

Folsom City Council Staff Report



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| MEETING DATE: | 6/8/2021 |
| AGENDA SECTION: | Public Hearing |
| SUBJECT: | <p>Folsom Ranch Medical Center Development Agreement Amendment – Northeast corner of East Bidwell Street and Alder Creek Parkway (PN 20-193)</p> <p>i. Ordinance No. 1314 - An Uncodified Ordinance of the City of Folsom Approving Amendment No. 2 to the First Amended and Restated Tier 1 Development Agreement between the City of Folsom and Dignity Health Relative to the Folsom Ranch Medical Center Project (Introduction and First Reading)</p> |
| FROM: | Community Development Department |

RECOMMENDATION / CITY COUNCIL ACTION

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

BACKGROUND / ISSUE

On May 19, 2021, the Planning Commission held a public hearing to consider a request from Dignity Health for adoption of an Addendum to the Folsom Plan Area Specific Plan EIR/EIS and approval of a Planned Development Permit, Conditional Use Permit, and Development Agreement Amendment for development of a 530,000-square-foot medical center (Folsom Ranch Medical Center) on a 27.44-acre site located at the northeast corner of the intersection of East Bidwell Street and Alder Creek Parkway within the Folsom Plan Area. The Planning Commission staff report and associated Conditions of Approval are included at Attachment 3 to this staff report.

The Planning Commission adopted a motion (7-0-0-0) to adopt the Addendum to the FPASP EIR/EIS, approve a Planned Development Permit, and approve a Conditional Use Permit for the Folsom Ranch Medical Center project. The Commission also moved to recommend that the City Council Approve Amendment No. 2 to the First Amended and Restated Tier 1 Development Agreement Relative to the Folsom South Specific Plan for the Folsom Ranch Medical Center project.

POLICY / RULE

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

PROJECT ENTITLEMENTS

As noted above, the applicant requested approval of three entitlements and adoption of an Addendum to allow for development of the proposed Medical Center.

The first entitlement was a request for approval of a Planned Development Permit which contains specific development and architectural standards for the proposed 530,000-square-foot Medical Center. Planned Development Guidelines were submitted which provide the framework for the Planned Development Permit including deviations from the development standards established by the Folsom Plan Area Specific Plan and the Folsom Municipal Code in order to accommodate an acute care hospital, medical office buildings, a heliport, site design and planning, building architecture, landscaping, site lighting, and signage. **This entitlement was approved by the Planning Commission on May 19, 2021.**

The second entitlement requested was for approval of a Conditional Use Permit for development and operation of a ground-level heliport within the western portion of the project site, near the hospital's emergency department ambulance entrance. The heliport, which will be designed and constructed with the second phase of the Medical Center (approximately 2028), is intended to accommodate patient transport to the hospital for emergency care and also to transport patients to other area hospitals where a higher level of emergency care is available. The heliport will feature a broom finish concrete landing area, an eight-foot-wide connecting concrete pathway, and pavement markings, signage, and lighting as required by the California Department of Transportation Aviation Division and the Federal Aviation Administration. **This entitlement was also approved by the Planning Commission on May 19, 2021.**

The third entitlement requested was for approval of a Development Agreement Amendment to the First Amended and Restated Tier 1 Development Agreement to incorporate in the definition of "entitlements" that are vested the entitlements requested by the project applicant including the Planned Development Permit, the Planned Development Guidelines, the Conditional Use Permit, and the Site Plan. The Development Agreement Amendment also intended to account for the longer construction timeline for the project, memorialize

agreements relative to project site access, memorialize agreements relative to water infrastructure and connections, memorialize agreements relative to street and landscape frontage maintenance, memorialize agreements relative to preparation for the future Class I trail, and acknowledge the potential for future modifications to the Medical Center that may be required by the California Office of Statewide Health Planning and Development. **The Planning Commission voted on May 19, 2021 to recommend that the City Council approve the proposed amendment to the development agreement.**

PROJECT OVERVIEW

The proposed Medical Center includes development of a six-story 400,000-square-foot acute care hospital with 300 beds, two three-story 65,000-square-foot medical office buildings, a 20,000-square-foot central utility plant, and a ground-level heliport facility. With respect to building design, the applicant has submitted Planned Development Guidelines which are intended to provide the architectural framework for development of the Medical Center buildings including guidance relative to building design, building materials, and building colors. Each of the Medical Center buildings will require future Design Review approval by the Planning Commission to ensure consistency with the proposed Folsom Ranch Medical Center Planned Development Guidelines.

The Medical Center is proposed to be developed in five phases over an approximate 23-year period. The table below lists the specific details regarding each of the five phases of development for the Medical Center:

TABLE 1: FOLSOM RANCH MEDICAL CENTER PHASING EXHIBIT

| Phase | Year | Building | Central Plant* | Occupied Area |
|-------------------|------|-------------------------------|-------------------|-------------------|
| Phase 1 | 2023 | Medical Office Building 1 | NA | 65,000 SF |
| Phase 2 | 2028 | Hospital (100 Beds) | 15,000 SF* | 160,000 SF |
| Phase 2 | 2028 | Heliport | NA | NA |
| Phase 3 | 2030 | Medical Office Building 2 | NA | 65,000 SF |
| Phase 4 | 2034 | Hospital Expansion (100 Beds) | NA | 120,000 SF |
| Phase 5 | 2045 | Hospital Expansion (100 Beds) | 5,000 SF | 120,000 SF |
| Total Area | | | 20,000 SF* | 530,000 SF |

*Central Utility Plant areas are estimated and not included in total development area

The proposed development phases and timing are flexible and are based on current estimates that may vary as the Medical Center is developed and population and patient needs dictate. Another factor impacting development timing is the completion of site improvement work and coordination with construction seasons given the infrastructure and roads needed to serve the project.

At their May 19, 2021 meeting, the Planning Commission engaged in a thorough evaluation of the proposed project. Ultimately, their discussion and action focused on four specific topics listed and described below:

1. Site Access

The Commission expressed support for the future installation of a traffic signal at the intersection of Alder Creek Parkway and McCarthy Way subject to completion of an updated Traffic Impact Analysis. Furthermore, the Commission indicated that they would be in favor of installation of the traffic signal earlier than the anticipated date (Phase 4/Approximately 2034) provided by the applicant if traffic conditions warrant the earlier installation. It is important to acknowledge that the proposed Development Agreement Amendment allows the applicant to consider installation of the traffic signal prior to Phase 4 if traffic conditions require earlier installation.

2. Signage

The Commission expressed concern regarding a proposed 80-foot-tall freestanding pylon sign (750 square feet of sign area) intended to be located in the northwest corner of the project site adjacent to U.S. Highway 50. Specifically, the Commission did not believe that it was appropriate for a hospital/medical use to have a freeway-oriented pylon sign as this type of sign is typically utilized by retail and commercial uses (Folsom Auto Mall, Palladio at Broadstone, etc.) for branding purposes. As a result, the Commission recommended that the freestanding pylon sign not be permitted and that it be removed from the Folsom Ranch Medical Center Planned Development Guidelines.

3. Site Preparation for Class I Bike Path

The proposed Development Agreement Amendment dictates that the project applicant be responsible for rough grading and installation of a retaining wall in preparation for construction of a future Class I Bicycle Path within the northwest corner of the project site, and that this site preparation work be completed no later than issuance of a building permit for the second expansion of the hospital (Phase 4/2034). The Commission was apprehensive that the wording of the Development Agreement Amendment made it appear that the applicant was seeking to delay the site preparation work associated with the future Class I Bicycle Path until Phase 4 of the project. To address this concern, the Commission recommended that the Development Agreement Amendment (and associated condition of approval) language be updated to indicate that the applicant and the City will cooperate on timing the grading and construction of the retaining wall to coincide with phased construction of the project, which may occur earlier than Phase 4 if the City has identified funding for the Class I Bicycle Path prior to Phase 4.

4. Bicycle Parking

As part of their proposal, the applicant was seeking approval to utilize the bicycle parking requirements established by Folsom Municipal Code (less restrictive) rather than the bicycle parking requirements from the Folsom Plan Area Specific Plan, as they indicated that the parking requirements of the Folsom Municipal Code were more reflective of their experiences with bicycle usage and bicycle parking at their other medical centers in the region. The Commission voiced concern that the proposed project did not provide a sufficient amount of bicycle parking spaces (56 bicycle parking spaces proposed) to serve the medical center. The Commission noted that Folsom has an expansive system of bicycle paths and trails and that bicycle usage has and will continue to grow within the community. To address this concern, the Commission modified a condition of approval to require the proposed project to utilize the bicycle parking requirements (99 bicycle parking spaces required) established by the Folsom Plan Area Specific Plan.

One member of the public spoke regarding the proposed project and three members of the public provided letters which were read into the record. The public comments were generally focused on the Class I Bicycle Path and ensuring that the grading and construction of the retaining wall for the future trail would be completed in a timely manner. The Planning Commission adopted a motion (7-0-0-0) to Adopt the Addendum to the FPASP EIR/EIS, Approve a Planned Development Permit, and Approve a Conditional Use Permit for the Folsom Ranch Medical Center project. The Commission also moved to recommend that the City Council Approve Amendment No. 2 to the First Amended and Restated Tier 1 Development Agreement Relative to the Folsom South Specific Plan for the Folsom Ranch Medical Center project. It is important to note that Dignity Health was in agreement to the modifications proposed at the Planning Commission meeting and has not objected to nor filed an appeal on any of the conditions of approval placed on the project.

ANALYSIS

The City and Landowner's predecessor (Eagle Commercial Partners, LLC) previously entered into the First Amended and Restated Tier 1 Development Agreement By and Between the City of Folsom and Landowner Relative to the Folsom South Specific Plan on July 15, 2014. Section 1.5 of the Restated Development Agreement allows the Restated Development Agreement to be amended from time to time by mutual written consent of the parties. On November 12, 2015, Eagle Commercial Partners, LLC and the City entered into Amendment No. 1 to First Amended and Restated Tier 1 Development Agreement Relative to the Folsom South Specific Plan. The aforementioned development agreements were assigned by Eagles Commercial Partners, LLC to Dignity Health when the subject property was purchased in June of 2020. The applicant is proposing Amendment No. 2 to the First Amended and Restated Development Agreement by and between the City of Folsom and Dignity Health.

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

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

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

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

As mentioned previously, the Development Agreement amendment also seeks to address issues related to site access, agreements relative to water infrastructure and connections, agreements relative to street lighting and landscape frontage maintenance, and agreements

relative to preparation for the future Class I trail. Each of the specific elements of the Development Agreement amendment referenced above are discussed in detail within various sections of the Planning Commission Staff Report (Attachment 3). City staff has conducted a thorough review of the proposed modifications to the Development Agreement and is supportive of the Development Agreement amendment as proposed by the applicant.

FINANCIAL IMPACT

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

ENVIRONMENTAL REVIEW

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

ATTACHMENTS

1. Ordinance No. 1314 - An Uncodified Ordinance of the City of Folsom Approving Amendment No. 2 to the First Amended and Restated Tier 1 Development Agreement between the City of Folsom and Dignity Health relative to the Folsom Ranch Medical Center Project (First Reading and Introduction)
2. Amendment No. 2 to the First Amended and Restated Tier 1 Development Agreement by and between the City of Folsom and Dignity Health relative to the Folsom Ranch Medical Center Project
3. Planning Commission Staff Report, dated May 19, 2021

Submitted,



PAM JOHNS
Community Development Director

Attachment 1

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

ORDINANCE NO. 1314

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

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

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

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

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

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

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

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

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

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

SECTION 1 FINDINGS

A. The above recitals are true and correct and incorporated herein by reference.

B. The Amendment No. 2 to the First Amended and Restated Tier 1 Development Agreement by and between the City of Folsom and Dignity Health consistent with the objectives, policies, general land uses and programs specified in the City's General Plan and the Folsom Plan Area Specific Plan.

C. The Amendment No. 2 to the First Amended and Restated Tier 1 Development Agreement is in conformity with public convenience, general welfare, and good land use practices.

D. The Amendment No. 2 will not be detrimental to the health, safety, and general welfare of persons residing in the immediate area, nor be detrimental or injurious to property or persons in the general neighborhood or to the general welfare of the residents of the City as a whole.

E. The Amendment No. 2 will not adversely affect the orderly development of property or the preservation of property values.

F. The Amendment No. 2 has been prepared in accordance with, and is consistent with, Government Code Sections 65864 through 65869.5, and City Council Resolution No. 2370.

G. All notices have been given at the time and in the manner required by State Law and the Folsom Municipal Code.

H. The Amendment No. 2 is consistent with the Environmental Impact Report/Environmental Impact Statement for the Folsom Plan Area Specific Plan certified by the City Council on June 11, 2011 and the 2021 Folsom Ranch Medical Center Addendum, which are incorporated herein by reference. None of the events in Sections 15162 and 15163 of the CEQA Guidelines exists which warrant the preparation of a subsequent EIR or supplemental EIR.

SECTION 2 APPROVAL OF AMENDMENT TO DEVELOPMENT AGREEMENT

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

SECTION 3 SEVERABILITY

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

SECTION 4 EFFECTIVE DATE

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

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

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

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

Michael D. Kozlowski, MAYOR

ATTEST:

Christa Freemantle, CITY CLERK

Attachment 2

Amendment No. 2 to the First Amended and Restated Tier 1
Development Agreement between the City of Folsom and
Dignity Health relative to the
Folsom Ranch Medical Center Project

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

RECORDING REQUESTED BY CITY CLERK

WHEN RECORDED MAIL TO:

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

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

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

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

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

RECITALS

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

AMENDMENTS

1. **Incorporation of Recitals.** The Recitals above are true and correct and constitute enforceable provisions of this Amendment No. 2.

2. **Definition and Section 1.5.3 – Subsequent Entitlements.** The term “Subsequent Entitlements” in the Definitions Section of the Restated Development Agreement and also referenced in Section 1.5.3 of the Restated Development Agreement and later updated by Amendment No. 1 is amended to include the following:

- a. The MAM approved by the Community Development Director on March 17, 2020.
- b. The Table A-7 Correction issued by the Community Development Director on April 1, 2020.

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

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

“Adopting Ordinance” means Ordinance No. _____, dated _____, approving this Amendment No.2.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Planning Commission or City Council in connection with another project (either public or private).

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

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

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

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

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

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

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

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

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

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

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

the Planning Commission and/or the City Council, with appropriate notification to the approval body of the mandatory requirements imposed by such agencies.

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

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

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

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

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

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

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

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

With copies to:

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

And

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

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

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

CITY:

CITY OF FOLSOM
a municipal corporation

Michael Kozlowski, Mayor

APPROVED AS TO CONTENT:

Elaine Andersen, City Manager

APPROVED AS TO FORM:

Steven Wang, City Attorney

ATTEST:

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

LANDOWNER:

DIGNITY HEALTH
a California nonprofit public
benefit corporation

By: _____
Its: _____

APPROVED AS TO FORM:

Martha Clark Lofgren, Brewer
Lofgren LLP

EXHIBIT LIST

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

EXHIBIT A-1

LEGAL DESCRIPTION OF PROPERTY

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

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

APN: 072-3190-046 (portion)

EXHIBIT A-2

DEPICTION OF PARCEL 1 ON RECORDED PARCEL MAP

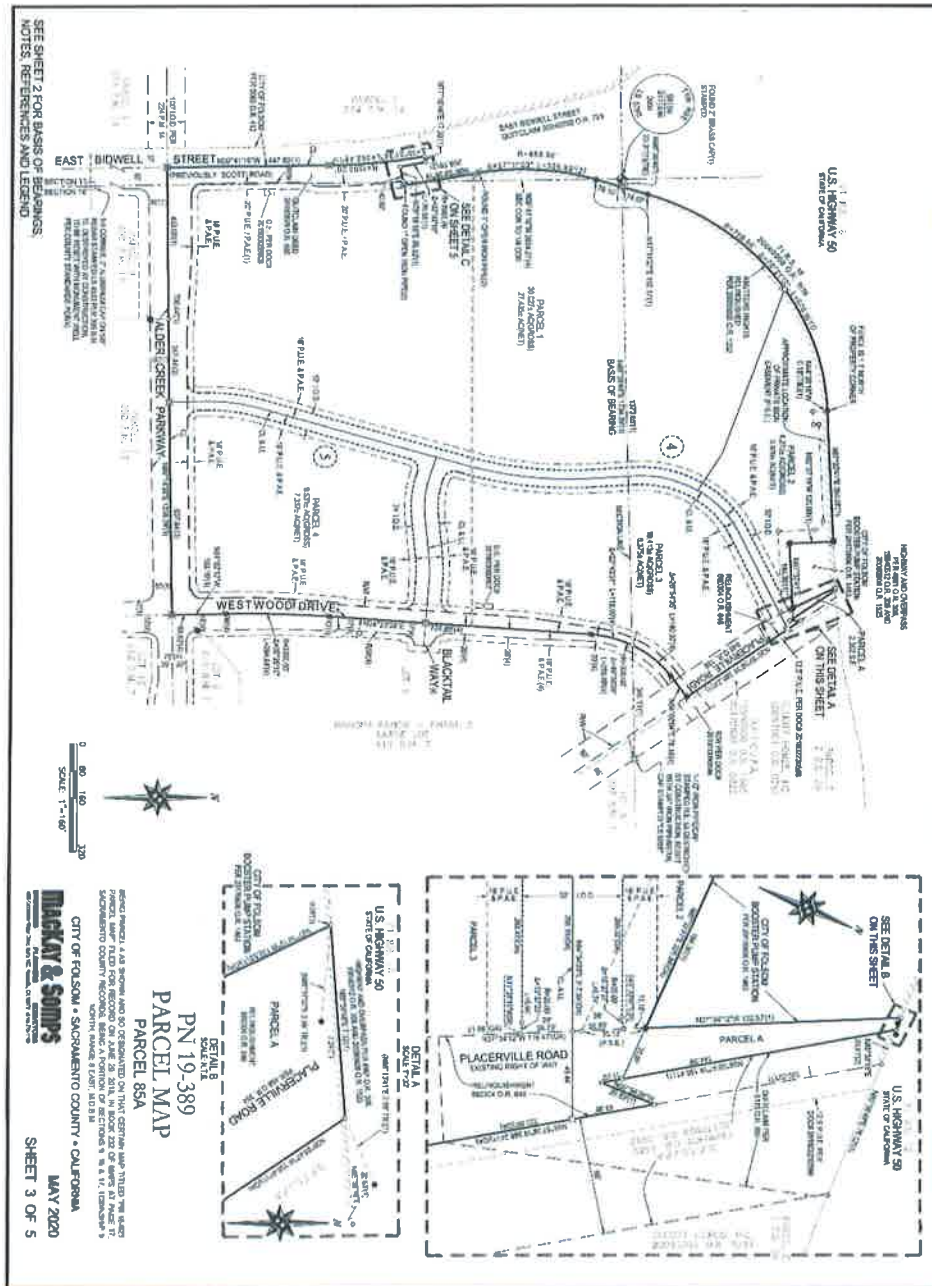


Exhibit A-2

EXHIBIT B SITE PLAN

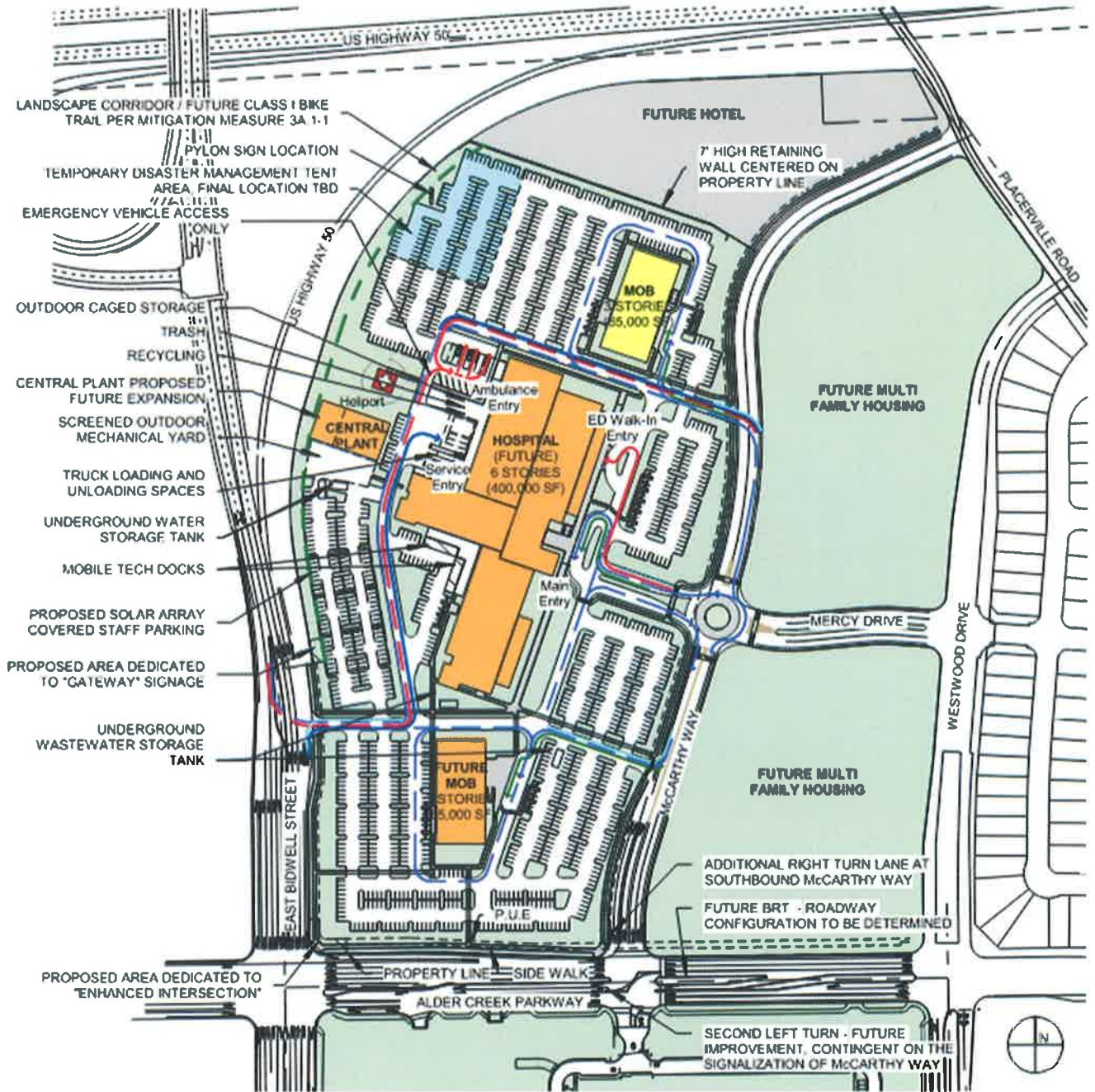


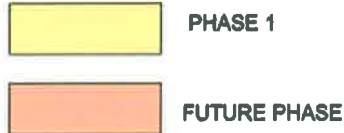
EXHIBIT B - SITE PLAN

Legend Follows on Next Page

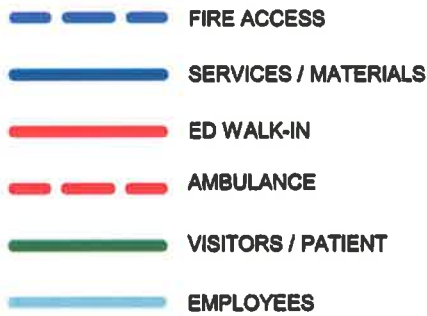
Exhibit B

EXHIBIT B
SITE PLAN, CONTINUED

PHASE LEGEND



CIRCULATION PATHS



PROJECT INFORMATION

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

FUTURE TOTAL SQFT: 530,000 SQFT (OCCUPIED)

TOTAL DEVELOPMENT ACREAGE: 27.44 acres

OVERALL SITE ACREAGE: 31 acres

TOTAL INPATIENT BEDS: 300+ beds

PROPOSED BUILDING HEIGHT = 120' (6 LEVELS)

PROPOSED MAX FAR: .55

EXHIBIT B – SITE PLAN LEGEND

EXHIBIT C
FUTURE POSSIBLE SIGNALIZED ACCESS



EXHIBIT C - FUTURE POSSIBLE SIGNALIZED ACCESS

Exhibit C

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

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

RELATED CONDITIONS OF APPROVAL AND MITIGATION MEASURES

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

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

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

Folsom Plan Area
Folsom Ranch Medical Center
Potable Water Demand Chart

SPR 4/26/2021

Water Supply Agreement - 5,800 AFY

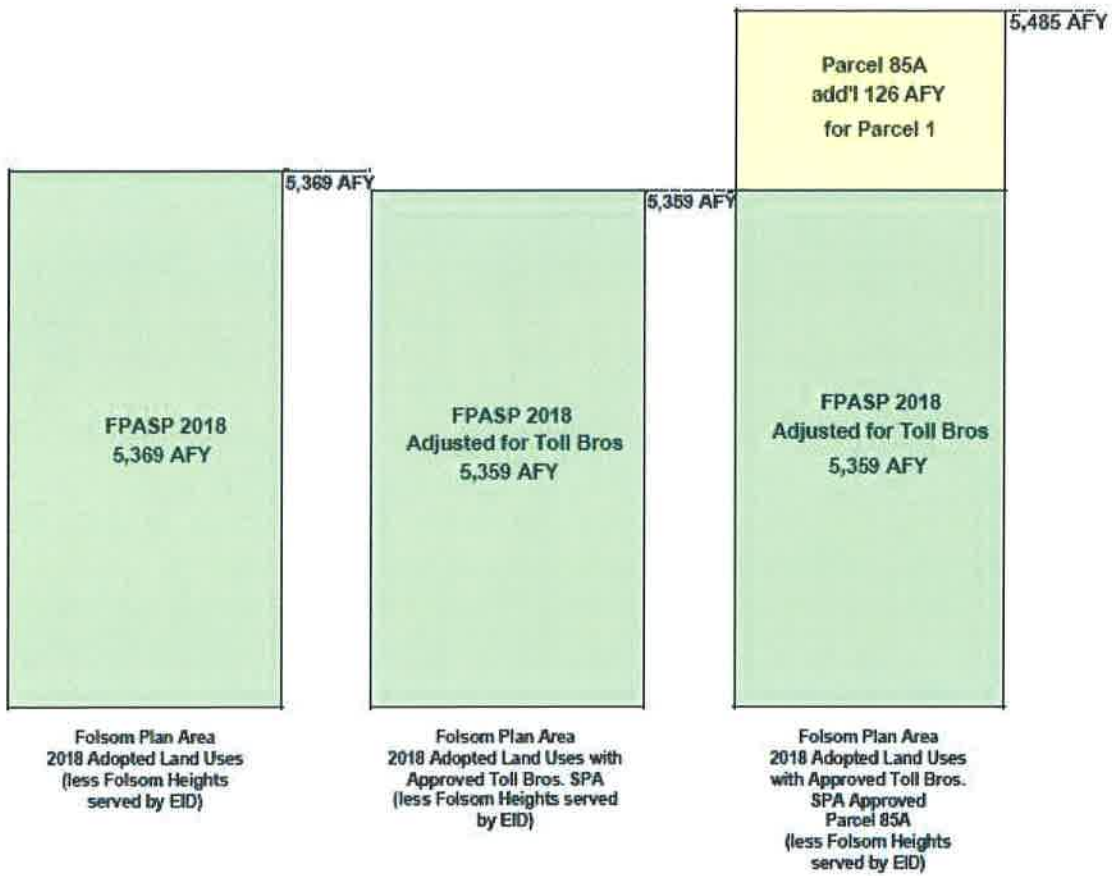


EXHIBIT F

STREET LIGHTING AND LANDSCAPING FRONTAGE



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



EXHIBIT F - STREET LIGHTING AND LANDSCAPING FRONTAGE

Attachment 3

Planning Commission Staff Report
Dated May 19, 2021



CITY OF
FOLSOM
DISTINCTIVE BY NATURE

AGENDA ITEM NO. 1
Type: Public Hearing
Date: May 19, 2021

Planning Commission Staff Report

50 Natoma Street, Council Chambers
Folsom, CA 95630

Project: Folsom Ranch Medical Center
File #: PN-20-193
Requests: Addendum to Final EIR
 Planned Development Permit
 Conditional Use Permit
 Development Agreement Amendment
Location: The proposed Folsom Ranch Medical Center project is located at the northeast corner of the intersection of East Bidwell Street and Alder Creek Parkway within the Folsom Plan Area
Staff Contact: Steve Banks, Principal Planner, 916-461-6207
 sbanks@folsom.ca.us

Property Owner/Applicant

Name: Dignity Health/Robert O'Hare
Address: 10901 Gold Center Drive, Suite 300
 Rancho Cordova CA 95630

Recommendation: Conduct a public hearing and upon conclusion recommend that the Planning Commission adopt an Addendum to the Final Environmental Impact Report for the Folsom Plan Area Specific Plan prepared for the Folsom Ranch Medical Center project (PN 20-193), approve a Planned Development Permit and a Conditional Use Permit, and recommend that the City Council approve a Development Agreement Amendment for the Folsom Ranch Medical Center project, subject to the findings (Findings A-W) and conditions of approval (Conditions 1-51) attached to this report.

Project Summary: The proposed project includes development of a 530,000-square-foot Medical Center (Folsom Ranch Medical Center) on a 27.44-acre site situated at the northeast corner of the intersection of East Bidwell Street and Alder Creek Parkway within the Folsom Plan Area. The proposed Medical Center project, which will be developed in five phases over the course of approximately 23 years, includes a six-story 400,000-square-foot acute care hospital with 300 beds, two three-story 65,000-square-foot medical office buildings, and a ground-level heliport facility. In addition, the proposed



CITY OF
FOLSOM
DISTINCTIVE BY NATURE

AGENDA ITEM NO. 1
Type: Public Hearing
Date: May 19, 2021

project includes a number of significant off-site improvements including roadway and utility improvements, grading improvements on three adjacent parcels, construction of a hydromodification basin, construction of a storm drain swale, and excavation of a borrow site.

The following are the specific entitlements requested with the proposed project.

- **A Planned Development Permit** which contains detailed development and architectural standards for the proposed 530,000-square-foot Medical Center.
- **A Conditional Use Permit** for the development and operation of a private-use hospital heliport facility at the Medical Center.
- **A Development Agreement Amendment** to the First Amended and Restated Tier 1 Development Agreement to incorporate in the definition of "entitlements" that are vested the entitlements requested by the project applicant including the Planned Development Permit, the Planned Development Guidelines, the Conditional Use Permit, and the Site Plan. The Development Agreement Amendment also seeks to take into account the longer construction timeline for the project, memorialize agreements relative to project site access, memorialize agreements relative to water infrastructure and connections, memorialize agreements relative to street lighting and landscape frontage maintenance, memorialize agreements relative to preparation for the future Class I trail, and acknowledge the potential for future modifications to the Medical Center that may be required by the California Office of Statewide Health Planning and Development.

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

Table of Contents:

Attachment 1 - Background and Setting

Attachment 2 - Project Description

- Planned Development Permit
- Conditional Use Permit
- Development Agreement Amendment



CITY OF
FOLSOM
DISTINCTIVE BY NATURE

AGENDA ITEM NO. 1
Type: Public Hearing
Date: May 19, 2021

Attachment 3 - Analysis

- Planned Development Permit
- Conditional Use Permit
- Development Agreement Amendment

Attachment 4 - Conditions of Approval

Attachment 5 - Vicinity Map

Attachment 6 - Preliminary Site Plan, dated May 6, 2021

Attachment 7 - Preliminary Utility Plan, dated May 6, 2021

Attachment 8 - Preliminary Grading and Drainage Plan, dated May 6, 2021

Attachment 9 - Preliminary Landscape Plans, dated May 6, 2021

Attachment 10 - Preliminary Lighting Plan, dated May 6, 2021

Attachment 11 - Preliminary Access and Circulation Plan, dated May 6, 2021

Attachment 12 - Preliminary Off-Site Improvement Plans, dated May 6, 2021

Attachment 13 - Conceptual Building Renderings, dated May 6, 2021

Attachment 14 - Planned Development Guidelines, dated May 12, 2021

Attachment 15 - Folsom Ranch Medical Center Booklet (Separate Bound Document)

Attachment 16 - Amendment No. 2 to First Amended and Restated Development Agreement Relative to Folsom South Specific Plan (Dignity Health)

Attachment 17 - Site Photographs

Attachment 18 - City Memorandum Regarding Folsom Ranch Medical Center Site Access, dated September 30, 2020

Attachment 19 - Devenny Group Traffic Scenarios Memorandum, dated October 26, 2020

Attachment 20 - Transportation Analysis and CEQA Impact Study, dated April 23, 2021 and April 29, 2021 (documents can be found on the City's website at <https://www.folsom.ca.us/home/showpublisheddocument/6155/637558120792530000>)



CITY OF
FOLSOM
DISTINCTIVE BY NATURE

AGENDA ITEM NO. 1
Type: Public Hearing
Date: May 19, 2021

Attachment 21 - Arborist Report and Oak Tree Mitigation Strategy, dated April 28, 2021

Attachment 22 - Environmental Checklist and Addendum for the Folsom Ranch Medical Center Project, dated April, 2021 (documents can be found on the City's website at

<https://www.folsom.ca.us/home/showpublisheddocument/6137/637558099893530000>

Attachment 23 - Mitigation Monitoring and Reporting Program for the Folsom Ranch Medical Center Project, dated April, 2021 (documents can be found on the City's website at

<https://www.folsom.ca.us/home/showpublisheddocument/6141/637558120754730000>

Submitted,

PAM JOHNS
Community Development Director

ATTACHMENT 1 BACKGROUND AND SETTING

Background:

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 U.S. Highway 50, north of White Rock Road, east of Prairie City Road, and west of 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 close 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).

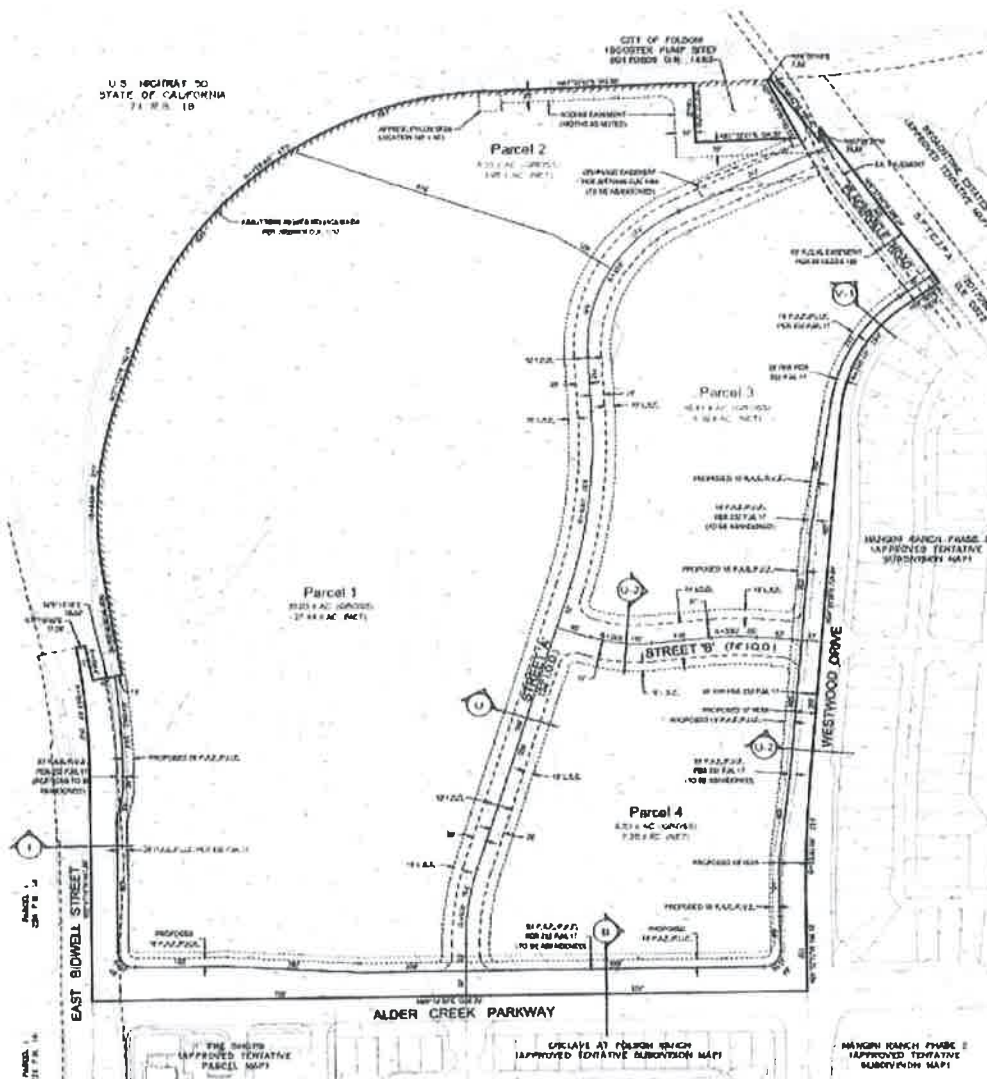
The FPASP includes 11,461 residential units at various densities on approximately 1,630 acres; 310 acres designated for commercial and industrial use; +/-130 acres designated for public/quasi-public uses, elementary/middle school/high schools, and community/neighborhood parks; and +/-1,110 acres for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

On September 22, 2015, the City Council approved an Addendum to the Folsom Plan Area Specific Plan EIR/EIS, a General Plan Amendment, a Specific Plan Amendment, and Amendment No. 1 to the First Amended and Restated Tier 1 Development Agreement for the Westland-Eagle project. The Westland-Eagle project included a significant reduction in the amount of retail commercial land area and an increase in the number of allowed residential dwelling units within the Folsom Plan Area. The net result of these land use modifications was a decrease of 1,445,710 square feet of commercial building area and an increase of 922 residential units within the Plan Area. In addition, the Westland-Eagle project contained modifications to the FPASP including elimination of the Entertainment Overlay Zone, relocation of more intense land uses toward Alder Creek Parkway, strengthening focus of the town center, relocation of Alder Creek Parkway, and realignment of Old Placerville Road. The proposed project is located within the previously approved Westland-Eagle project area.

On December 4, 2019, the Planning Commission approved a Tentative Parcel Map to subdivide a 54.30-acre property (FPASP Parcel 85A) located at the northeast corner of East Bidwell Street and Alder Creek Parkway into four individual parcels for future sale and development. The City Council approved the Final Map and it was thereafter

recorded on May 22, 2020. The four new parcels created by the Parcel Map were 27.44 acres (Parcel 1), 3.97 acres (Parcel 2), 8.39 acres (Parcel 3), and 7.35 acres (Parcel 4) in size respectively. The Parcel Map also included dedication of 7.15-acres of land as public right-of-way for future development of public roadways and associated improvements. Dignity Health, a California nonprofit public benefit corporation, acquired Parcel 1 on June 5, 2020. The proposed Medical Center is located on the largest (Parcel 1) of the four parcels that were created by the Tentative Parcel Map as shown in Figure 1 below.

FIGURE 1: PARCEL 85A FINAL MAP



On March 17, 2020, the Community Development Director approved a Minor Administrative Modification (MAM) for the transfer of development rights to shift residential units and commercial gross square feet among four parcels (Parcels 61, 77, 78, and 85A) located within the Folsom Plan Area for the purpose of meeting the development intent of the subject properties. As mentioned previously, the proposed Medical Center project is located on a 27.44-acre portion of the larger parcel known as Parcel 85A. A detailed discussion of the MAM and the modifications affecting this site is included in the General Plan and Specific Plan Consistency section of this staff report.

Physical Setting

The rectangular-shaped 27.44-acre project site, which features gently rolling terrain, contains a variety non-native grasses and a small grove of willow trees. Existing topography on the site ranges from 450-feet to 400-feet in elevation and generally falls in the southwest direction. The project site is bounded by U.S. Highway 50 to the north with the Folsom Pointe shopping center beyond, Alder Creek Parkway to the south with the Enclave Subdivision beyond, East Bidwell Street to the west with future commercial development beyond, and future McCarthy Way and future multi-family development to the east with Westwood Drive beyond. An aerial photograph of the project site is shown in Figure 2 below.

FIGURE 2: AERIAL PHOTOGRAPH OF PROJECT SITE



ATTACHMENT 2 PROJECT DESCRIPTION

APPLICANT'S PROPOSAL

The applicant, Dignity Health, is requesting approval of a Planned Development Permit, Conditional Use Permit, and Development Agreement Amendment for development of a 530,000-square-foot Medical Center (Folsom Ranch Medical Center) on a 27.44-acre site located at the northeast corner of the intersection of East Bidwell Street and Alder Creek Parkway within the Folsom Plan Area.

As noted above, the applicant is requesting approval of three entitlements and adoption of an Addendum to allow for development of the proposed Medical Center. The first entitlement is a request for approval of a Planned Development Permit which contains specific development and architectural standards for the proposed 530,000-square-foot Medical Center. Planned Development Guidelines (Attachment 14) have been submitted which provide the framework for the Planned Development Permit including deviations from the development standards established by the Folsom Plan Area Specific Plan and the Folsom Municipal Code in order to accommodate an acute care hospital, medical office buildings, a heliport, site design and planning, building architecture, landscaping, site lighting, and signage. Specific modifications to the development standards include:

1. Increase Maximum Building Floor Area Ratio (FAR) from 0.25 to 0.55
2. Increase Maximum Building Height from 50 feet to 60 feet (Office Buildings)
3. Increase Maximum Building Height from 50 feet to 120 feet (Hospital Building)
4. Sign Criteria Modifications
 - o Increase Number of Wall Signs for Office and Hospital Buildings
 - o Increase Maximum Sign Area for Office and Hospital Buildings
 - o Increase Maximum Letter Height for Office Buildings and Hospital Buildings
 - o Allow Illumination of Office and Hospital Building Wall Signs
 - o Increase Maximum Height of Freeway Pylon Sign
 - o Increase Maximum Sign Area of Freeway Pylon Sign
5. Apply Folsom Municipal Code Requirements for Required Bicycle Parking Spaces
6. Reduce Amount of Required Vehicle Loading/Unloading Spaces

The second entitlement is a request for approval of a Conditional Use Permit for development and operation of a ground-level heliport within the western portion of the project site, near the hospital's emergency department ambulance entrance. The heliport, which will be designed and constructed with the second phase of the Medical Center (approximately 2028), is intended to accommodate patient transport to the hospital for emergency care and also to transport of patients to other area hospitals where a higher level of emergency care is available. The heliport will feature a broom finish concrete landing area, an eight-foot-wide connecting concrete pathway, and pavement markings, signage, and lighting as required by the California Department of Transportation Aviation

Division and the Federal Aviation Administration.

The third entitlement is a request for approval of a Development Agreement Amendment (Attachment 16) to the First Amended and Restated Tier 1 Development Agreement to incorporate in the definition of "entitlements" that are vested the entitlements requested by the project applicant including the Planned Development Permit, the Planned Development Guidelines, the Conditional Use Permit, and the Site Plan. The Development Agreement Amendment also seeks to account for the longer construction timeline for the project, memorialize agreements relative to project site access, memorialize agreements relative to water infrastructure and connections, memorialize agreements relative to street and landscape frontage maintenance, memorialize agreements relative to preparation for the future Class I trail, and acknowledge the potential for future modifications to the Medical Center that may be required by the California Office of Statewide Health Planning and Development.

The proposed Medical Center includes development of a six-story 400,000-square-foot acute care hospital with 300 beds, two three-story 65,000-square-foot medical office buildings, a 20,000-square-foot central utility plant, and a ground-level heliport facility. With respect to building design, the applicant has submitted Planned Development Guidelines which are intended to provide the architectural framework for development of the Medical Center buildings including guidance relative to building design, building materials, and building colors. Each of the Medical Center buildings will require future Design Review approval by the Planning Commission to ensure consistency with the proposed Folsom Ranch Medical Center Planned Development Guidelines.

The proposed Medical Center, which will be developed in five different phases, is expected to be fully developed within approximately 23 years. The table on the following page lists the specific details regarding each of the five phases of development for the Medical Center:

TABLE 1: FOLSOM RANCH MEDICAL CENTER PHASING EXHIBIT

| Phase | Year | Building | Central Plant* | Occupied Area |
|-------------------|------|-------------------------------|-------------------|-------------------|
| Phase 1 | 2023 | Medical Office Building 1 | NA | 65,000 SF |
| Phase 2 | 2028 | Hospital (100 Beds) | 15,000 SF* | 160,000 SF |
| Phase 2 | 2028 | Heliport | NA | NA |
| Phase 3 | 2034 | Medical Office Building 2 | NA | 65,000 SF |
| Phase 4 | 2030 | Hospital Expansion (100 Beds) | NA | 120,000 SF |
| Phase 5 | 2045 | Hospital Expansion (100 Beds) | 5,000 SF | 120,000 SF |
| Total Area | | | 20,000 SF* | 530,000 SF |

*Central Utility Plant areas are estimated and not included in total development area

The proposed development phases and timing are flexible and are based on current estimates and may vary as the Medical Center is developed and population and patient needs dictate. Another factor impacting development timing is the completion of site improvement work and coordination with construction seasons given that the infrastructure and roads needed to serve the project.

The applicant's vision for the Medical Center is to provide a broad range of healthcare services to serve the local community and the greater Sacramento region. Specifically, the Medical Center is expected to provide a variety of medical services including the following:

- Acute-Care Hospital
- Medical Office Buildings
- Outpatient Clinics (including Urgent Care)
- Free-standing Emergency Departments
- Ambulatory Surgery Centers
- Wellness-Related Clinics and Retail Facilities
- Imaging Center and Mobile Imaging and Treatment
- Mobile Trailer Pad(s) for Mobile Prefabricated Modular Structures or Temporary Emergency Management Services

In relation to site design, the six-story hospital building has been centrally positioned in the middle of the project site, with a three-story medical office building located to the north and a three-story medical office building located to the south of the hospital respectively. The central plant building and heliport are located directly to the west of the hospital building adjacent to East Bidwell Street and the U.S. Highway eastbound onramp. The applicant has submitted Planned Development Guidelines for the Medical Center with the goal of creating a medical campus that defines its place within the community, provides an environment that promotes patient safety and accessibility, creates open spaces and safe pedestrian pathways, clearly identifies building entrances and pedestrian pathways, and integrates the project with surrounding development relative to vehicle, pedestrian, and bicycle connectivity. The Planned Development Guidelines also provide specific site design guidance relative to vehicle access, pedestrian access, wayfinding, edge considerations, loading and storage, site furniture, future building pads, and mobile modular structures.

General access to the project site is currently provided by East Bidwell Street and Alder Creek Parkway. Parcel 85A is otherwise undeveloped. The proposed project includes a number of roadway improvements required to serve the project site including the construction of McCarthy Way between Alder Creek Parkway and Placerville Road and the construction of Mercy Drive between McCarthy Way and Westwood Drive. In addition, as part of scheduled Folsom Plan Area Backbone Infrastructure improvements, Westwood Drive will be constructed between Alder Creek Parkway and Placerville Road with a future traffic signal at the intersection of Westwood Drive and Alder Creek Parkway.

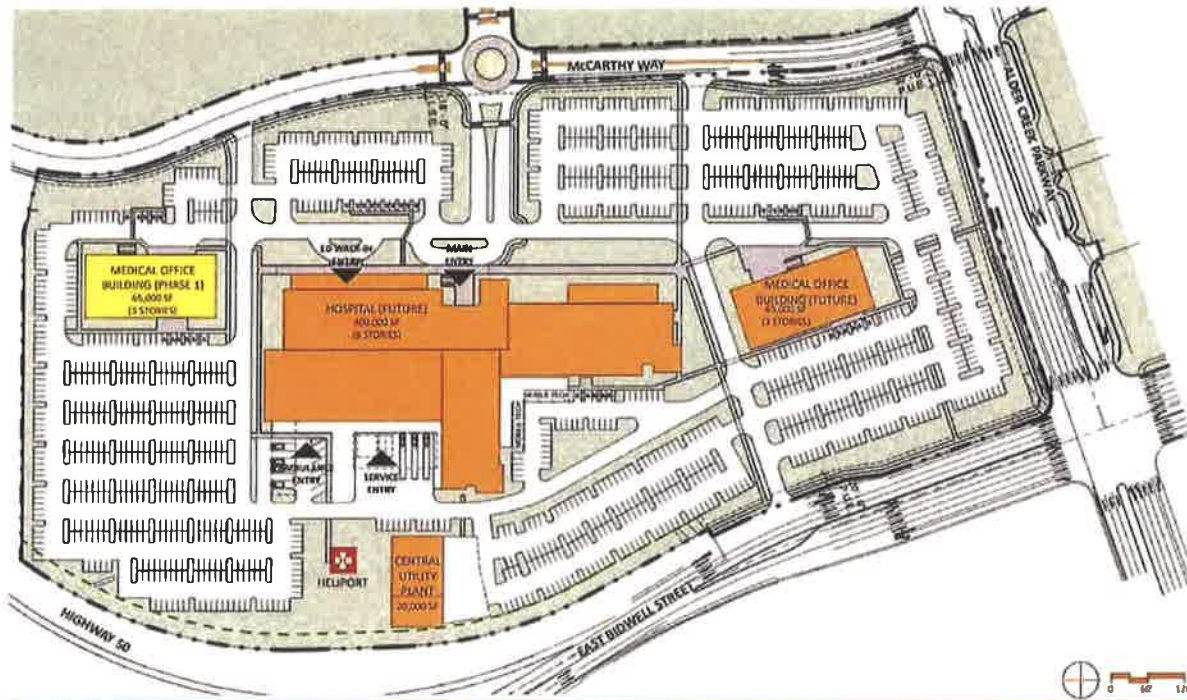
Vehicle access to the project site includes three new driveways that will be located on the west side of McCarthy Way and a single driveway that will be located on the east side of East Bidwell Street. A round-a-bout design feature is proposed at the primary driveway entrance at the intersection of McCarthy Way and Mercy Drive. A left-turn pocket is also proposed on southbound East Bidwell Street for sole use by emergency service vehicles to access the East Bidwell Street Driveway.

