia Hamilton Desert Willow			•	•	•	•	•	•	•
<i>Chilopsis linearis</i> 'Warren Jones'	Warren Jones Desert Willow			•	•	•	•	•	•	•
<i>Chionanthus retusus</i>	Chinese Fringe Tree			•	•	•		•		
<i>Chitalpa tashkentensis</i> 'Pink Dawn'	Pink Dawn Chitalpa				•	•	•	•	•	•
<i>Cinnamomum camphora</i>	Camphor Tree	•	•	•	•	•	•	•	•	•
<i>Citrus spp.</i>	Citrus	•	•	•	•	•		•		
<i>Cladrastis kentukea</i>	Yellow Wood			•	•	•				
<i>Cordyline australis</i>	Dracaena				•	•			•	
<i>Cornus spp.</i>	Dogwood				•	•	•	•		
<i>Cornus controversa</i>	Giant Dogwood			•	•	•	•	•		
<i>Cornus x</i> 'Eddie's White Wonder'	Eddie's White Wonder Dogwood			•	•	•	•	•		
<i>Cornus florida</i>	Eastern Dogwood			•	•	•	•	•		
<i>Cornus kousa</i>	Kousa Dogwood			•	•	•	•	•		
<i>Cotinus obovatus</i>	Smoke Tree				•	•	•	•		
<i>Crataegus laevigata</i> 'Paul's Secret'	Paul's Secret English Hawthorn			•	•	•				
<i>Crataegus phaenopyrum</i>	Washington Hawthorn			•	•	•				
<i>Cryptomeria japonica</i>	Japanese Cryptomeria				•	•				•
<i>Cupressus spp.</i>	Cypress	•	•		•	•	•	•	•	•
<i>Cupressus arizonica</i>	Arizona Cypress	•	•		•	•	•	•	•	•
<i>Cupressus sempervirens</i>	Italian Cypress	•	•		•	•	•	•	•	•
<i>Diospyros kaki</i>	Fuyu Persimmon				•	•		•		
<i>Diospyros virginiana</i>	American Persimmon				•	•		•		

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## SECTION 3 - LANDSCAPE DESIGN GUIDELINES



Botanical Name	Common Name	Project Entries	Signature Corridors	Folsom Street Tree	Single Family Detached	Multi-Family	Parks/Schools	Open Space	Commercial/Mixed Used	Drainage Basin
<i>Ebenopsis ebano</i>	Texas Ebony			•	•	•				
<i>Elaeocarpus decipiens</i>	Japanese Blueberry Tree		•	•	•	•	•	•	•	
<i>Eriobotrya deflexa</i>	Bronze Loquat	•	•		•	•	•	•	•	
<i>Eriobotrya japonica</i>	Loquat	•	•		•	•	•	•	•	
<i>Eucalyptus spp.** (Exclude all invasive species or those species infected with Thrips)</i>	Gum				•	•		•		•
<i>Eucalyptus nicholii</i>	Nichol's Willow-leafed Peppermint			•	•	•		•		•
<i>Eucalyptus polyanthemos</i>	Silver Dollar Gum			•	•	•		•		•
<i>Eucalyptus sideroxylon</i>	Red Ironbark Gum			•	•	•		•		•
<i>Eucommia ulmoides</i>	Hardy Rubber Tree			•	•	•		•		•
<i>Fagus grandifolia</i>	American Beech				•	•		•		
<i>Fagus sylvatica</i>	European Beech			•	•	•		•		
<i>Fagus sylvatica 'Atropunicea'</i>	Copper Beech				•	•		•		
<i>Fagus sylvatica 'Pendula'</i>	Weeping European Beech				•	•		•		
<i>Fagus sylvatica 'Purpurea Pendula'</i>	Weeping Purple Beech				•	•		•		
<i>Feijoa sellowiana</i>	Pineapple Guava				•	•		•	•	
<i>Ficus carica</i>	Common Fig	•	•		•	•		•		
<i>Ficus microcarpa nitida</i>	Indian Laurel Fig	•	•		•	•		•	•	
<i>Firmiana simplex</i>	Parasol Tree				•	•				
<i>Fraxinus spp.</i>	Ash	•	•		•	•	•	•	•	•
<i>Fraxinus Americana 'Autumn Purple'</i>	Autumn Purple White Ash	•	•	•	•	•	•	•	•	•
<i>Fraxinus angustifolia 'Raywood'</i>	Raywood Ash	•	•	•	•	•	•	•	•	•
<i>Fraxinus greggi</i>	Little Leaf Ash	•	•	•	•	•	•	•	•	•
<i>Fraxinus latifolia</i>	Oregon Ash	•	•		•	•	•	•	•	•
<i>Geijera parviflora</i>	Australian Willow	•	•	•	•	•	•	•	•	
<i>Ginkgo biloba</i>	Ginkgo, Maidenhair Tree	•	•		•	•	•	•	•	
<i>Ginkgo biloba 'Autumn Gold'</i>	Autumn Gold Maidenhair Tree	•	•	•	•	•	•	•	•	
<i>Ginkgo biloba 'Princeton Sentry'</i>	Princeton Sentry Maidenhair Tree	•	•	•	•	•	•	•	•	
<i>Ginkgo biloba 'Saratoga'</i>	Saratoga Maidenhair Tree	•	•		•	•		•	•	

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\*\*\*River-Friendly Landscaping List – Sacramento, CA



# FOLSOM RANCH, CENTRAL DISTRICT | DESIGN GUIDELINES



Botanical Name	Common Name	Project Entries	Signature Corridors	Folsom Street Tree	Single Family Detached	Multi-Family	Parks/Schools	Open Space	Commercial/Mixed Used	Drainage Basin
<i>Gleditsia triacanthos</i>	Honey Locust		•		•	•		•	•	
<i>Gleditsia triacanthos 'Shademaster'</i>	Shademaster Locust		•		•	•		•	•	
<i>Gleditsia triacanthos 'Sunburst'</i>	Sunburst Locust		•		•	•		•	•	
<i>Grevillea robusta</i>	Silk Oak			•	•	•		•		•
<i>Gymnocladus dioica</i>	Kentucky Coffee Tree			•	•	•				
<i>Halesia carolina</i>	Carolina Silver Bell			•	•	•				
<i>Heteromeles arbutifolia*</i>	Toyon	•	•		•	•	•	•	•	•
<i>Hymenosporum flavum</i>	Sweetshade	•	•		•	•	•	•	•	
<i>Ilex x 'Nellie R. Stevens'</i>	Nellie Stevens Holly				•	•		•	•	
<i>Ilex altaclarensis 'Wilsonii'</i>	Wilson Altaclara Holly				•	•		•	•	
<i>Ilex aquifolium</i>	English Holly				•	•		•	•	
<i>Ilex cornuta 'Burfordii'</i>	Burford Chinese Holly				•	•		•	•	
<i>Juglans californica 'Hindsii'***</i>	California Black Walnut			•	•	•		•		•
<i>Juglans cinerea</i>	Butternut			•	•	•				
<i>Juglans nigra</i>	Black Walnut				•	•				
<i>Juglans regia</i>	English Walnut			•	•	•				
<i>Juniperus conferta</i>	Shore Juniper				•	•	•	•	•	
<i>Juniperus californica</i>	California Juniper				•	•	•	•	•	•
<i>Juniperus occidentalis</i>	Western Juniper				•	•	•	•	•	
<i>Juniperus osteosperma</i>	Utah Juniper				•	•	•	•	•	
<i>Juniperus scopulorum 'Blue Haven'</i>	Blue Haven Juniper				•	•	•	•	•	
<i>Juniperus scopulorum 'Skyrocket'</i>	Skyrocket Juniper				•	•	•	•	•	
<i>Koelreuteria bipinnata</i>	Chinese Flame Tree	•	•	•	•	•	•	•	•	•
<i>Koelreuteria paniculata</i>	Goldenrain Tree	•	•	•	•	•	•	•	•	•
<i>Lagerstroemia spp.</i>	Crape Myrtle	•	•		•	•	•	•	•	
<i>Lagerstroemia hybrid 'Arapaho'</i>	Arapaho Crape Myrtle	•	•	•	•	•	•	•	•	
<i>Lagerstroemia hybrid 'Muskogee'</i>	Muskogee Crape Myrtle	•	•	•	•	•	•	•	•	
<i>Lagerstroemia hybrid 'Natchez'</i>	Natchez Crape Myrtle	•	•	•	•	•	•	•	•	
<i>Lagerstroemia hybrid 'Tonto'</i>	Tonto Crape Myrtle	•	•	•	•	•	•	•	•	
<i>Lagerstroemia hybrid 'Tuscarora'</i>	Tuscarora Crape Myrtle	•	•	•	•	•	•	•	•	

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## SECTION 3 - LANDSCAPE DESIGN GUIDELINES



Botanical Name	Common Name	Project Entries	Signature Corridors	Folsom Street Tree	Single Family Detached	Multi-Family	Parks/Schools	Open Space	Commercial/Mixed Used	Drainage Basin
<i>Laurus nobilis</i>	Sweet Bay		•	•	•	•	•	•	•	•
<i>Leucaena retusa</i>	Golden Ball Lead Tree				•	•				
<i>Liquidambar spp.</i>	Sweet Gum	•	•		•	•		•	•	•
<i>Liriodendron tulipifera</i>	Tulip Tree	•	•	•	•	•	•	•	•	
<i>Lithocarpus edulis</i>	Japanese False Oak			•	•	•				
<i>Maackia amurensis</i>	Amur Maackia			•	•	•				
<i>Magnolia spp.</i>	Magnolia	•	•		•	•		•	•	•
<i>Magnolia grandiflora</i>	Southern Magnolia	•	•	•	•	•		•	•	•
<i>Magnolia grandiflora 'St. Mary'</i>	St. Mary Southern Magnolia	•	•		•	•		•	•	•
<i>Magnolia kobus</i>	Kobus Magnolia	•	•		•	•		•	•	•
<i>Magnolia x soulangeana</i>	Saucer Magnolia	•		•	•	•		•	•	•
<i>Malus spp.</i>	Crabapple				•	•		•	•	
<i>Malus 'Centurion'</i>	Centurion Crabapple			•	•	•		•	•	
<i>Malus 'Harvest Gold'</i>	Harvest Gold Crabapple			•	•	•		•	•	
<i>Malus ioensis 'Prairiefire'</i>	Prairiefire Crabapple			•	•	•		•	•	
<i>Malus 'Robinson'</i>	Robinson Crabapple			•	•	•		•	•	
<i>Malus 'Strawberry Parfait'</i>	Strawberry Parfait Crabapple			•	•	•		•	•	
<i>Maytenus boaria</i>	Mayten Tree			•	•	•	•	•	•	
<i>Melaleuca lanceolata</i>	Black Tea Tree				•	•		•	•	•
<i>Melaleuca leucadendron</i>	Paperbark	•	•		•	•		•	•	•
<i>Melaleuca linariifolia</i>	Flaxleaf Paperbark	•	•		•	•		•	•	•
<i>Melaleuca quinquenervia</i>	Broad-leaved Paperbark	•	•				•	•	•	•
<i>Metasequoia glyptostroboides</i>	Dawn Redwood			•	•	•		•	•	•
<i>Morus alba</i>	White Mulberry				•	•		•	•	
<i>Nyssa sylvatica</i>	Sour Gum			•	•	•		•	•	
<i>Olea europaea</i>	Olive	•	•	•	•	•		•	•	
<i>Olea europaea Majestic Beauty TM</i>	Majestic Beauty TM Olive	•	•		•	•		•	•	
<i>Olea europaea 'Swan Hill'*</i>	Swan Hill Olive	•	•		•	•		•	•	
<i>Olneya tesota</i>	Desert Ironwood			•	•	•	•	•	•	•
<i>Osmanthus fragrans</i>	Sweet Olive				•	•			•	

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# FOLSOM RANCH, CENTRAL DISTRICT | DESIGN GUIDELINES



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<i>Ostrya virginiana</i>	American Hop-hornbeam			•	•	•				
<i>Parkinsonia aculeata</i> *	Mexican Palo Verde				•	•		•	•	
<i>Parkinsonia floridum</i> *	Blue Palo Verde				•	•		•	•	
<i>Parkinsonia x 'Desert Museum'</i> *	Mexican Palo Verde				•	•		•	•	
<i>Persea borbonia</i>	Redbay			•	•	•	•			•
<i>Persea thunbergii</i>	Persea			•	•	•	•			•
<i>Photinia serratifolia</i>	Chinese Photinia			•	•	•	•	•		
<i>Picea pungens</i>	Colorado Spruce				•	•			•	
<i>Picea pungens glauca</i>	Colorado Blue Spruce				•	•			•	
<i>Pinus brutia</i>	Calabrian Pine	•	•	•	•	•	•	•	•	•
<i>Pinus canariensis</i>	Canary Island Pine	•	•	•	•	•	•	•	•	•
<i>Pinus coulteri</i>	Coulter Pine	•	•	•	•	•	•	•	•	•
<i>Pinus densiflora</i>	Japanese Red Pine	•	•	•	•	•	•	•	•	•
<i>Pinus edulis</i>	Pinon Pine	•	•		•	•	•	•	•	•
<i>Pinus eldarica</i>	Afghan Pine	•	•	•	•	•	•	•	•	•
<i>Pinus flexilis</i>	Limber Pine	•	•	•	•	•	•	•	•	•
<i>Pinus halepensis</i>	Allepo Pine	•	•	•	•	•	•	•	•	•
<i>Pinus nigra</i>	Austrian Black Pine	•	•	•	•	•	•	•	•	•
<i>Pinus parviflora</i>	Japanese White Pine	•	•	•	•	•	•	•	•	•
<i>Pinus pinea</i>	Italian Stone Pine	•	•	•	•	•	•	•	•	•
<i>Pinus ponderosa</i>	Ponderosa Pine	•	•	•	•	•	•	•	•	•
<i>Pinus sabiniana</i> ***	Gray Pine	•	•		•	•	•	•	•	•
<i>Pinus strobus</i>	White Pine	•	•	•	•	•	•	•	•	•
<i>Pinus sylvestris</i>	Scotch Pine	•	•	•	•	•	•	•	•	•
<i>Pinus thunbergii</i>	Japanese Black Pine	•	•	•	•	•	•	•	•	•
<i>Pistacia chinensis</i>	Chinese Pistache	•	•	•	•	•	•	•	•	•
<i>Pistacia chinensis 'Keith Davies'</i>	Keith Davies Chinese Pistache	•	•	•	•	•	•		•	
<i>Pistacia chinensis 'Red Push'</i>	Red Push Chinese Pistache	•	•	•	•	•	•		•	
<i>Pittosporum tenuifolium</i>	Blackstem Pittosporum	•	•		•	•	•		•	•
<i>Platanus x acerifolia</i>	London Planetree	•	•		•	•	•	•	•	•

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Botanical Name	Common Name	Project Entries	Signature Corridors	Folsom Street Tree	Single Family Detached	Multi-Family	Parks/Schools	Open Space	Commercial/Mixed Used	Drainage Basin
<i>Platanus x acerifolia</i> 'Bloodgood'	Bloodgood Planetree	•	•		•	•	•	•	•	•
<i>Platanus x acerifolia</i> 'Columbia'	Columbia London Planetree	•	•	•	•	•	•	•	•	•
<i>Platanus x acerifolia</i> 'Yarwood'	Yarwood London Planetree	•	•		•	•	•	•	•	•
<i>Platanus occidentalis</i>	American Sycamore	•	•	•	•	•	•	•	•	•
<i>Platanus racemosa</i> ***	California Sycamore	•	•	•	•	•	•	•	•	•
<i>Podocarpus gracilior</i>	Fern Pine	•	•	•	•	•	•	•	•	•
<i>Podocarpus henkelii</i>	Long-leafed Yellowwood	•	•		•	•	•	•	•	•
<i>Podocarpus macrophyllus</i>	Yew Pine	•	•	•	•	•	•	•	•	•
<i>Podocarpus macrophyllus</i> 'Maki'	Shrubby Yew Pine	•	•		•	•	•	•	•	•
<i>Populus canadensis</i>	Carolina Poplar	•	•		•	•	•	•	•	•
<i>Populus fremontii</i> ***	Fremont or Western Cottonwood	•	•		•	•	•	•	•	•
<i>Populus nigra</i> 'Italica'	Lombardy Poplar	•	•		•	•	•	•	•	•
<i>Prosopis glandulosa</i> 'Maverick'	Maverick Texas Honey Mesquite			•	•	•		•	•	•
<i>Prosopis hybrid</i> 'Phoenix'	Phoenix Thornless Mesquite			•	•	•		•	•	•
<i>Prunus spp.</i>	Flowering Cherry	•	•		•	•			•	
<i>Prunus caroliniana</i>	Carolina Laurel Cherry	•	•	•	•	•			•	
<i>Prunus cerasifera</i> var.	Cherry Plum	•	•		•	•			•	
<i>Prunus cerasifera</i> 'Krauter Vesuvius'	Purple Leaf Plum	•	•	•	•	•			•	
<i>Prunus dulcis</i>	Almond	•	•		•	•				
<i>Pseudotsuga menziesii</i>	Douglas Fir			•	•	•		•		•
<i>Pterostyrax hispida</i>	Epaulette Tree			•	•	•			•	
<i>Punica granatum</i>	Pomegranate				•	•			•	
<i>Pyrus calleryana</i> 'Capital'	Capital Pear		•	•	•	•	•		•	
<i>Pyrus calleryana</i> 'Chanticleer'	Chanticleer Pear		•	•	•	•	•		•	
<i>Pyrus calleryana</i> 'Redspire'	Redspire Pear		•	•	•	•	•		•	
<i>Pyrus fauriei</i> 'Korean Sun'	Fauer Pear		•		•	•	•		•	
<i>Pyrus kawakamii</i>	Evergreen Pear		•	•	•	•	•		•	
<i>Quercus acutissima</i>	Sawtooth Oak	•	•	•	•	•	•	•	•	•
<i>Quercus agrifolia</i>	Coast Live Oak	•	•	•	•	•	•	•	•	•
<i>Quercus bicolor</i>	Swamp White Oak	•	•	•	•	•	•	•	•	•

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<i>Quercus castaneifolia</i>	Chestnut-leafed Oak	•	•	•	•	•	•	•	•	•
<i>Quercus cerris</i>	Turkey Oak	•	•	•	•	•	•	•	•	•
<i>Quercus chrysolepis</i>	Golden Cup Oak	•	•	•	•	•	•	•	•	•
<i>Quercus coccinea</i>	Scarlet Oak	•	•	•	•	•	•	•	•	•
<i>Quercus douglasii***</i>	Blue Oak	•	•	•	•	•	•	•	•	•
<i>Quercus garryana</i>	Oregon White Oak	•	•	•	•	•	•	•	•	•
<i>Quercus ilex</i>	Holly Oak	•	•	•	•	•	•	•	•	•
<i>Quercus lobata</i>	Valley Oak	•	•	•	•	•	•	•	•	•
<i>Quercus macrocarpa</i>	Burr Oak	•	•	•	•	•	•	•	•	•
<i>Quercus x morehus</i>	Oracle Oak	•	•	•	•	•	•	•	•	•
<i>Quercus muehlenbergii</i>	Chinquapin Oak	•	•	•	•	•	•	•	•	•
<i>Quercus nuttallii</i>	Nuttall Oak	•	•	•	•	•	•	•	•	•
<i>Quercus palustris</i>	Pin Oak	•	•	•	•	•	•	•	•	•
<i>Quercus phellos</i>	Willow Oak	•	•	•	•	•	•	•	•	•
<i>Quercus rubra</i>	Red Oak	•	•	•	•	•	•	•	•	•
<i>Quercus shumardii</i>	Shumard Oak	•	•	•	•	•	•	•	•	•
<i>Quercus suber</i>	Cork Oak	•	•	•	•	•	•	•	•	•
<i>Quercus virginiana</i>	Southern Live Oak	•	•	•	•	•	•	•	•	•
<i>Quercus wislizeii</i>	Interior Live Oak	•	•	•	•	•	•	•	•	•
<i>Rhus lancea</i>	African Sumac	•	•	•	•	•	•	•	•	•
<i>Robinia X ambigua 'Idahoensis'</i>	Idaho Locust	•	•		•	•			•	
<i>Robinia X ambigua 'Purple Robe'</i>	Purple Robe Locust	•	•		•	•			•	
<i>Salix babylonica</i>	Weeping Willow				•	•		•		•
<i>Salix gooddingii***</i>	Black Willow				•	•		•		•
<i>Salix laevigata***</i>	Red Willow				•	•		•		•
<i>Salix lasiolepis***</i>	Arroyo Willow				•	•		•		•
<i>Sapium sebiferum</i>	Chinese Tallow Tree				•	•				
<i>Sciadopitys verticillata</i>	Umbrella Pine				•	•				
<i>Sophora spp.</i>	Pagoda Tree				•	•				
<i>Sophora japonica</i>	Japanese Pagoda Tree			•	•	•				

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<i>Sophora scundiflora</i>	Mescal Bean Tree			•	•	•				
<i>Sophora scundiflora</i> 'Silver Sierra'	Silver Sierra, Texas Mountain Laurel			•	•	•				
<i>Styrax japonicus</i>	Japanese Snowbell			•	•	•				
<i>Styrax obassia</i>	Fragrant Snowbell			•	•	•				
<i>Syringa reticulata</i>	Japanese Tree Lilac			•	•	•				
<i>Taxodium distichum</i>	Bald Cypress			•	•	•				•
<i>Taxodium mucronatum</i>	Montezuma Cypress			•	•	•				•
<i>Taxus baccata</i>	English Yew		•		•	•			•	•
<i>Thuja occidentalis</i>	American Arborvitae		•	•	•	•	•		•	•
<i>Thuja plicata</i>	Western Red Cedar		•	•	•	•	•		•	•
<i>Tilia americana</i>	American Linden, Basswood			•	•	•	•		•	
<i>Tilia cordata</i>	Little-leaf Linden			•	•	•	•		•	
<i>Tilia tomentosa</i>	Silver Linden			•	•	•	•		•	
<i>Toona sinensis</i>	Toona			•	•	•				
<i>Ulmus americana</i> 'Princeton'	American Elm (DED resistant)	•	•	•	•	•	•	•	•	•
<i>Ulmus glabra</i> 'Camperdownii'	Camperdown Elm	•	•		•	•	•	•	•	•
<i>Ulmus parvifolia</i> var.	Chinese or Evergreen Elm	•	•		•	•	•	•	•	•
<i>Ulmus parvifolia</i> 'Allee'	Chinese Lacebark Elm	•	•	•	•	•	•	•	•	•
<i>Ulmus wilsonii</i> 'Prospector'	Prospector Elm	•	•	•	•	•	•	•	•	•
<i>Ulmus</i> x 'Frontier'	Frontier Elm	•	•	•	•	•	•	•	•	•
<i>Umbellularia californica</i> ***	California Bay	•	•		•	•	•	•	•	•
<i>Vitex agnus-castus</i>	Chaste Tree			•	•	•				
<i>Vitex agnus-castus</i> 'Montrose Purple'	Montrose Purple Chaste Tree			•	•	•				
<i>Yucca</i> spp.	Yucca	•	•		•	•			•	
<i>Zelkova serrata</i>	Sawleaf Zelkova	•	•	•	•	•			•	•
<i>Zelkova serrata</i> 'Village Green'	Village Green Zelkova	•	•		•	•			•	•
<i>Ziziphus jujube</i>	Jujube, Chinese Date				•	•			•	

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<b>PALMS</b>										
<i>Butia capitata</i>	Pindo Palm	•	•		•	•	•	•	•	
<i>Chamaerops humilis</i>	Mediterranean Fan Palm	•	•		•	•	•	•	•	
<i>Cycas revoluta</i>	Sago Palm	•	•		•	•	•	•	•	
<i>Phoenix canariensis</i>	Canary Island Date Palm	•	•		•	•	•	•	•	
<i>Phoenix dactylifera</i> *	Edible Date Palm	•	•		•	•	•	•	•	
<i>Phoenix reclinata</i>	Senegal Date Palm	•	•		•	•	•	•	•	
<i>Syagrus romanzoffianum</i>	Queen Palm	•	•		•	•	•	•	•	
<i>Trachycarpus fortunei</i>	Windmill Palm	•	•		•	•	•	•	•	
<i>Washingtonia filifera</i>	California Fan Palm	•	•		•	•	•	•	•	
<i>Washingtonia robusta</i>	Mexican Fan Palm	•	•		•	•	•	•	•	
<b>SHRUBS</b>										
<i>Abelia X grandiflora</i>	Glossy Abelia	•	•		•	•	•	•	•	
<i>Acacia spp.**</i>	Acacia	•	•		•	•	•	•	•	•
<i>Acanthus mollis</i>	Bear's Breech	•	•		•	•	•	•	•	
<i>Achillea millefolium***</i>	Yarrow				•	•	•	•	•	•
<i>Acer spp.</i>	Maple				•	•	•	•	•	
<i>Agapanthus spp.</i>	Lily of the Nile	•	•		•	•	•		•	
<i>Arbutus unedo 'Compacta'</i>	Dwarf Strawberry Tree	•	•		•	•	•	•	•	•
<i>Arctostaphylos spp.**</i>	Manzanita	•	•		•	•	•	•	•	•
<i>Armeria maritima</i>	Sea Pink	•	•		•	•	•		•	
<i>Artemisia spp.</i>	Artemisia				•	•	•	•	•	
<i>Asclepia curvassavica</i>	Blood Flower Milkweed				•	•	•	•		•
<i>Aucuba japonica</i>	Japanese Aucuba	•	•		•	•			•	
<i>Aucuba japonica 'Crotonifolia'</i>	Croton Leaf Aucuba	•	•		•	•	•		•	
<i>Aucuba japonica 'Variegata'</i>	Gold Dust Plant	•	•		•	•	•		•	
<i>Azalea spp.</i>	Azalea	•	•		•	•	•	•	•	
<i>Baccharis 'Centennial'*</i>	Centennial Coyote Brush	•	•		•	•	•	•	•	•
<i>Baccharis pilularis var.</i>	Coyote Bush	•	•		•	•		•	•	•
<i>Bambusa multiplex 'Alphonse Karr'</i>	Alphonse Karr Bamboo				•	•			•	

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Botanical Name	Common Name	Project Entries	Signature Corridors	Folkloric Street Tree	Single Family Detached	Multi-Family	Parks/Schools	Open Space	Commercial/Mixed Used	Drainage Basin
<i>Bambusa oldhamii</i>	Clumping Giant Timber Bamboo				•	•			•	
<i>Berberis spp.</i>	Barberry				•	•		•	•	
<i>Berberis thunbergii</i> var.	Japanese Barberry				•	•		•	•	
<i>Buddleja davidii</i> var.	Butterfly Bush				•	•	•		•	•
<i>Buxus spp.</i>	Boxwood	•	•		•	•	•	•	•	
<i>Caesalpinia gilliesii</i> *	Yellow Bird of Paradise	•	•		•	•	•		•	•
<i>Calycanthus occidentalis</i> ***	Spicebush				•	•			•	
<i>Camellia spp.</i>	Camellia	•	•		•	•	•	•	•	
<i>Cassia artemisioides</i>	Feathery Cassia				•	•	•	•	•	•
<i>Ceanothus spp.</i> **	Lilac				•	•	•	•	•	•
<i>Cephalanthus occidentalis</i> ***	Button Bush				•	•			•	
<i>Cistus spp.</i> **	Rockrose				•	•	•	•	•	•
<i>Coleonema spp.</i>	Breath Of Heaven	•	•		•	•	•		•	
<i>Convolvulus cneorum</i>	Bush Morning Glory	•	•		•	•	•		•	•
<i>Cordyline australis</i> var.	Australian Dracaena	•	•		•	•	•		•	
<i>Cornus sericea</i> ***	Red Twig Dogwood				•	•	•	•	•	
<i>Cotoneaster spp.</i>	Cotoneaster				•	•	•	•	•	•
<i>Dicksonia antarctica</i>	Tasmanian Tree Fern	•	•		•	•	•	•	•	
<i>Dietes vegeta</i>	Fortnight Lily	•	•		•	•	•	•	•	
<i>Dodonaea viscosa</i>	Hopseed Bush	•	•		•	•		•	•	•
<i>Dodonaea viscosa</i> 'Purpurea'	Purple-leafed Hopseed Bush	•	•		•	•		•	•	•
<i>Eleagnus pungens</i> var.	Silverberry				•	•	•	•	•	•
<i>Encelia spp.</i>	Brittlebush				•	•		•		•
<i>Erigeron karvinskianus</i>	Santa Barbara Daisy				•	•	•	•	•	
<i>Eriogonum spp.</i>	Buckwheat				•	•	•	•		•
<i>Euonymus spp.</i>	Euonymus	•	•		•	•	•	•	•	
<i>Fatsyhedera lizei</i>	Botanical Wonder	•	•		•	•	•		•	
<i>Fatsia japonica</i>	Japanese Aralia	•	•		•	•	•		•	
<i>Fremontodendron spp.</i> *	Flannel Bush				•	•	•	•	•	•
<i>Gardenia spp.</i>	Gardenia	•	•		•	•	•		•	

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<i>Grevillea spp.</i>	Grevillea	•	•		•	•	•		•	
<i>Grewia occidentalis</i>	Lavender Starflower	•	•		•	•	•	•	•	
<i>Hemerocallis spp.**</i>	Daylily	•	•		•	•	•	•	•	
<i>Heteromeles arbutifolia*,***</i>	Toyon	•	•		•	•	•	•	•	•
<i>Hibiscus spp.</i>	Hibiscus	•	•		•	•	•	•	•	
<i>Hydrangea spp.</i>	Hydrangea	•	•		•	•	•	•	•	
<i>Hypericum spp.</i>	St. Johnswort, Goldflower	•	•		•	•	•	•	•	
<i>Ilex spp.</i>	Holly				•	•		•	•	
<i>Juniperus spp.**</i>	Juniper	•	•		•	•	•	•	•	•
<i>Kniphofia uvaria</i>	Red Hot Poker	•	•		•	•	•	•	•	•
<i>Lantana spp.**</i>	Lantana	•	•		•	•	•	•	•	•
<i>Lavandula spp.**</i>	Lavender	•	•		•	•	•	•	•	
<i>Leucophyllum spp.</i>	Texas Ranger				•	•	•	•	•	•
<i>Ligustrum japonicum</i>	Japanese Privet	•	•		•	•	•	•	•	
<i>Ligustrum japonicum 'Texanum'</i>	Wax Leaf Privet	•	•		•	•	•	•	•	
<i>Ligustrum lucidum</i>	Glossy Privet, White Wax Tree	•	•		•	•	•	•	•	
<i>Liriope muscari</i>	Big Blue Lily Turf	•	•		•	•	•		•	
<i>Lobelia laxiflora</i>	Red Mexican Lobelia				•	•	•	•	•	•
<i>Mahonia spp.</i>	Oregon Grape				•	•			•	
<i>Mimulus aurantiacus*,***</i>	Sticky Monkey Flower				•	•	•	•	•	•
<i>Mimulus bifidus</i>	Santa Lucia Monkey Flower				•	•	•	•	•	•
<i>Mimulus puniceus</i>	Red Monkey Flower				•	•	•	•	•	•
<i>Myoporum laetum</i>	Myoporum	•	•		•	•	•	•	•	•
<i>Myrtus spp.</i>	Myrtle	•	•		•	•	•	•	•	
<i>Nandina domestica var.</i>	Nandina, Heavenly Bamboo	•	•		•	•	•		•	
<i>Neprolepis cordifolia</i>	Sword Fern	•	•		•	•	•		•	
<i>Nolina bigelovii</i>	Nolina	•	•		•	•		•		•
<i>Osmanthus fragrans</i>	Sweet Olive	•	•		•	•	•	•	•	
<i>Osteospermum spp.</i>	Freeway Daisy	•	•		•	•	•	•	•	
<i>Pelargonium X hortorum</i>	Garden Geranium	•	•		•	•	•	•	•	

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<i>Penstemon spp.</i>	Penstemon				•	•	•	•	•	
<i>Phormium spp.**</i>	Flax	•	•		•	•	•	•	•	•
<i>Photinia x fraseri</i>	Fraser's Photinia	•	•		•	•	•	•	•	•
<i>Phyllostachys aurea</i>	Golden Bamboo				•	•	•		•	
<i>Phyllostachys bambusoides</i>	Giant Timber Bamboo				•	•	•		•	
<i>Pittosporum spp.</i>	Pittosporum	•	•		•	•	•	•	•	
<i>Portulacaria afra</i>	Elephant's Food	•	•		•	•	•	•	•	•
<i>Prunus caroliniana 'Compacta'</i>	Dwarf Carolina Laurel Cherry				•	•	•	•	•	•
<i>Pyracantha spp.</i>	Pyracantha				•	•		•	•	
<i>Rhamnus californica var.*</i>	California Coffeeberry				•	•	•	•	•	•
<i>Rhaphiolepis spp.</i>	Indian Hawthorn	•	•		•	•	•	•	•	
<i>Rhus ovata</i>	Sugar Bush	•	•		•	•	•			•
<i>Ribes malvaceum***</i>	Chaparral Currant				•	•	•			•
<i>Ribes spp.</i>	Currant				•	•	•			•
<i>Romneya coulteri*</i>	Matilija Poppy				•	•	•	•		•
<i>Romneya 'White Cloud'</i>	White Cloud Matilija Poppy				•	•	•	•		•
<i>Rosa spp.</i>	Rose	•	•		•	•				
<i>Rosa californica***</i>	Wild Rose				•	•		•		•
<i>Rosmarinus spp.**</i>	Rosemary	•	•		•	•	•	•		•
<i>Salvia spp.**</i>	Sage	•	•		•	•	•	•		•
<i>Sambucus mexicana ***</i>	Mexican Elderberry				•	•		•	•	•
<i>Santolina chamaecyparissus</i>	Lavender Cotton				•	•	•		•	
<i>Stachys byzantina</i>	Lamb's Ears	•	•		•	•	•		•	
<i>Styrax officinalis var. redivivus***</i>	Snowdrop Bush				•	•	•		•	
<i>Symphoricarpos spp.</i>	Snowberry				•	•	•		•	
<i>Thymus spp.**</i>	Thyme	•	•		•	•	•		•	
<i>Trachelospermum asiaticum</i>	Yellow Star Jasmine	•	•		•	•	•		•	
<i>Trachelospermum jasminoides</i>	Star Jasmine	•	•		•	•	•		•	
<i>Verbena spp.**</i>	Verbena	•	•		•	•	•	•	•	
<i>Viburnum spp.</i>	Viburnum	•	•		•	•	•	•	•	•

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<i>Westringia</i> spp.	Coast Rosemary	•	•		•	•	•	•	•	•
<i>Xylosma congestum</i>	Xylosma, Glossy Xylosma	•	•		•	•	•	•	•	•
<i>Yucca</i> spp.**	Yucca	•	•		•	•	•	•	•	•
<b>SUCCULENTS</b>										
<i>Agave</i> spp.**	Agave	•	•		•	•	•	•	•	•
<i>Aloe</i> spp.**	Aloe	•	•		•	•	•	•	•	•
<i>Bulbine frutescens</i>	Yellow Stalked Bulbine	•	•		•	•	•	•	•	•
<i>Bulbine frutescens</i> 'Hallmark'	Orange Hallmark Bulbine	•	•		•	•	•	•	•	•
<i>Bulbine frutescens</i> 'Yellow'	Yellow Bulbine	•	•		•	•	•	•	•	•
<i>Echeveria</i> spp.	Hen and Chicks	•	•		•	•	•	•	•	•
<i>Euphorbia rigida</i>	Blue Euphorbia	•	•		•	•	•	•	•	•
<i>Euphorbia</i> spp.	Euphorbia	•	•		•	•	•	•	•	•
<i>Ferocactus wislizenii</i>	Fish Hook Barrel Cactus	•	•		•	•		•	•	•
<i>Hesperaloe parviflora</i>	Red Yucca	•	•		•	•		•	•	•
<i>Opuntia</i> spp.	Prickly Pear	•	•		•	•		•	•	•
<i>Portulacaria afra</i> *	Elephant's Food, Elephant Bush	•	•		•	•	•	•	•	•
<i>Sedum</i> spp.	Sedum	•	•		•	•	•	•	•	•
<i>Yucca</i> spp.	Yucca	•	•		•	•	•	•	•	•
<b>GROUNDCOVER</b>										
<i>Achillea</i> spp.**	Yarrow				•	•	•	•	•	•
<i>Ajuga reptans</i> var.	Carpet Bugle	•	•		•	•	•		•	
<i>Arctostaphylos</i> spp.	Manzanita	•	•		•	•	•	•	•	•
<i>Baccharis pilularis</i> ***	Coyote Brush	•	•		•	•	•	•	•	•
<i>Bergenia cordifolia</i>	Heartleaf Bergenia	•	•		•	•	•		•	
<i>Campanula poscharskyana</i>	Serbian Bellflower	•	•		•	•	•		•	
<i>Ceanothus griseus</i> var.	Carmel Creeper	•	•		•	•	•	•	•	
<i>Centranthus ruber</i>	Jupiter's Beard	•	•		•	•	•	•	•	•
<i>Cerastium tomentosum</i>	Snow-in-Summer	•	•		•	•	•	•	•	
<i>Cyclamen persicum</i>	Cyclamen	•	•		•	•			•	
<i>Dianthus</i> spp.	Carnation	•	•		•	•	•		•	

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<i>Dichondra micrantha</i>	Dichondra	•	•		•	•	•		•	
<i>Festuca californica</i> 'Serpentine Blue'	California Fescue selection	•	•		•	•	•	•	•	•
<i>Festuca glauca</i>	Blue Fescue	•	•		•	•	•	•	•	•
<i>Fragaria chiloensis</i>	Ornamental Strawberry	•	•		•	•	•		•	
<i>Fragaria</i> 'Pink Panda'	Pink Panda Ornamental Strawberry	•	•		•	•	•		•	
<i>Gazania hybrids</i>	Hybrid Gazania	•	•		•	•	•	•	•	•
<i>Gazania spp.</i>	Gazania	•	•		•	•	•	•	•	•
<i>Geranium spp.</i>	Cranesbill	•	•		•	•	•		•	
<i>Hedera canarensis</i>	Algerian Ivy	•	•		•	•			•	
<i>Hedera helix</i>	English Ivy	•	•		•	•			•	
<i>Heuchera spp.**</i>	Coral Bells	•	•		•	•		•	•	•
<i>Hypericum spp.</i>	St. John's Wort	•	•		•	•			•	
<i>Iberis sempervirens</i>	Evergreen Candytuft	•	•		•	•			•	
<i>Impatiens wallerana</i>	Impatiens	•	•		•	•	•		•	
<i>Juniperus spp.</i>	Juniper	•	•		•	•	•	•	•	
<i>Lantana spp.</i>	Lantana	•	•		•	•	•	•	•	•
<i>Lobelia erinus</i>	Lobelia	•	•		•	•	•	•	•	•
<i>Lonicera japonica</i> 'Halliana'	Hall's Honeysuckle	•	•		•	•	•		•	
<i>Myoporum parvifolium</i>	Ground Cover Myoporum	•	•		•	•	•	•	•	•
<i>Myoporum parvifolium</i> 'Putah Creek'	Putah Creek Myoporum	•	•		•	•	•	•	•	•
<i>Nandina domestica</i> 'Harbour Dwarf'	Dwarf Heavenly Bamboo	•	•		•	•	•		•	
<i>Ophiopogon spp.</i>	Mondo Grass	•	•		•	•	•		•	
<i>Osteospermum fruticosum</i> var.	Trailing African Daisy	•	•		•	•	•		•	
<i>Rosa</i> Ground Cover varieties	Ground Cover Rose	•	•		•	•	•		•	
<i>Santolina chamaecyparissus</i>	Lavender Cotton	•	•		•	•	•		•	•
<i>Scaevola</i> 'Mauve Clusters'	Fan Flower	•	•		•	•	•		•	
<i>Sedum morganianum</i>	Donkey Tail	•	•		•	•	•		•	
<i>Sedum rubrotinctum</i>	Pork and Beans	•	•		•	•	•		•	
<i>Soleirolia soleirolli</i>	Baby's Tears	•	•		•	•	•		•	
<i>Thymus praecox arcticus</i>	Creeping Thyme	•	•		•	•	•		•	

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<i>Thymus praecox</i> 'Purple Carpet'	Purple Carpet Creeping Thyme	•	•		•	•	•		•	
<i>Trachelospermum asiaticum</i>	Yellow Star Jasmine	•	•		•	•	•		•	
<i>Vinca minor</i> *	Dwarf Periwinkle	•	•		•	•	•		•	•
<i>Vinca minor</i> 'Sterling Silver'	Sterling Silver Periwinkle	•	•		•	•	•		•	•
<i>Zauschneria californica</i>	California Fuchsia	•	•		•	•	•	•	•	•
<i>Zinnia angustifolia</i>	Zinnia	•	•		•	•	•		•	
<i>Zoysia tenuifolia</i> *	Korean Grass	•	•		•	•	•		•	
<b>VINES</b>										
<i>Clematis armandii</i>	Evergreen Clematis	•	•		•	•	•	•	•	•
<i>Distictus buccinatoria</i>	Scarlet Trumpet Vine	•	•		•	•	•	•	•	•
<i>Ficus pumila</i>	Creeping Fig	•	•		•	•	•	•	•	•
<i>Gelsemium sempervirens</i>	Carolina Jessamine	•	•		•	•	•	•	•	•
<i>Hardenbergia violacea</i>	Lilac Vine	•	•		•	•	•	•	•	•
<i>Hardenbergia violacea</i> 'Rosea'	Pink Lilac Vine	•	•		•	•	•	•	•	•
<i>Hedera spp.</i>	Ivy	•	•		•	•	•	•	•	•
<i>Jasminum polyanthum</i>	Pink Jasmine	•	•		•	•	•	•	•	•
<i>Lonicera hildebrandeana</i>	Giant Burmese Honeysuckle	•	•		•	•	•	•	•	
<i>Lonicera japonica</i>	Japanese Honeysuckle	•	•		•	•	•	•	•	
<i>Macfadyena unguis-cati</i>	Cat's Claw Vine	•	•		•	•	•	•	•	
<i>Parthenocissus</i> 'Hacienda Creeper'	Hacienda Creeper	•	•		•	•	•	•	•	
<i>Parthenocissus quinquefolia</i>	Virginia Creeper	•	•		•	•	•	•	•	
<i>Parthenocissus tricuspidata</i>	Boston Ivy	•	•		•	•	•		•	
<i>Parthenocissus tricuspidata</i> 'Veitchi'	Boston Ivy	•	•		•	•	•		•	
<i>Rosa</i> 'Cecile Brunner'	Cecile Brunner Rose (polyantha)	•	•		•	•			•	
<i>Rosa banksiae</i> 'Alba Plena'	Dbl. White Lady Banks' Rose	•	•		•	•			•	
<i>Rosa banksiae</i> 'Lutea'	Yellow Lady Banks' Rose	•	•		•	•			•	
<i>Rosa spp.</i>	Climbing Rose	•	•		•	•			•	
<i>Solanum jasminoides</i>	Potato Vine	•	•		•	•	•		•	
<i>Thunbergia alata</i>	Black-eyed Susan Vine	•	•		•	•	•		•	
<i>Trachelospermum jasminoides</i>	Star Jasmine	•	•		•	•	•		•	

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<i>Vitis californica</i>	California Wild Grape	•	•		•	•	•	•	•	•
<i>Vitis californica</i> 'Roger's Red'	Roger's Red California Grape	•	•		•	•	•	•	•	•
<i>Wisteria</i> spp.	Wisteria	•	•		•	•	•		•	
<b>GRASSES/WILDFLOWER</b>										
<i>Bouteloua curtipendula</i> *	Sideoats Grama Grass	•	•		•	•	•	•	•	•
<i>Bouteloua gracilis</i> *	Blue Grama Grass	•	•		•	•	•	•	•	•
<i>Carex barbarae</i> ***	Santa Barbara Sedge	•	•		•	•	•	•	•	•
<i>Carex elata</i> *	Golden Variegated Sedge	•	•		•	•	•	•	•	•
<i>Carex</i> spp.	Sedge	•	•		•	•	•	•	•	•
<i>Chlorogalum pomeridianum</i> ***	Soap Root	•	•		•	•	•	•	•	•
<i>Collinsia heterophylla</i> ***	Chinese Houses	•	•		•	•			•	•
<i>Dichelostemma capitatum</i> ***	Bluedicks	•	•		•	•		•	•	•
<i>Elymus glaucus</i> ***	Blue Wildrye	•	•		•	•	•	•	•	•
<i>Epilobium canum</i> ***	California Fuchsia	•	•		•	•	•	•	•	•
<i>Eschscholzia californica</i> ***	California Poppy	•	•		•	•	•	•	•	•
<i>Festuca californica</i> ***	California Fescue	•	•		•	•	•	•	•	•
<i>Festuca glauca</i>	Blue Fescue	•	•		•	•	•	•	•	•
<i>Festuca mairei</i>	Atlas Fescue	•	•		•	•	•	•	•	•
<i>Festuca rubra</i>	Red Fescue	•	•		•	•	•	•	•	•
<i>Gilia tricolor</i> ***	Bird's Eyes	•	•		•	•		•	•	•
<i>Helictotrichon sempervirens</i>	Blue Oat Grass	•	•		•	•	•		•	
<i>Juncus acutus</i>	Spiny Rush	•	•		•	•	•	•	•	•
<i>Juncus balticus</i>	Rush	•	•		•	•	•	•	•	•
<i>Juncus effuses</i> ***	Common Rush	•	•		•	•	•	•	•	•
<i>Juncus effusus pacificus</i> 'Quartz Creek'	Quartz Creek Soft Rush	•	•		•	•	•	•	•	•
<i>Lasthenia californica</i> ***	Goldfields	•	•		•	•		•	•	•
<i>Layia fremontii</i> ***	Tidy Tips	•	•		•	•		•	•	•
<i>Leymus condensatus</i> *	Wild Rye	•	•		•	•		•	•	•
<i>Leymus condensatus</i> 'Canyon Prince'*	Canyon Prince Wild Rye	•	•		•	•		•	•	•
<i>Leymus triticoides</i> ***	Creeping Wild Rye	•	•		•	•		•	•	•

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Botanical Name	Common Name	Project Entrées	Signature Corridors	Folsom Street Tree	Single Family Detached	Multi-Family	Parks/Schools	Open Space	Commercial/Mixed Used	Drainage Basin
<i>Lupinus microcarpus</i> ***	White-Whorled Lupine	•	•		•	•		•	•	•
<i>Lupinus microcarpus</i> var. <i>densiflorus</i> ***	Golden Lupine	•	•		•	•		•	•	•
<i>Lupinus nanus</i> ***	Sky Lupine	•	•		•	•		•	•	•
<i>Miscanthus</i> spp.	Miscanthus	•	•		•	•	•	•	•	•
<i>Muhlenbergia</i> spp.	Muhlenbergia	•	•		•	•	•	•	•	•
<i>Muhlenbergia rigens</i> ***	Deergrass	•	•		•	•	•	•	•	•
<i>Nassella lepida</i> ***	Foothill Needlegrass	•	•		•	•	•	•	•	•
<i>Nassella pulchra</i> ***	Purple Needlegrass	•	•		•	•	•	•	•	•
<i>Nassella tenuissima</i>	Mexican Feather Grass	•	•		•	•			•	
<i>Nolina bigelovii</i>	Desert Bigelov Nolina	•	•		•	•		•	•	•
<i>Ophiopogon jabburan vittata</i>	Snakebeard	•	•		•	•			•	
<i>Ophiopogon japonicus</i>	Mondo Grass	•	•		•	•	•		•	
<i>Pennisetum</i> spp.	Fountain Grass	•	•		•	•			•	
<i>Penstemon heterophyllus</i> ***	Foothill Penstemon	•	•		•	•	•	•	•	•
<i>Phalaris arundinacea 'Picta'</i>	Variiegated Ribbon Grass	•	•		•	•	•		•	
<i>Phalaris arundinacea 'Rosea'</i>	Ribbon Grass	•	•		•	•	•		•	
<i>Scirpus tabernaemontani</i>	Soft-stem Bulrush	•	•		•	•	•	•	•	•
<i>Sisyrinchium bellum</i> ***	Blue-Eyed Grass	•	•		•	•	•	•	•	•
<i>Solidago californica</i> ***	California Goldenrod	•	•		•	•		•	•	•
<i>Sporobolus airoides</i> ***	Alkali Sacaton	•	•		•	•		•	•	•
<i>Sporobolus wrightii</i>	Giant Dropseed	•	•		•	•		•	•	•
<i>Stipa pulchra</i>	Needle Grass	•	•		•	•	•		•	
<i>Triteleia laxa</i> ***	Ithuriel's Spear	•	•		•	•				
<i>Zoysia 'De Anza'</i> **	Turf Zoysia De Anza	•	•		•	•	•		•	

\*Indicates drought-tolerant species

\*\*Indicates that designer must select a low water or drought-tolerant variety only

\*\*\*River-Friendly Landscaping List – Sacramento, CA









# 4

## DESIGN PROCESS

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## INTRODUCTION

The Folsom Ranch, Central District Design Guidelines have been created to provide property owners, architects, home builders, and contractors with a set of parameters for the preparation of their drawings and specifications. Adherence to these Guidelines will assure builders that a consistent level of quality will be maintained. The Folsom Ranch, Central District Architectural Review Committee (or the “Committee”) and the City will review all designs, plans, and construction to ensure:

- Primary site design issues have been adequately considered,
- Excellence in architectural design,
- The unique landscape potential of the homesite is addressed,
- Compatibility and integration with surrounding land uses.

### Architectural Review Committee

The Folsom Ranch, Central District is designed to be a unique community of homes for all income levels. The future community’s Covenants, Conditions, and Restrictions (CC&R’s) may not list specific design items necessary for plan approval. Rather, the authority to approve or disapprove individual building and landscaping plans is given to the Folsom Ranch, Central District Architectural Review Committee. The Committee does not seek to restrict individual creativity or preferences, but rather maintain within the overall community the aesthetic relationship between homes, natural amenities, and surrounding neighbors. As the community matures, these key relationships will become increasingly important, requiring coordination through the design process.

The Committee is composed of three members or more, as decided upon by the Project Master Developer, who are intricately involved in the development of the community. Additionally, an architect or other design professional, who is a non-owner, may serve on or act as a consultant to the Committee.

The Committee will use the Design Guidelines for the purpose of review, but may individually consider the merits of any design due to special conditions that, in the opinion of the Committee, provide benefits to the adjacent areas, the specific site, or to the community as a whole. Alternate materials/architectural styles that are deemed equivalent may be permitted, subject to Planning Commission approval.

Deviations to these standards may be considered for projects with special and unique design characteristics during the Folsom Ranch Design Review Committee process and the City’s development review process. This document is intended to encourage and direct a high level of design quality to the project site while permitting flexibility for creative expression and innovative design solutions.

Deviations can be classified as Minor Deviations and Major Deviations. Examples of Minor Deviations include, but are not limited to, setback or lot coverage changes, architectural styles, and architectural material substitutions. Examples of Major Deviations include, but are not limited to, land use changes or other changes not in substantial conformance with the approved final map. This document grants the Community Development Director the authority to determine whether a deviation should be considered Minor or Major. Review and approval of Minor Deviations shall be conducted by the Community Development Director, whereas Major Deviations shall be reviewed and approved by the Planning Commission.



Amendments to the Design Guidelines shall be reviewed and approved by planning staff or the Community Development Director.

The plans must identify the changes and/or modifications at the time of submittal plans to the ARC. With the ARC's approval, the plans can then be submitted to the City for approval. Since all approvals by the City are subject to Design Approval by the Planning Commission (Planning Commission actions are appealable to the City Council), such approval shall ratify the Design Guidelines changes or modifications for the particular project seeking the changes or modifications. If changes to the Design Guidelines are proposed, then the changes shall be approved by the ARC first then the City of Folsom, in a manner subject to the City's approval.

Architectural Review Committee approval is required for all development projects located in Folsom Ranch. For those projects that require discretionary approvals from the City of Folsom, such as tentative subdivision map, Planned Development Permit, Use Permit or other approvals granted by the Planning Commission and/or City Council, ARC approval is required **prior** to the submittal of the application to the City.

Prior to the commencement of any site work or construction activity, the builders or their respective agent must submit to the Committee an APPLICATION FOR APPROVAL of such work. Approval by the Committee must be received prior to the start of any clearing, grading, construction, or landscaping. The authority to approve or disapprove building and landscape plans is provided by the future CC&Rs for Folsom Ranch, Central District. Deviations from the Design Guidelines may be permitted on a case-by-case basis, subject to the Planning Commission approval under the design review approval process.



## Procedural Flow Chart

The outline that follows represents the steps necessary to complete a residence in Folsom Ranch, Central District. It is important to note that any deviation from these procedures could cause unnecessary delays or additional costs.

### 1. Pre-Design Submittal Meeting

Pre-Submittal Meeting: Design Concept.  
Highly recommended, but not required.

### 2. Conceptual Design Review

- Two sets of Preliminary Plans showing:
- Floor Plans
- Elevations
- Site Plans
- Fencing Plans
- Application Form
- Review and Processing Fee / Deposit- Per Builder/Master Developer requirements



3. Final Design Review Approval
  - Two sets of:
    - Site Plan
    - Landscape Plan
    - Irrigation Plan
    - Fencing Plan
    - Floor Plans
    - Roof Plan
    - Building Elevations
    - Specifications and Schedule
    - Color and Material Selections
4. Construction Guidelines and Standards
  - Construction Schedule
  - Building Permit
  - Final Inspection
5. Submit to City Building Department

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

*NOTE:* Applicant to make himself familiar with the City of Folsom Design Review Process and Applications.

### *Design Review and Approval Process*

The Design Guidelines outline the design intent, basic requirements, and processes to be followed by the Committee in reviewing and approving architectural, site, and landscaping plans. It is recommended that all interested parties familiarize themselves with the Design Guidelines prior to the commencement of any design work.

We encourage the utilization of professional designers and builders who have acquainted themselves with the Architectural Design Guidelines, the Folsom Plan Area Specific Plan, and County Codes and Regulations, and who have demonstrated an understanding of the quality and standards that will be required at Folsom Ranch, Central District. Licensed architects, engineers, and landscape architects shall prepare all plans and designs.

### *Pre-Design Submittal Meeting*

Adherence to the Design Guidelines and all applicable government regulations is the sole responsibility of the builder. Before beginning the design process, the City of Folsom Planning Department should be contacted to clarify all regulatory questions, in addition to becoming familiar with the Specific Plan.

To establish the design concept, owners, builders, and/or architects should meet informally with a representative or representatives of the Committee to discuss and consider all approaches, ideas, designs, and to review any preliminary design sketches. An owner and/or builder may appoint a personal representative to attend meetings and process plans, but in general we encourage the owner and/or builder to be present at the conferences. The Committee will review, with the owner, builder or agent, their design approach to confirm the intent of the Design Guidelines and the appropriateness of the design concept. Although not mandatory, this step is strongly



recommended.

### Conceptual Design Submittal

The Pre-Design Conference should give the owner or builder and the owner's or builder's design team sufficient direction to prepare the Conceptual Design Submittal. This submittal should consist of exterior elevation drawings including material list and color palette, floor plan and site plan, showing existing and proposed grades, property lines, proposed fencing, and building setbacks.

The materials required for the ARC approval may be different than what is required to obtain approval from the City of a Planned Development Permit. The materials requested herein are considered to be the minimum required for ARC approval and if the City requires ARC approval of additional items not listed here, then the applicant shall provide those materials to the ARC for review. It is the intent that the City not accept applications unless the ARC has approved the planned project. Lastly, ARC approval does not convey any representations of approval by the City of Folsom.

The Conceptual Design Submittal package should contain two (2) sets of the following:

1. Floor plans drawn to scale.
2. Conceptual exterior elevations with enough detail to allow the committee to make an effective review of the plan.

*NOTE:* These items may be in sketch form and to scale, that is, drawings of a preliminary nature, and need not have all the dimensions and details. However, critical dimensions should be included.

3. A site plan, drawn to scale, showing:
  - a. Property lines.
  - b. Existing grades, trees, rock outcroppings, and any other significant resources.