As part of the Planned Development Permit, the applicant requested that three different access scenarios be evaluated for the Medical Center project including: (1) signaling the intersection of Alder Creek Parkway and McCarthy Way; (2) installing a round-a-bout at Alder Creek Parkway and McCarthy Way; and (3) physically restricting left-turn access from eastbound Alder Creek to McCarthy Way with a raised median, with primary eastbound access to McCarthy Way from Alder Creek Parkway being a left-turn movement at Westwood Drive, followed by a left-turn movement at Mercy Drive. The applicant's preferred access to the project site is via the signalized intersection at Alder Creek Parkway and McCarthy Way as they believe this is a critical priority to facilitate both emergency and non-emergency patient and visitor access as well as employee access to the Medical Center.

Upon review of the applicant's preferred access scenario, City staff determined that a traffic signal located at the intersection of Alder Creek Parkway and McCarthy Way would not meet the City design standard for traffic signal spacing (1,320 feet required) as it would only be 700 feet from the intersections of East Bidwell Street/Alder Creek Parkway and Alder Creek Parkway/Westwood Drive respectively. A traffic signal at the intersection of Alder Creek Parkway and McCarthy Way is also not reflected in the Folsom Plan Area Specific Plan. In addition, City staff has concerns regarding potential traffic-related impacts associated with placing a traffic signal at this specific location (discussed in more detail within the Traffic/Access/Circulation portion of this staff report).

It is important to note that the traffic signal at the intersection of Alder Creek Parkway and McCarthy Way would not need to be installed until the Phase 4 (approximately 2034) of the Medical Center project. The configuration of Alder Creek Parkway at the future McCarthy Way (i.e., "S shaped" or "porkchop" median) currently allows for left turn access and the Transportation Impact Study (Attachment 20) concluded that this left turn movement could continue as either an unsignalized or signalized intersection. A microsimulation analysis provided in the appendix of the Transportation Impact Study indicated that, both this intersection along with the East Bidwell Street/Alder Creek Parkway intersection, would operate with acceptable queues and delays if the Alder Creek Parkway/McCarthy Way intersection is signalized. The proposed site plan, which includes the applicant's preferred access scenario, is shown in Figure 3 on the following page.

FIGURE 3: PROPOSED SITE PLAN



As shown on the submitted Site Plan above, internal vehicle circulation consists of a series of 25-foot-wide drive aisles that provide access between the four project driveways, the hospital building, and the two office buildings. Pedestrian circulation is provided by new sidewalks located along the street frontages of East Bidwell Street, Alder Creek Parkway, and McCarthy Way as well as by a series of new pedestrian pathways that provide connectivity throughout the project site and to the perimeter sidewalks. A future Class I trail is also located in the northwest corner of the project site adjacent to the U.S. Highway 50 eastbound onramp. Additional on-site improvements include: 1,275 parking spaces (includes combination of uncovered and solar-covered spaces), 56 bicycle parking spaces, electric vehicle charging stations, underground utilities, underground water storage tanks, a heliport, site lighting, site landscaping, retaining walls, and project identification signs.

As noted above, the project site is presently undeveloped. Therefore, the proposed project also includes a number of significant off-site improvements including roadway and utility improvements, grading improvements on three adjacent parcels, construction of a hydromodification basin, construction of a storm drain swale, and excavation of a borrow site. Roadway and utility improvements, which would be constructed along East Bidwell Street, Alder Creek Parkway, Westwood Drive, and Placerville Road include grading of the roadway alignments, and associated storm drain, sewer, water, and dry utilities. Grading improvements include mass grading of three adjacent parcels that are part of the larger Parcel 85A that was recently subdivided; no other development activity is proposed

or approved for these three parcels. Construction of an off-site storm drain outfall swale and an off-site hydromodification basin (Basin No. 8) are proposed to convey and treat storm drainage. The swale is located just west of the Alder Creek Parkway and East Bidwell Street intersection, while the hydromodification basin is southwest of the project site, just north of the proposed Savannah Parkway roadway alignment. Lastly, excavation at a borrow site, which is approximately 400 feet west of East Bidwell Street, is proposed to provide fill material to widen the west side of the East Bidwell Street roadway.

In addition to the off-site improvement referenced above, the proposed project includes modifications to the water delivery system for the Folsom Plan Area in order to provide required emergency water backup storage and sufficient water pressure to serve the proposed project. The 2014 Folsom Plan Area Water System Master Plan indicates that the proposed project site is located within what is identified as the Zone 3 water service area. There are five water zones in the Folsom Plan Area with Zone 5 being furthest east (highest elevation) and Zone 1 being further west (lowest elevation). Based on utility studies prepared for the proposed Medical Center project, it was determined that the required minimum water pressure for the hospital building is 80 psi. In order to achieve the minimum water pressure necessary to serve the project, the applicant is proposing to connect to the Zone 4 water service area. To accommodate shifting the proposed project into the Zone 4 water service area, additional Zone 4 water piping will be required to be installed and the Zone 4 water tank capacity will need to be expanded. A detailed discussion of this topic is covered in the Water Supply and Infrastructure section of this staff report.

**ATTACHMENT 3
ANALYSIS**

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

- A. General Plan and Specific Plan Consistency
- B. Planned Development Permit
 - Development Standards
 - Building Architecture and Design
- C. Conditional Use Permit
- D. Development Agreement Amendment
- E. Traffic/Access/Circulation
- F. Parking and Loading
- G. Noise and Vibration Impacts
- H. Walls
- I. Signage
- J. Site Lighting
- K. Trash/Recycling
- L. Existing and Proposed Landscaping
- M. Oak Tree Impacts
- N. Trails
- O. Grading and Drainage
- P. Frontage Improvements
- Q. Water Supply and Infrastructure
- R. Off-Site Improvements
- S. Conformance with Relevant Folsom General Plan and Folsom Plan Area Specific Plan Objectives and Policies

A. General Plan and Specific Plan Consistency

The 27.44-acre project site has a General Plan land use designation of GC (General Commercial) and a Specific Plan land use designation of SP-GC-PD (Specific Plan-General Commercial-Planned Development Permit District). The project is consistent with both the General Plan land use designation and the Specific Plan land use designation, as hospital and medical offices are identified as a permitted land uses within

the Folsom Plan Area Specific Plan. In addition, the proposed project meets the development requirements established by the Folsom Plan Area Specific Plan (Table A.11) with respect to lot area, building setbacks, landscape coverage, distance between buildings, and parking. However, the proposed project is requesting approval to deviate from the established development standards with respect to maximum building floor area ratio, maximum building height, maximum signage, required bicycle parking, and required vehicle loading/unloading spaces. Development standards for the proposed project are discussed later within the Planned Development Permit section of this staff report.

On March 17, 2020, the City approved a Minor Administrative Modification (MAM) to shift commercial and residential square footage among multiple parcels (Parcels 61, 77, 78, and 85A) located within the Folsom Plan Area including the subject parcel in order to meet the maximum development intent of the properties involved. The resulting Transfer of Development Rights resulted in the subject property being allocated 530,000 gross square feet for a mixture of different commercial land uses (GC-RC, GC-GC, and GC-IND/OP). As discussed in the Project Description, the proposed Medical Center project includes a variety intended land uses including an acute-care hospital, medical office buildings, outpatient clinics, urgent care, free-standing emergency departments, ambulatory surgery centers, wellness related clinics, retail facilities, an imaging center, and mobile imaging and treatment. All the anticipated uses described above are considered permitted land uses on the subject parcel as described within the Folsom Plan Area Specific Plan.

As mentioned in the Project Description section of this staff report, the proposed project includes development and operation of a heliport on the west side of the Medical Center site. The Folsom Plan Area Specific Plan and the Folsom Municipal Code (FMC, Section 17.22.050) do not provide specific guidance as to whether a heliport is considered a non-permitted, permitted, or conditionally permitted land use within a Specific Plan-General Commercial, Planned Development District. However, based upon the nature of the proposed use and its potential impacts, the Community Development Director determined that as part of the proposed project, a heliport would be a permitted use within a Specific Plan-General Commercial, Planned Development District (SP-GC-PD) upon issuance of a Conditional Use Permit by the Planning Commission. A full discussion of the planned heliport is contained within the Conditional Use Permit section of this staff report.

B. Planned Development Permit

The purpose of the Planned Development Permit process is to allow greater flexibility in the design of integrated developments than otherwise possible through strict application of land use regulations. The Planned Development Permit process is also designed to encourage creative and efficient uses of land. The following are proposed as part of the applicant's Planned Development Permit:

- Development Standards and Planned Development Guidelines
- Building Architecture and Design

Development Standards and Planned Development Guidelines

Planned Development Guidelines (Attachment 14) have been submitted which provide the framework for the Planned Development Permit including deviations from the development standards established by the Folsom Plan Area Specific Plan and the Folsom Municipal Code in order to accommodate an acute care hospital, medical office buildings, a heliport, site design and planning, building architecture, landscaping, site lighting, and signage. Specific changes to the development standards include:

1. Increase Maximum Building Floor Area Ratio (FAR) from 0.25 to 0.55
2. Increase Maximum Building Height from 50 feet to 60 feet (Office Buildings)
3. Increase Maximum Building Height from 50 feet to 120 feet (Hospital Building)
4. Sign Criteria Modifications
 - Increase Number of Wall Signs for Office and Hospital Buildings
 - Increase Maximum Sign Area for Office and Hospital Buildings
 - Increase Maximum Letter Height for Office Buildings and Hospital Buildings
 - Allow Illumination of Office and Hospital Building Wall Signs
 - Increase Maximum Height of Freeway Pylon Sign
 - Increase Maximum Sign Area of Freeway Pylon Sign
5. Apply Folsom Municipal Code Requirements for Required Bicycle Parking Spaces
6. Reduce Amount of Required Vehicle Loading/Unloading Spaces

The proposed project includes a request to increase the maximum building floor area ratio (FAR) established by the Folsom Plan Area Specific Plan (FPASP, Table A.11) from 0.25 to 0.55 for the overall Medical Center project site. The applicant has indicated that the proposed increase in maximum FAR is necessary in order to maximize the site and building efficiency for development of the Medical Center. In particular, the applicant states that the proposed six-story hospital and three-story medical office buildings are appropriately sized to meet the health care needs of the surrounding community and that a FAR of 0.55 is required to achieve this goal.

The maximum FAR in the General Plan for GC land uses is 0.5, while maximum FAR established by the Folsom Plan Area Specific Plan for the GC land use category is 0.25. While allowing medical services land uses in the GC land use category, the FPASP did not envision a hospital land use. The General Plan includes a land use designation of Public and Quasi-Public Facility (PQP) which corresponds with the hospital building. PQP land use is defined as supporting the needs of the community by providing health uses, and the FAR for the PQP land uses in the FPASP ranges from 0.2 up to a maximum of 1.0. According to the applicant, the proposed Medical Center will provide significant public amenities and community benefit not only to the City of Folsom, but also to the surrounding region. In order to provide a full-service hospital, a minimum FAR of 0.55 is

requested by the applicant for the project site to accommodate the grossing and support space anticipated for a full-service hospital. The applicant states that this FAR increase will translate into appropriate building footprints with efficient program layouts and onsite surface parking with open areas for a positive contribution to the visual environment.

Upon review of the submitted site plan, building renderings, and Planned Development Guidelines, staff has determined that the proposed increase in FAR would not result in any visual or aesthetic impacts as the project site is located in an area planned for intensive commercial development in the future. In addition, staff has determined that the proposed increase in FAR would not result in any traffic, access, or circulation-related impacts based on the results of the Transportation Impact Study (Attachment 20) prepared for the project. As a result, staff is supportive of the applicant's proposed FAR increase from 0.25 to 0.55 for the project site to accommodate development of the Medical Center.

The proposed project includes a request to increase the maximum height established by the Folsom Plan Area Specific Plan (FPASP, Table A.11) for the GC land use category from 50 feet to 120 feet. Specifically, the applicant is proposing to increase the maximum building height for the two medical office buildings from 50 feet to 60 feet and to increase the maximum building height for the hospital building from 50 feet to 120 feet (exclusive of mechanical equipment and roof screens). The applicant states that the increase in building height is necessary in order to maximize the site and building efficiency for medical office buildings and a hospital. The applicant also states that the increase in building height is required because medical office buildings and hospitals typically have higher floor to floor dimensions due to interstitial space requirements for mechanical, plumbing, electrical, low voltage and medical gas systems.

In reviewing the request for an increase to the maximum building height for the medical office buildings and hospital, staff took into consideration existing and future land uses in the vicinity of proposed project. The project site is bounded by an undeveloped commercial property (future hotel site) to the north with U.S. Highway 50 beyond, Alder Creek Parkway to the south with an undeveloped commercial property (Shops at Folsom Ranch) and an under construction single-family residential subdivision (Enclave at Folsom Ranch) beyond, East Bidwell Street to the west with an undeveloped commercial property beyond, and future McCarthy Way to the east with undeveloped multi-family residential properties and Westwood Drive beyond.

The southernmost three-story medical office building is located approximately 550 feet from the nearest future single-family residence to the south across Alder Creek Parkway and approximately 400 feet from the undeveloped multi-family property located across future McCarthy Way to the east. The six-story hospital building is located approximately 700 feet from the nearest future single-family residence to the south across Alder Creek Parkway and approximately 350 feet from the undeveloped multi-family properties located across future McCarthy Way to the east. Based on the planned development of commercial uses in the project area, the substantial distance of the proposed buildings

from residential development, and the community benefits associated with the medical campus, staff has determined that the proposed building height increase for the medical office buildings and hospital is appropriate.

The submitted Planned Development Guidelines include a Sign Criteria that proposes several modifications to the standards established by the Folsom Municipal Code (FMC, Chapter 17.59) for hospital and medical office uses including increasing the number of allowable wall signs, increasing the maximum sign area for wall signs, increasing the maximum letter height for wall signs, increasing the maximum height of the proposed freeway pylon sign, and increasing the maximum sign area for the freeway pylon sign. A detailed discussion of the Sign Criteria and the proposed modifications is included in the Signage section of this staff report.

The proposed project includes a request to apply the Folsom Municipal Code requirements for the number of required bicycle parking spaces for both the medical office buildings and the hospital building. In addition, the proposed project includes a request to reduce the number of required vehicle loading and unloading spaces for the medical office buildings and the hospital building. A thorough review of these proposed modifications is contained with the Parking section of this staff report.

Building Architecture and Design

As detailed in the Project Description section of this report, the proposed Medical Center project includes development of a six-story hospital building, two three-story medical office buildings, a single-story central plant building, and two mobile modular structures. The submitted Planned Development Guidelines contain architectural guidelines which provide the framework for development of the medical campus buildings including guidance relative to building design, building materials, and building colors. Listed below are some of the specific recommendations from the Guidelines:

- Buildings shall be well-proportioned, constructed of high-quality materials, and should demonstrate an attention to care and craftsmanship.
- Building forms shall distinguish main public entries versus emergency and staff entrances.
- Hierarchy and rhythm should be used to create building forms that are cohesive, balanced, and approachable.
- Articulation and naturally cast shadows are important aspects of building facade design that can animate and bring visual interest to built structures.
- Buildings on this campus should exhibit a sound understanding of massing including a base, middle, and top massing, the human scale, and the macro scale.

- High quality, emphasis on natural materials that demonstrate professional craftsmanship.
- Exterior building materials shall form a complimentary palette of textures and colors. Warm-tone, approachable materials and colors shall establish the primary palette.
- Natural stone of hewn, rough cut, flame honed or polished texture; integrally colored synthetic plaster, textured finish; pre-finished metal panels of composite or plate aluminum construction shall constitute the primary exterior wall finishes and accent materials.

Shown in the figures below and on the following pages are conceptual building renderings of the medical office and hospital buildings.

FIGURE 4: NORTHWESTERN VIEW OF ENTIRE MEDICAL CENTER



FIGURE 5: WESTERN ELEVATION OF HOSPITAL BUILDING

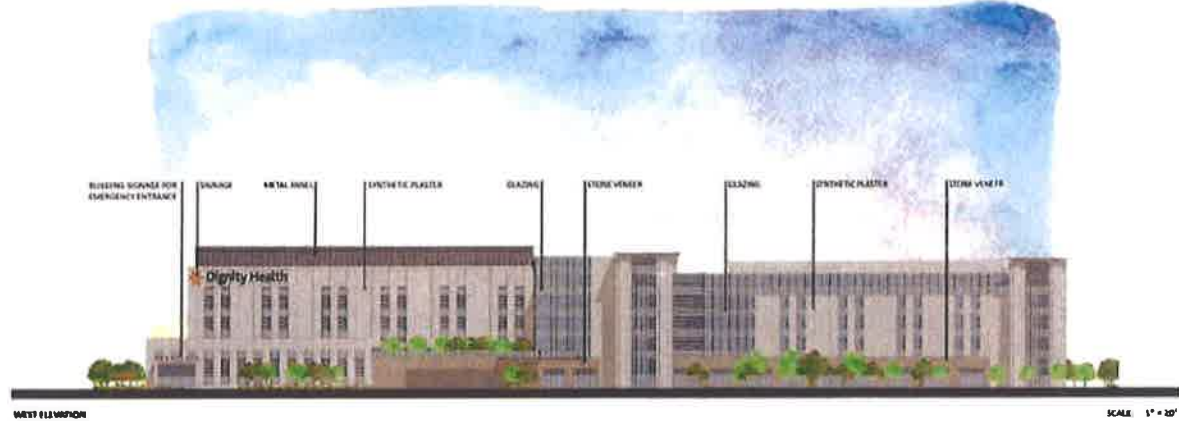


FIGURE 6: EASTERN ELEVATION OF HOSPITAL BUILDING

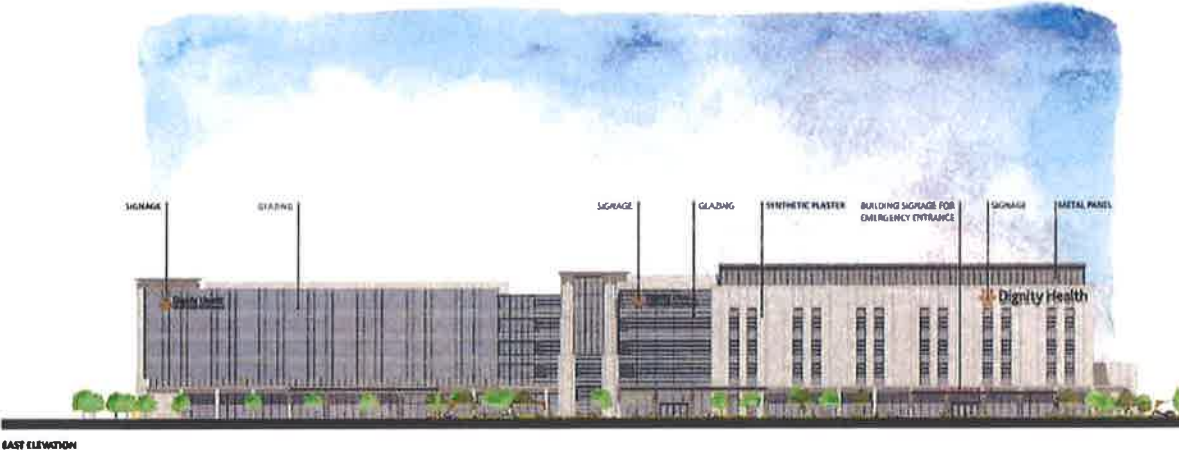


FIGURE 7: NORTHERN ELEVATION OF HOSPITAL BUILDING

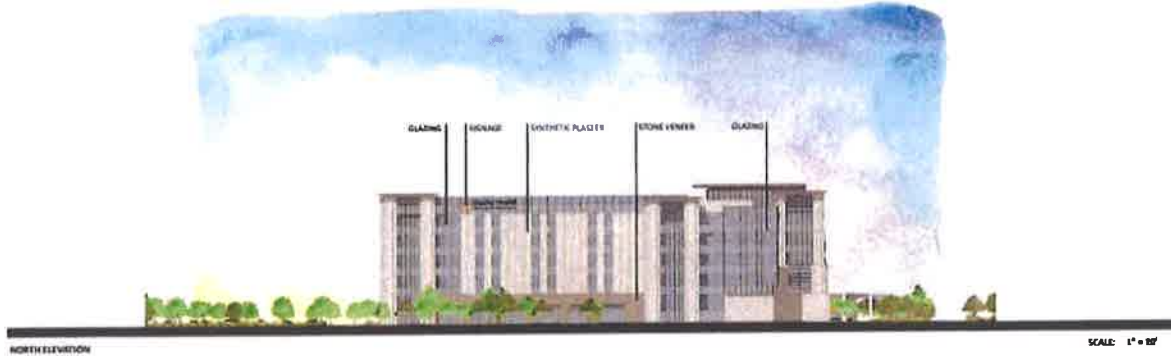
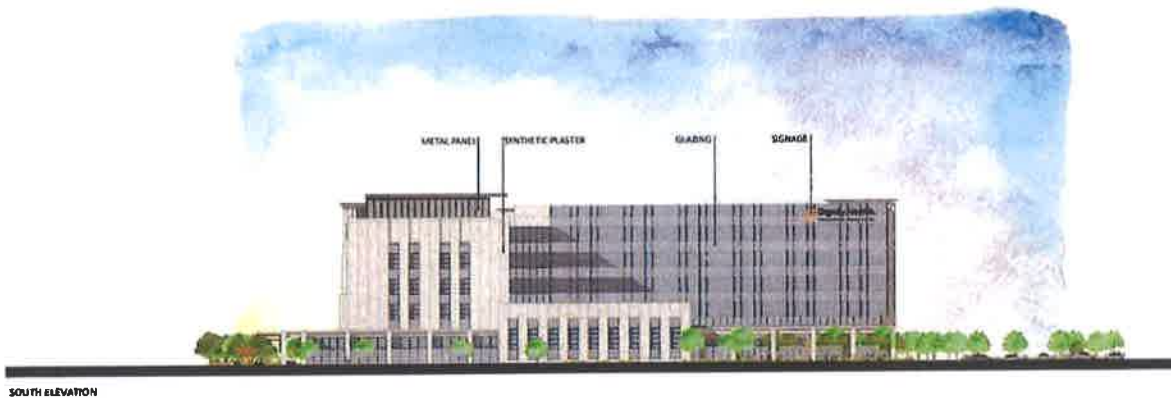


FIGURE 8: SOUTHERN ELEVATION OF HOSPITAL BUILDING



As no specific architectural and design details for the Medical Center were submitted with the subject development application, each of the buildings will require future Design Review approval by the Planning Commission to ensure consistency with the proposed Planned Development Guidelines. Condition No. 47 is included to reflect this requirement.

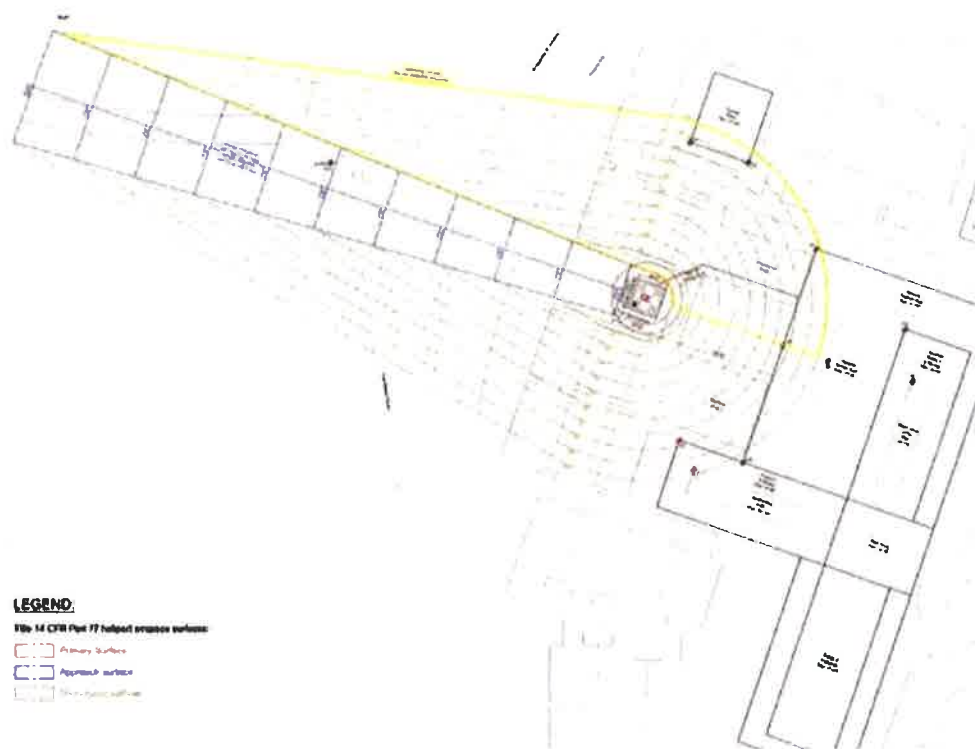
C. Conditional Use Permit

The applicant is requesting approval of a Conditional Use Permit for development and operation of a ground-level heliport within the western portion of the project site. The heliport, which will be constructed with the Phase 2 of the Medical Center (2028), is intended to accommodate patient transport to the hospital for emergency care and also transport of patients to other area hospitals where a higher level of emergency care is available. In terms of operation, the heliport is expected to accommodate 1-2 flights per week, however, there may be fluctuations based on demand. In addition, the heliport will

be available to accommodate flights seven days per week and 24 hours per day. With respect to design, the heliport will feature a broom finish concrete landing area, an 8-foot-wide connecting concrete pathway, and pavement markings, signage, and lighting as required by the California Department of Transportation Aviation Division and the Federal Aviation Administration.

The heliport will be designed to accommodate aircraft similar to the Airbus H145 helicopter model and constructed and operated in accordance with the guidance and requirements of the Federal Aviation Administration (FAA) and the California Department of Transportation (Caltrans). Final approach and takeoff area would be coordinated with FAA and Caltrans and will incorporate required lighting requirements for safe landing and departure of helicopters. The heliport would be lighted in accordance with FAA requirements, including, but not limited to, obstruction lighting, landing pad perimeter lighting, and other related lighting. Helicopters will use typical running lights, which would include red and green right-of-way lights on the sides of the aircraft and a strobe light to indicate the helicopter's position in low-visibility conditions. The preliminary design for the heliport including conceptual standards for landing and takeoff are shown in Figure 9 below:

FIGURE 9: PRELIMINARY HELIPORT DESIGN



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

In reviewing the request for a Conditional Use Permit, staff also took into consideration potential impacts associated with helicopters landing and taking off from the heliport as this represents a new noise source in the project area. The effects of helicopter noise on the surrounding project area were evaluated in a project-specific *Helicopter Noise Technical Report* prepared by Crawford Murphy & Tilly (Appendix G to the Addendum/Attachment 22). The Noise Report utilized the Aviation Environmental Design Tool (AEDT), which is the Federal Aviation Administration (FAA)-approved noise model for quantifying aircraft noise and includes parameters such as the number of anticipated helicopter operations, flight paths used to access the heliport, specific helicopter types, and the time of day at which operations are expected to occur.

The Noise Report determined that the 60 dB contours for helicopter noise would not extend beyond 200 feet from the proposed heliport location, which is primarily within the limits of the proposed Medical Center property and does not include any existing or potential future residential land uses. Therefore, no existing or planned off-site residential uses would be exposed to helicopter noise levels that exceed the City's 60- and 65-dB standards for low-density and high-density residential land uses, respectively. In addition, the Noise Report determined that the proposed heliport operations would not result in any new significant noise-related impacts that were not previously addressed by the Folsom Plan Area Specific Plan EIR/EIS.

Based on this information, staff supports the Conditional Use Permit for development and operation of a heliport at the Folsom Ranch Medical Center as proposed. However, in the event the City finds evidence that the heliport use has resulted in a substantial adverse effect on the health, and/or general welfare of users of adjacent or proximate property or has a substantial adverse impact on public facilities or services, the Community Development Director will refer the use permit to the Planning Commission for review. If, upon such review, the Planning Commission finds that any of the above-stated results have occurred, the Commission may modify or revoke the Conditional Use Permit. Condition No. 8 is included to reflect this requirement.

D. Development Agreement Amendment

The City and Landowner's predecessor (Eagle Commercial Partners, LLC) previously entered into the First Amended and Restated Tier 1 Development Agreement By and Between the City of Folsom and Landowner Relative to the Folsom South Specific Plan on July 15, 2014. Section 1.5 of the Restated Development Agreement allows the

Restated Development Agreement to be amended from time to time by mutual written consent of the parties. On November 12, 2015, Eagle Commercial Partners, LLC and the City entered into Amendment No. 1 to First Amended and Restated Tier 1 Development Agreement Relative to the Folsom South Specific Plan. The applicant is proposing Amendment No. 2 to the First Amended and Restated Development Agreement by and between the City of Folsom and Dignity Health.

As described above, the applicant is requesting approval of a Development Agreement Amendment (Attachment 16) to the First Amended and Restated Tier 1 Development Agreement to incorporate in the definition of "entitlements" that are vested the entitlements requested by the project applicant including the Planned Development Permit, the Planned Development Guidelines, the Conditional Use Permit, and the Site Plan. The Development Agreement Amendment also seeks to take into account the longer construction timeline for the project, memorialize agreements relative to project site access, memorialize agreements relative to water infrastructure and connections, memorialize agreements relative to frontage landscaping and maintenance, memorialize agreements relative to preparation for the future Class I trail, and acknowledge the potential for future modifications to the Medical Center that may be required by the California Office of Statewide Health Planning and Development.

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

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

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

The Development Agreement Amendment also address issues related to site access, agreements relative to water infrastructure and connections, agreements relative to street lighting and landscape frontage maintenance, and agreements relative to preparation for the future Class I trail. Each of the specific elements of the Development Agreement Amendment referenced above are discussed in detail within various sections of this staff report. City staff is supportive of the Development Agreement Amendment as proposed. The Planning Commission will be making a recommendation regarding the Development Agreement Amendment to the City Council as Development Agreements require City Council review and approval.

E. Traffic/Access/Circulation

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

The 2011 Folsom Plan Area Specific Plan Environmental Impact Report/Environmental Impact Statement included not only a detailed analysis of traffic-related impacts within the Plan Area, but also an evaluation of traffic-related impacts on the surrounding communities. In total, there are fifty-five traffic-related mitigation measures associated with development of the FPASP which are included as conditions of approval for the Folsom Ranch Medical Center 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 Folsom Ranch Medical Center project is subject to all traffic-related mitigation measures required by the 2011 FPASP EIR/EIS (Condition No. 51).

On May 5, 2015, Fehr & Peers completed a Traffic Impact Analysis for the Westland-Eagle Specific Plan Amendment project (an Addendum to the FPASP EIR/EIS was certified in association with the Westland-Eagle Specific Plan Amendment) and

determined that the traffic impacts associated with that project had been adequately addressed in the 2011 Folsom Plan Area Specific Plan EIR/EIS with inclusion of some minor adjustments to account for changes that have occurred since the EIR/EIS was certified. The adjustments include requiring the project to modify the westbound approach to the East Bidwell Street/Iron Point Road intersection to include three left-turn lanes, two through lanes, and one right-turn lane. In addition, the project was required to pay a fair-share contribution towards improvements to the East Bidwell Street/Alder Creek Parkway intersection including the addition of a channelized westbound right-turn lane.

On December 1, 2017, T.KEAR Transportation Planning & Management completed a Transportation Impact Study for the Mangini Ranch Phase 2 Subdivision project to ensure that no additional impacts would occur that were not previously identified and addressed by the 2011 FPASP EIR/EIS and the 2015 Westland-Eagle Specific Plan Addendum to the FPASP EIR/EIS. The Study determined that, with planned street and intersection improvements, the Mangini Ranch Phase 2 Subdivision project would not create any new significant impacts when compared to the FPASP EIR/EIS and the Westland-Eagle Specific Plan Amendment Addendum.

Existing Roadway Network and Conditions

The project site is located at the northeast corner of the intersection of East Bidwell Street and Alder Creek Parkway. Significant roadways in the project vicinity include U.S. Highway 50, East Bidwell Street, Alder Creek Parkway, and Westwood Drive. U.S. Highway 50 is a six-lane east-west highway that passes through Folsom and connects the Sacramento region to Lake Tahoe and points beyond. East Bidwell Street, which is currently a two-lane north-south roadway in the vicinity of the project site, runs from White Rock Road northward until it connects to Riley Street. Alder Creek Parkway is currently a two-lane east-west roadway that travels from East Bidwell Street eastward to Placerville Road and beyond into the Russell Ranch Subdivision. Westwood Drive, which is two-lane north-south roadway that is currently under construction, will eventually run from Mangini Parkway northward up to Placerville Road.

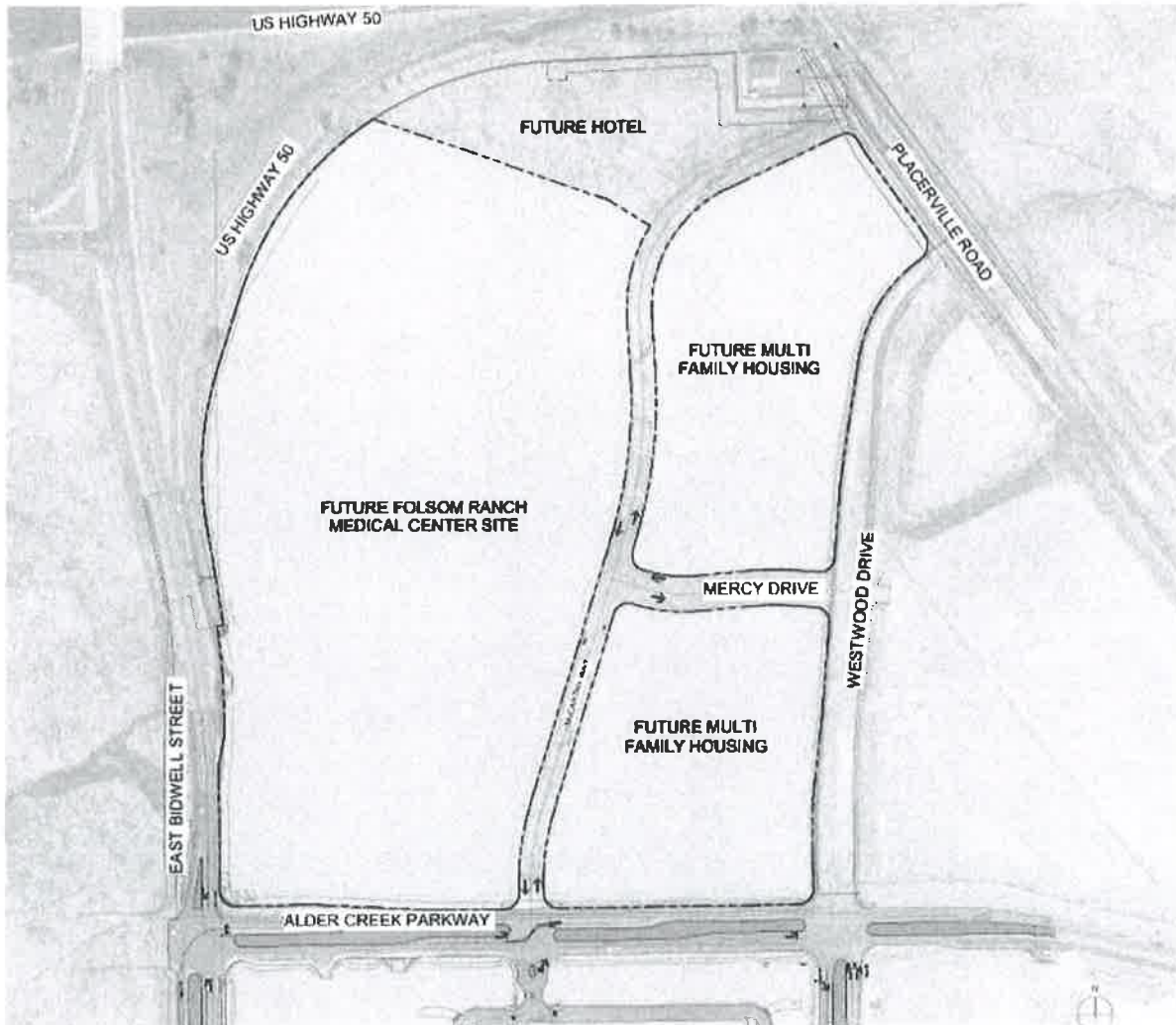
Existing roadway conditions at the McCarthy Way and Alder Creek Parkway intersection include a left-turn pocket on eastbound Alder Creek Parkway at future McCarthy Way and a westbound left-turn pocket on Alder Creek Parkway at the entrance to the Enclave Subdivision. The two existing left-turn pockets are expected to remain in place until such time that they are unsafe or there is a trigger to require modifications to this intersection (e.g., signalization of McCarthy Way). The intersection of East Bidwell Street and Alder Creek Parkway currently features three-way stop-sign control. The westbound approach to East Bidwell Street/Alder Creek Parkway intersection from Alder Creek Parkway includes a right-turn lane and a left-turn pocket. The northbound and southbound approaches to the East Bidwell Street/Alder Creek Parkway intersection both include a through-lane and right-turn and left-turn lanes respectively to provide access to eastbound Alder Creek Parkway. There is currently no traffic control at the intersection of Alder Creek Parkway and Westwood Drive, although there is an eastbound left-turn pocket from Alder Creek Parkway onto future Westwood Drive. An aerial photograph of

the existing roadway conditions and an exhibit showing existing conditions plus approved roadways associated with the Parcel 85A Tentative Parcel Map project are shown below and on the following page.

FIGURE 10: AERIAL PHOTOGRAPH OF EXISTING ROADWAY CONDITIONS



FIGURE 11: EXISTING CONDITIONS PLUS APPROVED ROADWAYS



On April 23, 2021, DKS Associates completed a Transportation Analysis (Analysis) and CEQA Impact Study (included as Attachment 20) to evaluate traffic, access, and circulation impacts associated with the proposed project. The Analysis evaluated traffic operations at the following 19 study intersections in the vicinity of the project site:

- East Bidwell Street and Iron Point Road
- East Bidwell Street and Placerville Road
- East Bidwell Street and US 50 WB Ramps
- East Bidwell Street and US 50 EB Ramps
- Placerville Road and Westwood Drive
- Rowberry Way and Alder Creek Parkway
- 1st Street and Alder Creek Parkway

- 3rd Street and Alder Creek Parkway
- East Bidwell Street and Alder Creek Parkway
- McCarthy Way and Alder Creek Parkway
- Westwood Drive and Alder Creek Parkway
- Placerville Road and Alder Creek Parkway
- East Bidwell Street and Old Ranch Road
- East Bidwell Street and Savannah Parkway
- Westwood Drive and Savannah Parkway
- East Bidwell Street and Mangini Parkway
- East Bidwell Street and Regency Parkway
- East Bidwell Street and White Rock Road
- Placerville Road and White Rock Road

Six different scenarios were evaluated in reviewing traffic operations at the 19 study intersections including Existing Conditions (2021) and the five different development phases of the proposed project. The fifth development phase, while planned for 2045 and representing full buildout, was analyzed under Cumulative Conditions (2040) based on the current year travel demand model utilized by the Transportation Analysis.

As discussed in the Project Description, the applicant is proposing the addition of future signalized access control at the intersection of Alder Creek Parkway and McCarthy Way, and City staff is concerned that a signal at this intersection is inconsistent with the approved Specific Plan and City design standards among other things. The Analysis evaluated intersection operations at the intersection of Alder Creek Parkway and McCarthy Way for Cumulative Conditions to determine potential interactions between closely spaced intersections including the potential for queue spillback at upstream adjacent intersections. The Analysis concluded that there would not be a significant impact associated with the future signalization of the Alder Creek Parkway/McCarthy Way intersection, but the Analysis also includes significant assumptions about geometric changes, operational changes and impacts to the proposed Bus Rapid Transit (BRT) service that City staff does not support at this time. A more detailed discussion of project site access as it relates to the proposed traffic signal is provided in the Site Access and On-Site Circulation section of this staff report.

The majority of infrastructure and ultimate roadway cross-sections for the Folsom Plan Area identified in the FPASP have not been constructed yet, however they are critical to handling the expected traffic growth associated with planned development throughout the region including the subject project. The following table shows the programmed infrastructure improvements and expansions identified to correspond with the phased expansion of land use identified for the submitted development application. The table also identifies any improvements either associated with the project, or that become deficient with the addition of project-related trips.

FIGURE 12: PROGRAMMED SCHEDULE OF PLAN AREA INFRASTRUCTURE

| IMPROVEMENT | PHASE 1 (2023) ^a | PHASE 2 (2028) ^a | PHASE 3 (2030) ^a | PHASE 4 (2034) ^a | PHASE 5 (2040) ^a |
|---|--------------------------------|--------------------------------|--------------------------------|--------------------------------|--------------------------------|
| WIDENING OF EAST BIDWELL STREET FROM US 50 TO WHITE ROCK ROAD | C | C | C | C | C |
| WIDENING OF ALDER CREEK PARKWAY FROM EAST BIDWELL STREET TO PLACERVILLE ROAD | C | C | C | C | C |
| CONSTRUCTION OF WESTWOOD DRIVE BETWEEN ALDER CREEK PARKWAY AND PLACERVILLE ROAD | C | C | C | C | C |
| CONSTRUCTION OF ALDER CREEK PARKWAY WEST OF EAST BIDWELL ST INCLUDING INTERSECTIONS OF ALDER CREEK PARKWAY WITH 1 ST STREET AND 3 RD STREET | C | C | C | C | C |
| CONSTRUCTION OF MCCARTHY WAY BETWEEN ALDER CREEK PARKWAY TO PLACERVILLE ROAD | P | P | P | P | P |
| CONSTRUCTION OF EMERGENCY ACCESS MIDBLOCK HALF SIGNAL ON EAST BIDWELL STREET | P | P | P | P | P |
| CONSTRUCTION OF EMPIRE RANCH ROAD US 50 INTERCHANGE | D | C | C | C | C |
| CONSTRUCTION OF SAVANNAH PARKWAY WEST OF EAST BIDWELL ST | - | C | C | C | C |
| CONSTRUCTION OF ROWBERRY ROAD US 50 OVERCROSSING | - | C | C | C | C |
| WIDENING OF WHITE ROCK ROAD FOR CAPITAL SOUTHEAST CORRIDOR | - | - | - | C | C |
| SIGNALIZATION OF ALDER CREEK PARKWAY AND WESTWOOD DRIVE | - | - | - | - | C |

^a 'C' indicates an improvement programmed by the City;
 'P' indicates an improvement associated with the Project;
 'D' indicates an improvement required due to deficiency associated with Project trips
 '-' indicates an improvement that is not programmed nor required due to a deficiency

The Analysis projected that the proposed Folsom Ranch Medical Center project is expected to generate a total of 11,220 daily vehicle-trips on weekend days, with 914 trips occurring during the AM peak hour and 1,017 trips occurring in the PM peak hour. Based on the expected number of project-related vehicle trips, the Analysis concluded that the proposed project would not have a significant impact on vehicle level of service (LOS) at any of the study intersections or freeway segments with following two exceptions:

- Alder Creek Parkway/McCarthy Way:
 The Analysis determined that the intersection of Alder Creek Parkway and McCarthy Way would exceed the General Plan threshold for southbound queuing and delay in the PM peak hour under Cumulative Conditions. To address this deficiency, the Analysis recommends that a 250-foot-long channelized southbound left-turn lane be constructed along McCarthy Way leading into an extended

westbound right-turn lane at the intersection of East Bidwell Street and Alder Creek Parkway. To minimize weaving, the Analysis recommends that the southbound right-turn lane be signed and/or striped for vehicles planning to go north on East Bidwell Street.

- U.S. Highway 50:
The Analysis determined that two merge-diverge influence areas on U.S. Highway 50 in the vicinity of the project site would exceed vehicle density thresholds during Phase 1 (2023) development of the proposed project. The Analysis states that this operational deficiency will be addressed as part of the planned Empire Ranch Road/U.S. Highway 50 Interchange Improvement project that is currently programmed in Sacramento Area Council of Government's Metropolitan Transportation Improvement Program.

To address the identified deficiencies and to provide safe and efficient traffic operations, staff recommends that the following measures associated with each of the five proposed development phases be implemented to the satisfaction of the Community Development Department (Condition No. 41):

- Phase 1 Roadway Improvements (2023)
 - The owner/applicant shall construct McCarthy Way between Alder Creek Parkway and Placerville Road along with multiple access points to the site, consistent with City of Folsom Design and Procedures Manual and Improvement Standards and City of Folsom Standard Construction Specifications and Details.
 - The owner/applicant shall construct an additional 250-foot right-turn lane for southbound McCarthy Way approaching Alder Creek Parkway connecting to a right-turn pocket for westbound Alder Creek Parkway approaching East Bidwell Street. The owner/applicant shall also construct a full extension of the right-turn pocket on westbound Alder Creek Parkway from McCarthy Way to East Bidwell Street. The owner/applicant shall adjust the location of the parking lot curb along the south and east edge of the project site accordingly.
- Phase 2 Roadway Improvements (2028)
 - The owner/applicant shall construct a southbound emergency vehicle-only left-turn movement into the East Bidwell Street access point along with installation of a half-signal that will be triggered through emergency signal preemption to stop northbound traffic for enough time for the vehicle to safely complete the turning maneuver.

- Phase 3 Roadway Improvements (2030)
 - No roadway improvements required.
- Phase 4 Roadway Improvements (2034)
 - Should the owner/applicant desire to construct a traffic signal at Alder Creek Parkway/McCarthy Way intersection as an element of Phase 4 development, the owner/applicant shall first be required to perform a supplemental traffic analysis to assess the operational impacts associated with signalization of the intersection.

The dates identified for each phase are planning estimates. The improvements are tied to the actual commencement of each phase.

As shown in the Folsom Plan Area Specific Plan (Figure 7.29), a future transit corridor is planned to be located adjacent to the project site within the Alder Creek Parkway right-of-way. The transit corridor includes a 38-foot-wide planted median that eventually as transit demand increases, will be reduced to 16-feet to allow for construction of two additional travel lanes for either dedicated or mixed-flow regional “Hi Bus” transit service (high frequency bus service). In addition, it anticipated that BRT stops will eventually be placed along eastbound and westbound Alder Creek Parkway to serve the proposed Medical Center project.

Key considerations associated with the future BRT operations in the Alder Creek Parkway right-of-way include consistency with the planned alignment west of East Bidwell Street, the ease of making a right-turn to and left-turn from the planned alignment along Westwood Drive, potential conflicts between transit and general traffic, and safety and accessibility for transit riders. The westbound center-running alignment provides consistency with the Specific Plan and adjacent design alignments while also providing a high level of transit performance with minimal conflicts with other vehicles. It is the preferred alignment in all scenarios. Eastbound BRT operations have the option of either center-running or right-running. The following are considerations associated with eastbound BRT operations:

- While center-running operations provide similar consistency with plans and adjacent designs, it results in lower transit performance due to resulting conflicts with left-turning vehicles at McCarthy Way and at Westwood Drive and a dedicated transit phase at Westwood Drive to make the extended right-turn movement.
- Right-running operations in a Business Access Transit Lane (driveway and right-turn access only) improves transit operations, minimizes conflicts with heavy left-turn volumes, and results in a lower right-of-way impact. The right-running would however require a transition at East Bidwell Street using a dedicated transit queue jump phase and would increase crossing distance for eastbound passengers.

Based on consistency with the approved Specific Plan and Transit Corridor Plan, and the design of adjacent developments, staff recommends that the both the westbound and eastbound BRT operations be center-running within the Alder Creek Parkway right-of-way. Although it will be Sacramento Regional Transit, in consultation with the City, that will determine the ultimate location of BRT, Condition No. 41 is included to reflect this requirement and the Development Agreement Amendment acknowledges the Specific Plan reference to BRT.

The Governors' Office of Planning and Research (OPR) has published guidance recommending a CEQA threshold for transportation impacts of land use projects of a 15 percent Vehicle Miles Traveled (VMT) reduction per capita, relative to either city or regional averages, based on California's Climate Scoping Plan. Qualitative assessment of VMT reduction was determined to be acceptable to screen projects. Under State Law (SB 743), VMT became the only CEQA threshold of significance for transportation impacts on July 1, 2020.

At this time, the City has not adopted VMT thresholds; therefore, the VMT analysis prepared for the proposed project was based primarily on the technical guidance published by the California Office of Planning and Research (OPR) in the *Technical Advisory on Evaluating Transportation Impacts* (Technical Advisory). The OPR Technical Advisory does not include a recommended significance threshold for the proposed land use (i.e., hospital and medical offices). Therefore, the VMT analysis was conducted by separating the medical offices and hospital services and analyzing them independently.