- c. Home location, setbacks, and easements.
  - d. Driveway and turn-around locations and dimensions, guest parking location (minimum of two guest spaces).
  - e. Any decks, patios, and/or outdoor living space proposed show location and size.
  - f. Fence and wall location.
4. The completed Application for Approval form.

Builder should submit the completed Application Form, along with the plans described above, to the Committee. The Committee will review the plans and contact the builder within thirty (30) calendar days. If needed, an informal meeting will be scheduled to review the Conceptual Design Submittal.

### 5. Reviews and Processing Fee.

To ensure a thorough review is provided to each builder and that the highest architectural and design standards are met, the Committee may, at their discretion, retain the services of architects, engineers, landscape architects, and/or inspectors. To cover the cost of the Committee and insure against damage to Folsom Ranch, Central District due to construction, builders are required to submit a fee/deposit for ARC services. A portion of the review fee will not be returned. The remaining balance will be held as a deposit until a construction inspection is completed. Upon inspection, if no damage occurred to neighboring property or any other property in Folsom Ranch, Central District as a result of your construction, the balance of the deposit minus the review fee will be returned. If the FRARC finds that damage has occurred, the cost for repairs will be taken out of the deposit. The cost for repair services will be based on a time and materials basis with a full accounting provided to the builder. Any unspent deposit will be returned to the builder. In the event that cost for damage repair exceeds





the initial fee/deposit amount, an invoice will be provided to the builder. If the builder elects not to submit a preliminary plan for comments, the fee/deposit will be due upon the submittal of the Final Design Review application.

### *Final Design Review and Approval*

After preliminary review and approval of the materials, colors, and design concept, the builder or builder's agent must submit a final set of working drawings (construction documents), a detailed site plan of the building(s), including grading and drainage plans, fencing plan, irrigation plan, and a landscape plan showing type, size, and quantity of material, for final design approval.

The Committee's Final Design Review procedure is also structured for a thirty (30) day review period. Applicants must submit two (2) sets of final construction plans as further defined below, and two copies of the application.

Construction plans, i.e. final plans drawn to scale, shall include the following information:

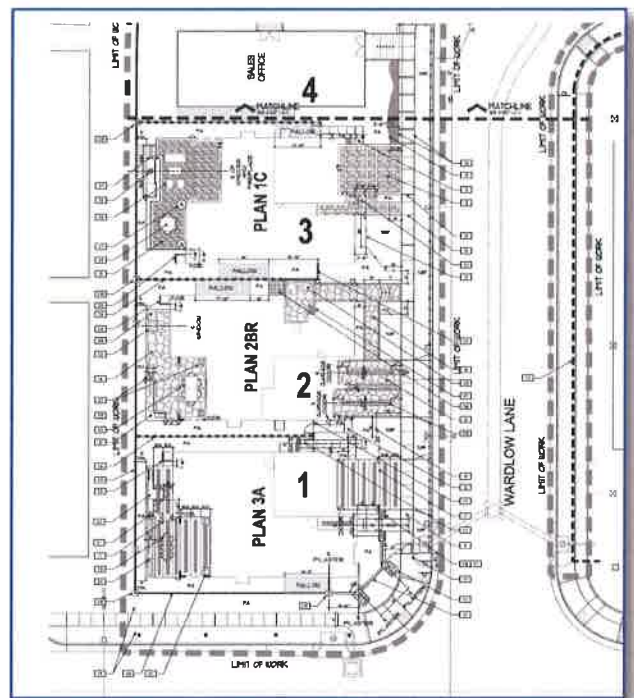
1. **Grading Plan:** The grading plan shall be prepared to comply with Specific Plan guidelines. It may not be required for lots padded by the developer.
  - a. Existing topography and the proposed finish grades. The grading plan must include all drainage information including swales, retention areas, berm and erosion control measures, and quantity of excavation, if required. This grading plan must be approved by the Committee before any earthwork begins.
  - b. First floor and basement floor elevations must be shown with respect to the site grades.
  - c. Indicate driveway widths, drainage culverts, pipe and headwalls, sidewalks,

patios, fences and walls, air conditioning, and garage locations.

- d. Show rear deck size with stairs to the lower grade.
- e. Show any extreme site conditions including terrain, trees to be retained, and tree to be removed on the plan.
- f. Show all proposed structures.
- g. Show the lengths, designs, height, finish, and location of all walls (retaining and freestanding) and fences.

### 2. **Landscape and Irrigation Plan:**

- a. The irrigation plan must include the point of connection to the water source, pipe location and sizes, head and drip emitter locations, zone limits, controller, RP devices and back flow preventer locations.
- b. Landscape plans must show all trees, shrubs, ground cover, and lawn locations,



and be drawn to scale. Plans should include a plant schedule which lists all plants and specifies common and botanical name, height and width minimums, container size, quantity, quality, and typical spacing if applicable.

**3. First Floor Plan:**

- a. Indicate decks, patios, stoops, retaining walls, trash enclosures, air conditioning screening, front entry step sizes, materials and finishes, driveway areas, and all interior spaces of the first floor.

**4. Second Floor Plan and/or Third Floor Plan, if proposed (Commercial or Multi-Family may have more floors - all floor plans are required for submittal):**

- a. Indicate lower roof projections, roof overhangs, chimney locations, and all interior spaces.

**5. Roof Plan:**

- a. Indicate all roof areas and corresponding slopes and gutter and downspout locations.

**6. Building Elevations:**

- a. Building elevations should be drawn along with floor plans to match the site plan orientation.
- b. Articulate “all” elevations, including hidden elevations, with finishes, window types, trims, and fascia details. Show the proposed finished grades against elevations, garbage screens, air conditioning location, screens, decks, rear stairs, and the maximum height from the first floor to the uppermost roof peak.
- c. Provide samples or a materials board with the exterior color scheme and material

selections. Include any brick, stone, siding, and roof tile samples.

**7. Specifications and Schedule:**

- a. Final construction specifications may be included on drawings or in book form.

**8. Approval:**

- a. If the Committee or applicant so desire, meetings between the builder and/or their agent and the Committee shall be held during the following week to review the Committee’s comments.
- b. When revisions of the items required to be modified are minor, all parties shall affix signatures on the comments sheet attesting to such and one (1) set of all documents will be returned to the builder marked “Approved as Submitted” or “Approved as Noted”. Plans needing to be extensively modified will be denied and will have to be resubmitted.
- c. Upon approval, the Committee will write a letter to the applicable lot owners, stating the final approval of the plans.
- d. The Committee will retain the final drawings until construction is completed and compliance with approval verified. If work has not started or a continuance not received by the owner or owner’s agent within three (3) years from approval, the approval will then automatically expire.

*NOTE:* Revisions required by the building department must be resubmitted for final review by the FRARC and construction may not proceed until approved.



## Construction Guidelines and Standards

Upon final design approval from the Committee, the plans will be ready for building permit application and construction.

Along with the final design approval from the Committee, other requirements will include:

1. A construction schedule showing start and finish dates. The should be submitted when final plan approval is obtained.
2. The acquisition of a building permit from the City of Folsom.
3. Previously collected funds will be utilized to repair any damage caused by construction personnel or equipment to adjacent property or amenities, or used to clean the construction site if necessary. Checks shall be made payable to "The Folsom Ranch, Central District Community Association."
4. All signage within the development shall be subject to the City of Folsom's sign ordinances.
5. Construction of driveways shall be at the time of building permit for each individual lot. The Folsom Ranch, Central District Architectural Review Committee shall review the placement of individual homes and driveways within the project. Site improvement plans for each lot shall be prepared by a Civil Engineer registered to practice in the State of California, based on the Committee's approved site plans and shall include slope stabilization and erosion control methods. Provisions for the disposal of excess fill material shall be incorporated into the individual lot grading and/or building permit(s) filed with the Building Department.
6. All builders are to maintain their construction sites in a neat and orderly fashion, and shall clean up and remove all debris. The builder and general contractors shall be responsible for the maintenance of such neatness and removal of debris by subcontractors employed on the construction site. Activities expressly prohibited by the Design Guidelines include dumping excess concrete mix on adjacent lots or parcels, and the dumping of waste materials, chemicals, oils, sewage, garbage, paints, insecticides, petroleum or other chemical products, etc., into storm drains and street gutters.
7. Contractors are responsible for providing on-site parking for their work crews' vehicles.
8. Contractors are responsible for site cleanup.
9. Contractors are responsible for erosion control and must comply with plans as approved by the Folsom Ranch, Central District Architectural Review Committee (FRARC). The FRARC may include more restrictive measures than required by the County/City, if appropriate for this site.

## Submittal Fees and Deposits

The Application for Approval, processing fee, damage deposit, and all other materials necessary for the Committee to approve a residence must be sent to:

The Folsom Ranch, Central District Community Association  
Architectural Review Committee  
3907 Park Drive, Suite 235  
El Dorado Hills, CA 95762





FOLSOM RANCH, CENTRAL DISTRICT

# DESIGN GUIDELINES

## Addendum



# 5

## DESIGN GUIDELINES

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# MULTI-FAMILY



## PURPOSE AND OBJECTIVE

The intent of the Folsom Ranch Multi-Family guidelines is to establish parameters which apply to all multi-family land use categories, including Multi-Family Low Density (MLD), Multi-Family Medium Density (MMD) and Multi-Family High Density (MHD). The guidelines are intended to encourage creativity in solutions to specific design opportunities.

## ARCHITECTURAL PRINCIPLES

The following principles have been identified to achieve the common goal of ensuring a high-quality and aesthetically cohesive environment throughout the Folsom Ranch Community.

- Designs incorporating building types, orientation with site improvements, and circulation in a manner to cohesively blend into its existing and planned surroundings.
- Designs highlighting community features for enhanced appearance, safety, convenience, and social interaction through circulation connectivity and siting of open space.
- Designs supporting a high-quality of life with appropriate usable private and common areas.
- Designs embodying high-quality design elements and project identity through variation in massing, articulation, heights, materials, styles, and creativity.







## BUILDING TYPES AND DENSITIES

There are several recognized multifamily building types that range from attached or detached townhouse developments to stacked flats / townhouses with a podium garage. Each building type has specific traits and is looked at separately within these guidelines.

### DETACHED TOWNHOUSES

Detached townhouses are units typically situated in a row separated by private open space between units. Units generally are more uniform in appearance than small lot detached homes and might include three-story units

#### FEATURES :

- Building design focus on individual unit identity and architectural interest
- Typical built density: 8-12 units per acre
- Front-loaded with the front door and garage facing the street or rear-loaded with garage facing the rear of the property or a private street
- Side yards may provide usable private open space and the site may include additional common open space

### ATTACHED TOWNHOUSES

Attached townhouses are units typically situated in a row of at least three or more units where there is no separation between units. Buildings of two attached units are duplexes, twins, or duets. These can be designed as either front- or rear-loaded.

#### FEATURES :

- Typical built density: between 14-25 units per acre
- Generally uniform massing with individualized separate unit entrances
- Front-loaded with the front door and garage facing the street, or "rear-loaded" with the garage facing the "rear" of the property, or private street
- Greater efficiency in layout without side yards provides for greater density opportunities and larger common open space than private spaces
- Private open space for each unit is provided by a front patio or balcony
- Building design focus on overall building appearance and massing
- Units organized around "public" spaces and sites around common space amenities.

## STACKED FLATS WITH SURFACE PARKING

Stacked Flats are units arranged on a single level of a building and surrounded by units either above or below each unit.

### FEATURES:

- Typical built density: 20-30+ units per acre
- Typically, 2-4 stories of single-level units stacked on top of each other
- Individual unit access can be from either common interior corridor or by discrete exterior entrances
- The design focus is on the whole building, less on individual units
- Common open space is typically provided in open areas of courtyards or common ground area
- Private open space is typically provided in the form of balconies

## TOWNHOUSES / STACKED FLATS ABOVE PODIUM PARKING

Townhouses or stacked flats are units built over a submerged or partially submerged parking garage or "podium," rather than with individual garages.

### FEATURES:

- Typically, 3-4 stories or more in height above a parking podium (garage)
- Typical built density of 30-60 units per acre
- The design focus is on the entire building, not individual units
- May or may not have additional surface parking
- Urban in appearance due to height, mass, and scale
- Common open space is typically provided, including private space balconies

## SITE PLANNING

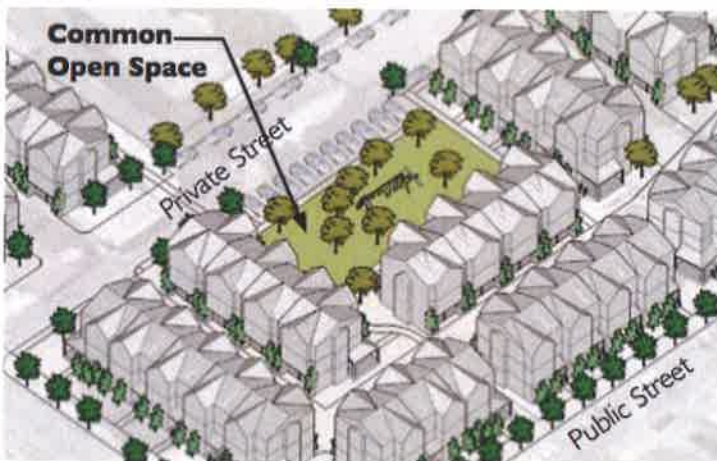
A multi-family residential development should unify the styles and character of the surrounding community. The location of these areas should be in walking distance to parks, commercial centers, and public facilities.

- Residential developments should provide a variety of architectural styles complementary to each other to provide a diverse neighborhood atmosphere.
- Building orientation and site layout to address privacy concerns.
- A variety of one, two, and three-bedroom dwelling units should be provided to encourage a variety of product types. Units should be mixed throughout the development.
- Units should front streets and common areas to increase visibility of public streets, parks, and open spaces within the neighborhood.
- The design should consider compatibility with the surrounding neighborhood by mimicking existing architectural styles, massing, colors, and rhythm.
- Acoustical and noise attenuation issues should be considered during the design process.



## SMALL AND MEDIUM SITES

- Privacy:
  - Use building orientation and site layout to address privacy concerns
  - Buildings should be of a scale and have massing that is sensitive to adjacent properties
- Open Space:
  - Buildings should define the edges of and face onto the common open space
  - Location should be clearly and easily accessible
  - Common open space should be consolidated in one location to allow for high usability and sustainability
  - Private spaces should be provided at side and rear yards
- Circulation:
  - Guest parking may be difficult to provide on small sites with limited space; however, it should occur at the rear of the site
  - Shared vehicle and pedestrian circulation areas should utilize pavers for pedestrian ways traversing parking areas or alongside of vehicular circulation



**RECOMMENDED** - Buildings that face open spaces define the edges of the open space.

## LARGE SITES

- Connectivity:

- Streets, auto courts, paseos and pedestrian ways should not only connect internally but also to adjacent streets in neighboring developments
- Pedestrian and bike paths should be used where street connections to adjacent neighborhoods are challenged
- Use paseos and pedestrian paths for internal connections.

- Hierarchy of Streets:

- Clear distinction in scale, landscape treatment, and orientation between public/private streets, auto courts and pedestrian paseos

- Auto courts should be designed to act as secondary circulation to reduce service functions and garage access from public and private streets
- Guest parking should be located throughout site

- Building Frontage and Orientation:

- Units should face streets, open spaces and internal private streets wherever possible
- Building fronts should include porches and door facing streets

- Open space:

- Large open space should be the fundamental organizing element of the site plan
- Common open space should be centralized and directly accessible to units. It should be linked to adjacent parks and paseos and paths where possible



## CIRCULATION BETWEEN NEIGHBORHOODS

- Connect to surrounding neighborhoods with streets
- Develop an overall connected network of streets and auto courts on larger sites
- Anticipate future connections to adjacent parcels to provide for future opportunities
- Include adequate emergency vehicle access
- Connect neighborhoods with pedestrian and bicycle connections, especially where street connections are challenged due to site constraints
- Avoid dead end street stubs



## ENTRY DRIVES

- Easily identifiable and aesthetically pleasing entrances designed to complement the style of the project should be provided.
- The principal vehicular access into a multi-family housing project should be through an entry drive rather than a parking drive. Colored, textured, and/or permeable paving treatments at entry drives are encouraged.
- Driveway entries should align with existing or planned median openings and adjacent driveways.
- The number of site access points should be minimized.

## CARS, BIKES AND PEOPLE

- Connect the overall network of private streets, auto courts, and pedestrian walkways on larger sites.
- Traffic calming techniques should be used throughout development sites.
- Use color, texture, and landscape to reinforce purpose of the facility.
- Private streets and access ways should be used to allow design flexibility and enhancement of vehicular and pedestrian facilities.
- The principal vehicular access into a project should be through an entry drive rather than a drive for parking
- Pedestrian and bike paths shall be used to connection nearby neighborhoods, schools, parks, commercial projects, and bicycle parking areas should be provided

## OPEN SPACE

- Aggregate common open space to make a large usable area that serves as the central focus
- Open space areas shall be well landscaped to create a visually appealing high quality open space with emphasis on privacy and green space
- Common open space should be well defined by streets and buildings
- Common open space should be centralized and directly accessible to units. It should link adjacent parks, paseos and paths
- Small development sites may prioritize private spaces over common spaces
- Define edges of open space with units, buildings, and walkways. Streets can also serve this function, but buildings are recommended wherever possible
- Large and medium sites should have one central open space and other small diverse open space
- Common open space should be designed to provide for both active and passive uses, not merely decorative space.



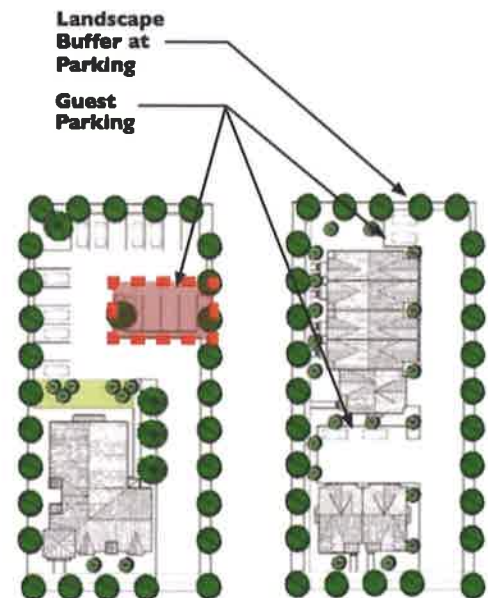


## PEDESTRIAN ACCESS AND PASEOS

- Paseos should serve as the front or "face" of units when a front door on a street is not feasible
- Paseos should be well-lit for pedestrians without adding glare to adjacent residences.
- Connect paseos to form internal walkway networks within developments.

## GUEST PARKING

- Parking requires adequate maneuvering areas for vehicle turnarounds.
- Connect units to parking areas via walkways.
- Guest parking may be located on private streets, in parallel or perpendicular (90 degree) parking spaces.
- On deep narrow sites, guest parking should be located at the rear of the site.
- Vehicular turnaround space may occur within the setback if an adequate landscape buffer between paved area and property line is maintained.
- In larger developments, guest parking should be located in parallel, perpendicular, or angled spaces along private streets or dispersed within auto courts.
- Provide sufficient and convenient guest parking appropriately dispersed on site.



## PARKING AREA SCREENING

- Screening should be provided at the edge of all parking areas
- A landscaping buffer should be provided between parking areas and public rights-of-way
- A 36-inch to 42-inch high berm, headlight hedge, or masonry wall should be used to screen any parking at the street periphery. Breaks should be provided to allow pedestrian circulation. A combination of walls, berms, and landscape material is highly recommended.
- Both sides of all perimeter walls or fences should be architecturally treated. Walls should be finished and designed to complement the surrounding development. Long expanses of fence or wall surfaces should be offset and architecturally designed to prevent monotony.

## BUILDING ORIENTATION RELATED TO PUBLIC SPACES

- Orient buildings to face public/private streets and open space.
- Include building entrances as primary building features opening to common open space or streets.
- Use corner treatment and architectural detailing on narrow small sites where it is not possible for front facades of buildings to face a street.
- Locate private uses and private space along private streets, side yards, and rear of properties where possible
- Design upper floors of 3-story and taller buildings to avoid over-dominating the size of the open spaces, streets or alleys
- Building fronts provide definitive edges to common open space, public and private streets, and paseos.
- Building entrance features such as porches, stoops, front walkways, windows and front doors provide a public "face" and orientation to a building; these features on the public street side of the building provide a building face on the street.
- Corner or end unit architectural treatment can include wrap-around porches and facade detailing in order for a building to face the public street, paseo, or open space.
- Address numbers that are identifiable for each unit where buildings face the street, paseo, or open space provide an orientation feature to the public space or street

## ARCHITECTURAL GUIDELINES FOR MULTI-FAMILY

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

- Spanish Colonial
- Monterey
- Western Farmhouse
- Craftsman
- Early California Ranch
- American Traditional
- Agrarian Contemporary

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



## MASSING

- To create variety in the streetscape, roof forms shall vary within a block of buildings.
- Large projects should be broken up into groups of structures of various heights.
- Buildings designs should include a combination of the following techniques:
- Where appropriate, the upper stories of multi-family buildings should be stepped back to reduce the scale of facades that face the street, courtyards, or open space areas
- Structures with greater height should include additional setbacks and steps within the massing to create a transition in heights from adjacent properties and avoid dominating the character of the neighborhood.
- Vertical elements such as towers may be used to accent horizontal massing and provide visual interest
- Building scale should be reduced through the proper use of window patterns, structural bays, roof overhangs, wall materials, awnings, fixtures, and other details.
- Architectural details and materials on lower walls that relate to human scale. Arches, trellises, or awnings should be utilized

## ROOF LINES AND MATERIALS

- A variety of roof planes and accent details increase the visual quality and character of a building.
- Varied roof pitches, porches, and overhangs provide visual interest and increase the architectural character of the dwelling unit.
- Use of a variety of roof tiles and colors consistent with the architectural style is encouraged.
- Roofing colors shall be earth tones to minimize reflective glare and visual impacts.
- Major roofs shall be designed in a straightforward way, to cover and highlight the primary masses of the buildings.
- Gambrel and Mansard style roofs are not permitted.
- Flat roofs are permitted within context of architectural style.

## Garage and Accessory Buildings

- The architectural style and character of garages and parking structures will be consistent with the house.
- Garage doors are preferred to be perpendicular to the street or located at the rear of the lot.
- Garage doors should be recessed into, rather than flush with, the exterior wall.
- Detached garages and accessory structures should be designed as an integral part of the architecture of the project and should be similar in materials, color, and detail to the principal structures of a development.
- Detached garages, carports, and accessory structures should incorporate roof slopes and materials similar to the principal structures of a development
- Carport columns shall include architectural features and be a minimum of 24 inches wide at the base. The architectural treatment shall extend vertically for a minimum of 36 inches.

## Lighting

- All lighting selections shall meet the dark sky recommendations
- Light fixtures should be designed or selected to be architecturally compatible with the main structure or theme of the development.
- Up lighting of building elements and trees should use the lowest wattage possible to minimize impacts to the night sky. Light sources for wall washing and tree lighting should be hidden.
- Where landscaping is lit, low-voltage lighting should be used whenever possible to conserve energy. Energy efficient lamps and ballasts, controlled by photoelectric methods or timers, should be incorporated.
- Walkways and paseos should be lit to ensure safe night time conditions.
- Light poles should be designed with downward facing fixtures to eliminate light spill.
- The height of a light pole should be appropriate in scale for the building or the complex and the surrounding area.



# 6

## FOLSOM RANCH, CENTRAL DISTRICT DESIGN GUIDELINES

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### ERRATA

## PURPOSE AND OBJECTIVE

The following changes to the Folsom Ranch, Central District Design Guidelines are submitted to reflect the most recent land plan. Additional enhancements to the Architectural Guidelines have been made to further clarify the architectural styles, elements, and details related to single family home designs within Folsom Ranch. The goal of ensuring a high-quality and aesthetically cohesive environment throughout the Folsom Ranch community remains the highest priority for the project.

### FOLSOM RANCH, CENTRAL DISTRICT DESIGN GUIDELINES (MAY 2015) ERRATA SHEET (JANUARY 2018)

SECTION # PAGE #	DESCRIPTION
Section 1 Page 2	Figure 1.2 has been updated to reflect the current location of the entire Folsom Ranch planned area.
Section 1 Page 3	Table 1.1 has been updated to reflect the current land plan for Folsom Ranch.
Section 1 Page 3	Figure 1.3 has been updated to reflect the current Folsom Ranch Boundary and Land use plan.
Section 2 Page 12	The list of appropriate architectural styles has been updated to include Agrarian Contemporary.
Section 2 Page 14	Changed bullet related to roof forms for Spanish Colonial style to read : Roof forms are typically comprised of a main front to back gable with front facing gables. The predominantly gable and shed roofs have tight rakes and 18" eaves. Designers are encouraged to limit use of conical roofs on circular towers, or hip roofs over terrace areas. Typical roof pitch of 4:12
Section 2 Page 16	Modified bullet related to roof forms for Western Farmhouse to read : Roof forms with steeper pitch (6:12 – 8:12) is encouraged. A dominant forward facing gable roof provides architectural distinction and is a preferred element. Flat concrete roof tiles or equal.
Section 2 Page 18	Modified bullet related to roof forms for Craftsman to read : Roof forms are typically side-to-side gable with cross gables. Use of secondary masses with 18" rake and 18" – 24" eaves provides the architectural distinction of this style and is highly encouraged.
Section 2	Page 21 added to provide guidelines for Agrarian Contemporary architectural style.



**DEPARTMENT OF THE ARMY  
U.S. ARMY ENGINEER DISTRICT, SACRAMENTO  
CORPS OF ENGINEERS  
1325 J STREET  
SACRAMENTO, CALIFORNIA 95814-2922**

**RECORD OF DECISION**

**ACTION ID: SPK-2007-02159**

**APPLICANT: City of Folsom**

**PROJECT NAME: Folsom South of U.S. Highway 50 Specific Plan Project – City of Folsom Backbone Infrastructure**

I have reviewed and evaluated, in light of the overall public interest, the documents and factors concerning the permit application for the City of Folsom Backbone Infrastructure Project, as well as the stated views of interested agencies and the public. In doing so, I have considered the possible consequences of the proposed action in accordance with regulations published in 33 Code of Federal Regulations (CFR) Parts 320 through 332 and 40 CFR Part 230.

An Environmental Impact Report/Environmental Impact Statement (EIR/EIS) was prepared by the U.S. Army Corps of Engineers, Sacramento District (Corps) and the City of Folsom (City) for the Folsom South of U.S. Highway 50 Specific Plan Area (SPA) for compliance with the National Environmental Policy Act (NEPA) and the California Environmental Quality Act (CEQA). The EIR/EIS evaluated the environmental impacts of the proposed SPA, as well as 5 on-site, and 11 off-site water supply alternatives. A Notice of Availability of the Draft EIR/EIS was published in the Federal Register on July 2, 2010 (Federal Register, Vol. 75, No. 127, 38500). Each of the 5 on-site alternatives included the Original Backbone Infrastructure Alternative as described in Section III.a.2 below. A public notice for the Draft EIR/EIS was issued on July 9, 2010. A public meeting was held with the City of Folsom on August 2, 2010 at the Folsom Community Center. During the Draft EIR/EIS public review period, 79 comment letters were received.

In May 2011 the Final EIR/EIS was released by the Corps and the City. A Notice of Availability was published in the Federal Register on May 26, 2011 (Federal Register, Vol. 76, no. 102, 30679). A public notice announcing the Final EIR/EIS was issued May 26, 2011.

On August 12, 2011, a Record of Decision (ROD) was issued, addressing each of the 9 properties located within the SPA, as well as the on-site and off-site infrastructure. The ROD did not include any decision regarding the backbone infrastructure. In accordance with Finding B of Section IX of the ROD, on February 12, 2013, a public notice was issued on February 12, 2013, for the Originally Proposed Backbone Infrastructure Project, which is the focus of this document, and the Carpenter Ranch and Folsom South sites, which will be evaluated in future RODs or supplemental decision documents for those projects.

This document is a ROD specifically for the backbone infrastructure portion of the SPA as described in the EIR/EIS, and addresses only those impacts associated with the construction of the on-site and off-site infrastructure within and adjacent to the SPA. Impacts to waters of the U.S. would be further avoided and minimized as a result of the Amended Proposed Backbone



Infrastructure Alternative (as described in Section III.a.3 below), and there is no substantial change in environmental impacts that warrant the preparation of a supplemental Environmental Assessment or EIS. Separate RODs or supplemental decision documents will be completed in the future for the 9 properties proposed for development within the SPA. The Originally Proposed Backbone Infrastructure Alternative involves the discharge of fill material into 14.97 acres of on-site and off-site waters of the U.S. As such, a Department of the Army permit under the Regulatory Program is required.

**I. Background:** See Section I of the August 12, 2011, ROD for a complete background of the SPA, including the proposed Backbone Infrastructure Project.

## **II. Project Purpose and Need**

**a. Purpose:** Construct on-site and off-site backbone infrastructure, consisting of roads, utility lines, and water supply infrastructure, to serve the future needs of a large-scale, mixed-use development on the SPA.

**b. Need:** Sacramento County has been undergoing continuous growth, and increased housing needs have been identified within eastern Sacramento County. In addition, the City of Folsom is near build-out within its existing limits and believes that additional lands for its future growth would be required. In accordance with the planned growth in south-eastern Sacramento County, developers purchased property in the Folsom Sphere of Influence area, and the City of Folsom signed an MOU with the Sacramento LAFCo for future development of the proposed project area, to meet identified and expected housing demands. Backbone infrastructure (e.g. roads, trails, water and sewer infrastructure, and storm drain infrastructure) is needed to accommodate the mixed-use development with the SPA.

**III. Alternatives:** A reasonable range of alternatives were considered in the EIR/EIS for both land-use and water-supply, including backbone infrastructure. The August 12, 2011, ROD for the SPA evaluated the practicability of the on-site alternatives for the SPA, but did not make any decisions regarding the backbone infrastructure. On September 9, 2012, the applicant submitted Alternatives Information for 6 backbone infrastructure alternatives, which could further refine the Originally Proposed Backbone Infrastructure Alternative as analyzed in the EIR/EIS by avoiding and minimizing waters of the U.S. The applicant's Alternatives Information also serves to provide information necessary to determine compliance with the U.S. Environmental Protection Agency's Section 404(b)(1) Guidelines (Guidelines). These alternatives were not evaluated in the EIR/EIS or ROD for the SPA. Any one of the applicant's alternatives for the backbone infrastructure, except for one, appear to be practicable based on cost, logistics, and existing technology. However, four of the six alternatives would result in avoidance of less than 1/3 acre of waters of the U.S. In order to maximize the avoidance of waters of the U.S. and to determine which combination of these alternatives is practicable, the 6 alternatives provided by the applicant have been combined into 4 alternatives, based on location and maximizing avoidance of waters of the U.S. and include: the Amended Proposed Backbone Infrastructure Alternative (Easton Valley Parkway (West) and Scott Road Alternative); Easton Valley Parkway (East) and Empire Ranch Road Alternative; Street "A" and Oak Avenue Alternative; and Easton Valley Parkway (West), Easton Valley Parkway (East), Scott Road, Empire Ranch Road, Street "A" and Oak Avenue Alternative. The following backbone alternatives are being evaluated for compliance with the Guidelines.

### **a. Alternatives Considered:**

**1. Alternative 1: No Action Alternative:** This alternative would result in no impacts to waters of the U.S. as a result of the construction of on-site and off-site infrastructure. This alternative would be accomplished through the construction of bridges over all waters of the U.S. for roads and trails, and directional drilling beneath all waters of the U.S. for the installation of utility lines. Because of the location of the waters of the U.S. within the proposed Backbone Infrastructure area, a minimum of 30 additional bridges would need to be constructed to fulfill this alternative. The Corps has determined that this alternative is not practicable, due to the cost for the construction of additional bridges and directional drilling for utility lines.

**2. Alternative 2: Original Proposed Backbone Infrastructure Alternative:** This alternative was analyzed in the EIR/EIS and would allow for phased implementation of the SPA to serve the comprehensive needs of the entire plan area in a segmented, phased manner. The proposed Backbone Infrastructure project includes major roads and trails, water and sewer infrastructure, and storm drain infrastructure. Because of the uncertainty of adjacent development, this alternative incorporates the phased implementation of the proposed backbone infrastructure. The impacts for each specific phase would be determined prior to initiation of construction activities in waters of the U.S. This alternative would result in impacts to 14.97 acres of waters of the U.S., including 12.62 acres on-site and 2.349 acres off-site.

**Roads:** This alternative would include major circulation roads that would serve the entire SPA and region.

**Pedestrian/Bicycle Trails:** This alternative would include a network of Class I and II bicycle trails that would provide connectivity to trails in Sacramento and El Dorado Counties. A multi-use trail system would provide pedestrian and bicycle linkage throughout the SPA area. The proposed trails would typically consist of 8- to 12-foot wide paved trails. Only those trails occurring within open space areas have been incorporated within the proposed Backbone Infrastructure application. Proposed trails located within specific project areas (e.g. the Carpenter Ranch or Folsom South site) have been incorporated into those applications.

**Sanitary Sewer:** This alternative includes main sanitary sewer system planned for the SPA, those sewers located in major roadways as well as separate sewer lines and off-site connections under Highway 50.

**Drainage and Flood Control:** This alternative includes detention and water quality basins that serve areas greater than the individual properties on which they are located, including one basin located off-site, just west of the SPA, on the west side of the existing Prairie City Road.

**Water Supply:** This alternative would include the construction of water lines and a water treatment plant, which would be located in the southwest portion of the SPA.

According to information submitted by the applicant, this alternative would result in construction costs of approximately \$15,781,000.

**3. Alternative 3: Amended Proposed Backbone Infrastructure Alternative (Easton Valley Parkway (West) and Scott Road Alternative):** This alternative would incorporate the majority of the features of Alternative 2, but would result in additional avoidance of waters of the U.S. through the realignment of the proposed Easton Valley Parkway on the Carpenter Ranch site on the western side of the SPA, and realignment of the existing Scott Road on the Folsom South Site, and would avoid impacts to an additional 1.06 acres of a

seasonal wetland located north of the proposed Easton Valley Parkway, and 0.26 acres of intermittent drainage on the Folsom South site. Realignment of Easton Valley Parkway (West) would result in the loss of 2.20 acres of developable land proposed on the Carpenter Ranch site, and realignment of Scott Road would result in the loss of 1.50 acres of developable land proposed on the Folsom South Site. This alternative would be accomplished through the construction of slope embankments and two retaining walls along the proposed Easton Valley Parkway (West), and shifting the centerline of the existing Scott Road 80-feet to the east so the proposed edge of pavement matches the existing edge of pavement, replacement of existing undersized culverts, and the construction of a large retaining wall. Similar as Alternative 2, because of the uncertainty of adjacent development, this alternative incorporates the phased implementation of the proposed backbone infrastructure. The impacts for each specific phase would be determined prior to initiation of construction activities in waters of the U.S. Based on information submitted by the applicant, this alternative would result in additional construction costs of \$1,254,000 (approximately 7.9% greater than the Original Proposed Backbone Infrastructure Project).

#### **4. Alternative 4: Easton Valley Parkway (East) and Empire Ranch Road**

**Alternative:** This alternative would incorporate the majority of the features of Alternative 2, but would result in additional avoidance of waters of the U.S. through the realignment of the proposed Easton Valley Parkway on the Folsom South site, and realignment of the proposed Empire Ranch Road site, on the Folsom Heights property, on the eastern side of the SPA, and would result in the avoidance of an additional 0.021 acre of seep, vernal pool, and intermittent drainage on the south side of the proposed Easton Valley Parkway, and 0.07 acre of seasonal wetland to the east of the proposed Empire Ranch Road. This alternative would result in the loss of 0.40 acres of developable land proposed on the Folsom South site. Realignment of Easton Valley Parkway (East) would be accomplished through adjusting the horizontal and vertical alignment of Easton Valley Parkway, and constructing a retaining wall and slope embankments near the wetland feature, and realignment of the proposed Empire Ranch Road would occur through the construction of a retaining wall. Based on information submitted by the applicant, this alternative would result in additional construction costs of up to \$750,000 (approximately 4.75% greater than the Original Proposed Backbone Infrastructure Project).

**5. Alternative 5: Street "A" and Oak Avenue Alternative:** This alternative would incorporate the majority of the features of Alternative 2, but would result in additional avoidance of waters of the U.S. through the realignment of the proposed Street "A" on the northern border of the proposed Sacramento Country Day School site, in the south-western portion of the SPA, and realignment of the proposed Oak Avenue located near the eastern boundary of the proposed Folsom 560 site, in the south-western portion of the SPA. This alternative would avoid an additional 0.07 acre of seasonal wetland and intermittent drainage south of the proposed Street "A," and 0.78 acre of seasonal wetland swales west of the proposed Oak Avenue. This alternative would result in the loss 1.10 acres of developable land proposed on the Folsom South and Sacramento Country Day School sites, and the loss of 36.7 acres of developable land proposed on the Folsom 560 site. Realignment of Street "A" would avoid portions of a seasonal wetland swale and intermittent drainage through the construction a retaining wall, which would impact a portion of the intermittent drainage, and realignment of Oak Avenue to the east involve the construction of a bridge and an additional water quality detention basin.. Based on information submitted by the applicant, this alternative would result in additional construction costs of \$5,830,000 (approximately 36.9% greater than the Original Proposed Backbone Infrastructure Project).

**6. Alternative 6: Easton Valley Parkway (West), Scott Road, Easton Valley Parkway (East), Empire Ranch Road, Street (A) and Oak Avenue Alternative:** This alternative is a combination of all of the alternative described in III(a)(3) – (5) above, and would avoid an additional 2.45 acres of waters of the U.S. over the Original Proposed Backbone Infrastructure Alternative through realignment of six existing and proposed roads throughout the SPA. This alternative would result in the loss of 41.9 acres of development proposed on the Folsom South, Carpenter Ranch, Sacramento Country Day School, and Folsom 560 sites. This alternative would result in additional construction costs of approximately \$7,834,000 (approximately 49.6% greater than the Original Proposed Backbone Infrastructure Project).

**b. Determination of Practicable Alternatives:** The Corps has determined that Alternatives 1, 5, and 6 are not practicable due to the costs associated with the construction of additional bridges, directional drilling of utility lines, and the construction of an additional storm water quality detention basin. In addition, the Corps has determined that alternatives 2, 3, and 4 meet the purpose and need of the proposed action, and are practicable based on costs, logistics, and existing technology.

**c. Environmentally Preferred Alternative:** The environmentally preferred alternative is Alternative 3, the Amended Backbone Infrastructure Alternative, which consists of the original proposed project, with the incorporation of avoidance of waters of the U.S. included in the Easton Valley Parkway (West) Alternative and the Scott Road Alternative. This alternative would result in fewer impacts to aquatic resources than practicable alternatives 2 and 4. Impacts to waters of the U.S. from the environmentally preferred alternative would be as follows:

<u>Wetlands/Waters</u>	<u>On-Site Waters (ac)</u>	<u>Off-Site Waters (ac)</u>	<u>Total Waters (ac)</u>
Vernal Pool	0.624	0.316	0.940
Seasonal Wetland	1.231	0.061	1.292
Seasonal Wetland Swale	4.930	0.055	4.985
Seep	0.617	0.000	0.617
Marsh	0.017	1.440	1.457
Creek/Channel	1.181	0.426	1.607
Intermittent Drainage	1.494	0.044	1.538
Ditch	0.356	0.007	0.363
Pond	0.852	0	0.852
<b>Total:</b>	<b>11.302</b>	<b>2.349</b>	<b>13.651</b>

**IV. Comments on the February 12, 2013, Public Notice for the Proposed Backbone Infrastructure, Carpenter Ranch, and Folsom South Projects and Corps Response**

**a. Public Notice Comments**

**1. U.S. Environmental Protection Agency (EPA):** On March 11, 2013, EPA provided the comments via email on the February 12, 2013, public notice for the proposed Backbone Infrastructure, Carpenter Ranch, and Folsom South Projects. EPA's comments related to development of each of the 3 projects in the public notice, and the entire SPA, but were not related to specifically the proposed Backbone Infrastructure Project being evaluated in

this ROD. EPA expressed concerns about the "challenges the applicants face in finding appropriate kinds and quantities of wetland habitat to offset the nearly 30 acres of impact." EPA stated that they believe that there is a lack of suitable compensatory mitigation available for impacts in the SPA. EPA also expressed concern that there is "inadequate inventory [of aquatic resources] in existing banks to meet the demands" of all of the projects currently proposed within eastern Sacramento County (e.g. SunCreek, Cordova Hills, Mather Specific Plan). In addition, EPA expressed their belief that a mitigation ratio of 1:1 in California is inadequate, and after applying the Corps mitigation ratio setting checklist, they believe that the ratio would be "well over 1:1." EPA also stated that it is unacceptable to offset the loss of the types of waters on the SPA site with "distinctively different" waters types such as those found at the Cosumnes River Mitigation Bank. EPA's comments further stated that while it "might be reasonable to offset some of the project impacts (e.g. some of the "riverine wetlands"), the resources at the Cosumnes River mitigation bank are functionally and structurally different from the low gradient grassland habitats of the Folsom area."

In addition, EPA attached their comments on the Final EIR/EIS for the SPA, which contained the following comments:

(a) EPA expressed concern that the applicants and the City of Folsom have not shown a need for the proposed project in light of changes in regional housing markets, and recommended that the Corps more thoroughly examine the basis for the City of Folsom's predictions regarding population growth and development needs.

(b) EPA expressed their belief that the No USACE Permit Alternative and the Resource Impact Minimization Alternative evaluated in the EIR/EIS provide significantly reduced adverse environmental impacts and recommended that these two alternatives be refined to meet the Sacramento Area Council of Governments (SACOG) density and smart growth goals, and that with these design modification, the less damaging alternatives may prove to be practicable.

(c) EPA stated that project-level alternatives may be inconsistent with the programmatic nature of the EIR/EIS in that "more avoidance and minimization may be necessary at the project level to make a finding that the proposed project is the LEDPA." In addition, EPA expressed concern that "once the larger avoidance and minimization steps have been taken through the NEPA process, the scope of change that could occur at the project level may be limited." EPA also continued to express the objection they raised in the Draft EIR/EIS, stating that the cost criteria used within the Draft EIR/EIS to eliminate some alternatives for the Carpenter Ranch site were inappropriate.

(d) EPA stated that, given the information provided in the Final EIR/EIS, that it has not yet been demonstrated that additional avoidance and minimization is impracticable, and until the determination of the LEDPA is made, discussion of compensatory mitigation is premature. EPA further commented that the Final EIR/EIS was deficient in that it did not contain a discussion of the competing needs on mitigation bank credits in the region. EPA expressed the belief that the South Sacramento County Habitat Conservation Plan (SSHCP) would require as many, if not more, of the credits that are available at the approved mitigation banks in the area, EPA asserted that the statement within the Final EIR/EIS that ample credits are available to compensate for the impacts of the proposed project, without taking into account additional future demand is not adequate. In addition, EPA commented that the proposed mitigation ratio of 1:1 is inadequate, citing studies that have found that there are few mitigation projects with constructed vernal pools that compare favorably to natural plant communities. Therefore, EPA

stated that a compensatory mitigation ratio of greater than 1:1 is needed to realistically offset losses and meet the no-net-loss of functions threshold. EPA also asserted that several of the listed mitigation banks are located far from the project area and out of the immediate watershed, and many of the available credits are out-of-kind.

**Corps Response:** With regards to EPA's comments regarding suitable compensatory mitigation for impacts associated with the proposed project, the applicant has offered to compensate for impacts to waters of the U.S. through the purchase of credits from the Cosumnes River Floodplain Mitigation Bank for impacts to seasonal wetlands, seasonal wetland swales, seeps, marshes, creeks, intermittent drainages, ditches, and ponds, and through the purchase of credits from the Toad Hill Ranch mitigation bank for impacts to vernal pools. Both Cosumnes River Floodplain Mitigation Bank and Toad Hill Ranch contain the proposed project on-site and off-site infrastructure within their service area. In order to determine the appropriate amount of compensatory mitigation required, the Corps has utilized the South Pacific Division Mitigation Ratio Setting Checklist for each type of water proposed to be impacted, which is located in Appendix A.

We concur with the EPA's comment that in some cases compensatory mitigation would be out-of-kind, particularly for impacted seeps, ditches, and ponds. In accordance with 33 CFR 332.3(b)(6), the Corps has determined that on-site, in-kind mitigation is not practicable or is unlikely to compensate for the proposed impacts. The purchase of floodplain mosaic credits to compensate for impacts to jurisdictional ditches and ponds would result in conversion from a relatively common water type to a rarer water type, and is therefore appropriate. In addition, because seeps cannot be replaced through permittee responsible construction or mitigation bank purchase, the Corps has determined that it is appropriate to allow out-of-kind compensatory mitigation through the purchase of floodplain mosaic credits at an increased ratio. The Corps has determined that in-kind compensatory mitigation can occur for seasonal wetlands, seasonal wetland swales, marshes, creek, and intermittent drainage impacts with the purchase of floodplain mosaic and floodplain riparian credits at the Cosumnes Floodplain Mitigation Bank, and for vernal pools at the Toad Hill Ranch Mitigation Bank. Because the proposed on-site and off-site Backbone Infrastructure would occur within two different 8-digit HUC watershed, different mitigation ratios were determined for the waters of the U.S. within each of these watersheds.

The Corps has determined that the following compensatory mitigation is required in order to compensate for impacts to waters of the U.S. as a result of the proposed backbone infrastructure permit:

a. To compensate for the loss of jurisdictional ditches, ponds, and marshes, the applicant would be required to purchase floodplain mosaic re-establishment credits from the Cosumnes Floodplain Mitigation Bank at a ratio of 1:1.

b. Creeks/channels and intermittent drainages:

1. To compensate for the loss of creeks/channels and intermittent drainages located in the Lower American River 8-digit hydrologic unit code (HUC) watershed (018020111), the applicant would be required to purchase floodplain riparian re-establishment credits from the Cosumnes Floodplain Mitigation Bank at a ratio of 2:1.

2. To compensate for the loss of creeks/channels and intermittent drainages located in the Upper Cosumnes River 8-digit HUC watershed (18040013), the applicant would be

required to purchase floodplain riparian re-establishment credits from the Cosumnes Floodplain Mitigation Bank at a ratio of 1:1

c. Seasonal wetlands and seasonal wetland swales:

1. To compensate for the loss of seasonal wetlands and seasonal wetland swales located in the Lower American River 8-digit HUC watershed, the applicant would be required to purchase floodplain mosaic re-establishment credits from the Cosumnes Floodplain Mitigation Bank at a ratio of 1.3:1

2. To compensate for the loss of seasonal wetlands and seasonal wetland swales located in the Upper Cosumnes River 8-digit HUC watershed, the applicant would be required to purchase floodplain mosaic re-establishment credits from the Cosumnes Floodplain Mitigation Bank at a ratio of 1:1

d. Seeps

1. To compensate for the loss of seeps located in the Lower American River 8-digit HUC watershed, the applicant would be required to purchase floodplain mosaic re-establishment credits from the Cosumnes Floodplain Mitigation Bank at a ratio of 4:1

2. To compensate for the loss of seeps located in the Upper Cosumnes River 8-digit HUC watershed, the applicant would be required to purchase floodplain mosaic re-establishment credits from the Cosumnes Floodplain Mitigation Bank at a ratio of 3:1

e. To compensate for the loss of vernal pools, the applicant would be required purchase vernal pool creation credits from the Toad Hill Mitigation Bank at a ratio of 1:1

Based on the above mitigation ratios, the applicant would be required to purchase the following credits to compensate for impacts associated with the proposed Backbone Infrastructure Project:

<u>Wetlands/Waters</u>	<u>Impacted Amount (ac)</u>	<u>Required Credits</u>	<u>Credit Type</u>	<u>Bank</u>
Vernal Pool	0.940	0.940	Vernal Pool	Toad Hill
Seasonal Wetland	1.292	1.668	Floodplain Mosaic	Cosumnes
Seasonal Wetland Swale	4.985	6.319	Floodplain Mosaic	Cosumnes
Seep	0.617	2.432	Floodplain Mosaic	Cosumnes
Marsh	1.457	1.464	Floodplain Mosaic	Cosumnes
Creek/Channel	1.610	3.178	Floodplain Riparian	Cosumnes
Intermittent Drainage	1.538	2.971	Floodplain Riparian	Cosumnes
Ditch	0.363	0.363	Floodplain Mosaic	Cosumnes
Pond	0.852	0.852	Floodplain Mosaic	Cosumnes
<b>Total:</b>	<b>13.654</b>	<b>20.187</b>		

Based on an April 24, 2014, review of the Regulatory In-Lieu Fee and Bank Information Tracking System (RIBITS), the Cosumnes Floodplain Mitigation Bank has 113.98 available floodplain mosaic credits, and 19.465 available floodplain riparian credits, and the Toad Hill Ranch Mitigation Bank has 8.97 available vernal pool establishment credits. Therefore, the Corps has determined that the impacts of the proposed Backbone Infrastructure permit can be appropriately mitigated through the purchase of mitigation bank credits as described above, and that both the Cosumnes River Floodplain Mitigation Bank and the Toad Hill Ranch Mitigation Bank have sufficient credits available to compensate for these impacts.

In response to EPA's comment (a) on the Final EIR/EIS, based on future growth projections, the City of Folsom and the applicant have determined that there is a need for housing and commercial development within south-eastern Sacramento County. In addition, on January 18, 2012, the Local Agency Formation Commission (LAFCo), approved the application by the City of Folsom to annex the proposed SPA area into the City of Folsom. In addition, the certification of the EIR and approval of the Specific Plan and zoning entitlements by the City of Folsom indicate a future need for residential and commercial uses in the SPA. EPA has not provided information to indicate that there is not a future need for development in south-eastern Sacramento County. Therefore, based on available information, the Corps has determined that there is a need for residential and commercial development within south-eastern Sacramento County in order to meet future growth projections.

In response to EPA's comment (b) on the Final EIR/EIS, the project under consideration is not the residential and commercial development evaluated in the EIR/EIS, but is the proposed backbone infrastructure to support these proposed developments. The backbone infrastructure was included as part of each of the development alternatives evaluated in the EIR/EIS. As stated above, the Corps has determined that the No Action Alternative for the backbone infrastructure, which is the same as the No USACE Permit Alternative evaluated in the EIR/EIS, is not practicable, due to the number of bridges that would be required, and the directional drilling required for the installation of utility lines. With regards to the Resource Impact Minimization Alternative evaluated in the EIR/EIS, the backbone infrastructure associated with this alternative would result in the same impacts to waters of the U.S. as the Originally Proposed Backbone Infrastructure Alternative. The currently proposed Backbone Infrastructure Project would result in fewer impacts to waters of the U.S. than the backbone infrastructure would for the Resource Impact Minimization Alternative evaluated in the EIR/EIS, as the Resource Impact Minimization Alternative included the same impacts to waters of the U.S. for backbone infrastructure as the Originally Proposed Backbone Infrastructure Alternative.

With regards to EPA's comment (c) on the Final EIR/EIS, the applicant has incorporated additional avoidance of waters as a result of additional evaluation of alternatives. The Corps has determined that while these additional alternatives were not evaluated in the EIR/EIS, they still fall within the reasonable range of alternatives evaluated in the EIR/EIS, and do not represent an increase in environmental impacts beyond those addressed in the EIR/EIS. Therefore, a supplemental decision document is not required to analyze these effects. EPA's comment regarding the proposed Carpenter Ranch site is noted, and will be addressed within the ROD or supplemental decision document for that project.

With regards to EPA's comment (d) on the Final EIR/EIS, we concur with EPA's statement that at the time the Final EIR/EIS was published, the applicant's for the SPA had not demonstrated that additional avoidance and minimization is impracticable, and therefore discussions of compensatory mitigation were premature. The February 12, 2013, Public Notice for the proposed Backbone Infrastructure project included alternatives information prepared by



the applicant for review and approval by EPA. EPA did not provide any specific comments regarding this alternatives information. With regards to EPA's comment that the Final EIR/EIS is deficient in that it did not discuss competing needs on mitigation bank credits in the region, as stated above, sufficient compensatory mitigation credits are available at the Cosumnes River Mitigation Bank and Toad Hill Ranch Mitigation bank to compensate for impacts of the proposed project on waters of the U.S. We acknowledge that if all proposed actions in the region are approved, there are not sufficient credits available at the existing mitigation banks. However, it is not our responsibility to ensure that sufficient credits are available for all projects that are currently proposed, nor is it feasible for us to make this determination, as there may be additional mitigation banks approved in the future, and we do not yet know whether all proposed projects would be approved or what the required compensatory mitigation would be for those projects. If there are not sufficient credits available for future projects that are permitted within the region, the applicant for those projects would need to either propose and have approved permittee-responsible compensatory mitigation, or would not be able to commence construction until sufficient credits are available.

**2. Ms. Karri Smith, President, K.A. Smith Consulting, Inc; Sandy, Utah:** On February 13, 2013, Ms. Smith commented that "(f)illing almost 30 acres of wetlands in the year 2013 is absurd regardless of how good a compensatory mitigation plan is." In addition, Ms. Smith stated that "simple purchase of mitigation credits from wetland mitigation banks is only making mitigation bank developers and residential/industrial developers rich while the wildlife continues to lose critical habitat necessary to sustain their continued survival." Ms. Smith also provided her belief that only a small percentage of wetland mitigation projects are successful in the long-term, especially following the 5-year monitoring program required as part of a 404 permit. Finally, Ms. Smith commented that "vernal pool sensitive and endangered species and migratory birds need their natural habitat in their original areas of historic flyways and other areas to be preserved for their continued survival."

**Corps Response:** Ms. Smith's comment objecting to the placement of fill material into "almost 30 acres of wetlands," is noted. In accordance with the Section 404(b)(1) Guidelines, no permit will be issued for a project unless it is shown to be the least environmentally damaging practicable alternative. With regards to Ms. Smith's comment regarding wetland mitigation projects, both the Cosumnes Floodplain Mitigation Bank and the Toad Hill Mitigation Bank have gone through the mitigation bank review process required under 33 CFR Part 332, which included extensive review by the Interagency Review Team, requirements for short-term and long-term monitoring, and requirements for financial assurances to ensure success. Therefore, the Corps has determined that there is a likelihood that the established and re-established habitat on these sites will be successful, and that the use of these banks is appropriate for compensatory mitigation for the proposed Backbone Infrastructure project.

## **V. Consideration of Applicable Laws and Policies**

**a. National Environmental Policy Act (NEPA):** The EIR/EIS was completed to evaluate a reasonable range of land-use (including backbone infrastructure) and water-supply alternatives and the cumulative impacts associated with nine projects in the SPA. Each of the land use alternatives included the Originally Proposed Backbone Infrastructure Alternative, as described in Section III.a.2 above. The Corps followed the NEPA process, including noticing and timeline requirements, to produce a document that discloses to the public the probable impacts of the Proposed Action, taking into account mitigation. The EIR/EIS was used in the preparation of this ROD for the on-site and off-site Backbone Infrastructure project.

**b. Section 401 of the Clean Water Act Section 401 of the CWA:** A Section 401 Water Quality Certification (WQC) was issued by the Central Valley Regional Water Quality Control Board on October 18, 2013, for the proposed Backbone Infrastructure project. The WQC will be a condition of the permit.

**c. Endangered Species Act of 1973:** On December 6, 2010, we initiated consultation with the United States Fish and Wildlife Service (USFWS) for potential impacts of the proposed project on the Federally-listed vernal pool fairy shrimp (*Branchinecta lynchi*), vernal pool tadpole shrimp (*Lepidurus packardii*), conservancy fairy shrimp (*Branchinecta conservatio*), Valley elderberry longhorn beetle (*Desmocerus californicus dimorphus*), Sacramento Orcutt grass (*Orcuttia viscida*), and Slender Orcutt grass (*Orcuttia tenuis*). USFWS determined in the April 2, 2014, Biological Opinion (BO, File Number 81420-2010-F-0620-1) that habitat for conservancy fairy shrimp, Sacramento Orcutt grass, and Slender Orcutt grass does not occur in the on-site or off-site infrastructure area, and authorized the take of 0.294 acres of habitat for vernal pool fairy shrimp and vernal pool tadpole shrimp, and six elderberry shrubs. A special condition will be added to the permit, requiring compliance with the issued BO.

**d. Fish and Wildlife Coordination Act:** The Corps has worked with the USFWS on the proposed project, including meetings to obtain input. During EIR/EIS preparation, the Corps requested USFWS be a cooperating agency. Although it declined, the USFWS reviewed the draft of the EIR/EIS and provided comments.

**e. Magnuson-Stevens Fishery Conservation and Management Act (Magnuson-Stevens Act):** The proposed project is in compliance with the Magnuson-Stevens Act. The proposed project and other land-use and water-supply alternatives would not result in any impacts to essential fish habitat.

**f. Section 106 of the National Historic Preservation Act:** The Corps has consulted with the State Historic Preservation Officer (SHPO) and the Advisory Council on Historic Preservation (ACHP). Through consultation with the SHPO, a Programmatic Agreement (PA) between the Corps and the California Office of Historic Preservation was prepared and was executed on July 6, 2011. In addition, on October 3, 2013, an amended PA was executed by the Corps and SHPO. A special condition will be added to the permit, requiring compliance with the PA.

**g. Section 176(C) of the Clean Air Act (CAA) General Conformity Rule Review:** The proposed action has been analyzed for conformity applicability pursuant to regulations implementing Section 176(c) of the Clean Air Act. The Corps has determined that direct emissions from the proposed activities that require a DA permit will not exceed de minimis levels of a criteria pollutant or its precursors and are exempted by 40 CFR 93.153. Any later indirect emissions are generally not within the Corps' continuing program responsibility and generally cannot be practicably controlled by the Corps. For these reasons, a conformity determination is not required for this action.

**h. Executive Order 11998 (Floodplain Management):** The area along Alder Creek which flows through the SPA has been identified by the California Department of Water Resources as lying within a 100-year floodplain. While the proposed mixed-use development would avoid the 100-year floodplain of Alder Creek, there is some backbone infrastructure that would need to be located within the floodplain, particularly roads and bridges. As explained in Section 3A.9 of the Draft EIR/EIS, these impacts would be reduced to less-than-significant, provided Mitigation Measure 3A.9-2 is implemented. The proposed Backbone Infrastructure

project would result in minimal impacts to the floodplain of Alder Creek, and has been approved by the City of Folsom.

**i. Executive Order 13175 (Consultation with Indian Tribes, Alaska Natives, and Native Hawaiians):** During the development of the PA, and the amended PA, the Corps has consulted with the two tribes that may have an interest in the area, the Shingle Springs Band of Miwok Indians, and the United Auburn Indian Community. Both tribes are concurring parties on the PA, and, per the PA, will be consulted during the development of any Memoranda of Agreement (MOAs) required for individual compliance with Section 106 of the NHPA.

**j. Environmental Justice (Title VI of the Civil Rights Act and Executive Order 12898):** No low-income or minority populations are identified within or adjacent to the SPA or within or adjacent to any of the proposed water-supply alternatives. The proposed action is not expected to negatively impact any community, and therefore is not expected to cause disproportionately high and adverse impacts to minority or low-income communities.

**VI. Consideration of Mitigation Measures for the Amended Proposed Backbone Infrastructure Project:**

The EIR/EIS included a number of mitigation measures to reduce or offset impacts that fall outside of the Corps responsibility and generally cannot be practicably controlled by the Corps, like traffic, air quality, and noise. Many of the mitigation measures are requirements of the local land use agency (City of Folsom) and were addressed in the EIR/EIS for compliance with CEQA and would be approved through grading and construction permits by the City of Folsom. As such, enforcement of these mitigation measures is the responsibility of the City of Folsom and not the Corps.

The Corps requires mitigation measures to reduce or offset impacts to waters of the U.S. as special conditions of each DA permit issued. These special conditions are identified in Section VIII, and take into account mitigation measures 3A.3-1a, 3A.3-1b, 3B.3-1a, 3B.3-1b and 3B.3-1c, as described in Chapters 3A.3 and 3B.3 of the Draft EIR/EIS, and also include additional conditions that avoid, minimize and compensate for impacts to waters of the U.S. and those that ensure compliance with Section 7 of the Endangered Species Act and Section 106 of the National Historic Preservation Act.

**VII: Compliance with 404(b)(1) Guidelines for the Amended Proposed Backbone Infrastructure Project:**

Based on the discussion in Section III, are there available, practicable alternatives having less adverse impact on the aquatic ecosystem and without other significant adverse environmental consequences that do not involve discharges into "waters of the U.S." or at other locations within these waters? Yes \_\_\_ No X

If the project is in a special aquatic site and is not water dependent, has the applicant clearly demonstrated that there are no practicable alternative sites available? Yes X No \_\_\_

Will the discharge:

Violate state water quality standards? Yes \_\_\_ No X

Violate toxic effluent standards under Section 307 of the Clean Water Act? Yes \_\_\_ No X

Jeopardize endangered or threatened species or their critical habitat? Yes \_\_\_ No X

Violate standards set by the Department of Commerce to protect marine sanctuaries?  
Yes \_\_\_ No X

Evaluation of the information in the EIR/EIS indicates that the proposed discharge material meets testing exclusion criteria for the following reason(s):

(X) based on the above information, the material is not a carrier of contaminants.

( ) the levels of contaminants are substantially similar at the extraction and disposal sites and the discharge is not likely to result in degradation of the disposal site and pollutants will not be transported to less contaminated areas.

( ) acceptable constraints are available and will be implemented to reduce contamination to acceptable levels within the disposal site and prevent contaminants from being transported beyond the boundaries of the disposal site.

Will the discharge contribute to significant degradation of "waters of the U.S." through adverse impacts to:

Human health or welfare, through pollution of municipal water supplies, fish, shellfish, wildlife and/or special aquatic sites? Yes \_\_\_ No X

Life stages of aquatic life and/or wildlife? Yes \_\_\_ No X

Diversity, productivity, and stability of the aquatic life and other wildlife? Or wildlife habitat or loss of the capacity of wetlands to assimilate nutrients, purify water or reduce wave energy? Yes \_\_\_ No X

Recreational, aesthetic and economic values? Yes \_\_\_ No X

Will all appropriate and practicable steps be taken to minimize adverse impacts of the discharge on the aquatic ecosystem? Does the proposal include satisfactory compensatory mitigation for losses of aquatic resources? Yes X No \_\_\_

### VIII. Special Conditions

The following special conditions will be included in the permit to ensure the project is not contrary to the public interest and complies with the 404 (b)(1) Guidelines and other applicable laws:

1. Prior to the initiation of construction activities in waters of the U.S. associated with each phase of construction of the backbone infrastructure, you shall submit to the Corps, for review and approval, a plan-view drawing of the work proposed to be conducted within that phase, and cross-section view drawings of all crossings of waters of the U.S., as well as pre-construction color photographs of the upstream and downstream area of each crossing. The compass angle and location of each photograph shall be identified on the plan-view drawing. In addition, you shall include a description of any deviations (including changes in phasing sequence or boundaries of phases) from the authorized work, including the amount and type of waters that would be impacted, and the amount and type of compensatory mitigation that would

be required. You shall ensure that the description provided includes information regarding any temporary impacts to waters of the U.S.

**Rationale:** *This condition is necessary to ensure compliance with the permit and applicable conditions and to ensure that no changes have occurred to the proposed project prior to each phase.. (33 USC 1344(a), 33 USC 401 et. seq., 33 CFR 320.4(r)(1), 33 CFR 325.4(a)(3); 33 CFR 326).*

2. Prior to the initiation of each phase of development, you shall compensate for the loss of waters of the U.S. within that phase through the purchase of mitigation credits from the Cosumnes Floodplain Mitigation Bank and/or the Toad Hill Mitigation Bank at the following compensation to impact ratios for aquatic resources identified on the *Figure 20. Current Backbone Impact Plan (3/1/12)* drawing, prepared by ECORP Consulting, Inc.:

a. To compensate for the loss of jurisdictional ditches, ponds, and marshes, you shall purchase floodplain mosaic re-establishment credits from the Cosumnes Floodplain Mitigation Bank at a ratio of 1:1;

b. Creeks/channels and intermittent drainages:

(1) To compensate for the loss of creeks/channels and intermittent drainages located in the Lower American River 8-digit hydrologic unit code (HUC) watershed (018020111), you shall purchase floodplain riparian re-establishment credits from the Cosumnes Floodplain Mitigation Bank at a ratio of 2:1.

(2) To compensate for the loss of creeks/channels and intermittent drainages located in the Upper Cosumnes River 8-digit HUC watershed (18040013), you shall purchase floodplain riparian re-establishment credits from the Cosumnes Floodplain Mitigation Bank at a ratio of 1:1

c. Seasonal wetlands and seasonal wetland swales:

(1) To compensate for the loss of seasonal wetlands and seasonal wetland swales located in the Lower American River 8-digit HUC watershed, you shall purchase floodplain mosaic re-establishment credits from the Cosumnes Floodplain Mitigation Bank at a ratio of 1.3:1

(2) To compensate for the loss of seasonal wetlands and seasonal wetland swales located in the Upper Cosumnes River 8-digit HUC watershed, you shall purchase floodplain mosaic re-establishment credits from the Cosumnes Floodplain Mitigation Bank at a ratio of 1:1

d. Seeps

(1) To compensate for the loss of seeps located in the Lower American River 8-digit HUC watershed, you shall purchase floodplain mosaic re-establishment credits from the Cosumnes Floodplain Mitigation Bank at a ratio of 4:1

(2) To compensate for the loss of seeps located in the Upper Cosumnes River 8-digit HUC watershed, you shall purchase floodplain mosaic re-establishment credits from the Cosumnes Floodplain Mitigation Bank at a ratio of 3:1

e. To compensate for the loss of vernal pools, you shall purchase vernal pool creation credits from the Toad Hill Mitigation Bank at a ratio of 1:1

**Rationale:** *This special condition is necessary to ensure compensatory mitigation for the unavoidable losses of waters of the U.S. due to the construction of the proposed project. (33 CFR 320.4(r)(1); 33 CFR 325.4(a)(3); 33 CFR 332).*

3. You shall ensure that impacts associated with all crossings of Alder Creek are temporary in nature and do not result in the permanent loss of waters in Alder Creek. You shall design road crossings of Alder Creek to maintain the pre-construction bankfull width of the creek, as well as accommodate reasonably foreseeable wildlife passage and expected high flows. This shall be accomplished by (1) employing bridge designs that span Alder Creek; (2) utilizing pier or pile supported structures; (3) utilizing large bottomless culverts that do not impact the natural stream bed; and/or (4) utilizing a large box culvert which spans the width of Alder Creek, and is installed beneath the natural bed of Alder Creek. For the installation of any proposed box culverts in Alder Creek, you shall restore the natural streambed to ensure that substrate and streamflow conditions approximate original channel conditions, in accordance with Special Condition 3. All crossings of waters of the U.S., including Alder Creek, shall be reviewed and approved by the Corps prior to initiation of construction activities in waters of the U.S., as identified in Special Condition 1.

**Rationale:** *This special condition is necessary to ensure minimization of impacts to Alder Creek, and to ensure that the functions of the aquatic environment are protected. In addition, this condition ensures that the Corps is provided specific information regarding crossings of all waters of the U.S. prior to the initiation of construction activities.. (33 CFR 320.4(r)(1); 33 CFR 325.4(a)(3); 33 CFR 332, 40 CFR 230).*

4. Within 30 days following completion of each crossing of Alder Creek, you shall restore areas of the creek temporarily impacted, as well as all disturbed adjacent upland areas, to pre-project contours and conditions. In order to ensure compliance with this condition, you shall:

a. Prior to the initiation of any construction of crossings of Alder Creek, submit to the Corps, for review and approval, a plan for the restoration of temporary impact areas. You shall include the following information in this plan:

(1) A description of and drawings showing the existing contours (elevation) and existing vegetation of each crossing of Alder Creek and the adjacent upland areas. This information shall also include site photographs taken upstream and downstream of each temporary impact area.

(2) The methods used to restore Alder Creek and the adjacent upland at each crossing to the original contour and condition, as well as a plan for the re-vegetation of the site following construction activities, if applicable.

(3) The proposed schedule for the restoration activities, and;

(4) A monitoring plan, to be approved by the Corps, for restoration of the temporary impact area to ensure success of the restoration. Monitoring shall be conducted for a minimum of three growing seasons after completion of restoration activities. The plan shall be

presented in the format of the Sacramento District's *Habitat Mitigation and Monitoring Proposal Guidelines*, dated December 30, 2004, or appropriate updates.

b. Within 30 days following completion of restoration activities, submit to the Corps a report describing the restoration activities including color photographs of the restored area. The compass angle and position of all photographs shall be similar to the pre-construction photographs required in Special Condition 1.

c. Submit to the Corps a Monitoring Report by October 1 of each year of the required monitoring period. This report shall be submitted in the format shown on the enclosed *Contents of Monitoring Reports*. Reports may be submitted in hard copy or electronically.

**Rationale:** *This special condition is necessary to ensure successful restoration of all temporary impacts authorized (33 CFR 320.4(r)(1), 33 CFR 325.4(a)(3), 33 CFR 332, 40 CFR 230).*

5. You shall ensure that trenching activities in waters of the U.S. associated with the installation of utility lines does not result in the draining of any water of the U.S., including wetlands. This may be accomplished through the use of clay blocks, bentonite, or other suitable material (as approved by the Corps) to seal the trench. For utility line trenches, during construction, you shall remove and stockpile, separately, the top 6 – 12 inches of topsoil. Following installation of the utility line(s), you shall replace the stockpiled topsoil on top and seed the area with native vegetation. All utility lines in waters of the U.S. shall be reviewed and approved by the Corps prior to initiation of construction activities in waters of the U.S., as identified in Special Condition 1.

**Rationale:** *This special condition is necessary to ensure minimization of impacts due to trenching for the installation of utility lines, and to ensure restoration of these areas (33 CFR 320.4(r)(1); 33 CFR 325.4(a)(3); 33 CFR 332, 40 CFR 230).*

6. Prior to initiation any phase of construction activities within waters of the U.S., you shall employ construction best management practices (BMPs) within 50-feet of all on-site and off-site waters of the U.S. to be avoided. Methods shall include the use of appropriate measures to intercept and capture sediment prior to entering waters of the U.S., as well as erosion control measures along the perimeter of all work areas to prevent the displacement of fill material. All BMPs shall be in place prior to initiation of any construction activities (or prior to the initiation of each phase of the project) and shall remain until construction activities are completed. You shall maintain erosion control methods until all on-site soils are stabilized. You shall submit a description of and photo-documentation of your BMPs to our office with information required in Special Condition 1.

**Rationale:** *This condition is necessary to minimize adverse impacts to water quality, from construction activities, to the maximum extent practicable (33 CFR 320.3(a), 33 CFR 320.4(d), 33 CFR 325.4(a)(3)).*

7. You shall implement the attached Programmatic Agreement (PA), entitled *First Amended Programmatic Agreement Between the U.S. Army Corps of Engineers and the California Office of Historic Preservation Regarding the Folsom Plan Area Specific Plan, Sacramento County, California*, and signed by these entities, in its entirety. The Corps has been designated the lead federal agency responsible for implementing and enforcing the PA as signed. If you fail to comply with the implementation and associated enforcement of the PA the

Corps may determine that you are out of compliance with the conditions of the Department of the Army permit and suspend the permit. Suspension may result in modification or revocation of the authorized work.

**Rationale:** *This condition is necessary to ensure compliance with Section 106 of the National Historic Preservation Act (16 USC 470, 33 CFR 320.3(g); 33 CFR 325.2(b)(3); 33 CFR 325, Appendix C; 36 CFR 800).*

8. This Corps permit does not authorize you to take an endangered species, in particular vernal pool fairy shrimp (*Branchinecta lynchi*), vernal pool tadpole shrimp (*Lepidurus packardii*), and valley elderberry longhorn beetle (*Desmocerus californicus dimorphus*). In order to legally take a listed species, you must have separate authorization under the Endangered Species Act (e.g., an Endangered Species Act Section 10 permit, or a Biological Opinion under Endangered Species Act Section 7, with "incidental take" provisions with which you must comply). The enclosed Fish and Wildlife Service Biological Opinion (Number 81420-2010-F-0620-1, dated April 2, 2014), contains mandatory terms and conditions to implement the reasonable and prudent measures that are associated with "incidental take" that is also specified in the Biological Opinion. Your authorization under this Corps permit is conditional upon your compliance with all of the mandatory terms and conditions associated with "incidental take" of the attached Biological Opinion, which terms and conditions are incorporated by reference in this permit. Failure to comply with the terms and conditions associated with incidental take of the Biological Opinion, where a take of the listed species occurs, would constitute an unauthorized take, and it would also constitute non-compliance with your Corps permit. The U. S. Fish and Wildlife Service is the appropriate authority to determine compliance with the terms and conditions of its/their Biological Opinion, and with the Endangered Species Act. You must comply with all conditions of this Biological Opinion, including those ascribed to the Corps.

**Rationale:** *This condition is necessary to ensure compliance with Section 7 of the Endangered Species Act (16 USC 1531 et seq; 50 CFR 402; 33 CFR 320.4(j)(4); 33 CFR 325.2(b)(5); 33 CFR 325.4(a)(1)).*

9. You shall notify the Corps of the start and completion dates for each phase of the authorized work within 10 calendar days prior to the initiation of construction activities within waters of the U.S., and 10 calendar days following completion of construction activities.

**Rationale:** *This condition is necessary to assist the Corps in scheduling compliance inspections to ensure compliance with the permit and applicable conditions (33 CFR 325.4; 33 CFR 326).*

10. You are responsible for all work authorized herein and ensuring that all contractors and workers are made aware and adhere to the terms and conditions of this permit authorization. You shall ensure that a hard copy of the permit authorization and associated drawings are available for quick reference at the project site until all construction activities are completed.

**Rationale:** *This condition is necessary to ensure that all workers on site are aware of the terms and conditions of the permit in order to ensure compliance with the permit and applicable conditions (33 CFR 325.4; 33 CFR 326).*

11. You shall clearly identify the limits of all construction areas located within 100 feet of avoided waters of the U.S. with highly visible markers (e.g. construction fencing, flagging, silt



barriers, etc.) prior to commencement of each phase of construction activities in waters of the U.S. You shall maintain such identification properly until construction areas and soils have been stabilized. You are prohibited from undertaking any activity (e.g. equipment usage or materials storage) that impacts waters of the U.S. outside of the permit limits.

**Rationale:** *This condition is necessary to ensure the construction activities do not occur outside of the project area, which could cause adverse impacts to the aquatic ecosystem (33 CFR 325.4(a)(3)).*

12. You shall use only clean and non-toxic fill material for this project. The fill material shall be free from items such as trash, debris, automotive parts, asphalt, construction materials, concrete with exposed reinforcement bars, and soils contaminated with any toxic substance, in toxic amounts in accordance with Section 307 of the Clean Water Act.

**Rationale:** *This condition is necessary to ensure that contaminated material is not placed within waters of the U.S. (33 CFR 325.4(a)(3); 40 CFR 230).*

13. All crossings of creeks, seasonal wetland swales, intermittent or ephemeral drainage, where the upstream or downstream portions of the feature are intended to be avoided, shall be conducted when the project area is naturally dewatered, or is dewatered in accordance with a Corps approved dewatering plan. No work shall be conducted in flowing waters.

**Rationale:** *This condition is necessary to minimize downstream impacts to the aquatic environment from suspended sediments and turbidity to the maximum extent practicable. (33 CFR 320.3(a), 33 CFR 320.4(d); 33 CFR 325.4(a)(3); 40 CFR 230).*

## IX. Public Interest Review

**a. The relative extent of the public and private need for the proposed work has been considered:** The proposed Backbone Infrastructure Project is intended to meet a private need for infrastructure associated with mixed-use development.

**b. The practicability of using reasonable alternative locations and/or methods to accomplish the objective of the proposed structure or work has been evaluated:** The Corps has determined that there are no practicable alternate locations that would accomplish the purpose of the proposed work. The Corps has also determined that there is no practicable alternative method to accomplish the purpose of the proposed work that would have fewer direct or indirect impacts than the proposed project. The applicant's Amended Proposed Backbone Infrastructure project represents the LEDPA, as described in Section II(a).

**c. The extent and permanence of the beneficial and/or detrimental effects that the proposed structures or work may have on the public and private uses which the area is suited has been reviewed:** The Amended Proposed Backbone Infrastructure alternative would result in the placement of fill material into, and the permanent loss of 13.65 acres of waters of the U.S., including wetlands, for the construction of a backbone infrastructure in the SPA. The loss of 13.65 acres of waters of the U.S would cause a permanent detrimental effect. The loss of waters of the U.S as a result of the proposed Backbone Infrastructure would be offset by the required mitigation. The proposed backbone infrastructure, consisting of roads, utility lines, and trails would provide a permanent beneficial effect to residents in and near the proposed project site.

## **X. Findings**

a. The determinations made within this ROD are consistent with those made in the August 12, 2011, ROD for the SPA.

b. The evaluation of the proposed action and alternatives was done in accordance with all applicable laws, executive orders, and regulations. The EIR/EIS and supporting documents are adequate and contain sufficient information to make a reasoned permit decision.

c. The selected alternative is the applicant's Amended Proposed Backbone Infrastructure Alternative, with appropriate and practicable mitigation measures to minimize environmental harm and potential adverse impacts of the discharges on the aquatic ecosystem and the human environment, as identified in Section VIII. The applicant's Amended Proposed Backbone Infrastructure Alternative, as mitigated by these conditions, is considered the environmentally preferred alternative under NEPA.

d. The discharge complies with the Section 404(b)(1) guidelines and is considered the least environmentally damaging practicable alternative, with the inclusion of appropriate and practicable general and special conditions in the permit to minimize pollution or adverse effects to the affected ecosystem.

e. Issuance of a Department of the Army permit is not contrary to the public interest, with the inclusion of the special conditions identified in Section VIII.

f. The compensatory mitigation identified in the special conditions, was determined using the *South Pacific Division Mitigation Ratio Setting Checklist*, and is sufficient to ensure no-net loss of aquatic resources functions and services for impacts to 13.65 acres of waters of the U.S.

**PREPARED BY:**



Lisa M. Gibson  
Senior Project Manager  
California South Branch

5/20/14

Date

**REVIEWED BY:**



Kathleen A. Dadey, PhD.  
Chief,  
California South Branch

20 May 14

Date

**REVIEWED BY:**

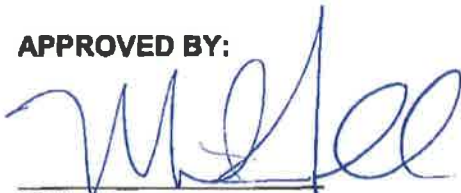


Lisa H. Clay  
Office of Counsel  
Sacramento District

22 MAY 2014

Date

**APPROVED BY:**



Michael S. Jewell  
Chief, Regulatory Division

22 May 2014

Date

## Mangini Ranch Phase 3: Applicant's FPASP Policy Consistency Analysis

FPASP Policy No.	FPASP Policy Description	Map Consistent	Remarks
<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	Three defined points of access to adjacent open space is provided.
4.4	Provide a variety of housing opportunities for residents to participate in the home-ownership market.	Yes	The project contains housing types within the allowable density range of the SFHD and MLD zoning, which is the zoning for the project site.
4.5	All multi-family high density residential sites shall provide on-site recreational amenities for its residents, unless directly adjacent to a park site.	n/a	The project does not involve multi-family high density residential.

### Mangini Ranch Phase 3: Applicant's FPASP Policy Consistency Analysis

FPASP Policy No.	FPASP Policy Description	Map Consistent	Remarks
<b>4.6</b>	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.
<b>4.6A</b>	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.
<b>4.7</b>	Transfer of dwelling units is permitted between residential parcels, or the residential component of SP-RC and SP-GC parcels, as long as 1) the maximum density within each land use designation is not exceeded, unless the land use designation is revised by a specific plan amendment, and 2) the total number of Plan Area dwelling units does not exceed 11,461.	Yes	The proposed transfer of 21 development units from parcels 155 (-9 du) and 166 (-12 du) to parcels 159 (+9 du), 165A-2 (+1 du), and 165B (+11) will not exceed the maximum density (4-7 units per acre for Parcels 159, 165A-2 or 165B) permitted within those land use categories, nor will the overall FPASP dwelling unit maximum be exceeded.

### Mangini Ranch Phase 3: Applicant's FPASP Policy Consistency Analysis

FPASP Policy No.	FPASP Policy Description	Map Consistent	Remarks
<b>4.8</b>	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.
<b>4.9</b>	Subdivisions of 200 dwellings units or more not immediately adjacent to a neighborhood or community park are encouraged to develop one or more local parks as needed to provide convenient resident access to children’s plan areas, picnic areas and unprogrammed open turf area. If provided, these local parks shall be maintained by a landscape and lighting district or homeowner’s association and shall not receive or provide substitute park land dedication credit for parks required by the FPASP.	Yes	The project includes 260 dwelling units. While not immediately adjacent to a neighborhood or community park, the Project does provide three points of access to the public trail system on adjacent open space, which connects to nearby parks.
<b>Commercial Policies</b>			
<b>4.10</b>	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.
<b>4.11</b>	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.
<b>4.12</b>	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.
<b>4.13</b>	The Plan Area land use plan should include commercial, light industrial/office park and public/quasipublic land uses in order to create employment.	n/a	The Project does not propose any commercial development. Therefore the policy does not apply to the project.

### Mangini Ranch Phase 3: Applicant's FPASP Policy Consistency Analysis

FPASP Policy No.	FPASP Policy Description	Map Consistent	Remarks
<b>4.14</b>	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>			
<b>4.15</b>	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.
<b>4.16</b>	The open space land use designation shall provide for the permanent protection of preserved wetlands.	Yes	The project does not alter the protections provided by the open space land use designation in the FPASP.

### Mangini Ranch Phase 3: Applicant's FPASP Policy Consistency Analysis

FPASP Policy No.	FPASP Policy Description	Map Consistent	Remarks
<i>Parks Policies</i>			
4.17	Land shall be reserved for parks as shown in Figure 4.3 – Specific Plan Land Use Designations and Table 4.2 – Land Use Summary. On future tentative subdivision maps or planned development applications, park sites shall be within 1/8 of a mile of the locations shown in Figure 4.3 – Specific Plan Land Use Designations. Park sites adjacent to school sites should remain adjacent to schools to provide for joint use opportunities with the Folsom-Cordova Unified School District. Park sites adjacent to open space shall remain adjacent to open space to provide staging areas and access points to the open space for the public.	n/a	No park sites are proposed, and no proposed park sites will be altered by the project. Therefore the policy does not apply to the project.
4.18	Sufficient land shall be dedicated for parks to meet the City of Folsom requirement (General Plan Policy 35.8) of 5-acres of parks for every 1,000 residents.	Yes	The project does not reduce the land to be dedicated for parks.
4.19	Parks shall be located throughout the Plan Area and linked to residential neighborhoods via sidewalks, bike paths and trails, where appropriate. During the review of tentative maps or planned development applications, the city shall verify that parks are provided in the appropriate locations and that they are accessible to resident via sidewalks, bike paths and trails.	Yes	Nearby parks will be accessible by all residents in the project via sidewalks and public trails.
4.20	Elementary school sites shall be co-located with parks to encourage joint-use of parks where feasible.	n/a	The project does not propose school or park uses. Therefore the policy does not apply to the project. Additionally, the LLVTSM is consistent with the planned school and co-located park policy.



Mangini Ranch Phase 3: Applicant's FPASP Policy Consistency Analysis

FPASP Policy No.	FPASP Policy Description	Map Consistent	Remarks
<i>Public/Quasi-Public Policies</i>			
4.21	Land shall be reserved for public services and facilities, as required by the City of Folsom. Public services and facilities sites shall be in the general locations as shown in Figure 4.3 – Specific Plan Land Use Designations.	Yes	The infrastructure needed to serve the Project area is consistent with the adopted Specific Plan and the updated infrastructure plans.
4.22	Land shall be reserved for schools as required by the City of Folsom and the Folsom Cordova Unified School District in accordance with state law. School sites shall be in the general locations shown in Figure 4.3 – Specific Plan Land Use Designations and have comparable acreages as established in Table 4.2 – Land Use Summary.	Yes	The project would not alter the location of proposed school sites.
4.23	Elementary school sites shall be co-located with parks to encourage joint-use of parks.	n/a	The project does not propose school or park uses. Therefore the policy does not apply to the project. Additionally, the LLVTSM is consistent with the planned school and co-located park policy.
4.24	All Public/Quasi-Public sites shown in Figure 4.3 – Specific Plan Land Use Designations may be relocated or abandoned as a minor administrative modification of the FPASP. The land use designation of the vacated site or sites will revert to the lowest density adjacent residential land use. In no event shall the maximum number of Plan Area dwelling units exceed 11,461 and the total commercial building area exceed 2,788,884 square feet <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 3: Applicant's FPASP Policy Consistency Analysis

FPASP Policy No.	FPASP Policy Description	Map Consistent	Remarks
<b>Section 5 - Housing Strategies</b>			
<i>City of Folsom General Plan Housing Element Policies Incorporated in the FPASP</i>			
H-1.1	The city shall ensure that sufficient land is designated and zoned in a range of residential densities to accommodate the city's regional share of housing.	n/a	This policy directs the City in its decision-making and planning processes. The project proposes residential land uses that comply with the existing zoning and land use designation at the project site.
H-1.2	The city shall endeavor to designate future sites for higher density housing near transit stops, commercial services, and schools where appropriate and feasible.	n/a	This policy directs the City in its decision-making and planning processes. The project proposes residential land uses that comply with the existing zoning and land use designation at the project site.
H-1.3	The city shall encourage home builders to develop their projects on multi-family designated land at the high end of the applicable density range.	n/a	This policy directs the City in its decision-making and planning processes. The project proposes a density between 5.9 and 6.3 units per acre on the SFHD parcels and 7.5 units per acre on the MLD parcel, which is within the applicable range of 4-7 and 7-12 units per acre, respectively.
H-1.4	The City shall support and facilitate the development of second units on single-family designated and zoned parcels.	n/a	This policy directs the City in its decision-making and planning processes. The project site is zoned SFHD and MLD.

### Mangini Ranch Phase 3: Applicant's FPASP Policy Consistency Analysis

FPASP Policy No.	FPASP Policy Description	Map Consistent	Remarks
H-1.6	The city shall ensure that new development pays its fair share in financing public facilities and services and pursues financial assistance techniques to reduce the cost impact on the production of affordable housing.	n/a	This policy directs the City in its decision-making and planning processes. The project will comply with all mitigation measures in the FPASP EIR and Addendums. See MMRP.
H-1.8	The city shall strive to create additional opportunities for mixed-use and transit oriented development.	n/a	This policy directs the City in its decision-making and planning processes.
H-3.1	The city shall encourage residential projects affordable to a mix of household incomes and disperse affordable housing projects throughout the city to achieve a balance of housing in all neighborhoods and communities.	n/a	This policy directs the City in its decision-making and planning processes. The Project proposes residential development within the overall mix of household incomes.
H-3.2	The city shall continue to use federal and state subsidies, as well as inclusionary housing in-lieu fees, affordable housing impact fees on non-residential development, and other fees collected into the Housing Trust Fund in a cost-efficient manner to meet the needs of lower-income households, including extremely low-income households.	n/a	This policy directs the City in its decision-making and planning processes. The Project proposes residential development.
H-3.3	The city shall continue to make density bonuses available to affordable and senior housing projects, consistent with State law and Chapter 17.102 of the Folsom Municipal Code.	n/a	This policy directs the City in its decision-making and planning processes. The Project does not seek a density bonus.
H-3.4	Where appropriate, the city shall use development agreements to assist housing developers in complying with city affordable housing goals.	n/a	This policy directs the City in its decision-making and planning processes. The Project is subject to the Amended and Revised Development Agreement.

### Mangini Ranch Phase 3: Applicant's FPASP Policy Consistency Analysis

FPASP Policy No.	FPASP Policy Description	Map Consistent	Remarks
H-3.5	The city shall make incentives available to property owners with existing development agreements to encourage the development of affordable housing.	n/a	This policy directs the City in its decision-making and planning processes. The Project is subject to the Amended and Restated Development Agreement.
H-5.2	The city shall encourage housing for seniors and persons with disabilities to be located near public transportation, shopping, medical, and other essential services and facilities.	n/a	This policy directs the City in its decision-making and planning processes. The project does not propose housing for seniors or persons with disabilities.
H-5.4	The city shall encourage private efforts to remove physical barriers and improve accessibility for housing units and residential neighborhoods to meet the needs of person with disabilities.	n/a	This policy directs the City in its decision-making and planning processes. The Project complies with the Folsom Ranch, Central District Design Guidelines and City standards for residential neighborhoods.
H-5.7	The city shall continue to provide zoning to accommodate future need for facilities to serve city residents in need of emergency shelter.	n/a	This policy directs the City in its decision-making and planning processes.
H-5.10	The city shall encourage developers to include spaces in proposed buildings or sites on which child care facilities could be developed or leased by a child care operator.	n/a	This policy directs the City in its decision-making and planning processes. The Project does not propose non-residential uses.
H-6.2	The city shall assist in the enforcement of fair housing laws by providing information and referrals to organizations that can receive and investigate fair housing allegations, monitor compliance with fair housing laws, and refer possible violations to enforcing agencies.	n/a	This policy directs the City in its decision-making and planning processes.
H-7.1	The city shall continue to implement state energy-efficient standards to new residential development.	n/a	This policy directs the City in its decision-making and planning processes.

### Mangini Ranch Phase 3: Applicant's FPASP Policy Consistency Analysis

FPASP Policy No.	FPASP Policy Description	Map Consistent	Remarks
H-7.2	The city shall include energy conservation guidelines as part of the development standards for the specific plan area.	n/a	This policy directs the City in its decision-making and planning processes.
H-7.3	The city shall reduce residential cooling needs associated with the urban heat island effect.	n/a	This policy directs the City in its decision-making and planning processes.
H-7.4	The city shall promote an increase in the energy efficiency of new and existing housing beyond minimum state requirements.	n/a	This policy directs the City in its decision-making and planning processes.
H-7.5	The city shall encourage the increased use of renewable energy.	n/a	This policy directs the City in its decision-making and planning processes.
H-7.6	The city shall encourage "smart growth" that accommodates higher density residential uses near transit, bicycle and pedestrian friendly areas of the city that encourage and facilitate the conservation of resources by reducing the need for automobile use.	n/a	This policy directs the City in its decision-making and planning processes. East Bidwell Street is part of the FPASP transit corridor.
<b>Section 7 - Circulation</b>			
<b>Circulation Policies</b>			
7.1	The roadway network in the Plan Area shall be organized in a grid-like pattern of streets and blocks, except where topography and natural features make it infeasible, for the majority of the Plan Area in order to create neighborhoods that encourage walking, biking, public transit and other alternative modes of transportation.	Yes	Topography and natural features make grid layout infeasible, but the proposed roadway connects future residents of the project to adjacent school, park, open space, and commercial uses. East Bidwell Street is part of the FPASP transit corridor.
7.2	Circulation within the Plan Area shall be ADA accessible and minimize barriers to access by pedestrians, the disabled, seniors and bicyclists. Physical barriers such as walls, berms, and landscaping that separate residential and nonresidential uses and impede bicycle or pedestrian access or circulation shall be minimized.	Yes	The Project complies with the Folsom Ranch, Central District Design Guidelines and City standards for residential neighborhoods.

### Mangini Ranch Phase 3: Applicant's FPASP Policy Consistency Analysis

FPASP Policy No.	FPASP Policy Description	Map Consistent	Remarks
<b>7.3</b>	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.
<b>7.4</b>	Submit a General Plan Amendment to the city to modify General Plan Policy 17.17 regarding Traffic Level of Service 'C'. This level of service may not be achieved throughout the entire Plan Area at buildout.	n/a	The applicable Level of Service under the General Plan is 'D.' The streets are designed to meet traffic requirements and are consistent with the Specific Plan.
<i>Roadway Classification Policies</i>			
<b>7.5</b>	A framework of arterial and collector roadways shall be developed that accommodate Plan Area traffic while accommodating through-traffic demands to adjoining city areas.	n/a	Project street layout is consistent with the Specific Plan. East Bidwell Street is part of the FPASP transit corridor.
<b>7.6</b>	Major and minor arterials, collectors, and minor collectors shall be provided with sidewalks that safely separate pedestrians from vehicular traffic and class II bicycle lanes that encourage transportation choices within the Plan Area.	n/a	East Bidwell Street and Mangini Parkway have separated sidewalks from the street to enhance pedestrian design. Class III bike routes are provided on all residential streets.
<b>7.7</b>	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.
<b>7.8</b>	Roadway improvements shall be constructed to coincide with the demands of new development, as required to satisfy city minimum level of service standards.	Yes	The streets are designed to meet traffic requirements and are consistent with the Specific Plan.
<i>Public Transit Policies</i>			

### Mangini Ranch Phase 3: Applicant's FPASP Policy Consistency Analysis

FPASP Policy No.	FPASP Policy Description	Map Consistent	Remarks
<b>7.8A</b>	<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.
<b>7.9</b>	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.
<b>7.10</b>	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.
<b>7.11</b>	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.
<b>7.12</b>	Provide interim park-and-ride facilities for public transit use as shown in the FPASP Transit Master Plan.	Yes	The project is consistent with the adopted Specific Plan, which addresses public transportation opportunities.

### Mangini Ranch Phase 3: Applicant's FPASP Policy Consistency Analysis

FPASP Policy No.	FPASP Policy Description	Map Consistent	Remarks
<b>7.13</b>	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.
<b>7.14</b>	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.
<b>7.15</b>	The Sacramento Regional Transit District (RT) "A Guide to Transit Oriented Development (TOD)" shall be used as a design guideline for subsequent project level approvals for all projects along the Plan Area transit corridor.	Yes	The guideline was used in the preparation of the Specific Plan. The project is consistent with the Specific Plan.



### Mangini Ranch Phase 3: Applicant's FPASP Policy Consistency Analysis

FPASP Policy No.	FPASP Policy Description	Map Consistent	Remarks
<i>Sidewalks, Trails and Bikeway Policies</i>			
<b>7.16</b>	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.
<b>7.17</b>	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.
<b>7.18</b>	Traffic calming measures and signage shall be used to enhance the safety of sidewalk, trail and bikeway crossings of arterial and collector streets.	n/a	The Project does not propose any sidewalk, trail, or bikeway crossings. A pedestrian-activated traffic signal is planned at the trail head located at East Bidwell Road and a Class I trail undercrossing is planned at the trail head at Mangini Parkway, as shown on the Bikeways Plan in the FPASP.
<b>7.19</b>	Class I bike path and trail crossings of Alder Creek and intermittent drainages channels shall be minimized and located and designed to cause the least amount of disturbance to the creek environment.	n/a	Alder Creek is not located in this phase. Therefore the policy does not apply to the project.

### Mangini Ranch Phase 3: Applicant's FPASP Policy Consistency Analysis

FPASP Policy No.	FPASP Policy Description	Map Consistent	Remarks
<b>7.20</b>	Per state and federal programs, safe routes to schools shall be identified and signed.	Yes	The nearest elementary and middle school sites are located within the LLVTSM for Town Center South. Streets are designed to promote walking and biking as alternative modes of daily travel and to provide safe routes to school. Signage shall be identified in the improvements plans.
<b>7.21</b>	All Plan Area land uses shall be located within approximately 1/2 mile of a Class I bike path or a Class II bike lane.	Yes	The project is within 1/2 mile of East Bidwell Street, which will be developed with class II bike lanes as part of the planned Bicycle network.
<b>7.22</b>	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.
<b>7.23</b>	Adequate short and long term bicycle parking shall be provided for all Plan Area land uses (except for single-family and single-family high density residential uses) as specified in Table A.14.	n/a	The project includes single-family high density residential uses.
<b>Section 8 - Open Space</b>			
<b>8.1</b>	Open Space areas shall be created throughout the entirety of the Plan Area.	Yes	The SLVTSM includes an open space corridor with a Class 1 multi-purpose trail and will comply with this policy.

### Mangini Ranch Phase 3: Applicant's FPASP Policy Consistency Analysis

FPASP Policy No.	FPASP Policy Description	Map Consistent	Remarks
<b>8.2</b>	Create a preserve open space zone that will include all of the preserved wetlands and required buffers that are under the jurisdiction of the U.S. Army Corp of Engineers (USACE).	Yes	The SLVTSM includes an open space corridor with a Class 1 multi-purpose trial and will comply with this policy.
<b>8.3</b>	Create a passive open space zone that may contain limited recreation uses and facilities, storm water quality detention basins, water quality structures, wetland and tree mitigation areas and limited public utilities.	Yes	The SLVTSM includes an open space corridor with a Class 1 multi-purpose trial and will comply with this policy.
<b>8.4</b>	Where feasible, locate schools and parks adjacent or near to open space.	n/a	The nearest elementary and middle school sites are located within the LLVTSM for Town Center South. The LLVTSM is consistent with the planned school and co-located park policy.
<b>8.5</b>	Open space areas shall incorporate sensitive Plan Area natural resources, including oak woodlands, Alder Creek and its tributaries, hillside areas, cultural resources, and tributaries of Carson, Buffalo and Coyote Creeks within the boundaries of the Plan Area.	Yes	The SLVTSM includes an open space corridor with a Class 1 multi-purpose trial and will comply with this policy.

### Mangini Ranch Phase 3: 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.	Yes	The SLVTSM includes an open space corridor with a Class 1 multi-purpose trail and will comply with this policy
<b>8.7</b>	<p>Natural parkways, thirty-feet (30') in width or larger, shall be considered part of the required thirty percent (30%) Plan Area natural open space provided the following minimum criteria is met:</p> <p>8.7a: They include a paved path or trail.</p> <p>8.7.b: They have the ability to be utilized for tree mitigation plantings or other appropriate mitigation measures and;</p> <p>8.7.c: They are planted primarily with California central valley and foothills native plants as described in the most current edition of River-Friendly Landscape Guidelines.</p>	n/a	No natural parkways are proposed in the project area. Therefore the policy does not apply to the project.
<b>8.8</b>	Locate Class I bicycle paths and paved and unpaved trails throughout the open space.	Yes	The SLVTSM includes an open space corridor with a Class 1 multi-purpose trail and will comply with this policy
<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, 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	This policy directs the City in its decisionmaking. 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.	Yes	The SLVTSM includes an open space corridor with a Class 1 multi-purpose trail and will comply with this policy

### Mangini Ranch Phase 3: Applicant's FPASP Policy Consistency Analysis

FPASP Policy No.	FPASP Policy Description	Map Consistent	Remarks
8.12	All open space improvements, including erosion control planting and landscaping adjacent to Alder Creek and its tributaries shall be consistent with Section 10.2.6 - Alder Creek & Floodplain Protection.	n/a	Alder Creek is not located in this phase. Therefore the policy does not apply to the project.
8.13	The FASP Open Space Management Plan shall describe the ownership, funding, and maintenance of open space areas.	n/a	The document submitted to the City contains this information. Therefore this policy does not apply to the Project.
8.14	The FPASP Community Design Guidelines shall include recommendations for the design of natural parkways and other passive open space recreation facilities, storm water quality detention basins, water quality structures, wetland and tree mitigation areas, and public utilities.	n/a	The document submitted to the City contains this information. Therefore the policy does not apply to the project.
8.15	All entitlements within the FPASP shall be reviewed to ensure that thirty percent (30%) of the Plan Area is maintained as natural open space to preserve oak woodlands and sensitive habitat areas.	Yes	The project does not reduce the amount of open space in the Plan Area.
<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 3: 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 does not propose park uses. Therefore the policy does not apply to the project.
<b>9.10</b>	Placement of stand alone cell towers or antennae in parks is strongly discouraged. Cell towers or antennae are permitted to be located on sports field lighting poles with a use permit.	n/a	Cell towers are not proposed with this application. Therefore the policy does not apply to the project.
<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.
<b>9.13</b>	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.

### Mangini Ranch Phase 3: Applicant's FPASP Policy Consistency Analysis

FPASP Policy No.	FPASP Policy Description	Map Consistent	Remarks
9.14	Park land dedications are net areas in acres and exclude easements, wetlands, public rights-of-way and steep slopes or structures.	n/a	The project does not propose park uses. Therefore the policy does not apply to the project.
<b>Section 10 - Resource Management &amp; Sustainable Design</b>			
<b>Wetland Policies</b>			
10.1	Delineated wetlands shall be preserved to the greatest extent possible within open space areas and corridors, or otherwise provided for in protected areas.	Yes	Wetland permit has been issued for the project.
10.2	Where preservation is not feasible, mitigation measures shall be carried out as specified in the FPASP EIR/EIS.	Yes	Wetland permit has been issued for the project.

### Mangini Ranch Phase 3: Applicant's FPASP Policy Consistency Analysis

FPASP Policy No.	FPASP Policy Description	Map Consistent	Remarks
<b>10.3</b>	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.
<b>10.4</b>	<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.
<b>10.5</b>	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.
<b>10.6</b>	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 3: Applicant's FPASP Policy Consistency Analysis

FPASP Policy No.	FPASP Policy Description	Map Consistent	Remarks
<b>10.7</b>	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>			
<b>10.8</b>	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.
<b>10.9</b>	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.
<b>10.10</b>	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.
<b>10.11</b>	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.
<b>10.12</b>	The Sacramento-Yolo Mosquito and Vector Control District will provide year-round mosquito and vector control in accordance with state regulations and its Mosquito Management Plan.	n/a	This policy applies to the Sacramento-Yolo Mosquito and Vector Control District. Therefore the policy does not apply to the project.
<i>Oak Woodlands &amp; Isolated Oak Tree Policies</i>			

### Mangini Ranch Phase 3: Applicant's FPASP Policy Consistency Analysis

FPASP Policy No.	FPASP Policy Description	Map Consistent	Remarks
<b>10.13</b>	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.
<b>10.14</b>	The details of ownership, long term maintenance and monitoring of the preserved and mitigated oak woodlands and isolated oak tree canopy shall be specified in the FPASP Open Space Management Plan approved concurrently with the FPASP.	n/a	The document submitted to the City contains this information. Therefore this policy does not apply to the Project.

Mangini Ranch Phase 3: Applicant's FPASP Policy Consistency Analysis

FPASP Policy No.	FPASP Policy Description	Map Consistent	Remarks																								
10.15	<p>Oak trees included in residential and non-residential development parcel impacted oak woodlands are encouraged to be preserved wherever practical, provided preservation does not:</p> <ul style="list-style-type: none"> <li>a) Cause a reduction in the number of lots or a significant reduction in the size of residential lots.</li> <li>b) Require mass grading that eliminates level pads or requires specialized foundations.</li> <li>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.</li> <li>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.</li> <li>e) Cost more to preserve the tree than to mitigate for its loss, based on the Isolated Oak Tree Mitigation requirements listed below.</li> </ul>	n/a	There are native tree species located within the bounds of the LLVTSM, however no trees are located within the bounds of the SLVTSM therefore no trees are proposed for removal with this application. Therefore the policy does not apply to the project.																								
10.16	<p>Isolated oak trees in residential and non-residential development parcels shall be rated according to the following national rating system developed by the American Society of Consulting Arborists (ASCA):</p> <table border="1" data-bbox="382 1015 1247 1325"> <thead> <tr> <th colspan="3">TABLE 10.1 ASCA TREE RATING SYSTEM</th> </tr> <tr> <th>RATING</th> <th>RATING NO.</th> <th>RATING DESCRIPTION</th> </tr> </thead> <tbody> <tr> <td>Excellent</td> <td>5</td> <td>No problem(s)</td> </tr> <tr> <td>Good</td> <td>4</td> <td>No apparent problem(s)</td> </tr> <tr> <td>Fair</td> <td>3</td> <td>Minor problem(s)</td> </tr> <tr> <td>Poor</td> <td>2</td> <td>Major problem(s)</td> </tr> <tr> <td>Hazardous or non-correctable</td> <td>1</td> <td>Extreme problem(s)</td> </tr> <tr> <td>Dead</td> <td>0</td> <td>Dead</td> </tr> </tbody> </table>	TABLE 10.1 ASCA TREE RATING SYSTEM			RATING	RATING NO.	RATING DESCRIPTION	Excellent	5	No problem(s)	Good	4	No apparent problem(s)	Fair	3	Minor problem(s)	Poor	2	Major problem(s)	Hazardous or non-correctable	1	Extreme problem(s)	Dead	0	Dead	n/a	There are native tree species located within the bounds of the LLVTSM, however no trees are located within the bounds of the SLVTSM therefore no trees are proposed for removal with this application. Therefore the policy does not apply to the project.
TABLE 10.1 ASCA TREE RATING SYSTEM																											
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### Mangini Ranch Phase 3: 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 SLVTSM 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 SLVTSM 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 SLVTSM 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 SLVTSM does not have any oak woodlands or oak tree canopy to be preserved. Therefore the policy does not apply to the project.

### Mangini Ranch Phase 3: Applicant's FPASP Policy Consistency Analysis

FPASP Policy No.	FPASP Policy Description	Map Consistent	Remarks
<i>Cultural Resources Policies</i>			
<b>10.21</b>	<p>The following shall be prepared prior to extensive grading or excavation:</p> <p>10.21a: Existing archeological reports relevant to the Plan Area shall be reviewed by a qualified archaeologist.</p> <p>10.21b: Areas found to contain or likely to contain archaeological resources shall be</p> <p>10.21c: An Archaeological Resources Report shall be prepared, as appropriate.</p> <p>10.21d: Copies of all records shall be submitted to the appropriate information center in the California Historical Resource Information System (CHRIS).</p>	Yes	The proposed project has completed the archaeological surveys and reports described here and they have been submitted to the California Historical Resource Information System (CHRIS).
<b>10.22</b>	Publicly accessible trails and facilities in open space areas shall be located so as to ensure the integrity and preservation of historical and cultural resources as specified in the FPASP Community Design Guidelines and the Open Space Management Plan.	Yes	The SLVTSM includes an open space corridor with a Class 1 multi-purpose trail and will comply with this policy.
<b>10.23</b>	Views toward cultural resources from publicly accessible trails and facilities shall be protected, where appropriate.	n/a	There are no cultural resources that require displays on the project site. Therefore the policy does not apply to the project.
<b>10.24</b>	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>			
<b>10.25</b>	Natural drainage courses within the Plan Area along Alder, Carson, Coyote, and Buffalo Creeks and their tributaries shall be preserved as required by state and federal regulatory agencies and incorporated into the overall storm water drainage system.	Yes	The proposed project is consistent with the drainage master plan, including the preservation measures for the referenced drainage features and waterways.

### Mangini Ranch Phase 3: Applicant's FPASP Policy Consistency Analysis

FPASP Policy No.	FPASP Policy Description	Map Consistent	Remarks
<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.	Yes	The SLVTSM includes an open space corridor with a Class 1 multi-purpose trail and will comply with this policy.
<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.	Yes	The SLVTSM includes an open space corridor with a Class 1 multi-purpose trail and will comply with this policy.
<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.

### Mangini Ranch Phase 3: Applicant's FPASP Policy Consistency Analysis

FPASP Policy No.	FPASP Policy Description	Map Consistent	Remarks
<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.
<b>10.34</b>	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.
<b>10.35</b>	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.
<b>10.36</b>	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.
<b>10.37</b>	Emergency vehicle access along Alder Creek may be provided on Class I bike paths and/or separately designated emergency access roads (refer to Figure 7.29).	n/a	The proposed project does not impact Alder Creek. Therefore the policy does not apply to the project.

### Mangini Ranch Phase 3: Applicant's FPASP Policy Consistency Analysis

FPASP Policy No.	FPASP Policy Description	Map Consistent	Remarks
<b>10.38</b>	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.
<b>10.39</b>	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.
<b>10.40</b>	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.
<b>10.41</b>	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.
<b>10.42</b>	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.
<b><i>Air Quality Policies</i></b>			
<b>10.43</b>	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.
<b>10.44</b>	The approved Operational Air Quality Mitigation measures shall be included as policies in the relevant sections of the FPASP.	Yes	The proposed project will comply with all applicable air quality mitigation measures.



### Mangini Ranch Phase 3: Applicant's FPASP Policy Consistency Analysis

FPASP Policy No.	FPASP Policy Description	Map Consistent	Remarks
<b>10.45</b>	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.
<b>10.46</b>	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.
<b>10.47</b>	Provide complimentary electric lawnmowers to each residential buyer in the SF, SFHD and the MLD land uses.	n/a	The project is designed to comply with the applicable Design Guidelines and standards. Though Design review approval is not being sought at this time, the required features will be verified during the building plan check process.

### Mangini Ranch Phase 3: Applicant's FPASP Policy Consistency Analysis

FPASP Policy No.	FPASP Policy Description	Map Consistent	Remarks
<i>Noise Policies</i>			
<b>10.48</b>	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.
<b>10.49</b>	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.
<b>10.50</b>	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.
<b>10.51</b>	Landowner shall, prior to Tier 2 Development Agreement, record an easement over the property relating to noise caused by aircraft arriving or departing from Mather Airport.	Yes	Avigation easements have been recorded on the property.

### Mangini Ranch Phase 3: Applicant's FPASP Policy Consistency Analysis

FPASP Policy No.	FPASP Policy Description	Map Consistent	Remarks
<i>Low Impact Development Policies</i>			
<b>10.52</b>	<p>Site specific development projects shall incorporate LID design strategies that include:</p> <p>10.52a: Minimizing and reducing the impervious surface of site development by reducing the paved area of roadways, sidewalks, driveways, parking areas, and roof tops;</p> <p>10.52b: Breaking up large areas of impervious surface area and directing stormwater flows away from these areas to stabilized vegetated areas;</p> <p>10.52c: Minimizing the impact of development on sensitive site features such as streams, floodplains, wetlands, woodlands, and significant on-site vegetation;</p> <p>10.52d: Maintaining natural drainage courses; and</p> <p>10.52e: Provide runoff storage dispersed uniformly throughout the site, using a variety of LID detention, retention, and runoff techniques that may include:</p> <ul style="list-style-type: none"> <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 10.52 of the EIR for the FPASP.</p>

### Mangini Ranch Phase 3: Applicant's FPASP Policy Consistency Analysis

FPASP Policy No.	FPASP Policy Description	Map Consistent	Remarks
	· Landscape buffers, parkways, parking medians, filter strips, vegetated curb extensions, and planter boxes (containing grass or other close-growing vegetation planted between polluting sources (such as a roadway or site development) and downstream receiving water bodies).		
<i>Landscaping Policies</i>			
<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.
<i>Energy Efficiency Policies</i>			

### Mangini Ranch Phase 3: 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.	n/a	The project is designed to comply with the applicable Design Guidelines and standards. Though Design review approval is not being sought at this time, the required features will be verified during the building plan check process.
<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.	n/a	Design Review Approval is not being sought at this time. Where site conditions permit, the project incorporates site design measures that reduce heating and cooling needs through building orientation.
<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.	n/a	Design Review Approval is not being sought at this time.
<b>10.60</b>	Multi-family and attached residential units shall be oriented toward southern exposures, where site conditions permit.	n/a	Design Review Approval is not being sought at this time. Additionally, the Project does not propose multi-family and attached residential units.
<b>10.61</b>	Buildings shall be designed to incorporate the use of high quality, energy efficient glazing to reduce heat loss and gain.	n/a	The project is designed to comply with the applicable Design Guidelines and standards. Though Design review approval is not being sought at this time, the required features will be verified during the building plan check process.