Consistent with OPR Technical Advisory guidance for office land uses, the significance threshold of 85 percent of the existing baseline regional VMT (2016 SACOG regional VMT) per employee was used to analyze employee work-based trips generated by the medical offices of the project. That Analysis found that the VMT associated with work-based land uses of the proposed project and their employees exceed 85 percent of the VMT per employee regional average. The work-based land uses of the proposed project resulted in 14.33 VMT per employee compared to the work-based VMT threshold of 13.69 VMT per employee; thus, resulting in an exceedance of the VMT significance threshold of 4.5 percent. Mitigation Measure 3A.15-2c identified in the FPASP EIR/EIS would reduce impacts related to VMT through participation in the 50 Corridor Transportation Management Association. However, employee participation in this program is voluntary; and thus, the rate of employee participation and the associated VMT reduction attributed to implementation of this mitigation measure is not fully known at this time. Therefore, consistent with Mitigation Measure 3A.15-2c, the Analysis recommended implementation of the following measure (Condition No. 44) to meet the recommended VMT threshold:

- During project operation, and consistent with Mitigation Measure 3A.15-2c, the owner/applicant shall ensure on-going employer membership and participation by Dignity Health in the SACOG 50 Corridor Transportation Management Association (U.S. 50 TMA). In addition, given that employee participation in the U.S. 50 TMA is voluntary, the owner/applicant shall be required to conduct biennial Dignity

Health employee surveys to ensure that at a minimum a 4.5 percent reduction in VMT (or 1,525 daily VMT) is achieved and maintained as part of project operations. Dignity Health shall be responsible for implementing biennial Dignity Health employee surveys to gauge participation with the various employee benefits offered by the U.S. 50 TMA. In order to ensure that the necessary reduction in VMT is being reported and achieved, the surveys shall include questions from which VMT reduction estimates can be estimated (e.g., how many days per week do you take alternative modes of transportation to work? How far do you live from your site of employment? etc.). Surveys and survey results shall be coordinated through and submitted to the U.S. 50 TMA, SACOG, and the City. If the required level of VMT reduction is not achieved, Dignity Health shall work with the City of Folsom and the TMA to identify other demand management related strategies to increase participation in the program and achieve the required reduction in VMT.

Project Access and On-Site Circulation

As discussed in the Project Description, vehicle access to the project site includes three new driveways that will be located on the west side of McCarthy Way and a single driveway that will be located on the east side of East Bidwell Street. A round-a-bout design feature is proposed at the primary driveway entrance at the intersection of McCarthy Way and Mercy Drive. A left-turn pocket is also proposed on southbound East Bidwell Street for exclusive use by emergency access vehicles to enter to the East Bidwell Street Driveway. A Vehicle Access and Circulation Exhibit and Pedestrian Circulation Exhibit associated with the proposed project are shown in Figures 13 and 14 on the following pages.

FIGURE 13: VEHICLE ACCESS AND CIRCULATION EXHIBIT

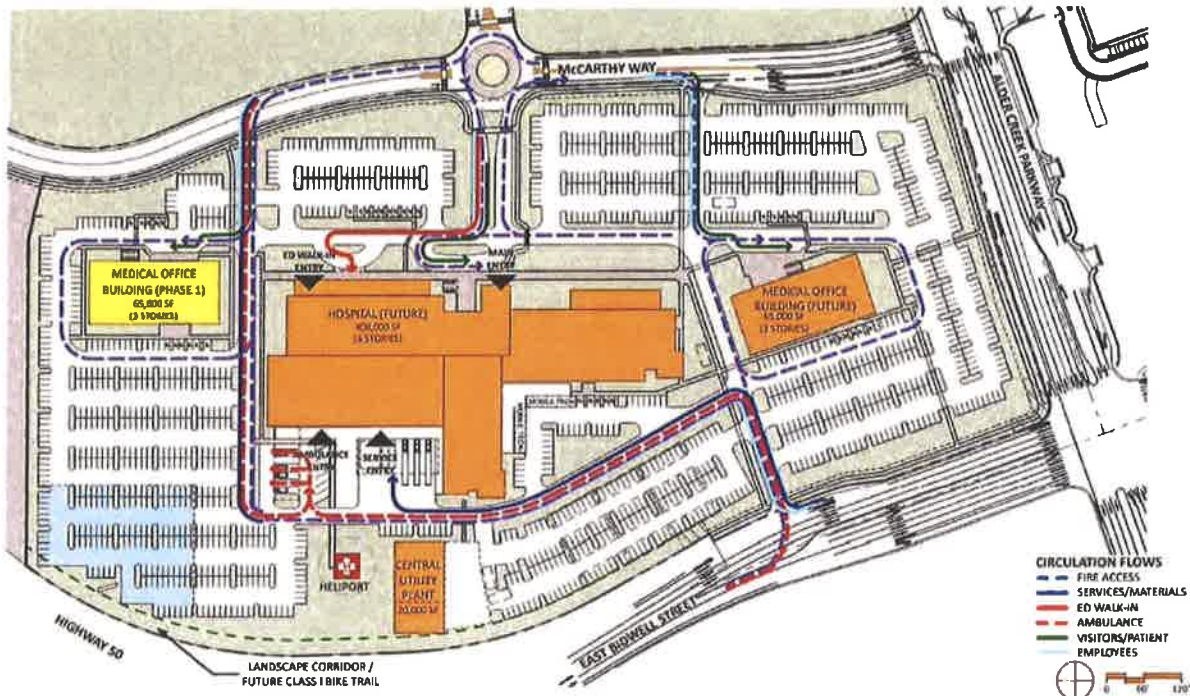
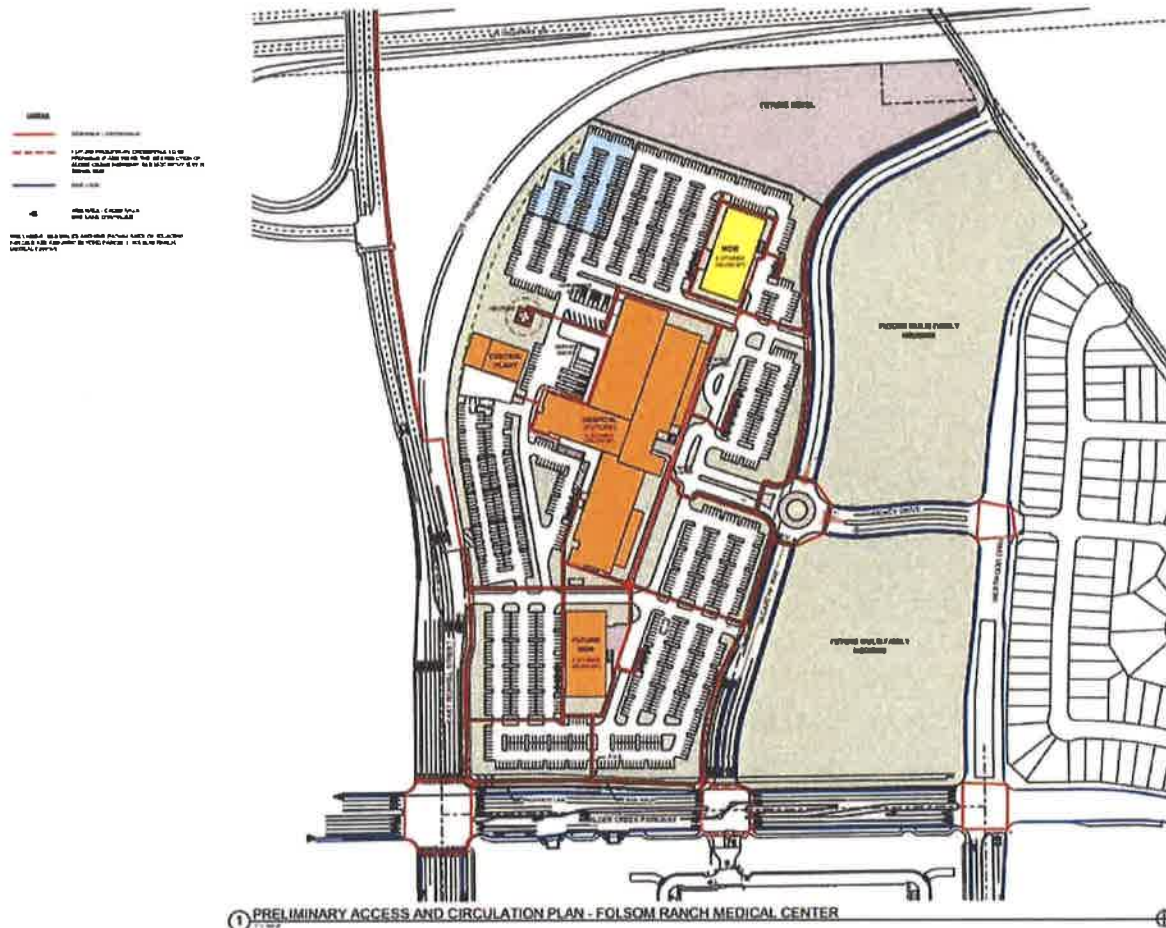


FIGURE 14: PEDESTRIAN CIRCULATION EXHIBIT



As part of the Planned Development Permit, the applicant is requesting that the intersection of Alder Creek Parkway and McCarthy Way be signalized in the future (Phase 4/Approximately 2034) to provide improved access to the project site. The applicant has stated that the signalization of the Alder Creek Parkway/McCarthy Way intersection is an extremely high priority for Dignity Health in order to facilitate both emergency and non-emergency, patient, visitor, and employee access at this location. The applicant has submitted a Memorandum (Attachment 19) which discusses in further detail their preferred access scenario as well as two other alternative access scenarios for the proposed project.

On September 30, 2020, City staff provided a Memorandum (Attachment 18) to the applicant in which staff expressed concerns about the addition of a traffic signal at the intersection of Alder Creek Parkway and McCarthy Way. Given the current level of development in the Folsom Plan Area, staff believes that placing a traffic signal at this location is premature and could significantly limit the City's opportunities to operate and

coordinate the overall traffic signal system in an efficient manner. In addition, staff has concerns regarding design standards and traffic operations, impacts to the future Bus Rapid Transit (BRT) system, and public emergency access that is already planned along East Bidwell Street.

Staff recommends that the intersection of Alder Creek Parkway and McCarthy Way be designed to operate without any traffic controls at this time, other than stop-sign control for vehicles approaching Alder Creek Parkway from southbound McCarthy Way. Staff also recommends that the existing eastbound left-turn pocket on Alder Creek Parkway at McCarthy Way remain in place until such time that traffic conditions become unsafe or excessive delays occur. Condition No. 43 is included to reflect these requirements.

While City staff does not support installation of a traffic signal at the intersection of Alder Creek Parkway and McCarthy Way at this time, staff does acknowledge the operational needs identified by the applicant to install the signal at a future date with development of Phase 4 (2034) of the Medical Center. To facilitate the evaluation and installation of a traffic signal at this intersection in the future, staff recommends the following measures (Condition No. 42):

- The owner/applicant shall submit a Supplemental Traffic Impact Analysis to the City that evaluates the traffic impacts associated with installation of a traffic signal at the intersection of Alder Creek Parkway and McCarthy Way. The scope of the Traffic Impact Analysis shall be subject to review and approval by the Community Development Department. The owner/applicant shall be responsible for all costs associated with preparation of the Supplemental Traffic Impact Analysis.
- If the Supplemental Traffic Impact Analysis concludes that there is no significant traffic operational impact, the traffic signal at the intersection of Alder Creek Parkway and McCarthy Way may be installed by Landowner pursuant to the Conditions of Approval and consistent with technical specifications as approved by the City Engineer.
- If the Supplement Traffic Impact Analysis identifies any significant traffic operational impacts that can be mitigated and the owner/applicant desires to install the traffic signal, the City will identify the required mitigation and the owner/applicant shall install the traffic signal along with the required mitigation.
- In the event the Supplemental Traffic Impact Analysis identifies any significant traffic operational impact that cannot be mitigated, the City will advise the owner/applicant and the traffic signal shall not be installed, and the intersection configuration approved as part of the original entitlements shall remain in place.

- If the City determines that the left-turn access to the Medical Center at the intersection of Alder Creek Parkway and McCarthy Way must be discontinued for any reason, the City shall (a) advise owner/applicant of the City's intention to discontinue access, (b) provide owner/applicant with a reasonable opportunity to comment on the City's determination to discontinue access, including an appeal to the City Council, and (c) consider the impact on safe and efficient public access to the hospital and emergency services, including any evidence owner/applicant may provide to City with respect to increased driving times.

City staff evaluated the operation and configuration of the project access system in terms of driveway spacing, driveway throat depth, and on-site circulation. City staff determined that the three proposed project driveways located on McCarthy Way and the single project driveway on East Bidwell Street provide adequate spacing from the nearest street intersections and meet the City's Design Standards for driveways located on collector streets and major arterials respectively. City staff also determined that the four proposed project driveways provide sufficient throat depth for inbound and outbound vehicles so as to avoid excessive vehicle queuing into the project site and onto adjacent public streets.

City staff also considered on-site circulation and determined that the project features a well-designed parking lot layout which minimizes offset drive aisles and provides adequate drive aisle widths of 25 feet or greater. In addition, City staff determined that there are abundant pedestrian facilities provided by the project including sidewalks, pedestrian walkways, and pedestrian connections which facilitate pedestrian movements in and around the project site.

To ensure implementation of the traffic control measures identified on the submitted site plan, staff recommends the following recommendations be included as conditions of approval for the project (Condition No. 43)

- "Stop" signs and appropriate pavement markings shall be installed at the exits to the four project driveways located on McCarthy Way and East Bidwell Street respectively to the satisfaction of the Community Development Departments.
- Additional warning signs and pavement markings (stamped concrete, brick pavers, etc.) shall be installed at the East Bidwell Street project driveway to alert pedestrians and bicyclists that emergency vehicles will be entering and exiting this driveway on a frequent basis and to be alert for incoming and outgoing vehicles to the satisfaction of the Community Development Department.
- Brick pavers, stamped concrete, or another type of similar colored material (ADA compliant) shall be used to designate pedestrian crosswalks on the project site, in addition to where pedestrian paths cross drive aisles, and shall be incorporated as a design feature at the four project driveway entrances to the satisfaction of the Community Development Department.

- Should the City determined that the existing eastbound left-turn pocket on Alder Creek at McCarthy Way needs to be eliminated, the owner/applicant shall be responsible for the installation of a full concrete median through the intersection and any other improvements associated with elimination of the left-turn pocket. The owner applicant shall also construct a pedestrian-actuated midblock protected crossing to coincide with implementation of BRT service to allow for safe pedestrian access to the BRT stop(s). Lastly, the owner/applicant shall construct a second eastbound left-turn lane at the intersection of Alder Creek Parkway and Westwood Drive. The owner/applicant shall be responsible for a “fair share” contribution for the aforementioned improvements, with reimbursement or fee credit provided for any portion that the City deems above the owner/applicant’s responsibility.

F. Parking and Loading

As noted in the Project Description, the proposed project includes development of a 400,000-square-foot (300 beds) hospital building and two, 65,000-square-foot medical office buildings. The Folsom Plan Area Specific Plan (Table A.14) requires that hospital buildings provide one parking space per every two hospital beds and that medical office buildings provide one parking space per every 1,000 square feet of floor area. As shown and described on the submitted site plan, the proposed project includes a total of 1,275 parking spaces including a combination of uncovered and solar-covered spaces. Staff has determined that the proposed project meets the parking requirements prescribed by the Folsom Plan Area Specific Plan by providing 1,275 parking spaces whereas a minimum of 990 parking spaces are required.

The Folsom Plan Area Specific Plan (Table A.14) requires that office uses provide two bicycle parking spaces per 20 required vehicle parking spaces and one additional parking space for every ten additional vehicle parking spaces provided. The Folsom Municipal Code (FMC, Section 17.57.090), requires office uses to provide a minimum of five bicycle parking spaces for up to 25 required vehicle parking spaces and an additional bicycle parking space for every ten additional required vehicle parking spaces, with a maximum of 20 bicycle parking spaces being required. The Folsom Plan Area Specific Plan and the Folsom Municipal Code do not have any bicycle parking requirements for hospital uses.

The submitted site plan indicates that the proposed project will include a total of 56 bicycle parking spaces including 20 bicycle parking spaces at each of the medical office buildings and 16 parking spaces at the hospital building. The applicant is seeking approval through the Planned Development Permit process to utilize the parking requirements established by the Folsom Municipal Code (FMC Section 17.57.090) rather than the parking requirements established by the Folsom Plan Area Specific Plan for the proposed project. The applicant states that the parking requirements established by the Folsom Municipal Code are more applicable to the proposed project as most of the patients, visitors, and employees traveling to the Medical Center will be arriving by vehicle. The proposed

project meets the bicycle parking requirements established by the Folsom Municipal Code by providing 56 bicycle parking spaces whereas 40 bicycle parking spaces are required. Staff supports the applicant's request to utilize the parking requirements of the Folsom Municipal Code based on their experience with bicycle usage at their other medical facilities in the Sacramento region.

As stated above, staff is supportive of the applicant's request to utilize the parking requirements of the Folsom Municipal Code. However, in addition to providing bicycle parking spaces in designated spaces located outside of the medical office and hospital buildings (considered short-term bicycle parking), staff recommends that additional secured locations (bicycle storage room, bicycle storage locker, etc.) within or adjacent to the medical office and hospital buildings be provided to allow for long-term bicycle storage for employees. Condition No. 46 is included to reflect this requirement.

The Folsom Plan Area Specific Plan (Table A.14) requires three loading/unloading spaces for office uses ranging in size from 50,000 to 99,000 square feet and three loading/unloading spaces for hospitals that range between 400,000 to 500,000 square feet. The applicant is seeking approval through the Planned Development Permit process to provide a total of six loading/unloading spaces for the entire Medical Center whereas nine loading/unloading spaces are required. The applicant states that the reduction in loading/unloading spaces is requested to minimize anticipated volumes and frequencies of truck traffic based on Dignity Health's "just in time" delivery program. The applicant also states that high volumes of deliveries and truck traffic will be discouraged at the Medical Center as they stress the hospital system with the need for excessive storage areas. Staff supports the applicant's request to reduce the number of required loading/unloading spaces at the Medical Center based on their experience with loading and unloading facilities at their other medical centers in the Sacramento area.

G. Noise and Vibration Impacts

Potential noise impacts that might result from development of the Folsom Ranch Medical Center 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. Construction activities under the project would require similar types and numbers of equipment operating at similar levels of intensity as already contemplated in the FPASP EIR/EIS. The closest sensitive receptors to the project are single-family residences (Enclave at Folsom Ranch) currently being constructed south of Alder Creek Parkway, approximately 150 feet away from the nearest project site boundary. If these residences are occupied during project construction, residents would experience a temporary increase in ambient noise level resulting from construction activities.

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. 32 is included to reflect these requirements.

In compliance with FPASP EIR/EIS Mitigation Measure 3A.11-4, a site-specific Noise Analysis (Appendix F of Addendum) was conducted by Bollard Acoustical Consultants, Inc. in 2021 for the proposed project to evaluate future traffic noise levels and stationary operational noise levels associated with the proposed project. The Noise Analysis determined that the project would comply with the City's interior noise standard of 45 dB for hospitals as well as California Building Code interior noise standard for hospitals of 45 dBL with respect to traffic noise levels. The Noise Analysis also evaluated potential noise impacts associated with truck movement throughout the project site. The results of the truck-related noise measurements show that on-site truck circulation noise would exceed the City's interior noise level standard within the northern portion of the hospital building during nighttime hours. To address this potential impact, the Analysis recommends that windows on the northern façade of the hospital be upgraded to STC 35 or that heavy trucks be prohibited from utilizing the drive aisle located immediately north of the hospital during nighttime hours. Condition No. 51 is included to reflect this requirement.

The primary stationary noise sources associated with operations of the hospital and medical office buildings would include parking lots, loading dock operations, central plant equipment, and heating, ventilating, and air conditioning (HVAC) equipment. Ambulances would also generate noise while arriving and departing the site. However, noise generated by ambulance sirens is exempt from City noise standards. The Noise Analysis determined that noise associated with loading dock activity would exceed the City's interior noise level standard during nighttime hours along the western portion of the hospital building. To address this potential impact, the Analysis recommends that for noise sensitive areas of the hospital that are located directly adjacent to the loading dock area, windows on the western façade of the hospital within 100 feet of the loading docks should be upgraded to STC 35. Condition No. 51 is included to reflect this requirement.

Noise-generating mechanical equipment associated with hospital operations (pumps, boilers, compressors, generators, etc.) would be housed within the central plant building located along the western edge of the project site. The central plant building would have to provide at least 50 dB of sound attenuation in order to comply with the City's noise standard for hospitals. Because the specific interior configuration and proposed construction of the central plant building is unknown at this time, the Noise Analysis recommends that the central plan building provide at least 50 dB of sound attenuation in the 63 to 4,000 Hertz frequency bands through building design/configuration and/or by using certain construction materials. Condition No. 51 is included to reflect this requirement.

Impacts from potential exposure of sensitive receptors to construction-related short-term groundborne noise and vibration were analyzed under Impact 3A.11-3 of the FPASP EIR/EIS. The FPASP EIR/EIS identified bulldozing and blasting activities as the sources of maximum groundborne noise and vibration levels that would result from the construction of the FPASP. The project would require some blasting and bulldozing as part of site preparation activities. As mentioned previously, the closest sensitive receptors to the project are single-family residences currently being constructed south of Alder Creek Parkway. These residences are located approximately 150 feet away from the nearest project site boundary, which is close enough to result in structural damage and human annoyance from blasting activities, according to the analysis in the FPASP EIR/EIS. However, bulldozing activities would not result in either structural damage nor human annoyance at this distance. To mitigate the impact, the project would be required to implement FPASP EIR/EIS Mitigation Measure 3A.11-3, which would mitigate groundborne noise and vibration impacts associated with blasting and bulldozing activities. Condition No. 51 is included to reflect this requirement.

H. Walls

The proposed project includes a combination of retaining walls and screen walls. A retaining wall, which ranges from 3 feet to 7 feet in height is proposed along the project's northern boundary. A screen wall, whose height is not known at this time, is proposed to shield the outdoor mechanical yard located adjacent to the central plant building in the western portion of the project. The submitted Planned Development Guidelines recommend that all proposed screen walls, retaining walls, and fences be designed to have consistent materials, styles, and colors to compliment the buildings within the Medical Center. Staff recommends that the final location, design, height, materials, and colors of the retaining walls and screen walls be subject to review and approval by the Community Development Department to ensure consistency with the Folsom Ranch Medical Center Planned Development Guidelines. Condition No. 17 is included to reflect this requirement.

I. Signage

A Sign Criteria has been submitted as part of the Planned Development Guidelines for the purpose of ensuring appropriately designed signage and environmental graphics to provide a clear, comforting, and welcoming experience to visitors. The applicant states that the application of these signage guidelines is a key component in creating an initial impression which conveys the quality of care, professionalism, and promise of excellence provided at the Folsom Ranch Medical Center. The Sign Criteria includes a variety of different sign types to provide proper identification for the Folsom Ranch Medical Center including monument signs, porte cochere signs, freestanding pylon signs, skyline signs, distant read skyline signs, monument directional signs, two-post direction signs, and two-bladed signs. In addition, the Sign Criteria includes provision of alternative types of identification for the Medical Center including sign pageantry and religious symbols.

The applicant indicates that the selection of sign types and placement of signs are dependent on the viewer distance from the sign, rate of motion of the viewer, and critical wayfinding decision points. Freestanding Pylon and Distant Read Skyline, sign types are intended to be viewed from U.S. Highway 50, while Skyline sign types are used to reinforce the wayfinding sequence at connector streets. Monument signs are best placed at entry points to the campus, while Monument Directional signs are viewed from a vehicle traveling at lower speed within the campus boundaries. Onsite digital informational signage is proposed at Freestanding Pylon, Monument and Monument Directional sign types. As the proposed project is phased, Distant Read Skyline signage may be installed at one building and later be moved to another building as wayfinding sequences and criteria may be altered with each successive phase. The exhibits below and on the following page show the conceptual locations of the major signs and the different types of signs proposed for the Medical Center.

FIGURE 15: CONCEPTUAL LOCATIONS OF MAJOR FREESTANDING SIGNS

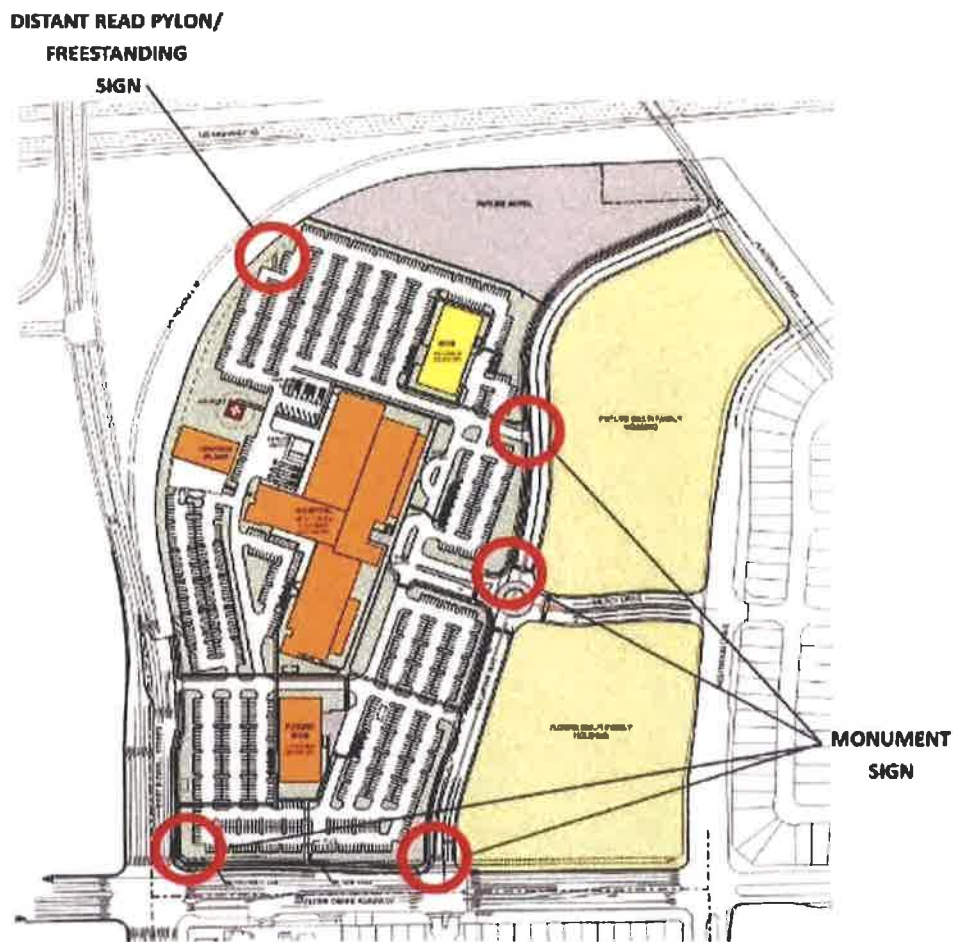
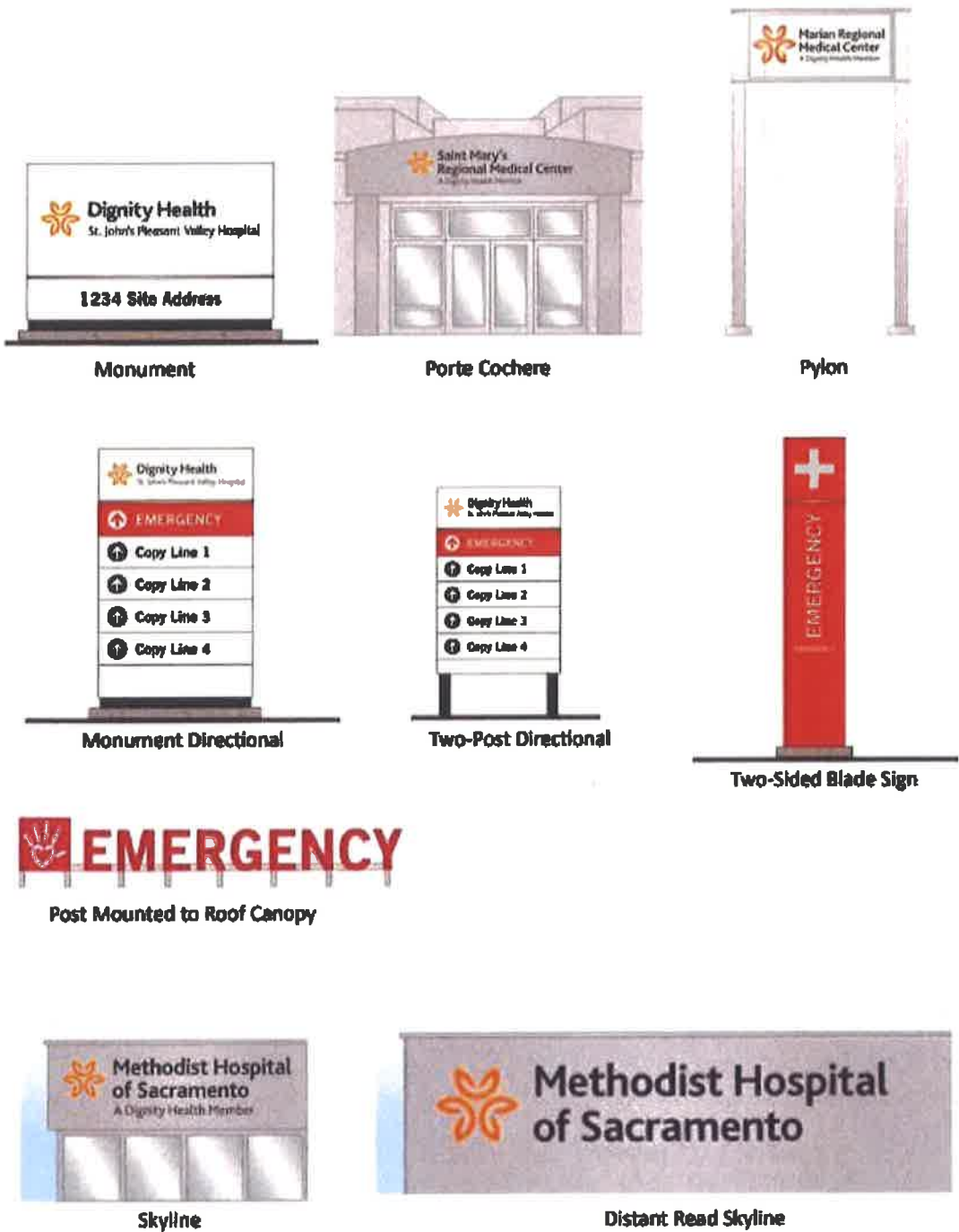


FIGURE 16: CONCEPTUAL SIGN TYPES



As mentioned in the Project Description, the applicant is seeking approval through the Planned Development Permit process to deviate from the sign requirements of the Folsom Municipal Code (FMC, Section 17.59) relative to medical office and hospital uses. The applicant states that the medical campus requires maximum visualization from U.S. Highway 50 and other major roadways in the project vicinity to ensure that patients and families can have a safe wayfinding experience as they negotiate their way to the site. To achieve this goal, the applicant is requesting approval to make the following modifications as part of their Sign Criteria for the Medical Center:

- Increase Number of Wall Signs for Office and Hospital Buildings
- Increase Maximum Sign Area for Office and Hospital Buildings
- Increase Maximum Letter Height for Office Buildings and Hospital Buildings
- Allow Illumination of Office and Hospital Building Wall Signs
- Increase Maximum Height of Freeway Pylon Sign
- Increase Maximum Sign Area of Freeway Pylon Sign

With respect to wall signs, the Folsom Municipal Code (FMC Section 17.59.040 B) states that medical and hospital uses are permitted one non-illuminated wall sign with a maximum sign area of 50 square feet. As stated in the Sign Criteria, the applicant is proposing that a total of 3,750 square feet of wall sign area be provided for all wall signs on the medical campus buildings. The applicant is also requesting flexibility to place more than one sign on each building, although the actual number of signs that would be installed on each building is not known at this time and will be presented with each building design. In addition, the applicant is requesting that the walls signs be permitted to be illuminated with internal LED lighting to ensure that the signs are clearly visible from nearby roadways. Lastly, the applicant is proposing to increase the maximum allowable letter height for the wall signs facing the freeway from 60 inches to 120 inches to allow for the signs to be more legible for motorists traveling on U.S. Highway 50.

With respect to freeway pylon signs, the Folsom Municipal Code (FMC Section 17.59.040 E) states that medical and hospital uses located adjacent to the freeway are permitted one freestanding pylon sign with a maximum height of 18 feet (measured from crown of adjacent highway) and a maximum sign area of 300 square feet. As described in the Sign Criteria, the applicant is proposing one freestanding pylon sign that is 80 feet tall with a maximum sign area of 750 square feet. The exhibits shown on the following pages illustrate the size and scale of the proposed signs.

FIGURE 17: SIGNAGE SCALE EXHIBIT



FIGURE 18: DISTANT READ FREEWAY SIGNS (WESTBOUND HWY 50)



FIGURE 19: DISTANT READ FREEWAY SIGNS (EASTBOUND HWY 50)



In reviewing the applicant's request to deviate from multiple sign requirements of the Folsom Municipal Code, staff took into consideration a variety of factors including signage provided for similar medical centers in the Sacramento region and the signage and identification needs for medical centers in general. City staff visited a number of medical centers in the region to observe their respective signage and wayfinding programs including Sutter General Hospital in Sacramento, U.C. Davis Children's Hospital in Sacramento, and Kaiser Permanente Medical Center in Roseville. Based on observations from visits to the aforementioned medical centers, staff concluded that the proposed Sign Criteria for the Folsom Ranch Medical Center is similar (number of signs, size of signs, illumination of signs) to existing signage programs for other medical centers in the region. City staff also recognizes that medical centers provide vital and essential services to communities and that providing adequate signage and wayfinding is a critical operational element. To ensure design and scale consistency with the future medical office and hospital buildings, staff recommends that the location of all wall signs be shown on the building elevations and renderings that are submitted for future Design Review Approval by the Planning Commission. In addition, staff recommends that the owner/applicant obtain a sign permit prior to installation of any signs that require a building permit. Condition No. 49 is included to reflect this requirement.

J. Site Lighting

As described in the Planned Development Guidelines, the applicant is proposing to use a combination of pole-mounted parking lot lighting, building-attached lighting (architecturally integrated down lighting and building-mounted sconce lighting), ground-mounted up lighting, and bollard lights along walkways and landscaped areas on the project site. All lighting would be designed to minimize light/glare impacts to the adjacent properties by ensuring that all exterior lighting is shielded and directed downward. Staff recommends that the final exterior building and site lighting plans be submitted for review

and approval by Community Development Department to ensure consistency with the Folsom Ranch Medical Center Planned Development Guidelines and for evaluation of location, height, aesthetics, level of illumination, glare and trespass prior to the issuance of any building permits. In addition, staff recommends all lighting is designed to be shielded and directed downward onto the project site and away from adjacent properties and public rights-of-way. Condition No. 22 is included to reflect these requirements.

The heliport facility would be lit in accordance with FAA Advisory Circular 150/5390-2C (Heliport Design), Chapter 4 (Hospital Heliports), Section 415 (Heliport Lighting), respectively, including, but not limited to, obstruction lighting, landing pad perimeter lighting, and other related lighting. Helicopters would use typical running lights, which would include red and green right-of-way lights on the sides of the aircraft and a strobe light to indicate the helicopter's position in low-visibility conditions.

K. Trash/Recycling

The applicant is proposing to utilize a combination of public (City of Folsom) and private trash, recycling, and medical waste collection services for the needs of the Medical Center. The proposed project includes a large trash and recycling area located on the west side of the hospital building. The proposed project also may include trash and recycling enclosures to serve the two medical office buildings. Staff recommends that the final trash and recycling collection plan associated with any City required services be reviewed and approved by the Solid Waste Division and the Community Development Department. In addition, staff recommends that the trash and recycling area and trash and recycling enclosures be screened to the satisfaction of the Community Development Department. Condition No. 48 is included to reflect these requirements.

L. Existing and Proposed Landscaping

The project site, which consists primarily of undeveloped grassland with a few scattered non-protected trees and was previously used for cattle grazing. Alder Creek and some minor tributaries/drainage ditches run through the site. The topography of the site consists of gently rolling hills with slopes varying between 0 and 15 percent and surface elevations ranging from 405 to 470 feet above mean sea level. There are a number of protected oak trees located around the off-site hydromodification basin that will be constructed as part of the proposed project.

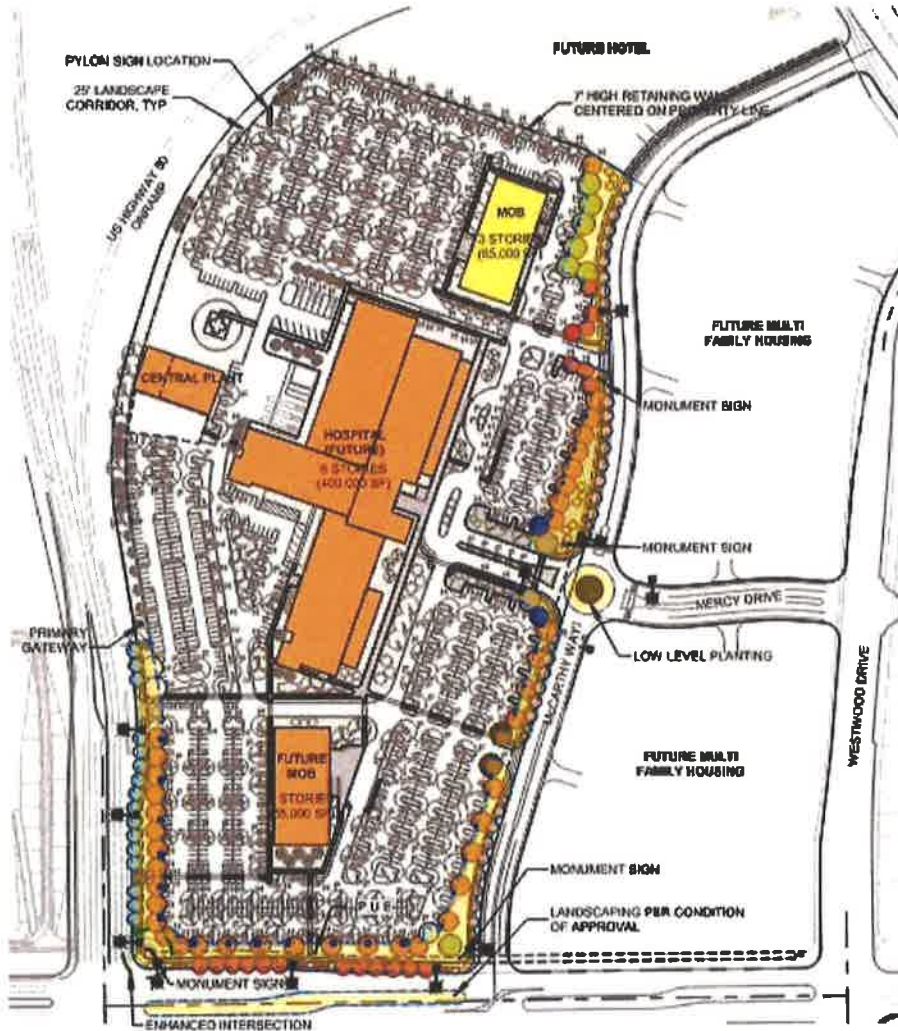
The proposed project will include landscaping along the project's three street frontages and also landscaping interior to the project site. A landscape buffer (includes sidewalk) is proposed along each street frontage including a 30-foot-wide buffer along Alder Creek Parkway, a 20-foot-wide landscape buffer along East Bidwell Street, and an 18-foot-wide landscape buffer along McCarthy Way.

The submitted Planned Development Guidelines include Landscape Guidelines which are intended to provide recommendations relative to hardscape materials, irrigation systems, landscape plantings, and plant palettes. According to the applicant, landscape design plays an essential role in supporting Folsom Ranch Medical Center's overall site planning goals of safe and easy navigation, comfortable pedestrian circulation, and a positive user experience for patients, staff, and visitors. One of the unique landscape features proposed for the project includes a healing garden, which features fragrant plants, cool and calming colors, naturalistic massings and foliage with soft texture. In addition, the proposed landscape plan includes pollinator friendly plants that attract bees, hummingbirds, and butterflies and provide a habitat that will sustain healthy communities of beneficial insects and pollinators.

As shown on the landscape plans (Attachment 9), the applicant is proposing to install landscaping that features California-native and low water-use trees, shrubs, and groundcover selections intended to comply with the requirements of the Model Water Efficiency Landscape Ordinance (MWELO). Proposed landscape improvements include a variety of drought-tolerant trees, shrubs, and groundcover. Among the proposed trees are; Blue Oak, Calabrian Pine, Chinese Pistache, Golden Rain Tree, Interior Live Oak, Pink Crape Myrtle, Purple Leaf Plum, Strawberry Tree, and Valley Oak. Proposed shrubs and groundcover include; Alpine Strawberry, Berkeley Sedge, California Coffeeberry, Coast Rosemary, Creeping Fig, Deer Grass, Fortnight Lily, New Zealand Flax, Rockrose, and Star Jasmine. The preliminary landscape plan meets the City shade requirement (50%) by providing 50% shade in the parking lot area within fifteen (15) years. Staff recommends that the final landscape plans be reviewed and approved by the Community Development Department. Condition No. 36 is included to reflect this requirement.

To ensure a proper level of maintenance for the frontage landscaping located along East Bidwell Street, Alder Creek Parkway, and McCarthy Way, the applicant is seeking to enter into an agreement with the City in which the City agrees to maintain these frontage landscape improvements subject to receipt of funding through a mutually agreement financing mechanism. As part of this agreement, the applicant is also requesting that the City maintain the streetlights located along the frontage of McCarthy Way and East Bidwell Street. The exhibit on the following page shows the specific location of the frontage landscape and lighting improvements to be maintained by the City.

FIGURE 20: FRONTAGE LANDSCAPING AND LIGHTING EXHIBIT



M. Oak Tree Impacts

As discussed previously within this report, the development of the proposed project includes a number of off-site improvements including construction of a hydromodification basin (Basin No. 8) which is located west of East Bidwell Street (in the location as approved in the FPA Storm Drainage Master Plan). A 1.28-acre area of Blue Oak Woodland would be impacted by construction of the hydromodification basin. The impacts to Oak Woodland in general, and to this particular Blue Oak Woodland area, were previously analyzed as part of the FPASP EIR/EIS, the Westland Eagle SPA Addendum to the FPASP EIR/EIS, and the FPASP Backbone Infrastructure Mitigated Negative Declaration. The proposed project is subject to all mitigation measures identified by the prior environmental documents to address impacts to the Blue Oak Woodland area

caused by construction of hydromodification basin.

An Arborist Report and Oak Tree Mitigation Strategy was prepared for the proposed project by ECORP Consulting on April 28, 2021 (Attachment 21) in order to identify, map, and assess the condition of the oak trees located in the 1.28-acre Blue Oak Woodland area where the proposed hydromodification basin will be constructed. The Arborist Report identified 17 Blue Oaks Trees within the Blue Oak Woodland area, with 11 of the trees being in Fair Condition, five trees being in Good Condition, and one tree being in Poor Condition. The Arborist Report concluded that all 17 Oak Trees will need to be removed due to direct and indirect impacts (grading, trenching paving, soil disturbance, and pruning) associated with construction of the hydromodification basin.

As required by the FPASP EIR/EIS (Mitigation Measure 3A.3-5), the applicant is required to submit an Oak Tree Mitigation Plan consistent with the approved Oak Tree Mitigation and Monitoring Plan for the FPASP to mitigate for impacts to the 1.28-acre Blue Oak Woodland area located in the vicinity of the off-site hydromodification basin. Potential oak tree mitigation options include preserving off-site woodland habitat, use of the in-lieu fee program, and on-site oak tree plantings. Condition No. 51 is included to reflect this requirement.

N. Trails

The Folsom Plan Area Specific Plan (Figure 7.32) indicates that a future Class I Bicycle Path is planned along a portion of the project site in the northwest corner of the property adjacent to the U.S. Highway 50 eastbound onramp. When completed, the Class I Bicycle Path is expected to run from Prairie City Road eastward to the El Dorado County line. The owner/applicant is responsible for site preparation for the future Bicycle Path, while the City is responsible for the construction and maintenance of the actual Bicycle Path. The owner/applicant will be responsible for rough grading and installation of the necessary retaining wall to accommodate the Class I Bicycle Path on the northern portion of the subject property as shown in Figure 7.32 of the Specific Plan prior to issuance of a building permit on the second expansion of the hospital (Phase 4/Anticipated 2034). In the proposed Amendment to the Development Agreement, the City agrees that the owner/applicant shall be relieved of the aforementioned obligation should the City amend the Specific Plan to re-locate the Class 1 Bicycle Path, or if the City has not identified funding for construction of the Class 1 Bicycle Path across the Property and the connection to East Bidwell Street at the time of issuance of a building permit on the second expansion of the hospital for Phase 4. "Identified funding" means either: (1) the Class 1 Bicycle Path is incorporated into a subsequent project to widen the East Bidwell Overcrossing structure of US Highway 50, or (2) the submission or application for federal, state or other grants which, together with the City's available matching funds, would be sufficient to construct the Class 1 Bicycle Path across the Property and the connection to East Bidwell Street. Condition No. 38 is included to reflect this requirement.

O. Grading and Drainage

Development of the Folsom Ranch Medical Center project site necessitates the mass grading of the larger FPASP Parcel 85A and construction of on-site and off-site roadway and utility infrastructure. Existing topography on the overall site ranges from approximately 470 feet to 400 feet in elevation and generally falls in the southwest direction. The overall site will be mass graded to provide developable areas and achieve earthwork balance. On-site retaining walls (approximately 2-6 feet height) are anticipated to maintain maximum developable areas and intended road grades. Excavation at a borrow site located approximately 400 feet west of East Bidwell Street will provide fill material to widen the west side of East Bidwell Street. Fill material will be moved from the borrow site to the fill location by way of ground-disturbing equipment.

At build-out, surface runoff will generally flow to the southwest where it will be conveyed by off-site storm drain infrastructure to an off-site hydromodification basin (Basin No. 8) located west of East Bidwell Street in the location as approved in the FPA Storm Drainage Master Plan (Exhibit M, page 47) and FPA Specific Plan (Figure 12.4 Stormwater Plan, page 248). The first phase of the basin will be constructed with the development of the Folsom Ranch Medical Center, including the basin outlet control structure and spillway, a paved access road along the Savannah Parkway alignment and perimeter of the basin, and a storm drain outfall swale from the western terminus of Alder Creek Parkway to the existing downstream waterway.

P. Frontage Improvements

Existing improvements to Alder Creek Parkway include underground utilities, two travel lanes, a westbound turn-pocket (Enclave at Folsom Ranch Subdivision), an eastbound left-turn pocket (future McCarthy Way), a westbound left-turn lane at East Bidwell Street, bicycle lanes, and a raised median for landscaping. Existing improvements to East Bidwell Street include underground utilities, two travel lanes, a sidewalk, bicycle lanes, and a southbound left-turn lane at Alder Creek Parkway. Backbone improvements associated with the proposed project include widening of East Bidwell Street and providing a northbound right-turn pocket on the east side of East Bidwell Street. The owner/applicant will be required to install curbs, gutters, landscaping, and streetlights along the street frontages of Alder Creek Parkway and East Bidwell Street. (Condition No. 18). The recommended conditions of approval require the applicant to submit detailed plans for all curbs, gutters, bicycle lanes, sidewalks, landscaping, and streetlights prior to construction to ensure compliance with the Folsom Ranch Central District Design Guidelines, the City of Folsom Standard Construction Specifications and Details, and the City of Folsom Design and Procedures Manual and Improvement Standards.

To facilitate development of the proposed Medical Center, the owner/applicant will be required to construct the McCarthy Way roadway from Alder Creek Parkway north to Placerville Road, the Mercy Drive roadway from McCarthy Way east to Westwood Drive, and the Westwood Drive Roadway from Alder Creek Parkway to Placerville Road. In

addition, the owner/applicant will be required to install curbs, gutters, bicycle lanes sidewalks, landscaping (only McCarthy Way), and streetlights along the street frontages of McCarthy Way, Mercy Drive, and Westwood Drive (Condition No. 18). The recommended conditions of approval require the applicant to submit detailed plans for all curbs, gutters, bicycle lanes, sidewalks, landscaping, and streetlights prior to construction to ensure compliance with the Folsom Ranch Central District Design Guidelines, the City of Folsom Standard Construction Specifications and Details, and the City of Folsom Design and Procedures Manual and Improvement Standards.

Q. Water Supply and Infrastructure

Water supply services would be provided to the Medical Center project by the City of Folsom under the Folsom Plan Area Water Supply Agreement. The Folsom Plan Area Water Supply Agreement covers an estimated water demand of 5,600 acre-feet per year, consistent with the water demand analyzed in the FPASP EIR/EIS. The water demand associated with the proposed project is estimated to be 156 acre-feet per year, a 126 acre-feet per year increase above previously considered demand for Parcel 85A. The project would result in a total water demand of 5,485 acre-feet-per-year for the entire FPASP. In addition, the proposed project would include two on-site underground water storage tanks. On-site storage tanks are required to meet California Plumbing Code requirements for emergency potable water supply to support 72 hours of continuing operation in the event of an emergency.