### Mangini Ranch Phase 3: Applicant's FPASP Policy Consistency Analysis

FPASP Policy No.	FPASP Policy Description	Map Consistent	Remarks
<b>10.62</b>	Energy efficient appliances, windows, insulation, and other available technologies to reduce energy demands will be encouraged.	n/a	The project is designed to comply with the applicable Design Guidelines and standards. Though Design review approval is not being sought at this time, the required features will be verified during the building plan check process.
<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.
<b>10.64</b>	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.
<b>10.65</b>	Energy Star certified equipment and appliances shall be installed, to include: 10.65a - Residential appliances; heating and cooling systems; and roofing; and 10.65b - Nonresidential appliances and office equipment; heating, cooling, and lighting control systems; and roofing	n/a	The project is designed to comply with the applicable Design Guidelines and standards. Though Design review approval is not being sought at this time, the required features will be verified during the building plan check process.
<b>10.66</b>	Commercial, residential, and public projects shall be designed to allow for the possible installation of alternative energy technologies including active solar, wind, or other emerging technologies, and shall comply with the following standards: 10.66a - Installation of solar technology on buildings such as rooftop photovoltaic cell arrays shall be installed in accordance with the State Fire Marshal safety regulations and guidelines. 10.66b - Standard rooftop mechanical equipment shall be located in such a manner so	n/a	The project is designed to comply with the applicable Design Guidelines and standards. Though Design review approval is not being sought at this time, the required features will be verified during the building plan check process.

### Mangini Ranch Phase 3: Applicant's FPASP Policy Consistency Analysis

FPASP Policy No.	FPASP Policy Description	Map Consistent	Remarks
	<p>10.66b - Standard rooftop mechanical equipment shall be located in such a manner so as not to preclude the installation of solar panels.</p> <p>10.66c - Alternative energy mechanical equipment and accessories installed on the roof of a building, they shall be integrated with roofing materials and/or blend with the structure's architectural form.</p>		
<b>10.67</b>	Radiant solar heating or similar types of energy efficient technologies, shall be installed in all swimming pools.	n/a	The project is designed to comply with the applicable Design Guidelines and standards. Though Design review approval is not being sought at this time, the required features will be verified during the building plan check process.
<b>10.68</b>	Electrical outlets shall be provided along the front and rear exterior walls of all single family homes to allow for the use of electric landscape maintenance tools.	n/a	The project is designed to comply with the applicable Design Guidelines and standards. Though Design review approval is not being sought at this time, the required features will be verified during the building plan check process.
<b>10.69</b>	The city will strive to ensure that all new publicly owned buildings within the Plan Area will be designed, constructed and certified at LEED-NC certification levels.	n/a	The project does not propose any publicly owned buildings. Therefore the policy does not apply to the project.

### Mangini Ranch Phase 3: Applicant's FPASP Policy Consistency Analysis

FPASP Policy No.	FPASP Policy Description	Map Consistent	Remarks
<b>10.70</b>	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>			
<b>10.71</b>	All office, commercial, and residential land uses shall be required to install water conservation devices that are generally accepted and used in the building industry at the time of development, including low-flow plumbing fixtures and low-water-use appliances.	n/a	The project is designed to comply with the applicable Design Guidelines and standards. Though Design review approval is not being sought at this time, the required features will be verified during the building plan check process.
<b>10.72</b>	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.



### Mangini Ranch Phase 3: Applicant's FPASP Policy Consistency Analysis

FPASP Policy No.	FPASP Policy Description	Map Consistent	Remarks
<b>10.73</b>	Water efficient irrigation systems, consistent with the requirements of the latest edition of the California Model Water Efficient Landscape Ordinance, or similar ordinance adopted by the City of Folsom, shall be mandatory for all public agency projects and all private development projects with a landscape area equal to or greater than 2,500 square feet requiring a building or landscape permit, plan check or design review.	Yes	The project is designed to comply with the applicable Design Guidelines. Water efficient irrigation systems will be employed for use in project-area landscaping.

Mangini Ranch Phase 3: Applicant's FPASP Policy Consistency Analysis

FPASP Policy No.	FPASP Policy Description	Map Consistent	Remarks
<i>Material Conservation &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 3: Applicant's FPASP Policy Consistency Analysis

FPASP Policy No.	FPASP Policy Description	Map Consistent	Remarks
10.79	All fire suppression systems and equipment shall not contain halons.	Yes	The project is designed to comply with the applicable Design Guidelines and standards. The required features will be verified during the building plan check process.
10.80	Provide accessible screened areas that are identified for the depositing, storage and collection of non-hazardous materials for recycling for commercial, industrial/office park, mixed-use, public-use and multi-family residential projects.	Yes	Same remark as in Section 10.79.
10.81	Particleboard, medium density fiberboard (MDF) and hardwood plywood shall comply with low formaldehyde emission standards.	Yes	Same remark as in Section 10.79.
10.82	Limit the use of volatile organic compounds (VOC) in all construction materials.	Yes	same remark as in Section 10.79.
<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 SLVTSM. Therefore the policy does not apply to the project.
11.2	All public service facilities shall participate in the City's recycling program.	n/a	No public facilities are being proposed with this project. Therefore the policy does not apply to the project.
11.3	Energy efficient technologies shall be incorporated in all Public Service buildings	n/a	No public facilities are being proposed with this project. Therefore the policy does not apply to the project.

### Mangini Ranch Phase 3: Applicant's FPASP Policy Consistency Analysis

FPASP Policy No.	FPASP Policy Description	Map Consistent	Remarks
11.4	Passive solar design and/or use of other types of solar technology shall be incorporated in all public service buildings.	n/a	No public facilities are being proposed with this project. Therefore the policy does not apply to the project.
11.5	The city shall strive to ensure that all public service buildings shall be built to silver LEED NC standards.	n/a	No public facilities are being proposed with this project.
11.6	Utilize Crime Prevention Through Environmental Design (CPTED) principles in the design of all public service buildings.	n/a	No public facilities are being proposed with this project. Therefore the policy does not apply to the project.
11.7	If the existing slope of a public facilities site shown on Figure 11.1 exceeds five percent, the site shall be rough graded by the owner/developer/builder dedicating the public facilities site in accordance with grading plans approved by the City of Folsom, subject to a credit and/or reimbursement agreement.	n/a	There are no public schools or public service facilities in the proposed SLVTSM. Therefore the policy does not apply to the project.
11.8	Plan Area landowners shall, prior to approval of the annexation by LAFCo and prior to any Tier 2 Development Agreement, whichever comes first, comply with the schools provision in Measure W (Folsom Charter Provision Section 7.08D) and incorporate feasible school impact mitigation requirements as provided in LAFCo Resolution No. 1196, Section 13.	Yes	Project will comply with school district and charter requirements with respect to Measure W.
<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 3: Applicant's FPASP Policy Consistency Analysis

FPASP Policy No.	FPASP Policy Description	Map Consistent	Remarks
12.2	Design and construct the necessary potable water, non-potable water for irrigation, wastewater and stormwater infrastructure require to serve the Plan Area. All infrastructure improvements shall follow the requirements established in the Water Master Plan, Wastewater Master Plan and the Storm Drainage Master Plan. Improvements will be based on phasing of development.	n/a	The policy affects the City and does not apply to individual developers. Therefore the policy does not apply to the project.
12.3	Land shall be reserved for the construction of public utility facilities that are not planned within road rights-of-way, as required by the City of Folsom.	Yes	Land is being reserved for public utilities as described where needed.
12.4	Utilize Best Management Practices (BMPs) where feasible and appropriate.	Yes	BMPs will be utilized where feasible and appropriate.
12.5	Urban runoff will be treated prior to discharging to a water of the state (i.e. creek, wetland) in accordance with the City's most current Municipal Stormwater Permit requirements for new development.	Yes	The project complies with permit requirements.
12.6	Employ Low Impact Development (LID) practices, as required by the City of Folsom, in conformance with the City's stormwater quality development standards.	Yes	The project is consistent with the Specific Plan requirements and the City requirements as they are updated from time to time.
<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 3: Applicant's FPASP Policy Consistency Analysis

FPASP Policy No.	FPASP Policy Description	Map Consistent	Remarks
<b>13.4</b>	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.
<b>13.5</b>	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.
<b>13.6</b>	One or more Community Facilities Districts shall be created in the Plan Area to help finance backbone infrastructure and public facilities costs and other eligible improvements and/or fees.	n/a	The policy affects the City and does not apply to individual developers. Therefore the policy does not apply to the project.

### Mangini Ranch Phase 3: Applicant's FPASP Policy Consistency Analysis

FPASP Policy No.	FPASP Policy Description	Map Consistent	Remarks
<i>Phasing Policies</i>			
<b>13.7</b>	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>			
<b>13.8</b>	Create one or more Landscaping and Lighting Districts in the Plan Area for the maintenance and operation of public improvements and facilities and open space.	Yes	A Community Facilities District will be formed to implement policy.

# Traffic Noise Assessment

## Mangini Ranch Phase 3

Folsom, California

BAC Job # 2021-064

Prepared For:

TCS Improvement Company, LLC

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Prepared By:

**Bollard Acoustical Consultants, Inc.**



Dario Gotchet, Senior Consultant

May 10, 2021





## Introduction

The proposed Mangini Ranch Development is located within the Folsom South of U.S. Highway 50 Specific Plan. The specific component of the overall Mangini Ranch development analyzed in this study is the development of Phase 3 (project) which includes single-family residential lots. The Phase 3 component of the development (Villages 1-4) is located west of East Bidwell Street, between Mangini Parkway and (future) A Drive. The project area and site plan are shown on Figures 1 and 2, respectively.

Due to the potential for elevated East Bidwell Road, Mangini Parkway, and A Drive traffic noise levels at the development, Bollard Acoustical Consultants, Inc. (BAC) was retained by the project applicant to prepare this noise assessment. Specifically, this assessment was prepared to determine whether traffic noise would cause noise levels at the development to exceed acceptable limits of the Folsom General Plan. This assessment also includes an evaluation of compliance with the Folsom South of U.S. Highway 50 Specific Plan EIR Noise Mitigation Measures.

## Noise Fundamentals and Terminology

Noise is often described as unwanted sound. Sound is defined as any pressure variation in air that the human ear can detect. If the pressure variations occur frequently enough (at least 20 times per second), they can be heard, and thus are called sound. Measuring sound directly in terms of pressure would require a very large and awkward range of numbers. To avoid this, the decibel scale was devised. The decibel scale allows a million-fold increase in pressure to be expressed as 120 dB. Another useful aspect of the decibel scale is that changes in levels (dB) correspond closely to human perception of relative loudness. Appendix A contains definitions of Acoustical Terminology. Figure 3 shows common noise levels associated with various sources.

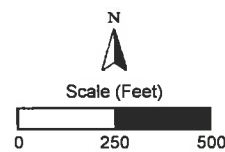
The perceived loudness of sounds is dependent upon many factors, including sound pressure level and frequency content. However, within the usual range of environmental noise levels, perception of loudness is relatively predictable, and can be approximated by weighing the frequency response of a sound level meter by means of the standardized A-weighting network. There is a strong correlation between A-weighted sound levels (expressed as dBA) and community response to noise. For this reason, the A-weighted sound level has become the standard tool of environmental noise assessment. All noise levels reported in this section are in terms of A-weighted levels in decibels.

Community noise is commonly described in terms of the "ambient" noise level, which is defined as the all-encompassing noise level associated with a given noise environment. A common statistical tool to measure the ambient noise level is the average, or equivalent, sound level ( $L_{eq}$ ) over a given time period (usually one hour). The  $L_{eq}$  is the foundation of the Day-Night Average Level noise descriptor,  $L_{dn}$  or DNL, and shows very good correlation with community response to noise. The median noise level descriptor, denoted  $L_{50}$ , represents the noise level which is



**Legend**

 Mangini Ranch Phase 3 Project Boundary (Approximate)

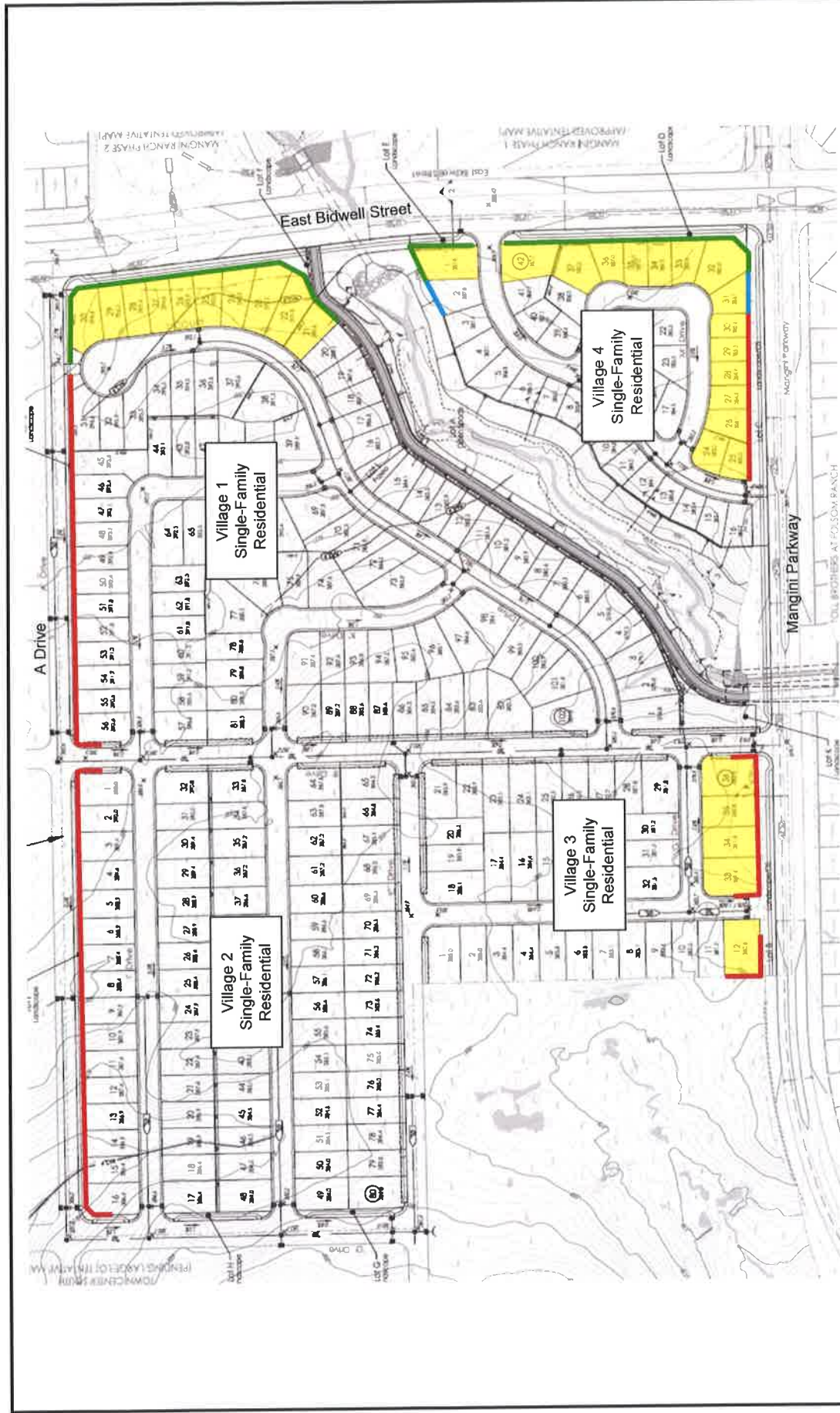


Mangini Ranch Phase 3  
Folsom, California

Project Area

Figure 1





**Legend**

- Recommended 6' Solid Traffic Noise Barrier
- Recommended 7' Solid Traffic Noise Barrier
- Recommended 8' Solid Traffic Noise Barrier
- Recommended Window Construction Upgrades: STC 32 (Upper-Floors Only)



Scale (Feet)



**Mangini Ranch Phase 3**  
Folsom, California

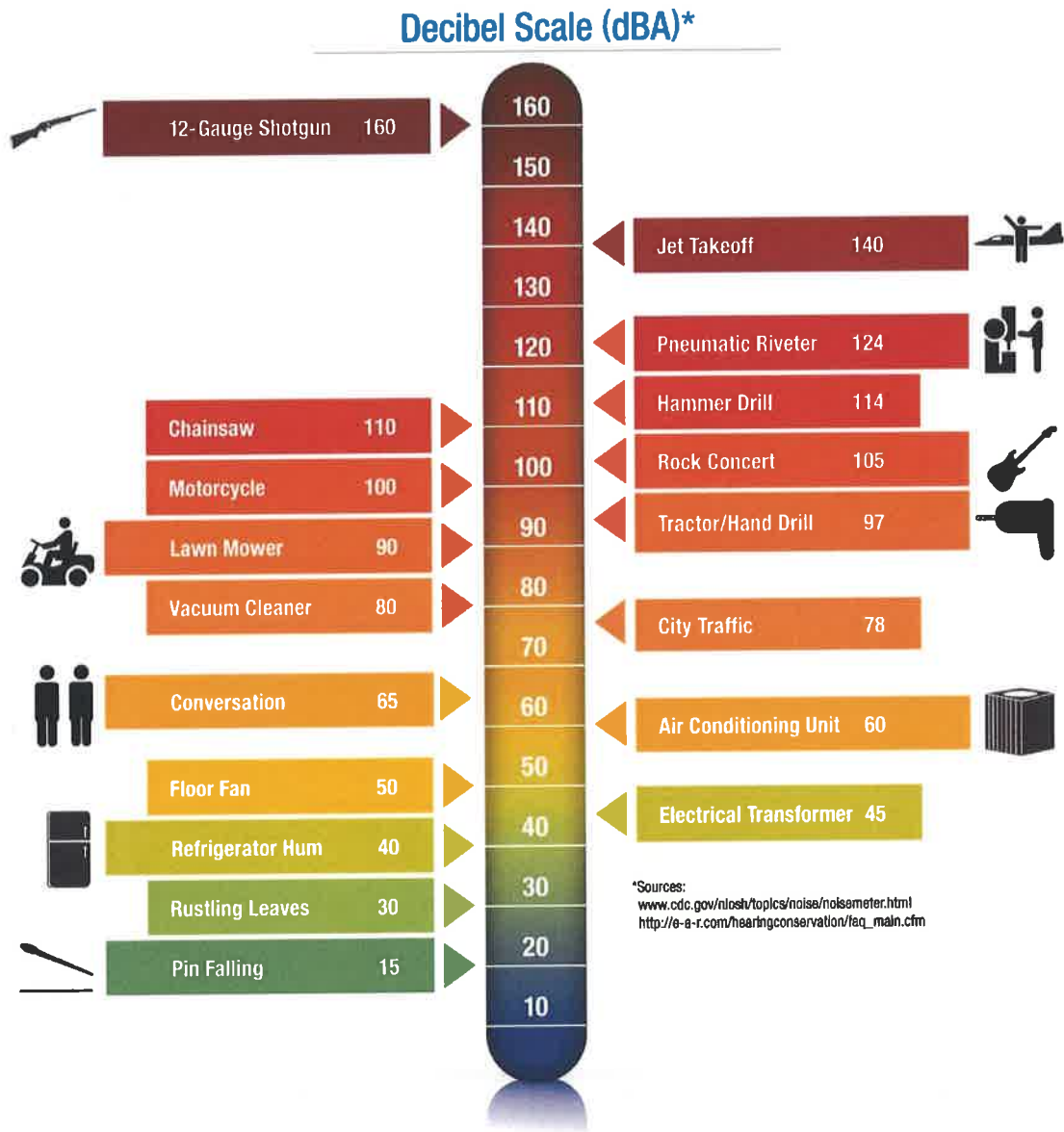
Site Plan

**Figure 2**



BOLLARD  
Acoustical Consultants

**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 in Phase 3 Villages 1-4, the General Plan applies an exterior noise level limit of 60 dB DNL at the outdoor activity areas (i.e., backyards). The intent of this criteria is to provide an acceptable exterior noise environment for outdoor activities.

The General Plan utilizes an interior noise level standard of 45 dB DNL or less within noise-sensitive project dwellings. The intent of this interior noise limit is to provide a suitable environment for indoor communication and sleep.

### Folsom South of U.S. Highway 50 Specific Plan Noise Mitigation Measures

The noise mitigation measures shown below have been incorporated into the Folsom South of U.S. Highway 50 Specific Plan to mitigate identified environmental impacts. The noise-related mitigation measure which is applicable to the development of residential land uses within the Mangini Ranch development are reproduced below. Following the mitigation measure is a brief discussion as to the applicability of the measure to this project.

#### **MM 3A.11-4 Implement Measures to Prevent Exposure of Sensitive Receptors to Increases in Noise from Project-Generated Operational Traffic on Off-Site and On-Site Roadways.**

To meet applicable noise standards as set forth in the appropriate General Plan or Code (e.g., City of Folsom, County of Sacramento, and County of El Dorado) and to reduce increases in traffic-generated noise levels at noise-sensitive uses, the project applicant(s) of all project phases shall implement the following:

- Obtain the services of a consultant (such as a licensed engineer or licensed architect) to develop noise-attenuation measures for the proposed construction of on-site noise-sensitive land uses (i.e., residential dwellings and school classrooms) that will produce a

minimum composite Sound Transmission Class (STC) rating for buildings of 30 or greater, individually computed for the walls and the floor/ceiling construction of buildings, for the proposed construction of on-site noise-sensitive land uses (i.e., residential dwellings and school classrooms).

- Prior to submittal of tentative subdivision maps and improvement plans, the project applicant(s) shall conduct a site-specific acoustical analysis to determine predicted roadway noise impacts attributable to the project, taking into account site-specific conditions (e.g., site design, location of structures, building characteristics). The acoustical analysis shall evaluate stationary- and mobile-source noise attributable to the proposed use or uses and impacts on nearby noise-sensitive land uses, in accordance with adopted City noise standards. Feasible measures shall be identified to reduce project-related noise impacts. These measures may include, but are not limited to, the following:
  - Limiting noise-generating operational activities associated with proposed commercial land uses, including truck deliveries;
  - Constructing exterior sound walls;
  - Constructing barrier walls and/or berms with vegetation;
  - Using "quiet pavement" (e.g., rubberized asphalt) construction methods on local roadways; and,
  - Using increased noise-attenuation measures in building construction (e.g., dual-pane, sound-rated windows; exterior wall insulation).

*Pursuant to this mitigation measure, this report includes an analysis of traffic noise impacts at proposed residential lots within Phase 3 of the Mangini Ranch development resulting from traffic on East Bidwell Street, Mangini Parkway, and A Drive. As determined in the following assessment, portions of the development are predicted to be exposed to future traffic noise levels in excess of the applicable Folsom General Plan exterior and interior noise level criteria for single-family residential uses. As a result, this assessment prescribes specific noise control measures as required to achieve satisfaction with the General Plan's exterior and interior noise level standards applicable to new residential developments.*

## Evaluation of Future Traffic Noise Levels at Phase 3 Residential Lots

### Predicted Future Exterior Traffic Noise Levels

The FHWA Model was used with future traffic data to predict future traffic noise levels at the Phase 3 component of the Mangini Ranch development. Future traffic volumes for East Bidwell Street and Mangini Parkway were obtained from the Folsom South of Highway 50 Specific Plan EIR. However, the Specific Plan's traffic impact study does not include traffic modeling results for future A Drive. Due to the relatively minor nature of A Drive, it is reasonable to conclude that the projected future ADT on the roadway would be fewer than 5,000 vehicles per day. The day/night distribution and truck percentages for East Bidwell Street, Mangini Parkway, and A Drive

were derived from BAC file data for similar roadways. Estimated future traffic speed assumptions were based on posted speed limits and data for similar roadways. The FHWA Model inputs and predicted future traffic noise levels at the Phase 3 component of the development are shown in Appendix B and are summarized in Table 1.

**Table 1  
Predicted Future Exterior Traffic Noise Levels at Mangini Ranch Phase 3<sup>1</sup>**

Roadway	Project Component	Location	Predicted DNL (dBA) <sup>2</sup>
East Bidwell Street	Village 1	Nearest outdoor activity areas	68
		Nearest first-floor facades	68
		Nearest upper-floor facades	71
	Village 4	Nearest outdoor activity areas	68
		Nearest first-floor facades	68
		Nearest upper-floor facades	71
Mangini Parkway	Village 3	Nearest outdoor activity areas	64
		Nearest first-floor facades	64
		Nearest upper-floor facades	67
	Village 4	Nearest outdoor activity areas	64
		Nearest first-floor facades	64
		Nearest upper-floor facades	67
A Drive	Village 1	Nearest outdoor activity areas	63
		Nearest first-floor facades	63
		Nearest upper-floor facades	66
	Village 2	Nearest outdoor activity areas	63
		Nearest first-floor facades	63
		Nearest upper-floor facades	66

<sup>1</sup> A complete listing of FHWA Model inputs and results for the roadways 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 traffic noise levels at the outdoor activity areas of the single-family residential lots proposed nearest to the East Bidwell Street, Mangini Parkway, and A Drive are predicted to exceed the applicable Folsom General Plan 60 dB DNL exterior noise level standard. As a result, further consideration of traffic noise mitigation measures would be warranted for portions of the development.

To achieve compliance with the General Plan's 60 dB DNL exterior noise level standard at the single-family residential lots of the development, it is recommended that traffic noise barriers be constructed at the heights and locations illustrated on Figure 2. Barrier insertion loss calculation worksheets are provided as Appendix C. As indicated in Appendix C, the construction of noise barriers ranging from 6 to 8 feet in height (relative to backyard lot elevation) would be required to comply with the General Plan 60 dB DNL exterior noise level criterion. The traffic noise barriers

could take the form of masonry wall, earthen berm, or a combination of the two. Other materials may be acceptable but should be reviewed by an acoustical consultant prior to use.

### **Analysis of Future Interior Traffic Noise Level Exposure within Residences**

After construction of traffic noise barriers required to comply with the General Plan's 60 dB DNL exterior noise level standard, future exterior traffic noise levels are predicted to range from 56 to 59 dB DNL at the first-floor facades of the single-family residences constructed nearest to East Bidwell Street, Mangini Parkway, and A Drive. Due to reduced ground absorption at elevated positions and lack of shielding by the recommended noise barriers, noise levels at the upper-floor facades of those residences are predicted to range from 66 to 71 dB DNL. To satisfy the Folsom General Plan 45 dB DNL interior noise level standard, minimum noise reductions of 14 dB and 26 dB would be required of the first- and upper-floor building facades (respectively) of the residences constructed adjacent to the roadways.

Standard residential construction (i.e., stucco siding, STC-27 windows, door weather-stripping, exterior wall insulation, composition plywood roof), typically results in an exterior to interior noise reduction of approximately 25 dB with windows closed and approximately 15 dB with windows open. This level of noise reduction would be adequate to reduce future East Bidwell Street, Mangini Parkway, and A Drive traffic noise levels to 45 dB DNL or less within the first-floors of all residences constructed within the Phase 3 development. However, upper-floor window construction upgrades would be warranted at a portion of residences constructed nearest to the roadways.

To ensure for satisfaction of the General Plan 45 dB DNL interior noise level standard including a factor of safety, it is recommended that all upper-floor window assemblies of residences constructed on the lots identified on Figure 2 with a view of the adjacent roadways be upgraded to a minimum Sound Transmission Class (STC) rating of 32. In addition, mechanical ventilation (air conditioning) should be provided for all residences of the development to allow the occupants to close doors and windows as desired for additional acoustical isolation.

## **Conclusions**

Portions of the the Mangini Ranch Phase 3 Residential Development are predicted to be exposed to future traffic noise levels in excess of the applicable Folsom General Plan exterior and interior noise level criteria for single-family residential uses. To satisfy the General Plan exterior noise level standard, and to ensure for satisfaction of the General Plan interior noise level standard including a factor of safety, the following specific noise mitigation measures are recommended for this project:

- 1) To comply with the applicable General Plan 60 dB DNL exterior noise level standard, traffic noise barriers ranging from 6 to 8 feet in height relative to backyard elevation would be required. The heights and locations of the noise barriers are illustrated on Figure 2. Barrier insertion loss calculation worksheets are provided as Appendix C.



The traffic noise barriers could take the form of masonry wall, earthen berm, or a combination of the two. Other materials may be acceptable but should be reviewed by an acoustical consultant prior to use.

- 2) To ensure compliance with the General Plan 45 dB DNL interior noise level standard with a factor of safety, it is recommended that all upper-floor bedroom window assemblies of residences constructed on the lots identified on Figure 2 from which the adjacent roadways would be visible be upgraded to a minimum STC rating of 32.
- 3) Air conditioning shall be provided for all residences of the development so that windows can be kept closed at the occupant's discretion to control interior noise.

These conclusions are based on the traffic assumptions cited in Appendix B, the project site plans and grading plans (dated March 3, 2021), and on noise reduction data for standard residential dwellings and for typical STC rated window data. Deviations from the resources cited above, or the project site/grading plans, could cause future traffic noise levels to differ from those predicted in this assessment. In addition, Bollard Acoustical Consultants, Inc. is not responsible for degradation in acoustic performance of the residential construction due to poor construction practices, failure to comply with applicable building code requirements, or for failure to adhere to the minimum building practices cited in this report.

This concludes BAC's traffic noise assessment for the proposed Mangini Ranch Phase 3 Residential Development. Please contact BAC at (916) 663-0500 or [dariog@bacnoise.com](mailto:dariog@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>L<sub>eq</sub></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.

**Appendix B-1  
FHWA Traffic Noise Prediction Model (FHWA-RD-77-108)  
Noise Prediction Worksheet**

**Project Information:**

Job Number: 2021-064  
Project Name: Mangini Ranch Residential Development - Phase 3  
Roadway Name: East Bidwell Street

**Traffic Data:**

Year: Future  
Average Daily Traffic Volume: 29,300  
Percent Daytime Traffic: 90  
Percent Nighttime Traffic: 10  
Percent Medium Trucks (2 axle): 2  
Percent Heavy Trucks (3+ axle): 1  
Assumed Vehicle Speed (mph): 50  
Intervening Ground Type (hard/soft): **Soft**

**Traffic Noise Levels:**

Location	Description	Distance	Offset (dB)	----- DNL (dB) -----			Total
				Autos	Medium Trucks	Heavy Trucks	
Village 1	Nearest outdoor activity areas	90		67	57	59	68
	Nearest first-floor facades	100		67	56	59	68
	Nearest upper-floor facades	100	3	70	59	62	71
Village 4	Nearest outdoor activity areas	90		67	57	59	68
	Nearest first-floor facades	100		67	56	59	68
	Nearest upper-floor facades	100	3	70	59	62	71

**Traffic Noise Contours (No Calibration Offset):**

DNL Contour (dB)	Distance from Centerline (feet)
75	32
70	68
65	147
60	317

- Notes:**
1. Future ADT obtained from the Folsom South of Highway 50 Specific Plan EIR.
  2. Distances scaled from the centerline of roadway to said locations using provided site plans.
  3. A +3 dB offset was applied to upper-floor facades to account for reduced ground absorption of sound at elevated locations.

**Appendix B-2**  
**FHWA Traffic Noise Prediction Model (FHWA-RD-77-108)**  
**Noise Prediction Worksheet**

**Project Information:**

Job Number: 2021-064  
 Project Name: Mangini Ranch Residential Development - Phase 3  
 Roadway Name: Mangini Parkway

**Traffic Data:**

Year: Future  
 Average Daily Traffic Volume: 10,900  
 Percent Daytime Traffic: 83  
 Percent Nighttime Traffic: 17  
 Percent Medium Trucks (2 axle): 2  
 Percent Heavy Trucks (3+ axle): 1  
 Assumed Vehicle Speed (mph): 40  
 Intervening Ground Type (hard/soft): **Soft**

**Traffic Noise Levels:**

Location	Description	Distance	Offset (dB)	----- DNL (dB) -----			Total
				Autos	Medium Trucks	Heavy Trucks	
Village 3	Nearest outdoor activity areas	70		63	54	57	64
	Nearest first-floor facades	70		63	54	57	64
	Nearest upper-floor facades	70	3	66	57	60	67
Village 4	Nearest outdoor activity areas	70		63	54	57	64
	Nearest first-floor facades	70		63	54	57	64
	Nearest upper-floor facades	70	3	66	57	60	67

**Traffic Noise Contours (No Calibration Offset):**

DNL Contour (dB)	Distance from Centerline (feet)
75	14
70	30
65	64
60	137

**Notes:**

1. Future ADT obtained from the Folsom South of Highway 50 Specific Plan EIR.
2. Distances scaled from the centerline of roadway to said locations using provided site plans.
3. A +3 dB offset was applied to upper-floor facades to account for reduced ground absorption of sound at elevated locations.

**Appendix B-3  
FHWA Traffic Noise Prediction Model (FHWA-RD-77-108)  
Noise Prediction Worksheet**

**Project Information:**

Job Number: 2021-064  
Project Name: Mangini Ranch Residential Development - Phase 3  
Roadway Name: A Drive

**Traffic Data:**

Year: Future  
Average Daily Traffic Volume: 5,000  
Percent Daytime Traffic: 83  
Percent Nighttime Traffic: 17  
Percent Medium Trucks (2 axle): 1  
Percent Heavy Trucks (3+ axle): 1  
Assumed Vehicle Speed (mph): 35  
Intervening Ground Type (hard/soft): **Soft**

**Traffic Noise Levels:**

Location	Description	Distance	Offset (dB)	----- DNL (dB) -----			Total
				Autos	Medium Trucks	Heavy Trucks	
Village 1	Nearest outdoor activity areas	40		62	51	57	63
	Nearest first-floor facades	40		62	51	57	63
	Nearest upper-floor facades	40	3	65	54	60	66
Village 2	Nearest outdoor activity areas	40		62	51	57	63
	Nearest first-floor facades	40		62	51	57	63
	Nearest upper-floor facades	40	3	65	54	60	66

**Traffic Noise Contours (No Calibration Offset):**

DNL Contour (dB)	Distance from Centerline (feet)
75	6
70	14
65	30
60	65

- Notes:**
1. Future ADT was conservatively estimated to be 5,000 ADT based on type of roadway. Other inputs based on BAC file data for similar roadways.
  2. Distances scaled from the centerline of roadway to said locations using provided site plans.
  3. A +3 dB offset was applied to upper-floor facades to account for reduced ground absorption of sound at elevated locations.

**Appendix C-1**  
**FHWA Traffic Noise Prediction Model (FHWA-RD-77-108)**  
**Noise Barrier Effectiveness Prediction Worksheet**

**Project Information:** Job Number: 2021-064  
 Project Name: Mangini Ranch Residential Development - Phase 3  
 Roadway Name: East Bidwell Street  
 Location: Folsom, CA

**Noise Level Data:** Year: Future  
 Auto DNL, dB: 67  
 Medium Truck DNL, dB: 57  
 Heavy Truck DNL, dB: 59

**Site Geometry:** Receiver Description: Village 1 - Nearest outdoor activity areas  
 Centerline to Barrier Distance (C<sub>1</sub>): 80  
 Barrier to Receiver Distance (C<sub>2</sub>): 10  
 Automobile Elevation: 394  
 Medium Truck Elevation: 396  
 Heavy Truck Elevation: 402  
 Pad/Ground Elevation at Receiver: 394  
 Receiver Elevation: 399  
 Base of Barrier Elevation: 394  
 Starting Barrier Height 6

**Barrier Effectiveness:**

Top of Barrier Elevation (ft)	Barrier Height (ft)	DNL (dB)				Barrier Breaks Line of Sight to...		
		Autos	medium Trucks	heavy Trucks	Total	Autos?	medium Trucks?	heavy Trucks?
400	6	61	51	54	62	Yes	Yes	Yes
401	7	60	49	53	61	Yes	Yes	Yes
402	8	58	48	51	59	Yes	Yes	Yes
403	9	57	46	50	58	Yes	Yes	Yes
404	10	56	46	49	57	Yes	Yes	Yes
405	11	55	44	48	56	Yes	Yes	Yes
406	12	54	43	47	55	Yes	Yes	Yes
407	13	53	43	46	54	Yes	Yes	Yes
408	14	53	42	45	54	Yes	Yes	Yes

**Notes:** 1. Standard receiver elevation is five feet above grade/pad elevations at the receiver location(s).

**Appendix C-2**  
**FHWA Traffic Noise Prediction Model (FHWA-RD-77-108)**  
**Noise Barrier Effectiveness Prediction Worksheet**

**Project Information:** Job Number: 2021-064  
 Project Name: Mangini Ranch Residential Development - Phase 3  
 Roadway Name: East Bidwell Street  
 Location: Folsom, CA

**Noise Level Data:** Year: Future  
 Auto DNL, dB: 67  
 Medium Truck DNL, dB: 57  
 Heavy Truck DNL, dB: 59

**Site Geometry:** Receiver Description: Village 4 - Nearest outdoor activity areas  
 Centerline to Barrier Distance (C<sub>1</sub>): 80  
 Barrier to Receiver Distance (C<sub>2</sub>): 10  
 Automobile Elevation: 387  
 Medium Truck Elevation: 389  
 Heavy Truck Elevation: 395  
 Pad/Ground Elevation at Receiver: 387  
 Receiver Elevation: 392  
 Base of Barrier Elevation: 387  
 Starting Barrier Height 6

**Barrier Effectiveness:**

Top of Barrier Elevation (ft)	Barrier Height (ft)	DNL (dB)				Barrier Breaks Line of Sight to...		
		Autos	medium Trucks	heavy Trucks	Total	Autos?	medium Trucks?	heavy Trucks?
393	6	61	51	54	62	Yes	Yes	Yes
394	7	60	49	53	61	Yes	Yes	Yes
395	8	58	48	51	59	Yes	Yes	Yes
396	9	57	46	50	58	Yes	Yes	Yes
397	10	56	46	49	57	Yes	Yes	Yes
398	11	55	44	48	56	Yes	Yes	Yes
399	12	54	43	47	55	Yes	Yes	Yes
400	13	53	43	46	54	Yes	Yes	Yes
401	14	53	42	45	54	Yes	Yes	Yes

**Notes:** 1. Standard receiver elevation is five feet above grade/pad elevations at the receiver location(s).

**Appendix C-3**  
**FHWA Traffic Noise Prediction Model (FHWA-RD-77-108)**  
**Noise Barrier Effectiveness Prediction Worksheet**

**Project Information:** Job Number: 2021-064  
 Project Name: Mangini Ranch Residential Development - Phase 3  
 Roadway Name: Mangini Parkway  
 Location: Folsom, CA

**Noise Level Data:** Year: Future  
 Auto DNL, dB: 63  
 Medium Truck DNL, dB: 54  
 Heavy Truck DNL, dB: 57

**Site Geometry:** Receiver Description: Village 3 - Nearest outdoor activity areas  
 Centerline to Barrier Distance (C<sub>1</sub>): 60  
 Barrier to Receiver Distance (C<sub>2</sub>): 10  
 Automobile Elevation: 378  
 Medium Truck Elevation: 380  
 Heavy Truck Elevation: 386  
 Pad/Ground Elevation at Receiver: 381  
 Receiver Elevation: 386  
 Base of Barrier Elevation: 381  
 Starting Barrier Height 6

**Barrier Effectiveness:**

Top of Barrier Elevation (ft)	Barrier Height (ft)	----- DNL (dB) -----				Barrier Breaks Line of Sight to...		
		Autos	medium Trucks	Heavy Trucks	Total	Autos?	medium Trucks?	heavy Trucks?
387	6	56	47	51	58	Yes	Yes	Yes
388	7	54	46	50	56	Yes	Yes	Yes
389	8	53	44	48	55	Yes	Yes	Yes
390	9	52	43	47	54	Yes	Yes	Yes
391	10	51	42	46	52	Yes	Yes	Yes
392	11	50	41	45	51	Yes	Yes	Yes
393	12	49	40	44	51	Yes	Yes	Yes
394	13	48	39	43	50	Yes	Yes	Yes
395	14	48	39	42	49	Yes	Yes	Yes

**Notes:** 1. Standard receiver elevation is five feet above grade/pad elevations at the receiver location(s).



**Appendix C-4**  
**FHWA Traffic Noise Prediction Model (FHWA-RD-77-108)**  
**Noise Barrier Effectiveness Prediction Worksheet**

**Project Information:** Job Number: 2021-064  
 Project Name: Mangini Ranch Residential Development - Phase 3  
 Roadway Name: Mangini Parkway  
 Location: Folsom, CA

**Noise Level Data:** Year: Future  
 Auto DNL, dB: 63  
 Medium Truck DNL, dB: 54  
 Heavy Truck DNL, dB: 57

**Site Geometry:** Receiver Description: Village 4 - Nearest outdoor activity areas  
 Centerline to Barrier Distance (C<sub>1</sub>): 60  
 Barrier to Receiver Distance (C<sub>2</sub>): 10  
 Automobile Elevation: 382  
 Medium Truck Elevation: 384  
 Heavy Truck Elevation: 390  
 Pad/Ground Elevation at Receiver: 384  
 Receiver Elevation: 389  
 Base of Barrier Elevation: 384  
 Starting Barrier Height 6

**Barrier Effectiveness:**

Top of Barrier Elevation (ft)	Barrier Height (ft)	DNL (dB)				Barrier Breaks Line of Sight to...		
		Autos	medium Trucks	heavy Trucks	Total	Autos?	medium Trucks?	heavy Trucks?
390	6	56	47	52	58	Yes	Yes	Yes
391	7	55	46	50	56	Yes	Yes	Yes
392	8	53	44	49	55	Yes	Yes	Yes
393	9	52	43	47	54	Yes	Yes	Yes
394	10	51	42	46	53	Yes	Yes	Yes
395	11	50	41	45	51	Yes	Yes	Yes
396	12	49	40	44	51	Yes	Yes	Yes
397	13	48	39	43	50	Yes	Yes	Yes
398	14	48	39	43	49	Yes	Yes	Yes

**Notes:** 1. Standard receiver elevation is five feet above grade/pad elevations at the receiver location(s).

**Appendix C-5**  
**FHWA Traffic Noise Prediction Model (FHWA-RD-77-108)**  
**Noise Barrier Effectiveness Prediction Worksheet**

**Project Information:** Job Number: 2021-064  
 Project Name: Mangini Ranch Residential Development - Phase 3  
 Roadway Name: A Drive  
 Location: Folsom, CA

**Noise Level Data:** Year: Future  
 Auto DNL, dB: 62  
 Medium Truck DNL, dB: 51  
 Heavy Truck DNL, dB: 57

**Site Geometry:** Receiver Description: Village 1 - Nearest outdoor activity areas  
 Centerline to Barrier Distance (C<sub>1</sub>): 30  
 Barrier to Receiver Distance (C<sub>2</sub>): 10  
 Automobile Elevation: 394  
 Medium Truck Elevation: 396  
 Heavy Truck Elevation: 402  
 Pad/Ground Elevation at Receiver: 393  
 Receiver Elevation: 398  
 Base of Barrier Elevation: 393  
 Starting Barrier Height 6

**Barrier Effectiveness:**

Top of Barrier Elevation (ft)	Barrier Height (ft)	DNL (dB)				Barrier Breaks Line of Sight to...		
		Autos	Medium Trucks	Heavy Trucks	Total	Autos?	medium Trucks?	Heavy Trucks?
399	6	55	45	52	57	Yes	Yes	No
400	7	53	43	51	55	Yes	Yes	Yes
401	8	51	42	50	54	Yes	Yes	Yes
402	9	50	41	48	53	Yes	Yes	Yes
403	10	49	40	46	51	Yes	Yes	Yes
404	11	48	38	46	50	Yes	Yes	Yes
405	12	47	37	44	49	Yes	Yes	Yes
406	13	47	37	43	49	Yes	Yes	Yes
407	14	46	36	43	48	Yes	Yes	Yes

**Notes:** 1. Standard receiver elevation is five feet above grade/pad elevations at the receiver location(s).

**Appendix C-6**  
**FHWA Traffic Noise Prediction Model (FHWA-RD-77-108)**  
**Noise Barrier Effectiveness Prediction Worksheet**

**Project Information:** Job Number: 2021-064  
 Project Name: Mangini Ranch Residential Development - Phase 3  
 Roadway Name: A Drive  
 Location: Folsom, CA

**Noise Level Data:** Year: Future  
 Auto DNL, dB: 62  
 Medium Truck DNL, dB: 51  
 Heavy Truck DNL, dB: 57

**Site Geometry:** Receiver Description: Village 2 - Nearest outdoor activity areas  
 Centerline to Barrier Distance (C<sub>1</sub>): 30  
 Barrier to Receiver Distance (C<sub>2</sub>): 10  
 Automobile Elevation: 388  
 Medium Truck Elevation: 390  
 Heavy Truck Elevation: 396  
 Pad/Ground Elevation at Receiver: 388  
 Receiver Elevation: 393  
 Base of Barrier Elevation: 388  
 Starting Barrier Height 6

**Barrier Effectiveness:**

Top of Barrier Elevation (ft)	Barrier Height (ft)	DNL (dB)				Barrier Breaks Line of Sight to...		
		Autos	medium Trucks	heavy Trucks	Total	Autos?	medium Trucks?	heavy Trucks?
394	6	54	45	52	56	Yes	Yes	Yes
395	7	52	43	51	55	Yes	Yes	Yes
396	8	51	41	49	54	Yes	Yes	Yes
397	9	50	40	48	52	Yes	Yes	Yes
398	10	49	39	46	51	Yes	Yes	Yes
399	11	48	38	45	50	Yes	Yes	Yes
400	12	47	37	44	49	Yes	Yes	Yes
401	13	46	37	43	48	Yes	Yes	Yes
402	14	46	36	42	48	Yes	Yes	Yes

**Notes:** 1. Standard receiver elevation is five feet above grade/pad elevations at the receiver location(s).

**To:** Kris Steward  
**From:** Matt Weir, P.E., T.E., PTOE, RSP<sup>1</sup>  
**Re:** *Access Evaluation*  
*Mangini Ranch – Phase 3*  
**Date:** April 28, 2021

Per your request, we have prepared this access evaluation specific to Phase 3 of the above referenced project in Folsom. The assumptions upon which this evaluation was prepared were identified by the City of Folsom<sup>1</sup> and the project team. The following is discussion of our evaluation, findings, and recommendations.

- I. **Land Use, Trip Generation, and Primary Access**
- o 260 single-family detached residential units
    - Highest peak-hour volume<sup>2</sup>:
      - 160-trips IN (PM)
      - 142-trips OUT (AM)

A previously completed traffic study<sup>3</sup> is understood to form the basis of the ultimate East Bidwell Street corridor. This prior effort is included by reference allowing this access evaluation to focus exclusively on ingress and egress for Phase 3. Accordingly, in addition to the assumptions summarized above, the following considerations were also incorporated as part of this evaluation:

- o *Project Site's Land Use*

Figure 13 (Enhanced SACSIM Representation of the Folsom Plan Area Specific Plan (with 44 zones)) and Table 20 (Cumulative 2036 AM and PM Peak-hour Trip Generation by TAZ) of the prior traffic study<sup>3</sup> contemplated the Specific Plan land uses for the project site (total of 770 single-family units) in the large Traffic Analysis Zone (#1840). This TAZ and the associated assumptions appear to have accounted for the Phase 3 project (260 single-family units). The project is understood to be consistent with the Specific Plan's land use assumptions and was represented as such in the prior study.
- o *East Bidwell St Access (E Bidwell St/Mangini Pkwy)*

Figure 36 (Mitigation 8 at Intersection 11) and Figure 40 (Portion of Mitigation 8 and 3 to be Implemented with Phase 1 of the Project) of the prior traffic study<sup>3</sup> indicate full access with the implementation of traffic signal control. It is important to note that the prior traffic study concludes that the addition of that project (Regency at Folsom Ranch) triggers the need for this signalization. At the time of this memorandum, the subject intersection has been partially constructed to its ultimate width and traffic signal control is in place and operational. The construction of the west leg and its associated traffic signal modification to serve Regency at Folsom Ranch is anticipated to be completed in September 2021.

<sup>1</sup> Telephone conferences with Steve Krahn, City of Folsom, December 9, 2020, and April 5, 2021.

<sup>2</sup> *Trip Generation Manual, 10<sup>th</sup> Edition*, Land Use 210 Single-Family Detached Housing regression equation, Institute of Transportation Engineers (ITE).

<sup>3</sup> *Regency at Folsom Ranch Transportation Impact Study*, T. Kear Transportation Planning & Management, Inc., November 20, 2019.

## II. Access Conditions and Trip Assignment

- Phase 3 Project Only (260 single-family detached residential units) (see *Exhibit 1*)
  1. "D" Dr @ Northern Connector Rd: full access, side-street stop control (SSSC)
  2. "B" Dr @ Northern Connector Rd: full access, SSSC
  3. "B" Drive @ Mangini Pkwy: full access, SSSC
  4. "E" Drive @ Mangini Pkwy: EVA only\*
  5. "E" Drive @ East Bidwell St: right-in/right-out, SSSC
  6. East Bidwell St via Northern Connector Rd: partial access, SSSC\*\*
  7. East Bidwell St via Mangini Pkwy: full access, traffic signal controlled\*\*\*

\* EVA designation is per the current small lot tentative map (MacKay & Soms, March 3, 2021). This assumption is considered as part of this access evaluation.

\*\* While this intersection is not anticipated to be signalized, the initial assumption is that left-turns out of this roadway will be restricted (northbound left-turns will be provided). This assumption will be partially tested by this access evaluation.

\*\*\* At the time of this memorandum, the adjacent Toll Brothers' Regency at Folsom project is in the process of constructing Mangini Pkwy, including its connection to and signal modification with East Bidwell St. These improvements will be completed prior to the Phase 3 project's occupancy.

Lastly it was necessary to approximate the peak-hour turning movements associated with Phase 3 along the Northern Connector Rd, Mangini Pkwy, and at East Bidwell St to allow for an evaluation and recommendation of treatments. These trips were developed as summarized below:

- *Global Trip Assignment*

Per Figure 8 (Project Trip Distribution) of the prior traffic study<sup>3</sup>

  - 84% of the trips originate from or are destined for points north
  - 16% trips originating from or destined for points assumed to access White Rock Rd (Capital SouthEast Connector) south of the project site
- *Approximate "Project Only" Peak-Hour Intersection Volumes<sup>4</sup>*
  6. East Bidwell St via Northern Connector Rd
    - Ingress
      - Southbound Right:  $84\% * 65\% * 160 = 88$  trips
      - Northbound Left:  $16\% * 35\% * 160 = 9$  trips
      - Northbound U-Turn:  $16\% * 15\% * 160 = 4$  trips
    - Egress
      - Eastbound Right:  $84\% * 20\% * 142 = 24$  trips
      - Eastbound Right:  $16\% * 20\% * 142 = 5$  trips
  7. East Bidwell St via Mangini Pkwy
    - Ingress
      - Southbound Right:  $84\% * 20\% * 160 = 27$  trips
      - Northbound Left:  $16\% * 50\% * 160 = 13$  trips
    - Egress
      - Eastbound Left:  $84\% * 65\% * 142 = 78$  trips
      - Southbound U-Turn:  $84\% * 35\% * 142 = 42$  trips
      - Eastbound Right:  $16\% * 65\% * 142 = 15$  trips

<sup>4</sup> Other adjacent projects will also contribute traffic to these two East Bidwell St. intersections. The effect of those developments' traffic has been/will be analyzed separately, at the time those projects' applications comes forward. Other existing and proposed developments will also contribute traffic to these intersections.

### III. Access Review

Based on our coordination with the City and project team, and review of the prior study<sup>3</sup> and related project documentation, we offer the following recommendations for the conditions anticipated to result from the completion of the Phase 3 project:

- o *Exterior Roadways*

The construction of the Phase 3 project is understood to require the construction of two-way vehicle circulation along the surrounding roadways, namely the Northern Connector Road, "D" Drive, and "C" Drive (see Exhibit 1). Because, at the time of this evaluation, the developments located opposite the Phase 3 project are not imminent (to the north and the west), the Phase 3 project must provide these two-way facilities to allow for adequate circulation directly related to the project's uses. The City has indicated that the full roadway, including Class II on-street bike lanes, are required to be constructed (excludes the opposite sidewalks and other frontage improvements).

- o *Village 4 Access*

As previously noted, the current small lot tentative map (MacKay & Soms, March 3, 2021) indicates that the southern "E" Drive connection to Mangini Parkway is an EVA only. As a result, the "E" Drive connection to East Bidwell Street is assumed to right-in/right-out only. This break in connectivity is also understood to have been proposed as a strategy to avoid "cut-through" traffic that might have otherwise viewed the "E" Drive route as a southbound shortcut to destinations to the west. It is important to note that the cut-through behavior that is the focus of this treatment is limited to southbound East Bidwell Street traffic. Traffic destined for northbound East Bidwell Street would not be able to use this route due to the absence of a left-turn at the "E" Drive intersection with East Bidwell Street (right-in/right-out only).

- The proposed EVA location (at Mangini Parkway) has the effect of isolating Village 4 and concentrating all of the access to the right-in/right-out driveway at East Bidwell Street. As a result of this configuration, entering traffic originating from the south and exiting traffic destined for the north would be required to perform u-turns at the adjacent East Bidwell Street intersections (these movements are captured in the previously summarized intersection turning movements). Furthermore, concentrating all of the access to East Bidwell Street would require frequent interaction with the high volume/high speed arterial, including undesirable "weave" maneuvers as traffic positions for the southbound left-turn pocket at Mangini Parkway to perform a u-turn to travel northbound away from the project.
- Although the Village 4 volumes are relatively low (representing only approximately 15-percent of the total project's trips), the following access modifications are recommended (see Exhibit 1):
  - Relocate the EVA to the north end of "E" Drive and create a full access, SSSC intersection at the Mangini Parkway intersection with "E Drive". This minor intersection would be anticipated to align with a future driveway opposite Mangini Parkway (Toll Brothers), would require a minimally sized eastbound left-turn pocket, would not be anticipated to conflict with the lanes or operations at the East Bidwell Street traffic signal, and would provide a meaningful improvement to Village 4's circulation. In fact, if desired by the City, the creation of this intersection provides the opportunity to extend the eastbound left-turn pocket at the East Bidwell Street intersection to accept the outbound left-turns from Village 4. Otherwise, the subject eastbound left-turn lane at East Bidwell

Street is anticipated to be appropriately sized as currently reflected in the Mangini Parkway improvement plans (MacKay & Somps, December 17, 2020).

- As a result of these modifications, traffic associated with Village 4 would have a safer and more convenient primary access point along Mangini Parkway, in a location that appears to be consistent with future access plans for this segment.
- *East Bidwell Street Access*
  - Northern Connector Road

As previously noted, the East Bidwell Street intersection with the Northern Connector Road is anticipated to restrict left-turns out. This is a common configuration supported by the City in which left-turns in are provided but the less safe outbound left-turns are eliminated. Traffic desiring to make this movement (outbound left-turn) would have to turn right and make a downstream u-turn at the Mangini Parkway signalized intersection. The volumes summarized above are relatively low, although it is acknowledged that future development will contribute to this intersection's turning movements. As such, the northbound left-turn pocket should be sized adequately to accommodate both the near-term and ultimate traffic volumes. This pocket should be constructed to provide adequate deceleration distance. Incorporation of adequate deceleration distance will help to ensure safe operations by allowing these slowing vehicles to exit the #1 northbound East Bidwell Street through lane. Although queue storage is anticipated to be minimal, this left-turn pocket should total at least 315-feet (255-foot deceleration plus 60-foot bay taper), representing an assumed entry speed of 40-mph which includes a 10-mph speed reduction from the adjacent through lane<sup>5</sup>. Lastly, it is important to note that, in the base access condition for Village 4, traffic originating from the south would be required to make a u-turn at this intersection (Northern Connector Road). This is an undesirable movement and one that would be eliminated with the suggested Village 4 access modifications noted above.

    - As previously discussed, the southbound right-turn volumes at this intersection are estimated at 88 peak-hour trips during the PM peak-hour. Because this volume exceeds 50 peak-hour trips, the City will require a deceleration taper/flare or lane. As dictated by the City, this important deceleration facility should be constructed as part of this intersection.
  - Mangini Parkway

As previously noted, this intersection is currently signalized and is understood to be modified by the adjacent Toll Brothers project to complete the layout and modify the traffic signal to its ultimate operation. As such, because the intersection is understood to be constructed in a manner consistent with the prior study and the fact that the Phase 3 project is consistent with the underlying development assumptions, the intersection configuration is anticipated to be adequate and will accommodate the project.
- *Northern Connector Road/"B" Drive Access*

The subject small lot tentative map (MacKay & Somps, March 3, 2021) depicts the Northern Connector Road as a two-lane facility with on-street parking. Because of the narrow cross-section and relatively low volumes anticipated, this intersection is

<sup>5</sup> Section 405.2(d), Caltrans' *Highway Design Manual*, Caltrans, March 20, 2020.

anticipated to operate with SSSC and without turn pockets along the Northern Connector Road approaches. This basic configuration and traffic control are anticipated to be adequate considering the mix of volumes and speeds. Adequate sight distance should be provided, and maintained, for vehicles exiting the Phase 3 project from “B” Drive.

- *Mangini Parkway/“B” Drive Access*  
This intersection is anticipated to be SSSC, with an eastbound left-turn lane along Mangini Parkway. This configuration should mimic the configuration being constructed for the adjacent Toll Brothers access in which the center lane of the three lane Mangini Parkway cross-section is used to form a minimally sized left-turn pocket. The dimensions of this pocket should match the Toll Brothers’ improvements. Adequate sight distance should be provided, and maintained, for vehicles exiting the Phase 3 project from “B” Drive.
- *East Bidwell Street Pedestrian Activated Crossing*  
The City has indicated that a future potential at-grade pedestrian crossing is envisioned for East Bidwell Street along the project’ frontage (see **Exhibit 1**). This crossing would serve the proposed trail and would be located between the Northern Access Road and the Village 4 “E” Drive intersections. Because it would be at-grade, this crossing would require pedestrian actuation and extensive traffic signal appurtenances to ensure safe and orderly operations when pedestrian crossings are occurring. A future traffic operations analysis would be required to simulate the East Bidwell Street corridor traffic operations under the condition with this at-grade crossing. At this time, the City has expressed that this feature is a lower priority and that it will be considered more comprehensively at a later time.

#### IV. Summary of Findings and Recommendations

Based on the assessment documented above, the following is a summary of our findings and recommendations:

- Construction of the Phase 3 project requires the construction of two-way vehicle circulation along the surrounding roadways, namely the Northern Connector Road, “D” Drive, and “C” Drive (see Exhibit 1). The Phase 3 project must provide these two-way facilities to allow for adequate circulation directly related to the project’s uses.
- It is recommended to modify the Village 4 access by relocating the EVA to the north end of “E” Drive and creating a full access, SSSC intersection at Mangini Parkway. These modifications will improve the safety and convenience for Village 4 traffic.
- The northbound East Bidwell Street left-turn to the Northern Connector Road should be constructed with at least 315-foot (255-foot deceleration plus 60-foot bay taper).
- A southbound deceleration taper/flare or lane (subject to City specification) should be constructed at the East Bidwell Street intersection with the Northern Connector Road.
- The “B” Drive intersection with the Northern Connector Road is anticipated to operate adequately with SSSC and without dedicated turn pockets. Adequate sight distance should be provided and maintained.
- The “B” Drive intersection with Mangini Parkway is anticipated to operate adequately with SSSC and a minimally sized eastbound left-turn pocket (in a manner consistent with the adjacent Toll Brothers’ improvements).
- A future, potential pedestrian activated crossing of East Bidwell Street will be studied and considered more comprehensively by the City at a later time.

#### Attachment:

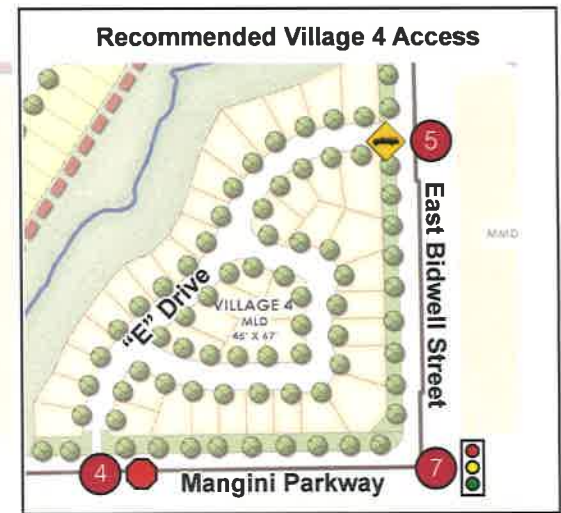
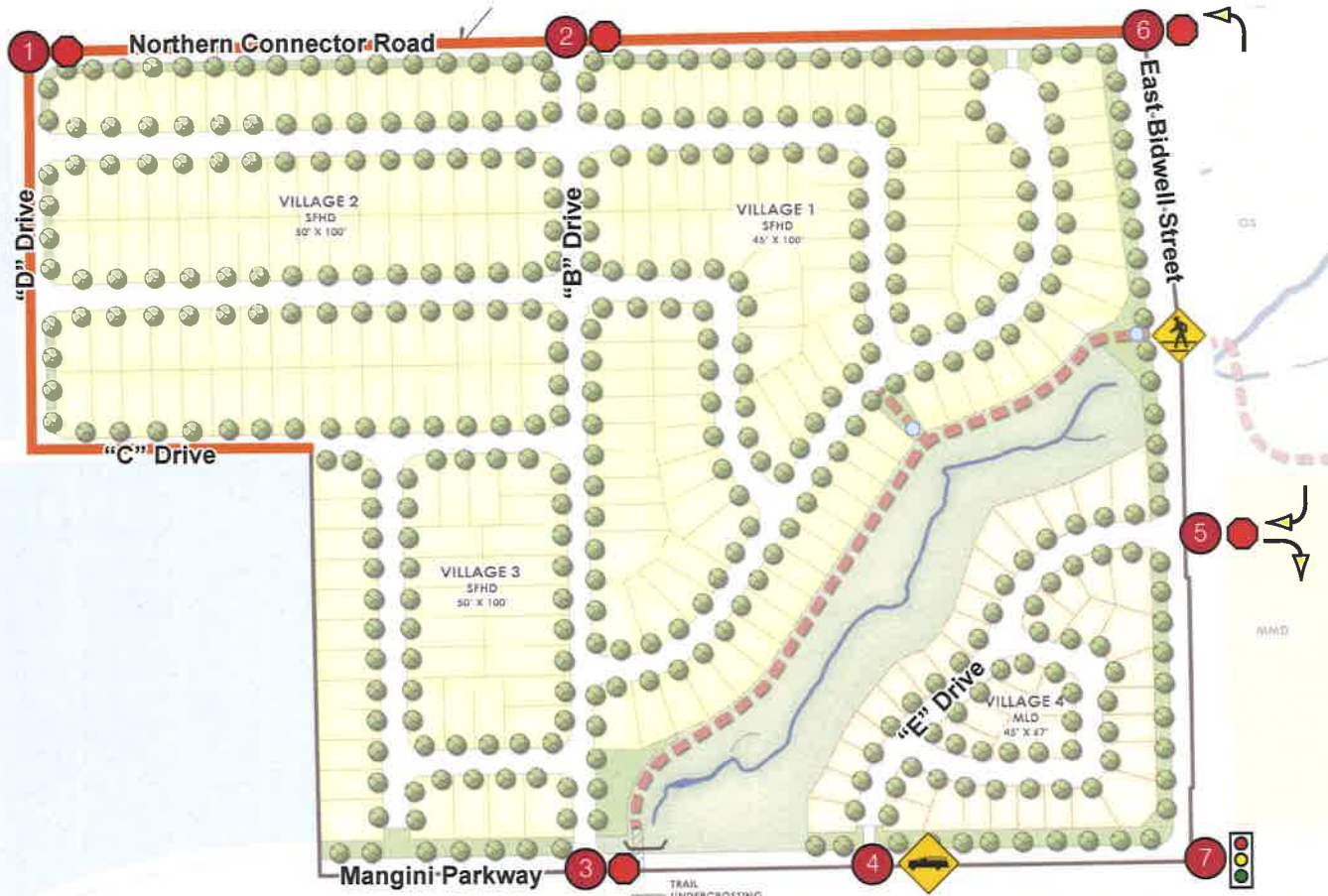
#### Exhibit 1 – Study Intersections and Traffic Control



# Mangini Ranch – Phase 3 – Access Evaluation



NOT TO SCALE



LEGEND			
	Study Intersection		Northbound Left Permitted
	Signalized Intersection		Right-In/Right-Out Only
	Side-Street Stop-Controlled Intersection		Right-Out Only
	Emergency Vehicle Access Only		Roadway to Accomodate Two-Way Travel
	Future At-Grade Pedestrian Crossing		

**Attachment 8**

**Access and Circulation Evaluation dated May 4, 2021**

**To:** Kris Steward  
**From:** Matt Weir, P.E., T.E., PTOE, RSP<sup>1</sup>  
**Re:** *Access Evaluation*  
*Mangini Ranch – Phase 3*  
**Date:** April 28, 2021

Per your request, we have prepared this access evaluation specific to Phase 3 of the above referenced project in Folsom. The assumptions upon which this evaluation was prepared were identified by the City of Folsom<sup>1</sup> and the project team. The following is discussion of our evaluation, findings, and recommendations.

- I. **Land Use, Trip Generation, and Primary Access**
  - o 260 single-family detached residential units
    - Highest peak-hour volume<sup>2</sup>:
      - 160-trips IN (PM)
      - 142-trips OUT (AM)

A previously completed traffic study<sup>3</sup> is understood to form the basis of the ultimate East Bidwell Street corridor. This prior effort is included by reference allowing this access evaluation to focus exclusively on ingress and egress for Phase 3. Accordingly, in addition to the assumptions summarized above, the following considerations were also incorporated as part of this evaluation:

- o *Project Site's Land Use*

Figure 13 (Enhanced SACSIM Representation of the Folsom Plan Area Specific Plan (with 44 zones)) and Table 20 (Cumulative 2036 AM and PM Peak-hour Trip Generation by TAZ) of the prior traffic study<sup>3</sup> contemplated the Specific Plan land uses for the project site (total of 770 single-family units) in the large Traffic Analysis Zone (#1840). This TAZ and the associated assumptions appear to have accounted for the Phase 3 project (260 single-family units). The project is understood to be consistent with the Specific Plan's land use assumptions and was represented as such in the prior study.
- o *East Bidwell St Access (E Bidwell St/Mangini Pkwy)*

Figure 36 (Mitigation 8 at Intersection 11) and Figure 40 (Portion of Mitigation 8 and 3 to be Implemented with Phase 1 of the Project) of the prior traffic study<sup>3</sup> indicate full access with the implementation of traffic signal control. It is important to note that the prior traffic study concludes that the addition of that project (Regency at Folsom Ranch) triggers the need for this signalization. At the time of this memorandum, the subject intersection has been partially constructed to its ultimate width and traffic signal control is in place and operational. The construction of the west leg and its associated traffic signal modification to serve Regency at Folsom Ranch is anticipated to be completed in September 2021.

<sup>1</sup> Telephone conferences with Steve Krahn, City of Folsom, December 9, 2020, and April 5, 2021.

<sup>2</sup> *Trip Generation Manual, 10<sup>th</sup> Edition*, Land Use 210 Single-Family Detached Housing regression equation, Institute of Transportation Engineers (ITE).

<sup>3</sup> *Regency at Folsom Ranch Transportation Impact Study*, T. Kear Transportation Planning & Management, Inc., November 20, 2019.

## II. Access Conditions and Trip Assignment

- o Phase 3 Project Only (260 single-family detached residential units) (see Exhibit 1)
  1. "D" Dr @ Northern Connector Rd: full access, side-street stop control (SSSC)
  2. "B" Dr @ Northern Connector Rd: full access, SSSC
  3. "B" Drive @ Mangini Pkwy: full access, SSSC
  4. "E" Drive @ Mangini Pkwy: EVA only\*
  5. "E" Drive @ East Bidwell St: right-in/right-out, SSSC
  6. East Bidwell St via Northern Connector Rd: partial access, SSSC\*\*
  7. East Bidwell St via Mangini Pkwy: full access, traffic signal controlled\*\*\*

\* EVA designation is per the current small lot tentative map (MacKay & Somps, March 3, 2021). This assumption is considered as part of this access evaluation.

\*\* While this intersection is not anticipated to be signalized, the initial assumption is that left-turns out of this roadway will be restricted (northbound left-turns will be provided). This assumption will be partially tested by this access evaluation.

\*\*\* At the time of this memorandum, the adjacent Toll Brothers' Regency at Folsom project is in the process of constructing Mangini Pkwy, including its connection to and signal modification with East Bidwell St. These improvements will be completed prior to the Phase 3 project's occupancy.

Lastly it was necessary to approximate the peak-hour turning movements associated with Phase 3 along the Northern Connector Rd, Mangini Pkwy, and at East Bidwell St to allow for an evaluation and recommendation of treatments. These trips were developed as summarized below:

- o Global Trip Assignment
  - Per Figure 8 (Project Trip Distribution) of the prior traffic study<sup>3</sup>
    - 84% of the trips originate from or are destined for points north
    - 16% trips originating from or destined for points assumed to access White Rock Rd (Capital SouthEast Connector) south of the project site
- o Approximate "Project Only" Peak-Hour Intersection Volumes<sup>4</sup>
  6. East Bidwell St via Northern Connector Rd
    - Ingress
      - Southbound Right:  $84\% * 65\% * 160 = 88$  trips
      - Northbound Left:  $16\% * 35\% * 160 = 9$  trips
      - Northbound U-Turn:  $16\% * 15\% * 160 = 4$  trips
    - Egress
      - Eastbound Right:  $84\% * 20\% * 142 = 24$  trips
      - Eastbound Right:  $16\% * 20\% * 142 = 5$  trips
  7. East Bidwell St via Mangini Pkwy
    - Ingress
      - Southbound Right:  $84\% * 20\% * 160 = 27$  trips
      - Northbound Left:  $16\% * 50\% * 160 = 13$  trips
    - Egress
      - Eastbound Left:  $84\% * 65\% * 142 = 78$  trips
      - Southbound U-Turn:  $84\% * 35\% * 142 = 42$  trips
      - Eastbound Right:  $16\% * 65\% * 142 = 15$  trips

<sup>4</sup> Other adjacent projects will also contribute traffic to these two East Bidwell St. intersections. The effect of those developments' traffic has been/will be analyzed separately, at the time those projects' applications comes forward. Other existing and proposed developments will also contribute traffic to these intersections.

### III. Access Review

Based on our coordination with the City and project team, and review of the prior study<sup>3</sup> and related project documentation, we offer the following recommendations for the conditions anticipated to result from the completion of the Phase 3 project:

#### o Exterior Roadways

The construction of the Phase 3 project is understood to require the construction of two-way vehicle circulation along the surrounding roadways, namely the Northern Connector Road, "D" Drive, and "C" Drive (see Exhibit 1). Because, at the time of this evaluation, the developments located opposite the Phase 3 project are not imminent (to the north and the west), the Phase 3 project must provide these two-way facilities to allow for adequate circulation directly related to the project's uses. The City has indicated that the full roadway, including Class II on-street bike lanes, are required to be constructed (excludes the opposite sidewalks and other frontage improvements).

#### o Village 4 Access

As previously noted, the current small lot tentative map (Mackay & Soms, March 3, 2021) indicates that the southern "E" Drive connection to Mangini Parkway is an EVA only. As a result, the "E" Drive connection to East Bidwell Street is assumed to right-in/right-out only. This break in connectivity is also understood to have been proposed as a strategy to avoid "cut-through" traffic that might have otherwise viewed the "E" Drive route as a southbound shortcut to destinations to the west. It is important to note that the cut-through behavior that is the focus of this treatment is limited to southbound East Bidwell Street traffic. Traffic destined for northbound East Bidwell Street would not be able to use this route due to the absence of a left-turn at the "E" Drive intersection with East Bidwell Street (right-in/right-out only).

- The proposed EVA location (at Mangini Parkway) has the effect of isolating Village 4 and concentrating all of the access to the right-in/right-out driveway at East Bidwell Street. As a result of this configuration, entering traffic originating from the south and exiting traffic destined for the north would be required to perform u-turns at the adjacent East Bidwell Street intersections (these movements are captured in the previously summarized intersection turning movements). Furthermore, concentrating all of the access to East Bidwell Street would require frequent interaction with the high volume/high speed arterial, including undesirable "weave" maneuvers as traffic positions for the southbound left-turn pocket at Mangini Parkway to perform a u-turn to travel northbound away from the project.
- Although the Village 4 volumes are relatively low (representing only approximately 15-percent of the total project's trips), the following access modifications are recommended (see Exhibit 1):
  - Relocate the EVA to the north end of "E" Drive and create a full access, SSSC intersection at the Mangini Parkway intersection with "E Drive". This minor intersection would be anticipated to align with a future driveway opposite Mangini Parkway (Toll Brothers), would require a minimally sized eastbound left-turn pocket, would not be anticipated to conflict with the lanes or operations at the East Bidwell Street traffic signal, and would provide a meaningful improvement to Village 4's circulation. In fact, if desired by the City, the creation of this intersection provides the opportunity to extend the eastbound left-turn pocket at the East Bidwell Street intersection to accept the outbound left-turns from Village 4. Otherwise, the subject eastbound left-turn lane at East Bidwell

Street is anticipated to be appropriately sized as currently reflected in the Mangini Parkway improvement plans (MacKay & Somps, December 17, 2020).

- As a result of these modifications, traffic associated with Village 4 would have a safer and more convenient primary access point along Mangini Parkway, in a location that appears to be consistent with future access plans for this segment.
- *East Bidwell Street Access*
    - **Northern Connector Road**

As previously noted, the East Bidwell Street intersection with the Northern Connector Road is anticipated to restrict left-turns out. This is a common configuration supported by the City in which left-turns in are provided but the less safe outbound left-turns are eliminated. Traffic desiring to make this movement (outbound left-turn) would have to turn right and make a downstream u-turn at the Mangini Parkway signalized intersection. The volumes summarized above are relatively low, although it is acknowledged that future development will contribute to this intersection's turning movements. As such, the northbound left-turn pocket should be sized adequately to accommodate both the near-term and ultimate traffic volumes. This pocket should be constructed to provide adequate deceleration distance. Incorporation of adequate deceleration distance will help to ensure safe operations by allowing these slowing vehicles to exit the #1 northbound East Bidwell Street through lane. Although queue storage is anticipated to be minimal, this left-turn pocket should total at least 315-feet (255-foot deceleration plus 60-foot bay taper), representing an assumed entry speed of 40-mph which includes a 10-mph speed reduction from the adjacent through lane<sup>5</sup>. Lastly, it is important to note that, in the base access condition for Village 4, traffic originating from the south would be required to make a u-turn at this intersection (Northern Connector Road). This is an undesirable movement and one that would be eliminated with the suggested Village 4 access modifications noted above.

      - As previously discussed, the southbound right-turn volumes at this intersection are estimated at 88 peak-hour trips during the PM peak-hour. Because this volume exceeds 50 peak-hour trips, the City will require a deceleration taper/flare or lane. As dictated by the City, this important deceleration facility should be constructed as part of this intersection.
    - **Mangini Parkway**

As previously noted, this intersection is currently signalized and is understood to be modified by the adjacent Toll Brothers project to complete the layout and modify the traffic signal to its ultimate operation. As such, because the intersection is understood to be constructed in a manner consistent with the prior study and the fact that the Phase 3 project is consistent with the underlying development assumptions, the intersection configuration is anticipated to be adequate and will accommodate the project.
  - *Northern Connector Road/"B" Drive Access*

The subject small lot tentative map (MacKay & Somps, March 3, 2021) depicts the Northern Connector Road as a two-lane facility with on-street parking. Because of the narrow cross-section and relatively low volumes anticipated, this intersection is

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<sup>5</sup> Section 405.2(d), Caltrans' *Highway Design Manual*, Caltrans, March 20, 2020.

anticipated to operate with SSSC and without turn pockets along the Northern Connector Road approaches. This basic configuration and traffic control are anticipated to be adequate considering the mix of volumes and speeds. Adequate sight distance should be provided, and maintained, for vehicles exiting the Phase 3 project from "B" Drive.

- *Mangini Parkway/"B" Drive Access*  
This intersection is anticipated to be SSSC, with an eastbound left-turn lane along Mangini Parkway. This configuration should mimic the configuration being constructed for the adjacent Toll Brothers access in which the center lane of the three lane Mangini Parkway cross-section is used to form a minimally sized left-turn pocket. The dimensions of this pocket should match the Toll Brothers' improvements. Adequate sight distance should be provided, and maintained, for vehicles exiting the Phase 3 project from "B" Drive.
- *East Bidwell Street Pedestrian Activated Crossing*  
The City has indicated that a future potential at-grade pedestrian crossing is envisioned for East Bidwell Street along the project' frontage (see **Exhibit 1**). This crossing would serve the proposed trail and would be located between the Northern Access Road and the Village 4 "E" Drive intersections. Because it would be at-grade, this crossing would require pedestrian actuation and extensive traffic signal appurtenances to ensure safe and orderly operations when pedestrian crossings are occurring. A future traffic operations analysis would be required to simulate the East Bidwell Street corridor traffic operations under the condition with this at-grade crossing. At this time, the City has expressed that this feature is a lower priority and that it will be considered more comprehensively at a later time.

#### IV. Summary of Findings and Recommendations

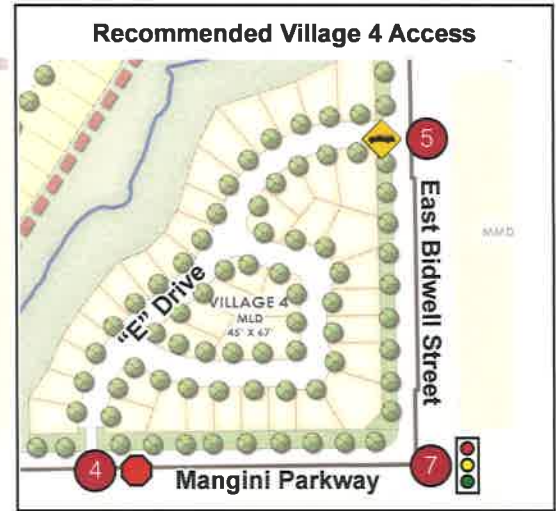
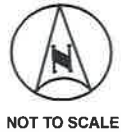
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- Construction of the Phase 3 project requires the construction of two-way vehicle circulation along the surrounding roadways, namely the Northern Connector Road, "D" Drive, and "C" Drive (see Exhibit 1). The Phase 3 project must provide these two-way facilities to allow for adequate circulation directly related to the project's uses.
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- The "B" Drive intersection with Mangini Parkway is anticipated to operate adequately with SSSC and a minimally sized eastbound left-turn pocket (in a manner consistent with the adjacent Toll Brothers' improvements).
- A future, potential pedestrian activated crossing of East Bidwell Street will be studied and considered more comprehensively by the City at a later time.

#### Attachment:

#### Exhibit 1 – Study Intersections and Traffic Control

# Mangini Ranch – Phase 3 – Access Evaluation



LEGEND			
	Study Intersection		Northbound Left Permitted
	Signalized Intersection		Right-In/Right-Out Only
	Side-Street Stop-Controlled Intersection		Right-Out Only
	Emergency Vehicle Access Only		Roadway to Accomodate Two-Way Travel
	Future At-Grade Pedestrian Crossing		



**Attachment 9**

**Environmental Noise Analysis dated May 10, 2021**

# Traffic Noise Assessment

## Mangini Ranch Phase 3

Folsom, California

BAC Job # 2021-064

Prepared For:

TCS Improvement Company, LLC

Attn: William B. Bunce  
4370 Town Center Blvd., #100  
El Dorado Hills, CA 95762

Prepared By:

**Bollard Acoustical Consultants, Inc.**



Dario Gotchet, Senior Consultant

May 10, 2021



## Introduction

The proposed Mangini Ranch Development is located within the Folsom South of U.S. Highway 50 Specific Plan. The specific component of the overall Mangini Ranch development analyzed in this study is the development of Phase 3 (project) which includes single-family residential lots. The Phase 3 component of the development (Villages 1-4) is located west of East Bidwell Street, between Mangini Parkway and (future) A Drive. The project area and site plan are shown on Figures 1 and 2, respectively.

Due to the potential for elevated East Bidwell Road, Mangini Parkway, and A Drive traffic noise levels at the development, Bollard Acoustical Consultants, Inc. (BAC) was retained by the project applicant to prepare this noise assessment. Specifically, this assessment was prepared to determine whether traffic noise would cause noise levels at the development to exceed acceptable limits of the Folsom General Plan. This assessment also includes an evaluation of compliance with the Folsom South of U.S. Highway 50 Specific Plan EIR Noise Mitigation Measures.

## Noise Fundamentals and Terminology

Noise is often described as unwanted sound. Sound is defined as any pressure variation in air that the human ear can detect. If the pressure variations occur frequently enough (at least 20 times per second), they can be heard, and thus are called sound. Measuring sound directly in terms of pressure would require a very large and awkward range of numbers. To avoid this, the decibel scale was devised. The decibel scale allows a million-fold increase in pressure to be expressed as 120 dB. Another useful aspect of the decibel scale is that changes in levels (dB) correspond closely to human perception of relative loudness. Appendix A contains definitions of Acoustical Terminology. Figure 3 shows common noise levels associated with various sources.

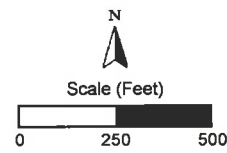
The perceived loudness of sounds is dependent upon many factors, including sound pressure level and frequency content. However, within the usual range of environmental noise levels, perception of loudness is relatively predictable, and can be approximated by weighing the frequency response of a sound level meter by means of the standardized A-weighting network. There is a strong correlation between A-weighted sound levels (expressed as dBA) and community response to noise. For this reason, the A-weighted sound level has become the standard tool of environmental noise assessment. All noise levels reported in this section are in terms of A-weighted levels in decibels.

Community noise is commonly described in terms of the "ambient" noise level, which is defined as the all-encompassing noise level associated with a given noise environment. A common statistical tool to measure the ambient noise level is the average, or equivalent, sound level ( $L_{eq}$ ) over a given time period (usually one hour). The  $L_{eq}$  is the foundation of the Day-Night Average Level noise descriptor,  $L_{dn}$  or DNL, and shows very good correlation with community response to noise. The median noise level descriptor, denoted  $L_{50}$ , represents the noise level which is



**Legend**

 Mangini Ranch Phase 3 Project Boundary (Approximate)

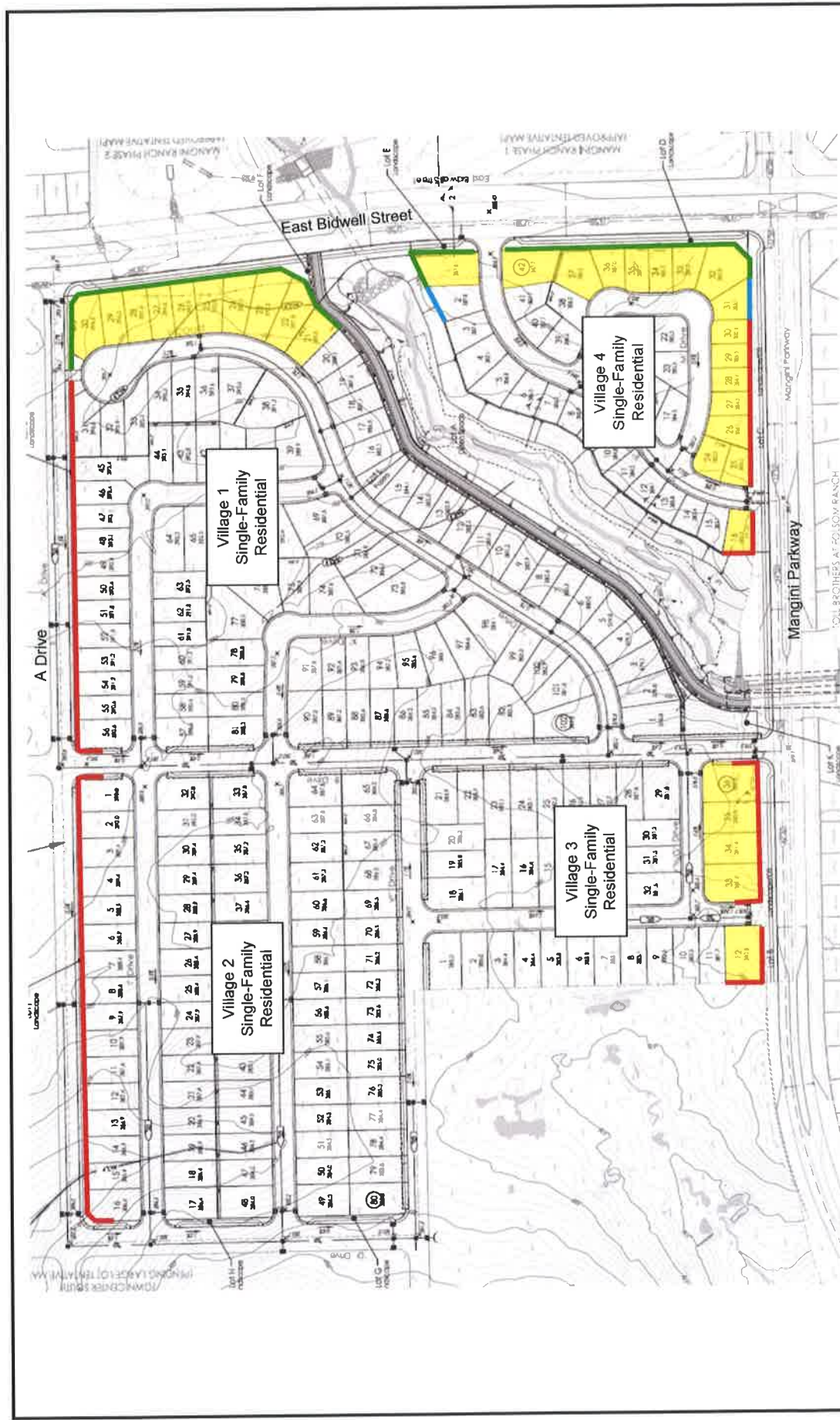


Mangini Ranch Phase 3  
Folsom, California

Project Area

Figure 1





**Legend**

- █ Recommended 6' Solid Traffic Noise Barrier
- █ Recommended 7' Solid Traffic Noise Barrier
- █ Recommended 8' Solid Traffic Noise Barrier
- █ Recommended Window Construction Upgrades: STC 32 (Upper-Floors Only)



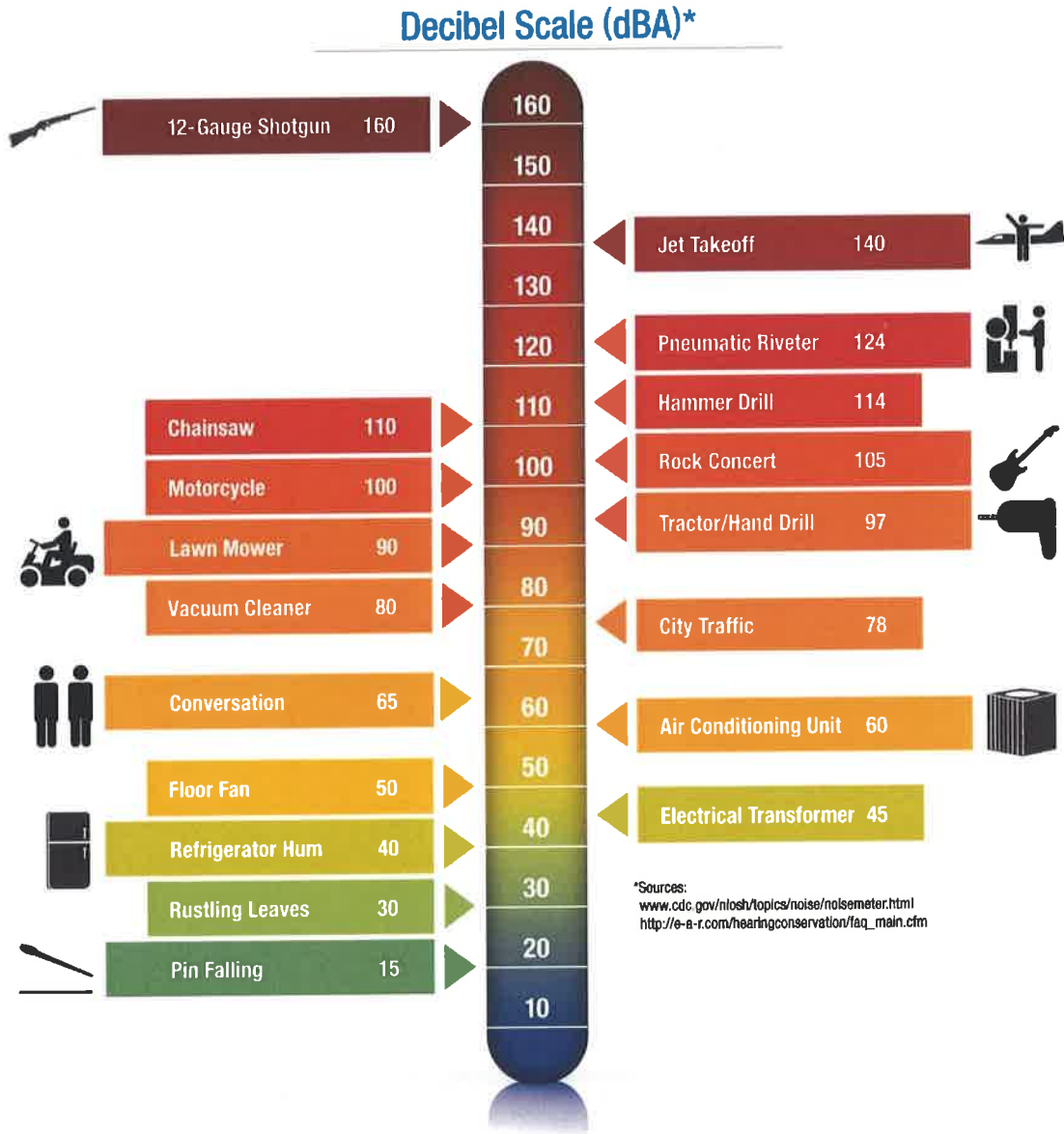
**Mangini Ranch Phase 3**  
Folsom, California

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 in Phase 3 Villages 1-4, the General Plan applies an exterior noise level limit of 60 dB DNL at the outdoor activity areas (i.e., backyards). The intent of this criteria is to provide an acceptable exterior noise environment for outdoor activities.

The General Plan utilizes an interior noise level standard of 45 dB DNL or less within noise-sensitive project dwellings. The intent of this interior noise limit is to provide a suitable environment for indoor communication and sleep.

### Folsom South of U.S. Highway 50 Specific Plan Noise Mitigation Measures

The noise mitigation measures shown below have been incorporated into the Folsom South of U.S. Highway 50 Specific Plan to mitigate identified environmental impacts. The noise-related mitigation measure which is applicable to the development of residential land uses within the Mangini Ranch development are reproduced below. Following the mitigation measure is a brief discussion as to the applicability of the measure to this project.

#### **MM 3A.11-4 Implement Measures to Prevent Exposure of Sensitive Receptors to Increases in Noise from Project-Generated Operational Traffic on Off-Site and On-Site Roadways.**

To meet applicable noise standards as set forth in the appropriate General Plan or Code (e.g., City of Folsom, County of Sacramento, and County of El Dorado) and to reduce increases in traffic-generated noise levels at noise-sensitive uses, the project applicant(s) of all project phases shall implement the following:

- Obtain the services of a consultant (such as a licensed engineer or licensed architect) to develop noise-attenuation measures for the proposed construction of on-site noise-sensitive land uses (i.e., residential dwellings and school classrooms) that will produce a

minimum composite Sound Transmission Class (STC) rating for buildings of 30 or greater, individually computed for the walls and the floor/ceiling construction of buildings, for the proposed construction of on-site noise-sensitive land uses (i.e., residential dwellings and school classrooms).

- Prior to submittal of tentative subdivision maps and improvement plans, the project applicant(s) shall conduct a site-specific acoustical analysis to determine predicted roadway noise impacts attributable to the project, taking into account site-specific conditions (e.g., site design, location of structures, building characteristics). The acoustical analysis shall evaluate stationary- and mobile-source noise attributable to the proposed use or uses and impacts on nearby noise-sensitive land uses, in accordance with adopted City noise standards. Feasible measures shall be identified to reduce project-related noise impacts. These measures may include, but are not limited to, the following:
  - Limiting noise-generating operational activities associated with proposed commercial land uses, including truck deliveries;
  - Constructing exterior sound walls;
  - Constructing barrier walls and/or berms with vegetation;
  - Using "quiet pavement" (e.g., rubberized asphalt) construction methods on local roadways; and,
  - Using increased noise-attenuation measures in building construction (e.g., dual-pane, sound-rated windows; exterior wall insulation).

*Pursuant to this mitigation measure, this report includes an analysis of traffic noise impacts at proposed residential lots within Phase 3 of the Mangini Ranch development resulting from traffic on East Bidwell Street, Mangini Parkway, and A Drive. As determined in the following assessment, portions of the development are predicted to be exposed to future traffic noise levels in excess of the applicable Folsom General Plan exterior and interior noise level criteria for single-family residential uses. As a result, this assessment prescribes specific noise control measures as required to achieve satisfaction with the General Plan's exterior and interior noise level standards applicable to new residential developments.*

## Evaluation of Future Traffic Noise Levels at Phase 3 Residential Lots

### Predicted Future Exterior Traffic Noise Levels

The FHWA Model was used with future traffic data to predict future traffic noise levels at the Phase 3 component of the Mangini Ranch development. Future traffic volumes for East Bidwell Street and Mangini Parkway were obtained from the Folsom South of Highway 50 Specific Plan EIR. However, the Specific Plan's traffic impact study does not include traffic modeling results for future A Drive. Due to the relatively minor nature of A Drive, it is reasonable to conclude that the projected future ADT on the roadway would be fewer than 5,000 vehicles per day. The day/night distribution and truck percentages for East Bidwell Street, Mangini Parkway, and A Drive



were derived from BAC file data for similar roadways. Estimated future traffic speed assumptions were based on posted speed limits and data for similar roadways. The FHWA Model inputs and predicted future traffic noise levels at the Phase 3 component of the development are shown in Appendix B and are summarized in Table 1.

**Table 1**  
**Predicted Future Exterior Traffic Noise Levels at Mangini Ranch Phase 3<sup>1</sup>**

Roadway	Project Component	Location	Predicted DNL (dBA) <sup>2</sup>
East Bidwell Street	Village 1	Nearest outdoor activity areas	68
		Nearest first-floor facades	68
		Nearest upper-floor facades	71
	Village 4	Nearest outdoor activity areas	68
		Nearest first-floor facades	68
		Nearest upper-floor facades	71
Mangini Parkway	Village 3	Nearest outdoor activity areas	64
		Nearest first-floor facades	64
		Nearest upper-floor facades	67
	Village 4	Nearest outdoor activity areas	64
		Nearest first-floor facades	64
		Nearest upper-floor facades	67
A Drive	Village 1	Nearest outdoor activity areas	63
		Nearest first-floor facades	63
		Nearest upper-floor facades	66
	Village 2	Nearest outdoor activity areas	63
		Nearest first-floor facades	63
		Nearest upper-floor facades	66
<sup>1</sup> A complete listing of FHWA Model inputs and results for the roadways 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 traffic noise levels at the outdoor activity areas of the single-family residential lots proposed nearest to the East Bidwell Street, Mangini Parkway, and A Drive are predicted to exceed the applicable Folsom General Plan 60 dB DNL exterior noise level standard. As a result, further consideration of traffic noise mitigation measures would be warranted for portions of the development.

To achieve compliance with the General Plan’s 60 dB DNL exterior noise level standard at the single-family residential lots of the development, it is recommended that traffic noise barriers be constructed at the heights and locations illustrated on Figure 2. Barrier insertion loss calculation worksheets are provided as Appendix C. As indicated in Appendix C, the construction of noise barriers ranging from 6 to 8 feet in height (relative to backyard lot elevation) would be required to comply with the General Plan 60 dB DNL exterior noise level criterion. The traffic noise barriers

could take the form of masonry wall, earthen berm, or a combination of the two. Other materials may be acceptable but should be reviewed by an acoustical consultant prior to use.

### **Analysis of Future Interior Traffic Noise Level Exposure within Residences**

After construction of traffic noise barriers required to comply with the General Plan's 60 dB DNL exterior noise level standard, future exterior traffic noise levels are predicted to range from 56 to 59 dB DNL at the first-floor facades of the single-family residences constructed nearest to East Bidwell Street, Mangini Parkway, and A Drive. Due to reduced ground absorption at elevated positions and lack of shielding by the recommended noise barriers, noise levels at the upper-floor facades of those residences are predicted to range from 66 to 71 dB DNL. To satisfy the Folsom General Plan 45 dB DNL interior noise level standard, minimum noise reductions of 14 dB and 26 dB would be required of the first- and upper-floor building facades (respectively) of the residences constructed adjacent to the roadways.

Standard residential construction (i.e., stucco siding, STC-27 windows, door weather-stripping, exterior wall insulation, composition plywood roof), typically results in an exterior to interior noise reduction of approximately 25 dB with windows closed and approximately 15 dB with windows open. This level of noise reduction would be adequate to reduce future East Bidwell Street, Mangini Parkway, and A Drive traffic noise levels to 45 dB DNL or less within the first-floors of all residences constructed within the Phase 3 development. However, upper-floor window construction upgrades would be warranted at a portion of residences constructed nearest to the roadways.

To ensure for satisfaction of the General Plan 45 dB DNL interior noise level standard including a factor of safety, it is recommended that all upper-floor window assemblies of residences constructed on the lots identified on Figure 2 with a view of the adjacent roadways be upgraded to a minimum Sound Transmission Class (STC) rating of 32. In addition, mechanical ventilation (air conditioning) should be provided for all residences of the development to allow the occupants to close doors and windows as desired for additional acoustical isolation.

## **Conclusions**

Portions of the the Mangini Ranch Phase 3 Residential Development are predicted to be exposed to future traffic noise levels in excess of the applicable Folsom General Plan exterior and interior noise level criteria for single-family residential uses. To satisfy the General Plan exterior noise level standard, and to ensure for satisfaction of the General Plan interior noise level standard including a factor of safety, the following specific noise mitigation measures are recommended for this project:

- 1) To comply with the applicable General Plan 60 dB DNL exterior noise level standard, traffic noise barriers ranging from 6 to 8 feet in height relative to backyard elevation would be required. The heights and locations of the noise barriers are illustrated on Figure 2. Barrier insertion loss calculation worksheets are provided as Appendix C.

The traffic noise barriers could take the form of masonry wall, earthen berm, or a combination of the two. Other materials may be acceptable but should be reviewed by an acoustical consultant prior to use.

- 2) To ensure compliance with the General Plan 45 dB DNL interior noise level standard with a factor of safety, it is recommended that all upper-floor bedroom window assemblies of residences constructed on the lots identified on Figure 2 from which the adjacent roadways would be visible be upgraded to a minimum STC rating of 32.
- 3) Air conditioning shall be provided for all residences of the development so that windows can be kept closed at the occupant's discretion to control interior noise.

These conclusions are based on the traffic assumptions cited in Appendix B, the project site plans and grading plans (dated March 3, 2021), and on noise reduction data for standard residential dwellings and for typical STC rated window data. Deviations from the resources cited above, or the project site/grading plans, could cause future traffic noise levels to differ from those predicted in this assessment. In addition, Bollard Acoustical Consultants, Inc. is not responsible for degradation in acoustic performance of the residential construction due to poor construction practices, failure to comply with applicable building code requirements, or for failure to adhere to the minimum building practices cited in this report.

This concludes BAC's traffic noise assessment for the proposed Mangini Ranch Phase 3 Residential Development. Please contact BAC at (916) 663-0500 or [darioq@bacnoise.com](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>L<sub>eq</sub></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.

**Appendix B-1  
FHWA Traffic Noise Prediction Model (FHWA-RD-77-108)  
Noise Prediction Worksheet**

**Project Information:**

Job Number: 2021-064  
Project Name: Mangini Ranch Residential Development - Phase 3  
Roadway Name: East Bidwell Street

**Traffic Data:**

Year: Future  
Average Daily Traffic Volume: 29,300  
Percent Daytime Traffic: 90  
Percent Nighttime Traffic: 10  
Percent Medium Trucks (2 axle): 2  
Percent Heavy Trucks (3+ axle): 1  
Assumed Vehicle Speed (mph): 50  
Intervening Ground Type (hard/soft): **Soft**

**Traffic Noise Levels:**

Location	Description	Distance	Offset (dB)	----- DNL (dB) -----			Total
				Autos	Medium Trucks	Heavy Trucks	
Village 1	Nearest outdoor activity areas	90		67	57	59	68
	Nearest first-floor facades	100		67	56	59	68
	Nearest upper-floor facades	100	3	70	59	62	71
Village 4	Nearest outdoor activity areas	90		67	57	59	68
	Nearest first-floor facades	100		67	56	59	68
	Nearest upper-floor facades	100	3	70	59	62	71

**Traffic Noise Contours (No Calibration Offset):**

DNL Contour (dB)	Distance from Centerline (feet)
75	32
70	68
65	147
60	317

- Notes:**
1. Future ADT obtained from the Folsom South of Highway 50 Specific Plan EIR.
  2. Distances scaled from the centerline of roadway to said locations using provided site plans.
  3. A +3 dB offset was applied to upper-floor facades to account for reduced ground absorption of sound at elevated locations.

**Appendix B-2  
FHWA Traffic Noise Prediction Model (FHWA-RD-77-108)  
Noise Prediction Worksheet**

**Project Information:**

Job Number: 2021-064  
Project Name: Mangini Ranch Residential Development - Phase 3  
Roadway Name: Mangini Parkway

**Traffic Data:**

Year: Future  
Average Daily Traffic Volume: 10,900  
Percent Daytime Traffic: 83  
Percent Nighttime Traffic: 17  
Percent Medium Trucks (2 axle): 2  
Percent Heavy Trucks (3+ axle): 1  
Assumed Vehicle Speed (mph): 40  
Intervening Ground Type (hard/soft): **Soft**

**Traffic Noise Levels:**

Location	Description	Distance	Offset (dB)	----- DNL (dB) -----			Total
				Autos	Medium Trucks	Heavy Trucks	
Village 3	Nearest outdoor activity areas	70		63	54	57	64
	Nearest first-floor facades	70		63	54	57	64
	Nearest upper-floor facades	70	3	66	57	60	67
Village 4	Nearest outdoor activity areas	70		63	54	57	64
	Nearest first-floor facades	70		63	54	57	64
	Nearest upper-floor facades	70	3	66	57	60	67

**Traffic Noise Contours (No Calibration Offset):**

DNL Contour (dB)	Distance from Centerline (feet)
75	14
70	30
65	64
60	137

**Notes:**

1. Future ADT obtained from the Folsom South of Highway 50 Specific Plan EIR.
2. Distances scaled from the centerline of roadway to said locations using provided site plans.
3. A +3 dB offset was applied to upper-floor facades to account for reduced ground absorption of sound at elevated locations.

**Appendix B-3**  
**FHWA Traffic Noise Prediction Model (FHWA-RD-77-108)**  
**Noise Prediction Worksheet**

**Project Information:**

Job Number: 2021-064  
 Project Name: Mangini Ranch Residential Development - Phase 3  
 Roadway Name: A Drive

**Traffic Data:**

Year: Future  
 Average Daily Traffic Volume: 5,000  
 Percent Daytime Traffic: 83  
 Percent Nighttime Traffic: 17  
 Percent Medium Trucks (2 axle): 1  
 Percent Heavy Trucks (3+ axle): 1  
 Assumed Vehicle Speed (mph): 35  
 Intervening Ground Type (hard/soft): **Soft**

**Traffic Noise Levels:**

Location	Description	Distance	Offset (dB)	----- DNL (dB) -----			Total
				Autos	Medium Trucks	Heavy Trucks	
Village 1	Nearest outdoor activity areas	40		62	51	57	63
	Nearest first-floor facades	40		62	51	57	63
	Nearest upper-floor facades	40	3	65	54	60	66
Village 2	Nearest outdoor activity areas	40		62	51	57	63
	Nearest first-floor facades	40		62	51	57	63
	Nearest upper-floor facades	40	3	65	54	60	66

**Traffic Noise Contours (No Calibration Offset):**

DNL Contour (dB)	Distance from Centerline (feet)
75	6
70	14
65	30
60	65

**Notes:**

1. Future ADT was conservatively estimated to be 5,000 ADT based on type of roadway. Other inputs based on BAC file data for similar roadways.
2. Distances scaled from the centerline of roadway to said locations using provided site plans.
3. A +3 dB offset was applied to upper-floor facades to account for reduced ground absorption of sound at elevated locations.

**Appendix C-1  
 FHWA Traffic Noise Prediction Model (FHWA-RD-77-108)  
 Noise Barrier Effectiveness Prediction Worksheet**

**Project Information:** Job Number: 2021-064  
 Project Name: Mangini Ranch Residential Development - Phase 3  
 Roadway Name: East Bidwell Street  
 Location: Folsom, CA

**Noise Level Data:** Year: Future  
 Auto DNL, dB: 67  
 Medium Truck DNL, dB: 57  
 Heavy Truck DNL, dB: 59

**Site Geometry:** Receiver Description: Village 1 - Nearest outdoor activity areas  
 Centerline to Barrier Distance (C<sub>1</sub>): 80  
 Barrier to Receiver Distance (C<sub>2</sub>): 10  
 Automobile Elevation: 394  
 Medium Truck Elevation: 396  
 Heavy Truck Elevation: 402  
 Pad/Ground Elevation at Receiver: 394  
 Receiver Elevation: 399  
 Base of Barrier Elevation: 394  
 Starting Barrier Height 6

**Barrier Effectiveness:**

Top of Barrier Elevation (ft)	Barrier Height (ft)	DNL (dB)				Barrier Breaks Line of Sight to...		
		Autos	medium Trucks	heavy Trucks	Total	Autos?	medium Trucks?	heavy Trucks?
400	6	61	51	54	62	Yes	Yes	Yes
401	7	60	49	53	61	Yes	Yes	Yes
402	8	58	48	51	59	Yes	Yes	Yes
403	9	57	46	50	58	Yes	Yes	Yes
404	10	56	46	49	57	Yes	Yes	Yes
405	11	55	44	48	56	Yes	Yes	Yes
406	12	54	43	47	55	Yes	Yes	Yes
407	13	53	43	46	54	Yes	Yes	Yes
408	14	53	42	45	54	Yes	Yes	Yes

**Notes:** 1. Standard receiver elevation is five feet above grade/pad elevations at the receiver location(s).



**Appendix C-2**  
**FHWA Traffic Noise Prediction Model (FHWA-RD-77-108)**  
**Noise Barrier Effectiveness Prediction Worksheet**

**Project Information:** Job Number: 2021-064  
 Project Name: Mangini Ranch Residential Development - Phase 3  
 Roadway Name: East Bidwell Street  
 Location: Folsom, CA

**Noise Level Data:** Year: Future  
 Auto DNL, dB: 67  
 Medium Truck DNL, dB: 57  
 Heavy Truck DNL, dB: 59

**Site Geometry:** Receiver Description: Village 4 - Nearest outdoor activity areas  
 Centerline to Barrier Distance (C<sub>1</sub>): 80  
 Barrier to Receiver Distance (C<sub>2</sub>): 10  
 Automobile Elevation: 387  
 Medium Truck Elevation: 389  
 Heavy Truck Elevation: 395  
 Pad/Ground Elevation at Receiver: 387  
 Receiver Elevation: 392  
 Base of Barrier Elevation: 387  
 Starting Barrier Height 6

**Barrier Effectiveness:**

Top of Barrier Elevation (ft)	Barrier Height (ft)	----- DNL (dB) -----				Barrier Breaks Line of Sight to...		
		Autos	medium Trucks	heavy Trucks	Total	Autos?	medium Trucks?	heavy Trucks?
393	6	61	51	54	62	Yes	Yes	Yes
394	7	60	49	53	61	Yes	Yes	Yes
395	8	58	48	51	59	Yes	Yes	Yes
396	9	57	46	50	58	Yes	Yes	Yes
397	10	56	46	49	57	Yes	Yes	Yes
398	11	55	44	48	56	Yes	Yes	Yes
399	12	54	43	47	55	Yes	Yes	Yes
400	13	53	43	46	54	Yes	Yes	Yes
401	14	53	42	45	54	Yes	Yes	Yes

**Notes:** 1. Standard receiver elevation is five feet above grade/pad elevations at the receiver location(s).

**Appendix C-3**  
**FHWA Traffic Noise Prediction Model (FHWA-RD-77-108)**  
**Noise Barrier Effectiveness Prediction Worksheet**

**Project Information:** Job Number: 2021-064  
 Project Name: Mangini Ranch Residential Development - Phase 3  
 Roadway Name: Mangini Parkway  
 Location: Folsom, CA

**Noise Level Data:** Year: Future  
 Auto DNL, dB: 63  
 Medium Truck DNL, dB: 54  
 Heavy Truck DNL, dB: 57

**Site Geometry:** Receiver Description: Village 3 - Nearest outdoor activity areas  
 Centerline to Barrier Distance (C<sub>1</sub>): 60  
 Barrier to Receiver Distance (C<sub>2</sub>): 10  
 Automobile Elevation: 378  
 Medium Truck Elevation: 380  
 Heavy Truck Elevation: 386  
 Pad/Ground Elevation at Receiver: 381  
 Receiver Elevation: 386  
 Base of Barrier Elevation: 381  
 Starting Barrier Height 6

**Barrier Effectiveness:**

Top of Barrier Elevation (ft)	Barrier Height (ft)	DNL (dB)				Barrier Breaks Line of Sight to...		
		Autos	medium Trucks	Heavy Trucks	Total	Autos?	medium Trucks?	Heavy Trucks?
387	6	56	47	51	58	Yes	Yes	Yes
388	7	54	46	50	56	Yes	Yes	Yes
389	8	53	44	48	55	Yes	Yes	Yes
390	9	52	43	47	54	Yes	Yes	Yes
391	10	51	42	46	52	Yes	Yes	Yes
392	11	50	41	45	51	Yes	Yes	Yes
393	12	49	40	44	51	Yes	Yes	Yes
394	13	48	39	43	50	Yes	Yes	Yes
395	14	48	39	42	49	Yes	Yes	Yes

**Notes:** 1. Standard receiver elevation is five feet above grade/pad elevations at the receiver location(s).

**Appendix C-4**  
**FHWA Traffic Noise Prediction Model (FHWA-RD-77-108)**  
**Noise Barrier Effectiveness Prediction Worksheet**

**Project Information:**

Job Number: 2021-064  
 Project Name: Mangini Ranch Residential Development - Phase 3  
 Roadway Name: Mangini Parkway  
 Location: Folsom, CA

**Noise Level Data:**

Year: Future  
 Auto DNL, dB: 63  
 Medium Truck DNL, dB: 54  
 Heavy Truck DNL, dB: 57

**Site Geometry:**

Receiver Description: Village 4 - Nearest outdoor activity areas  
 Centerline to Barrier Distance (C<sub>1</sub>): 60  
 Barrier to Receiver Distance (C<sub>2</sub>): 10  
 Automobile Elevation: 382  
 Medium Truck Elevation: 384  
 Heavy Truck Elevation: 390  
 Pad/Ground Elevation at Receiver: 384  
 Receiver Elevation: 389  
 Base of Barrier Elevation: 384  
 Starting Barrier Height 6

**Barrier Effectiveness:**

Top of Barrier Elevation (ft)	Barrier Height (ft)	DNL (dB)				Barrier Breaks Line of Sight to...		
		Autos	medium Trucks	heavy Trucks	Total	Autos?	medium Trucks?	heavy Trucks?
390	6	56	47	52	58	Yes	Yes	Yes
391	7	55	46	50	56	Yes	Yes	Yes
392	8	53	44	49	55	Yes	Yes	Yes
393	9	52	43	47	54	Yes	Yes	Yes
394	10	51	42	46	53	Yes	Yes	Yes
395	11	50	41	45	51	Yes	Yes	Yes
396	12	49	40	44	51	Yes	Yes	Yes
397	13	48	39	43	50	Yes	Yes	Yes
398	14	48	39	43	49	Yes	Yes	Yes

**Notes:** 1. Standard receiver elevation is five feet above grade/pad elevations at the receiver location(s).

**Appendix C-5**  
**FHWA Traffic Noise Prediction Model (FHWA-RD-77-108)**  
**Noise Barrier Effectiveness Prediction Worksheet**

**Project Information:** Job Number: 2021-064  
 Project Name: Mangini Ranch Residential Development - Phase 3  
 Roadway Name: A Drive  
 Location: Folsom, CA

**Noise Level Data:** Year: Future  
 Auto DNL, dB: 62  
 Medium Truck DNL, dB: 51  
 Heavy Truck DNL, dB: 57

**Site Geometry:** Receiver Description: Village 1 - Nearest outdoor activity areas  
 Centerline to Barrier Distance (C<sub>1</sub>): 30  
 Barrier to Receiver Distance (C<sub>2</sub>): 10  
 Automobile Elevation: 394  
 Medium Truck Elevation: 396  
 Heavy Truck Elevation: 402  
 Pad/Ground Elevation at Receiver: 393  
 Receiver Elevation: 398  
 Base of Barrier Elevation: 393  
 Starting Barrier Height 6

**Barrier Effectiveness:**

Top of Barrier Elevation (ft)	Barrier Height (ft)	DNL (dB)				Barrier Breaks Line of Sight to...		
		Autos	medium Trucks	Heavy Trucks	Total	Autos?	medium Trucks?	Heavy Trucks?
399	6	55	45	52	57	Yes	Yes	No
400	7	53	43	51	55	Yes	Yes	Yes
401	8	51	42	50	54	Yes	Yes	Yes
402	9	50	41	48	53	Yes	Yes	Yes
403	10	49	40	46	51	Yes	Yes	Yes
404	11	48	38	46	50	Yes	Yes	Yes
405	12	47	37	44	49	Yes	Yes	Yes
406	13	47	37	43	49	Yes	Yes	Yes
407	14	46	36	43	48	Yes	Yes	Yes

**Notes:** 1. Standard receiver elevation is five feet above grade/pad elevations at the receiver location(s).

**Appendix C-6**  
**FHWA Traffic Noise Prediction Model (FHWA-RD-77-108)**  
**Noise Barrier Effectiveness Prediction Worksheet**

**Project Information:** Job Number: 2021-064  
 Project Name: Mangini Ranch Residential Development - Phase 3  
 Roadway Name: A Drive  
 Location: Folsom, CA

**Noise Level Data:** Year: Future  
 Auto DNL, dB: 62  
 Medium Truck DNL, dB: 51  
 Heavy Truck DNL, dB: 57

**Site Geometry:** Receiver Description: Village 2 - Nearest outdoor activity areas  
 Centerline to Barrier Distance (C<sub>1</sub>): 30  
 Barrier to Receiver Distance (C<sub>2</sub>): 10  
 Automobile Elevation: 388  
 Medium Truck Elevation: 390  
 Heavy Truck Elevation: 396  
 Pad/Ground Elevation at Receiver: 388  
 Receiver Elevation: 393  
 Base of Barrier Elevation: 388  
 Starting Barrier Height 6

**Barrier Effectiveness:**

Top of Barrier Elevation (ft)	Barrier Height (ft)	DNL (dB)				Barrier Breaks Line of Sight to...		
		Autos	medium Trucks	Heavy Trucks	Total	Autos?	medium Trucks?	Heavy Trucks?
394	6	54	45	52	56	Yes	Yes	Yes
395	7	52	43	51	55	Yes	Yes	Yes
396	8	51	41	49	54	Yes	Yes	Yes
397	9	50	40	48	52	Yes	Yes	Yes
398	10	49	39	46	51	Yes	Yes	Yes
399	11	48	38	45	50	Yes	Yes	Yes
400	12	47	37	44	49	Yes	Yes	Yes
401	13	46	37	43	48	Yes	Yes	Yes
402	14	46	36	42	48	Yes	Yes	Yes

**Notes:** 1. Standard receiver elevation is five feet above grade/pad elevations at the receiver location(s).



**Attachment 10**

**Folsom Ranch Central District Design Guidelines**

FOLSOM RANCH, CENTRAL DISTRICT

# DESIGN GUIDELINES



May | 2015







PREPARED FOR:

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WHITE ROCK LAND INVESTORS, LLC  
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# VISION + INTRODUCTION







## PURPOSE AND OBJECTIVE

The Folsom Ranch, Central District Design Guidelines is a complementary document to the Folsom Plan Area Specific Plan and the Folsom Plan Area Specific Plan Community Guidelines. It is intended as an implementation tool for the residential development of Folsom Ranch, Central District, and provides the design framework for architecture, streetscene, and landscape to convey a master plan identity. These guidelines establish the pattern and intensity of development for Folsom Ranch, Central District to ensure a high-quality and aesthetically cohesive environment. While these guidelines establish the quality of architectural and landscape development for the master plan, they are not intended to prevent alternative designs and/or concepts that are compatible with the overall project theme.