The Folsom Plan Area Water System Master Plan (Brown and Caldwell 2014) identifies five water pressure zones in the FPASP area. The proposed project is currently located within the Zone 3 water service area. Based on a hydraulic analysis (Appendix I to the Addendum/Attachment 22) that was prepared for the proposed Medical Center project, it was determined that the project would need to connect to the Zone 4 water service area in order to achieve the required minimum water pressure needed for the hospital building (80 psi). To accommodate shifting the proposed project into the Zone 4 water service area, additional Zone 4 water piping will be required to be installed and the Zone 4 water tank capacity will need to be expanded from 2 million gallons (MG) to 2.6 MG. The owner/applicant shall pay all costs and expenses for piping, tank size expansion from 2.0 MG to 2.6 MG, and construction to connect from Zone 4 to the Medical Center. Condition No. 34 is included to reflect this requirement.

On a temporary basis, until the completion of the Zone 4 infrastructure, the water infrastructure for the Medical Center will be provided through Zone 5. The owner/applicant will be responsible for all costs and expenses to connect water from Zone 5 to the Medical Center. Unless improvements or connections to Zone 4 are solely attributable to the proposed Medical Center, the owner/applicant will only be required to provide a fair-share contribution towards the construction of the Zone 4 infrastructure and may elect to participate in any special assessment/special tax funding mechanisms that are established by the City. The owner/applicant will also be required to coordinate with developers of other projects that also use Zone 4 infrastructure to determine the amounts

of their respective fair share contribution toward Zone 4 infrastructure. Condition No. 34 is included to reflect these requirements.

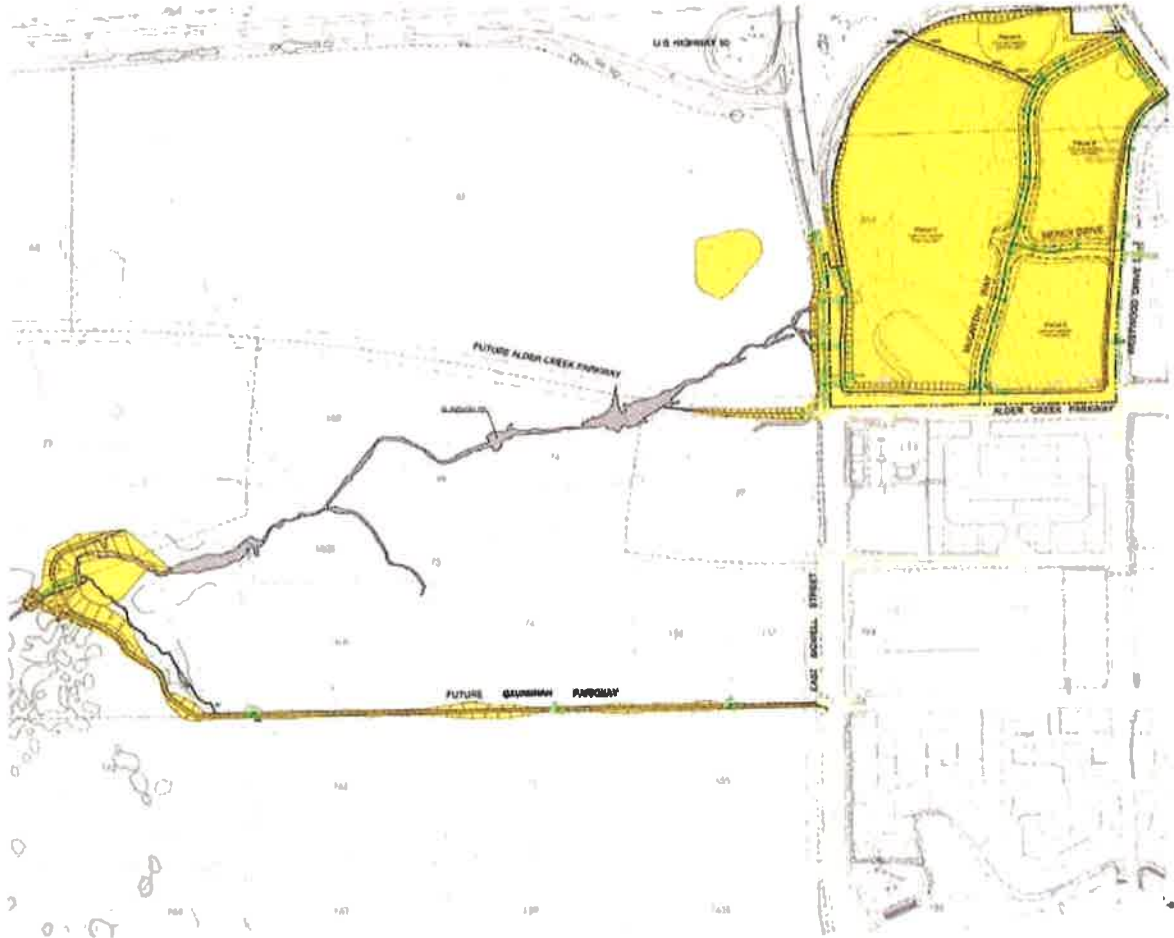
R. Off-Site Improvements

The proposed project also includes a number of significant off-site improvements (Attachment 12) including roadway and utility improvements, grading improvements on three adjacent parcels, construction of a hydromodification basin, construction of a storm drain swale, and excavation of a borrow site. The following is a detailed description of each of the proposed off-site improvements:

- Mass grading of Parcel 85A (includes subject parcel) and adjacent roadways resulting in contour graded developable parcels and subgrade along roadway alignments.
- Rough grading of a portion of Hydromodification Basin No. 8 including the access road along the Savannah Parkway alignment and perimeter of the basin.
- Rough grading of a storm drain outfall swale from the western terminus of Alder Creek Parkway to the existing downstream waterway.
- Excavation at a borrow site west of East Bidwell Street.
- Roadway and Utility improvements along East Bidwell, Alder Creek Parkway, Westwood Drive, Placerville Road, McCarthy Drive and Mercy Way including storm drain, sanitary sewer, potable and non-potable water, and dry utility infrastructure.
- Hydromodification Basin No. 8 improvements including a paved access road to East Bidwell Street and basin outlet control structure and spillway.

The extent of the proposed off-site improvements is shown in Figure 21 on the following page.

FIGURE 21: PRELIMINARY OFF-SITE GRADING AND DRAINAGE PLAN



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

The recently approved City of Folsom 2035 General Plan outlines a number of goals, policies, and implementation programs designed to guide the physical, economic, and environmental growth of the City. In addition, the Folsom Plan Area Specific Plan includes goals and policies intended to ensure successful development within the Folsom Plan Area. Staff has determined that the proposed project is consistent with both the General Plan and Specific Plan goals and policies. The following is a summary analysis of the project's consistency with the Folsom General Plan and with key policies of the Folsom Plan Area Specific Plan.

APPLICABLE GENERAL PLAN GOALS AND POLICIES

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

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

GP POLICY LU 1.1.12-1 (Infill Development)

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

Analysis: The proposed project is consistent with this policy in that the project features significant site and design improvements which will enhance the overall character of the area. In addition, the proposed project includes Planned Development Guidelines that ensure that the design of the Medical Center buildings and associated improvements will be complimentary to the existing and future residential and commercial development in the vicinity.

GP POLICY LU 1.1.15 (SACOG Blueprint Principles)

Strive to adhere to the Sacramento Regional Blueprint Growth Principles.

Analysis: The proposed project is consistent with this policy in that the project has been designed to adhere to the primary SACOG Blueprint Principles including Compact Development, Use of Existing Assets, and Quality Design. Compact Development involves creating environments that are more compactly built and use space in an efficient but attractive manner and helps to encourage more walking, biking, and transit use and shorter auto trips. Use of Existing Assets entails intensification of the existing use or redevelopment in order to make better use of existing public infrastructure, including roads. Quality Design focuses on the design details of any land development (such as relationship to the street, placement of buildings, sidewalks, street widths, landscaping, etc.), which are all factors that influence the attractiveness of living in a compact development and facilitate the ease of walking within and in and out of a community.

GP GOAL M 4.1 (Vehicle Traffic and Parking)

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

GP POLICY M 4.1.3 (Level of Service)

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

Analysis: The proposed project is consistent with this policy in that the project will not result in a change in the level of service (LOS) at any of the 19 study intersections with programmed roadway infrastructure improvements. In addition, the proposed project would not result in any substantial increase in Vehicle Miles Traveled (VMT) with implementation of mitigation measures identified in the Folsom Plan Area Specific Plan EIR/EIS.

GP GOAL M 4.2 (Vehicle Traffic and Parking)

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

GP POLICY M 4.2.4 (Electric Vehicle Charging Stations)

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

Analysis: The proposed project is consistent with this policy in that the project includes 100 electric vehicle charging spaces/stations positioned at four strategic locations throughout the project site to serve the two medical office buildings and the hospital building. The number of proposed electric vehicle charging spaces/stations (100) is consistent with the California Green Buildings Standards Code's provisions for multi-family residential development.

GP GOAL EP 2.1 (Employment Development)

Support efforts to increase employment in Folsom by encouraging the retention, attraction, and expansion of private sector business.

GP POLICY EP 2.1.1 (New Employment)

Encourage professional research and development, industrial, and office employers to located in Folsom to provide more job opportunities for Folsom residents.

Analysis: The proposed project is consistent with this policy in that the project is expected to employ approximately 2,662 medical and support services employees at full build-out of the Medical Center. In addition, the proposed project will service approximately 2,631 visitors on a daily basis.

GP GOAL LU 8.1 (Land Use/Employment)

Encourage, facilitate, and support the location of office, creative industry, technology, and industrial uses and retention of existing industry in appropriate locations.

GP POLICY LU 8.1.5 (Transit)

Encourage new employment uses to locate where they can be easily served by public transit. Transit centers should be incorporated into the project, where appropriate.

Analysis: The proposed project is consistent with this policy in that the project is located on a major transit corridor along Alder Creek Parkway as identified by the Folsom Plan Area Specific Plan (Figure 7.29). The transit corridor includes a 38-foot-wide planted median that eventually as transit demand increases, will be reduced to 16-feet to allow for construction of two additional travel lanes for either dedicated or mixed-flow regional "Hi Bus" transit service (high frequency bus service). In addition, it anticipated that Bus Rapid Transit (BRT) stops will eventually be placed along eastbound and westbound Alder Creek Parkway to serve the proposed Medical Center project.

GP GOAL LU 9.1 (Land Use/Community Design)

Encourage community design that results in a distinctive, high-quality built environment with a character that creates memorable places and enriches the quality of life of Folsom's residents.

GP POLICY LU 9.1.10 (Renewable and Alternative Energy Generation Systems)

Require the use of solar, wind, and other on-site renewable energy generation systems as part of the design of new planned developments.

Analysis: The proposed project is consistent with this policy in that the project includes the construction of a solar panel array for the covered employee parking area located on the west of the hospital building. In addition, the proposed project will be implementing energy efficiencies through the design of the medical office and buildings in compliance with the California Building Code and the California Green Code. The proposed project also includes the use of cool paving materials at various locations throughout the project site.

Conformance with Relevant Specific Plan Goals, Objectives, and Policies

The Folsom Plan Area Specific Plan identifies a number of goals, objectives, and policies designed to guide the physical, economic, and environmental growth of the Specific Plan

Area. Staff has determined that the proposed project is consistent with the Specific Plan goals, objectives, and policies as outlined and discussed below:

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 Folsom Ranch Medical Center project has been designed with multiple modes of transportation options (vehicles, bicycle, walking, access to transit) and internal drive aisles organized in a pattern consistent with the approved FPASP circulation plan. In particular, the Medical Center is located adjacent to Alder Creek Parkway, where a future Bus Rapid Transit (BRT) corridor is planned.

ENVIRONMENTAL REVIEW

The City, as the lead agency under the California Environmental Quality Act (CEQA), has determined that, in accordance with Section 15164 of the State CEQA Guidelines, the proposed project constitutes minor changes to the development scenario described in the Final EIR/EIS for the Folsom Plan Area Specific Plan, warranting the preparation of an Addendum. An Addendum is appropriate where a previously certified EIR has been prepared and some changes or revisions to the project are proposed, or the circumstances surrounding the project have changed, but none of the changes or revisions would result in significant new or substantially more severe environmental impacts, consistent with CEQA (Public Resources Code) Section 21166 and State CEQA Guidelines Sections 15162 and 15163.

An Environmental Checklist and Addendum was prepared in accordance with CEQA Guidelines Section 15164 to evaluate whether the proposed project's effects were adequately examined in the FPASP EIR/EIS. The Environmental Checklist and Addendum concluded that no changes associated with the proposed project and no changed circumstances trigger subsequent or supplemental environmental review. The Environmental Checklist and Addendum are included at Attachment 22 to this staff report. In addition, the Mitigation Monitoring and Reporting Program are included as Attachment 23 to this staff report.

RECOMMENDATION/PLANNING COMMISSION ACTION

Staff recommends approval of the proposed project, subject to the Findings and Conditions of Approval attached to this report.

Move to:

- Adopt an Addendum to the Final Environmental Impact Report for the Folsom Plan Area Specific Plan prepared for the Folsom Ranch Medical Center project (PN 20-193) per Attachment 22; and
- Approve a Planned Development Permit which contains detailed development and architectural standards for the proposed 530,000-square-foot Medical Center; and
- Approve a Conditional Use Permit for the development and operation of a private-use hospital heliport facility at the Medical Center; and

Move to recommend that the City Council:

- Approve Amendment No. 2 to the First Amended and Restated Tier 1 Development Agreement Relative to the Folsom South Specific Plan for the Folsom Ranch Medical Center project.

These approvals are subject to the proposed findings below (Findings A-W) and the recommended conditions of approval (Conditions 1-51) attached to this report.

GENERAL FINDINGS

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

CEQA FINDINGS

- C. THE CITY, AS LEAD AGENCY, PREVIOUSLY CERTIFIED AN ENVIRONMENTAL IMPACT REPORT/ENVIRONMENTAL IMPACT STATEMENT FOR THE FOLSOM PLAN AREA SPECIFIC PLAN.
- D. AN ADDENDUM TO THE FOLSOM PLAN AREA SPECIFIC PLAN FINAL ENVIRONMENTAL IMPACT REPORT/ENVIRONMENTAL IMPACT STATEMENT WAS CERTIFIED BY THE CITY IN 2015 FOR THE WESTLAND EAGLE SPECIFIC PLAN AMENDMENT PROJECT IN ACCORDANCE WITH CEQA.
- E. THE CITY HAS DETERMINED THAT THE FOLSOM RANCH MEDICAL CENTER PROJECT IS CONSISTENT WITH THE FOLSOM PLAN AREA SPECIFIC PLAN AS AMENDED BY THE WESTLAND EAGLE SPECIFIC PLAN AMENDMENT.
- F. THE CITY HAS DETERMINED THAT NONE OF THE CIRCUMSTANCES DESCRIBED IN PUBLIC RESOURCES CODE SECTION 21166 OR CEQA GUIDELINES SECTION 15162 GENERALLY REQUIRING THE PREPARATION OF A SUBSEQUENT EIR EXIST IN THIS CASE.
- G. THE CITY HAS PREPARED AN ADDENDUM TO THE FINAL ENVIRONMENTAL IMPACT REPORT FOR THE FOLSOM PLAN AREA SPECIFIC PLAN AND HAS DETERMINED THAT NONE OF THE CHANGES OR REVISIONS PROPOSED BY THE PROJECT WOULD RESULT IN SIGNIFICANT NEW OR SUBSTANTIALLY MORE SEVERE ENVIRONMENTAL IMPACTS AND DOES NOT REQUIRE ANY MITIGATION MEASURES IN ADDITION TO THOSE IN THE FINAL ENVIRONMENTAL IMPACT REPORT AND THE ADDENDUM FOR THE WESTLAND EAGLE SPECIFIC PLAN AMENDMENT PROJECT.
- H. THE CITY HAS DETERMINED THAT THE IMPACTS OF THE FOLSOM RANCH MEDICAL CENTER PROJECT ARE ADEQUATELY ADDRESSED BY THE FINAL ENVIRONMENTAL IMPACT REPORT FOR THE FOLSOM PLAN AREA SPECIFIC PLAN, THE ADDENDUM FOR THE WESTLAND EAGLE SPECIFIC PLAN AMENDMENT PROJECT, AND THE ADDENDUM FOR THE FOLSOM RANCH MEDICAL CENTER PROJECT.
- I. THE PLANNING COMMISSION HAS CONSIDERED THE ADDENDUM WITH THE FINAL EIR BEFORE MAKING A DECISION ON THE PROJECT.

PLANNED DEVELOPMENT PERMIT FINDINGS

- J. THE PROPOSED PROJECT COMPLIES WITH THE INTENT AND PURPOSES OF THE FOLSOM PLAN AREA SPECIFIC PLAN AS AMENDED AND OTHER APPLICABLE ORDINANCES OF THE CITY AND THE GENERAL PLAN AS AMENDED.
- K. THE PROPOSED PROJECT IS GENERALLY CONSISTENT WITH THE OBJECTIVES, POLICIES AND REQUIREMENTS OF THE DEVELOPMENT STANDARDS OF THE CITY. THE MODIFICATION TO THOSE STANDARDS PROPOSED AS PART OF THIS PROJECT WILL RESULT IN A DEVELOPMENT THAT IS SUPERIOR TO THAT OBTAINED BY THE RIGID APPLICATION OF THE STANDARDS.
- L. THE PHYSICAL, FUNCTIONAL AND VISUAL COMPATIBILITY BETWEEN THE PROPOSED PROJECT AND EXISTING AND FUTURE ADJACENT USES AND AREA CHARACTERISTICS IS ACCEPTABLE.
- M. AS CONDITIONED, THE PROJECT WILL MAKE AVAILABLE NECESSARY PUBLIC FACILITIES, INCLUDING BUT NOT LIMITED TO, WATER, SEWER AND DRAINAGE, AND THE PROJECT WILL ADQUATELY PROVIDE FOR THE FURNISHING OF SUCH FACILITIES.
- N. THE PROPOSED PROJECT WILL NOT CAUSE ADVERSE ENVIRONMENTAL IMPACTS WHICH HAVE NOT BEEN MITIGATED TO AN ACCEPTABLE LEVEL.
- O. THE PROPOSED PROJECT WILL NOT CAUSE UNACCEPTABLE VEHICULAR TRAFFIC LEVELS ON SURROUNDING ROADWAYS, AND THE PROPOSED PROJECT WILL PROVIDE ADEQUATE INTERNAL CIRCULATION, INCLUDING INGRESS AND EGRESS.
- P. THE PROPOSED PROJECT WILL NOT BE DETRIMENTAL TO THE HEALTH, SAFETY AND GENERAL WELFARE OF THE PERSONS OR PROPERTY WITHIN THE VICINITY OF THE PROJECT SITE, AND THE CITY AS A WHOLE.
- Q. ADEQUATE PROVISION IS MADE FOR THE FURNISHING OF SANITATION SERVICES AND EMERGENCY PUBLIC SAFETY SERVICES TO THE DEVELOPMENT.

CONDITIONAL USE PERMIT FINDING

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

DEVELOPMENT AGREEMENT AMENDMENT FINDINGS

- S. THE PROPOSED AMENDMENT NO. 2 TO THE FIRST AMENDED AND RESTATED TIER 1 DEVELOPMENT AGREEMENT IS CONSISTENT WITH THE OBJECTIVES, POLICIES, GENERAL LAND USES AND PROGRAMS SPECIFIED IN THE CITY GENERAL PLAN (AS AMENDED) AND THE FOLSOM PLAN AREA SPECIFIC PLAN (AS AMENDED).
- T. THE PROPOSED AMENDMENT NO. 2 TO THE FIRST AMENDED AND RESTATED TIER 1 DEVELOPMENT AGREEMENT IS IN CONFORMITY WITH PUBLIC CONVENIENCE, GENERAL WELFARE, AND GOOD LAND USE PRACTICES.
- U. THE PROPOSED AMENDMENT NO. 2 TO THE FIRST AMENDED AND RESTATED TIER 1 DEVELOPMENT AGREEMENT WILL NOT BE DETRIMENTAL TO THE HEALTH, SAFETY, AND GENERAL WELFARE OF PERSONS RESIDING IN THE IMMEDIATE AREA, NOR BE DETRIMENTAL OR INJURIOUS TO PROPERTY OR PERSONS IN THE GENERAL NEIGHBORHOOD OR TO THE GENERAL WELFARE OF THE RESIDENTS OF THE CITY AS A WHOLE.
- V. THE PROPOSED AMENDMENT NO. 2 TO THE FIRST AMENDED AND RESTATED TIER 1 DEVELOPMENT AGREEMENT WILL NOT ADVERSELY AFFECT THE ORDERLY DEVELOPMENT OF PROPERTY OR THE PRESERVATION OF PROPERTY VALUES.
- W. THE PROPOSED AMENDMENT NO. 2 TO THE FIRST AMENDED AND RESTATED TIER DEVELOPMENT AGREEMENT IS CONSISTENT WITH THE PROVISIONS OF GOVERNMENT CODE SECTIONS 65864 THROUGH 65869.5.

Attachment 4

Conditions of Approval

| CONDITIONS OF APPROVAL FOR THE FOLSOM RANCH MEDICAL CENTER PROJECT (PN 20-193) NORTHEAST CORNER OF THE INTERSECTION OF EAST BIDWELL STREET AND ALDER CREEK PARKWAY PLANNED DEVELOPMENT PERMIT, CONDITIONAL USE PERMIT, AND DEVELOPMENT AGREEMENT AMENDMENT | | | | |
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| Condition No. | Mitigation Measure | Condition of Approval | When Required | Responsible Department |
| 1. | | <p>The owner/applicant shall submit final site development plans to the Community Development Department that shall substantially conform to the exhibits referenced below:</p> <ol style="list-style-type: none"> 1. Preliminary Site Plan, dated October 30, 2020 2. Preliminary Utility Plan, dated March 5, 2021 3. Preliminary Grading and Drainage Plan, dated March 5, 2021 4. Preliminary Landscape Plans, dated March 5, 2021 5. Preliminary Access and Circulation Plan, dated March 16, 2021 6. Preliminary Off-Site Improvement Plans, dated March 5, 2021 7. Planned Development Guidelines, dated February 3, 2021 8. Folsom Ranch Medical Center Booklet (Separate Bound Document) 9. Development Agreement Amendment 10. Transportation Analysis and CEQA Impact Study, dated April 23, 2021 11. Arborist Report, dated April 28, 2021 12. Environmental Checklist and Addendum for the Folsom Ranch Medical Center Project, dated April, 2021 13. Mitigation Monitoring and Reporting Program for the Folsom Ranch Medical Center Project, dated April, 2021 <p>The Planned Development Permit and Conditional Use Permit are approved for the development and operation of a 530,000 Medical Center project (Folsom Ranch Medical Center). Implementation of the project shall be consistent with the above referenced items and these conditions of approval. Square footage is determined based upon occupied square footage as detailed in Planned Development Guidelines and Development Agreement Amendment.</p> | G, I, B | CD (P)(E) |

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| 2. | | Building plans, and all civil engineering, improvement, 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, B | CD (P)(E)(B) |
| 3. | | The project approvals granted under this staff report (Planned Development Permit and Conditional Use Permit) shall remain in effect for the term of the Development Agreement Amendment (June 30, 2056 or until the 530,000 square foot Medical Center has been built out, whichever is later). Provided that the relevant building (or other) permits for the heliport are obtained within this time period, the Conditional Use Permit will thereafter run with the land (i.e., be valid in perpetuity), subject to the revocation process in Condition 8. Failure to obtain the relevant building (or other) permits within this time period, without the subsequent extension of this approval, shall result in the termination of this approval. The Development Agreement Amendment, which is subject to review and approval by the City Council, is valid until June 30, 2056 or until 530,000 occupied square feet associated with Medical Center has been built out, whichever is later. | B | CD (P) |

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| 4. | | <p>The owner/applicant shall protect, defend, indemnify, and hold harmless the City and its agents, officers and employees from any claim, action or proceeding against the City or its agents, officers or employees to attack, set aside, void, or annul any approval by the City or any of its agencies, departments, commissions, agents, officers, employees, or legislative body concerning the project, which claim, action or proceeding is brought within the time period provided therefore in Government Code Section 66499.37 or other applicable statutes of limitation. The City will promptly notify the owner/applicant of any such claim, action or proceeding, and will cooperate fully in the defense. If the City should fail to cooperate fully in the defense, the owner owner/applicant shall not thereafter be responsible to defend, indemnify and hold harmless the City or its agents, officers, and employees, pursuant to this condition. The City may, within its unlimited discretion, participate in the defense of any such claim, action or proceeding if both of the following occur:</p> <ul style="list-style-type: none"> • The City bears its own attorney’s fees and costs; and • The City defends the claim, action or proceeding in good faith <p>The owner/applicant shall not be required to pay or perform any settlement of such claim, action or proceeding unless the settlement is approved by the owner/applicant. The owner/applicant’s obligations under this condition shall apply regardless of whether a Final Map is ultimately recorded with respect to this project.</p> | OG | CD (P)(E)(B) PW, PR, FD, PD |
| 5. | | <p>The owner/applicant shall comply with all provisions of Amendments No. 1 and 2 to the First Amended and Restated Tier 1 Development Agreement (collectively “Development Agreement”) and any approved amendments thereafter by and between the City and the owner/applicant of the project.</p> | B | CD (E) |

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| 6. | ✓ | <p>The owner/applicant shall participate in a mitigation monitoring and reporting program pursuant to City Council Resolution No. 2634 and Public Resources Code 21081.6. The mitigation monitoring and reporting measures identified in the Folsom Plan Area Specific Plan FEIR/EIS, the South of 50 Backbone Infrastructure Project MND, the Westland/Eagle Specific Plan Amendment to the FPASP and Addendum to the FPASP EIR/EIS, the Folsom South of U.S. Highway 50 Specific Plan Project Revised Proposed Off-Site Water Facility Alternative Amendment to the FPASP and Addendum to the FPASP EIR/EIS, and Folsom Ranch Medical Center Addendum to 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) |
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| 7. | <p>The City has amended the Inclusionary Housing Ordinance (i.e., Folsom Municipal Code Chapter 17.104) by Ordinance No. 1243, to eliminate Second Dwelling Units (also referred to as “granny flats”) as an alternative means of meeting the City’s inclusionary housing requirements. The City and the owner/applicant acknowledge that the Project is for medical uses and not residential housing. However, in light of the allowed uses under the Specific Plan, City has requested that owner/applicant acknowledge and owner/applicant hereby acknowledges that there is no vested right to use Second Dwelling Units as an alternative means for meeting the City’s inclusionary housing requirements and that this alternative shall not be available to Landowner from and after the date of Ordinance No. 1243. The owner/applicant further acknowledges that the State adopted amendments to Section 65850 of the California Government Code (specifically Section 65850(g)), effective January 1, 2018, to allow for the implementation of inclusionary housing requirements in residential rental units, upon adoption of an ordinance by the City. The owner/applicant is not currently contemplating any residential rental projects within the Property; however, in the event the City amends its Inclusionary Housing Ordinance with respect to rental housing pursuant to Section 65850(g), the owner/applicant (or a successor in interest) agrees that the Property shall be subject to said City Ordinance, as amended, should any residential rental project be proposed within the Property. Other than the elimination of the “granny flat” option and the possible future application of an inclusionary housing requirement on residential rental properties (upon the conditions stated herein), the City and the owner/applicant agree that all other alternatives for meeting the City’s inclusionary housing requirements remain vested to the full extent provided for in the Restated Agreement.</p> | B | CD (P) |
| 8. | <p>If the Community Development Director finds evidence that conditions of approval for Folsom Ranch Medical Center heliport have not been fulfilled or that the use has resulted in a substantial adverse effect on the health, and/or general welfare of users of adjacent or proximate property, or has a substantial adverse impact on public facilities or services, the Director will refer the use permit to the Planning Commission for review. If, upon such review, and after a consideration of the public health benefits provided by the availability of a heliport at the Medical Center, the Planning District Commission finds that any of the above-stated results have occurred, the Commission may modify or revoke the Conditional Use Permit.</p> | OG | CD (P) |

| POLICE/SECURITY REQUIREMENT | | | | |
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| 9. | | <p>The owner/applicant shall consult with the Police Department in order to incorporate all reasonable crime prevention measures. The following security/safety measures shall be considered:</p> <ul style="list-style-type: none"> • A security guard on-duty at all times at the site or a six-foot security fence shall be constructed around the perimeter of construction areas. • Security measures for the safety of all construction equipment and unit appliances. • Landscaping shall not cover exterior doors or windows, block line-of-sight at intersections or screen overhead lighting. | G, I, B | PD |
| DEVELOPMENT COSTS AND FEE REQUIREMENTS | | | | |
| 10. | | 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. | B | CD (P)(E) |
| 11. | | If applicable, the owner/applicant shall pay off any existing assessments against the property, or file necessary segregation request and pay applicable fees. | B | CD (E) |
| 12. | | <p>The owner/applicant shall be subject to all Folsom Plan Area Specific Plan Area development impact fees established at the time of approval 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 the time of approval at the rates in effect when 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, or otherwise shall be governed by the terms of Amendments No. 1 and 2 to the Development Agreement. The fees shall be calculated at the fee rate set forth in the PFFP and the Development Agreement.</p> | B | CD (P), PW, PK |

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| 13. | | 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. | OG | CD (P)(E) |
| 14. | | 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, improvement plans, or beginning inspection, whichever is applicable. | G, I, B | CD (P)(E) |
| GRADING PERMIT REQUIREMENTS | | | | |
| 15. | | 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. | G | CD (E) |
| 16. | | The owner/applicant shall obtain all required State and Federal permits and provide evidence that said permits have been obtained, or that the permit is not required, subject to staff review prior to approval of any grading or improvement plan. | G, I | CD (P)(E) |
| 17. | | The final location, design, height, materials, and colors of the retaining walls and screen walls shall be subject to review and approval by the Community Development Department to ensure consistency with the Folsom Ranch Medical Center Planned Development Guidelines. | G, I, B | CD (P)(E), FD |

| IMPROVEMENT PLAN REQUIREMENTS | | | | |
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| 18. | | The improvement plans for the required public and private improvements (on-site and off-site) necessary to serve the project including but not limited to street and frontage improvements on East Bidwell Street, Alder Creek Parkway, McCarthy Way, Mercy Drive, Westwood Drive, and Placerville Road shall be reviewed and approved by the Community Development Department prior to approval of a building permit for the project. | B | CD (E) |
| 19. | | Public and private improvements (on-site and off-site), including roadways, curbs, gutters, sidewalks, bicycle lanes and trails, streetlights, underground infrastructure and all other improvements shall be provided in accordance with the latest edition of the City of Folsom <i>Standard Construction Specifications and Details</i> and the <i>Design and Procedures Manual and Improvement Standards</i> . | I | CD (P)(E) |
| 20. | | The on-site water and sewer systems shall be privately owned and maintained. The fire protection system shall be separate from the domestic water system. The fire system shall be constructed to meet the National Fire Protection Association Standard 24. The domestic water and irrigation system shall be metered per City of Folsom <i>Standard Construction Specifications</i> . | I | CD (E) |
| 21. | | For any improvements constructed on private property that are not under the ownership or control of the owner/applicant, all rights-of-entry, and if necessary, a permanent easement shall be obtained and provided to the City. All rights of entry, construction easements, either permanent or temporary and other easements shall be obtained as set forth in the Development Agreement, which shall be fully executed by all affected parties and shall be recorded with the Sacramento County Recorder, where applicable, prior to approval of grading and/or improvement plans. | G, I | CD (E) |

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|-----|--|--|-------|-----------|
| 22. | | <p>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 Medical Center Planned Development Guidelines including but not limited to:</p> <ul style="list-style-type: none"> • Shield or screen lighting fixtures to direct the light downward and prevent light spill on adjacent properties; • Place and shield or screen flood and area lighting needed for construction activities, nighttime sporting activities, and/or security so as not to disturb adjacent residential areas and passing motorists; • For public lighting in residential neighborhoods, prohibit the use of light fixtures that are of unusually high intensity or that blink or flash; • Use appropriate building materials (such as low-glare glass, low-glare building glaze or finish, neutral, earth toned colored paint and roofing materials), shielded or screened lighting, and appropriate signage in the office/commercial areas to prevent light and glare from adversely affecting motorists on nearby roadways; and • Design exterior on-site lighting as an integral part of the building and landscaping design in the Specific Plan Area. Lighting fixtures shall be architecturally consistent with the overall site design. Lights used on signage should be directed to light only the sign face with no off-site glare. | I | CD (P) |
| 23. | | <p>The owner/applicant shall coordinate the planning, development and completion of this project with the various utility agencies (i.e., SMUD, PG&E, etc.). The owner/applicant shall provide the City with written confirmation of public utility service prior to approval of the on-site improvement plans.</p> | I | CD (P)(E) |
| 24. | | <p>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) |
| 25. | | <p>All future utility lines lower than 69 KV that are to be built within the project shall be placed underground within and along the perimeter of the project at the developer's cost. The owner/applicant shall dedicate to SMUD all necessary underground easements for the electrical facilities that will be necessary to service development of the project.</p> | I | CD (E) |

| | | | |
|-----|---|------|----------------|
| 26. | The owner/applicant shall pay for, furnish, and install all infrastructure associated with the water meter fixed network system for any City-owned and maintained water meter for the project. | I | CD (E), EWR |
| 27. | 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> . The storm drainage design shall provide for no net increase in run-off (applicable to watershed of Hyrdomodification Basin No. 8) under post-development conditions. | G, I | CD(E), EWR, PW |
| 28. | 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. 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. | G, I | CD (E) |
| 29. | 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). | OG | CD (E) |
| 30. | The owner/applicant shall dedicate public utility easements for underground facilities on properties adjacent to the public 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 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 right of way may be reduced with prior approval from public utility companies. | I | CD (E) |
| 31. | The owner/applicant shall dedicate the additional required right-of-way necessary for the construction of an additional 250-foot right-turn lane for southbound McCarthy Way approaching Alder Creek Parkway and the full extension of the right-turn pocket on westbound Alder Creek Parkway from McCarthy Way to East Bidwell Street. | I | CD (E) |

| NOISE REQUIREMENTS | | | | |
|---------------------------|--|---|------|-----------|
| 32. | | Compliance with Noise Control Ordinance and General Plan Noise Element shall be required. Hours of construction operation shall 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. No construction is permitted on Sundays or holidays. Construction equipment shall be muffled and shrouded to minimize noise levels. | I, B | CD (P)(B) |

| FIRE DEPARTMENT REQUIREMENTS | | | | |
|-------------------------------------|--|--|---------|------------|
| 33. | | <p>The owner/applicant shall comply with the following Fire Department requirements:</p> <ul style="list-style-type: none"> • The medical office and hospital building(s) shall have illuminated addresses visible from the street(s) or drive(s) fronting the property. Size and location of address identification shall be reviewed and approved by the Fire Marshal. • Prior to the issuance of any improvement plans or building permits, the Community Development and Fire Departments shall review and approve all detailed design plans for accessibility of emergency fire equipment, fire hydrant flow location, and other construction features. • All fire protection devices shall be designed to be located on site: fire hydrants, fire department connections, post indicator valves, etc. cannot be used to serve the building. A water model analysis that proves the minimum fire flow will be required before any permits are issued. The fire sprinkler riser location shall be inside a Fire Control Room (5' X 7' minimum) with a full-sized 3'-0" door. This room can be a shared with other building utilities. The room shall only be accessible from the exterior. • All-weather emergency access roads and fire hydrants (tested and flushed) shall be provided before combustible material or vertical construction is allowed on site. All-weather access is defined as 6" of compacted AB from May 1 to September 30 and 2"AC over 6" AB from October 1 to April 30. | G, I, B | CD (P), FD |

| ENVIRONMENTAL AND WATER RESOURCE DEPARTMENT REQUIREMENTS | | | | |
|--|--|---|---------|-------------|
| 34. | | <p>The City, through approval of the Subsequent Entitlements and consideration of a Technical Memorandum titled “PA Parcel 85A Zone Supplemental Analysis” dated April 28, 2021, provided in support of the Addendum, has determined that the water infrastructure for the Medical Center will be provided through “Zone 4,” as that Zone is identified in Figure 12.1 of the Specific Plan. As a result, the owner/applicant shall be required to pay all costs and expenses for piping, tank size expansion from 2.0 MG to 2.6 MG, and construction to connect water from Zone 4 to the Medical Center.</p> <p>On a temporary basis, until the completion of the Zone 4 infrastructure, the water infrastructure for the Medical Center will be provided through Zone 5, as that Zone is identified in Figure 12.1 of the Specific Plan. As a result, the owner/applicant shall bear all costs and expenses to connect water from Zone 5 to the Medical Center.</p> <p>Unless improvements or connections to Zone 4 are solely attributable to the hospital uses included in the Project, the owner/applicant shall only be required to provide a fair-share contribution towards the construction of the Zone 4 infrastructure and may elect to participate in any special assessment/special tax funding mechanisms that are established by the City. The owner/applicant shall coordinate with developers of other projects that also use Zone 4 infrastructure to determine the amounts of their respective fair share contribution toward Zone 4 infrastructure.</p> | I, G, B | CD (E), EWR |

| | | | |
|-----|--|---------|-------------|
| 35. | <p>The owner/applicant shall comply with the following Environmental and Water Resource Department requirements:</p> <ul style="list-style-type: none"> • All water for the Folsom Ranch Medical Center (Medical Office Buildings, Hospital Building, Central Plant, etc.) shall be on the Zone 4 water line. • An on-site looped water system shall be required. • The water system shall be protected with USC Certified and approved RPPA and RPDA devices. • A sewer manhole or cleanout shall be placed at the property line/right-of-way line to distinguish private vs public ownership. • All on-site water and sewer shall be privately owned and maintained. • If there is a kitchen or food preparation area, some type of grease control device shall be required. • All proposed sewer within the right-of-way is to be 8-inch SDR-26 sewer pipe. • Additional in-line valves are required to be added to the fire system. In-line valves shall be incorporated in the improvement plans. The additional valves will be required to be strategically placed in order to help isolate the backflow device if it needs to be repaired or replaced without shutting off the entire water system to the Medical Center. | I, G, B | CD (E), EWR |
|-----|--|---------|-------------|

| LANDSCAPE/TREE PRESERVATION REQUIREMENTS | | | | |
|---|--|---|-------|-----------|
| 36. | | <p>Final landscape plans and specifications shall be prepared by a registered landscape architect and approved by the City prior to the approval of the first building permit. Said plans shall include all on-site and applicable off-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 Folsom Ranch Medical Center project.</p> | B | CD (P)(E) |
| 37. | | <p>The owner/applicant shall be responsible for on-site landscape maintenance throughout the life of the project to the satisfaction of the Community Development Department. Vegetation or planting shall not be less than that depicted on the final landscape plan, unless tree removal is approved by the Community Development Department because the spacing between trees will be too close on center as they mature.</p> | B, OG | CD (P)(E) |

PARKS AND RECREATION REQUIREMENTS

| | | | | |
|-----|--|---|-------|---------------|
| 38. | | <p>The owner/applicant shall be responsible for rough grading and installation of the necessary retaining wall to accommodate the Class I Bicycle Path on the northern portion of the subject property as shown in Figure 7.32 of the Specific Plan prior to issuance of a building permit on the second expansion of the hospital (Phase 4/2034). However, the City agrees that the owner/applicant shall be relieved of the aforementioned obligation should the City amend the Specific Plan to re-locate the Class 1 Bicycle Path, or if the City has not identified funding for construction of the Class 1 Bicycle Path across the Property and the connection to East Bidwell Street at the time of issuance of a building permit on the second expansion of the hospital for Phase 4. "Identified funding" shall mean either: (1) the Class 1 Bicycle Path is incorporated into a subsequent project to widen the East Bidwell Overcrossing structure of US Highway 50 or (2) the submission or application for federal, state or other grants which, together with the City's available matching funds, would be sufficient to construct the Class 1 Bicycle Path across the Property and the connection to East Bidwell Street.</p> | B | CD (P)(E), PR |
| 39. | | <p>The owner/applicant shall enter into an agreement with City to pay for services to maintain the mutually agreed upon private frontage landscaping along East Bidwell Street, Alder Creek Parkway, and McCarthy Way. Included in the agreement shall be a description of the services to be paid by the owner/applicant for the City to maintain the privately owned streetlights along frontages of East Bidwell Street and McCarthy Way. Streetlights located along Alder Creek Parkway, which are included in CFD 18, and are publicly owned and maintained and not considered part of this agreement.</p> | B, OG | CD (P)(E), PR |
| 40. | | <p>To accommodate the required width of the Class I Bicycle Path (minimum of 25 feet in width), a number of parking spaces (approximately 4 parking spaces) will need to be eliminated from the northwest corner of the project site to the satisfaction of the Community Development Department and the Parks and Recreation Department.</p> | B, OG | CD (P)(E), PR |

| TRAFFIC/ACCESS/CIRCULATION/PARKING REQUIREMENTS | | | | |
|--|--|--|---|----------------|
| 41. | | <p>Based on the recommendations of the Transportation Impact Study dated April 23, 2021 and April 29, 2021 (Attachment 20), the following conditions of approval shall be implemented to the satisfaction of the Community Development Department:</p> <ul style="list-style-type: none"> • Phase 1 Roadway Improvements (Anticipated 2023) <ul style="list-style-type: none"> ○ The owner/applicant shall construct McCarthy Way between Alder Creek Parkway and Placerville Road along with multiple access points to the site, consistent with City of Folsom Design and Operational Standards City of Folsom Design and Procedures Manual and Improvement Standards and City of Folsom Standard Construction Specifications and Details . ○ The owner/applicant shall construct an additional 250-foot right-turn lane for southbound McCarthy Way approaching Alder Creek Parkway connecting to a right-turn pocket for westbound Alder Creek Parkway approaching East Bidwell Street. The owner/applicant shall also construct a full extension of the right-turn pocket on westbound Alder Creek Parkway from McCarthy Way to East Bidwell Street. The owner/applicant shall adjust the location of the parking lot curb along the south and east edge of the project site accordingly. • Phase 2 Roadway Improvements (Anticipated 2028) <ul style="list-style-type: none"> ○ The owner/applicant shall construct a southbound emergency vehicle-only left-turn movement into the East Bidwell Street access point along with installation of a half-signal that will be triggered through emergency signal preemption to stop northbound traffic for enough time for the vehicle to safely complete the turning maneuver. • Phase 4 Roadway Improvements (Anticipated 2034) <ul style="list-style-type: none"> ○ Should the owner/applicant desire to construct a traffic signal at the Alder Creek Parkway/McCarthy Way intersection as an element of Phase 4 development, the owner/applicant shall first be required to perform a supplemental traffic analysis to assess the operational impacts associated with signalization of the intersection. | B | CD (E), PW, FD |

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| 41. Cont. | | <ul style="list-style-type: none">• Bus Rapid Transit (Anticipated BRT) Alignment<ul style="list-style-type: none">○ The westbound and eastbound BRT operations shall be center-running within the Alder Creek Parkway right-of-way to the satisfaction of the Community Development Department acknowledging that Sacramento Regional Transit, in consultation with the City, make the final determination of the location of BRT. | B | CD (E), PW, FD |
|-----------|--|--|----------|-----------------------|

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| 42. | <p>To facilitate the evaluation and installation of a future traffic signal at the intersection of Alder Creek Parkway and McCarthy Way, staff recommends the following measures shall be implemented to the satisfaction of the Community Development Department and the Public Works Department:</p> <ul style="list-style-type: none"> • The owner/applicant shall submit a Supplemental Traffic Impact Analysis to the City that evaluates the traffic impacts associated with installation of a traffic signal at the intersection of Alder Creek Parkway and McCarthy Way. The scope of the Traffic Impact Analysis shall be subject to review and approval by the Community Development Department. The owner/applicant shall be responsible for all costs associated with preparation of the Supplemental Traffic Impact Analysis. • If the Supplemental Traffic Impact Analysis concludes that there is no significant traffic operational impact, the traffic signal at the intersection of Alder Creek Parkway and McCarthy Way may be installed by Landowner pursuant to the Conditions of Approval and consistent with technical specifications as approved by the City Engineer. • If the Supplement Traffic Impact Analysis identifies any significant traffic operational impacts that can be mitigated and the owner/applicant desires to install the traffic signal, the City will identify the required mitigation and the owner/applicant shall install the traffic signal along with the required mitigation. • In the event the Supplemental Traffic Impact Analysis identifies any significant traffic operational impact that cannot be mitigated, the City will advise the owner/applicant and the traffic signal shall not be installed, and the intersection configuration approved as part of the original entitlements shall remain in place. • If the City determines that the left-turn access to the Medical Center at the intersection of Alder Creek Parkway and McCarthy Way must be discontinued for any reason, the City shall (a) advise owner/applicant of the City's intention to discontinue access, (b) provide owner/applicant with a reasonable opportunity to comment on the City's determination to discontinue access, including an appeal to the City Council, and (c) consider the impact on safe and efficient public access to the hospital and emergency services, including any evidence owner/applicant may provide to City with respect to increased driving times. | OG | CD (P)(E), PW |
|-----|---|----|---------------|

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|-----|--|---|---|----------------|
| 43. | | <p>To ensure implementation of the traffic control measures identified on the submitted site plan, staff recommends the following measures are included as conditions of approval for the project.</p> <ul style="list-style-type: none"> • “Stop” signs and appropriate pavement markings shall be installed at the exits to the four project driveways located on McCarthy Way and East Bidwell Street respectively to the satisfaction of the Community Development Departments. • Additional warning signs and pavement markings (stamped concrete, brick pavers, etc.) shall be installed at the East Bidwell Street project driveway to alert pedestrians and bicyclists that emergency vehicles will be entering and exiting this driveway on a frequent basis and to be alert for incoming and outgoing vehicles to the satisfaction of the Community Development Department. • Brick pavers, stamped concrete, or another type of similar colored material (ADA compliant) shall be used to designate pedestrian crosswalks on the project site, in addition to where pedestrian paths cross drive aisles, and shall be incorporated as a design feature at the four project driveway entrances to the satisfaction of the Community Development Department. • Should the City determined that the existing eastbound left-turn pocket on Alder Creek at McCarthy Way needs to be eliminated, the owner/applicant shall be responsible for the installation of a full concrete median through the intersection and any other improvements associated with elimination of the left-turn pocket. The owner applicant shall also construct a pedestrian-actuated midblock protected crossing to coincide with implementation of BRT service to allow for safe pedestrian access to the BRT stop(s). Lastly, the owner/applicant shall construct a second eastbound left-turn lane at the intersection of Alder Creek Parkway and Westwood Drive. The owner/applicant shall be responsible for a “fair share” contribution for the aforementioned improvements, with reimbursement or fee credit provided for any portion that the City deems above the owner/applicant’s responsibility. The owner/applicant shall enter into a Deferred Improvement Agreement with the City for construction of the aforementioned improvements. | B | CD (E), PW, FD |
|-----|--|---|---|----------------|

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|--|---|--|------|-----------|
| 44. | ✓ | <p>During project operation, and consistent with Mitigation Measure 3A.15-2c, the owner/applicant shall ensure on-going employer membership and participation by Dignity Health in the SACOG 50 Corridor Transportation Management Association (U.S. 50 TMA). In addition, given that employee participation in the U.S. 50 TMA is voluntary, the owner/applicant shall be required to conduct biennial Dignity Health employee surveys to ensure that at a minimum a 4.5 percent reduction in VMT (or 1,525 daily VMT) is achieved and maintained as part of project operations. Dignity Health shall be responsible for implementing biennial Dignity Health employee surveys to gauge participation with the various employee benefits offered by the U.S. 50 TMA. In order to ensure that the necessary reduction in VMT is being reported and achieved, the surveys shall include questions from which VMT reduction estimates can be estimated (e.g., how many days per week do you take alternative modes of transportation to work? How far do you live from your site of employment? etc.). Surveys and survey results shall be coordinated through and submitted to the U.S. 50 TMA, SACOG, and the City. If the required level of VMT reduction is not achieved, Dignity Health shall work with the City of Folsom and the TMA to identify other demand management related strategies to increase participation in the program and achieve the required reduction in VMT.</p> | OG | CD (P) |
| 45. | | A minimum of 990 on-site parking spaces shall be provided for the project. | I, O | CD (P)(E) |
| 46. | | A minimum of 56 on-site bicycle parking spaces shall be provided for the project in locations as identified on the preliminary site plan (Attachment 6). In addition, the owner/applicant shall provide additional secured locations (bicycle storage room, bicycle storage locker, etc.) within or adjacent to the medical office and hospital buildings to provide for long-term bicycle storage for employees to the satisfaction of the Community Development Department. | I, O | CD (P)(E) |
| ARCHITECTURE/SITE DESIGN REQUIREMENTS | | | | |
| 47. | | Each of the buildings associated with the Folsom Ranch Medical Center including but not limited to the two medical office buildings, the hospital building, and the central plant building shall require future Design Review approval by the Planning Commission to ensure consistency with the Folsom Ranch Medical Center Planned Development Guidelines. If a proposed building is not in compliance with the Planned Development Guidelines a Planned Development Permit Modification will be required. | B | CD (P)(B) |