As a regulatory tool, this guideline document will assist applicants in creating single-family residential neighborhoods that reflect the City's rich history, reinforce the sense of community, and utilize sustainable best practices. This document also provides the framework for design review approval of Folsom Ranch, Central District residential projects.

This document is intended to be used by builders and developers when designing their Master Plot Plans. Any project that is submitted to the Folsom Ranch, Central District Architectural Review Committee and the City must be reviewed for consistency with these design guidelines. The Folsom Ranch, Central District Architectural Review Committee and the City will review all designs, plans, and construction to ensure compliance with this document. (Refer to Section Four.) The project must then obtain Planning Commission approval under a design review approval process.

## Guiding Principles

The following guiding principles will guide the design of the Folsom Ranch, Central District to ensure quality development:

- Create a community that encourages interaction and evokes a “pride of place” where people want to live.
- Encourage linkages and connectivity through land use adjacencies, trails, and open space.
- Create a variety of walkable neighborhoods.
- Encourage physical, social, and economic diversity.
- Integrate environmentally responsible practices.

These Design Guidelines are interpretational and are, therefore, conceptual in nature. Any changes or deviations from these Design Guidelines can be discussed and negotiated with City staff. As a living document, the Guidelines can, over time, accommodate changes in lifestyles, consumer preferences, economic conditions, community desires, and the marketplace.

The architectural and landscape guidelines complement each other. Together they combine to form a distinctive master plan offering a high quality, sustainable environment, and a sense of identity.

## Context

In 2011, the City of Folsom adopted The Folsom Plan Area Specific Plan (FPASP) to guide development of approximately 3,500 acres of property south of U.S. Highway 50 (Plan Area) that was later annexed to the City of Folsom in early 2012 (refer to Figure 1.1 – Plan Area Location).



Folsom Ranch is strategically located in the center of the Plan Area and consists of approximately 1,700 acres of gently rolling terrain easily accessible from White Rock, Scott and Prairie City Roads as well as Highway 50 (refer to Figure 1.2). The property is home to much of the Plan Area oak woodlands as well as a 2.5 mile segment of Alder Creek and associated intermittent drainages and wetlands, which will be conserved in the extensive Folsom Ranch open space network.

As discussed in the FPASP, the Plan Area naturally divides into three distinct districts: the Southwest District, the Hillside District and the Central District, the majority of which is contained within the boundaries of Folsom Ranch (refer to Figure 1.3).

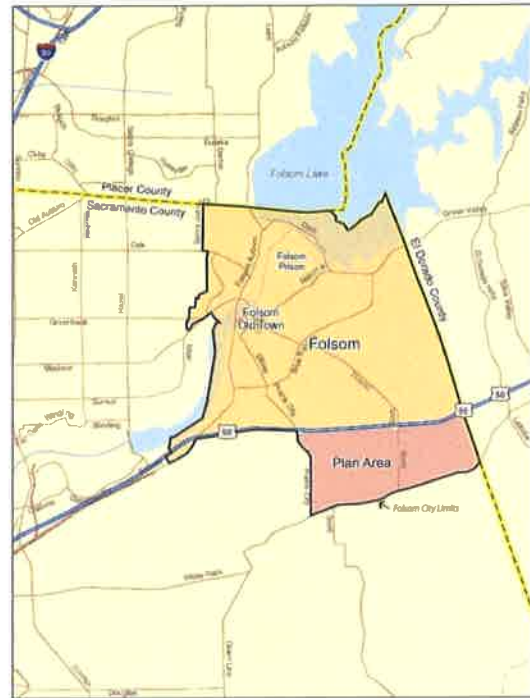


Figure 1.1. - Plan Area Location

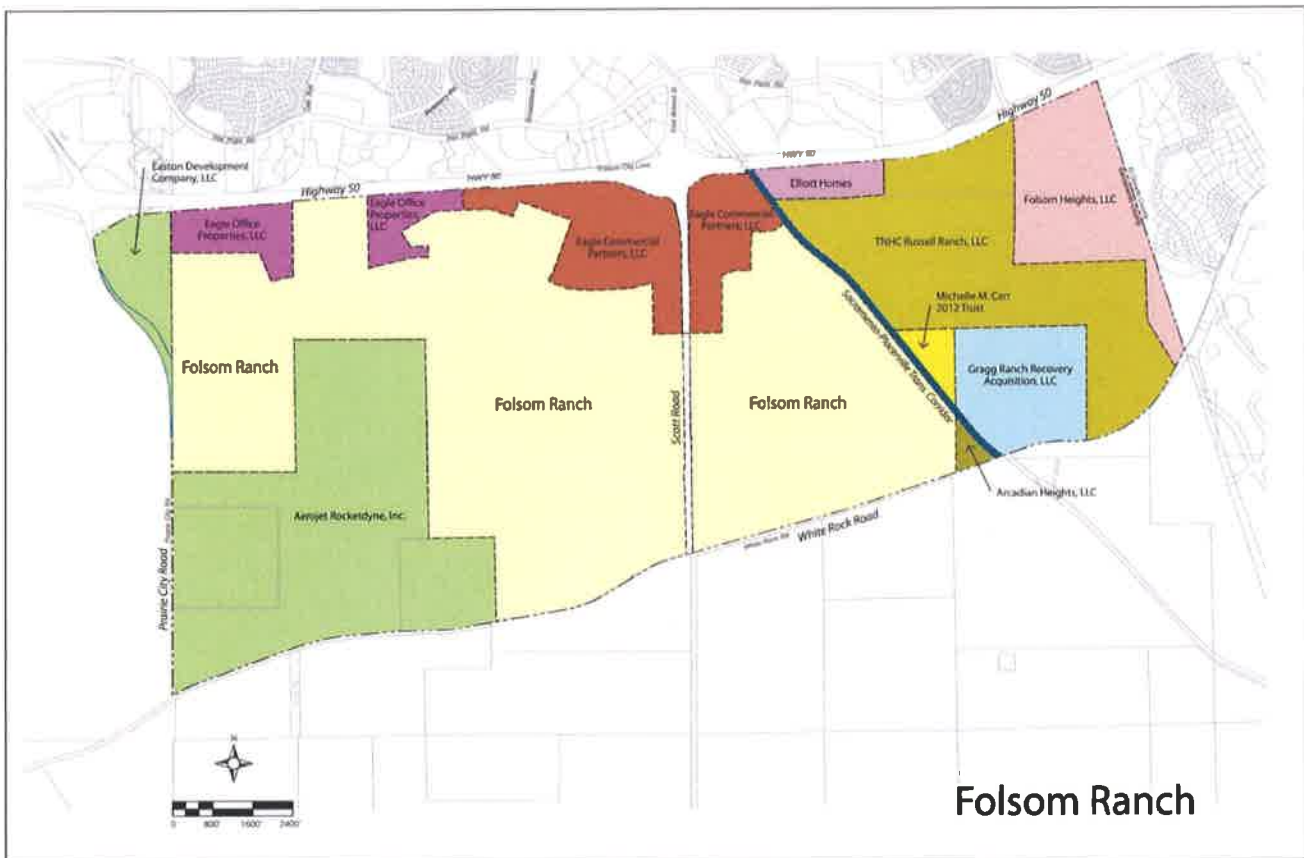


Figure 1.2. - Folsom Ranch Location



The Central District (primarily Folsom Ranch) will be the heart of the new community and its layout embodies the design principle of mixed compatible uses, developed in a compact pattern with access to alternative transportation modes. Consistent with the concept of interconnected streets, much of the road plan of Folsom Ranch, particularly in the Town Center, is based on a neo-traditional orthogonal system of “Complete Streets” featuring short blocks to slow traffic and provide multiple routes for pedestrian travel. Key design features of Folsom Ranch include the mixed-use Town Center, the regional transit corridor that traverses much of the Ranch, mixed-use neighborhood centers, community and neighborhood parks, schools, and an extensive open space system. Folsom Ranch offers a highly diversified mix of commercial, residential, public and quasi-public uses that will provide residents with multiple housing choices, job opportunities, and convenient access to schools and recreation.

When completed, Folsom Ranch will provide over 6,000 housing units, approximately 440,000 square feet of commercial space, three elementary schools and one combined middle/high school, a 26 acre community park, five neighborhood parks, a town center and entertainment district, and an extensive open space system with cycling and walking trails (refer to Table 1.1).

**Table 1.1 - Folsom Ranch Land Use Summary**

Land Use	Area (Ac)	DU	Bldg (SF)
SF	150	493	
SFHD	324	1,792	
MLD	196	1,769	
MMD	38	657	
MHD	41	1,005	
MU	59	681	205,952
CC	22		234,135
PQP	2		
PQP-SCHOOLS	111		
PARKS	57		
OS	611		
<b>Subtotal</b>	<b>1,620</b>	<b>6,397</b>	<b>440,087</b>
Major Roads	99		
<b>Total</b>	<b>1,719</b>		

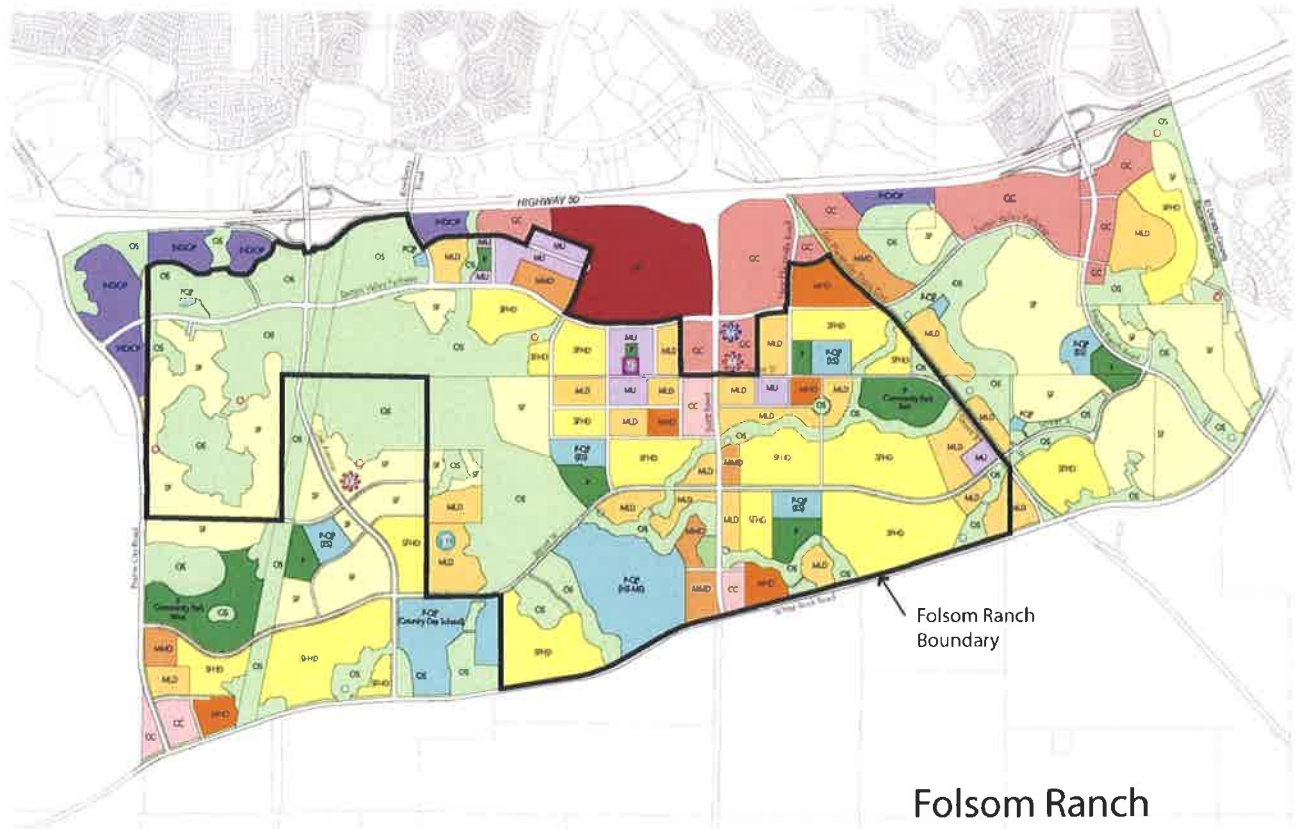


Figure 1.3. - Folsom Ranch Boundary and Land Use Plan





# 2

## ARCHITECTURAL DESIGN GUIDELINES

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## ARCHITECTURAL GUIDING PRINCIPLES

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

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

## GENERAL ARCHITECTURAL GUIDELINES

### Edge Conditions

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

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



## Roof Forms

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

The following roof design guidelines should also be considered:

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



## Corner Buildings

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

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





## Front Elevations

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

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

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



## Multi-family Entries

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

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



## Feature Windows

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

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

## Windows

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

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

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



Example of Feature Window



Example of Juliet Balcony



## Garage Door Treatments

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

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



Porte Cochere with garage at rear of house



## Street Facing Garages

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

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



## Alley Treatments

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

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

## Building Forms

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

## Architectural Projections

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

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

## Offset Massing Forms

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

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



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

### Floor Plan Plotting

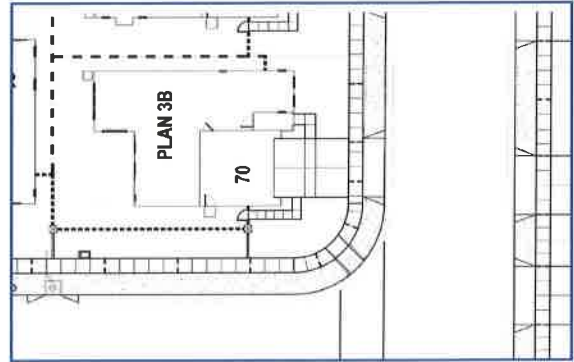
In each single-family detached neighborhood with a **minimum** of up to 80 homes, provide:

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

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

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

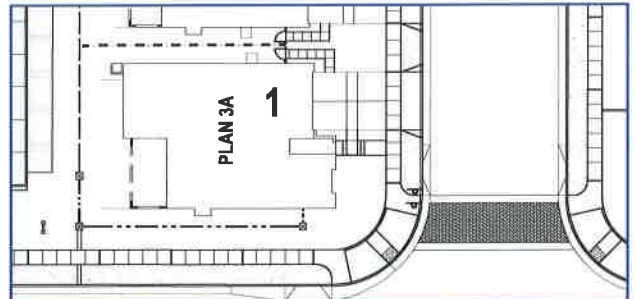
In each single-family detached neighborhood, street facing garages on corner lots at neighborhood entries shall be located on the side of the house furthest away from entry corner.



Example of undesirable Corner Lot Street Facing Garage Placement



Example of undesirable Corner Lot Street Facing Garage Placement



Example of preferred Corner Lot Plotting Garage Placement



Example of preferred Corner Lot Plotting Garage Placement



## Style Plotting

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

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

## Color Criteria

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

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



## Lower Height Elements

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

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



### Balconies

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

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



### Roof Considerations

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

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



## Outdoor Living Spaces

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

## Materials

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



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





## Exterior Structures

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

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

## Accessory Structures

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



## Lighting

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

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

## Address Numbers

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



## RESIDENTIAL ARCHITECTURAL STYLES

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

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

### ARCHITECTURAL THEME: CALIFORNIA HERITAGE

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

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

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

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

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

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



## ITALIAN VILLA

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

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

### *Italian Villa Style Elements:*

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



Example of Italian Villa Architecture



Example of Italian Villa Architecture



Example of Italian Villa Architecture



## SPANISH COLONIAL

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

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

### *Spanish Colonial Style Elements:*

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



Example of Spanish Colonial Architecture



Example of Spanish Colonial Architecture



Example of Spanish Colonial Architecture



## MONTEREY

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

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

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

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



Example of Monterey Architecture

### Monterey Style Elements:

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



Example of Monterey Architecture



## WESTERN FARMHOUSE

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

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

### *Western Farmhouse Style Elements:*

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



Example of Western Farmhouse Architecture



Example of Western Farmhouse Architecture



Example of Western Farmhouse Architecture



## EUROPEAN COTTAGE

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

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

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

### *European Cottage Style Elements:*

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



Example of European Cottage Architecture



Example of European Cottage Architecture



## CRAFTSMAN

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

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



Example of Craftsman Architecture

### *Craftsman Style Elements:*

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



Example of Craftsman Architecture





## EARLY CALIFORNIA RANCH

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

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

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

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



Example of California Ranch Architecture

## California Ranch Style Elements:

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



Example of California Ranch Architecture



## AMERICAN TRADITIONAL

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

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

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



Example of American Traditional Architecture



Example of American Traditional Architecture

## American Traditional Style Elements:

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



Example of American Traditional Architecture







# 3

## LANDSCAPE DESIGN GUIDELINES

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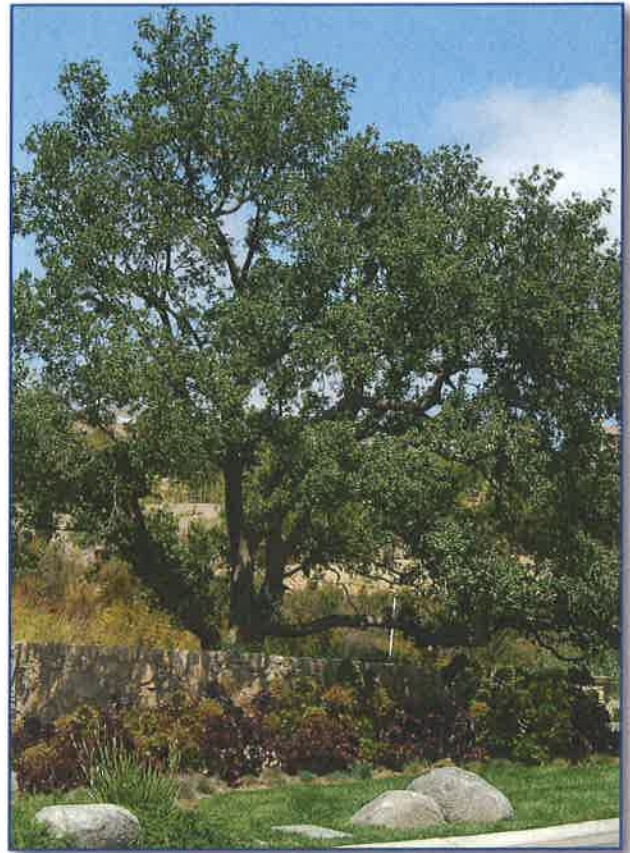


## GUIDING LANDSCAPE DESIGN PRINCIPLES

### Sustainable Landscape Design

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

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



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



Example of Drip Irrigation Before Mulch





## COMMUNITY DESIGN THEME/ LANDSCAPE CHARACTER

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

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

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

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



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

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

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

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



- Walls and Fences
- Landscaping/ Plant Palette

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



Example of Park and Open Space Concept



## COMMUNITY IDENTITY PLAN MONUMENTATION

Appropriate community, mixed-use areas and residential neighborhood thematic identification is important in establishing a new community and maintaining the overall Folsom Ranch, Central District theme, as well as providing a system for identifying community development and giving directional information to residents and visitors. A general conceptual Community Identity Signage/Monumentation Key Program has been provided herein.

Entry monument signage, through decorative typefaces and symbolic graphics, will inform the visitor that they are entering a planned community. Project and neighborhood signage will direct visitors who have entered the Folsom Ranch, Central District towards the distinct community components and amenities. Monument signage will be consistent with the character of the project, but flexible enough to respond to individual project contexts. Logos, type styles, color schemes, and architectural features should be consistent throughout the area being identified. Monument signs may vary in size and detail in a manner that reflects their relative importance within the signage hierarchy, but will incorporate all the materials proposed within the major community monumentation.

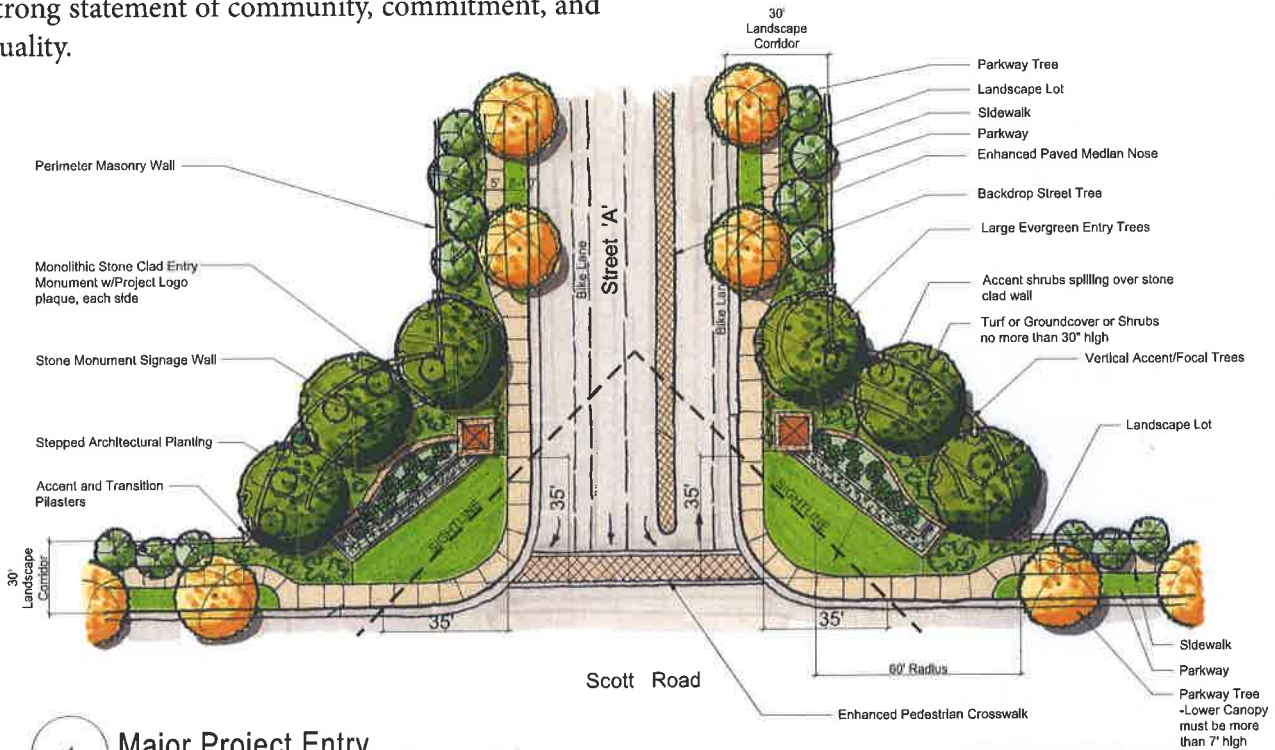
### Materials:

- Dry Stacked Stone Pilasters and Walls or manufacturers stacked stone product application.
- Precast Concrete Pilaster Caps
- Precast Concrete Wall Caps
- Specimen Trees with complementary plant material selections



## Major Project Entry

The Major Project Entry Monumentation will be the landmark of the new community and establish a unifying community identity while providing a strong statement of community, commitment, and quality.



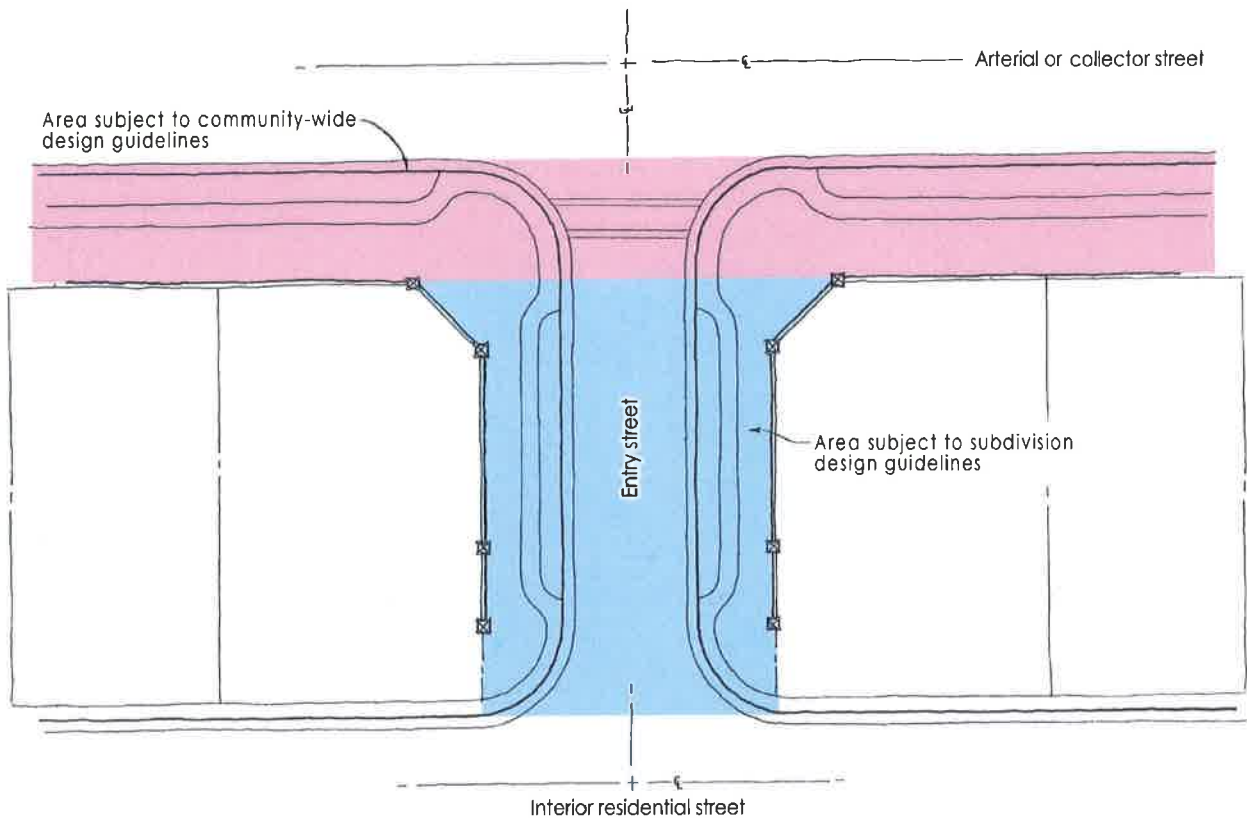
1 Major Project Entry  
Identity Entrances for the Overall Project



## Subdivision Entry Design, Geometry & Entry Options

Primary Neighborhood Entry Signage will be used to identify the various residential neighborhood entry points within the Folsom Ranch, Central District community. The entry signage monument incorporates design elements of stone, precast concrete capping, large focal trees with vertical accent trees supporting entry statement, groundcover/shrub planting, annual color and enhanced paving.

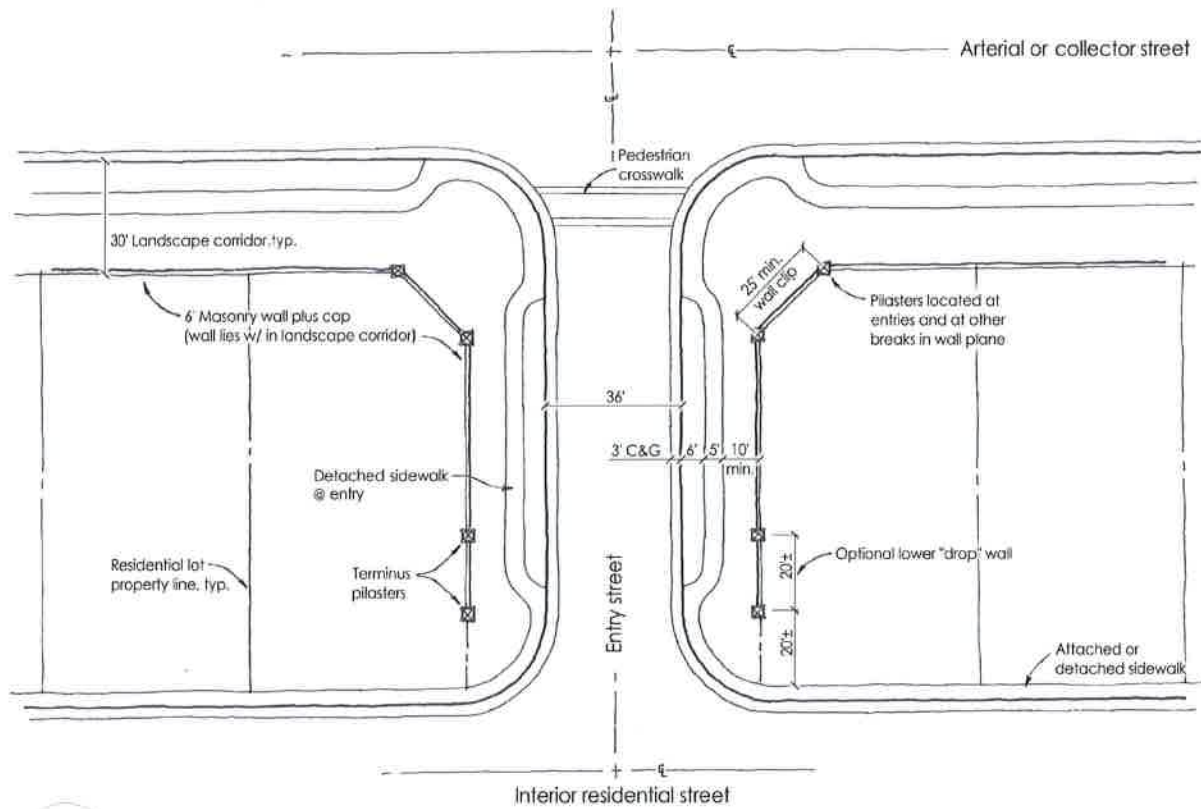
Masonry wall and pilasters are to be of a uniform or complimentary design of material and color throughout. Where possible, place one story homes or homes with one story roof element on lots adjacent to entry streets. Typically, these lots will need to be wider to accommodate one story.



2

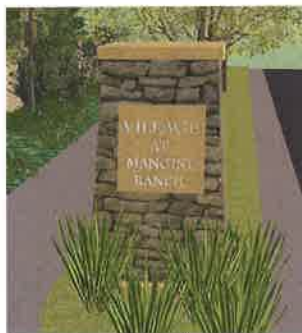
### Subdivision Entry Design & Geometry Application of Design Guidelines



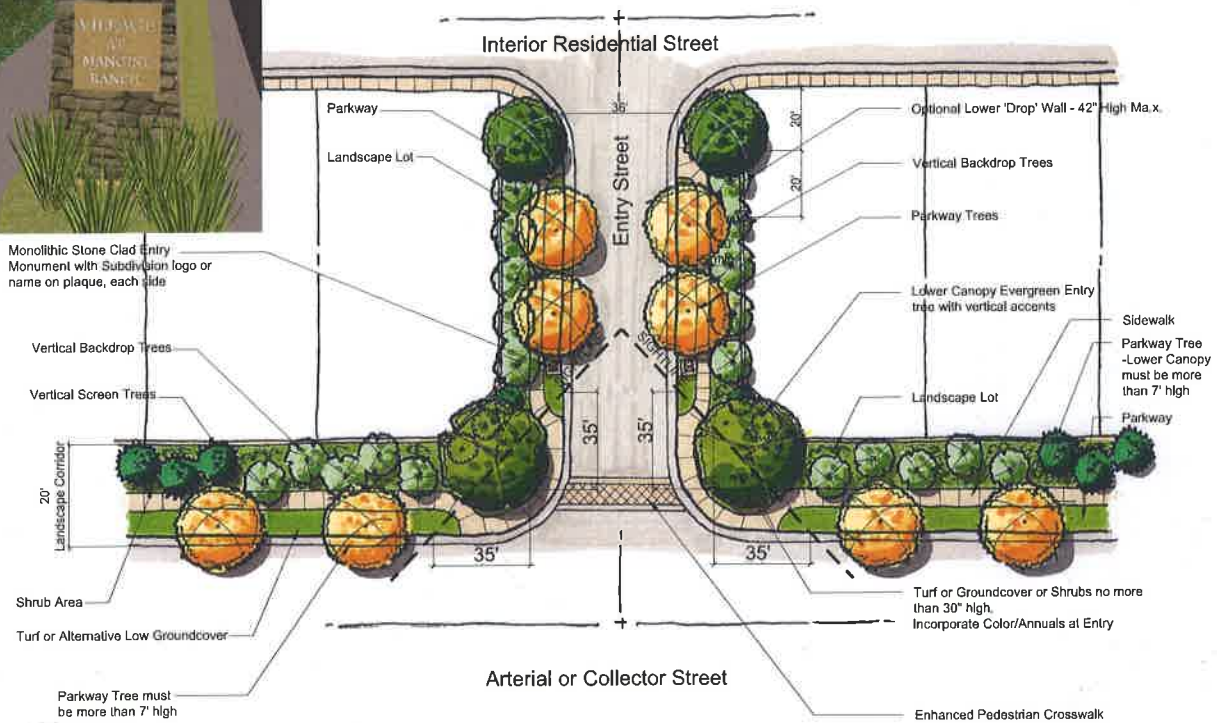


3 Subdivision Entry Design & Geometry  
Standard Condition





Monolithic Stone Clad Entry Monument with Subdivision logo or name on plaque, each side



4 Subdivision Entry Landscape Concept Standard Condition

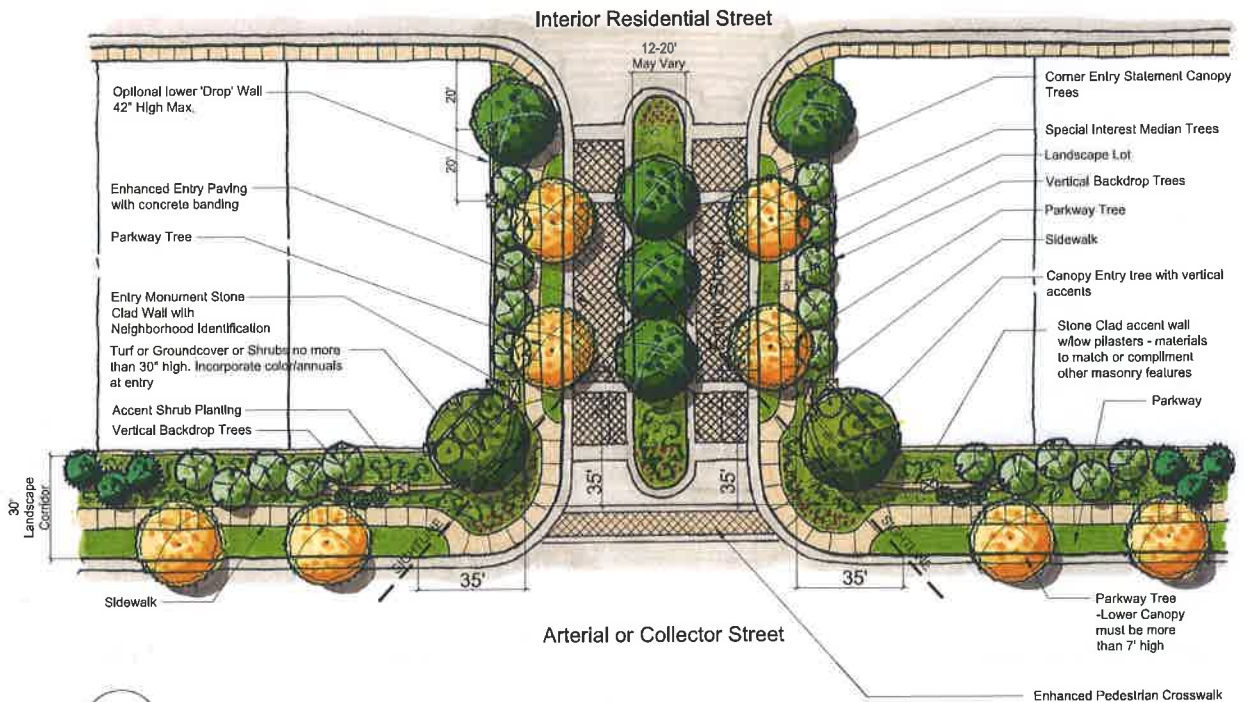




5 Subdivision Entry Options  
Enhanced Condition







6 Subdivision Entry Options w/ Median Enhanced Condition





7 Subdivision Entry Options w/ Gates  
Enhanced Condition



## STREETSCAPE PLANS/ SECTIONS

Several streetscape applications are proposed within the Folsom Ranch, Central District development, as shown within this section, Streetscape Key Map for Phase One Development. As illustrated in the following exhibits, a hierarchy of streetscapes within Phase One is provided and distinctive landscape treatments are planned for each roadway. Landscape and hardscape treatments include elements such as landscaped medians, sidewalks, enhanced paving at pedestrian crossings and primary/secondary entries, bike trails, and parkway trees to enhance roadways. The main road will feature such landscape elements as signage, street furniture, and a predominant plant palette consisting of canopy trees on corner treatments and parkways,

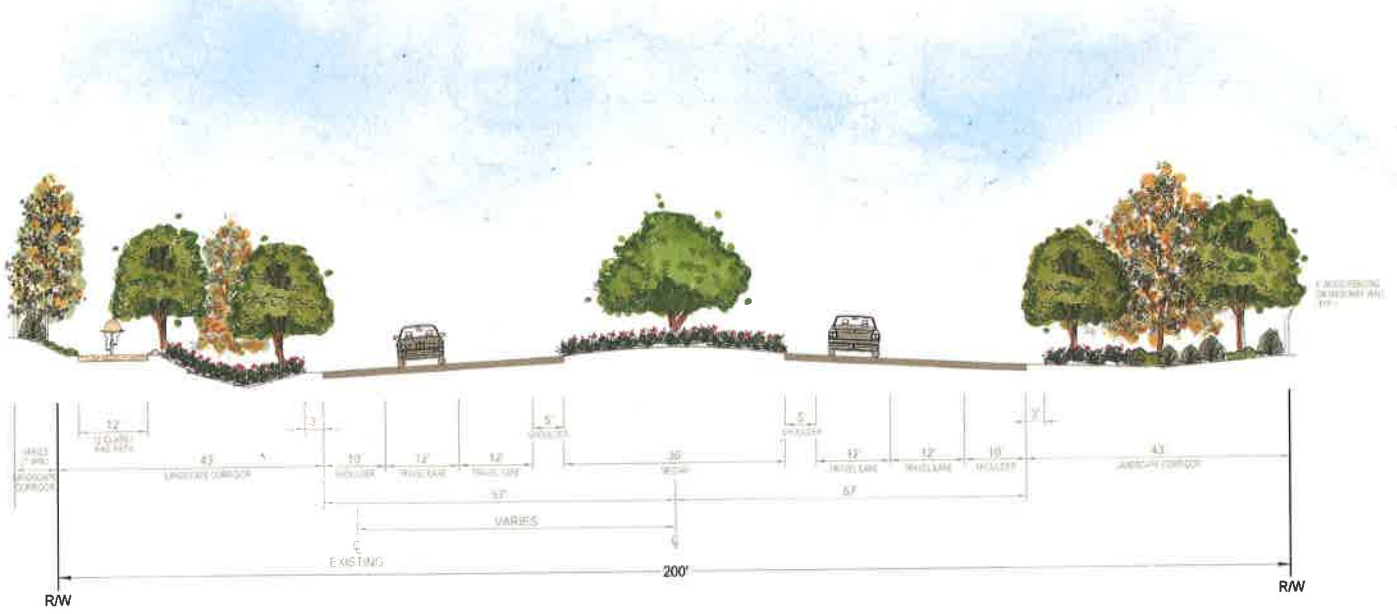


center medians where space allows, and vertical trees as backdrops within landscape lots. The use of enhanced paving is strongly encouraged. Some roadway improvements shall occur in phases. Street Sections 'A' through 'C' are for ultimate build-out. Streetscapes and Landscape Treatments for Phase One are provided as follows:

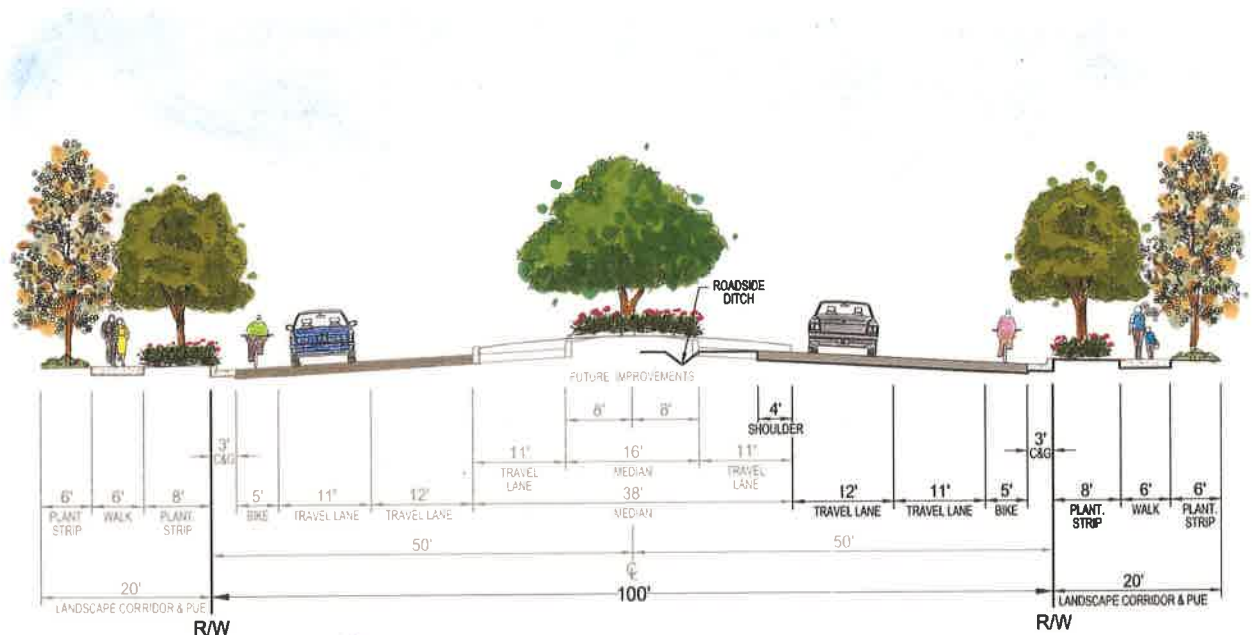


Street Section Keymap for Phase One



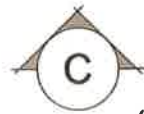
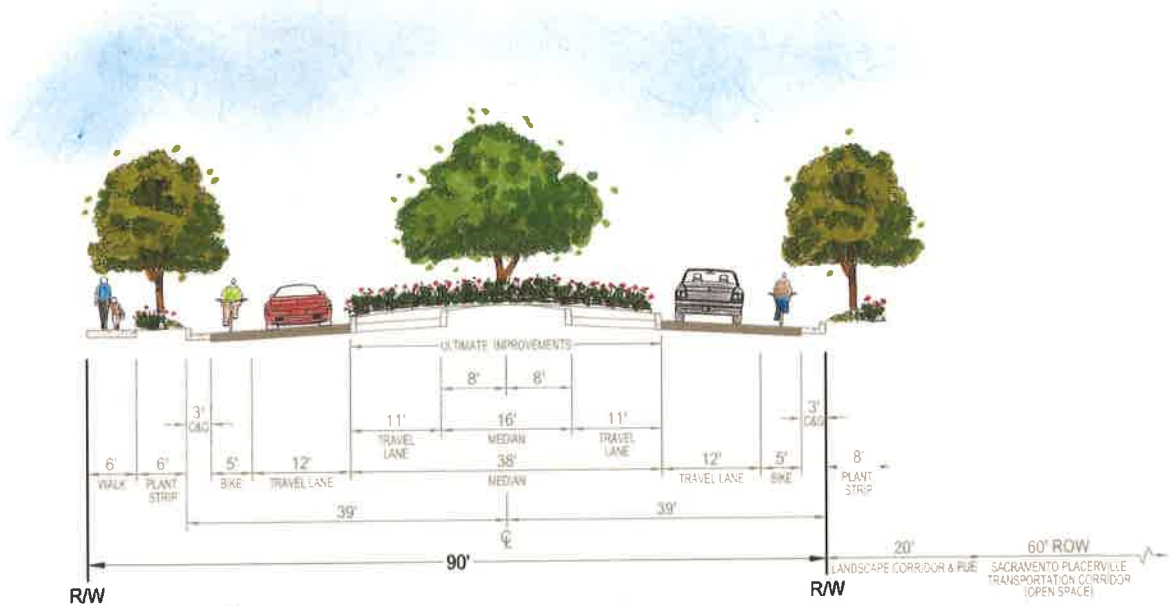


**A** 200' RIGHT-OF-WAY  
 White Rock Road  
 (Future JPA Regional Connector - By others)  
 N.T.S.

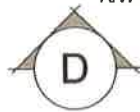
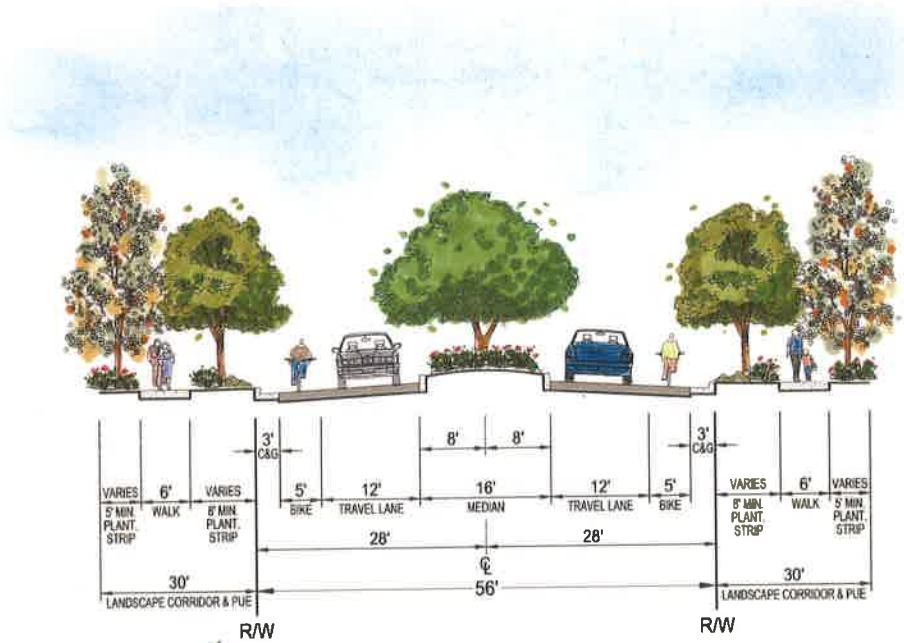


**B** 100' RIGHT-OF-WAY  
 Scott Road  
 N.T.S.



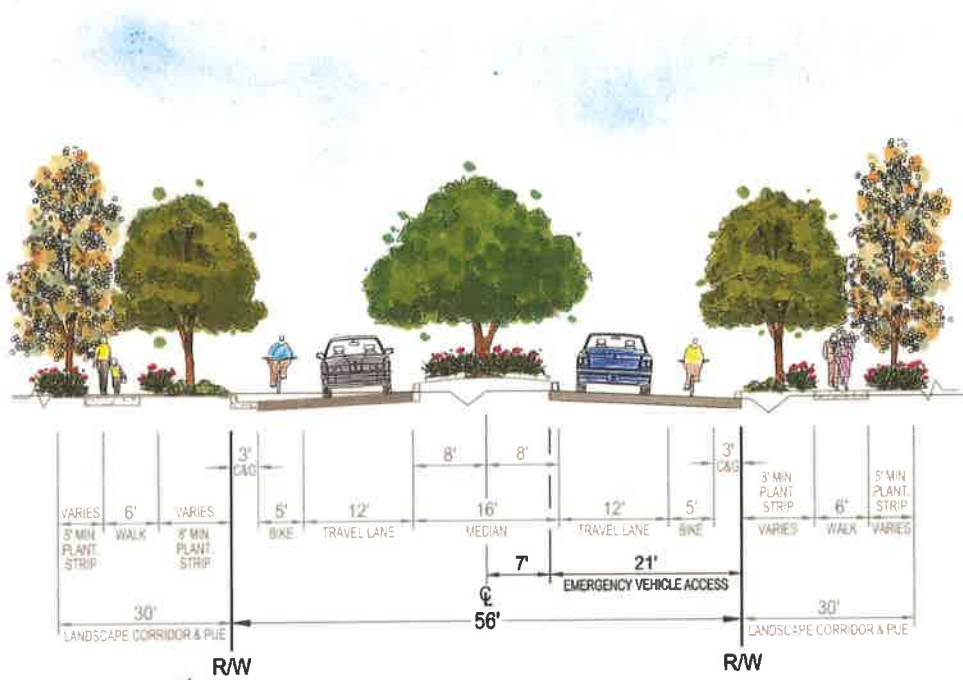


**90' RIGHT-OF-WAY**  
**Street 'B'**  
 (Future Improvements - By Others)  
 N.T.S.

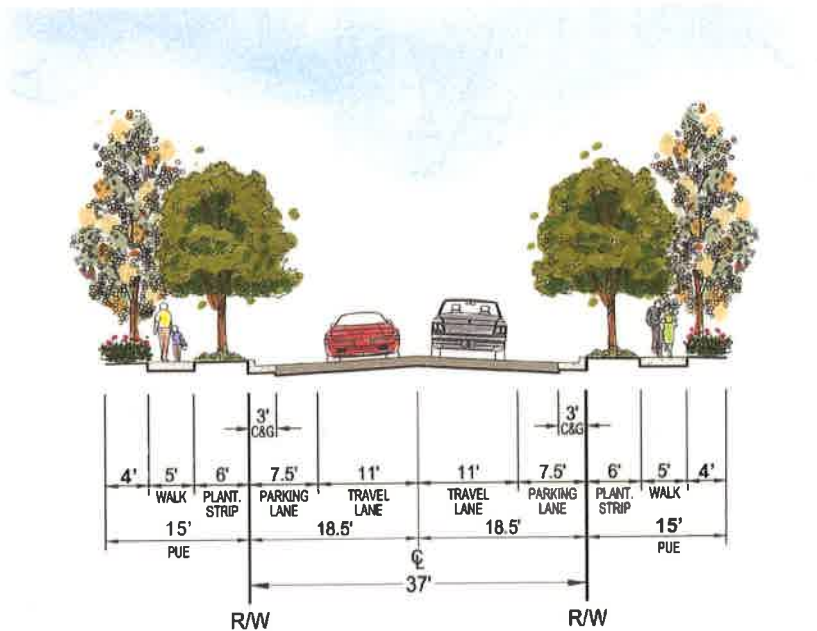


**56' RIGHT-OF-WAY**  
**Street 'A'**  
 N.T.S.



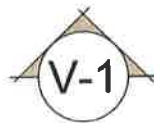
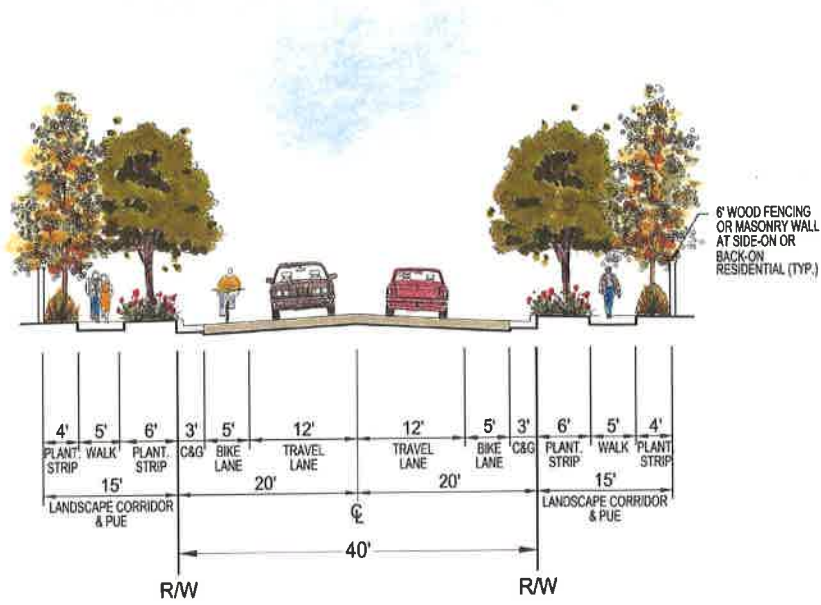


**D-1** 56' RIGHT-OF-WAY  
Emergency Vehicle Access / Street 'A'  
N.T.S.



**V** 37' RIGHT-OF-WAY  
Local Street  
N.T.S.

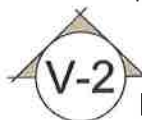
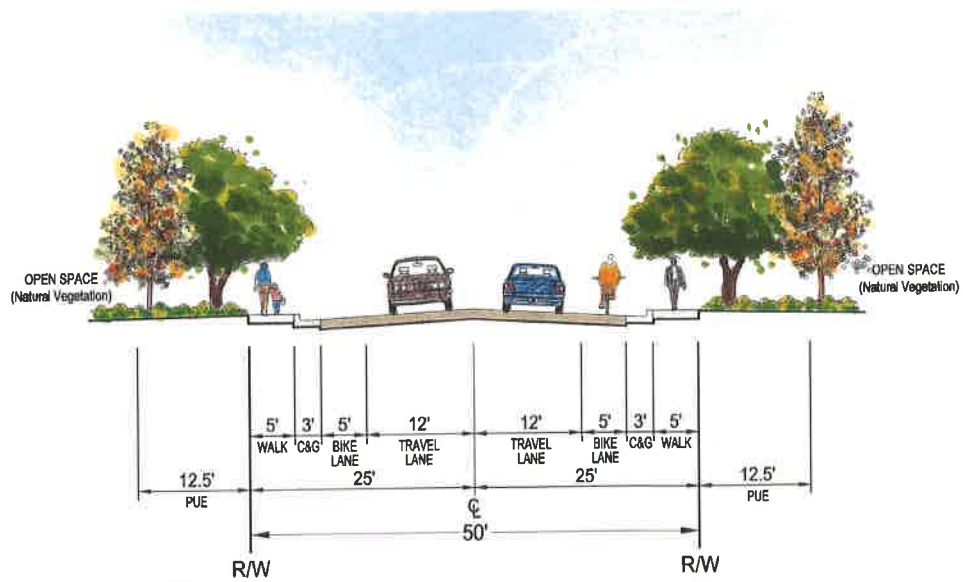




## 40' RIGHT-OF-WAY

Minor Collector  
With Class II Bike Lanes  
(No Parking)

N.T.S.

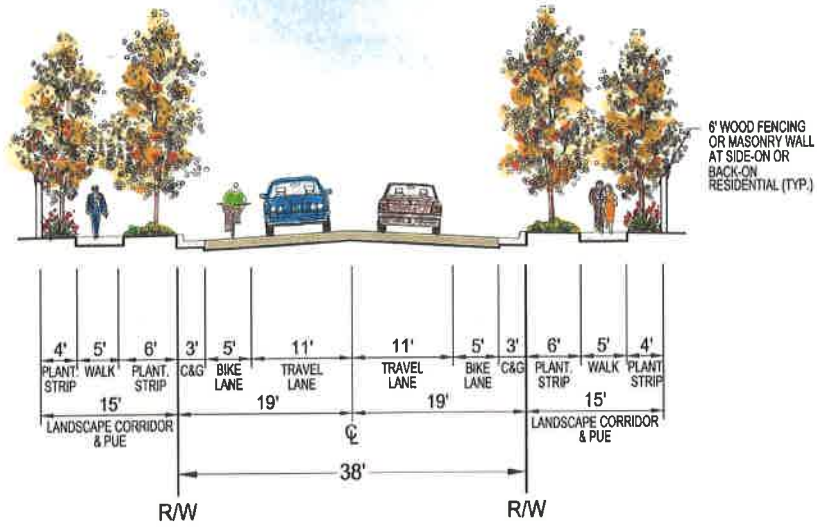


## 50' RIGHT-OF-WAY

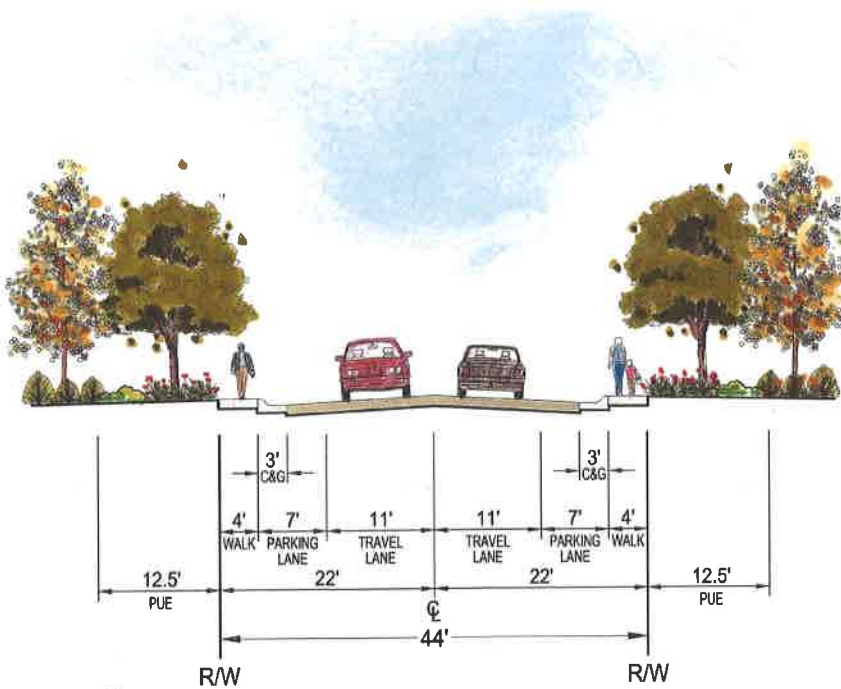
Minor Collector - Attached Sidewalk  
With Class II Bike Lanes  
(No Parking)

N.T.S.





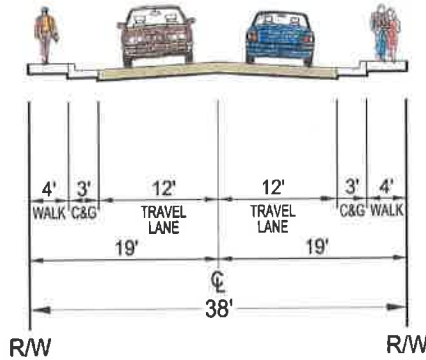
**V-3** **38' RIGHT-OF-WAY**  
 Local Street  
 With Class II Bike Lanes  
 (No Parking)  
 N.T.S.



**W** **44' RIGHT-OF-WAY**  
 Local Street - Attached Sidewalk  
 N.T.S.



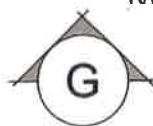
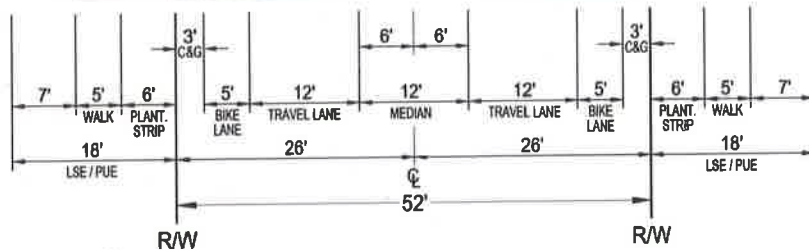




**38' RIGHT-OF-WAY**

Local Street - Attached Sidewalk  
(at Creek Crossing)  
(No Parking)

N.T.S.



**52' RIGHT-OF-WAY**

Divided Entry  
(no parking)

N.T.S.



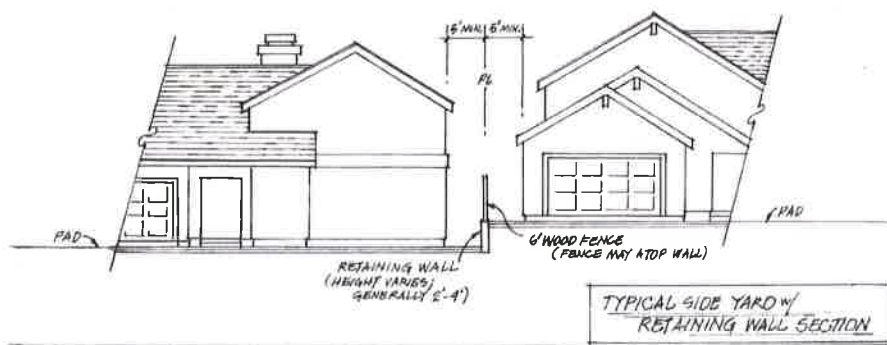
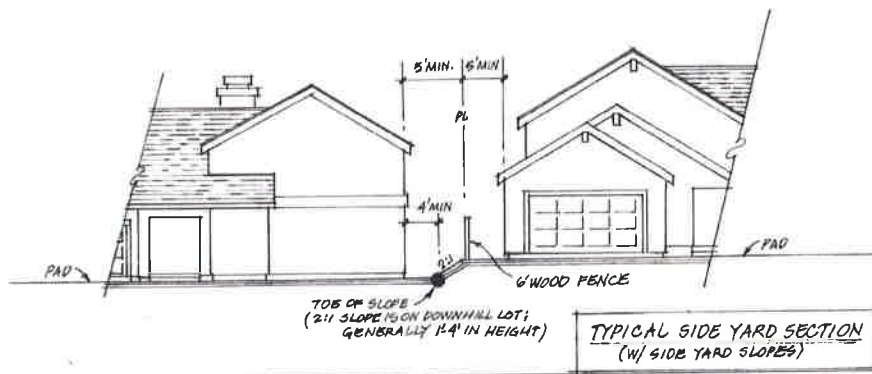
## GRADING CRITERIA

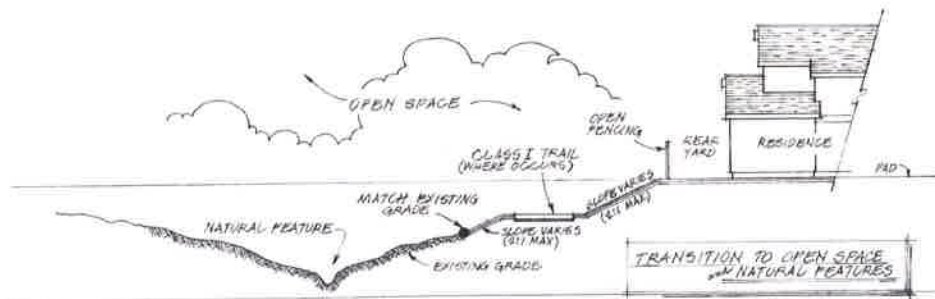
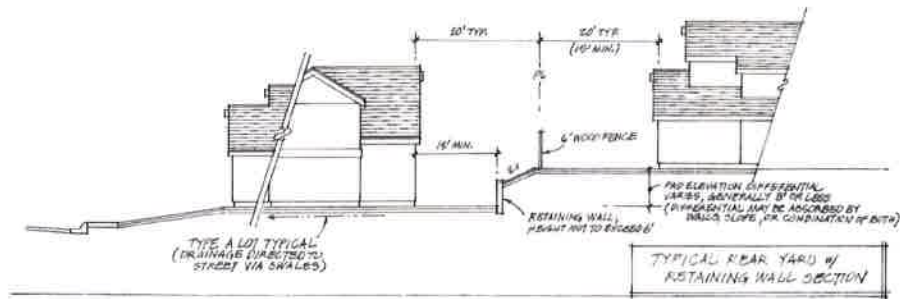
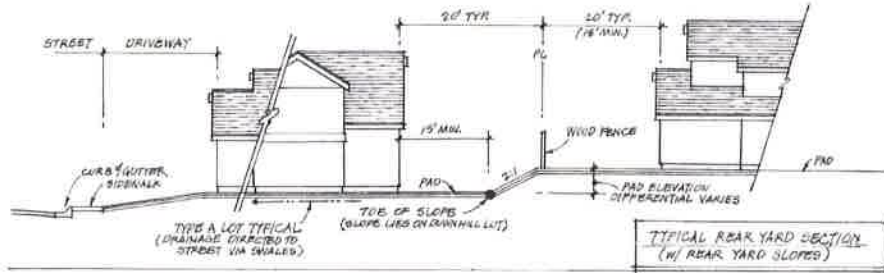
The topography of the Folsom Ranch, Central District is generally gently sloping ground. Slope varies from less than 1% to 6% with a few exceptions of isolated steeper slopes along Alder Creek and its tributaries. Mass grading will be done in a comprehensive manner to create flat building pads to accommodate development while preserving certain natural features

Grading will be conventional grading which consists of uniform slope gradients with angular slope intersections and pad configurations which are rectangular. Transitions zones from the development area to the natural drainage features will vary in slope steepness when there is sufficient land areas to accomplish the grade change. All single family building sites will drain to their public street frontage (Type A drainage).

Slopes between lots vary from less than 1 foot to several feet side to side and generally 1-4 feet between the rears of lots. In several instances the grade difference along the rear of the lots will be as much as approximately 8 feet. Grade differences between building sites will be accomplished with 2:1 slopes and in some instances retaining walls up to 6 feet in height. The slope will be achieved on the lower of the building sites. In all cases, level side yard area of a minimum of 4 feet will be maintained and in the rear yard a minimum of 15 feet level will be maintained. Setbacks will be established to accommodate such requirements.

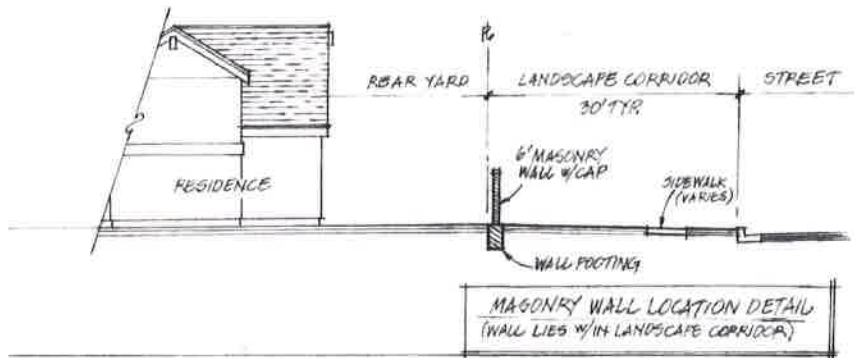
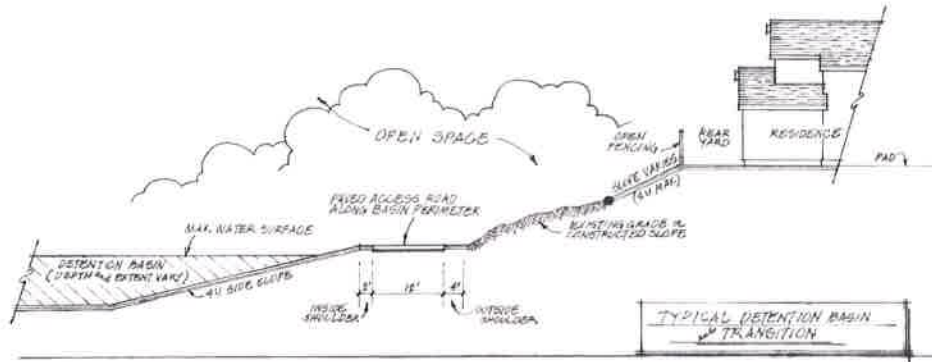
The site will contain several storm detention and water quality basins. These features will be graded with generally modest side slopes to provide a safe transition from the edge or adjacent trail to the bottom. These basins will be separated from the development edge or Class 1 trails with bollards, post and cable, or open style fencing.





Slopes, Walls, and Transitions





Slopes, Walls, and Transitions



## LID Measures

Various Low Impact Design (LID) strategies can be incorporated into the design of each of the individual developments within the Plan Area, if desired. However, the hydromodification and water quality facilities proposed in the SDMP are adequate in accommodate site development without the need to utilize site-based LID strategies.

Using small, economical landscape features, LID techniques work as a system to slow, filter, evaporate, and infiltrate surface runoff at the source. LID design calculations for a reduction in the required water quality and hydromodification volumes have not been incorporated for the Folsom Plan Area Storm Drainage Master Plan, but may be included in future drainage studies prepared for small lot tentative map approvals within the Plan Area.

LID strategies to address water quality fall under the two broad categories of **Practices** and **Site Design**. The most common concepts are summarized below:

### Practices:

Basic LID strategy for handling runoff is to (1) reduce the volume of runoff and (2) decentralize flows. Common methods include:

- **Bio-retention cells** typically consist of grass buffers, sand beds, a ponding area for excess runoff storage, organic layers, planting soil, and vegetation.
- **Vegetated swales** function as alternatives to curb and gutter systems, usually along residential streets or highways. They use grasses or other vegetation to reduce runoff velocity and allow filtration, while high volume flows are channeled away safely to a larger water quality management facility.
- **Filter strips** can be designed as landscape features within parking lots or other areas, to collect flow from large impervious surfaces. They may direct water into vegetated areas or special sand filters that capture pollutants and gradually discharge water over a period of time.
- **Disconnected impervious areas** direct water flows collected from structures, driveways, or street sections, into separate localized detention cells instead of combining it in drain pipes with other runoff.
- **Cistern collection systems** can be designed to store rainwater for dry-period irrigation, rather than channeling it to streams. Smaller tanks that collect residential roof drainage are often called “rain barrels” and may be installed by individual homeowners. Some collection systems are designed to be installed directly under permeable paving areas, allowing maximum water storage capacity while eliminating the need for gravel beds.



## Site Design:

- **Decreasing Impervious Surfaces** can be a simple strategy to address water quality and avoid problems from storm water runoff and water table depletion, by reducing surfaces that prevent natural filtration. Methods may include reducing roadway surfaces, permeable pavement surfacing, and vegetative roof systems.
- **Planning site layout and grading to natural land contours** can minimize grading costs and retain a greater percentage of the land's natural hydrology. Contours which function as filtration basins can be retained or enhanced for water quality and quantity, and incorporated into the landscaping design.
- **Natural Resource Preservation and Xeriscapes** can be used to minimize the need for irrigation systems and enhance property values.
- **Clustering Homes** on slightly smaller lot areas can allow more preserved open space to be used for recreation, visual aesthetics, and wildlife habitat.

Specific LID strategies that could be used to fulfill the current and future requirements for storm water quality treatment and hydromodification may include the following potential LID measures:

## Site Design Measures:

- Protect slopes, channels and other areas particularly susceptible to erosion and sediment loss.
- Maximize the protection of natural drainage features and vegetation.
- Minimize impervious areas and break up or disconnect the flow of runoff over impervious surfaces.
- Provide low maintenance landscaping that encourages retention and planting of native vegetation and minimizes the use of lawns, fertilizers, and pesticides.
- Provide vegetated open-channel conveyance systems discharge into and through stable vegetated areas.
- Install LID stormwater planters.
- Separate sidewalks from street curb and gutters.
- Install drought tolerant and storm water appropriate planting.



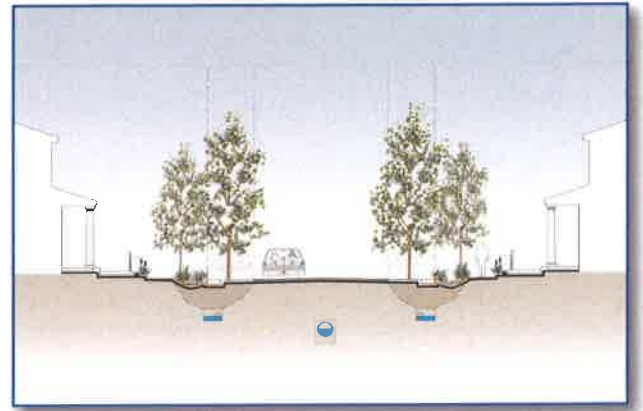
**Source Control Measures**

- Storm Drain Stenciling and Signage
- Outdoor Material Storage Area Design
- Outdoor Trash Storage Area Design
- Loading/Unloading Area Design
- Vehicle and Equipment Wash Area

**Treatment Control Measures**

- Bio-Swales
- Grass Swales
- Wet Pond
- Stormwater Planter
- Pervious Pavements
- Grass Filter Strips

The Storm Drainage Master Plan suggests a pragmatic approach be utilized in the selection of technically appropriate and aesthetically pleasing LID measures in accordance with the good engineering and planning practices. Specific LID measures should be selected on the basis of being both practical and cost effective.

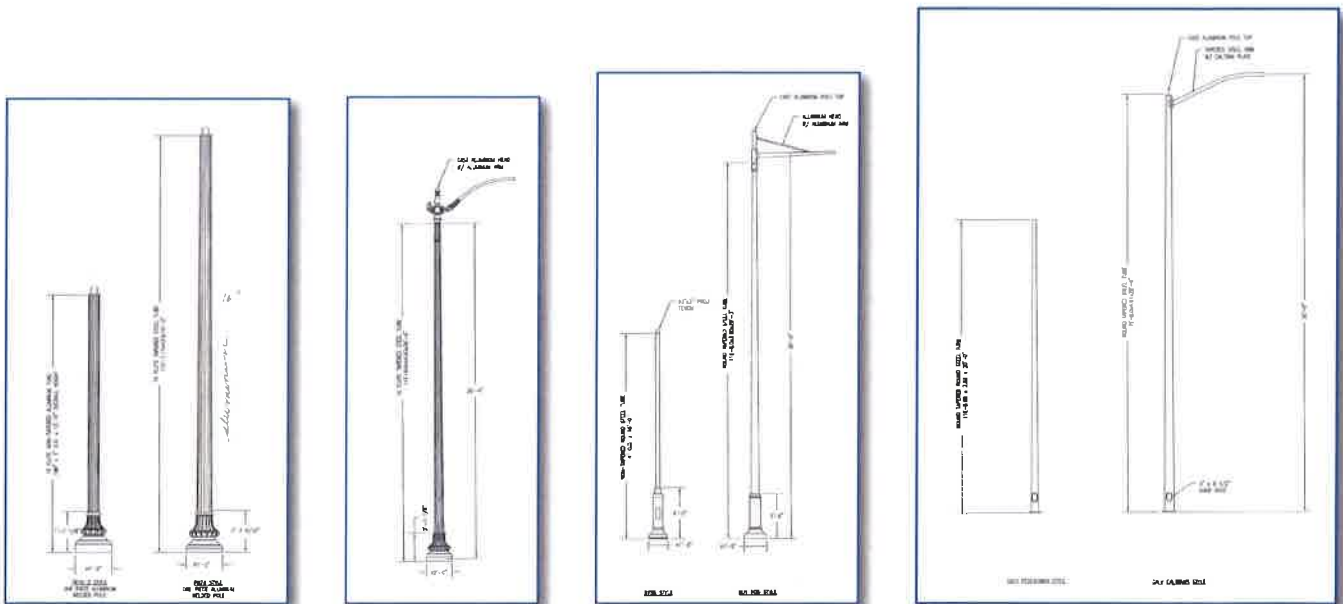


## LIGHTING GUIDELINES

The site furnishings and lighting will be used to enhance, unify and reinforce the character of the overall site design. The site furnishings and lighting shall be made of natural materials/elements that can be tied to the color and texture of the proposed monuments, walls/fences and architecture.

Lighting shall incorporate the following written guidelines and design imagery.

- All exterior light fixtures and fixture placement shall comply to the standards specified in the City’s design documents. Use of LED technology is required.
- Streets and intersections should be well lighted in accordance with the City standard illumination levels. Low-level lighting for pedestrian safety should be installed where appropriate. Intersections should have increased light levels for definition and to mitigate automobile/ pedestrian conflicts.
- Accent lights should be installed at all primary entry monuments, secondary monuments, and park/ trail monuments.
- Street lights shall conform to the overall project theme and City standards. Use of LED technology is required.
- All water features and landscaping should be subdued and indirect to prevent spill over onto adjacent lots and streets.
- The type and location of building lighting should preclude direct glare onto adjacent property, streets and skyward by the use and application of shields.
- Pedestrian scale fixtures are encouraged over “high mast” poles.
- Consistent lighting fixtures shall be used throughout Folsom Ranch, Central District to enhance community character.
- Light rays shall be confined on-site through orientation, the use of shading/directional controls, and/or landscape treatment.
- No tree to be planted within 20 feet of a light standard.



Proposed Light Standard Options from the City of Folsom (Heads to be selected per City of Folsom)





Lighting within development areas adjacent to Open Space Districts shall comply with the following “dark sky” lighting regulations:

1. Flood lamp shielding and/or City-approved “dark sky” light fixtures/bulbs shall be used in developed areas to reduce the amount of stray lighting into natural resource areas.
2. Direct lighting rays shall be confined to the respective residential, resort, commercial, or common area lots upon which the exterior lights are to be installed so that adjacent Open Space Districts are protected from any significant light spillage, intrusion, and glare.
3. No skyward casting lighting shall be allowed in development areas adjacent to Open Space Districts.

## STREET FURNITURE GUIDELINES

Site furnishings including, but not limited to, tables, benches, and trash receptacles will be metal and/or concrete. The wood shall be stained to maintain a natural appearance.

### Materials: (Custom)

- Seat walls with stone.
- Concrete or brick wall capping.
- Varied paving materials, including stone, concrete, decomposed granite, and concrete pavers.
- Wood or metal overhead structures.

### Materials: (Design Standards)

- Trash receptacles with metal slats.
- Metal picnic tables and benches.
- Mailboxes- powder coated steel, cluster box unit (CBU) with decorative lid.



## WALL AND FENCE GUIDELINES

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

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

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

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

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

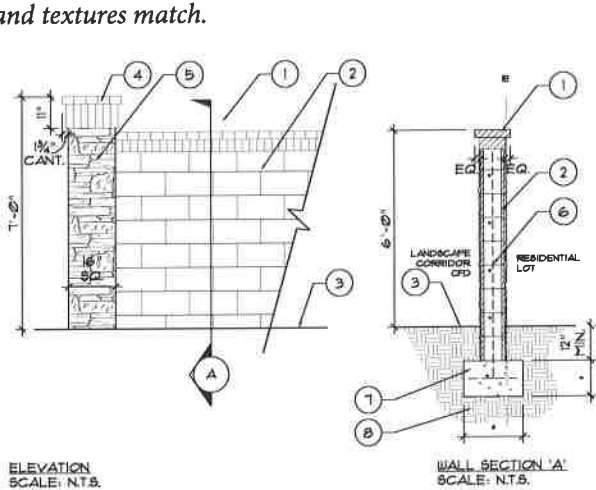


elevated above park/open space shall be view fencing, where applicable, considering grade differentials, etc.

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



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



ELEVATION SCALE: N.T.S.

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

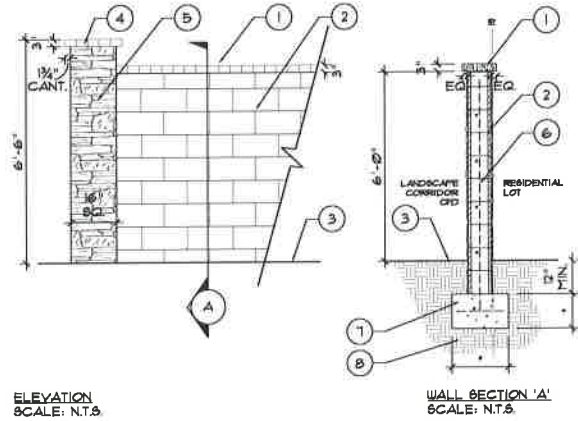
- ① DOUBLE STACK BRICK WALL CAP
- ② 6X6X16 COLORED SPLIT FACE BLOCK GROUT ALL CELLS SOLID.
- ③ FINISH GRADE
- ④ DOUBLE STACK BRICK PILASTER CAP.
- ⑤ COLUMN BLOCK PILASTER STACKED STONE VENEER GROUT ALL CELLS SOLID OR PER STRUCTURAL ENGINEER SPECS
- ⑥ REINFORCEMENT PER STRUCTURAL ENGINEER PLANS
- ⑦ CONCRETE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

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



### Community Wall and Pilaster

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



ELEVATION SCALE: N.T.S.

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

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

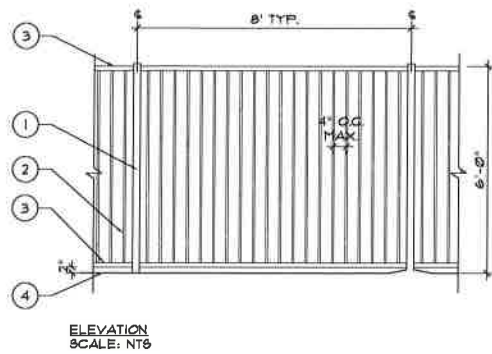
NOTE:  
1. GROUT TO MATCH BLOCK COLOR  
2. MASONRY AND COLORS AVAILABLE THRU ANGELUS BLOCK OR EQUIVALENT



### High End Product - Community Wall and Pilaster

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





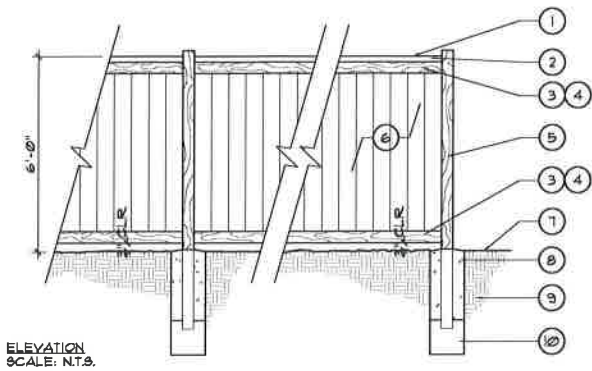
- ① 1 1/2" X 2" RECTANGULAR TUBULAR STEEL FENCE POST @ 8'-0" O.C. MAX. OR EQUALLY SPACED AND ALL CHANGE OF DIRECTION (CORNERS).
- ② 5/8" SQ. TUBULAR STEEL PICKETS @ 4" O.C. MAX. TYP. PICKETS STAGGER AT TOP PER DETAIL.
- ③ 1 1/2" X 2" RECTANGULAR TUBULAR STEEL TOP AND BOTTOM RAIL LAID FLAT WELD TO POST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



### Community Prefabricated Tubular Steel Fence

Color: Sherwin Williams SW7020 Black Fox, Powdercoated



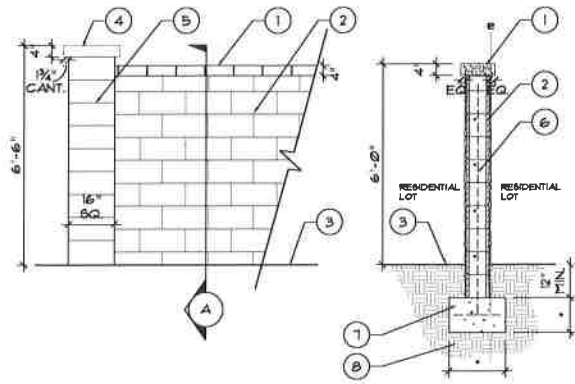


ELEVATION  
SCALE: N.T.S.

- ① 2x2 TOP TRIM INSIDE, NAIL TO POST AND CAP
- ② 2 x 6 CAP. NAIL TO POSTS W/ HALF LAP SPLICES OVER POSTS AND MITER AT ALL CORNERS.
- ③ 2 x 4 TOP AND BOTTOM RAILS, TOE NAIL TO POSTS.
- ④ 1 x 4 TOP AND BOTTOM TRIM INSIDE NAIL TO POST, RAILINGS AND CAP.
- ⑤ 4 x 4 945 PRESSURE TREATED POSTS AT 8'-0" O.C. MAX. AT ENDS AND CHANGES OF DIRECTION.
- ⑥ 1 x 6 CEDAR VERTICAL BOARDS BUTT-JOINT ALTERNATE PANELS ON BOTH SIDES, NAIL TO 2x4 TOP & BOTTOM RAIL.
- ⑦ FINISH GRADE - PER CIVIL ENGINEER PRECISE GRADING PLAN.
- ⑧ CONCRETE FOOTING PER STRUCTURAL ENGINEER.
- ⑨ COMPACTED SUBGRADE PER GEO-TECHNICAL REPORT.
- ⑩ CUBIC FOOT OF GRAVEL PER POST FOOTING.

**NOTE:**

1. ALL WOOD SHALL BE 945 KILN DRIED UNLESS OTHERWISE NOTED.
2. ALL WOOD POST SHALL BE 945 DOUGLAS FIR UNLESS NOTED OTHERWISE. ALL OTHER WOOD TO BE CEDAR (NO.1)
3. PRIMER SHALL BE OIL BASED AND TOP COAT W/ PREMIUM WATERBASED LATEX ENAMEL. REFER TO MATERIALS SCHEDULE ON SHEET LC-2 FOR PAINT COLOR.
4. ALL NAILS AND METAL SHALL BE HOT DIPPED GALVANIZED.
5. ALL WOOD SHALL HAVE STAMP OF 'FSC' (FOREST STEWARDSHIP COUNCIL) CERTIFICATION.



ELEVATION  
SCALE: N.T.S.

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

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

**NOTE:**

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



### Precision Block Wall Option at Side Yard Conditions

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

Color: Harvest, available through Angelus Block



### Wood Fence Option at Side Yard Conditions

(No Wood Fence shall be visible/ exposed to the public realm)

Color: Mission Brown Cabot Semi-solid Stain or equivalent



## LANDSCAPE MASTER COMMUNITY PLANT MATRIX

The plant list for this project was developed to reinforce the community theme and to create some seasonal change with a mixture of low water use, drought-tolerant, deciduous, and evergreen plants while maintaining a well-balanced landscape. Many plants on this list are considered low water using and drought-tolerant species and were chosen based on their specific growth characteristics, including flowering and foliage color, texture and form.

The following items should be considered in the community landscape design process:

- Consistent street tree themes should be related to the hierarchy of the street system.
- Extensive use of trees, vines and shrubs to soften community theme wall and fencing.
- Recognition of existing natural conditions and situations.
- Use of both “formal” and “informal” planting arrangements, depending upon the particular condition.

- “Layering” of the shrub understory to create depth, variety and interest.
- Refer to local codes for spacing distance from utilities, light poles, etc.
- Preserving Oak Woodlands and isolated Oak trees on Folsom Ranch is imperative, as the State of California passed the Oak Woodlands Conservation Act of 2001. Refer to section 10.2.3 of the Folsom Plan Area Specific Plan for further Oak mitigation requirements.



Planting within the community shall comply with the City of Folsom’s Design Standards:

1. All plant material shall be in accordance with the appropriate ordinances, resolutions, and specifications established by the City.
2. All plant material shall be in conformance with City-approved Streetscape/ Street Tree Master plans where applicable. The City retains the right to prohibit any plant material generally known to require excessive maintenance, because of factors such as, but not limited to, disease, pest control, troublesome root development, ultimate size, high water needs, overplanting, difficult growth habits, and invasive regeneration habits.
3. To help protect our Urban Forest from pests, disease, storm damage, and drought, plus to increase tree population diversity the following tables shall be utilized:
  - If 60 trees or less shall be planted for a project:
    - Not to exceed 30% Genus
    - Not to exceed 20% Species
    - Not to exceed 10% Cultivar
  - If over 60 trees shall be planted for a project:
    - Not to exceed 15% Genus
    - Not to exceed 10% Species
    - Not to exceed 5% Cultivar
4. The use of drought tolerant plant materials that are particularly compatible with our local environment is strongly encouraged to promote water conservation and reduce maintenance costs. Landscape irrigation shall be designed in accordance with the State Model Water Efficient Landscape Ordinance as required by AB 1881. Plans shall show Water Conservation Concept statement and all calculations and schedules required by the Ordinance. The Soils Analysis may be shown on the plans or submitted separately.

5. In addition to minimum setback requirements for certain species as shown on the “Folsom Master Tree List,” the following minimum distances shall be required:
  - a. Three feet from City maintenance limit line.
  - b. Four feet from utility installations including, but not limited to sewers, gas, water lines, meter vaults, catch basins, etc.
  - c. Ten feet from driveways.
  - d. Ten feet from fire hydrants.
  - e. Twenty feet from light standards.
  - f. Tree limbs must have a clearance of 14.5 feet over streets, 8 feet over bicycle trails, and 7 feet over pedestrian-traveled ways.
  - g. Minimum sizes of trees shall be #15, or as approved by the Director.
  - h. Ten feet from front of stop signs.
  - i. Five feet from infrastructure or 24”D x 20’W root barrier (23 inches below grade and 1 inch above grade) that is approved by the City.





## LANDSCAPE IRRIGATION NOTE

All landscaped areas will be permanently irrigated using an automatic, underground irrigation system or drip system. The irrigation system will be separated into several systems based on water requirements of each hydrozone. Hydrozone separations will be based on sun orientation and water requirements of the plant material.

Irrigation of required landscaped areas shall be by either automatic overhead high efficiency spray nozzle or drip irrigation and matched precipitation rate, low gallonage sprinkler heads, bubblers, and timing devices. Landscape areas less than 8' wide shall be irrigated with drip irrigation. Timing devices shall include soil moisture sensors and rain sensing override devices. Sprinkler pop-up heights shall range from 6" in turf areas and 12" high in shrub/groundcover beds, where a drip system may not be applicable. The irrigation system shall be capable of operating automatically by incorporating an electric weather based and climate-smart irrigation controller or advanced solar technology components and low voltage electric remote control valves. Quick coupling valves, as required, shall be strategically located to provide supplemental water to plant material and for wash down purposes. All remote control and quick coupling valves shall be located and installed within the shrub beds wherever possible.

The irrigation system will be compliant with the City Water Efficient Ordinance and should conform to MWELD AB 1881. Irrigation water use will comply with water allotments defined in the Ordinance.

A backbone "purple pipe" non-potable water system shall be designed and installed to supply non-potable water to park sites, landscape corridors, natural parkways, and other public landscaped areas within the community.

## UTILITY AND EQUIPMENT SCREENING

All utilities above/below ground and other equipment providing service to the Folsom Ranch, Central District residential neighborhoods shall be screened accordingly to prevent unsightly conditions that distract from the overall aesthetics.

- Above-ground utility equipment should be screened from view by the use of hedges, trees, or larger screening plant material and/or vines where feasible, subject to utility provider requirements or restrictions.
- Above-ground utility equipment, vents, and access doors to underground utilities shall be located with sufficient space to allow clearance between the screening for the utility equipment and any paved surface including streets, driveways, and walkways.





Botanical Name	Common Name	Project Entries	Signature Corridors	Folsom Street Tree	Single Family Detached	Multi-Family	Parks/Schools	Open Space	Commercial/Mixed Used	Drainage Basin
<b>TREES</b>										
<i>Abies concolor</i>	White Fir			•	•	•		•		•
<i>Abies nordmanniana</i>	Nordmann Fir				•	•		•		•
<i>Acacia spp.*</i>	Acacia	•			•	•	•	•	•	•
<i>Acacia baileyana</i>	Bailey Acacia			•	•	•			•	
<i>Acacia melanoxylon</i>	Black Acacia			•	•	•			•	
<i>Acer macrophyllum***</i>	Big Leaf Maple	•			•	•			•	
<i>Acer spp.</i>	Maple				•	•	•	•	•	
<i>Acer buerferianum</i>	Trident Maple			•	•	•		•		
<i>Acer campestre</i>	Hedge Maple			•	•	•		•		•
<i>Acer macrophyllum</i>	Big-leaf Maple			•	•	•		•		•
<i>Acer negundo</i>	California Box Elder				•	•		•		•
<i>Acer platanooides x truncatum 'Crimson Sunset'</i>	Crimson Sunset Maple			•	•	•		•		
<i>Acer rubrum</i>	Red Maple			•	•	•		•		
<i>Acer rubrum 'Bowhall'</i>	Bowhall Red Maple			•	•	•		•		•
<i>Acer rubrum 'Columnare'</i>	Columnare Red Maple			•	•	•	•	•		•
<i>Acer rubrum 'October Glory' or 'Red Sunset'</i>	October Glory or Red Sunset Red Maple			•	•	•	•	•		•
<i>Acer tataricum ginnala</i>	Amur Maple			•	•	•		•		
<i>Acer truncatum</i>	Shantung Maple			•	•	•		•		
<i>Aesculus californica***</i>	California Buckeye			•	•	•		•		•
<i>Aesculus glabra</i>	Ohio Buckeye				•	•				•
<i>Aesculus hippocastanum</i>	Common Horsechestnut			•	•	•				•
<i>Aesculus x carnea 'Briotii' or 'O'Neill Red'</i>	Red Horsechestnut			•	•	•				
<i>Albizia julibrissin</i>	Silk Tree				•	•	•	•	•	
<i>Alnus cordata</i>	Italian Alder			•	•	•		•		•
<i>Alnus glutinosa</i>	European Alder			•	•	•		•		•
<i>Alnus rhombifolia</i>	White Alder			•	•	•		•		•

\*Indicates drought-tolerant species

\*\*Indicates that designer must select a low water or drought-tolerant variety only

\*\*\*River-Friendly Landscaping List – Sacramento, CA



## SECTION 3 - LANDSCAPE DESIGN GUIDELINES



Botanical Name	Common Name	Project Entries	Signature Corridors	Folsom Street Tree	Single Family Detached	Multi-Family	Parks/Schools	Open Space	Commercial/Mixed Used	Drainage Basin
<i>Amelanchier canadensis</i>	Eastern Serviceberry				•	•				
<i>Amelanchier laevis</i>	Allegheny Serviceberry			•	•	•				
<i>Araucaria bidwillii</i>	Bunya-Bunya			•	•	•		•		•
<i>Arbutus unedo</i>	Strawberry Tree	•	•		•	•	•	•	•	•
<i>Arbutus unedo 'Marina'</i>	Marina Strawberry Tree	•	•		•	•	•	•	•	•
<i>Bauhinia lunariodes</i>	Anacacho Orchid Tree	•			•	•	•	•	•	
<i>Bauhinia macranthera</i>	Chihuahuan Orchid Tree	•			•	•	•	•	•	
<i>Betula nigra</i>	River Birch			•	•	•		•	•	•
<i>Betula platyphylla japonica</i>	Japanese White Birch				•	•		•	•	•
<i>Caesalpinia cacalaco 'Smoothie'</i>	Smoothie Thorless Cascalote			•	•	•				
<i>Callistemon viminalis</i>	Weeping Bottlebrush				•	•		•	•	
<i>Calocedrus decurrens</i>	Incense Cedar			•	•	•	•	•		•
<i>Camellia reticulata</i>	NCN				•	•	•		•	
<i>Carpinus betulus 'Fastigiata'</i>	European Hornbeam			•	•	•	•	•		
<i>Carpinus caroliniana</i>	American Hornbeam			•	•	•	•	•		
<i>Carya illinoensis</i>	Pecan			•	•	•		•		
<i>Carya ovata</i>	Shagbark Hickory			•	•	•				
<i>Casanopsis cuspidata</i>	Japanese Chinquapin				•	•				
<i>Casuarina stricta</i>	She-Oak, Beefwood				•	•	•	•		
<i>Castanea dentata</i>	American Chestnut			•	•	•				
<i>Castanea mollissima</i>	Chinese Chestnut			•	•	•				
<i>Catalpa speciosa</i>	Western Catalpa			•	•	•	•	•		•
<i>Cedrus spp.</i>	Cedar	•	•		•	•	•	•	•	•
<i>Cedrus atlantica ('Glauca')</i>	Atlas (Blue) Cedar	•	•	•	•	•	•	•	•	•
<i>Cedrus deodara</i>	Deodar Cedar	•	•	•	•	•	•	•	•	•
<i>Celtis australis</i>	European Hackberry			•	•	•	•	•	•	•
<i>Celtis occidentalis</i>	Common Hackberry			•	•	•	•	•	•	•
<i>Ceratonia siliqua</i>	Carob Tree	•	•	•	•	•		•		•
<i>Cercidium 'Desert Museum'*</i>	Desert Museum Palo Verde			•	•	•	•	•	•	
<i>Cercidium floridum*</i>	Blue Palo Verde			•	•	•	•	•	•	

\*Indicates drought-tolerant species

\*\*Indicates that designer must select a low water or drought-tolerant variety only

\*\*\*River-Friendly Landscaping List – Sacramento, CA





Botanical Name	Common Name	Project Entries	Signatures Corridors	Folsom Street Tree	Single Family Detached	Multi-Family	Parks/Schools	Open Space	Commercial/Mixed Used	Drainage Basin
<i>Cercis canadensis</i>	Eastern Redbud	•	•	•	•	•	•	•	•	
<i>Cercis canadensis</i> 'Forest Pansy'	Forest Pansy Redbud	•	•	•	•	•	•	•	•	
<i>Cercis occidentalis</i> *,***	Western Redbud	•	•	•	•	•	•	•	•	•
<i>Cercis reniformis</i> 'Oklahoma'	Oklahoma Redbud			•	•	•	•	•		
<i>Cercis silquastrum</i>	Judas Tree			•	•	•		•		
<i>Chilopsis linearis</i> *	Desert Willow			•	•	•		•	•	•
<i>Chilopsis linearis</i> 'Art's Seedless'	Art's Seedless Desert Willow			•	•	•	•	•	•	•
<i>Chilopsis linearis</i> 'Bubba'	Bubba Desert Willow			•	•	•	•	•	•	•
<i>Chilopsis linearis</i> 'Lucretia Hamilton'	Lucretia Hamilton Desert Willow			•	•	•	•	•	•	•
<i>Chilopsis linearis</i> 'Warren Jones'	Warren Jones Desert Willow			•	•	•	•	•	•	•
<i>Chionanthus retusus</i>	Chinese Fringe Tree			•	•	•		•		
<i>Chitalpa tashkentensis</i> 'Pink Dawn'	Pink Dawn Chitalpa				•	•	•	•	•	•
<i>Cinnamomum camphora</i>	Camphor Tree	•	•	•	•	•	•	•	•	•
<i>Citrus spp.</i>	Citrus	•	•	•	•	•		•		
<i>Cladrastis kentukea</i>	Yellow Wood			•	•	•				
<i>Cordyline australis</i>	Dracaena				•	•			•	
<i>Cornus spp.</i>	Dogwood				•	•	•	•		
<i>Cornus controversa</i>	Giant Dogwood			•	•	•	•	•		
<i>Cornus x</i> 'Eddie's White Wonder'	Eddie's White Wonder Dogwood			•	•	•	•	•		
<i>Cornus florida</i>	Eastern Dogwood			•	•	•	•	•		
<i>Cornus kousa</i>	Kousa Dogwood			•	•	•	•	•		
<i>Cotinus obovatus</i>	Smoke Tree				•	•	•	•		
<i>Crataegus laevigata</i> 'Paul's Secret'	Paul's Secret English Hawthorn			•	•	•				
<i>Crataegus phaenopyrum</i>	Washington Hawthorn			•	•	•				
<i>Cryptomeria japonica</i>	Japanese Cryptomeria				•	•				•
<i>Cupressus spp.</i>	Cypress	•	•		•	•	•	•	•	•
<i>Cupressus arizonica</i>	Arizona Cypress	•	•		•	•	•	•	•	•
<i>Cupressus sempervirens</i>	Italian Cypress	•	•		•	•	•	•	•	•
<i>Diospyros kaki</i>	Fuyu Persimmon				•	•		•		
<i>Diospyros virginiana</i>	American Persimmon				•	•		•		

\*Indicates drought-tolerant species

\*\*Indicates that designer must select a low water or drought-tolerant variety only

\*\*\*River-Friendly Landscaping List – Sacramento, CA



## SECTION 3 - LANDSCAPE DESIGN GUIDELINES



Botanical Name	Common Name	Project Entries	Signature Corridors	Folsom Street Tree	Single Family Detached	Multi-Family	Parks/Schools	Open Space	Commercial/Mixed Used	Drainage Basin
<i>Ebenopsis ebano</i>	Texas Ebony			•	•	•				
<i>Elaeocarpus decipiens</i>	Japanese Blueberry Tree		•	•	•	•	•	•	•	
<i>Eriobotrya deflexa</i>	Bronze Loquat	•	•		•	•	•	•	•	
<i>Eriobotrya japonica</i>	Loquat	•	•		•	•	•	•	•	
<i>Eucalyptus spp.** (Exclude all invasive species or those species infected with Thrips)</i>	Gum				•	•		•		•
<i>Eucalyptus nicholii</i>	Nichol's Willow-leaved Peppermint			•	•	•		•		•
<i>Eucalyptus polyanthemos</i>	Silver Dollar Gum			•	•	•		•		•
<i>Eucalyptus sideroxylon</i>	Red Ironbark Gum			•	•	•		•		•
<i>Eucommia ulmoides</i>	Hardy Rubber Tree			•	•	•		•		•
<i>Fagus grandifolia</i>	American Beech				•	•		•		
<i>Fagus sylvatica</i>	European Beech			•	•	•		•		
<i>Fagus sylvatica 'Atropunicea'</i>	Copper Beech				•	•		•		
<i>Fagus sylvatica 'Pendula'</i>	Weeping European Beech				•	•		•		
<i>Fagus sylvatica 'Purpurea Pendula'</i>	Weeping Purple Beech				•	•		•		
<i>Feijoa sellowiana</i>	Pineapple Guava				•	•		•	•	
<i>Ficus carica</i>	Common Fig	•	•		•	•		•		
<i>Ficus microcarpa nitida</i>	Indian Laurel Fig	•	•		•	•		•	•	
<i>Firmiana simplex</i>	Parasol Tree				•	•				
<i>Fraxinus spp.</i>	Ash	•	•		•	•	•	•	•	•
<i>Fraxinus Americana 'Autumn Purple'</i>	Autumn Purple White Ash	•	•	•	•	•	•	•	•	•
<i>Fraxinus angustifolia 'Raywood'</i>	Raywood Ash	•	•	•	•	•	•	•	•	•
<i>Fraxinus greggi</i>	Little Leaf Ash	•	•	•	•	•	•	•	•	•
<i>Fraxinus latifolia</i>	Oregon Ash	•	•		•	•	•	•	•	•
<i>Geijera parviflora</i>	Australian Willow	•	•	•	•	•	•	•	•	
<i>Ginkgo biloba</i>	Ginkgo, Maidenhair Tree	•	•		•	•	•	•	•	
<i>Ginkgo biloba 'Autumn Gold'</i>	Autumn Gold Maidenhair Tree	•	•	•	•	•	•	•	•	
<i>Ginkgo biloba 'Princeton Sentry'</i>	Princeton Sentry Maidenhair Tree	•	•	•	•	•	•	•	•	
<i>Ginkgo biloba 'Saratoga'</i>	Saratoga Maidenhair Tree	•	•		•	•		•	•	

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Botanical Name	Common Name	Project Entries	Signature Corridors	Folsom Street Tree	Single Family Detached	Multi-Family	Parks/Schools	Open Space	Commercial/Mixed Used	Drainage Basin
<i>Gleditsia triacanthos</i>	Honey Locust		•		•	•		•	•	
<i>Gleditsia triacanthos 'Shademaster'</i>	Shademaster Locust		•		•	•		•	•	
<i>Gleditsia triacanthos 'Sunburst'</i>	Sunburst Locust		•		•	•		•	•	
<i>Grevillea robusta</i>	Silk Oak			•	•	•		•		•
<i>Gymnocladus dioica</i>	Kentucky Coffee Tree			•	•	•				
<i>Halesia carolina</i>	Carolina Silver Bell			•	•	•				
<i>Heteromeles arbutifolia*</i>	Toyon	•	•		•	•	•	•	•	•
<i>Hymenosporum flavum</i>	Sweetshade	•	•		•	•	•	•	•	
<i>Ilex x 'Nellie R. Stevens'</i>	Nellie Stevens Holly				•	•		•	•	
<i>Ilex altaclarensis 'Wilsonii'</i>	Wilson Altaclara Holly				•	•		•	•	
<i>Ilex aquifolium</i>	English Holly				•	•		•	•	
<i>Ilex cornuta 'Burfordii'</i>	Burford Chinese Holly				•	•		•	•	
<i>Juglans californica 'Hindsii'***</i>	California Black Walnut			•	•	•		•		•
<i>Juglans cinerea</i>	Butternut			•	•	•				
<i>Juglans nigra</i>	Black Walnut				•	•				
<i>Juglans regia</i>	English Walnut			•	•	•				
<i>Juniperus conferta</i>	Shore Juniper				•	•	•	•	•	
<i>Juniperus californica</i>	California Juniper				•	•	•	•	•	•
<i>Juniperus occidentalis</i>	Western Juniper				•	•	•	•	•	
<i>Juniperus osteosperma</i>	Utah Juniper				•	•	•	•	•	
<i>Juniperus scopulorum 'Blue Haven'</i>	Blue Haven Juniper				•	•	•	•	•	
<i>Juniperus scopulorum 'Skyrocket'</i>	Skyrocket Juniper				•	•	•	•	•	
<i>Koelreuteria bipinnata</i>	Chinese Flame Tree	•	•	•	•	•	•	•	•	•
<i>Koelreuteria paniculata</i>	Goldenrain Tree	•	•	•	•	•	•	•	•	•
<i>Lagerstroemia spp.</i>	Crape Myrtle	•	•		•	•	•	•	•	
<i>Lagerstroemia hybrid 'Arapaho'</i>	Arapaho Crape Myrtle	•	•	•	•	•	•	•	•	
<i>Lagerstroemia hybrid 'Muskogee'</i>	Muskogee Crape Myrtle	•	•	•	•	•	•	•	•	
<i>Lagerstroemia hybrid 'Natchez'</i>	Natchez Crape Myrtle	•	•	•	•	•	•	•	•	
<i>Lagerstroemia hybrid 'Tonto'</i>	Tonto Crape Myrtle	•	•	•	•	•	•	•	•	
<i>Lagerstroemia hybrid 'Tuscarora'</i>	Tuscarora Crape Myrtle	•	•	•	•	•	•	•	•	

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# SECTION 3 - LANDSCAPE DESIGN GUIDELINES



Botanical Name	Common Name	Project Entries	Signature Corridors	Folsom Street Tree	Single Family Detached	Multi-Family	Parks/Schools	Open Space	Commercial/Mixed Use	Drainage Basin
<i>Laurus nobilis</i>	Sweet Bay		•	•	•	•	•	•	•	•
<i>Leucaena retusa</i>	Golden Ball Lead Tree				•	•				
<i>Liquidambar spp.</i>	Sweet Gum	•	•		•	•		•	•	•
<i>Liriodendron tulipifera</i>	Tulip Tree	•	•	•	•	•	•	•	•	
<i>Lithocarpus edulis</i>	Japanese False Oak			•	•	•				
<i>Maackia amurensis</i>	Amur Maackia			•	•	•				
<i>Magnolia spp.</i>	Magnolia	•	•		•	•		•	•	•
<i>Magnolia grandiflora</i>	Southern Magnolia	•	•	•	•	•		•	•	•
<i>Magnolia grandiflora</i> 'St. Mary'	St. Mary Southern Magnolia	•	•		•	•		•	•	•
<i>Magnolia kobus</i>	Kobus Magnolia	•	•		•	•		•	•	•
<i>Magnolia x soulangeana</i>	Saucer Magnolia	•		•	•	•		•	•	•
<i>Malus spp.</i>	Crabapple				•	•		•	•	
<i>Malus</i> 'Centurion'	Centurion Crabapple			•	•	•		•	•	
<i>Malus</i> 'Harvest Gold'	Harvest Gold Crabapple			•	•	•		•	•	
<i>Malus ioensis</i> 'Prariefire'	Prariefire Crabapple			•	•	•		•	•	
<i>Malus</i> 'Robinson'	Robinson Crabapple			•	•	•		•	•	
<i>Malus</i> 'Strawberry Parfait'	Strawberry Parfait Crabapple			•	•	•		•	•	
<i>Maytenus boaria</i>	Mayten Tree			•	•	•	•	•	•	
<i>Melaleuca lanceolata</i>	Black Tea Tree				•	•		•	•	•
<i>Melaleuca leucadendron</i>	Paperbark	•	•		•	•		•	•	•
<i>Melaleuca linariifolia</i>	Flaxleaf Paperbark	•	•		•	•		•	•	•
<i>Melaleuca quinquenervia</i>	Broad-leaved Paperbark	•	•				•	•	•	•
<i>Metasequoia glyptostroboides</i>	Dawn Redwood			•	•	•		•	•	•
<i>Morus alba</i>	White Mulberry				•	•		•	•	
<i>Nyssa sylvatica</i>	Sour Gum			•	•	•		•	•	
<i>Olea europaea</i>	Olive	•	•	•	•	•		•	•	
<i>Olea europaea</i> Majestic Beauty TM	Majestic Beauty TM Olive	•	•		•	•		•	•	
<i>Olea europaea</i> 'Swan Hill'*	Swan Hill Olive	•	•		•	•		•	•	
<i>Olneya tesota</i>	Desert Ironwood			•	•	•	•	•	•	•
<i>Osmanthus fragrans</i>	Sweet Olive				•	•			•	