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|-----------------------------------|---|--|-------------|--------------------------------|
| 48. | | The final trash and recycling collection plan associated with any City required services shall be reviewed and approved by the Solid Waste Division and the Community Development Department. In addition, the trash and recycling area and the trash and recycling enclosures shall be screened to the satisfaction of the Community Development Department. Lastly, the final location, design, materials, and colors of any future trash/recycling enclosures shall be subject to review and approval by the Community Development Department. | B | CD (P) (E) |
| 49. | | The location of all wall signs shall be shown on the building elevations and renderings that are submitted for future Design Review Approval by the Planning Commission. In addition, the owner/applicant shall obtain a sign permit prior to installation of any signs that require a building permit | B | CD (P) |
| MISCELLANEOUS REQUIREMENTS | | | | |
| 50. | | The proposed project shall comply with all State and local rules, regulations, Governor's Declarations, and restrictions relative to water usage and conservation including but not limited to: Executive Order B-29-15 issued by the Governor of California on April 1, 2015 relative to water usage and conservation, requirements relative to water usage and conservation established by the State Water Resources Control Board, and water usage and conservation requirements established within the <u>Folsom Municipal Code, (Chapter 13.26 Water Conservation)</u> , or amended from time to time. | I, B, OG | CD (P)(E) |
| MITIGATION MEASURES | | | | |
| 51. | ✓ | <i>Folsom Ranch Medical Center Mitigation Monitoring Reporting Program (MMRP).</i> The owner/applicant shall implement all of 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), the Westland Eagle Specific Plan Amendment (September 2015), and the Folsom Ranch Medical Center Addendum (April 2021). The Mitigation Monitoring and Reporting Program for the Folsom Ranch Medical Center project is included as Attachment 23 to the staff report. | I, G, B, OG | CD (E)(P), PW, FD, EWR, PD, PR |

CONDITIONS

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

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

Attachment 5

Vicinity Map

Vicinity Map

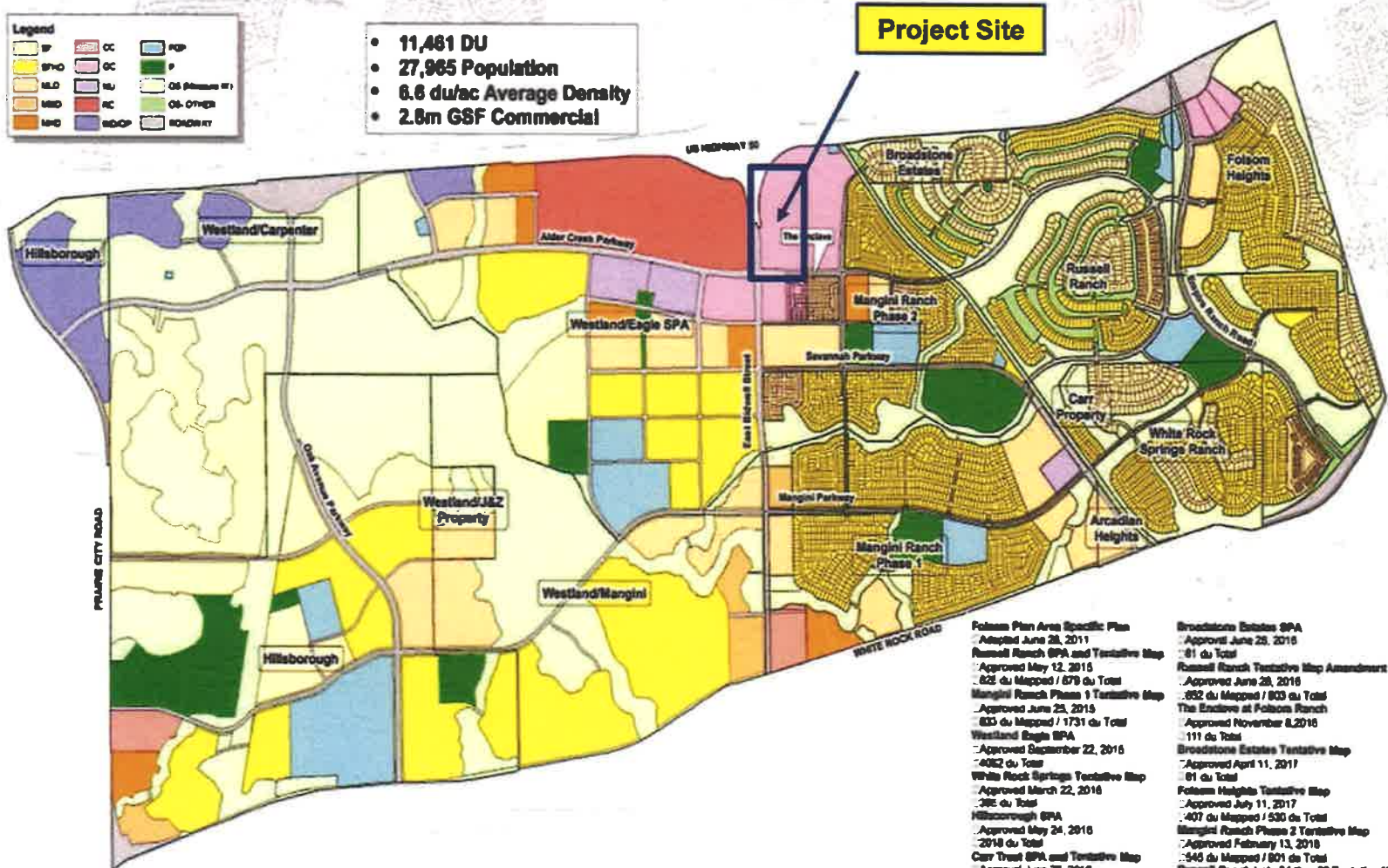


CITY OF
FOLSOM

| Legend | | |
|--------|-------|------------------|
| SP | CC | PCP |
| SPHO | CC | P |
| MLO | ML | OS (Pavement RT) |
| MBO | RC | OS (Other) |
| MND | RO/OP | ROADS RT |

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

Project Site

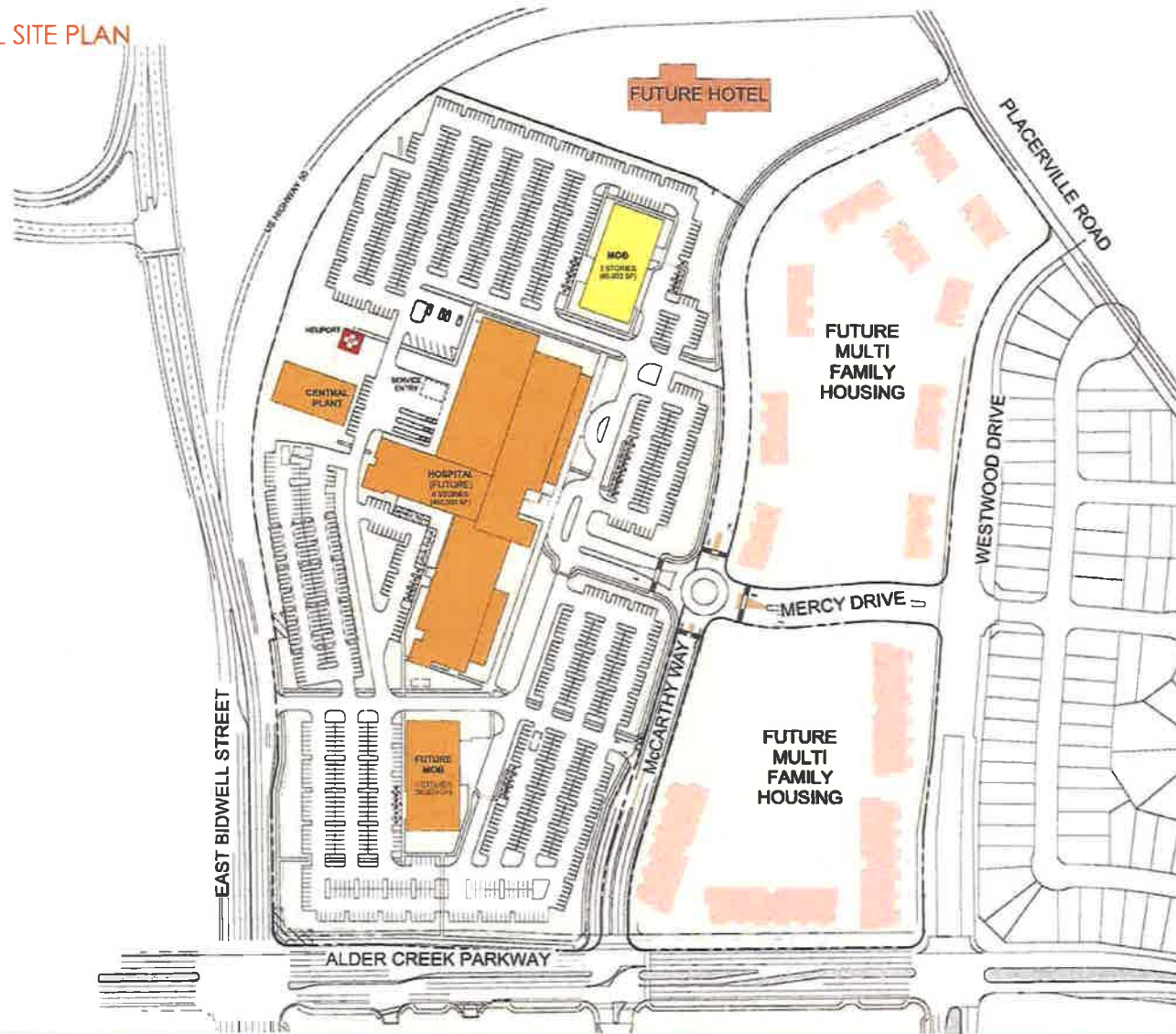


| | |
|--|--|
| Folsom Plan Area Specific Plan | Brodstone Estates SPA |
| • Adopted June 28, 2011 | • Approved June 28, 2016 |
| Russell Ranch SPA and Tentative Map | • 81 du Total |
| • Approved May 12, 2015 | Russell Ranch Tentative Map Amendment |
| • 623 du Mapped / 679 du Total | • Approved June 28, 2016 |
| Mangini Ranch Phase 1 Tentative Map | • 692 du Mapped / 803 du Total |
| • Approved June 23, 2015 | The Enclave at Folsom Ranch |
| • 633 du Mapped / 1731 du Total | • Approved November 8, 2016 |
| Westland/Eagle SPA | • 111 du Total |
| • Approved December 22, 2016 | Brodstone Estates Tentative Map |
| • 4062 du Total | • Approved April 11, 2017 |
| White Rock Springs Tentative Map | • 81 du Total |
| • Approved March 22, 2016 | Folsom Heights Tentative Map |
| • 392 du Total | • Approved July 11, 2017 |
| Hillsborough SPA | • 407 du Mapped / 530 du Total |
| • Approved May 24, 2016 | Mangini Ranch Phase 2 Tentative Map |
| • 2018 du Total | • Approved February 13, 2018 |
| Carr Tract SPA and Tentative Map | • 543 du Mapped / 601 du Total |
| • Approved June 28, 2016 | Russell Ranch Lots 24 thru 33 Tentative Map |
| • 29 du Total | • Approved March 13, 2016 |
| Folsom Heights SPA | • 369 du Total |
| • Approved June 28, 2016 | |
| • 407 du Mapped / 530 du Total | |

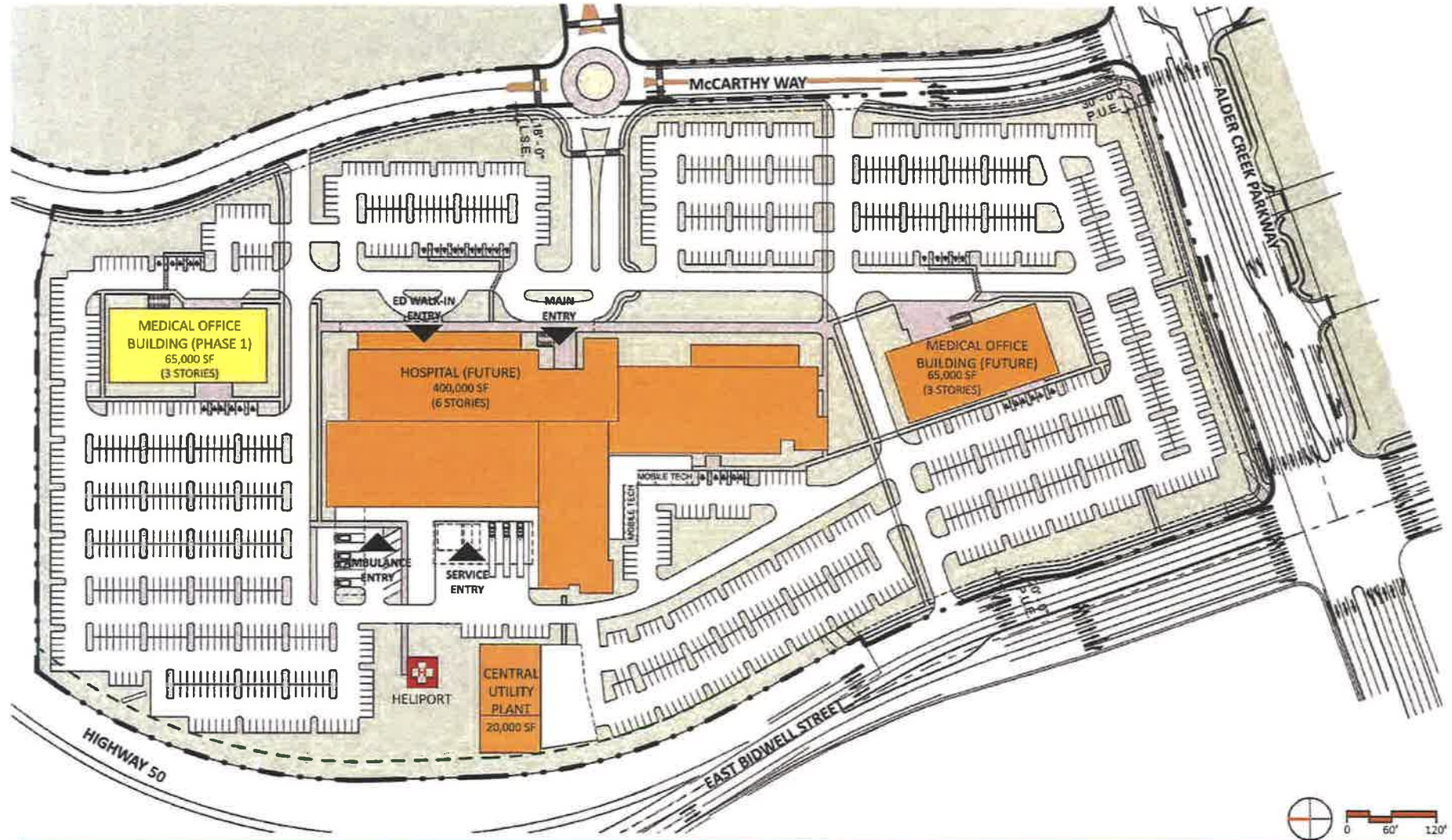
Attachment 6

Preliminary Site Plan, dated May 6, 2021

1. SITE PLAN OVERVIEW
PROPOSED OVERALL SITE PLAN



1. SITE PLAN OVERVIEW
PROPOSED ENLARGED SITE PLAN

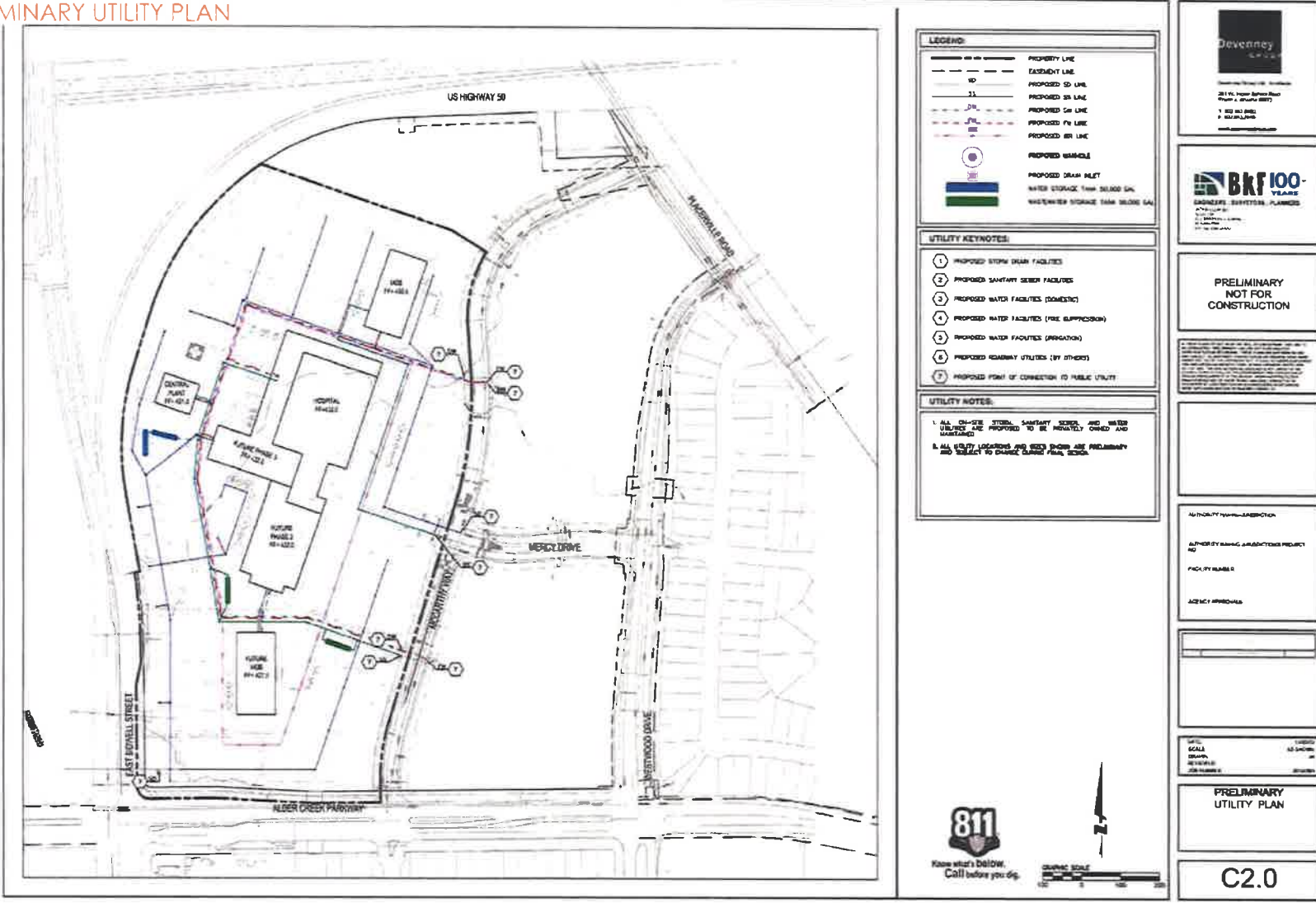


Attachment 7

Preliminary Utility Plan, dated May 6, 2021

2. SITE PLAN DETAILS

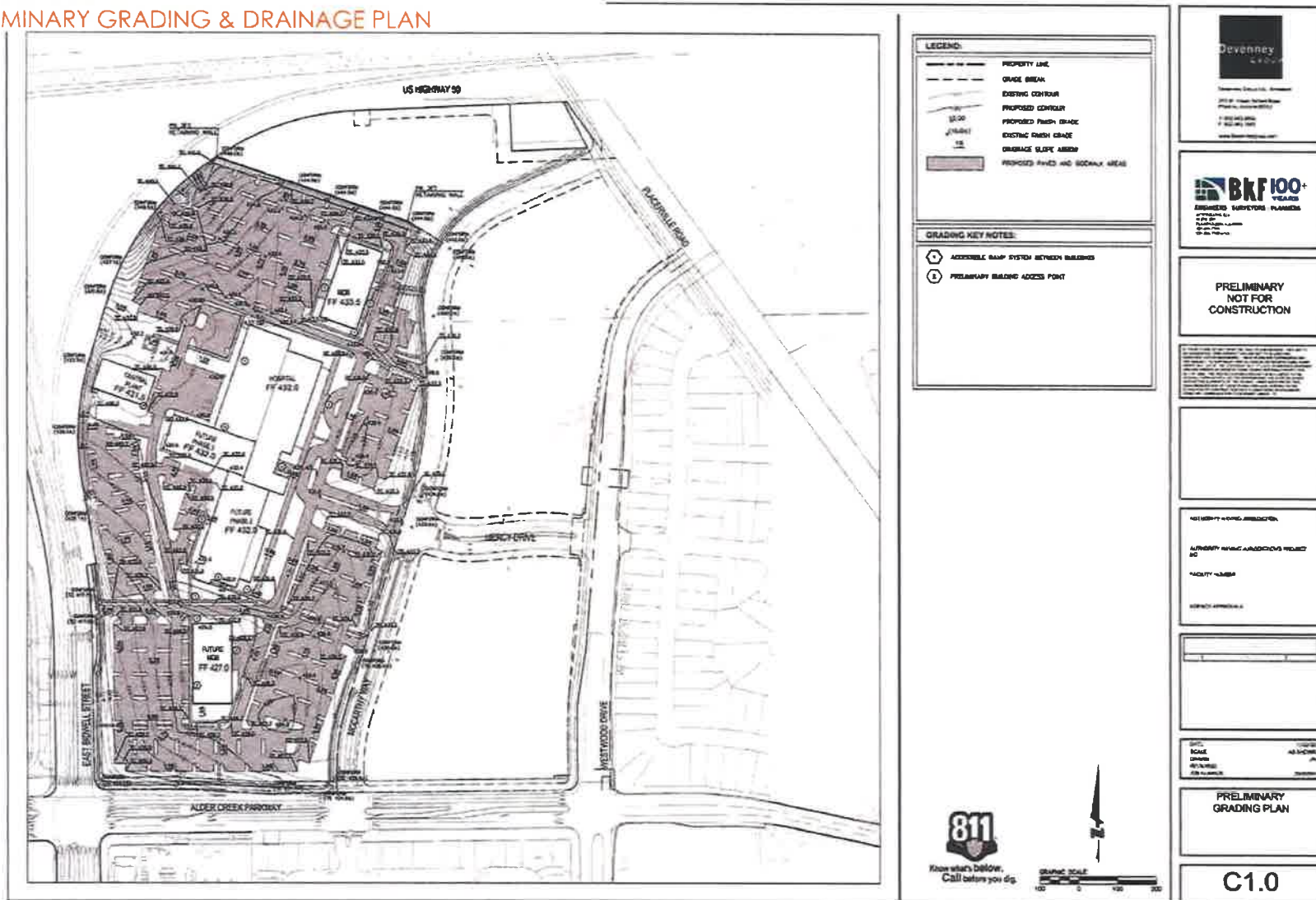
PRELIMINARY UTILITY PLAN



Attachment 8

Preliminary Grading and Drainage Plan Dated May 6, 2021

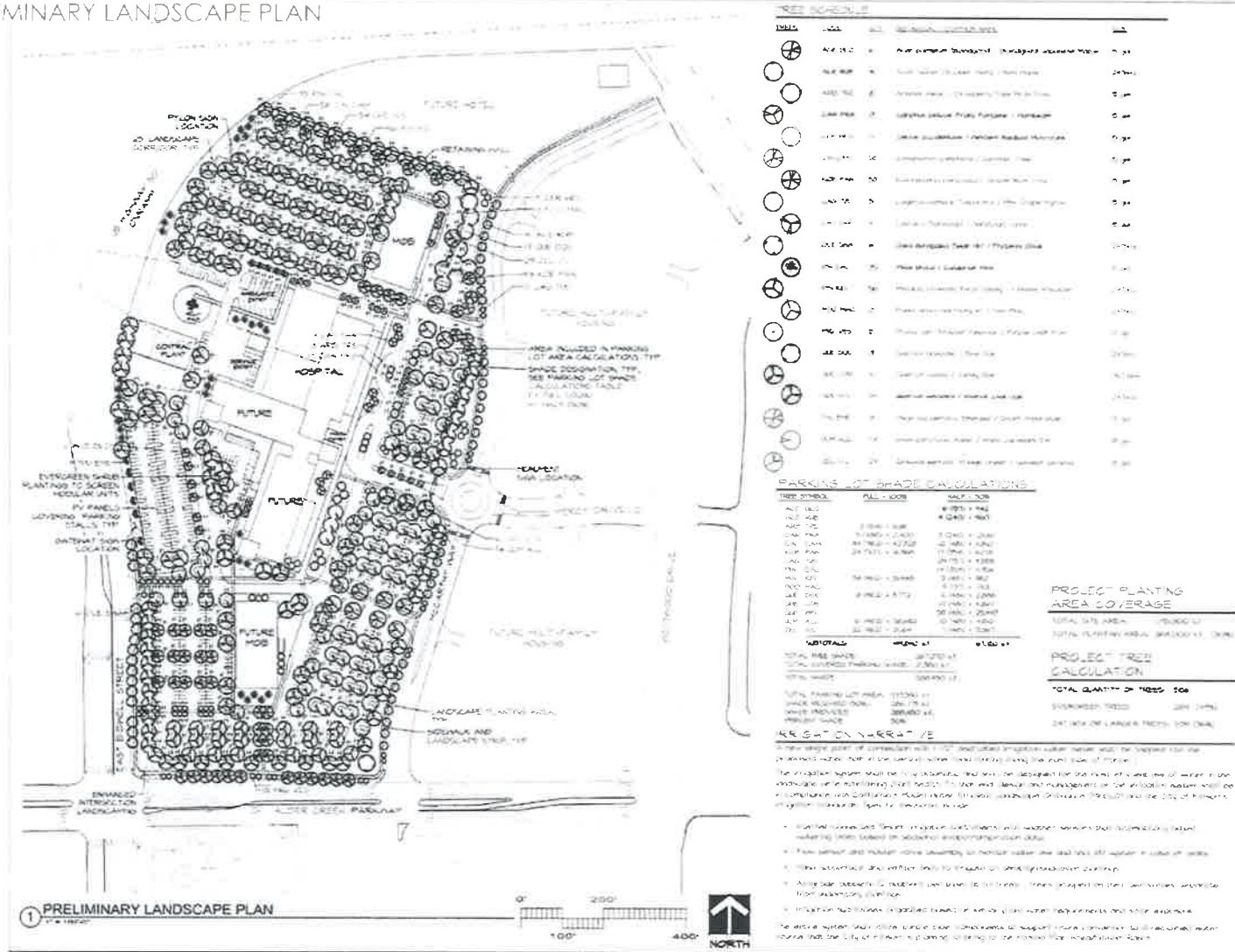
2. SITE PLAN DETAILS
PRELIMINARY GRADING & DRAINAGE PLAN



Attachment 9

Preliminary Landscape Plans Dated May 6, 2021

2. SITE PLAN DETAILS
PRELIMINARY LANDSCAPE PLAN



Devenney GROUP
Architects

YAMASAKI
LANDSCAPE ARCHITECTS

PRELIMINARY NOT FOR CONSTRUCTION

FOLSOM RANCH FUTURE DEVELOPMENT
DIGNITY HEALTH

PRELIMINARY LANDSCAPE PLAN

L1

Attachment 10

Preliminary Lighting Plan Dated May 6, 2021

2. SITE PLAN DETAILS
LIGHTING & PHOTOMETRIC PLAN



Calculation Summary

| Label | Avg | Max | Min | Avg/Min | Max/Min |
|-----------------|-----|------|-----|---------|---------|
| Ambulance Entry | 3.2 | 6.5 | 2.9 | 3.5 | 7.8 |
| Hospital Canopy | 2.0 | 6.8 | 0.8 | 5.5 | 11.0 |
| Parking Lot | 1.8 | 6.4 | 0.4 | 4.8 | 16.0 |
| Service Entry | 2.7 | 5.8 | 1.1 | 2.5 | 6.3 |
| Walkway_1 | 1.8 | 4.4 | 0.5 | 3.5 | 8.8 |
| Walkway_2 | 2.3 | 10.9 | 0.6 | 3.9 | 18.2 |
| Walkway_3 | 1.6 | 3.7 | 0.6 | 2.7 | 6.2 |
| Walkway_4 | 1.6 | 2.4 | 0.9 | 1.8 | 2.7 |
| Walkway_5 | 1.2 | 1.8 | 0.7 | 1.7 | 2.6 |
| Walkway_6 | 2.2 | 4.4 | 0.8 | 2.7 | 7.3 |

2 PRELIMINARY PHOTOMETRIC LEVELS
1/14/21

3 PRELIMINARY LIGHTING FIXTURE SCHEDULE
1/14/21

| NO. | DESCRIPTION | AMOUNT | MANUFACTURER | WATT | WATTAGE | WATTAGE |
|-----|-------------------------|--------|--------------|--------|---------|---------|
| 1 | 100' Dia. Flood Light | 1 | OSRAM | 1000 | 1000 | 1000 |
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| 100 | 9900' Dia. Flood Light | 1 | OSRAM | 99000 | 99000 | 99000 |
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Devenney
ARCHITECTS

SILVERMAN & LIGHT INC

PRELIMINARY NOT FOR CONSTRUCTION

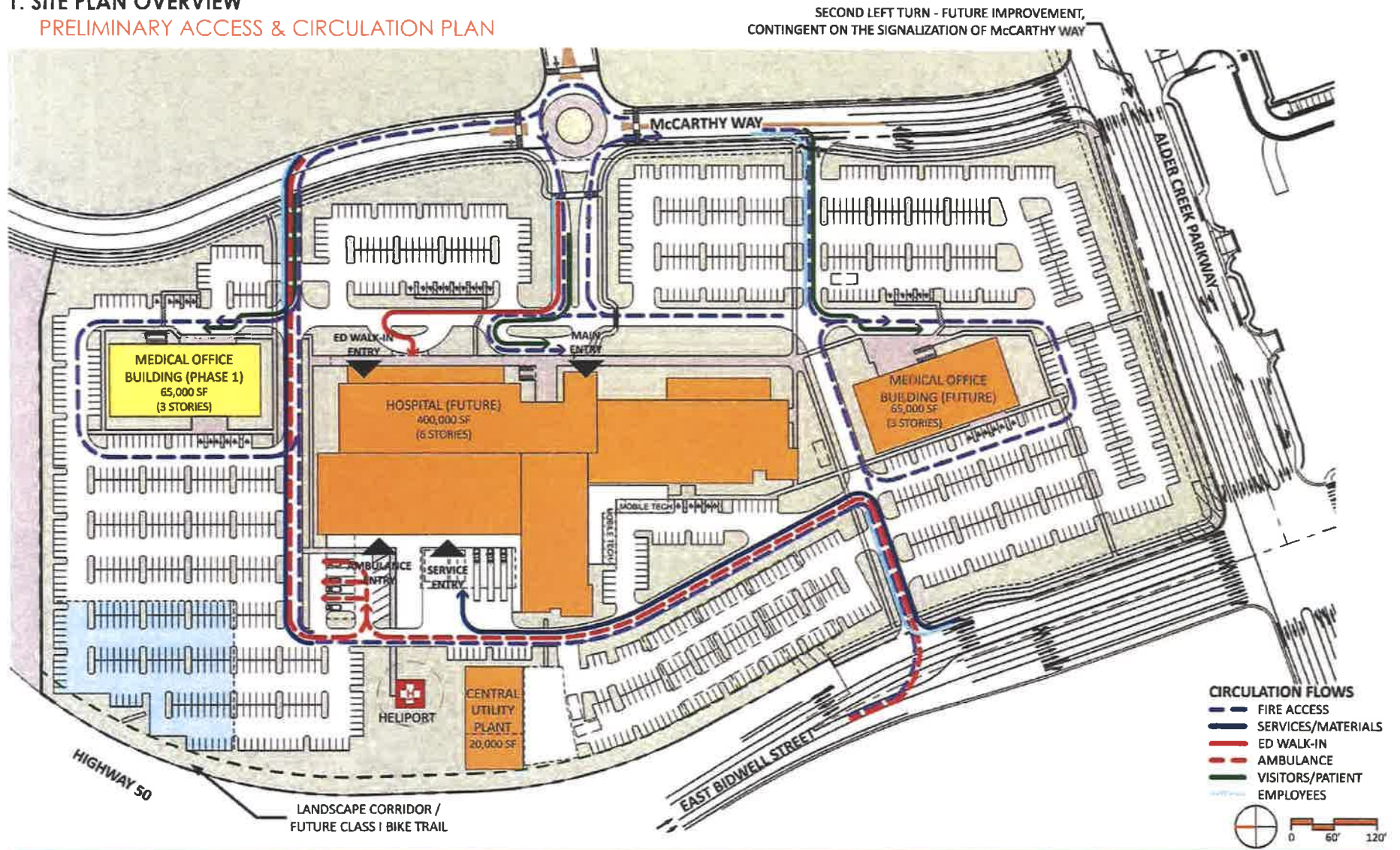
FOLSOM RANCH FUTURE DEVELOPMENT
DIGNITY HEALTH

E1.01

Attachment 11

Preliminary Access and Circulation Plan Dated March 16, 2021

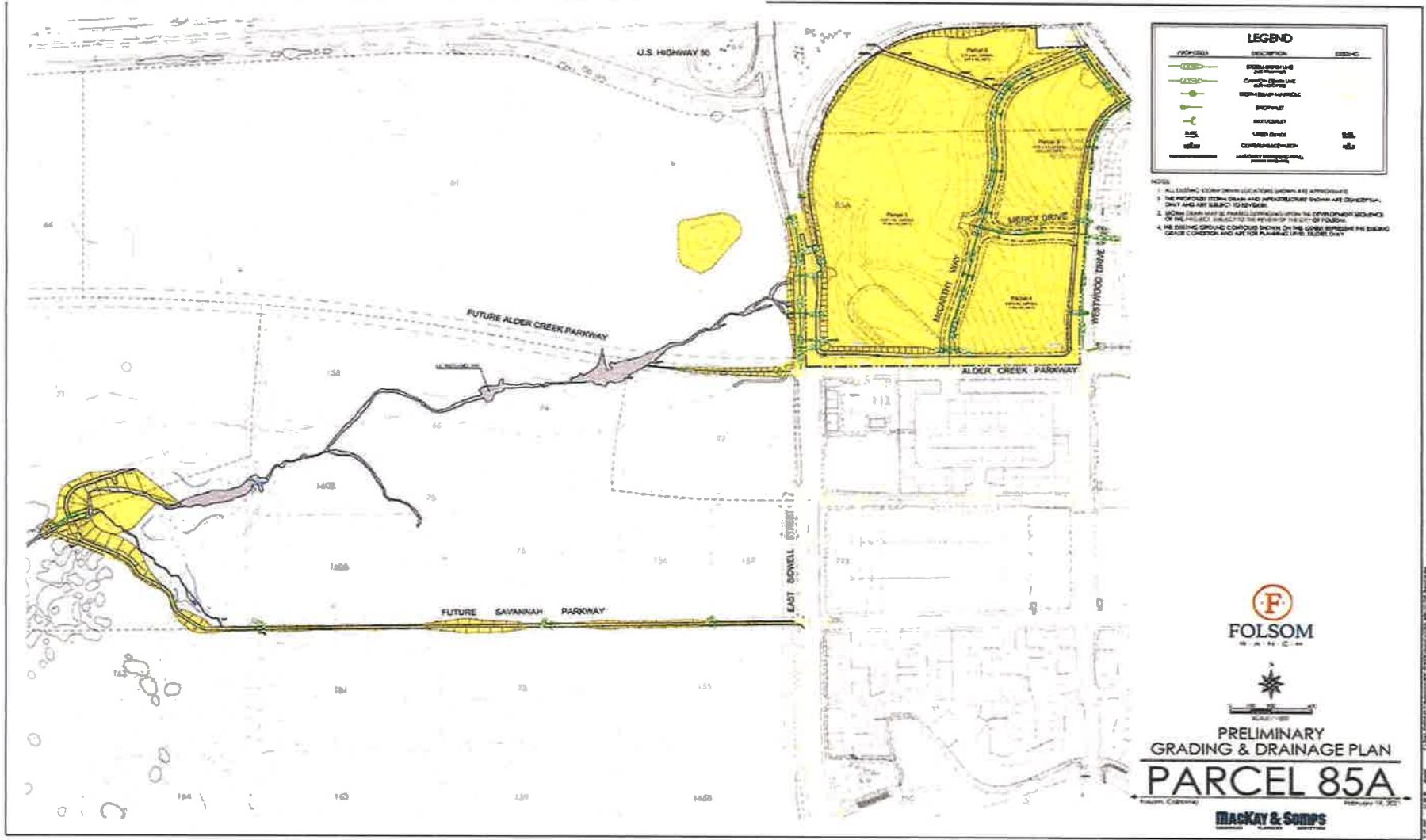
1. SITE PLAN OVERVIEW
PRELIMINARY ACCESS & CIRCULATION PLAN



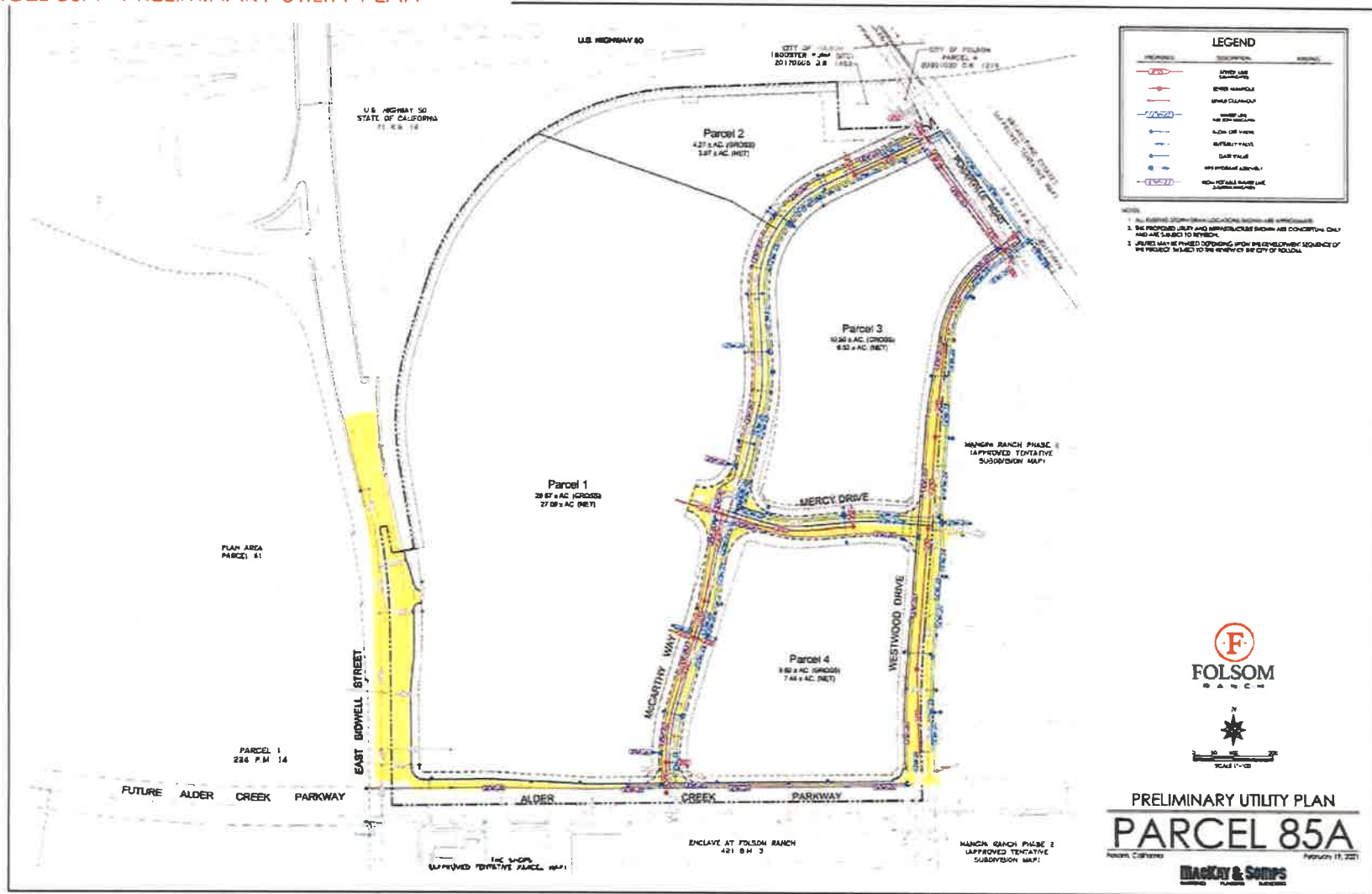
Attachment 12

Preliminary Off-Site Improvement Plans Dated May 6, 2021

3. PRELIMINARY OFF-SITE IMPROVEMENT PLANS PARCEL 85A - PRELIMINARY GRADING & DRAINAGE PLAN



3. PRELIMINARY OFF-SITE IMPROVEMENT PLANS PARCEL 85A - PRELIMINARY UTILITY PLAN

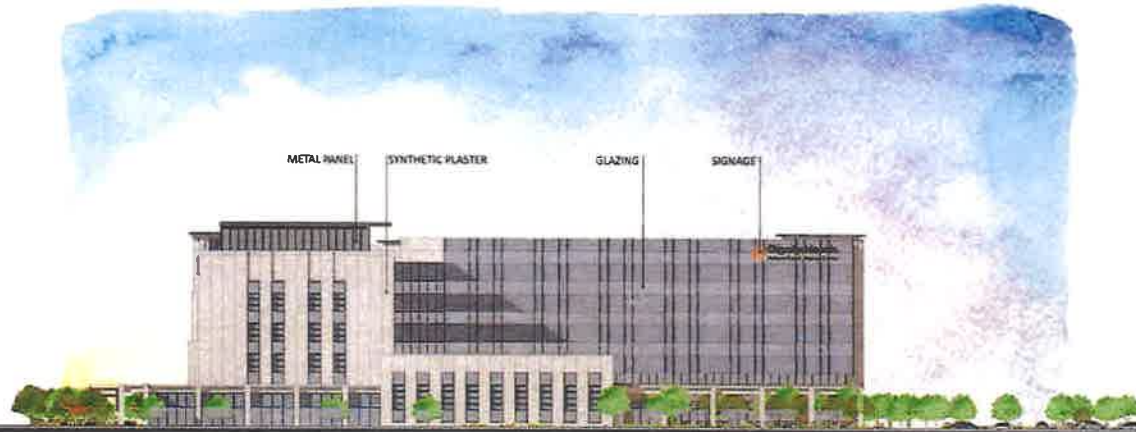


Attachment 13

Conceptual Building Renderings Dated May 6, 2021

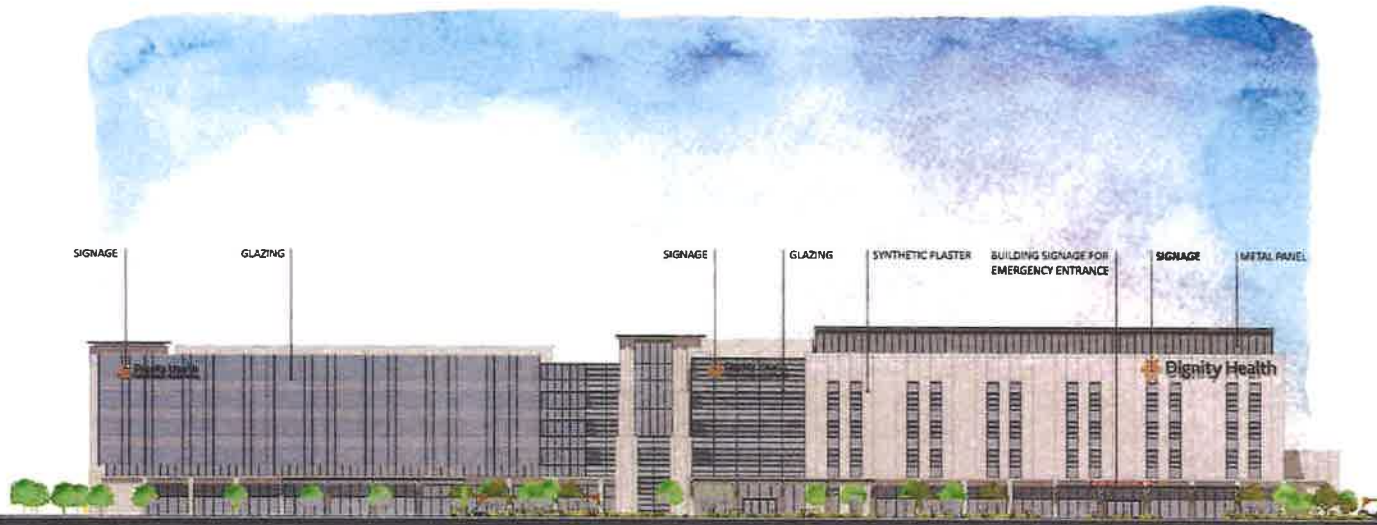
4. CONCEPTUAL RENDERINGS
COMPLETE HOSPITAL AERIAL





SOUTH ELEVATION

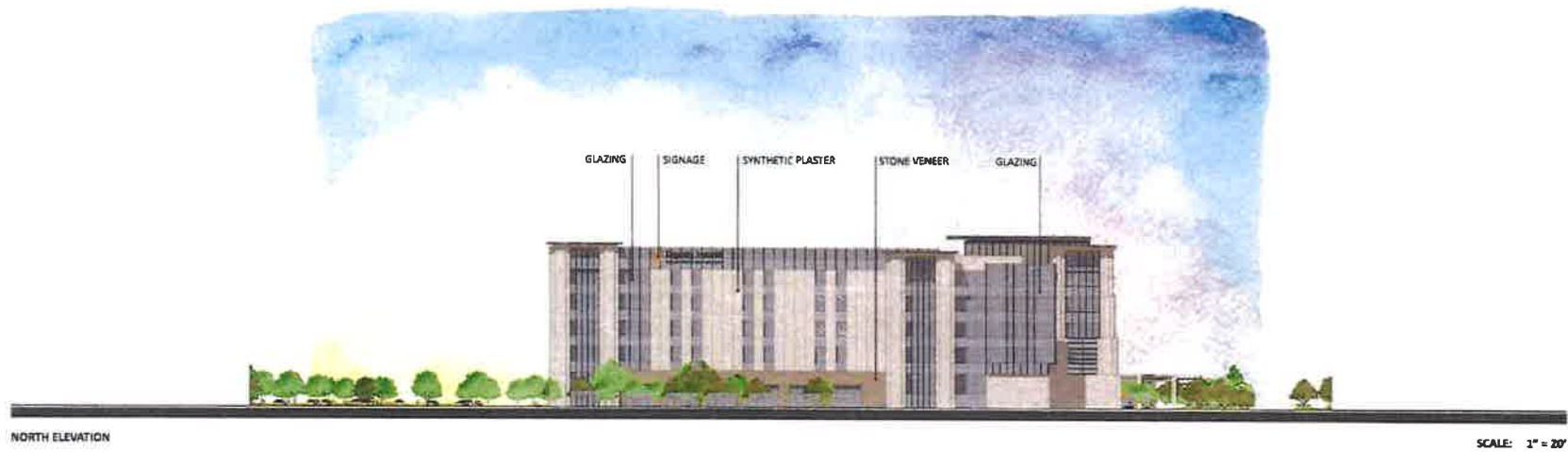
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EAST ELEVATION

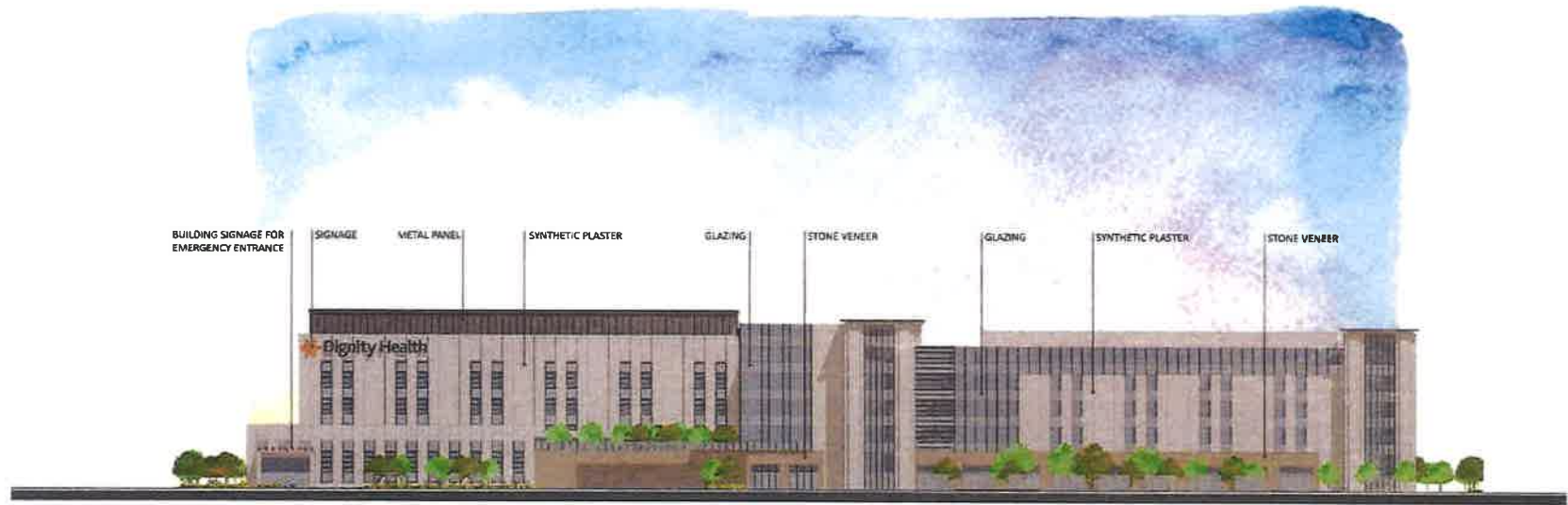
SCALE: 1" = 20'

EXHIBIT I: EXTERIOR ELEVATIONS



NORTH ELEVATION

SCALE: 1" = 20'



WEST ELEVATION

SCALE: 1" = 20'

EXHIBIT J: EXTERIOR ELEVATIONS

Attachment 14

Planned Development Guidelines Dated May 12, 2021

Planned Development Guidelines



May 12, 2021

Planned Development Guidelines Folsom Ranch Medical Center

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1 | INTRODUCTION

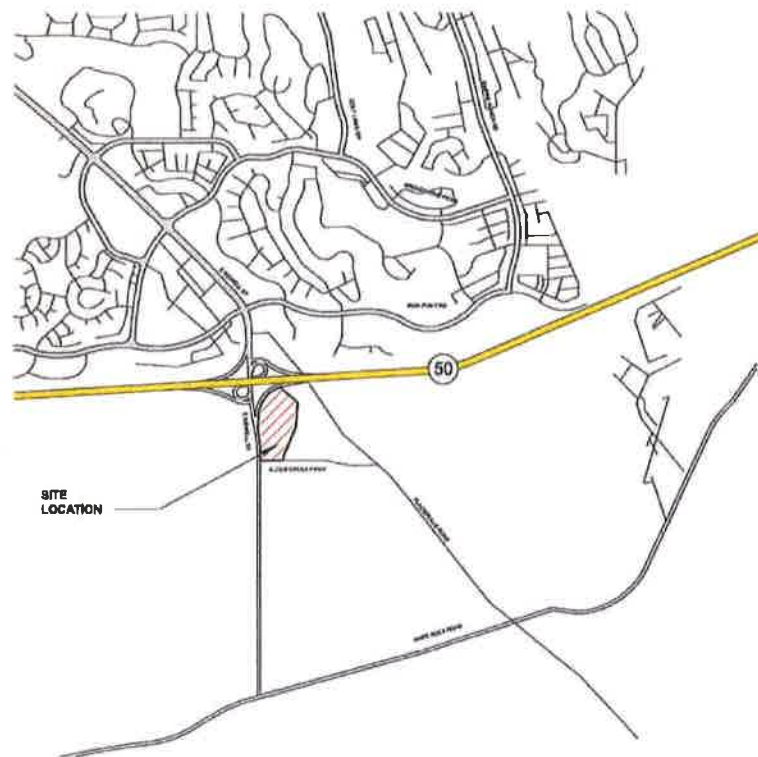
The Planned Development Guidelines (“Guidelines”) contained herein pertain to the Dignity Health Folsom Ranch Medical Center located within the Folsom Ranch development area. These Guidelines provide the framework for the Planned Development Permit, minor variances from the standards set forth in the Folsom Plan Area Specific Plan (FPASP) and Folsom Municipal Code, to accommodate an acute care hospital and medical office buildings, heliport, site design and planning, landscape, building exterior design, site lighting, and signage for the future development.