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# FOLSOM RANCH, CENTRAL DISTRICT | DESIGN GUIDELINES



Botanical Name	Common Name	Project Entries	Signature Corridors	Folsom Street Tree	Single Family Detached	Multi-Family	Parks/Schools	Open Space	Commercial/Mixed Used	Drainage Basin
<i>Ostrya virginiana</i>	American Hop-hornbeam			•	•	•				
<i>Parkinsonia aculeata</i> *	Mexican Palo Verde				•	•		•	•	
<i>Parkinsonia floridum</i> *	Blue Palo Verde				•	•		•	•	
<i>Parkinsonia x 'Desert Museum'</i> *	Mexican Palo Verde				•	•		•	•	
<i>Persea borbonia</i>	Redbay			•	•	•	•			•
<i>Persea thunbergii</i>	Persea			•	•	•	•			•
<i>Photinia serratifolia</i>	Chinese Photinia			•	•	•	•	•		
<i>Picea pungens</i>	Colorado Spruce				•	•			•	
<i>Picea pungens glauca</i>	Colorado Blue Spruce				•	•			•	
<i>Pinus brutia</i>	Calabrian Pine	•	•	•	•	•	•	•	•	•
<i>Pinus canariensis</i>	Canary Island Pine	•	•	•	•	•	•	•	•	•
<i>Pinus coulteri</i>	Coulter Pine	•	•	•	•	•	•	•	•	•
<i>Pinus densiflora</i>	Japanese Red Pine	•	•	•	•	•	•	•	•	•
<i>Pinus edulis</i>	Pinon Pine	•	•		•	•	•	•	•	•
<i>Pinus eldarica</i>	Afghan Pine	•	•	•	•	•	•	•	•	•
<i>Pinus flexilis</i>	Limber Pine	•	•	•	•	•	•	•	•	•
<i>Pinus halepensis</i>	Allepo Pine	•	•	•	•	•	•	•	•	•
<i>Pinus nigra</i>	Austrian Black Pine	•	•	•	•	•	•	•	•	•
<i>Pinus parviflora</i>	Japanese White Pine	•	•	•	•	•	•	•	•	•
<i>Pinus pinea</i>	Italian Stone Pine	•	•	•	•	•	•	•	•	•
<i>Pinus ponderosa</i>	Ponderosa Pine	•	•	•	•	•	•	•	•	•
<i>Pinus sabiniana</i> ***	Gray Pine	•	•		•	•	•	•	•	•
<i>Pinus strobus</i>	White Pine	•	•	•	•	•	•	•	•	•
<i>Pinus sylvestris</i>	Scotch Pine	•	•	•	•	•	•	•	•	•
<i>Pinus thunbergii</i>	Japanese Black Pine	•	•	•	•	•	•	•	•	•
<i>Pistacia chinensis</i>	Chinese Pistache	•	•	•	•	•	•	•	•	•
<i>Pistacia chinensis 'Keith Davies'</i>	Keith Davies Chinese Pistache	•	•	•	•	•	•		•	
<i>Pistacia chinensis 'Red Push'</i>	Red Push Chinese Pistache	•	•	•	•	•	•		•	
<i>Pittosporum tenuifolium</i>	Blackstem Pittosporum	•	•		•	•	•		•	•
<i>Platanus x acerifolia</i>	London Planetree	•	•		•	•	•	•	•	•

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## SECTION 3 - LANDSCAPE DESIGN GUIDELINES



Botanical Name	Common Name	Project Entries	Signature Corridors	Folsom Street Tree	Single Family Detached	Multi-Family	Perks/Schools	Open Space	Commercial/Mixed Used	Drainage Basin
<i>Platanus x acerifolia</i> 'Bloodgood'	Bloodgood Planetree	•	•		•	•	•	•	•	•
<i>Platanus x acerifolia</i> 'Columbia'	Columbia London Planetree	•	•	•	•	•	•	•	•	•
<i>Platanus x acerifolia</i> 'Yarwood'	Yarwood London Planetree	•	•		•	•	•	•	•	•
<i>Platanus occidentalis</i>	American Sycamore	•	•	•	•	•	•	•	•	•
<i>Platanus racemosa</i> ***	California Sycamore	•	•	•	•	•	•	•	•	•
<i>Podocarpus gracilior</i>	Fern Pine	•	•	•	•	•	•	•	•	•
<i>Podocarpus henkelii</i>	Long-leafed Yellowwood	•	•		•	•	•	•	•	•
<i>Podocarpus macrophyllus</i>	Yew Pine	•	•	•	•	•	•	•	•	•
<i>Podocarpus macrophyllus</i> 'Maki'	Shrubby Yew Pine	•	•		•	•	•	•	•	•
<i>Populus canadensis</i>	Carolina Poplar	•	•		•	•	•	•	•	•
<i>Populus fremontii</i> ***	Fremont or Western Cottonwood	•	•		•	•	•	•	•	•
<i>Populus nigra</i> 'Italica'	Lombardy Poplar	•	•		•	•	•	•	•	•
<i>Prosopis glandulosa</i> 'Maverick'	Maverick Texas Honey Mesquite			•	•	•		•	•	•
<i>Prosopis hybrid</i> 'Phoenix'	Phoenix Thornless Mesquite			•	•	•		•	•	•
<i>Prunus</i> spp.	Flowering Cherry	•	•		•	•			•	
<i>Prunus caroliniana</i>	Carolina Laurel Cherry	•	•	•	•	•			•	
<i>Prunus cerasifera</i> var.	Cherry Plum	•	•		•	•			•	
<i>Prunus cerasifera</i> 'Krauter Vesuvius'	Purple Leaf Plum	•	•	•	•	•			•	
<i>Prunus dulcis</i>	Almond	•	•		•	•				
<i>Pseudotsuga menziesii</i>	Douglas Fir			•	•	•		•		•
<i>Pterostyrax hispida</i>	Epaulette Tree			•	•	•			•	
<i>Punica granatum</i>	Pomegranate				•	•			•	
<i>Pyrus calleryana</i> 'Capital'	Capital Pear		•	•	•	•	•		•	
<i>Pyrus calleryana</i> 'Chanticleer'	Chanticleer Pear		•	•	•	•	•		•	
<i>Pyrus calleryana</i> 'Redspire'	Redspire Pear		•	•	•	•	•		•	
<i>Pyrus fauriei</i> 'Korean Sun'	Fauer Pear		•		•	•	•		•	
<i>Pyrus kawakamii</i>	Evergreen Pear		•	•	•	•	•		•	
<i>Quercus acutissima</i>	Sawtooth Oak	•	•	•	•	•	•	•	•	•
<i>Quercus agrifolia</i>	Coast Live Oak	•	•	•	•	•	•	•	•	•
<i>Quercus bicolor</i>	Swamp White Oak	•	•	•	•	•	•	•	•	•

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<i>Quercus castaneifolia</i>	Chestnut-leaved Oak	•	•	•	•	•	•	•	•	•
<i>Quercus cerris</i>	Turkey Oak	•	•	•	•	•	•	•	•	•
<i>Quercus chrysolepis</i>	Golden Cup Oak	•	•	•	•	•	•	•	•	•
<i>Quercus coccinea</i>	Scarlet Oak	•	•	•	•	•	•	•	•	•
<i>Quercus douglasii***</i>	Blue Oak	•	•	•	•	•	•	•	•	•
<i>Quercus garryana</i>	Oregon White Oak	•	•	•	•	•	•	•	•	•
<i>Quercus ilex</i>	Holly Oak	•	•	•	•	•	•	•	•	•
<i>Quercus lobata</i>	Valley Oak	•	•	•	•	•	•	•	•	•
<i>Quercus macrocarpa</i>	Burr Oak	•	•	•	•	•	•	•	•	•
<i>Quercus x morehus</i>	Oracle Oak	•	•	•	•	•	•	•	•	•
<i>Quercus muehlenbergii</i>	Chinquapin Oak	•	•	•	•	•	•	•	•	•
<i>Quercus nuttallii</i>	Nuttall Oak	•	•	•	•	•	•	•	•	•
<i>Quercus palustris</i>	Pin Oak	•	•	•	•	•	•	•	•	•
<i>Quercus phellos</i>	Willow Oak	•	•	•	•	•	•	•	•	•
<i>Quercus rubra</i>	Red Oak	•	•	•	•	•	•	•	•	•
<i>Quercus shumardii</i>	Shumard Oak	•	•	•	•	•	•	•	•	•
<i>Quercus suber</i>	Cork Oak	•	•	•	•	•	•	•	•	•
<i>Quercus virginiana</i>	Southern Live Oak	•	•	•	•	•	•	•	•	•
<i>Quercus wislizeii</i>	Interior Live Oak	•	•	•	•	•	•	•	•	•
<i>Rhus lancea</i>	African Sumac	•	•	•	•	•	•	•	•	•
<i>Robinia X ambigua 'Idahoensis'</i>	Idaho Locust	•	•		•	•			•	
<i>Robinia X ambigua 'Purple Robe'</i>	Purple Robe Locust	•	•		•	•			•	
<i>Salix babylonica</i>	Weeping Willow				•	•		•		•
<i>Salix gooddingii***</i>	Black Willow				•	•		•		•
<i>Salix laevigata***</i>	Red Willow				•	•		•		•
<i>Salix lasiolepis***</i>	Arroyo Willow				•	•		•		•
<i>Sapium sebiferum</i>	Chinese Tallow Tree				•	•				
<i>Sciadopitys verticillata</i>	Umbrella Pine				•	•				
<i>Sophora spp.</i>	Pagoda Tree				•	•				
<i>Sophora japonica</i>	Japanese Pagoda Tree			•	•	•				

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Botanical Name	Common Name	Project Entries	Signature Corridors	Folsom Street Tree	Single Family Detached	Multi-Family	Parks/Schools	Open Space	Commercial/Mixed Used	Drainage Basin
<i>Sophora scundiflora</i>	Mescal Bean Tree			•	•	•				
<i>Sophora scundiflora</i> 'Silver Sierra'	Silver Sierra, Texas Mountain Laurel			•	•	•				
<i>Styrax japonicus</i>	Japanese Snowbell			•	•	•				
<i>Styrax obassia</i>	Fragrant Snowbell			•	•	•				
<i>Syringa reticulata</i>	Japanese Tree Lilac			•	•	•				
<i>Taxodium distichum</i>	Bald Cypress			•	•	•				•
<i>Taxodium mucronatum</i>	Montezuma Cypress			•	•	•				•
<i>Taxus baccata</i>	English Yew		•		•	•			•	•
<i>Thuja occidentalis</i>	American Arborvitae		•	•	•	•	•		•	•
<i>Thuja plicata</i>	Western Red Cedar		•	•	•	•	•		•	•
<i>Tilia americana</i>	American Linden, Basswood			•	•	•	•		•	
<i>Tilia cordata</i>	Little-leaf Linden			•	•	•	•		•	
<i>Tilia tomentosa</i>	Silver Linden			•	•	•	•		•	
<i>Toona sinensis</i>	Toona			•	•	•				
<i>Ulmus americana</i> 'Princeton'	American Elm (DED resistant)	•	•	•	•	•	•	•	•	•
<i>Ulmus glabra</i> 'Camperdownii'	Camperdown Elm	•	•		•	•	•	•	•	•
<i>Ulmus parvifolia</i> var.	Chinese or Evergreen Elm	•	•		•	•	•	•	•	•
<i>Ulmus parvifolia</i> 'Allee'	Chinese Lacebark Elm	•	•	•	•	•	•	•	•	•
<i>Ulmus wilsonii</i> 'Prospector'	Prospector Elm	•	•	•	•	•	•	•	•	•
<i>Ulmus</i> x 'Frontier'	Frontier Elm	•	•	•	•	•	•	•	•	•
<i>Umbellularia californica</i> ***	California Bay	•	•		•	•	•	•	•	•
<i>Vitex agnus-castus</i>	Chaste Tree			•	•	•				
<i>Vitex agnus-castus</i> 'Montrose Purple'	Montrose Purple Chaste Tree			•	•	•				
<i>Yucca</i> spp.	Yucca	•	•		•	•			•	
<i>Zelkova serrata</i>	Sawleaf Zelkova	•	•	•	•	•			•	•
<i>Zelkova serrata</i> 'Village Green'	Village Green Zelkova	•	•		•	•			•	•
<i>Ziziphus jujube</i>	Jujube, Chinese Date				•	•			•	

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Botanical Name	Common Name	Project Entries	Signature Corridors	Folsom Street Tree	Single Family Detached	Multi-Family	Parks/Schools	Open Space	Commercial/Mixed Used	Drainage Basin
<b>PALMS</b>										
<i>Butia capitata</i>	Pindo Palm	•	•		•	•	•	•	•	
<i>Chamaerops humilis</i>	Mediterranean Fan Palm	•	•		•	•	•	•	•	
<i>Cycas revoluta</i>	Sago Palm	•	•		•	•	•	•	•	
<i>Phoenix canariensis</i>	Canary Island Date Palm	•	•		•	•	•	•	•	
<i>Phoenix dactylifera*</i>	Edible Date Palm	•	•		•	•	•	•	•	
<i>Phoenix reclinata</i>	Senegal Date Palm	•	•		•	•	•	•	•	
<i>Syagrus romanzoffianum</i>	Queen Palm	•	•		•	•	•	•	•	
<i>Trachycarpus fortunei</i>	Windmill Palm	•	•		•	•	•	•	•	
<i>Washingtonia filifera</i>	California Fan Palm	•	•		•	•	•	•	•	
<i>Washingtonia robusta</i>	Mexican Fan Palm	•	•		•	•	•	•	•	
<b>SHRUBS</b>										
<i>Abelia X grandiflora</i>	Glossy Abelia	•	•		•	•	•	•	•	
<i>Acacia spp.**</i>	Acacia	•	•		•	•	•	•	•	•
<i>Acanthus mollis</i>	Bear's Breech	•	•		•	•	•	•	•	
<i>Achillea millefolium***</i>	Yarrow				•	•	•	•	•	•
<i>Acer spp.</i>	Maple				•	•	•	•	•	
<i>Agapanthus spp.</i>	Lily of the Nile	•	•		•	•	•		•	
<i>Arbutus unedo 'Compacta'</i>	Dwarf Strawberry Tree	•	•		•	•	•	•	•	•
<i>Arctostaphylos spp.**</i>	Manzanita	•	•		•	•	•	•	•	•
<i>Armeria maritima</i>	Sea Pink	•	•		•	•	•		•	
<i>Artemisia spp.</i>	Artemisia				•	•	•	•	•	
<i>Asclepia curvassavica</i>	Blood Flower Milkweed				•	•	•			•
<i>Aucuba japonica</i>	Japanese Aucuba	•	•		•	•			•	
<i>Aucuba japonica 'Crotonifolia'</i>	Croton Leaf Aucuba	•	•		•	•			•	
<i>Aucuba japonica 'Variegata'</i>	Gold Dust Plant	•	•		•	•			•	
<i>Azalea spp.</i>	Azalea	•	•		•	•	•	•	•	
<i>Baccharis 'Centennial'*</i>	Centennial Coyote Brush	•	•		•	•	•	•	•	•
<i>Baccharis pilularis var.</i>	Coyote Bush	•	•		•	•		•	•	•
<i>Bambusa multiplex 'Alphonse Karr'</i>	Alphonse Karr Bamboo				•	•			•	

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Botanical Name	Common Name	Project Entries	Signature Corridors	Folsom Street Tree	Single Family Detached	Multi-Family	Parks/Schools	Open Space	Commercial/Mixed Used	Drainage Basin
<i>Bambusa oldhamii</i>	Clumping Giant Timber Bamboo				•	•			•	
<i>Berberis spp.</i>	Barberry				•	•		•	•	
<i>Berberis thunbergii var.</i>	Japanese Barberry				•	•		•	•	
<i>Buddleja davidii var.</i>	Butterfly Bush				•	•	•		•	•
<i>Buxus spp.</i>	Boxwood	•	•		•	•	•	•	•	
<i>Caesalpinia gilliesii*</i>	Yellow Bird of Paradise	•	•		•	•	•		•	•
<i>Calycanthus occidentalis***</i>	Spicebush				•	•			•	
<i>Camellia spp.</i>	Camellia	•	•		•	•	•	•	•	
<i>Cassia artemisioides</i>	Feathery Cassia				•	•	•	•	•	•
<i>Ceanothus spp.**</i>	Lilac				•	•	•	•	•	•
<i>Cephalanthus occidentalis***</i>	Button Bush				•	•			•	
<i>Cistus spp.**</i>	Rockrose				•	•	•	•	•	•
<i>Coleonema spp.</i>	Breath Of Heaven	•	•		•	•	•		•	
<i>Convolvulus cneorum</i>	Bush Morning Glory	•	•		•	•	•		•	•
<i>Cordyline australis var.</i>	Australian Dracaena	•	•		•	•	•		•	
<i>Cornus sericea***</i>	Red Twig Dogwood				•	•	•	•	•	
<i>Cotoneaster spp.</i>	Cotoneaster				•	•	•	•	•	•
<i>Dicksonia antarctica</i>	Tasmanian Tree Fern	•	•		•	•	•	•	•	
<i>Dietes vegeta</i>	Fortnight Lily	•	•		•	•	•	•	•	
<i>Dodonaea viscosa</i>	Hopseed Bush	•	•		•	•		•	•	•
<i>Dodonaea viscosa 'Purpurea'</i>	Purple-leafed Hopseed Bush	•	•		•	•		•	•	•
<i>Eleagnus pungens var.</i>	Silverberry				•	•	•	•	•	•
<i>Encelia spp.</i>	Brittlebush				•	•		•		•
<i>Erigeron karvinskianus</i>	Santa Barbara Daisy				•	•	•	•	•	
<i>Eriogonum spp.</i>	Buckwheat				•	•	•	•		•
<i>Euonymus spp.</i>	Euonymus	•	•		•	•	•	•	•	
<i>Fatshedera lizei</i>	Botanical Wonder	•	•		•	•	•		•	
<i>Fatsia japonica</i>	Japanese Aralia	•	•		•	•	•		•	
<i>Fremontodendron spp.*</i>	Flannel Bush				•	•	•	•	•	•
<i>Gardenia spp.</i>	Gardenia	•	•		•	•	•		•	

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<i>Grevillea spp.</i>	Grevillea	•	•		•	•	•		•	
<i>Grewia occidentalis</i>	Lavender Starflower	•	•		•	•	•	•	•	
<i>Hemerocallis spp.**</i>	Daylily	•	•		•	•	•	•	•	
<i>Heteromeles arbutifolia*,***</i>	Toyon	•	•		•	•	•	•	•	•
<i>Hibiscus spp.</i>	Hibiscus	•	•		•	•	•	•	•	
<i>Hydrangea spp.</i>	Hydrangea	•	•		•	•	•	•	•	
<i>Hypericum spp.</i>	St. Johnswort, Goldflower	•	•		•	•	•	•	•	
<i>Ilex spp.</i>	Holly				•	•		•	•	
<i>Juniperus spp.**</i>	Juniper	•	•		•	•	•	•	•	•
<i>Kniphofia uvaria</i>	Red Hot Poker	•	•		•	•	•	•	•	•
<i>Lantana spp.**</i>	Lantana	•	•		•	•	•	•	•	•
<i>Lavandula spp.**</i>	Lavender	•	•		•	•	•	•	•	
<i>Leucophyllum spp.</i>	Texas Ranger				•	•	•	•	•	•
<i>Ligustrum japonicum</i>	Japanese Privet	•	•		•	•	•	•	•	
<i>Ligustrum japonicum 'Texanum'</i>	Wax Leaf Privet	•	•		•	•	•	•	•	
<i>Ligustrum lucidum</i>	Glossy Privet, White Wax Tree	•	•		•	•	•	•	•	
<i>Liriope muscari</i>	Big Blue Lily Turf	•	•		•	•	•		•	
<i>Lobelia laxiflora</i>	Red Mexican Lobelia				•	•	•	•	•	•
<i>Mahonia spp.</i>	Oregon Grape				•	•			•	
<i>Mimulus aurantiacus*,***</i>	Sticky Monkey Flower				•	•	•	•	•	•
<i>Mimulus bifidus</i>	Santa Lucia Monkey Flower				•	•	•	•	•	•
<i>Mimulus puniceus</i>	Red Monkey Flower				•	•	•	•	•	•
<i>Myoporum laetum</i>	Myoporum	•	•		•	•	•	•	•	•
<i>Myrtus spp.</i>	Myrtle	•	•		•	•	•	•	•	
<i>Nandina domestica var.</i>	Nandina, Heavenly Bamboo	•	•		•	•	•		•	
<i>Neprolepis cordifolia</i>	Sword Fern	•	•		•	•	•		•	
<i>Nolina bigelovii</i>	Nolina	•	•		•	•		•		•
<i>Osmanthus fragrans</i>	Sweet Olive	•	•		•	•	•	•	•	
<i>Osteospermum spp.</i>	Freeway Daisy	•	•		•	•	•	•	•	
<i>Pelargonium X hortorum</i>	Garden Geranium	•	•		•	•	•	•	•	

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<i>Penstemon spp.</i>	Penstemon				•	•	•	•	•	
<i>Phormium spp.**</i>	Flax	•	•		•	•	•	•	•	•
<i>Photinia x fraseri</i>	Fraser's Photinia	•	•		•	•	•	•	•	•
<i>Phyllostachys aurea</i>	Golden Bamboo				•	•	•		•	
<i>Phyllostachys bambusoides</i>	Giant Timber Bamboo				•	•	•		•	
<i>Pittosporum spp.</i>	Pittosporum	•	•		•	•	•	•	•	
<i>Portulacaria afra</i>	Elephant's Food	•	•		•	•	•	•	•	•
<i>Prunus caroliniana 'Compacta'</i>	Dwarf Carolina Laurel Cherry				•	•	•	•	•	•
<i>Pyracantha spp.</i>	Pyracantha				•	•		•	•	
<i>Rhamnus californica var.*</i>	California Coffeeberry				•	•	•	•	•	•
<i>Rhaphiolepis spp.</i>	Indian Hawthorn	•	•		•	•	•	•	•	
<i>Rhus ovata</i>	Sugar Bush	•	•		•	•	•			•
<i>Ribes malvaceum***</i>	Chaparral Currant				•	•	•			•
<i>Ribes spp.</i>	Currant				•	•	•			•
<i>Romneya coulteri*</i>	Matilija Poppy				•	•	•	•		•
<i>Romneya 'White Cloud'</i>	White Cloud Matilija Poppy				•	•	•	•		•
<i>Rosa spp.</i>	Rose	•	•		•	•				
<i>Rosa californica***</i>	Wild Rose				•	•		•		•
<i>Rosmarinus spp.**</i>	Rosemary	•	•		•	•	•	•		•
<i>Salvia spp.**</i>	Sage	•	•		•	•	•	•		•
<i>Sambucus mexicana ***</i>	Mexican Elderberry				•	•		•	•	•
<i>Santolina chamaecyparissus</i>	Lavender Cotton				•	•	•		•	
<i>Stachys byzantina</i>	Lamb's Ears	•	•		•	•	•		•	
<i>Styrax officinalis var. redivivus***</i>	Snowdrop Bush				•	•	•		•	
<i>Symphoricarpos spp.</i>	Snowberry				•	•	•		•	
<i>Thymus spp.**</i>	Thyme	•	•		•	•	•		•	
<i>Trachelospermum asiaticum</i>	Yellow Star Jasmine	•	•		•	•	•		•	
<i>Trachelospermum jasminoides</i>	Star Jasmine	•	•		•	•	•		•	
<i>Verbena spp.**</i>	Verbena	•	•		•	•	•	•	•	
<i>Viburnum spp.</i>	Viburnum	•	•		•	•	•	•	•	•

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<i>Westringia spp.</i>	Coast Rosemary	•	•		•	•	•	•	•	•
<i>Xylosma congestum</i>	Xylosma, Glossy Xylosma	•	•		•	•	•	•	•	•
<i>Yucca spp.**</i>	Yucca	•	•		•	•	•	•	•	•
<b>SUCCULENTS</b>										
<i>Agave spp.**</i>	Agave	•	•		•	•	•	•	•	•
<i>Aloe spp.**</i>	Aloe	•	•		•	•	•	•	•	•
<i>Bulbine frutescens</i>	Yellow Stalked Bulbine	•	•		•	•	•	•	•	•
<i>Bulbine frutescens 'Hallmark'</i>	Orange Hallmark Bulbine	•	•		•	•	•	•	•	•
<i>Bulbine frutescens 'Yellow'</i>	Yellow Bulbine	•	•		•	•	•	•	•	•
<i>Echeveria spp.</i>	Hen and Chicks	•	•		•	•	•	•	•	•
<i>Euphorbia rigida</i>	Blue Euphorbia	•	•		•	•	•	•	•	•
<i>Euphorbia spp.</i>	Euphorbia	•	•		•	•	•	•	•	•
<i>Ferocactus wislizenii</i>	Fish Hook Barrel Cactus	•	•		•	•		•	•	•
<i>Hesperaloe parviflora</i>	Red Yucca	•	•		•	•		•	•	•
<i>Opuntia spp.</i>	Prickly Pear	•	•		•	•		•	•	•
<i>Portulacaria afra*</i>	Elephant's Food, Elephant Bush	•	•		•	•	•	•	•	•
<i>Sedum spp.</i>	Sedum	•	•		•	•	•	•	•	•
<i>Yucca spp.</i>	Yucca	•	•		•	•	•	•	•	•
<b>GROUNDCOVER</b>										
<i>Achillea spp.**</i>	Yarrow				•	•	•	•	•	•
<i>Ajuga reptans var.</i>	Carpet Bugle	•	•		•	•	•		•	
<i>Arctostaphylos spp.</i>	Manzanita	•	•		•	•	•	•	•	•
<i>Baccharis pilularis***</i>	Coyote Brush	•	•		•	•	•	•	•	•
<i>Bergenia cordifolia</i>	Heartleaf Bergenia	•	•		•	•	•		•	
<i>Campanula poscharskyana</i>	Serbian Bellflower	•	•		•	•	•		•	
<i>Ceanothus griseus var.</i>	Carmel Creeper	•	•		•	•	•	•	•	
<i>Centranthus ruber</i>	Jupiter's Beard	•	•		•	•	•	•	•	•
<i>Cerastium tomentosum</i>	Snow-in-Summer	•	•		•	•	•	•	•	
<i>Cyclamen persicum</i>	Cyclamen	•	•		•	•			•	
<i>Dianthus spp.</i>	Carnation	•	•		•	•	•		•	

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<i>Dichondra micrantha</i>	Dichondra	•	•		•	•	•		•	
<i>Festuca californica 'Serpentine Blue'</i>	California Fescue selection	•	•		•	•	•	•	•	•
<i>Festuca glauca</i>	Blue Fescue	•	•		•	•	•	•	•	•
<i>Fragaria chiloensis</i>	Ornamental Strawberry	•	•		•	•	•		•	
<i>Fragaria 'Pink Panda'</i>	Pink Panda Ornamental Strawberry	•	•		•	•	•		•	
<i>Gazania hybrids</i>	Hybrid Gazania	•	•		•	•	•	•	•	•
<i>Gazania spp.</i>	Gazania	•	•		•	•	•	•	•	•
<i>Geranium spp.</i>	Cranesbill	•	•		•	•	•		•	
<i>Hedera canarensis</i>	Algerian Ivy	•	•		•	•			•	
<i>Hedera helix</i>	English Ivy	•	•		•	•			•	
<i>Heuchera spp.**</i>	Coral Bells	•	•		•	•		•	•	•
<i>Hypericum spp.</i>	St. John's Wort	•	•		•	•			•	
<i>Iberis sempervirens</i>	Evergreen Candytuft	•	•		•	•			•	
<i>Impatiens wallerana</i>	Impatiens	•	•		•	•	•		•	
<i>Juniperus spp.</i>	Juniper	•	•		•	•	•	•	•	
<i>Lantana spp.</i>	Lantana	•	•		•	•	•	•	•	•
<i>Lobelia erinus</i>	Lobelia	•	•		•	•	•	•	•	•
<i>Lonicera japonica 'Halliana'</i>	Hall's Honeysuckle	•	•		•	•	•		•	
<i>Myoporum parvifolium</i>	Ground Cover Myoporum	•	•		•	•	•	•	•	•
<i>Myoporum parvifolium 'Putah Creek'</i>	Putah Creek Myoporum	•	•		•	•	•	•	•	•
<i>Nandina domestica 'Harbour Dwarf'</i>	Dwarf Heavenly Bamboo	•	•		•	•	•		•	
<i>Ophiopogon spp.</i>	Mondo Grass	•	•		•	•	•		•	
<i>Osteospermum fruticosum var.</i>	Trailing African Daisy	•	•		•	•	•		•	
<i>Rosa Ground Cover varieties</i>	Ground Cover Rose	•	•		•	•	•		•	
<i>Santolina chamaecyparissus</i>	Lavender Cotton	•	•		•	•	•		•	•
<i>Scaevola 'Mauve Clusters'</i>	Fan Flower	•	•		•	•	•		•	
<i>Sedum morganianum</i>	Donkey Tail	•	•		•	•	•		•	
<i>Sedum rubrotinctum</i>	Pork and Beans	•	•		•	•	•		•	
<i>Soleirolia soleirolli</i>	Baby's Tears	•	•		•	•	•		•	
<i>Thymus praecox arcticus</i>	Creeping Thyme	•	•		•	•	•		•	

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<i>Thymus praecox</i> 'Purple Carpet'	Purple Carpet Creeping Thyme	•	•		•	•	•		•	
<i>Trachelospermum asiaticum</i>	Yellow Star Jasmine	•	•		•	•	•		•	
<i>Vinca minor</i> *	Dwarf Periwinkle	•	•		•	•	•		•	•
<i>Vinca minor</i> 'Sterling Silver'	Sterling Silver Periwinkle	•	•		•	•	•		•	•
<i>Zauschneria californica</i>	California Fuchsia	•	•		•	•	•	•	•	•
<i>Zinnia angustifolia</i>	Zinnia	•	•		•	•	•		•	
<i>Zoysia tenuifolia</i> *	Korean Grass	•	•		•	•	•		•	
<b>VINES</b>										
<i>Clematis armandii</i>	Evergreen Clematis	•	•		•	•	•	•	•	•
<i>Distictus buccinatoria</i>	Scarlet Trumpet Vine	•	•		•	•	•	•	•	•
<i>Ficus pumila</i>	Creeping Fig	•	•		•	•	•	•	•	•
<i>Gelsemium sempervirens</i>	Carolina Jessamine	•	•		•	•	•	•	•	•
<i>Hardenbergia violacea</i>	Lilac Vine	•	•		•	•	•	•	•	•
<i>Hardenbergia violacea</i> 'Rosea'	Pink Lilac Vine	•	•		•	•	•	•	•	•
<i>Hedera spp.</i>	Ivy	•	•		•	•	•	•	•	•
<i>Jasminum polyanthum</i>	Pink Jasmine	•	•		•	•	•	•	•	•
<i>Lonicera hildebrandeana</i>	Giant Burmese Honeysuckle	•	•		•	•	•	•	•	
<i>Lonicera japonica</i>	Japanese Honeysuckle	•	•		•	•	•	•	•	
<i>Macfadyena unguis-cati</i>	Cat's Claw Vine	•	•		•	•	•	•	•	
<i>Parthenocissus</i> 'Hacienda Creeper'	Hacienda Creeper	•	•		•	•	•	•	•	
<i>Parthenocissus quinquefolia</i>	Virginia Creeper	•	•		•	•	•	•	•	
<i>Parthenocissus tricuspidata</i>	Boston Ivy	•	•		•	•	•		•	
<i>Parthenocissus tricuspidata</i> 'Veitchi'	Boston Ivy	•	•		•	•	•		•	
<i>Rosa</i> 'Cecile Brunner'	Cecile Brunner Rose (polyantha)	•	•		•	•			•	
<i>Rosa banksiae</i> 'Alba Plena'	Dbl. White Lady Banks' Rose	•	•		•	•			•	
<i>Rosa banksiae</i> 'Lutea'	Yellow Lady Banks' Rose	•	•		•	•			•	
<i>Rosa spp.</i>	Climbing Rose	•	•		•	•			•	
<i>Solanum jasminoides</i>	Potato Vine	•	•		•	•	•		•	
<i>Thunbergia alata</i>	Black-eyed Susan Vine	•	•		•	•	•		•	
<i>Trachelospermum jasminoides</i>	Star Jasmine	•	•		•	•	•		•	

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<i>Vitis californica</i>	California Wild Grape	•	•		•	•	•	•	•	•
<i>Vitis californica</i> 'Roger's Red'	Roger's Red California Grape	•	•		•	•	•	•	•	•
<i>Wisteria</i> spp.	Wisteria	•	•		•	•	•		•	
<b>GRASSES/WILDFLOWER</b>										
<i>Bouteloua curtipendula</i> *	Sideoats Grama Grass	•	•		•	•	•	•	•	•
<i>Bouteloua gracilis</i> *	Blue Grama Grass	•	•		•	•	•	•	•	•
<i>Carex barbarae</i> ***	Santa Barbara Sedge	•	•		•	•	•	•	•	•
<i>Carex elata</i> *	Golden Variegated Sedge	•	•		•	•	•	•	•	•
<i>Carex</i> spp.	Sedge	•	•		•	•	•	•	•	•
<i>Chlorogalum pomeridianum</i> ***	Soap Root	•	•		•	•	•	•	•	•
<i>Collinsia heterophylla</i> ***	Chinese Houses	•	•		•	•			•	•
<i>Dichelostemma capitatum</i> ***	Bluedicks	•	•		•	•		•	•	•
<i>Elymus glaucus</i> ***	Blue Wildrye	•	•		•	•	•	•	•	•
<i>Epilobium canum</i> ***	California Fuchsia	•	•		•	•		•	•	•
<i>Eschscholzia californica</i> ***	California Poppy	•	•		•	•	•	•	•	•
<i>Festuca californica</i> ***	California Fescue	•	•		•	•	•	•	•	•
<i>Festuca glauca</i>	Blue Fescue	•	•		•	•	•	•	•	•
<i>Festuca mairei</i>	Atlas Fescue	•	•		•	•	•	•	•	•
<i>Festuca rubra</i>	Red Fescue	•	•		•	•	•	•	•	•
<i>Gilia tricolor</i> ***	Bird's Eyes	•	•		•	•		•	•	•
<i>Helictotrichon sempervirens</i>	Blue Oat Grass	•	•		•	•	•		•	
<i>Juncus acutus</i>	Spiny Rush	•	•		•	•	•	•	•	•
<i>Juncus balticus</i>	Rush	•	•		•	•	•	•	•	•
<i>Juncus effuses</i> ***	Common Rush	•	•		•	•	•	•	•	•
<i>Juncus effusus pacificus</i> 'Quartz Creek'	Quartz Creek Soft Rush	•	•		•	•	•	•	•	•
<i>Lasthenia californica</i> ***	Goldfields	•	•		•	•		•	•	•
<i>Layia fremontii</i> ***	Tidy Tips	•	•		•	•		•	•	•
<i>Leymus condensatus</i> *	Wild Rye	•	•		•	•		•	•	•
<i>Leymus condensatus</i> 'Canyon Prince'*	Canyon Prince Wild Rye	•	•		•	•		•	•	•
<i>Leymus triticoides</i> ***	Creeping Wild Rye	•	•		•	•		•	•	•

\*Indicates drought-tolerant species

\*\*Indicates that designer must select a low water or drought-tolerant variety only

\*\*\*River-Friendly Landscaping List – Sacramento, CA





Botanical Name	Common Name	Project Entries	Signature Corridors	Folsom Street Tree	Single Family Detached	Multi-Family	Parks/Schools	Open Space	Commercial/Mixed Used	Drainage Basin
<i>Lupinus microcarpus</i> ***	White-Whorled Lupine	●	●		●	●		●	●	●
<i>Lupinus microcarpus</i> var. <i>densiflorus</i> ***	Golden Lupine	●	●		●	●		●	●	●
<i>Lupinus nanus</i> ***	Sky Lupine	●	●		●	●		●	●	●
<i>Miscanthus</i> spp.	Miscanthus	●	●		●	●	●	●	●	●
<i>Muhlenbergia</i> spp.	Muhlenbergia	●	●		●	●	●	●	●	●
<i>Muhlenbergia rigens</i> ***	Deergrass	●	●		●	●	●	●	●	●
<i>Nassella lepida</i> ***	Foothill Needlegrass	●	●		●	●	●	●	●	●
<i>Nassella pulchra</i> ***	Purple Needlegrass	●	●		●	●	●	●	●	●
<i>Nassella tenuissima</i>	Mexican Feather Grass	●	●		●	●			●	
<i>Nolina bigelovii</i>	Desert Bigelov Nolina	●	●		●	●		●	●	●
<i>Ophiopogon jabburan vittata</i>	Snakebeard	●	●		●	●			●	
<i>Ophiopogon japonicus</i>	Mondo Grass	●	●		●	●	●		●	
<i>Pennisetum</i> spp.	Fountain Grass	●	●		●	●			●	
<i>Penstemon heterophyllus</i> ***	Foothill Penstemon	●	●		●	●	●	●	●	●
<i>Phalaris arundinacea</i> 'Picta'	Variiegated Ribbon Grass	●	●		●	●	●		●	
<i>Phalaris arundinacea</i> 'Rosea'	Ribbon Grass	●	●		●	●	●		●	
<i>Scirpus tabernaemontani</i>	Soft-stem Bulrush	●	●		●	●	●	●	●	●
<i>Sisyrinchium bellum</i> ***	Blue-Eyed Grass	●	●		●	●	●	●	●	●
<i>Solidago californica</i> ***	California Goldenrod	●	●		●	●		●	●	●
<i>Sporobolus airoides</i> ***	Alkali Sacaton	●	●		●	●		●	●	●
<i>Sporobolus wrightii</i>	Giant Dropseed	●	●		●	●		●	●	●
<i>Stipa pulchra</i>	Needle Grass	●	●		●	●	●		●	
<i>Triteleia laxa</i> ***	Ithuriel's Spear	●	●		●	●				
<i>Zoysia</i> 'De Anza'*	Turf Zoysia De Anza	●	●		●	●	●		●	

\*Indicates drought-tolerant species

\*\*Indicates that designer must select a low water or drought-tolerant variety only

\*\*\*River-Friendly Landscaping List – Sacramento, CA







# 4

## DESIGN PROCESS

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## INTRODUCTION

The Folsom Ranch, Central District Design Guidelines have been created to provide property owners, architects, home builders, and contractors with a set of parameters for the preparation of their drawings and specifications. Adherence to these Guidelines will assure builders that a consistent level of quality will be maintained. The Folsom Ranch, Central District Architectural Review Committee (or the “Committee”) and the City will review all designs, plans, and construction to ensure:

- Primary site design issues have been adequately considered,
- Excellence in architectural design,
- The unique landscape potential of the homesite is addressed,
- Compatibility and integration with surrounding land uses.

### Architectural Review Committee

The Folsom Ranch, Central District is designed to be a unique community of homes for all income levels. The future community’s Covenants, Conditions, and Restrictions (CC&R’s) may not list specific design items necessary for plan approval. Rather, the authority to approve or disapprove individual building and landscaping plans is given to the Folsom Ranch, Central District Architectural Review Committee. The Committee does not seek to restrict individual creativity or preferences, but rather maintain within the overall community the aesthetic relationship between homes, natural amenities, and surrounding neighbors. As the community matures, these key relationships will become increasingly important, requiring coordination through the design process.

The Committee is composed of three members or more, as decided upon by the Project Master Developer, who are intricately involved in the development of the community. Additionally, an architect or other design professional, who is a non-owner, may serve on or act as a consultant to the Committee.

The Committee will use the Design Guidelines for the purpose of review, but may individually consider the merits of any design due to special conditions that, in the opinion of the Committee, provide benefits to the adjacent areas, the specific site, or to the community as a whole. Alternate materials/architectural styles that are deemed equivalent may be permitted, subject to Planning Commission approval.

Deviations to these standards may be considered for projects with special and unique design characteristics during the Folsom Ranch Design Review Committee process and the City’s development review process. This document is intended to encourage and direct a high level of design quality to the project site while permitting flexibility for creative expression and innovative design solutions.

Deviations can be classified as Minor Deviations and Major Deviations. Examples of Minor Deviations include, but are not limited to, setback or lot coverage changes, architectural styles, and architectural material substitutions. Examples of Major Deviations include, but are not limited to, land use changes or other changes not in substantial conformance with the approved final map. This document grants the Community Development Director the authority to determine whether a deviation should be considered Minor or Major. Review and approval of Minor Deviations shall be conducted by the Community Development Director, whereas Major Deviations shall be reviewed and approved by the Planning Commission.



Amendments to the Design Guidelines shall be reviewed and approved by planning staff or the Community Development Director.

The plans must identify the changes and/or modifications at the time of submittal plans to the ARC. With the ARC's approval, the plans can then be submitted to the City for approval. Since all approvals by the City are subject to Design Approval by the Planning Commission (Planning Commission actions are appealable to the City Council), such approval shall ratify the Design Guidelines changes or modifications for the particular project seeking the changes or modifications. If changes to the Design Guidelines are proposed, then the changes shall be approved by the ARC first then the City of Folsom, in a manner subject to the City's approval.

Architectural Review Committee approval is required for all development projects located in Folsom Ranch. For those projects that require discretionary approvals from the City of Folsom, such as tentative subdivision map, Planned Development Permit, Use Permit or other approvals granted by the Planning Commission and/or City Council, ARC approval is required **prior** to the submittal of the application to the City.

Prior to the commencement of any site work or construction activity, the builders or their respective agent must submit to the Committee an APPLICATION FOR APPROVAL of such work. Approval by the Committee must be received prior to the start of any clearing, grading, construction, or landscaping. The authority to approve or disapprove building and landscape plans is provided by the future CC&Rs for Folsom Ranch, Central District. Deviations from the Design Guidelines may be permitted on a case-by-case basis, subject to the Planning Commission approval under the design review approval process.



## Procedural Flow Chart

The outline that follows represents the steps necessary to complete a residence in Folsom Ranch, Central District. It is important to note that any deviation from these procedures could cause unnecessary delays or additional costs.

### 1. Pre-Design Submittal Meeting

Pre-Submittal Meeting: Design Concept.  
Highly recommended, but not required.

### 2. Conceptual Design Review

- Two sets of Preliminary Plans showing:
- Floor Plans
- Elevations
- Site Plans
- Fencing Plans
- Application Form
- Review and Processing Fee / Deposit- Per Builder/Master Developer requirements



3. Final Design Review Approval
  - Two sets of:
  - Site Plan
  - Landscape Plan
  - Irrigation Plan
  - Fencing Plan
  - Floor Plans
  - Roof Plan
  - Building Elevations
  - Specifications and Schedule
  - Color and Material Selections
4. Construction Guidelines and Standards
  - Construction Schedule
  - Building Permit
  - Final Inspection
5. Submit to City Building Department
  - City of Folsom
  - Community Development Department
  - Building Division
  - 50 Natoma Street
  - Folsom, CA 95630

*NOTE:* Applicant to make himself familiar with the City of Folsom Design Review Process and Applications.

### *Design Review and Approval Process*

The Design Guidelines outline the design intent, basic requirements, and processes to be followed by the Committee in reviewing and approving architectural, site, and landscaping plans. It is recommended that all interested parties familiarize themselves with the Design Guidelines prior to the commencement of any design work.

We encourage the utilization of professional designers and builders who have acquainted themselves with the Architectural Design Guidelines, the Folsom Plan Area Specific Plan, and County Codes and Regulations, and who have demonstrated an understanding of the quality and standards that will be required at Folsom Ranch, Central District. Licensed architects, engineers, and landscape architects shall prepare all plans and designs.

### *Pre-Design Submittal Meeting*

Adherence to the Design Guidelines and all applicable government regulations is the sole responsibility of the builder. Before beginning the design process, the City of Folsom Planning Department should be contacted to clarify all regulatory questions, in addition to becoming familiar with the Specific Plan.

To establish the design concept, owners, builders, and/or architects should meet informally with a representative or representatives of the Committee to discuss and consider all approaches, ideas, designs, and to review any preliminary design sketches. An owner and/or builder may appoint a personal representative to attend meetings and process plans, but in general we encourage the owner and/or builder to be present at the conferences. The Committee will review, with the owner, builder or agent, their design approach to confirm the intent of the Design Guidelines and the appropriateness of the design concept. Although not mandatory, this step is strongly



recommended.

### Conceptual Design Submittal

The Pre-Design Conference should give the owner or builder and the owner’s or builder’s design team sufficient direction to prepare the Conceptual Design Submittal. This submittal should consist of exterior elevation drawings including material list and color palette, floor plan and site plan, showing existing and proposed grades, property lines, proposed fencing, and building setbacks.

The materials required for the ARC approval may be different than what is required to obtain approval from the City of a Planned Development Permit. The materials requested herein are considered to be the minimum required for ARC approval and if the City requires ARC approval of additional items not listed here, then the applicant shall provide those materials to the ARC for review. It is the intent that the City not accept applications unless the ARC has approved the planned project. Lastly, ARC approval does not convey any representations of approval by the City of Folsom.

The Conceptual Design Submittal package should contain two (2) sets of the following:

1. Floor plans drawn to scale.
2. Conceptual exterior elevations with enough detail to allow the committee to make an effective review of the plan.

*NOTE:* These items may be in sketch form and to scale, that is, drawings of a preliminary nature, and need not have all the dimensions and details. However, critical dimensions should be included.

3. A site plan, drawn to scale, showing:
  - a. Property lines.
  - b. Existing grades, trees, rock outcroppings, and any other significant resources.

- c. Home location, setbacks, and easements.
  - d. Driveway and turn-around locations and dimensions, guest parking location (minimum of two guest spaces).
  - e. Any decks, patios, and/or outdoor living space proposed show location and size.
  - f. Fence and wall location.
4. The completed Application for Approval form.

Builder should submit the completed Application Form, along with the plans described above, to the Committee. The Committee will review the plans and contact the builder within thirty (30) calendar days. If needed, an informal meeting will be scheduled to review the Conceptual Design Submittal.

### 5. Reviews and Processing Fee.

To ensure a thorough review is provided to each builder and that the highest architectural and design standards are met, the Committee may, at their discretion, retain the services of architects, engineers, landscape architects, and/or inspectors. To cover the cost of the Committee and insure against damage to Folsom Ranch, Central District due to construction, builders are required to submit a fee/deposit for ARC services. A portion of the review fee will not be returned. The remaining balance will be held as a deposit until a construction inspection is completed. Upon inspection, if no damage occurred to neighboring property or any other property in Folsom Ranch, Central District as a result of your construction, the balance of the deposit minus the review fee will be returned. If the FRARC finds that damage has occurred, the cost for repairs will be taken out of the deposit. The cost for repair services will be based on a time and materials basis with a full accounting provided to the builder. Any unspent deposit will be returned to the builder. In the event that cost for damage repair exceeds



the initial fee/deposit amount, an invoice will be provided to the builder. If the builder elects not to submit a preliminary plan for comments, the fee/deposit will be due upon the submittal of the Final Design Review application.

## Final Design Review and Approval

After preliminary review and approval of the materials, colors, and design concept, the builder or builder's agent must submit a final set of working drawings (construction documents), a detailed site plan of the building(s), including grading and drainage plans, fencing plan, irrigation plan, and a landscape plan showing type, size, and quantity of material, for final design approval.

The Committee's Final Design Review procedure is also structured for a thirty (30) day review period. Applicants must submit two (2) sets of final construction plans as further defined below, and two copies of the application.

Construction plans, i.e. final plans drawn to scale, shall include the following information:

**1. Grading Plan:** The grading plan shall be prepared to comply with Specific Plan guidelines. It may not be required for lots padded by the developer.

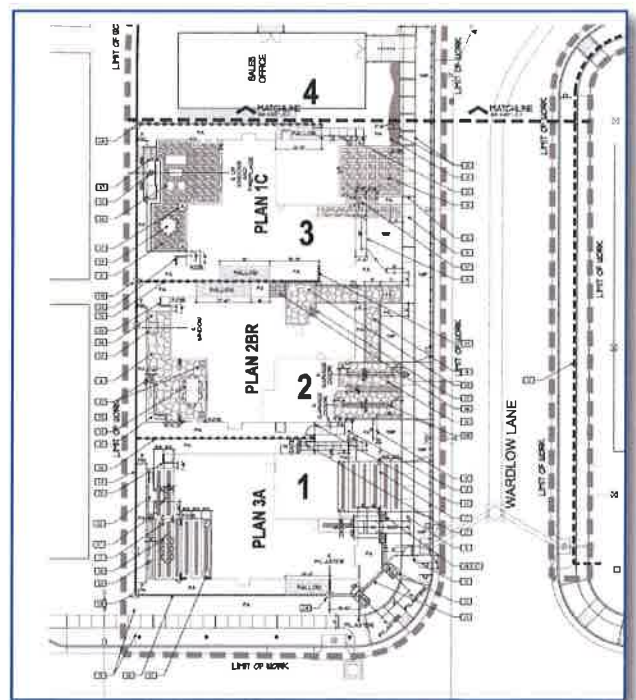
- a. Existing topography and the proposed finish grades. The grading plan must include all drainage information including swales, retention areas, berm and erosion control measures, and quantity of excavation, if required. This grading plan must be approved by the Committee before any earthwork begins.
- b. First floor and basement floor elevations must be shown with respect to the site grades.
- c. Indicate driveway widths, drainage culverts, pipe and headwalls, sidewalks,

patios, fences and walls, air conditioning, and garage locations.

- d. Show rear deck size with stairs to the lower grade.
- e. Show any extreme site conditions including terrain, trees to be retained, and tree to be removed on the plan.
- f. Show all proposed structures.
- g. Show the lengths, designs, height, finish, and location of all walls (retaining and freestanding) and fences.

## 2. Landscape and Irrigation Plan:

- a. The irrigation plan must include the point of connection to the water source, pipe location and sizes, head and drip emitter locations, zone limits, controller, RP devices and back flow preventer locations.
- b. Landscape plans must show all trees, shrubs, ground cover, and lawn locations,



and be drawn to scale. Plans should include a plant schedule which lists all plants and specifies common and botanical name, height and width minimums, container size, quantity, quality, and typical spacing if applicable.

**3. First Floor Plan:**

- a. Indicate decks, patios, stoops, retaining walls, trash enclosures, air conditioning screening, front entry step sizes, materials and finishes, driveway areas, and all interior spaces of the first floor.

**4. Second Floor Plan and/or Third Floor Plan, if proposed (Commercial or Multi-Family may have more floors - all floor plans are required for submittal):**

- a. Indicate lower roof projections, roof overhangs, chimney locations, and all interior spaces.

**5. Roof Plan:**

- a. Indicate all roof areas and corresponding slopes and gutter and downspout locations.

**6. Building Elevations:**

- a. Building elevations should be drawn along with floor plans to match the site plan orientation.
- b. Articulate “all” elevations, including hidden elevations, with finishes, window types, trims, and fascia details. Show the proposed finished grades against elevations, garbage screens, air conditioning location, screens, decks, rear stairs, and the maximum height from the first floor to the uppermost roof peak.
- c. Provide samples or a materials board with the exterior color scheme and material

selections. Include any brick, stone, siding, and roof tile samples.

**7. Specifications and Schedule:**

- a. Final construction specifications may be included on drawings or in book form.

**8. Approval:**

- a. If the Committee or applicant so desire, meetings between the builder and/or their agent and the Committee shall be held during the following week to review the Committee’s comments.
- b. When revisions of the items required to be modified are minor, all parties shall affix signatures on the comments sheet attesting to such and one (1) set of all documents will be returned to the builder marked “Approved as Submitted” or “Approved as Noted”. Plans needing to be extensively modified will be denied and will have to be resubmitted.
- c. Upon approval, the Committee will write a letter to the applicable lot owners, stating the final approval of the plans.
- d. The Committee will retain the final drawings until construction is completed and compliance with approval verified. If work has not started or a continuance not received by the owner or owner’s agent within three (3) years from approval, the approval will then automatically expire.

*NOTE:* Revisions required by the building department must be resubmitted for final review by the FRARC and construction may not proceed until approved.



## Construction Guidelines and Standards

Upon final design approval from the Committee, the plans will be ready for building permit application and construction.

Along with the final design approval from the Committee, other requirements will include:

1. A construction schedule showing start and finish dates. The should be submitted when final plan approval is obtained.
2. The acquisition of a building permit from the City of Folsom.
3. Previously collected funds will be utilized to repair any damage caused by construction personnel or equipment to adjacent property or amenities, or used to clean the construction site if necessary. Checks shall be made payable to "The Folsom Ranch, Central District Community Association."
4. All signage within the development shall be subject to the City of Folsom's sign ordinances.
5. Construction of driveways shall be at the time of building permit for each individual lot. The Folsom Ranch, Central District Architectural Review Committee shall review the placement of individual homes and driveways within the project. Site improvement plans for each lot shall be prepared by a Civil Engineer registered to practice in the State of California, based on the Committee's approved site plans and shall include slope stabilization and erosion control methods. Provisions for the disposal of excess fill material shall be incorporated into the individual lot grading and/or building permit(s) filed with the Building Department.
6. All builders are to maintain their construction sites in a neat and orderly fashion, and shall clean up and remove all debris. The builder and general contractors shall be responsible for the maintenance of such neatness and removal of debris by subcontractors employed on the construction site. Activities expressly prohibited by the Design Guidelines include dumping excess concrete mix on adjacent lots or parcels, and the dumping of waste materials, chemicals, oils, sewage, garbage, paints, insecticides, petroleum or other chemical products, etc., into storm drains and street gutters.
7. Contractors are responsible for providing on-site parking for their work crews' vehicles.
8. Contractors are responsible for site cleanup.
9. Contractors are responsible for erosion control and must comply with plans as approved by the Folsom Ranch, Central District Architectural Review Committee (FRARC). The FRARC may include more restrictive measures than required by the County/City, if appropriate for this site.

## Submittal Fees and Deposits

The Application for Approval, processing fee, damage deposit, and all other materials necessary for the Committee to approve a residence must be sent to:

The Folsom Ranch, Central District Community Association  
Architectural Review Committee  
3907 Park Drive, Suite 235  
El Dorado Hills, CA 95762







**Attachment 11**

**Mangini Ranch Phase 3 Inclusionary Housing Letter**

# TCS IMPROVEMENT COMPANY, LLC

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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: Town Center South Tentative Map Compliance with Chapter 17.104-  
Inclusionary Housing**

Dear Mr. Johnson,

In accordance with Chapter 17.104 of the Folsom Municipal Code, TCS Improvement Company, LLC hereby elects to satisfy the Inclusionary Housing Ordinance requirements for the proposed Small Lot Tentative Map (Town Center South) with the payment of the In-Lieu Fee as permitted in Section 17.104.060(G).

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

Sincerely,

**TCS Improvement Company, LLC**  
a California limited liability company

By: HBT Town Center, LLC,  
a California limited liability company  
Its: Manager

By:   
William B. Bunce, Member