Dignity Health’s vision is to develop a dynamic new Folsom Ranch Medical Center providing a broad range of healthcare services to establish Folsom and Dignity Health as a destination and regional provider of health care services. The Medical Center includes the medical office buildings and hospital development. Folsom Ranch Medical Center will include primary and specialty care practices along with outpatient imaging, ambulatory surgery center, and other ancillary services. A new hospital with expanded acute services is envisioned in future phases of the Medical Center development

The project intent is to observe the responsible best practices of Folsom’s Community Development and also to engage flexibility for a new Medical Center campus. This development submission is the framework for a human centered healing environment that will set new foundations for quality and innovation.

2 | PROJECT LOCATION AND DESCRIPTION

The 27.44-acre site is located at the Northeast corner of East Bidwell Street and Alder Creek Parkway. The site is identified as “Parcel 1,” and is located within the parcel identified by the FPASP as Parcel 85a, which extends to the intersection of Placerville Road and Westwood Drive. The Medical Center is planned for an ultimate build out of approximately 530,000 occupied square feet including a 300-bed 400,000 occupied square foot acute care hospital and two 65,000 occupied square foot medical office buildings. The development of this size is anticipated/strategized to serve the expanding population in the city of Folsom and its adjacent communities. Development of the site is intended to be accomplished over the course of approximately five individual phases. Although community needs and business conditions will affect both the order of phases and timing, it is generally anticipated that one medical office building will be constructed in the first phase as the most feasible and quickest pathway to providing high quality outpatient medical services to the growing community. Thereafter, the first phase of the main hospital will be constructed, offering critical acute-care services to include an emergency department, operating rooms with supporting services, imaging services, and patient beds. In order to serve the community and its surrounding region, a heliport for transfer of patients to or from the hospital is anticipated, in order to provide the highest level of care. The ultimate future buildout of the site as proposed is a coordinated response to the increased density of the surrounding residential community.



VICINITY MAP

3 | PARCEL 85A GRADING, INFRASTRUCTURE AND OFF SITE IMPROVEMENTS

The proposed development of the Folsom Ranch Medical Center necessitates the mass grading of the larger FPASP Parcel 85A (as shown and so identified in the Folsom Plan Area Specific Plan) and construction of onsite and offsite roadway and utility infrastructure.

Existing topography on the site ranges from approximately 470' to 400' in elevation and generally falls in the southwest direction. The site will be mass graded to provide developable areas and achieve earthwork balance. Onsite retaining walls (approximately 2' to 6' in height) are anticipated to maintain maximum developable areas and intended road grades. Excavation at a borrow site approximately 400' west of East Bidwell Street will provide fill material to widen the west side of the East Bidwell roadway. Fill material will be moved from the borrow site to the fill location by way of ground-disturbing equipment.

At buildout, surface runoff will generally flow to the southwest where it will be conveyed by offsite storm drain infrastructure to the offsite Hydromodification Basin #8 (HMB#8) located west of East Bidwell Street in the location as approved in the FPA Storm Drainage Master Plan (Exhibit M, page 47) and FPA Specific Plan (Figure 12.4 Stormwater Plan, page 248). The first phase of the basin will be constructed with the development of the Folsom Medical Center, including the basin outlet control structure and spillway, a paved access road along the Savannah Parkway alignment and perimeter of the basin, and a storm drain outfall swale from the western terminus of Alder Creek Parkway to the existing downstream waterway. Refer to Parcel 85A - Preliminary Grading and Drainage Plan Exhibit A.

Backbone Roadway improvements include the widening of East Bidwell Street and Alder Creek Parkway and the construction of Westwood Drive. Two additional roadways, Mercy Drive and McCarthy Way, are proposed within Parcel 85A to facilitate access and circulation for the Folsom Ranch Medical Center. Refer to Parcel 85A - Preliminary Utility Plan Exhibit B.

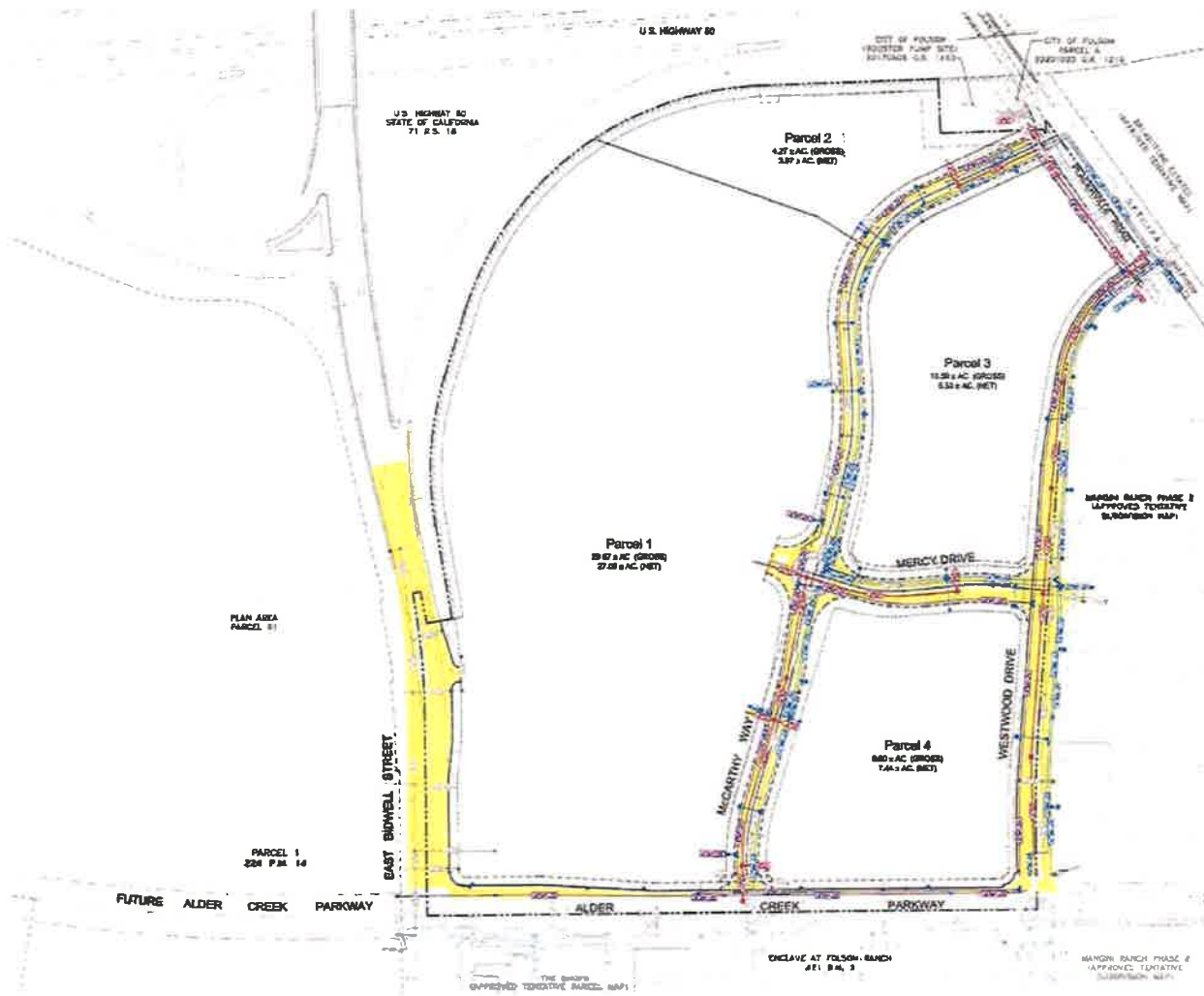
Existing backbone utility infrastructure within Alder Creek Parkway is adequately sized to serve the development of the Folsom Ranch Medical Center. Utilities, including storm drain, sanitary sewer, potable and non-potable water, and dry utility infrastructure will be extended within East Bidwell Street, Westwood Drive and Placerville Road as well as within onsite streets Mercy Drive and McCarthy Way to provide service to the proposed development. Refer to Preliminary Utility Plan Exhibit B. Further detail about water supply to Folsom Ranch Medical Center can be found in Section 7 of these Guidelines under "Water Supply and Infrastructure."

The following is a summary of grading and off site infrastructure improvements that support the Folsom

Ranch Medical Center:

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

The infrastructure improvements will be completed in advance of any building construction on Parcel 1. While grading and other infrastructure development will occur on Parcels 2-4 and other off site locations, no entitlements on Parcel 2 thru 4 of Parcel 85A are included as part of this project.



| SYMBOL | DESCRIPTION | USING |
|--------|------------------|-------|
| | WATER LINE | |
| | SEWER LINE | |
| | GAS LINE | |
| | ELECTRIC LINE | |
| | STORMWATER LINE | |
| | FIRE LINE | |
| | CABLE TV LINE | |
| | FIBER OPTIC LINE | |
| | TELEPHONE LINE | |

- ALL SHOWN UTILITIES ARE TO BE VERIFIED BY THE APPLICANT.
- THE PROPOSED UTILITIES AND PAVEMENTS SHOWN ARE CONCEPTUAL ONLY AND ARE SUBJECT TO REVISION.
- UTILITIES MAY BE PLACED DEPENDENT UPON THE DEVELOPMENT SEQUENCE OF THE PROJECT SUBJECT TO THE REVIEW OF THE CITY OF FOLSOM.



PRELIMINARY UTILITY PLAN
PARCEL 85A
 Folsom, California
 Mackay & Strimp
 February 19, 2021

4 | APPROVAL PROCEDURES

These Guidelines include the Dignity Health Folsom Ranch Medical Center Site Plan, Design Guidelines specific to the Medical Center, Landscape Plan, and Signage Criteria. Each are submitted for approval by the City of Folsom Planning Commission. The Site Plan Guidelines, and specific design and landscaping standards contained within the Guidelines shall govern the review of building permit submissions for this project. One master Planned Development Permit shall be issued for the entire Folsom Ranch Medical Center project upon approval by the Planning Commission. Construction of the individual buildings will occur in five or more phases. A Conditional Use Permit from the City of Folsom will be required for the development and use of the proposed heliport. While design standards are included in the Guidelines, specific design review and approval of the hospital and each medical office building will be considered by the Planning Commission in order to determine consistency with these Guidelines, the FPASP and the Community Design Guidelines.

The medical office buildings will be designed to comply with the California Building Code. The ground floor levels of both medical office buildings are proposed to be designed to California's Office of Statewide Health Planning and Development (OSHPD) 3 requirements.

Hospital design and construction is subject to California Building Code requirements along with the review and approval of California's Office of Statewide Health Planning and Development (OSHPD). As acute care buildings, the hospital will be designed to comply with OSHPD 1 requirements. While the Guidelines are intended to be consistent with OSHPD requirements, it is possible that OSHPD may require design modifications as part of the State review process. In addition, hospital and medical office design evolves along with technology and community-based health needs, which may also affect the overall design requirements and site plan. Consistent with the FPASP Section 13.3 Administrative Procedures, Administrative Modifications and Amendments, the City of Folsom Community Development Department will have the authority to consider, and approve administratively, minor changes to the massing, design, site plan and/or Guidelines that remain consistent with the overall intent and purpose of the FPASP, the Community Design Guidelines, and these Guidelines. If the Community Development Director determines that Planning Commission review is appropriate, changes will be submitted to the Planning Commission for review.

Grading and Off site Infrastructure Improvements Approvals

Parcel 85A is subject to existing regulatory permits including the project's USACE permit, 401 water quality certification, Biological Opinion and Master Lake and Streambed Alteration Agreement. The project is in various stages of compliance with these permits and authorizations and all outstanding conditions will be met prior to construction.

With respect to cultural resources, the proposed development is subject to compliance with provisions in the EIR/EIS for the Folsom Plan Area and the 2013 "First Amended Programmatic Agreement between the US Army Corps of Engineers and the California Office of Historic Preservation regarding the Folsom Plan Area Specific Plan, Sacramento County, California." All pre-construction surveys, evaluations of significance, recording, and mitigation required by the City and US Army Corps of Engineers have been completed for the area subject to this application. A pre-construction compliance verification for the on-site and a portion of the off-site development area was issued by the Corps on March 5, 2020 and the State Historic Preservation Officer concurred on April 16, 2020. A pre-construction compliance verification for the balance of the off-site infrastructure is currently in review by the Corps and will be issued prior to the commencement of construction-related activities. The project will be subject to construction-related requirements that are specified in Chapter 3 - Parcel 85A Grading, Infrastructure and Off Site Improvements.

5 | PERMITTED USES

The City approved a Minor Administrative Modification (MAM) that affected several parcels (APNs 072-3190-030 and 072-3190-046), and which includes Parcel 85A, on March 17, 2020. The MAM shifted residential and commercial gross square footage (GSF) within multiple parcels in order to meet the maximum development intent of the properties involved. The resulting Transfer of Development Rights (TDR) has resulted in the following uses for Parcel 1:

| Land Use | acres | GSF | Floor Area Ratio (FAR) |
|-----------|-------|---------|------------------------|
| GC-RC | 5.0 | 106,000 | 0.49 |
| GC-GC | 18.3 | 314,620 | 0.39 |
| GC-IND/OP | 5.0 | 109,380 | 0.50 |

Generally, the following medical services are likely to be provided:

- Acute-Care Hospital
- Medical Office Buildings
- Outpatient Clinics, including Urgent Care
- Free-standing Emergency Departments
- Ambulatory Surgery Centers
- Wellness related Clinics and Retail facilities
- Imaging center and mobile imaging and treatment
- Mobile Trailer Pad(s) for mobile prefabricated modular structures or temporary emergency management services

Each of the zoning categories identified above allows for “Laboratory-Medical,” “Health Care Facility,” “Medical Services – Major,” and “Medical Services – Minor.” The category of “Medical Services – Major” is further defined in the FPASP, and covers “services requiring in-patient hospitalization or other services that require acute medical attention.” These services will be provided in the Hospital complex identified on the Site Plan and consisting of 400,000 occupied square feet. “Medical Services – Minor” also is further defined in the FPASP, and covers “outpatient services, including but not limited to Lasik surgery offices, dentistry offices, same day clinics.” Services within this category will be provided in the Medical Office Buildings.

Land use for office is allowed in both the Folsom General Plan and the FPASP. The medical buildings fall under an office land use designation as General Commercial (GC). The maximum FAR is 0.5 in the

General Plan, while the FPASP maximum FAR for GC is 0.25. While permitting medical services land use, the FPASP did not envision a hospital building. The Folsom General Plan has a land use designation of Public and Quasi-Public Facility (PQP) which corresponds with the hospital building. PQP use is defined as supporting the needs of the community by providing health uses, and the FAR ranges from 0.2 up to a maximum of 1.0. The Folsom Ranch Medical Center provides significant public amenities and community benefit not only to the City of Folsom, but also to the surrounding region. In order to provide a full service hospital, a minimum FAR of .55 is requested for the project site to accommodate the grossing and support space anticipated for a full service hospital. This FAR increase will translate into appropriate building footprints with efficient program layouts and onsite surface parking with open areas for a positive contribution to the visual environment.

6 | DEVELOPMENT PARAMETERS

The Site Plan included with the PD Permit Application and these Guidelines identifies two Medical Office Buildings of approximately 130,000 occupied square feet; a Hospital complex consisting of 400,000 occupied square feet and a Central Plant building consisting of approximately 20,000 square feet.

The entire project site is 27.44 acres, with each building comprising the approximate acreage in square feet:

Building Summary

| Phase | Building | Central Plant* | Occupied Square Footage |
|-------------------|-------------------------------|----------------|-------------------------|
| Phase 1 | Medical Office Building | N/A | 65,000 |
| Phase 2 | Hospital (100 Beds) | 15,000* | 160,000 |
| Phase 3 | Medical Office Building | N/A | 65,000 |
| Phase 4 | Hospital Expansion (100 Beds) | N/A | 120,000 |
| Phase 5 | Hospital Expansion (100 Beds) | 5,000* | 120,000 |
| Total Area | | 20,000* | 530,000 |

**Central Utility Plant areas are estimated and are not included in total development area*

Occupied square footage defined:

Occupied square footage is the actual space occupied and defined as area from inside wall to wall dimensions. Healthcare space is a specialized use that has well defined and code dictated requirements that are unlike other building uses and types. This specialized use requires core elements to be typically much larger than other building types. A larger percentage of project square footage is specialized square footage that is not occupied or dedicated to specific program use. A few examples are as follows: Circulation corridors are a specialized use difference in which healthcare has descriptive requirements. California Building Code (CBC) Section 1224.4.7 requires a min of 8' minimum "Clear" width corridors throughout the hospital facility to allow gurney traffic, supply traffic, and staff movement without obstructions. Clear space is also required by CBC around beds to allow staff movement and patient access that ranges from 3' minimum clear to the edge of beds to 5'-0" minimum clear at stretchers. Storage requirements are another key driver per CBC requirements, with examples being a minimum of 20 net square feet of general storage per bed, exclusive of other required specialized storage spaces based on Acute Care Services provided. Specialized storage is required in each department with various requirements, but a rough estimate would require storage space at over 200 sq ft per bed. These

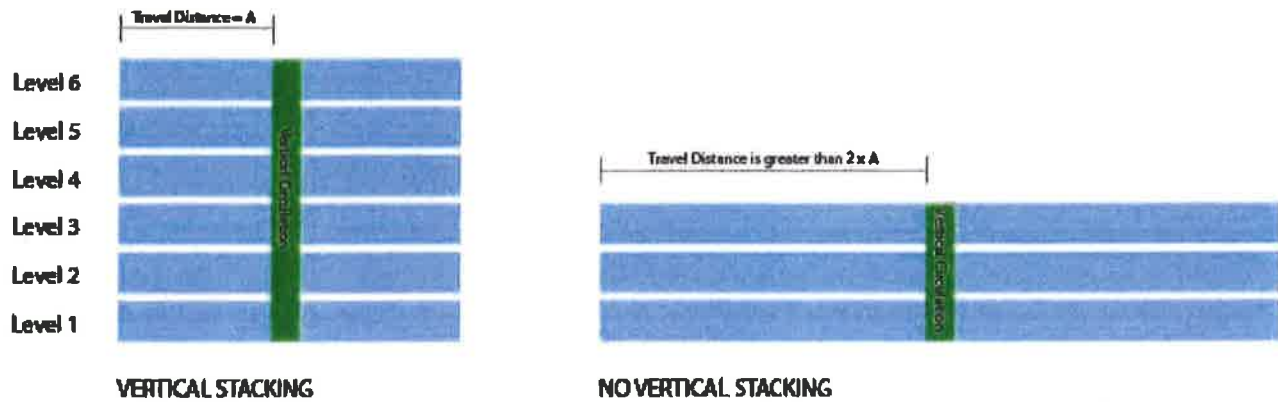
examples are a handful of key drivers of spaces that are not occupied uses. Occupied square footage does not include common areas of a healthcare building such as restrooms, stairwells, mechanical shafts, storage rooms, utility rooms, mechanical rooms, electrical rooms, and shared hallways or corridors.

Hospital Planning Drivers

Hospitals have a high level of complexity that begins with the design of a circulation system that connects a vast network of program spaces. The key types of space are inpatient care units, outpatient care, diagnostic/treatment, administrative and support services and public spaces. These spaces are organized based on key functional relationships and factors:

- Efficient travel distances for patients, visitors, and staff
- Stacking of inpatient units that have limited connections with each other but need convenient access to diagnostic and treatment services
- Emergency needs to be adjacent to Diagnostic/Imaging but can also be linked to Surgery and ICU, which should be adjacent to each other
- Access to natural light and views with connection to outdoors
- Utility services benefit from having the shortest and most direct distribution
- High volume outpatient services at medical office buildings separated from hospital inpatient services

One concept for building organization is the stacking diagram. The example below shows the program volume spread across 6 floors by Vertical Stacking versus that same volume spread over three floors by No Vertical Stacking. Consolidating program over multiple levels instead of spreading program spaces over available building footprint results in excessive travel distances. Short travel distances are preferred and critical for patient, visitor, and staff flow, not to mention material flow. In addition to extended travel distances in the No Vertical Stacking, a larger footprint generates inefficiencies in adjacencies and loss of views and access to natural light. A taller more compact building massing is more efficient than a sprawling facility. As a result, our proposed hospital will be a taller volume in a more compact footprint on the Medical Center site.



Another planning principle for the Medical Center is to preserve as much open space as possible in order to highlight a wayfinding hierarchy of buildings, with the tallest building the hospital and its inpatient services, flanked by the smaller medical office buildings providing outpatient care. The proposed site plan supports this approach and is designed for direct and intuitive wayfinding for patients, visitors and staff. The larger hospital is the focal point and centered in the site, between two smaller medical office buildings. The diagnostic/treatment services of the hospital are connected via sidewalks to both medical office buildings and the hospital is equidistant from each.

These planning principles will guide the development of the medical center. While the medical office buildings are proposed to be a maximum of three levels, future programming studies will ultimately determine the number of levels and corresponding building height of the hospital. Variables influencing the design are required and new service needs, new technologies, anticipated volume, operational and staffing assumptions, and building system decisions. Hospital planning and development is complex, as hospitals have longer lifespans than other building types and more intensity of use. An open system of planning which can fine tune to variables supports the goal of a high quality hospital of the future. Design flexibility is a request in these planning documents.

Building Heights

- Medical Office Buildings; 3 story, Sixty (60) feet maximum*
- Hospital Building; 3-6 story, One Hundred and Twenty (120) feet maximum*
- Central Utility Plant; 1 story, Thirty-five (35) feet maximum*

** Building Heights exclude roof top mechanical screen walls. Maximum height of mechanical screen walls is 15' above the finished roof.*

Building Setback Requirements (as indicated on the Exhibit C - Preliminary Site Plan)

- Front Setback (Alder Creek Parkway): 30 feet (18 foot landscape corridor and pedestrian access easement required)
- Rear Setback (US Highway 50 On Ramp): 25 feet (25 foot landscape easement required)
- Side Setback (East Bidwell): 20 feet (20 foot landscape and pedestrian easement required)
- Side Setback (McCarthy Way): 18 feet (18 foot landscape corridor and pedestrian access easement required)
- Interior Setbacks (building to building) - 60' minimum unless buildings are connected (10 feet per story unless buildings are connected; 0 feet at connected buildings; all building setbacks to comply with California Building Code requirements)

Surface Parking Requirements

- Medical Office Buildings; three spaces per 1,000 square feet of gross area
- Hospital Building; two spaces per hospital bed
- Accessible handicapped parking spaces to be provided per Folsom Municipal Code
- Loading/Unloading spaces will be provided at Hospital, designed to Dignity Health's just in time delivery program that will restrict loading traffic to off peak hours.
- Dimensions of parking spaces will meet Folsom Municipal Code requirements. Dimensions of ADA accessible car and van parking spaces shall comply with California Building Code requirements.
- Typical angled parking stalls measure 9'x19'. Typical drive isles measure 25' wide.
- A continuous 6" high raised concrete curb shall be provided along all landscape areas abutting parking or drive areas.
- Landscape island spacing and distribution of shade trees shall comply with Folsom Plan Area Specific Plan (FPASP) and Community Design Guidelines.
- Minimize cross-slopes across entire site and especially in areas of concentrated traffic in order to maximize accessibility and pedestrian safety.

Bicycle Parking

For Office land use, Folsom Municipal Code requires 5 bicycle parking spaces per 25 required vehicle parking spaces plus one additional bicycle parking space for every 10 additional vehicle parking spaces required or portion thereof. The maximum number of bicycle parking spaces required is 20. 20 bike parking spaces are provided at the entrance of each Medical Office Building. In addition to the Municipal Code required bicycle parking spaces, the Medical Center will provide 16 spaces at the Hospital building.

- Bicycle parking facilities shall be installed in a manner which allows adequate spacing for access to the bicycle and the locking device when the facilities are occupied. General space allowances shall include a 2-foot width and a 6-foot length per bicycle and a 5-foot maneuvering space behind the bicycle. The facilities shall be located on a hard, dust free surface, preferably asphalt or concrete slab.
- Bicycle parking shall consist of at least a stationary bicycle rack, typically a concrete slab or vertical metal bar, where the bicyclist supplies a padlock and chain or cable to secure the bicycle to a stationary object.

Sustainable Design

Energy efficiency shall be addressed in building design, in compliance with the FPASP and California Building Codes. In addition, Dignity Health has developed its own renewable energy goals for its facilities since 2010. This commitment is reflected in targeting below code required energy efficiency in the design and construction of new acute care buildings.

In addition to sustainable design for buildings, the site will have a solar panel array for covered employee parking. Electric Vehicle Parking Spaces and Electric Vehicle Charging Stations per the California Green Code will be provided in close proximity to both medical office buildings and the Hospital building. Cool Paving will be provided at the site in specific locations.

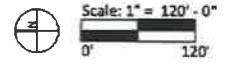
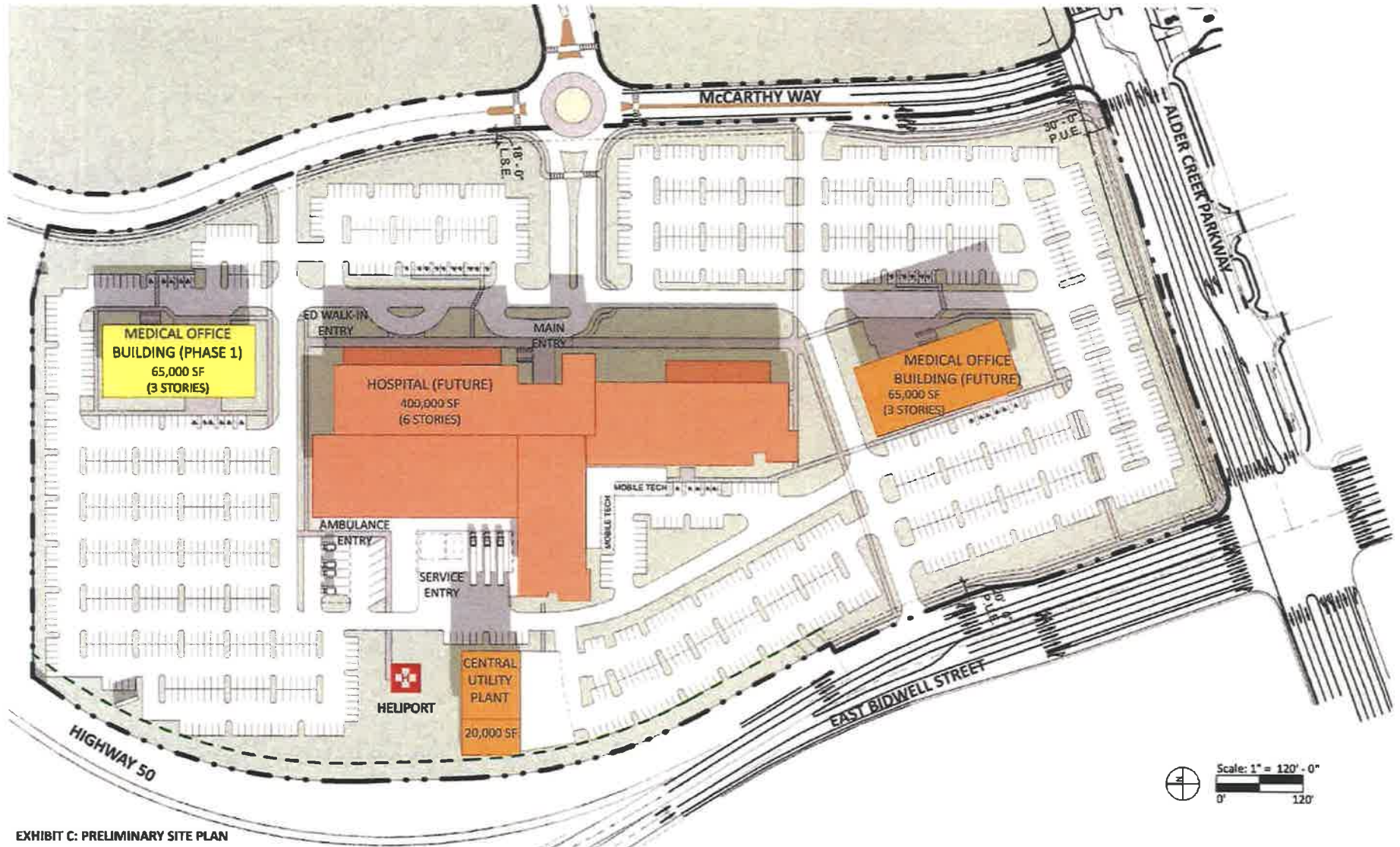


EXHIBIT C: PRELIMINARY SITE PLAN

7 | SITE DEVELOPMENT GUIDELINES

Site development guidelines will help to establish the type of experiences that visitors, employees, and patients will have within the Medical Center. Clarity in site planning can lay the groundwork for a medical facility that contributes to positive experiences and improved patient outcomes. This project aims to achieve the following site planning goals:

- This campus should define its place within the community. The outward sign to the community should clearly represent that this is a welcoming place for healing.
- Provide an environment that promotes patient safety, accessibility, and is easy to navigate for pedestrians, vehicles, and emergency vehicles.
- Create open spaces and safe, comfortable pedestrian pathways that provide outdoor places for family members and staff to have moments of respite throughout the day and evening.
- Clearly identify building entrances and primary pedestrian pathways.
- Integrate the project with the surrounding development to ensure that pathways and streets are coordinated.

Project Site Access

Three site access options were presented for consideration in the environmental analysis and project approval: (1) signalized intersection at Alder Creek Parkway and McCarthy Way; (2) roundabout at Alder Creek Parkway and McCarthy Way; and (3) unsignalized left turn at Alder Creek Parkway and McCarthy Way, with possible future main site access via a left turn from Alder Creek Parkway to Westwood Drive, followed by a left turn from Westwood Drive to Mercy Drive.

Dignity Health's preferred access to the project site is via a left turn at Alder Creek Parkway and McCarthy Way. Left turn access into the Folsom Ranch Medical Center at the intersection of Alder Creek Parkway and McCarthy Way is a priority for Dignity Health to facilitate non-emergency patient and visitor access as well as employee access. The proposed signal spacing (i.e., 700 feet) to facilitate this left turn movement would not meet the City's minimum spacing standards. Traffic analysis indicated that a signal is not needed until, at the earliest, construction of the last medical building. Although the Traffic Impact Analysis completed for the Project did not identify significant environmental impacts, due to the early stages of development of Folsom Ranch, the City will only allow future consideration of the traffic signal after completion of an updated traffic analysis, with details identified in the Conditions of Approval and the Development Agreement Amendment.

Through continued work on the site design, Dignity Health also believes (based on technical analysis)

that a roundabout at the intersection of McCarthy Way and Mercy Drive will facilitate traffic movements within the greater Parcel 85A. This type of intersection will increase pedestrian and vehicle safety and reduce vehicle emissions. The roundabout would serve as the main gateway entrance to the Folsom Ranch Medical Center campus. The site plan includes this roundabout.

Emergency vehicle access

Emergency vehicle access is provided to the site from all project site driveways in either direction of traffic. From southbound East Bidwell, emergency vehicle only access will be provided into the driveway. A half signal at this location will be installed for southbound left turn movement by emergency vehicles-only.

Wayfinding guidelines

Wayfinding is an essential component in every aspect of healthcare environmental design. Healthcare facilities are large scale, complex environments. Visitors to the Medical Center have varied physical abilities and cognitive/emotional states, and often feel rushed. Comprehensive wayfinding design influences positive patient and visitor outcomes by reducing stress and minimizing visitor disorientation. Dignity Health's signage program is a comprehensive design that begins with the patient or visitor leaving their home, and their arrival to their Medical Center destination.

Providing a safe passage to the Medical Center is a key element of providing a safe environment. During route navigation, visitors should be able to cognitively map out the Medical Center location and its coordinates, whether from Highway 50 or from streets of surrounding residential communities. Wayfinding via freestanding sign - pylon, then distant read skyline and skyline building signage will be repetitive in order to be effective for navigation. Key decision points occur at intersections and chokepoints. Building signage will occur frequently to provide reassurance to patients and visitors as they navigate, making reorientation seamless and easy. Continuous visual connection is desired for clear and intuitive wayfinding to the Medical Center. Further detail on the wayfinding signage program may be found in Section 11 Sign Criteria.

Site Design Guidelines

- Vehicular and pedestrian circulation and building placements, including the delineation of emergency, service, and public traffic flows, on the site shall generally conform with the approved Folsom Medical Center Preliminary Site Plan presented in this document as Exhibit A.
- Provisions for ADA access shall be designated consistent with Federal and State Americans with Disabilities Act (ADA) and California Building Code requirements. ADA accessible routes must be

provided from public sidewalks to building entrances.

Campus Edge Considerations

- Ensure patient safety by establishing simple wayfinding at the campus edge. Emergency, patient and visitor, and service traffic flows should be well planned and clearly identified with wayfinding signage.
- The campus edge design defines an institution's place in the community. Landscaping should be considerate of the local environment and increase connections to nature. Use native, contextually appropriate plants at campus edges. See required landscaping materials in the FPASP or the Community Design Guidelines.

Pedestrian Regulations

- Safe pedestrian pathways, traffic slowing measures at building entries and around crosswalks.
- Pedestrian crosswalks and drives shall be defined through use of enhanced paving.
- Shade elements including canopies, trellises, and trees should be thoughtfully placed along pathways, building entrances, and areas for respite.

Patient and Visitor Experience

- Provide adequate screening at back of house functions to maintain a calming visitor experience.

Loading, Storage and Utility Locations

- Loading areas shall be provided on site and shall be design to Dignity Health's loading and unloading operations requirements.
- Loading areas shall be thoughtfully planned and obscured from public view through the use of landscaping, earthwork, and/or screen walls.
- Material handling, storage of medical waste, above ground storage of water, fuel, bulk oxygen, medical gas bottles, and unsightly day to day processing of supplies should be thoughtfully planned and obscured from public view through the use of landscaping, earthwork, and/or screen walls.
- Freestanding screen walls, retaining walls and fences shall be designed to have consistent materials, styles and colors to complement the buildings on the campus.
- Per California Building Code, the hospital is required to have an onsite emergency generator for

standby power and onsite fuel storage to maintain generators for a minimum 72 hour duration. The generator location will be at the Central Utility Plant, distanced away from the hospital building.

Site Furniture

- Site furniture should be safe to use and ADA accessible.
- Shall have appropriate level of protection from vandalism (graffiti), theft, and weather resistance.
- Shall be easy to maintain.
- Shall be inviting to use and comfortable.
- Shall be complementary to the building designs.
- Shall be provided in adequate numbers to serve the expected use.
- Newspaper/Periodical Vending machines shall be limited in number. Shall be provided in obscured yet convenient locations.

Future Building Pads

- Rough graded building pads for later phases of the Medical Center should be treated with an un-irrigated hydro-seed application of annual grasses to minimize erosion.

Mobile Prefabricated Modular Structures

- Modular structures are proposed to the west of the Hospital, and will be screened from adjacent roadways with evergreen screening plantings.

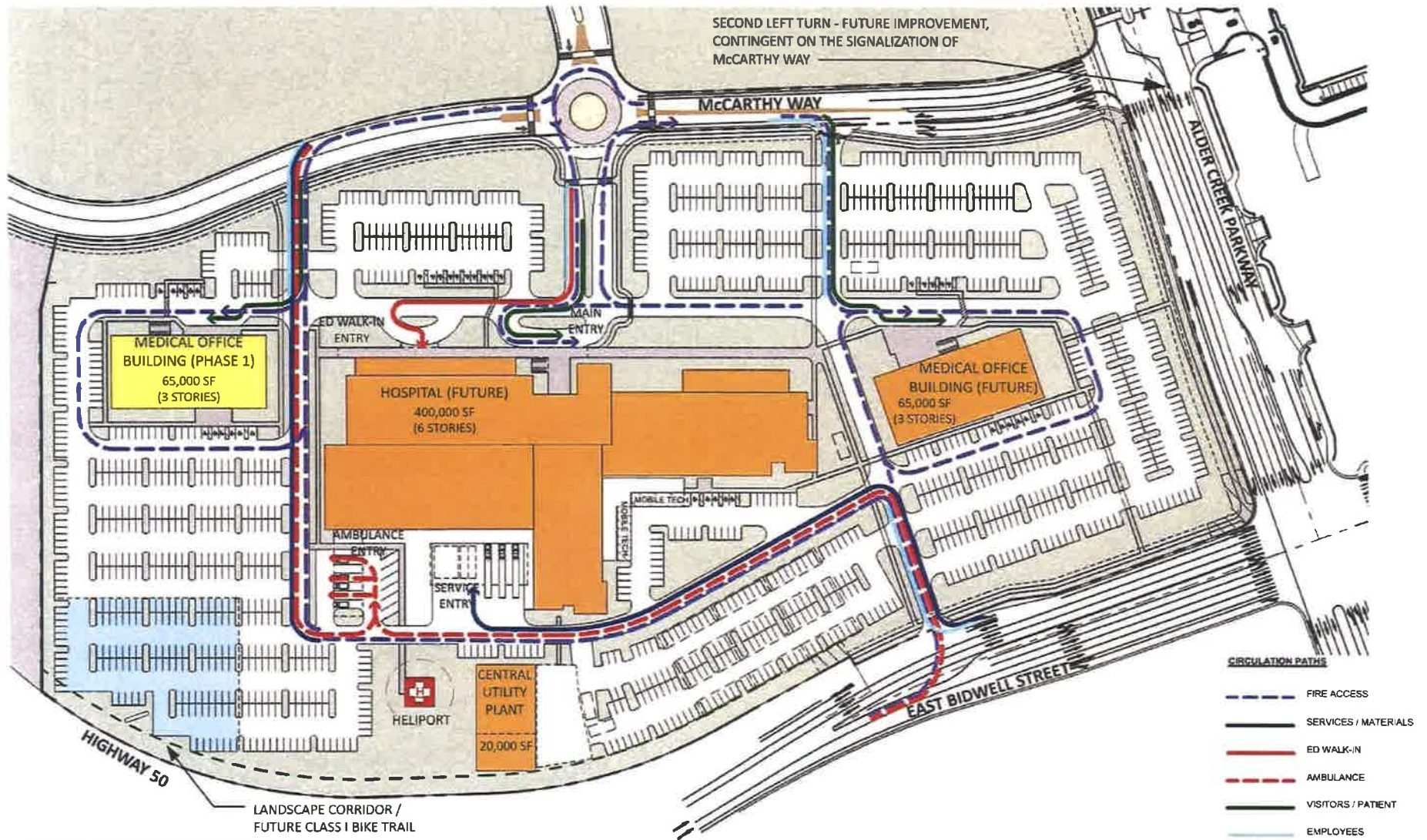


EXHIBIT D: SITE CIRCULATION FLOW PLAN

Heliport

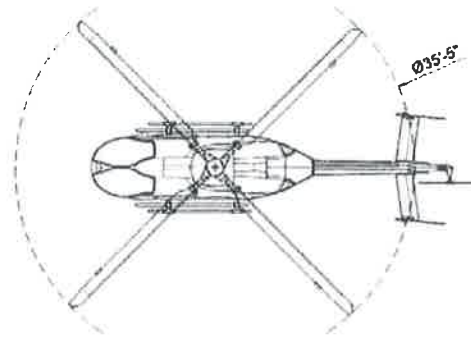
This facility is proposing heliport access for emergency patient transport to the hospital for emergency care, or to transport patients to other hospitals where a higher level of emergency care is available. The heliport will be designed and constructed in the future phases of the hospital. The hospital heliport will be located on the west side of the project site, near the Hospital's Emergency Department Ambulance Entrance. This location will be furthest away from surrounding residential development. The heliport will have a landing area of broom finish concrete and will have a connecting concrete pathway of minimum 8' width. Sufficient airspace will be provided for takeoff and landing. Regulations and permitting processes associated with the special use heliport must be in accordance with the California Department of Transportation Aviation Division (Caltrans/Aviation) and the Federal Aviation Administration (FAA) and the Sacramento County Department of Airports. Site planning will also need to accommodate the Final Approach and Takeoff Area (FATO) as established through a coordinated effort with the FAA and Caltrans. Final site plan design shall incorporate required lighting requirements for safe landing and departure of helicopters. Exhibit B depicts the conceptual standards of the heliport landing and takeoff design and placement on the site plan. Exhibit C depicts the proposed helicopter basis of design.



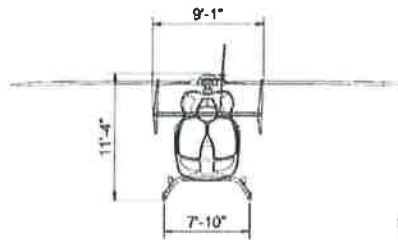
Exhibit B: Conceptual FATO Clearances diagram

DESIGN HELICOPTER: Airbus H145

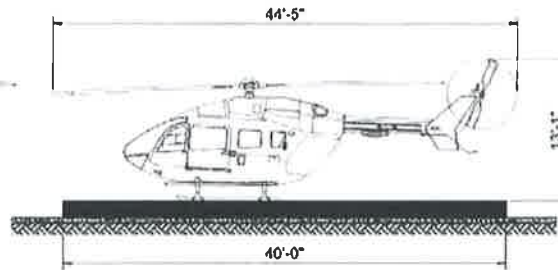
Maximum Operating Weight : 8,167 lbs
Overall Length : 44'-5"
Main Rotor Diameter : 35'-5"
Undercarriage Width : 7'-10"
Main Rotor Blades : 4



Airbus H145 top view
Scale : 1/8" = 1'-0"



Airbus H145 front view
Scale : 1/8" = 1'-0"



Airbus H145 and heliport section profile view
Scale : 1/8" = 1'-0"

Exhibit C: Helicopter Design Parameters

Site Circulation

Circulation is a key element in the planned development of the Medical Center, as it is located along US Highway 50 and at the northeast corner of two significant signature corridors in East Bidwell and Alder Creek Parkway.

A comprehensive public transit plan is one of the main FPASP planning principles. The transit corridor is along Alder Creek Parkway, with future transit bus stops at key locations in the Plan Area. Public transportation to the Medical Center in the form of a future on-site or site adjacent bus stop will be a lasting amenity for patients, visitors, and staff. The intent of the FPASP is to support a transit corridor connecting light rail stations and bus routes, and the expectation is that a bus network along Alder Creek Parkway will be provided as part of the FPASP proposed public transit plan. Future bus stops are shown eastbound and westbound on Alder Creek Parkway.

Water Supply and Infrastructure

The City entered a Water Supply Agreement with landowners to supply water to the Plan Area to meet a build-out demand estimated at 5,600-acre feet annually. Components of the water system

include extension of offsite water transmission mains, storage tanks, booster pump stations and distribution mains. A Hydraulic Analysis Technical Memorandum for both intermediate and buildout scenarios of impacts to the City of Folsom's water infrastructure has been completed with review by the Environmental and Water Resources Department.

Utility studies for Folsom Ranch Medical Center have validated a required minimum water pressure of 80 psi at the Hospital. The Folsom Ranch Medical Center design needs for higher pressure water is the basis for the design consultant team's recommendation and Dignity Health's proposal to connect to Zone 4 of the Folsom Plan Area (FPA) rather than Zone 3. Exhibit E shows the proposed Folsom Water Plan adding Folsom Ranch Medical Center to Zone 4. This Zone 4 connection is the buildout scenario.

The hydraulic analysis results of the Zone 4 buildout scenario complies with the system performance criteria, and the City has agreed to the Zone 4 water connection of the Folsom Ranch Medical Center, also known as Parcel 1 of Parcel 85A. The Medical Center site would have two points of connection to Zone 4 infrastructure.

Timing for construction of the Zone 4 infrastructure presently is under review between the City and other owners in Folsom Ranch. Pending completion of Zone 4 infrastructure and in light of the fact that the higher psi is not needed for early phases of the Folsom Ranch Medical Center (i.e., the two medical office buildings), the City proposed that initial water needs of the project site could be fulfilled by the Zone 4 infrastructure, which is currently supplied by the existing Zone 5 tank. Based on the proposed phasing provided by the consultant team, the first needs will be fulfilled by the Zone 5 tank as an interim supply. This Zone 5 tank interim connection is the intermediate scenario. By the time the Phase 1 (100 Beds) hospital is constructed, the Zone 4 Tank will be in service to meet the projected water needs of the hospital.

The analysis conclusion is that the Zone 5 tank has interim capacity to serve identified Folsom Specific Plan Area sites, including the Project site, until the Zone 4 tank is designed and constructed. Upon completion of the Zone 4 tank, Zone 4 infrastructure will cut over from the Zone 5 tank to the Zone 4 tank. The analysis established that the Zone 4 Tank should be constructed at the end of 2024, when demand in the FPA Zones 4, 5 and 6 exceeds 1 MG. The analysis results of the intermediate scenario complies with the system performance criteria. The City has advised that this technical memorandum will be used to update any references to water infrastructure in the Specific Plan and that no Specific Plan Amendment is required as part of the entitlement package related to this issue.

The 2014 Folsom Plan Area Water System Master Plan accommodated the water demand of the Medical Center. (See attachment to Environmental Information Sheet). The Medical Center's proposed square footage is designed to the available water supply, as well as the water supply allocated in the MAM.

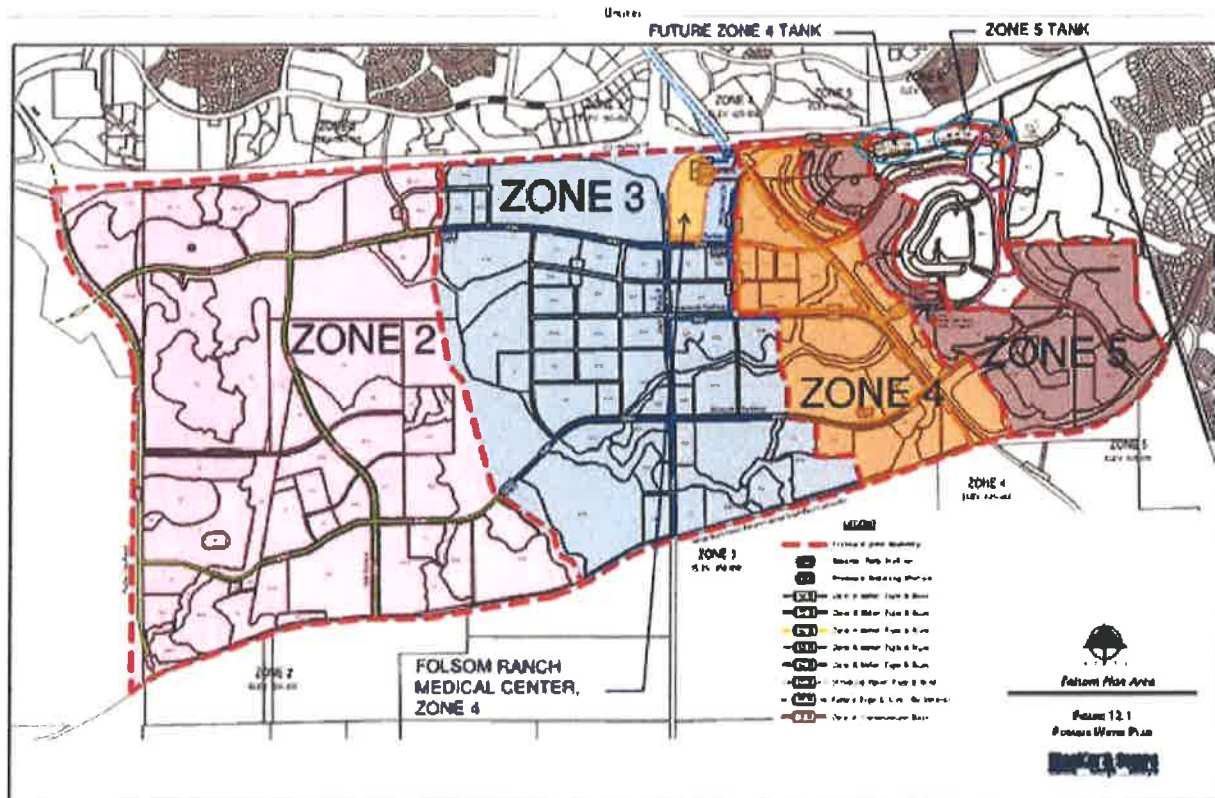


Exhibit E: Folsom Water Plan with Folsom Ranch Medical Center added to Zone 4

8 | LANDSCAPE GUIDELINES

Landscape Intent

Landscape design plays an essential role in supporting Folsom Ranch Medical Center’s overall site planning goals of safe and easy navigation, comfortable pedestrian circulation, and a positive user experience for patients, staff, and visitors. Gardens provide a restorative environment from mental and emotional fatigue. A Healing Garden will be a featured site amenity. Fragrant plants, cool and calming colors, naturalistic massings and foliage with soft texture and movement will be the showcase of this Garden. Additionally, the landscape design of this project can support the Folsom Plan Area Specific Plan’s principles of well-integrated sites, walkable neighborhoods, and sustainable design. Pollinator friendly plants that attract bees, hummingbirds, and butterflies will provide a habitat that will sustain healthy communities of beneficial insects and pollinators. The outdoor space design is an important component of providing a healing environment. With these goals in mind, the intent of landscape design for this project is to create user-friendly, functional, intuitive, human-scaled spaces that provide shade, biodiversity, seasonal interest, seating areas, healing spaces, and the overall calming and therapeutic effect that living landscapes can offer.

This chapter addresses guidelines for:

- Hardscape Materials
- Irrigation System
- Landscape Planting
- Plant Palettes

Landscape design for the Folsom Ranch Medical Center shall adhere to the guidelines in this chapter, and shall meet all applicable requirements in the FPASP and Community Design Guidelines.





EXHIBIT F: OVERALL CONCEPTUAL LANDSCAPE PLAN



EXHIBIT G: CONCEPTUAL PHASE 1 LANDSCAPE PLAN

TREE SCHEDULE





















| TREES | CODE | QTY | BOTANICAL / COMMON NAME | SIZE |
|---|---------|-----|---|---------|
|  | ACE BLO | 6 | <i>Acer palmatum</i> 'Bloodgood' / Bloodgood Japanese Maple | 15 gal |
|  | ACE RUB | 44 | <i>Acer rubrum</i> 'October Glory' / Red Maple | 24"box |
|  | ARB TRE | 8 | <i>Arbutus unedo</i> / Strawberry Tree Multi-Trunk | 15 gal |
|  | CAR FRA | 18 | <i>Carpinus betulus</i> 'Franz Fontaine' / Hornbeam | 15 gal |
|  | CER WES | 18 | <i>Cercis occidentalis</i> / Western Redbud Multi-trunk | 15 gal |
|  | CIN CAM | 28 | <i>Cinnamomum camphora</i> / Camphor Tree | 15 gal |
|  | KOE PAN | 41 | <i>Koelreuteria paniculata</i> / Golden Rain Tree | 15 gal |
|  | LAG TUS | 50 | <i>Lagerstroemia x 'Tuscarora'</i> / Pink Crape Myrtle | 15 gal |
|  | LAU SAR | 9 | <i>Laurus x 'Saratoga'</i> / Saratoga Laurel | 15 gal |
|  | OLE SWA | 22 | <i>Olea europaea</i> 'Swan Hill' / Fruitless Olive | 24"box |
|  | PIN CAL | 43 | <i>Pinus brutia</i> / Calabrian Pine | 15 gal |
|  | PIS KEI | 55 | <i>Pistacia chinensis</i> 'Keith Davey' / Chinese Pistache | 24"box |
|  | POD MAC | 12 | <i>Podocarpus macrophyllus</i> / Yew Pine | 24"box |
|  | FRU VES | 8 | <i>Prunus cer.</i> 'Krauter Vesuvius' / Purple Leaf Plum | 15 gal |
|  | QUE DOU | 12 | <i>Quercus douglasii</i> / Blue Oak | 24"box |
|  | QUE LOB | 19 | <i>Quercus lobata</i> / Valley Oak | 36" Box |
|  | QUE WIS | 72 | <i>Quercus wislizenii</i> / Interior Live Oak | 24"box |
|  | THU EME | 18 | <i>Thuja occidentalis</i> 'Emerald' / Dwarf Arborvitae | 15 gal |
|  | ULM ALL | 66 | <i>Ulmus parvifolia</i> 'Alleé' / Alleé Lacebark Elm | 15 gal |
|  | ZEL VIL | 30 | <i>Zelkova serrata</i> 'Village Green' / Sawleaf Zelkova | 15 gal |

EXHIBIT H: PROPOSED TREE SCHEDULE

Hardscape Materials Guidelines

The use of durable and simple materials helps to create a contemporary and cohesive user experience across the site. Pedestrian sidewalks and paths will be simple gray concrete flat-work. Enhanced areas of cast concrete pavers and/or integrally colored concrete shall be considered for building entries, pathway nodes, and therapeutic garden spaces to enhance the visitor experience and help self-navigation. A limited use of stabilized decomposed granite pavement in low-traffic areas should be considered to create secondary walking paths or patient relaxation areas. The overall intent of the materials selection should be towards creating calming, unfussy, easy-to-navigate pedestrian spaces.

Irrigation System Guidelines

The irrigation system shall be fully automatic and shall be designed for the most efficient use of water in the landscape while maintaining plant health. To that end, design and management of the irrigation system shall be in compliance with California's Model Water Efficient Landscape Ordinance (MWELO) and the City of Folsom's current irrigation standards. Specific measures include:

- Internet-connected 'Smart' irrigation controller(s) with weather sensors that automatically adjust watering times based on seasonal evapotranspiration data.
- Flow sensor and master valve assembly to monitor water use and shut off system in case of leaks.
- In-line subsurface drip emitter lines to irrigate all shrub/ground cover plantings.
- At-grade bubblers (2 bubblers per tree) at all trees. Trees grouped on their own valves, separate from understory plantings.
- Irrigation hydrozones organized based on similar plant water requirements and solar exposure.

The entire system shall utilize 'purple pipe' components to support future conversion to a reclaimed water source that the City of Folsom may bring to Folsom Ranch.

Landscape Planting Guidelines

Landscape planting shall be designed with sustainability and ease of maintenance in mind, and should complement the overall architectural style of Folsom Ranch Medical Center, specifically:

- All plant material shall be California-adapted, long-lived, non-toxic, and non-invasive. California-native plant species should be incorporated where appropriate.
- All plant material shall have a Very Low Water Use, Low Water Use, or Medium Water Use rating according to the WUCOLS rating system.

- Plants shall be spaced with adequate room to grow to their full size without requiring shearing.
- Perennial plants may be used sparingly, in accent plantings at entries and therapeutic garden spaces. There shall be no annual color plantings.
- Mowed lawn shall be limited to small areas for patient/visitor use for therapeutic purposes, and shall not exceed 5% of the total landscaped area.
- Street trees on the frontages along East Bidwell Street and Alder Creek Parkway shall be consistent with the streetscape conditions described in the Folsom Plan Area Specific Plan (March 2018; Figures 7.3 and 7.11)
- Evergreen screening trees shall be planted along the northwestern portion of the parcel that borders US Highway 50 right-of-way.
- Trees shall be interspersed throughout the parking lot areas such that in 15 years, 40% of the parking lots will be shaded at midday.
- Planting that will attract humming birds and butterflies is encouraged and can create unexpected positive distractions for patients and visitors.

Additionally, per Folsom Municipal Code Section 17.57.070, the following shall be applied to landscaping at all parking lots:

- Planted and irrigated landscape areas equal to at least 5 percent of the total parking area shall be provided to create the visual and physical separation necessary to reduce the traffic hazards between pedestrians and vehicles. All landscaping areas shall be designed so that plant materials are protected from vehicle damage or encroachment.
- Trees shall be interspersed throughout the parking area so that in 15 years, 40 percent of the parking lot will be in shade at high noon, assuming the sun directly overhead. The percentage of area required to be shaded shall be based on aboveground, uncovered parking area. Trees shall be minimum 15-gallon size at planting.

Plant Palettes

On the following pages are lists of suggested tree and understory plant species. Low water use perennials should be added to the planting design in high-impact areas such as building entries and therapeutic garden spaces. Other species beyond this list may be incorporated into the design if they support Folsom Ranch Medical Center’s overall design principles and adhere to the guidelines herein.

Tree Palette

Common Name / Botanical Name

- Red Maple / *Acer rubrum* `October Glory`
- Strawberry Tree Multi-Trunk / *Arbutus unedo*
- Hornbeam / *Carpinus betulus* `Franz Fontaine`
- Western Redbud Multi-trunk / *Cercis occidentalis*
- Camphor Tree / *Cinnamomum camphora*
- Golden Rain Tree / *Koelreuteria paniculata*
- Pink Crape Myrtle / *Lagerstroemia* x `Tuscarora`
- Saratoga Laurel / *Laurus* x `Saratoga`
- Fruitless Olive / *Olea europaea* `Swan Hill`
- Calabrian Pine / *Pinus brutia*
- Chinese Pistache / *Pistacia chinensis* `Keith Davey`
- Yew Pine / *Podocarpus macrophyllus*
- Purple Leaf Plum / *Prunus cer.* `Krauter Vesuvius`
- Blue Oak / *Quercus douglasii*
- Valley Oak / *Quercus lobata*
- Interior Live Oak / *Quercus wislizenii*
- Allee Lacebark Elm / *Ulmus parvifolia* `Allee`
- Sawleaf Zelkova / *Zelkova serrata* `Village Green`

Understory Palette

Common Name / Botanical Name

Shrubs

- Century Plant Agave / *Agave americana*
- Dwarf Bottle Brush / *Callistemon citrinus* `Little John`
- Camellia / *Camellia* spp.
- Bush Anemone / *Carpenteria californica* `Elizabeth`
- California Wild Lilac / *Ceanothus* spp.
- Rockrose / *Cistus* spp.
- Pineapple Guava / *Feijoa sellowiana*
- Flannel Bush / *Fremontodendron* x `California Glory`
- Veitch Jasmine / *Gardenia jasminoides* `Veitchii`
- Noel Grevillea / *Grevillea* x `Noellii`

- Chinese Fringeflower / *Loropetalum spp.*
- Red-Tip Photinia / *Photinia fraserii*
- California Coffeeberry / *Rhamnus c. 'Mound San Bruno'*
- Yedda Hawthorn / *Rhaphiolepis umb. 'Southern Moon'*
- Rosemary / *Rosmarinus spp.*
- Australian Bluebell / *Sollya heterophylla*
- Coast Rosemary / *Westringia fruticosa 'Wynabbie Gem'*

Ornamental Grasses and Grasslike Plants

- Feather Reed Grass / *Calamagrostis x a. 'Karl Foerster'*
- Berkeley Sedge / *Carex tumulicola*
- Prairie Fire Sedge / *Carex testacea 'Prairie Fire'*
- Flax Lily / *Dianella revoluta 'Clarity Blue'*
- Fortnight Lily / *Dietes vegeta*
- Blue Lyme Grass / *Leymus condensatus 'Canyon Prince'*
- Pink Muhly / *Muhlenbergia capillaris 'Regal Mist'*
- Deer Grass / *Muhlenbergia rigens*
- Red Bunny Tails Fountain Grass / *Pennisetum m. 'Red Bunny Tails'*
- New Zealand Flax / *Phormium spp.*

Groundcovers and Vines

- Groundcover Manzanita / *Arctostaphylos 'Emerald Carpet'*
- Bank Catclaw / *Acacia redolens 'Lowboy'*
- Rockrose / *Cistus salviifolius 'Prostratus'*
- Violet Trumpet Vine / *Clytostoma callistegioides*
- Cotoneaster / *Cotoneaster dammeri 'Lowfast'*
- Creeping Fig / *Ficus pumila*
- Creeping Mahonia / *Mahonia repens*
- Dwarf Heavenly Bamboo / *Nandina 'Firepower'*
- Creeping Rosemary / *Rosmarinus 'Huntington Carpet'*
- Creeping Snowberry / *Symphoricarpos mollis*
- Star Jasmine / *Trachelospermum jasminoides*

Healing Garden Trees and Plants

- Alpine Strawberry / *Fragaria vesca*
- Prairie Dropseed / *Sporobolus heterolepsi*
- Gardenia / *Gardenia jasminoides*
- Lavender / *Lavandula*
- Rosemary / *Salvia rosmarinus*
- Lilac / *Syringa*
- Heliotrope / *Heliotropium*

9 | ARCHITECTURAL GUIDELINES

Design Intent

The architecture that makes up the Folsom Ranch Medical Center will be a key contributor to positive patient experiences and improved outcomes. The aesthetic of the campus buildings should instill confidence in the exceptional level of care and dedication to professionalism that medical center patrons will experience during their stay at the hospital or medical office buildings. Building designs shall be clean, comfortable, and approachable. Buildings shall be well-proportioned, constructed of high-quality materials, and should demonstrate an attention to care and craftsmanship. Primary public entrances shall be easily identified and highly visible to assist in wayfinding. Building form shall distinguish main public entries versus emergency and staff entrances. Building design and landscaping should be well coordinated in order to leverage the healing aspects of natural environments. As good stewards of our environment and our communities, green building principles will be an emphasis of the architectural design.

Massing, Form, and Entrances

The combination of massing and form is a critical component of how buildings are perceived and experienced. Buildings on this campus should exhibit a sound understanding of massing including a base, middle, and top massing, the human scale, and the macro scale. Hierarchy and rhythm should be used to create building forms that are cohesive, balanced, and approachable.

Articulation and naturally cast shadow are important aspects of building facade design that can animate and bring visual interest to built structures. Articulation is expressed through the push and pull of building surfaces, combination of complementary materials, and thoughtful placement of reveals. Overhangs, awnings, architectural integrated shading devices, and recesses will create shadows and protect the building and occupants from heat gain.

Main entrances to buildings or key departments within the hospital are opportunities to create additional visual interest in the building forms. They should be clearly delineated such that visitors are not confused with wayfinding. In terms of hierarchy, the main entrance of the hospital should be distinct and most clearly defined.

Building Materials, Colors, and Textures

Appropriate selection of materials, colors, and textures will ensure that the medical campus fits within and strengthens the fabric of the larger Folsom community. Exterior finish materials and colors shall be selected according to the following criteria:

- The exterior building materials shall form a complimentary palette of textures and colors. Warm-tone, approachable materials and colors shall establish the primary palette. Natural stone of hewn, rough cut, flame honed or polished texture; integrally colored synthetic plaster, textured finish; pre-finished metal panels of composite or plate aluminum construction shall constitute the primary exterior wall finishes and accent materials.
- High quality, emphasis on natural materials that demonstrate professional craftsmanship.
- Vandal resistance.
- Contextual response to surrounding architecture.
- Long term durability and ease of maintenance.
- Primary roof material shall be of either single ply sheet roofing or built-up roofing. Standing-seam or glass panel roofing may be used at the building entry canopies and other features.
- Window frames shall be pre-finished (coated) aluminum window systems.
- Paving materials may include exposed aggregate concrete, integrally colored concrete, decorative colored and textured asphalt or cast concrete pavers. Pedestrian pathways within gardens may be stabilized decomposed granite.
- Highly reflective materials, such as mirror finish glazing will not be permitted. See additional design considerations section for bird friendly design guidelines.

Use of materials will further emphasize building entrances. Texture and durability are especially important at the human scale where visitors intimately experience the quality of finishes.

Roof equipment

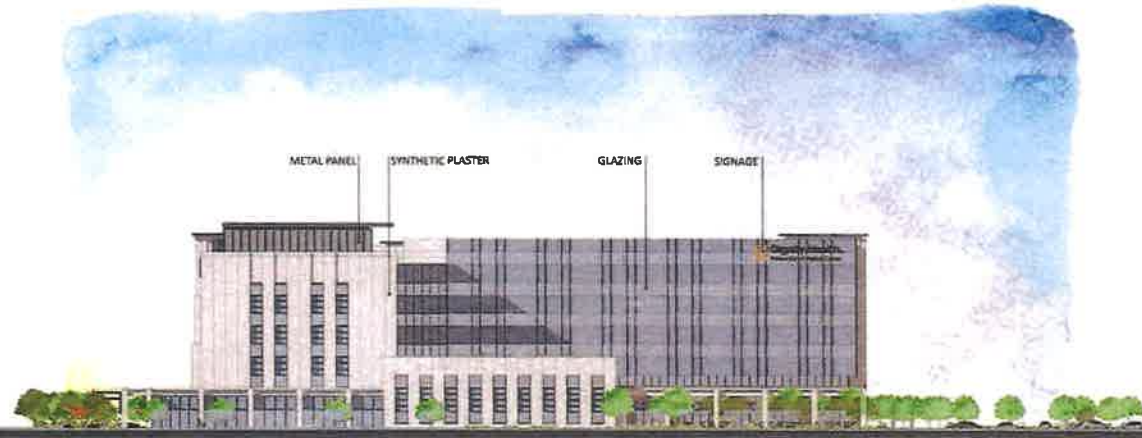
All roof-mounted equipment, including satellite dish antennas, shall be completely screened from public view with parapets or screen walls of architecturally integrated colors and forms. Roof mounted mechanical equipment may not exceed the height of the screen walls.

Additional Design Considerations

Canopy elements providing shelter for drop-off and pick-up of patients should be architecturally integrated within the total building aesthetic. Canopies can be used to bring emphasis to building entrances and contribute to clarity in wayfinding.

All roof-mounted equipment, including satellite dishes, antennas, and mechanical equipment shall be completely screened from public view with parapets or screen walls of architecturally integrated colors and forms.

The south of Highway 50 area has grassland and oak savannah, and is likely used as a bird corridor. Bird friendly design strategies will be addressed in the exterior building and lighting design of the Hospital, where large expanses of curtainwall occur. In order to deter bird collisions, highly reflective glass, along with mirrored glass will not be permitted. Fly through conditions where glass provides a clear line of sight to birds will not be permitted. Planning for a bird friendly building may include using UV patterned glass, fritted glass, and low reflectance, opaque glass such as spandrel glass, window films, or solutions applied to interior glass, such as interior window shades, or a combination thereof. Landscaping adjacent to the curtainwall façade shall be low level. Another bird strike mitigation measure will be to specify exterior light fixtures that will shield the light source to minimize glass and light trespass and to facilitate better vision at night for birds.



SOUTH ELEVATION

SCALE: 1" = 20'



EAST ELEVATION

SCALE: 1" = 20'

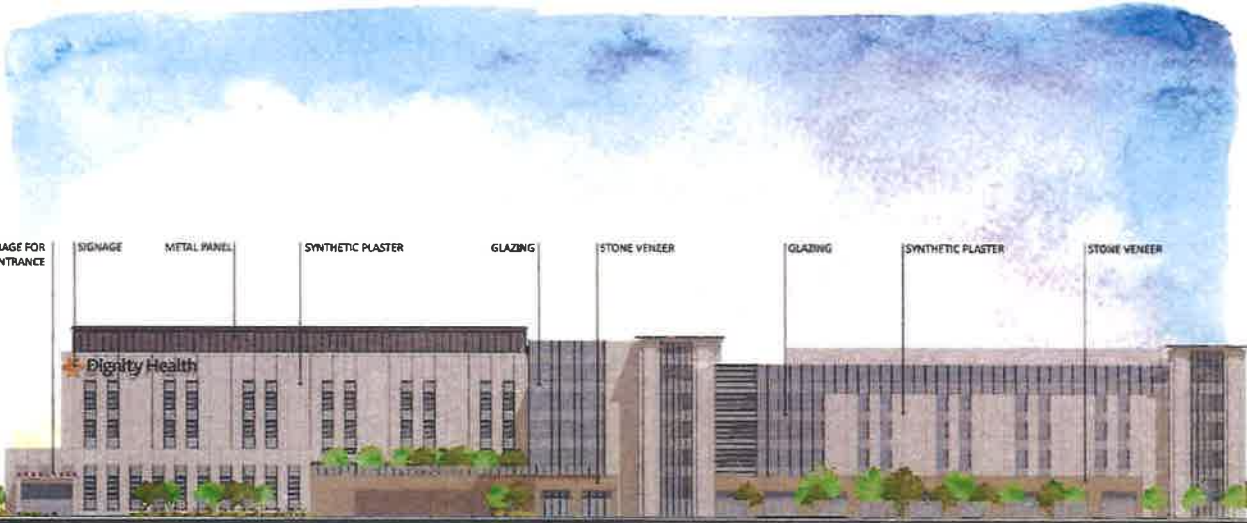
EXHIBIT I: EXTERIOR ELEVATIONS



GLAZING SIGNAGE SYNTHETIC PLASTER STONE VENEER GLAZING

NORTH ELEVATION

SCALE: 1" = 20'



BUILDING SIGNAGE FOR EMERGENCY ENTRANCE SIGNAGE METAL PANEL SYNTHETIC PLASTER GLAZING STONE VENEER GLAZING SYNTHETIC PLASTER STONE VENEER

WEST ELEVATION

SCALE: 1" = 20'

EXHIBIT J: EXTERIOR ELEVATIONS

10 | SITE & BUILDING LIGHTING

Appropriate site and building lighting is critical for establishing a welcoming and safe campus. As with building massing, lighting should address the visitors experience to the campus at a both a macro and human scale. Building accent lighting should be used to compliment the building forms and materials, and add further emphasis to significant elements such as building entrances. Site lighting should not be overly bright, but should illuminate parking areas, pedestrian pathways, areas of respite, and open plazas, so that these spaces are inviting and safe into the evening hours.

- Free standing parking lot lighting shall be the same throughout the parking areas. Height to be thirty (30) feet maximum.
- Luminance within parking and pedestrian areas shall comply with Folsom Municipal Code requirements.
- Lighting should be appropriately scaled to the building.
- Buildings can be lit with a combination of ground mounted up lighting, architecturally integrated down lighting, and building mounted sconce lighting.
- Color of the lighting should be white and warm, and at building entrances, lighting should flatter skin tones.

11 | SIGN CRITERIA

Appropriately designed signage and environmental graphics provide a clear, comforting, and welcoming experience to visitors. The application of these signage guidelines is a key component in creating an initial impression which conveys the quality of care, professionalism, and promise of excellence provided at the Folsom Ranch Medical Center.

Sign Types

Exhibit J shows conceptual diagrams of the various primary exterior sign types that may occur on the Medical Center campus. As future brand components evolve, these sign types and graphics may also change. Dignity Health reserves the right to modify onsite signage based on corporate branding efforts, which may change the visual identity system in the future. Below are examples of brand types that may change:



EXAMPLE OF CORPORATE BRAND TYPE



EXAMPLE OF CORPORATE BRAND TYPE

Selection of sign types and placement of signs are dependent on the viewer distance from the sign, rate of motion of the viewer, and critical wayfinding decision points. Distant Read Pylon and Distant Read Skyline sign types are intended to be viewed from Highway 50. Skyline sign types are to reinforce the wayfinding sequence at connector streets. Monument signs are best placed at entry points to the campus. Monument Directional signs are viewed from a vehicle traveling at lower speed within the campus boundaries. Onsite digital informational signage is permitted within these established sign types.



Pylon



Distant Read Skyline



Skyline



Monument



Monument Directional



Two-Post Directional



Post Mounted to Roof Canopy



Porte Cochere



Two-Sided Blade Sign

EXHIBIT K: SIGN TYPES

| Sign Type | Sign Function | Sign Location | Sign Height |
|-----------------------------|--|---|--|
| Monument | Marks campus entry points. Provides branding and wayfinding information at the campus edge and corners. | At campus edge entry points and corners of significant intersections | 6' tall |
| Porte Cochere | Identifies primary entrances to the facility. Used for branding and wayfinding purposes within the campus boundaries. | At building canopies over primary building entrances. | 3' tall; building mounted |
| Freestanding Sign -Pylon | Large scale branding and way-finding targeted toward vehicular traffic on adjacent busy streets and highways. | Adjacent to highways and busy roads. | 80' max |
| Post Mounted to Roof Canopy | Directional signage marking building entry points for Emergency, Ambulance and specialized services | At building canopies over building entrances | 3' tall: building canopy roof mounted |
| Skyline | Large scale branding and wayfinding targeted toward vehicular traffic on adjacent busy streets and highways. | At skyline and/or parapet level of select buildings on campus | up to 70" tall letter height, building mounted |
| Distant Read Skyline | Building mounted, monument scale branding signage specifically oriented for long approach viewing such as from a busy street or highway. | At skyline, high parapet walls, roof screen walls of select buildings on campus | letter height up to 120" tall |
| Monument Directional | Provides branding and wayfinding information at the campus edge and within the campus boundaries. Provides specific wayfinding information for individual departments on campus. | At primary vehicular decision points within the campus | 12' max |
| Two-Post Directional | Provides branding and wayfinding information within the campus boundaries. Provides specific wayfinding information for individual departments on campus. | At secondary vehicular decision points within the campus | 8' max |
| Two-Sided Blade Sign | Provides branding and wayfinding information within the campus boundaries for a singular campus department. | Emergency Department wayfinding | 8' max |



Appropriate scale of signs is dependent on the intended viewing distance.

Site Pageantry

Site pageantry may be incorporated with campus signage in order to call attention to events, holidays, and promotions. Pageantry consists of fabric or metal banners fixed to light poles and building facades throughout the campus. Pageantry should be of a consistent branded theme and should be concentrated along primary vehicular and pedestrian pathways.

Religious Symbols

Religious symbols in the form of crosses, crucifix, statues, etc. may be integrated within the landscaping and architecture.

Summary

As the project site is located adjacent to Highway 50, the site will have one freestanding freeway pylon sign. The sign area will not exceed 750 square feet. The height is proposed as 80 feet maximum from the nearest highway crown. It may include internal illumination behind the letters and or logos only. Freeway signage will provide visualization of the Medical Center from both east and westbound traffic along Highway 50. Maximum visualization is needed to provide patients and families with a safe wayfinding experience when in a heightened state of emergency or concern traveling at a high rate of speed.

Two Distant Read Skyline freeway signs are proposed in this development and will be located adjacent to and intended to be viewed either westbound or eastbound direction of Highway 50. As the project develops and evolves over phases, the design team will review key lines of sight to determine sign placement on the appropriate buildings per phase. Only one Distant Read Skyline sign will be installed to be visible from each direction of Highway 50 at one building at one time. The intent is to provide a hierarchy of signage, as the buildings are constructed over phases. Therefore the Distant Read Skyline signage will be relocated to the most prominent building as the project evolves.

Distant Read Skyline and Skyline building signs and one Freestanding Pylon sign are proposed for this development, as shown in Exhibit K. The sign locations as shown in Exhibit L are potential locations, with the exact location to be evaluated as project phases progress. As noted in the section below under "Proposed Variances," the design and precise location of Distant Read Skyline and Skyline building signs will be submitted for review and approval by the Planning Commission along with each building design submittal.



DISTANT READ PYLON/ FREESTANDING FREEWAY SIGN AND DISTANT READ BUILDING SIGNS VIEWED FROM WESTBOUND HIGHWAY 50

- A** Distant Read Skyline at Hospital Building
- B** Distant Read Skyline at Medical Office Building

Distant Read Skyline signage will be provided at either location A or B for each view. As the project develops and evolves over phases, the design team will review key lines of sight to determine actual distant read signage placement.



DISTANT READ PYLON/ FREESTANDING FREEWAY SIGN AND DISTANT READ BUILDING SIGNS VIEWED FROM EASTBOUND HIGHWAY 50

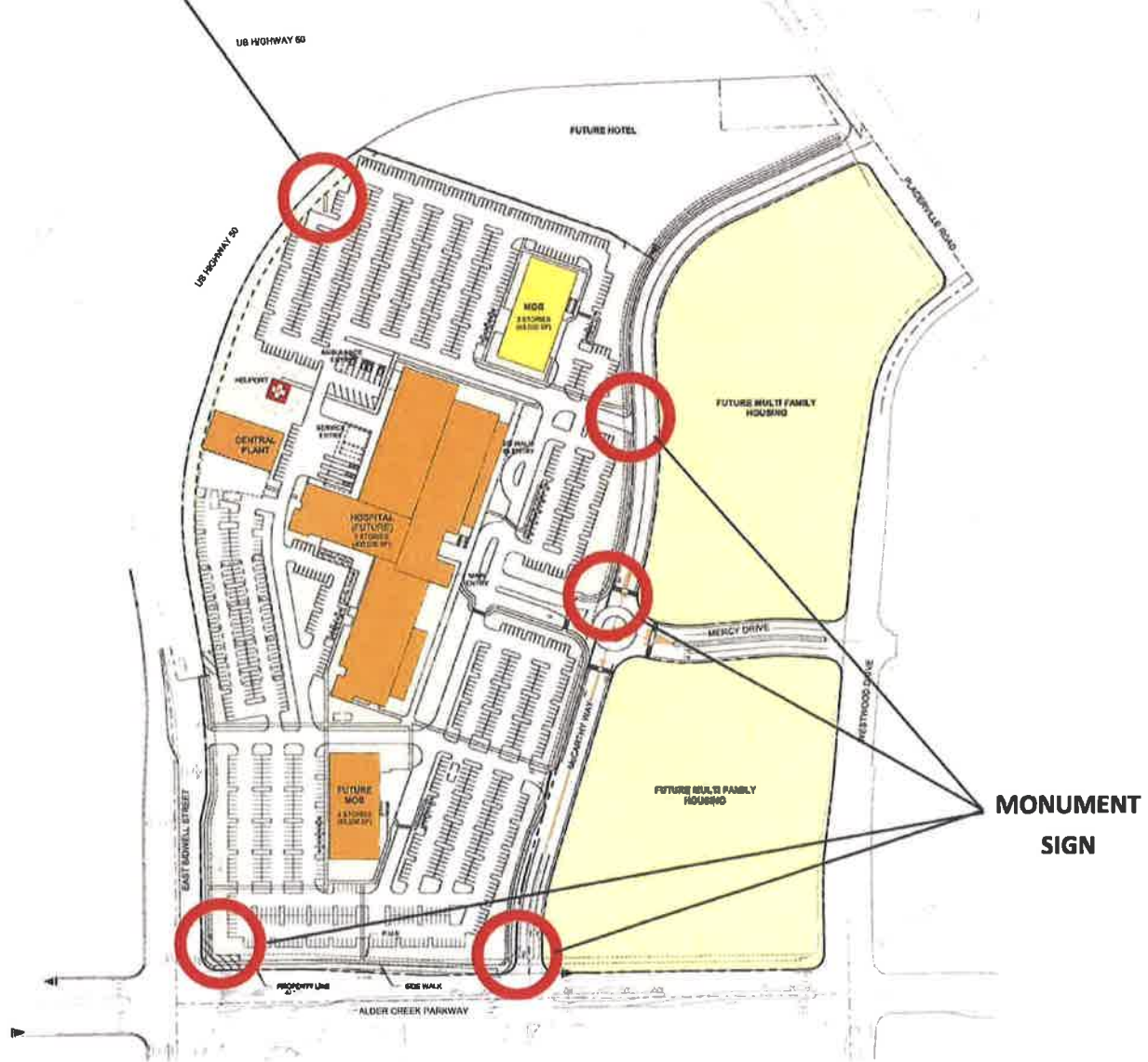
EXHIBIT L: DISTANT READ PYLON AND BUILDING SIGNAGE

12 | PUBLIC REALM DESIGN ELEMENTS

In addition to on-site design considerations, the design of the public realm which borders this property must be understood and integrated into the project planning. Guidelines specific to the design of the public realm are included in the Folsom Plan Area Specific Plan Community Design Guidelines. In particular, this site abuts a “Primary Gateway” and an “Enhanced Intersection.” These particular design elements announce arrival and help to establish the character of the larger plan area and are not calculated in overall sign area square footage for this project. Refer to the guideline document for specific design criteria pertaining to “Primary Gateways” and “Enhanced Intersections.”

Exhibit M indicates the proposed locations for major site signage for the project that is not affixed to a building wall, and therefore does not include Distant Read Skyline and Skyline Sign types.

**DISTANT READ PYLON/
FREESTANDING
SIGN**



**MONUMENT
SIGN**

WALL SIGNAGE NOT SHOWN



EXHIBIT M: CONCEPTUAL MAJOR SITE SIGNAGE PLAN

13| PROPOSED VARIANCES

The proposed development has the following variances from the FPASP as outlined below. The proposed conditions are noted in bold text, with the corresponding Folsom Municipal Code or FPASP in italics:

- **Building height is proposed as 120' maximum, exclusive of mechanical roof screens.** *Maximum building height in the FPASP General Commercial Development Standards Table A.11 is 50' for SP-GC land use.* This variance is requested in order to maximize the site and building efficiency of the project use for a Hospital. Hospitals typically have higher floor to floor dimensions due to interstitial space requirements for mechanical, plumbing, electrical, low voltage and medical gas systems.
- **FAR is proposed as .55 maximum for the overall project site.** *FAR for SP-GC is 0.25 in the FPASP General Commercial Development Standards Table A.11.* This variance is requested in order to maximize the site and building efficiency of the project use for a Hospital. This FAR request supports the development of a Medical Center appropriately sized for the surrounding community needs. The hospital is sized to provide comprehensive services for the area.
- **Signage variances are proposed in this development for Freestanding Pylon, Distant Read Skyline, and Skyline signage.** Distant Read Skyline signage is intended to be viewed from vehicles on Highway 50 and will provide visualization of the Medical Center from both east and westbound freeway traffic. Maximum visualization is required in order to provide patients and families with a safe wayfinding experience as they negotiate traffic at high speeds on the freeway to their destination. Skyline signage at the building exterior wall is requested to orient drivers at Alder Creek Parkway and East Bidwell, as opposed to regional patients and visitors using Highway 50. **The Medical Center Distant Read Skyline signage shall be limited to two (2) signs for the Project with a total sign area estimated at 2,000 square feet for the entire site. Placement of signage will be shown on building designs when presented to the Planning Commission for final design approval. For Folsom Ranch Medical Center, multiple wall signs are proposed to include Skyline, Porte Cochere, and Monument sign types. The proposed Skyline, Porte Cochere, and Monument signage is estimated at 1,750 square feet total for the entire site, including both medical office buildings and the hospital. Folsom Municipal Code Section 17.59.040 Sign regulations state that the maximum sign area is one and a half square feet of signage for each 1 lineal foot of primary building frontage up to a maximum of 150 square feet. Freestanding Pylon, Distant Read Skyline, Skyline, Porte Cochere and Monument signage is proposed to have LED illumination. Folsom Municipal Code states that each hospital use is permitted 1 non illuminated wall sign with a maximum sign area of .5 square feet for each 1 lineal foot of primary building frontage up to a maximum sign area**

of 50 square feet. Two Distant Read Skyline freeway signs are proposed in this development and will be located adjacent to and intended to be viewed either westbound or eastbound direction of Highway 50. As the project develops and evolves over phases, the design team will review key lines of sight to determine sign placement on the appropriate buildings per phase. Only one Distant Read Skyline sign will be installed to be visible from each direction of Highway 50 at one building at one time. The intent is to provide a hierarchy of signage, as the buildings are constructed over phases. Therefore the Distant Read Skyline signage will be relocated to the most prominent building as the project evolves. Distant Read Skyline signage proposed on the building frontage facing the freeway is proposed to have a letter height of 120 inches. Folsom Municipal Code states that only one additional wall sign is permitted on the building frontage facing the freeway, and that the letter height maximum is 60 inches from a distance of more than 500 feet from the nearest freeway lane. A proposed Freestanding Pylon sign near the freeway will not exceed 750 square feet sign area. This Freestanding Pylon sign is proposed as eighty feet maximum from the crown of the adjacent highway. The additional height is offset by the fact that the site is 6 feet below grade and visibility of other signage may be obscured because the project site is behind the berm of the overpass. Folsom Municipal Code Section 17.59.040 Sign regulations indicate a maximum height of eighteen feet measured from the crown of the adjacent highway. Further detail regarding signage is provided in Sign Criteria, Section 10, of this guideline. These variances are requested in order to highlight the Dignity Health Medical Center as a proud member of the Folsom Ranch community and to accentuate wayfinding to the project site. Size estimates are provided for the Distant Read Skyline and Skyline signage due to the possible addition of future "centers of excellence" that would be highlighted for patient awareness. Both the final placement of signage and the precise size of signage (except for the Freestanding Pylon sign, the size of which is fixed) will be shown on building designs when presented to the Planning Commission for final design approval.

- **Variance proposed to apply Folsom Municipal Code for bicycle parking count calculations.** *For Office land use, FPASP 2 spaces per 20 required vehicle parking spaces plus one additional bicycle parking space for every 10 additional vehicle parking spaces is required. Variance is requested due to most patients arriving with a family member in a vehicle. 20 bicycle parking spaces are provided at each medical office building. An additional 16 bicycle parking spaces will be provided at the Hospital.*
- **Variance proposed to provide a maximum of 6 loading/unloading spaces to coordinate with Dignity Health's just in time delivery program.** *FPASP Table A.14 requires 3 each for office and 3 for hospital for a total of 9 loading/unloading spaces. Variance is requested due to minimized*

anticipated volumes and frequencies of truck traffic based on Dignity Health's just in time delivery program. High volumes of deliveries and constant truck traffic are discouraged, as they stress the Hospital system with the need for excessive storage areas. Truck traffic will be limited to off peak hours. 6 loading/unloading spaces, 10' wide x 35' long by 14' high per Folsom Municipal Code are provided at the hospital.

Attachment 15

Folsom Ranch Medical Center Booklet (Separate Bound Document)

Attachment 16

Amendment No. 2 to First Amended and Restated Development Agreement Relative to Folsom South Specific Plan (Dignity Health)

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

RECORDING REQUESTED BY CITY CLERK

WHEN RECORDED MAIL TO:

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

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

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

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

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

RECITALS

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

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

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

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

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

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

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

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

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

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

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

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

noticed regular meeting of the City Council on _____, 2021 and adopted the Ordinance approving this Amendment No. 2.

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

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

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

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

AMENDMENTS

1. **Incorporation of Recitals.** The Recitals above are true and correct and constitute enforceable provisions of this Amendment No. 2.

2. **Definition and Section 1.5.3 – Subsequent Entitlements.** The term "Subsequent Entitlements" in the Definitions Section of the Restated Development Agreement and also referenced in Section 1.5.3 of the Restated Development Agreement and later updated by Amendment No. 1 is amended to include the following:

- a. The MAM approved by the Community Development Director on March 17, 2020.
- b. The Table A-7 Correction issued by the Community Development Director on April 1, 2020.

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

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

“Adopting Ordinance” means Ordinance No. _____, dated _____, approving this Amendment No.2.

“Addendum” means the Environmental Checklist and Addendum, Dignity Health Folsom Ranch Medical Center, dated [insert date of document].

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

8. **Section 3.5 – EIR Mitigation Measures.** Notwithstanding any other provision in the Restated Development Agreement or Amendment No. 1, as amended hereby, as and when Landowner elects to Develop the Property, or any portion of the Property, Landowner shall be bound by, and shall perform, or cause to be performed, all mitigation measures contained in the Specific Plan EIR/EIS, the Addendum, the Backbone Infrastructure IS/MND, and any environmental mitigation measures referenced therein applicable to the Development of the Property. The City acknowledges that Landowner has entered into a contractual agreement with

Predecessor's Affiliate, which requires that the Site Improvements and related mitigation measures identified in **Exhibit D** attached hereto shall be completed by the Predecessor's Affiliate. Landowner acknowledges that the Site Improvements are Conditions of Approval and, as such, are incorporated into the Subsequent Entitlements and are required for completion pursuant to the timing identified in the Conditions of Approval.

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

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

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

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

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

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

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

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

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

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

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

With copies to:

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

And

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

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

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

CITY:

CITY OF FOLSOM
a municipal corporation

Michael Kozlowski, Mayor

APPROVED AS TO CONTENT:

Elaine Andersen, City Manager

APPROVED AS TO FORM:

Steven Wang, City Attorney

ATTEST:

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

LANDOWNER:

DIGNITY HEALTH
a California nonprofit public
benefit corporation

By: _____
Its: _____

APPROVED AS TO FORM:

Martha Clark Lofgren, Brewer
Lofgren LLP

EXHIBIT LIST

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

EXHIBIT A-1

LEGAL DESCRIPTION OF PROPERTY

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

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

APN: 072-3190-046 (portion)

EXHIBIT B
SITE PLAN

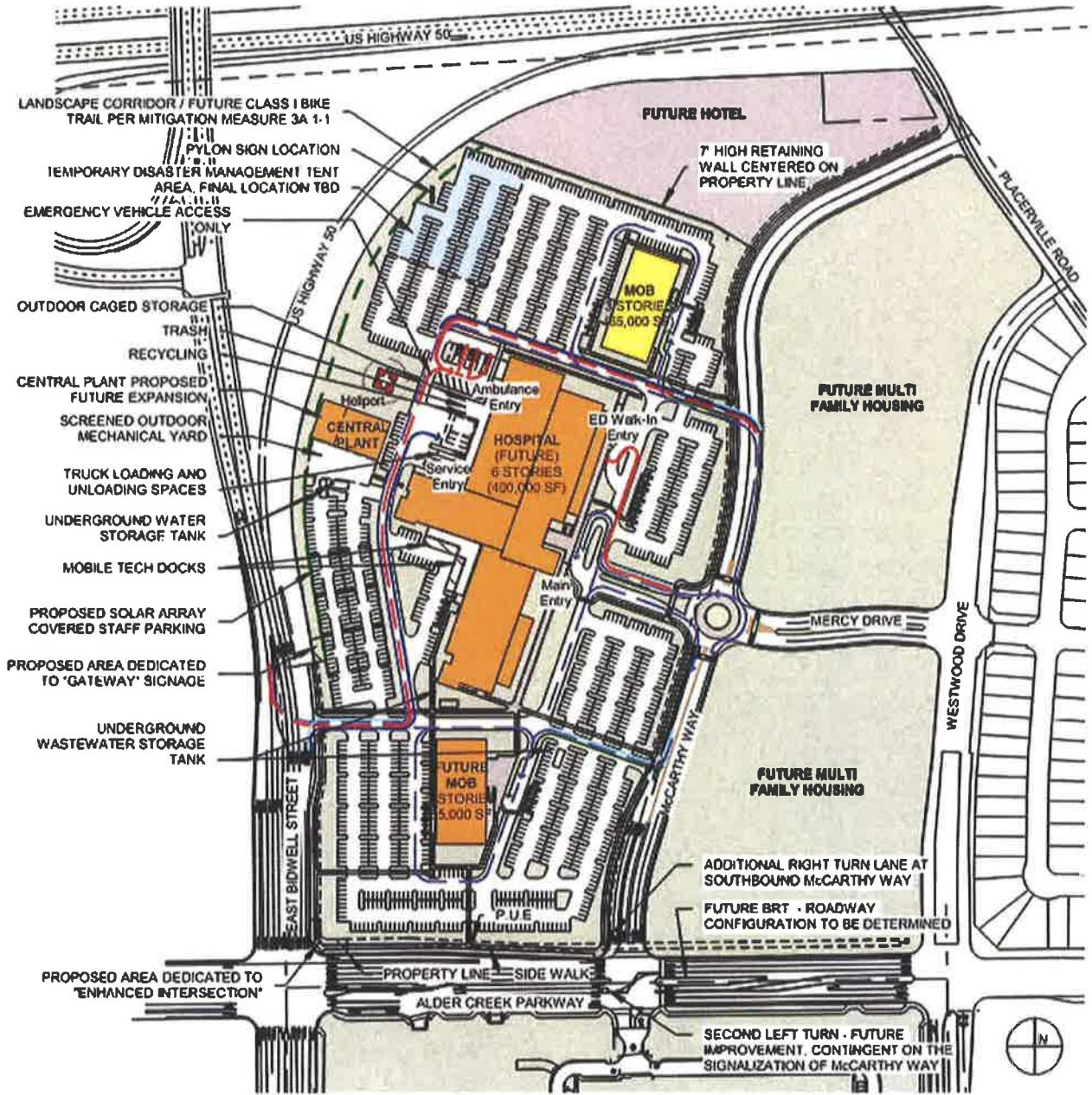


EXHIBIT B - SITE PLAN

Legend Follows on Next Page



Exhibit B

[SAC-214573]

60.765-3375345.4

EXHIBIT B
SITE PLAN, CONTINUED

PHASE LEGEND

-  PHASE 1
-  FUTURE PHASE

CIRCULATION PATHS

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

PROJECT INFORMATION

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

FUTURE TOTAL SQFT: 530,000 SQFT (OCCUPIED)

TOTAL DEVELOPMENT ACREAGE: 27.44 acres

OVERALL SITE ACREAGE: 31 acres

TOTAL INPATIENT BEDS: 300+ beds

PROPOSED BUILDING HEIGHT = 120' (6 LEVELS)

PROPOSED MAX FAR: .55

EXHIBIT B – SITE PLAN LEGEND

EXHIBIT C
FUTURE POSSIBLE SIGNALIZED ACCESS

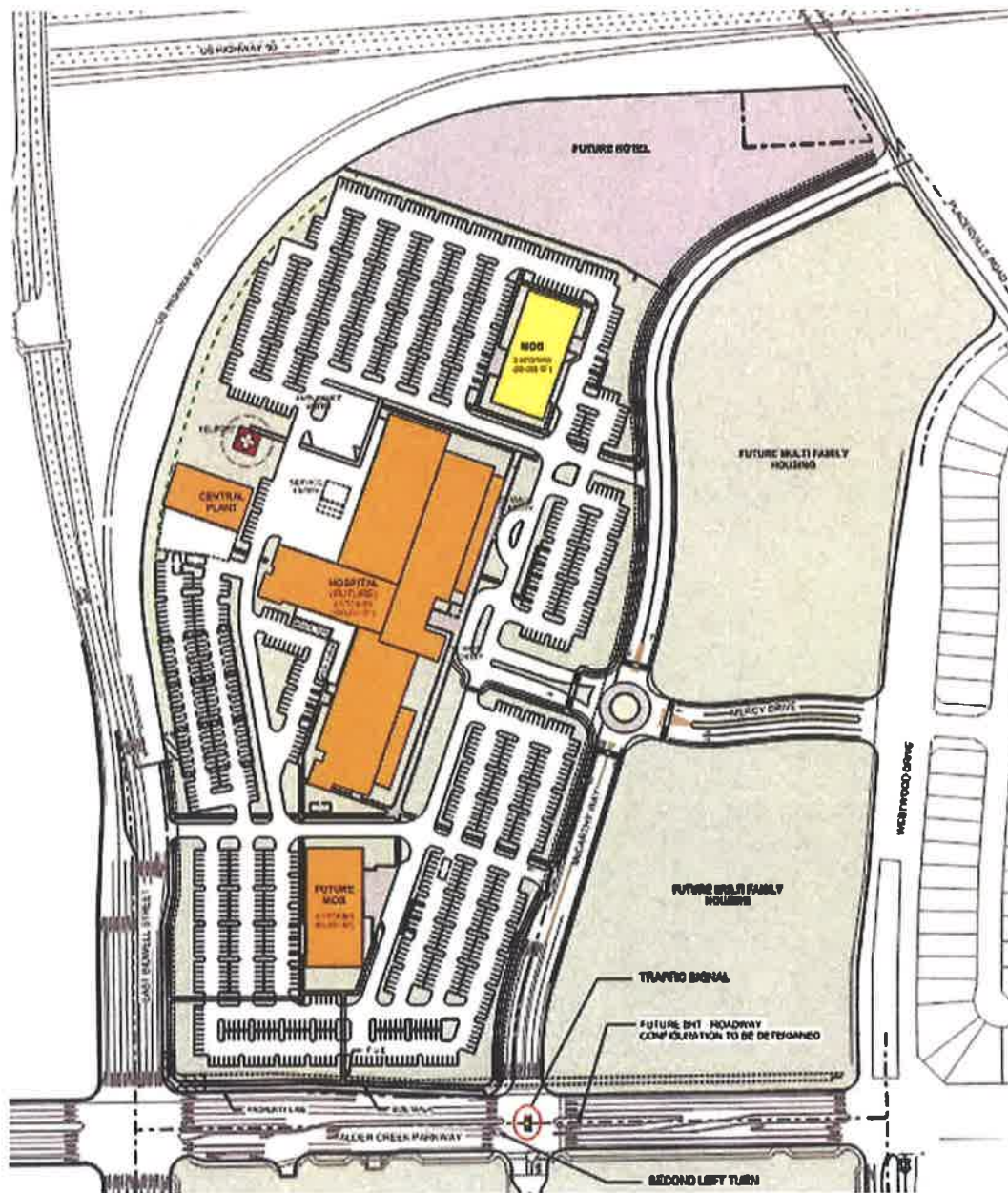


EXHIBIT C - FUTURE POSSIBLE SIGNALIZED ACCESS

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

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

[Reference to Mitigation Measures Pending]

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

**Folsom Plan Area
Folsom Ranch Medical Center
Potable Water Demand Chart**

Date: 02/20/21

Water Supply Agreement - 6,000 AFY

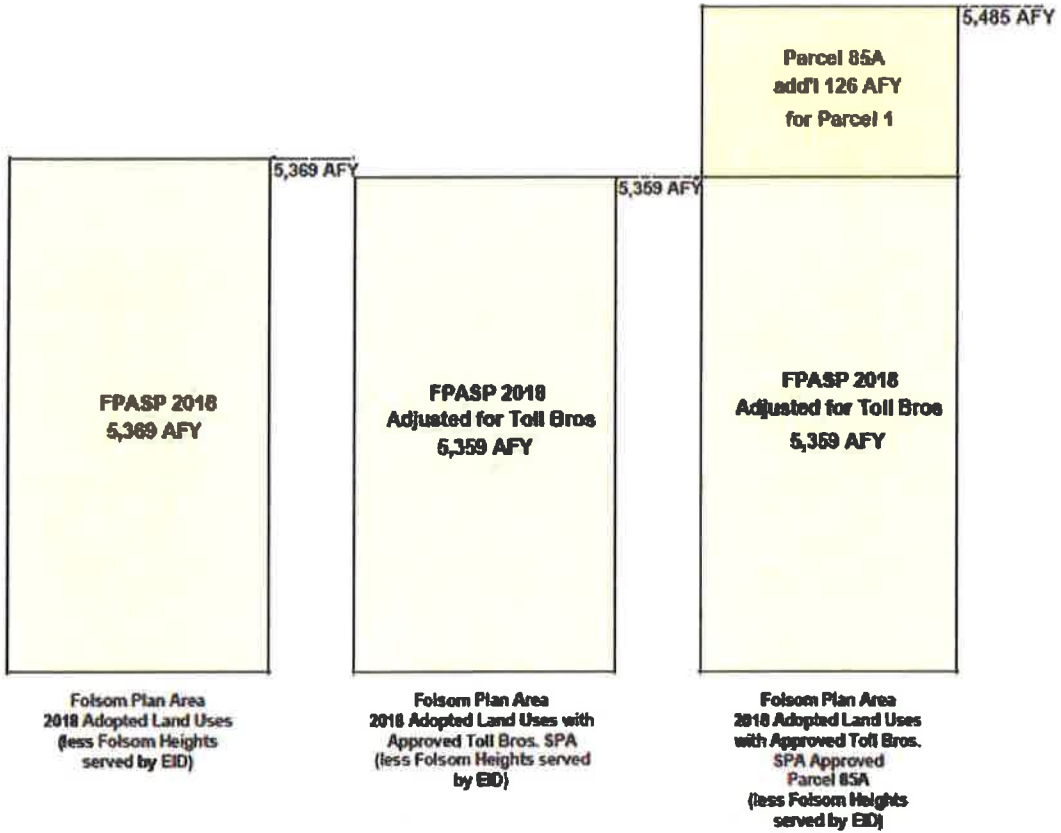
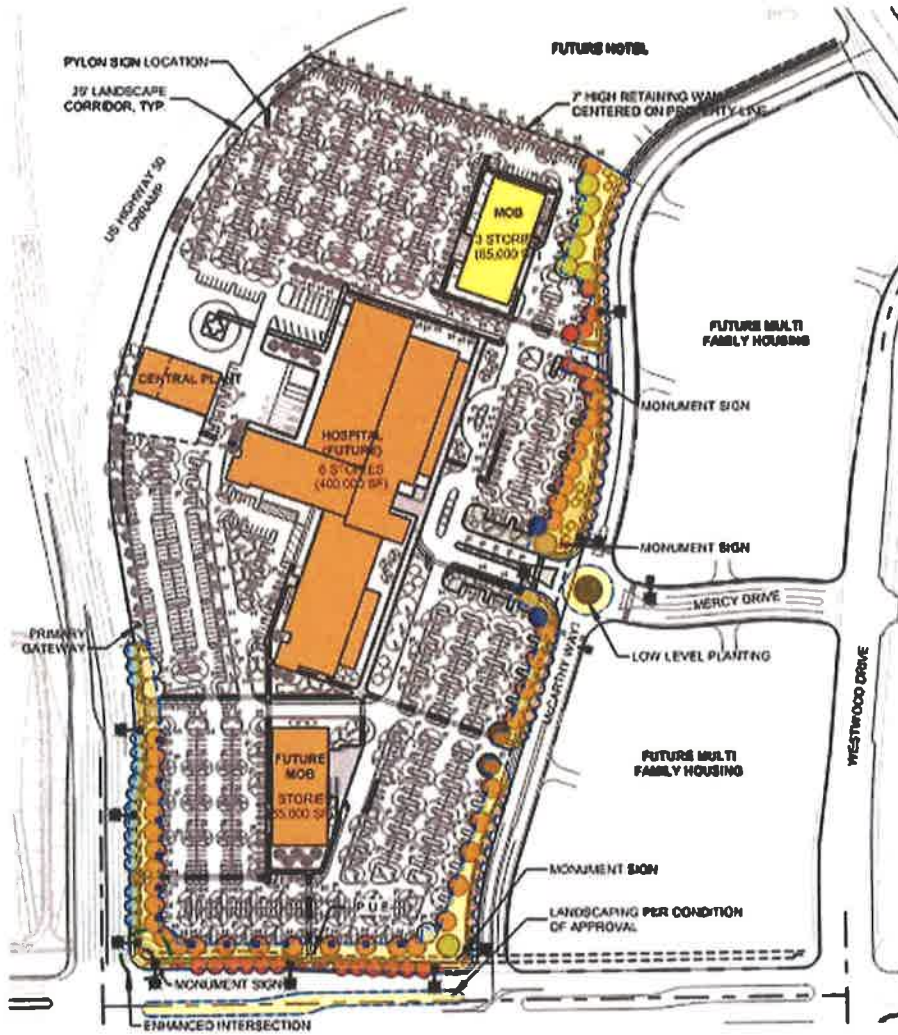


EXHIBIT F

STREET LIGHTING AND LANDSCAPING FRONTAGE



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



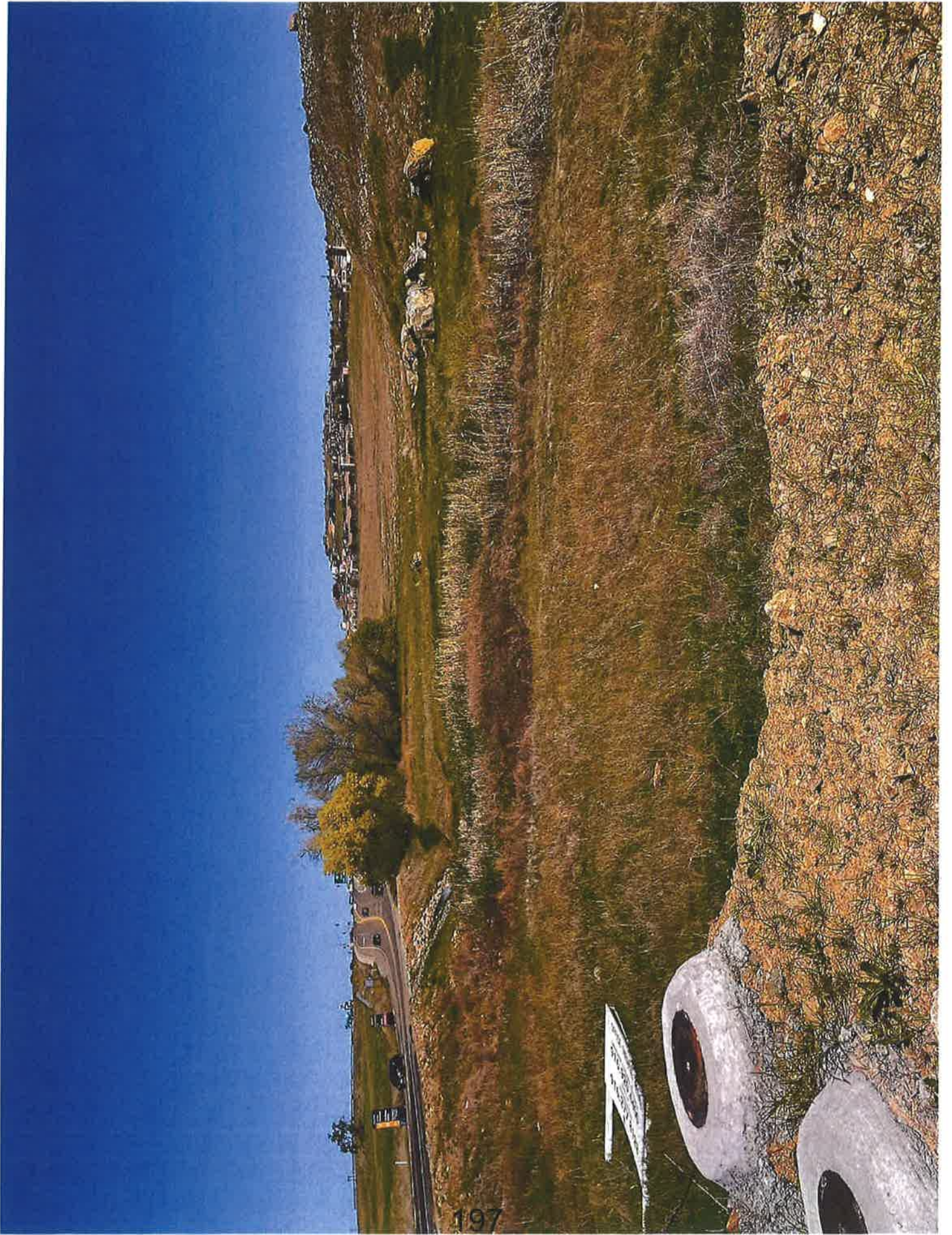
EXHIBIT F - STREET LIGHTING AND LANDSCAPING FRONTAGE

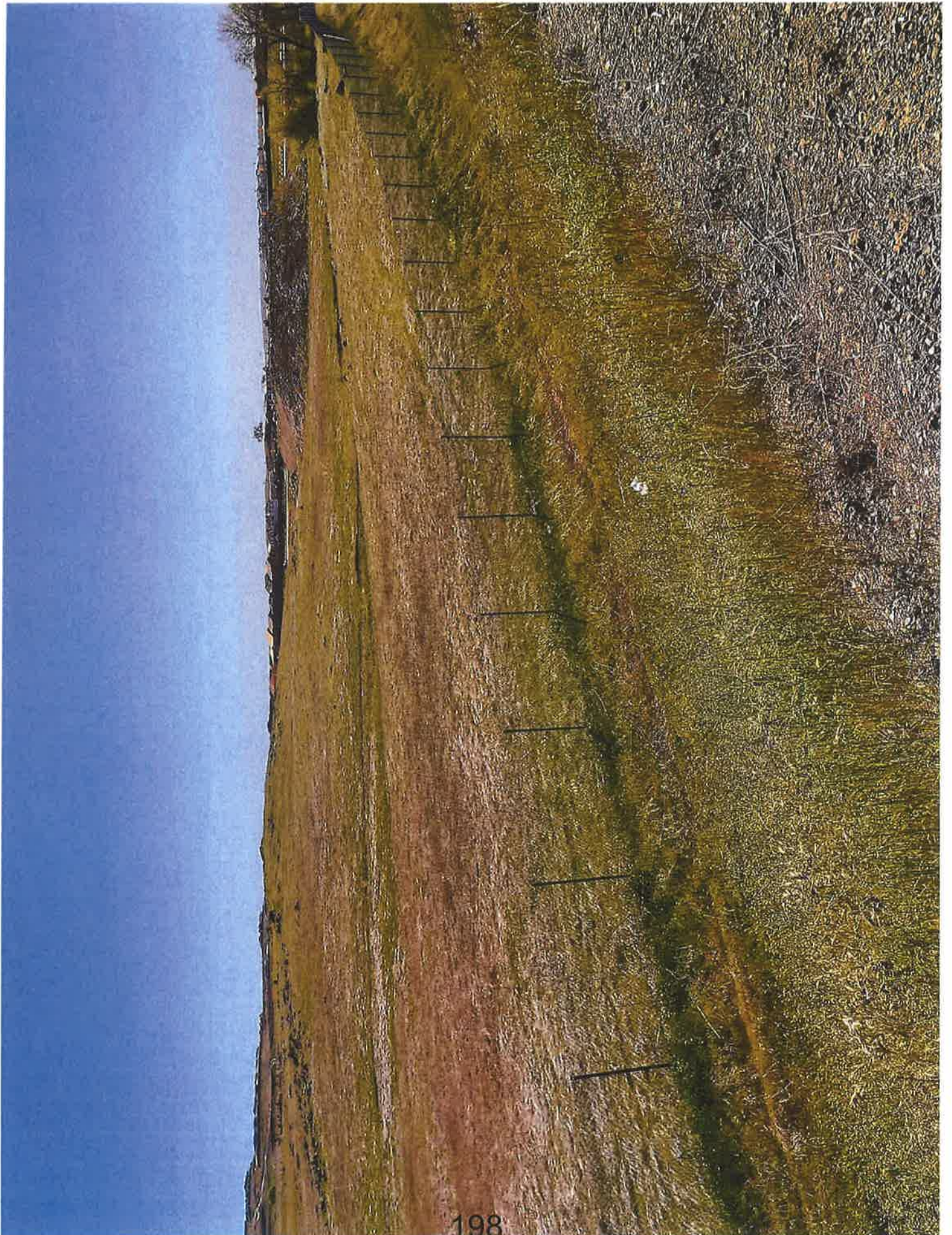
Attachment 17
Site Photographs

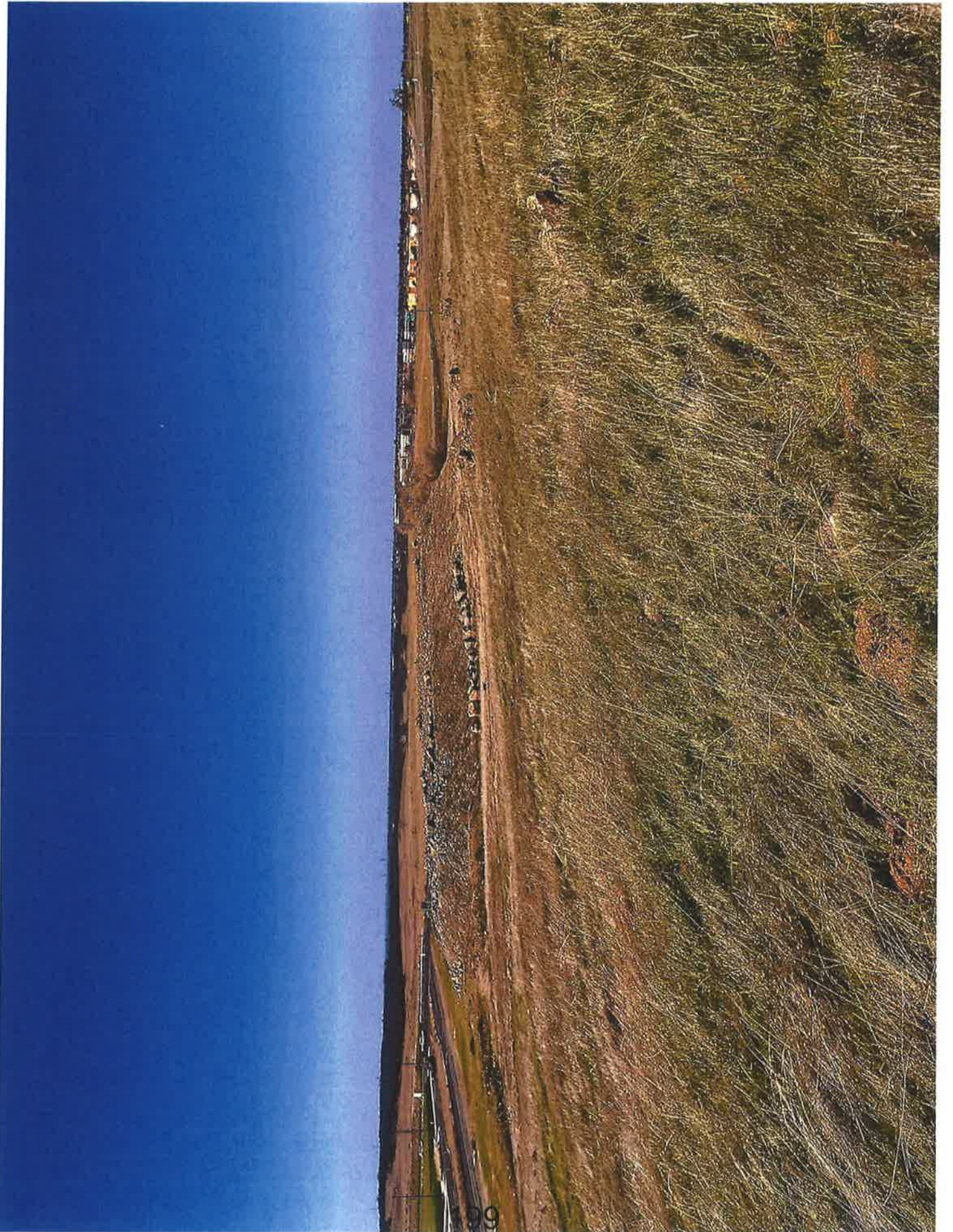
Coming 2023
**Folsom Ranch
Medical Center**

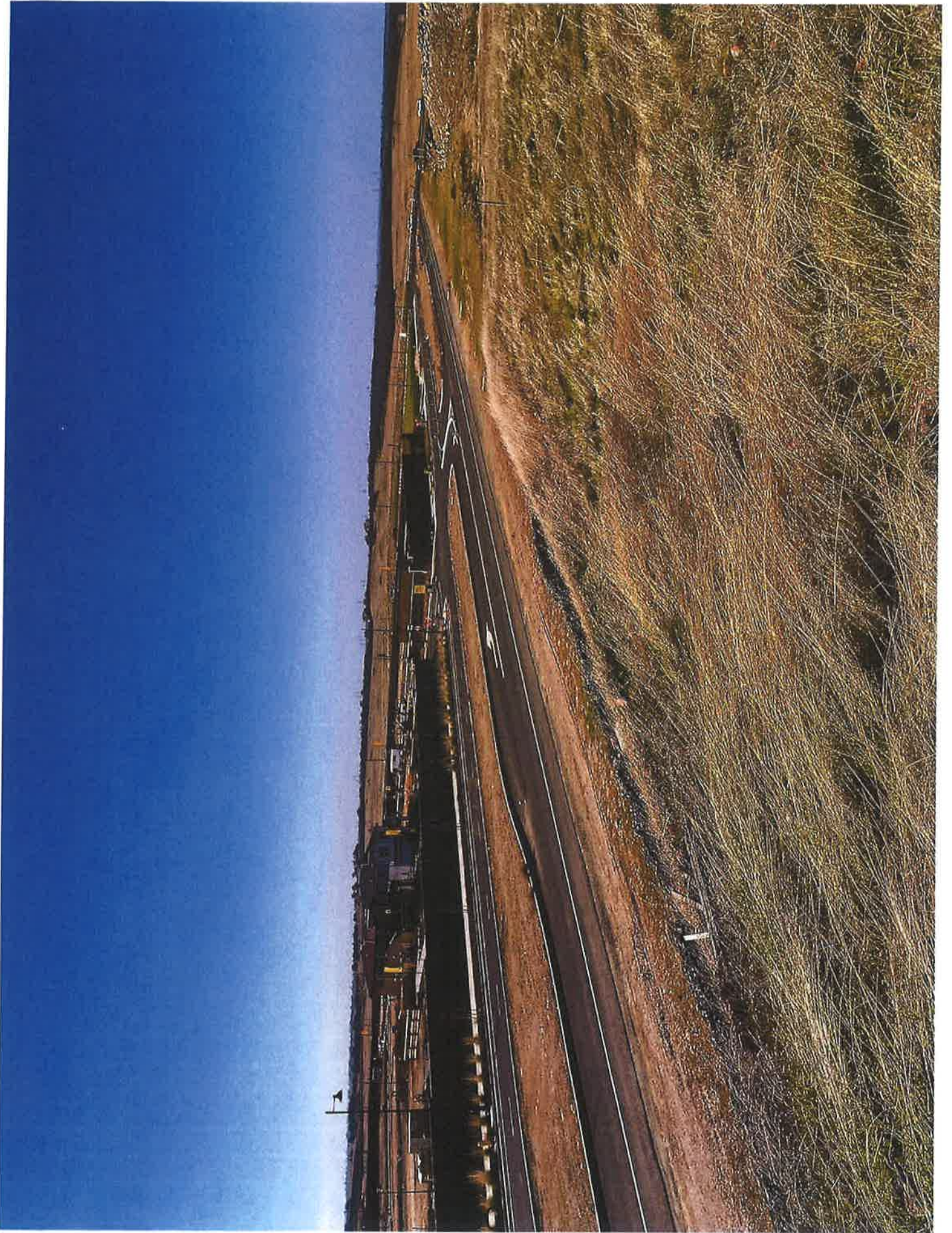


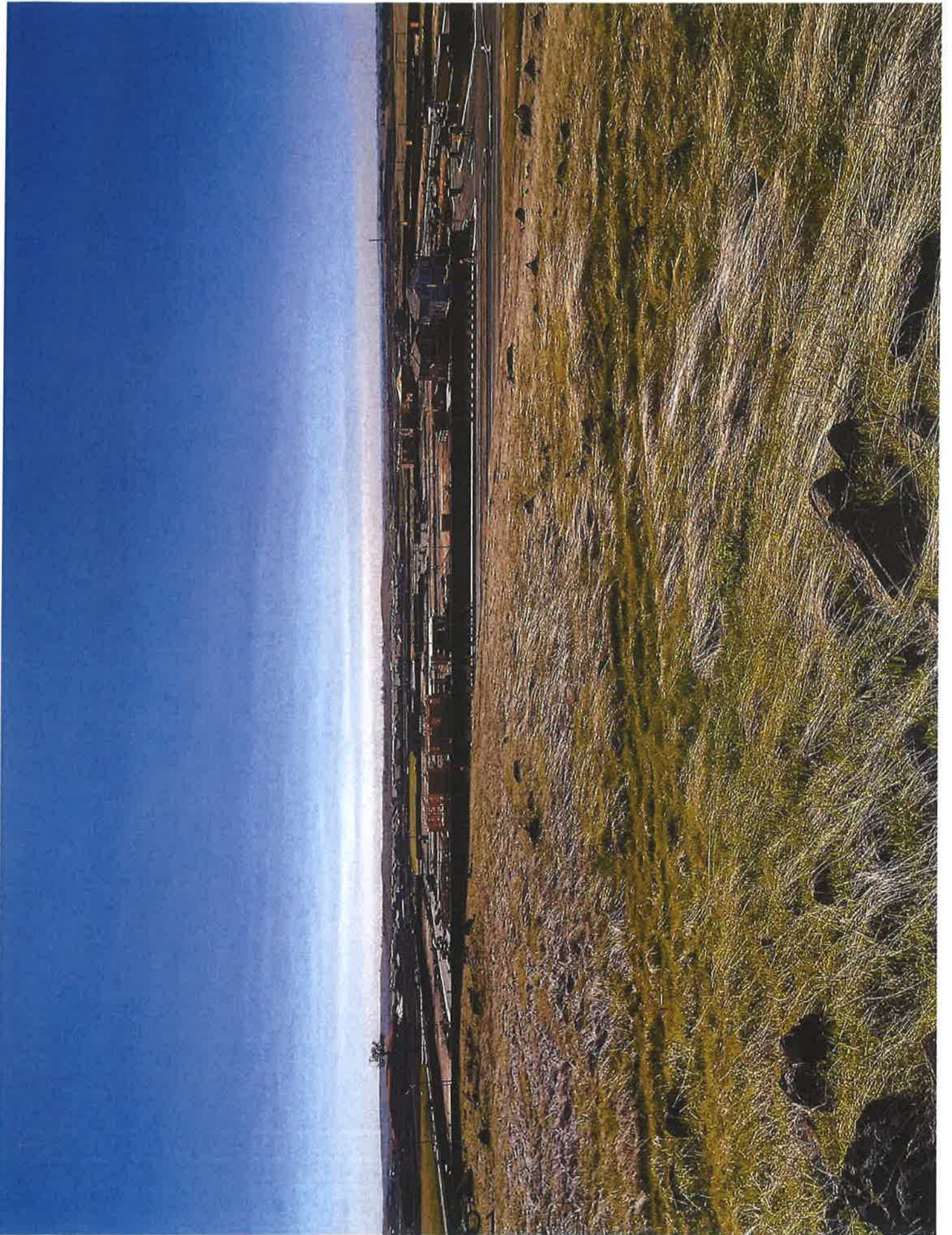
Dignity Health.

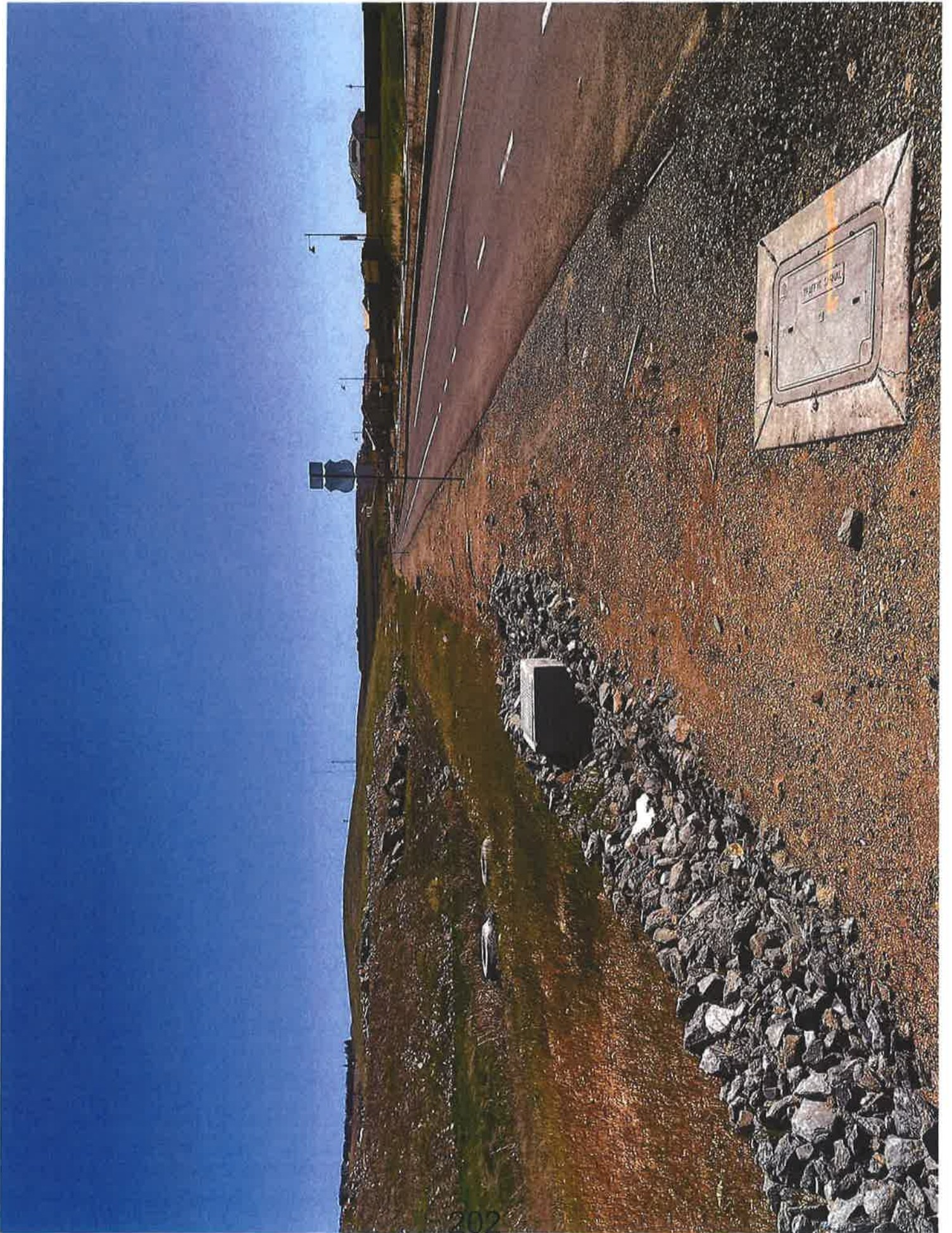












Attachment 18

City Memorandum Regarding Folsom Ranch Medical Center Site Access Dated September 30, 2020

Memo



CITY OF
FOLSOM

To: Pam Johns, Community Development Director

From: Dave Nugen, Public Works Director



Date: September 30, 2020

Subject: Dignity Health Project site access (Alder Creek/McCarthy signal)

Over the past few months our staff has had the opportunity to work with the Dignity team to evaluate their request for a traffic signal at the intersection of Alder Creek Parkway and the future McCarthy Way. While we appreciate the efforts that have been put forth to evaluate the signal, based on the limited information available at this time we remain extremely concerned with the addition of a signal at this location. Given the current level of development in the Folsom Plan Area Specific Plan (FPASP) a traffic signal at this location seems premature and could significantly limit our opportunities to operate our signal system in an efficient manner. While we are not completely foreclosed on the concept of a signal at this location, we would advise that either the signal could be conditionally approved based on a longer-term buildout of the FPASP, or that other forms of traffic control be considered and evaluated at this location, such as a roundabout.

Background

Our concerns are based on several factors, generally having to do with the timing of the signal with respect to development in the FPASP, deviating from normal traffic signal design standards, and the concessions that would have to be made in order to accommodate a signal at the requested location. The following bullet points are intended to summarize our concerns.

1. **Timing of this development with respect to land use growth and backbone transportation infrastructure in FPASP**
 - East Bidwell Street will carry the majority traffic originating in, or passing through the FPASP until the Empire Ranch interchange, Oak Avenue interchange, and Rowberry overcrossing are constructed; this condition will

Memo



CITY OF
FOLSOM

likely exist for several years due to a lack of funding to complete those major capital projects

- The Capital Southeast Connector will be constructed as a four-lane expressway from Prairie City to East Bidwell by 2022; the remaining portion from East Bidwell to the El Dorado County line will not be a high funding priority for the foreseeable future, therefore East Bidwell Street will function as the de facto eastern end of the Connector for several years, adding more traffic to the corridor
- It is too early in the FPASP development to make such significant changes to the planned traffic signal system without a full understanding of how traffic will flow through this area until the FPASP approaches buildout conditions
- To date the traffic modeling prepared by the applicant's traffic consultant has focused on the immediate area surrounding Alder Creek/McCarthy; staff has not yet seen any detailed analysis of the project impacts on the surrounding transportation network, including the traffic signals along the East Bidwell corridor (including the freeway ramps and north of 50), and the Alder Creek corridor (from Empire Ranch Rd to Prairie City Rd)

2. Design Standards and Signal Operations

- Standard traffic signal spacing is one signal per every quarter mile (about 1,300 feet) to minimize the chances of one signal's operations (queueing, delay) negatively impacting an adjacent signals and intersections
- The Dignity proposal would result in signal spacing of only 600 feet on Alder Creek between Westwood and East Bidwell
- According to Community Development Department staff, they have been approached by the developers on the other side of East Bidwell who are also asking the City to consider sub-standard signal spacing, which would result in sub-standard signal spacing on both sides of the East Bidwell corridor
- Sub-standard signal spacing can be allowed in some cases, such as in the Central Business District or Historic District, but those areas will not be carrying the same volume of traffic that we can expect within a quarter mile of the freeway.
- The Shops project, located in the southeast corner of East Bidwell/Alder Creek has been approved with two, right-turn only driveways on Alder Creek Parkway, just east of East Bidwell Street. Staff is concerned that, if a signal is approved at Alder Creek/McCarthy, that traffic exiting those driveways (including gas

Memo



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FOLSOM

trucks from the approved gas station in the Shops), would attempt to cross several lanes of Alder Creek Parkway to make a u-turn at McCarthy in order to travel towards East Bidwell Street. Due to the inadequate signal spacing, this movement would be a potential safety concern. Staff would prefer that traffic performing this movement should do it at the Westwood/Alder Creek signal in order to have adequate room to safely cross the eastbound lanes in order to perform a u-turn movement.

- In order to accommodate the turn pocket length for the eastbound left at McCarthy, the applicant proposes to limit the westbound left at the East Bidwell intersection to 150 feet of storage, which is less than our preferred standard (250 to 300 feet); this increases the potential to have traffic queues extending out of that turn pocket and blocking through lane access. There is also the potential safety concern of traffic traveling at the posted speed limit on Alder Creek not having sufficient stopping distance entering the turn pocket depending on the length of the left turn queue (which hasn't been noted in any memos provided by the consultant)
- The consultant has suggested that the Alder Creek/McCarthy signal could work if it is synchronized/coordinated with the East Bidwell/Alder Creek signal. If this coordination is necessary in order to make the McCarthy signal work, then this may create an unacceptable concession for us to make as it may limit our abilities to coordinate or time other signals along the East Bidwell corridor.
- We are currently in the process of upgrading/modernizing our traffic signal controllers to create "Smart" corridors, and this equipment will be the standard for all new traffic signals in the FPASP; however we do not believe that "smart" signal technology alone will be able to manage the traffic congestion and delay that we are anticipating along the East Bidwell corridor.

3. Impacts to the future Bus Rapid Transit (BRT) system in the FPASP

- The master plan currently shows the BRT route along Alder Creek Parkway between Westwood and East Bidwell and it is assumed that there would be a bus stop in that segment
- The cross sections in the adopted FPASP for both Alder Creek Parkway and Westwood Drive include dedicated BRT lanes in the median, and therefore the bus stops would also be located in the median

Memo



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- In order to accommodate the required left turn storage for a signal at Alder Creek/McCarthy, the eastbound BRT would have to be moved to the shoulder and the station out of the median; this would also impact the BRT operation to the west (where the BRT would have to transition out of the median) and to the east (where BRT would have to transition back into the median)
 - Sacramento Regional Transit is now the transit provider for the City of Folsom and at this time does not have this BRT system in their long-range transit plan, nor do they currently operate any BRT lines in their system so it is unclear what their concerns/applicable standards might be
- 4. Public emergency access is already planned along East Bidwell Street and provides direct access to the proposed Emergency Department**
- The applicant has stated that a signal at Alder Creek/McCarthy is necessary to facilitate emergency access but has not demonstrated why this is important when the proposed project already includes a driveway on East Bidwell between US50 and Alder Creek which enters the site in closer proximity to the Emergency Department. This driveway can be accessed by motorists approaching from any direction (pending design that has yet to be provided by the applicant)
 - If the site access was not allowed at Alder Creek/McCarthy, but instead at Alder Creek/Westwood (as is currently designed), the additional travel time into the hospital site would seem reasonable given that there are other emergency access options.

Conclusion:

Based on the limited analysis conducted to date, the Public Works Department is not prepared to support a traffic signal at the Alder Creek/McCarthy intersection at this time. It is our recommendation that the project should consider and evaluate the following access scenarios.

Scenario 1 (Preferred): Alder Creek/McCarthy intersection should be designed to operate without traffic controls and would be limited to north/south right turns in/out only at this time, but could potentially also include east/west uncontrolled left turn lanes until such time that traffic conditions become unsafe or result in excessive delay

Memo



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- a. The Alder Creek/McCarthy intersection can be re-evaluated for future traffic control only after the FPASP is at least 75% built out and if traffic conditions at that time warrant further consideration
- b. The City will work with the applicant on an extensive way-finding program to guide hospital traffic from US 50 to Alder Creek Parkway and on to Dignity Way using a combination of street banners, pavement markings and signage; this could also include re-naming streets such as Westwood Drive north of Alder Creek to aid in the wayfinding strategy
- c. The intersections of Westwood/Dignity and Dignity/McCarthy should be evaluated at roundabouts to facilitate access to the hospital while minimizing delay.

Scenario 2 (Alternative): Alder Creek/McCarthy intersection evaluated as a 2x1 roundabout.

- a. A conceptual design should be required to demonstrate that a roundabout would not negatively impact geometry at adjacent signals and any potential right of way impacts
- b. Some analysis/design should be included to demonstrate how BRT line and stations could be accommodated within or adjacent to the roundabout
- c. As with scenario 1, the intersection of Dignity/McCarthy should be evaluated as a roundabout.

My staff and I remain committed to assisting your staff and the applicant in finding a mutually acceptable solution to this issue. If you have any questions, please let us know.

cc: S. Krahn, CDD
S. Johnson, CDD
S. Banks, CDD
M. Rackovan, PW
Z. Bosch, PW

Attachment 19

Devenny Group Traffic Scenarios Memorandum Dated October 26, 2020



October 26, 2020

Robert O'Hare
Manager, Planning | Design | Construction
National Real Estate Services

CommonSpirit Health[®]
10901 Gold Center Drive, Suite 300
Rancho Cordova CA 95670

Traffic Scenarios Memorandum

Project: Folsom Ranch Medical Center
DGL No.: 18300.00

Dear Robert:

As part of the Dignity Health Folsom Ranch Medical Center master planning effort, three traffic scenarios for campus access were developed and analyzed for Alder Creek Parkway between East Bidwell Street and Westwood Drive.¹ The following scenarios were modeled:

- Scenario 1 - Signalized left at Alder Creek Parkway and McCarthy Way
- Scenario 2 - Roundabout at Alder Creek Parkway and McCarthy Way
- Scenario 3 - Left turn at Westwood, with main entrance to campus at Mercy Dr; eastbound left turns from Alder Creek at McCarthy prohibited; right in/ right out only for McCarthy Way at Alder Creek

The consultant team has collaborated on this memorandum to summarize the analysis for each scenario so that the technical information can be utilized to brief leadership both at Dignity Health and the City of Folsom. The documentation for each scenario includes the following information:

- Summary of the traffic control components along with phasing considerations,

¹ DKS Associates provided pre-application traffic analysis, with the concurrence of City staff. All model inputs (including baseline and future year AM/PM peak hour volume sets, intersection geometrics and signal timings, access characteristics, and operational outputs) are documented in the following technical memoranda: *Cumulative Volumes and Trip Generation Memo* (DKS, July 30, 2020); *VISSIM Model Assumptions and Queue Results* (DKS, August 26, 2020); *Scenario Review and Key Discussion Points* (DKS, September 11, 2020). All analysis inputs and outputs were reviewed and accepted by the City of Folsom and will be incorporated into the environmental analysis for the Planned Development Permit.



- Discussion of any potential operational concerns, including any specific points mentioned by City staff, and
- Review of turning analysis for trucks that will need to navigate a path from the adjacent fueling station.

Given that the City has also expressed concerns regarding current operations at closely spaced signals at other locations within Folsom, this memorandum also provides a short discussion contrasting the identified locations with the study segment of Alder Creek Parkway. Finally, the memorandum identifies observable thresholds of operation for each scenario that would indicate that a proposed traffic control is not operating as predicted. The analysis then identifies solutions for consideration that may ultimately be incorporated into terms of an Amendment to the Development Agreement.²

Summary of Conclusions

Left turn access into the Folsom Ranch Medical Center at the intersection of Alder Creek Parkway and McCarthy Way is a priority for Dignity Health to facilitate non-emergency patient and visitor access as well as employee access. The proposed signal spacing (*i.e.*, 700 feet) to facilitate this left turn movement does not meet the City's minimum spacing standards. However, as required by the City, Dignity Health commissioned a Progression Study for pre-application site planning. This traffic analysis demonstrates that if the signals at East Bidwell/Alder Creek Parkway and Alder Creek Parkway/McCarthy Way are coordinated, queuing will not occur beyond acceptable City thresholds. Bus Rapid Transit (BRT) may also be accommodated successfully in the median lane, and also functions to an acceptable standard if located on right lanes.

In addition, and by way of comparison, the proposed 700-foot signal spacing is a farther distance than other traffic signal spacing noted in the City. For example, signals are 500 feet apart at the intersections of Broadstone Parkway/ Marketplace/Cavitt Drive, two similar intersections located near another section of East Bidwell, with high-traffic commercial on one side and a high density multi-family project across the street.

By contrast, the City's preferred option (*i.e.*, signalized left turn at Alder Creek Parkway/Westwood Drive) will result in increased traffic delays during certain hours that barely meet City's maximum delay limits. Traffic modeling indicates that afternoon and evening departures from the medical campus will be adversely affected, as traffic queues develop along McCarthy Way and extending up to Mercy Drive, blocking vehicles from entering or exiting the medical campus and adjacent multi-family and commercial parcels.

Roundabouts offer a possible alternative to facilitate and control left turn movements from Alder Creek Parkway into the medical campus. Early coordination with adjacent property owners and facilitated by

²Proposed language for a development agreement is deferred pending approval by Dignity Health leadership of the preferred option.



the City will be required to obtain right of way at no cost. Moreover, given the expense of installation of this traffic control measure, it should be considered permanent, with no financial exposure to Dignity Health if results become unsatisfactory in the future.

For each scenario discussed below, large truck movements from a nearby gas station at the intersection of East Bidwell and Alder Creek Parkway also have been considered in traffic modeling analysis. The analysis establishes that truck traffic can be accommodated, in part by prohibiting u-turns at the Alder Creek Parkway/McCarthy Way intersection. Any inconvenience to commercial vehicles is outweighed by the importance of direct access to the medical campus.

Background – Phased Construction and Anticipated Traffic Control Installation Timeline

The following analysis is provided in the context of the phased development for the Folsom Ranch Medical Campus. The anticipated phasing for the medical center is seven phases, as follows:

- Phase 1 – Medical Office Building 2023
- Phase 2 – Hospital (100 Beds) 2028
- Phase 3 – Medical Office Building 2030
- Phase 4 – Hospital Support Services (Radiology, Surgery, Pharmacy, Emergency, or Lab) 2031
- Phase 5 – Hospital Expansion (100 Beds) 2034
- Phase 6 – Hospital Support Services (Radiology, Surgery, Pharmacy, Emergency, or Lab) 2040
- Phase 7 – Hospital Expansion (100 Beds) 2045

If approved by the City, the traffic signal installation is not likely to occur any sooner than Phase 5, in 2034, which is the second expansion of the hospital. Alternatively, a roundabout would be constructed within the first phase.

The existing site condition includes a median, which allows for an unprotected left turn. Under the City's preferred scenario (i.e., Scenario 3) this median presumably is removed, with no additional traffic controls added at Alder Creek Parkway/Westwood Drive. The analysis below identifies the operational flaws with this scenario.

This table summarizes the timing for improvements under the three scenarios:



| PHASE | SCENARIO 1: SIGNAL | SCENARIO 2: ROUNDABOUT | SCENARIO 3: NO LEFT TURN |
|-----------------------|---|-------------------------------|---|
| PHASE 1 (2023) | Interconnect Installed | Roundabout installed | Interconnect installed and existing left-turn concrete median removed to be replaced with full median |
| PHASE 2 (2028) | No change <i>(Ped signal installed if BRT implemented)</i> | No change | No change <i>(Ped signal installed if BRT implemented)</i> |
| PHASE 3 (2030) | No change <i>(Ped signal installed if BRT implemented)</i> | No change | No change <i>(Ped signal installed if BRT implemented)</i> |
| PHASE 4 (2031) | No change <i>(Ped signal installed if BRT implemented)</i> | No change | No change <i>(Ped signal installed if BRT implemented)</i> |
| PHASE 5 (2034) | Signal Warrant met and signal with double eastbound left-turn pockets installed | No change | No change <i>(Ped signal installed if BRT implemented)</i> |
| PHASE 6 (2040) | No change | No change | No change <i>(Ped signal installed if BRT implemented)</i> |
| PHASE 7 (2045) | No change | No change | No change <i>(Ped signal installed if BRT implemented)</i> |

Scenario 1 - Signalized left at Alder Creek Parkway and McCarthy Way

This scenario includes the following components:

- McCarthy signal coordination with the signal at Bidwell Street and Alder Creek Parkway
- Double left turn lanes at Alder Creek for the eastbound approach
- No left turns allowed to exit from the Enclave development to the south of McCarthy
- BRT, when implemented, will be left running along the median heading westbound and in the right lane with mixed traffic running eastbound



Potential Operating Concerns

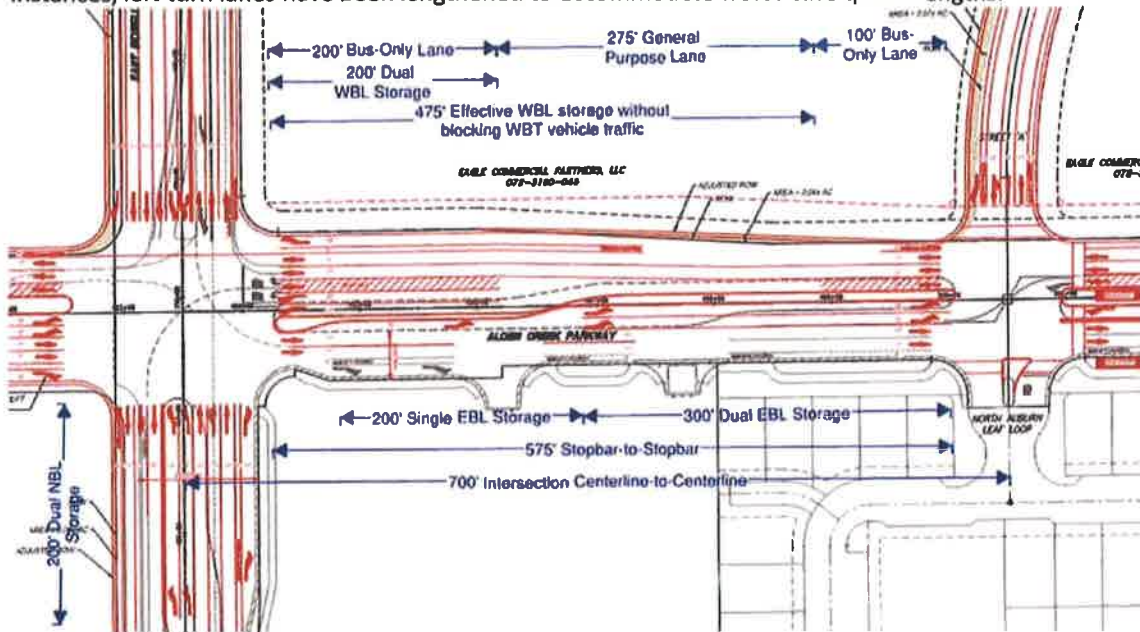
- No operational or queuing concerns shown in full buildout model
- Spacing between signals (700 ft) is less than the City of Folsom standard (see Exhibit A-Standard Construction Specifications Design Standards)
- There are other locations in the City with similarly spaced signals; these locations have circulation issues that are unique to the land use and operations

City Identified Concerns and Responses

- Shortened left-turn lanes could result in queue spill-back and/or lane-starvation conditions

Response:

The proposed design does not include any shortened or competing left turn lanes. In some instances, left turn lanes have been lengthened to accommodate worst-case queue lengths.



- Signal spacing is closer than minimum spacing required by City in Standard Construction Specifications Design Standards (i.e., spaced closer than ¼ of mile, or 1,320 feet apart); see Exhibits A, B and C. (Relevant excerpts of the Design Standards are attached as Exhibits A, B and C at the end of this memorandum.)

Response:

- Pursuant to City guidelines, proposed signal spacing of less than 1,320 feet requires the development of a Progression Study to verify that satisfactory operating conditions can be achieved. A Progression Study was developed based on City-approved volume sets and state-of-the-art micro-simulation analysis tools. Progression Study findings determined that no queuing or operational issues would result from implementation of Scenario 1.
- Precedents of similarly spaced signals that operate without queuing issues are found throughout the City. Counterexamples cited by the City – namely the In & Out Burger adjacent to Placerville Road should not be considered an appropriate analogy given the operational and design differences along Bidwell Street. Traffic consultants believe, based upon knowledge of City records, that none of the counterexamples cited by the City – including the In & Out Burger - had a Progression Study performed to determine the operational performance of the proposed signal spacing prior to approval/construction. Additional details and examples are provided in a following section of this document.



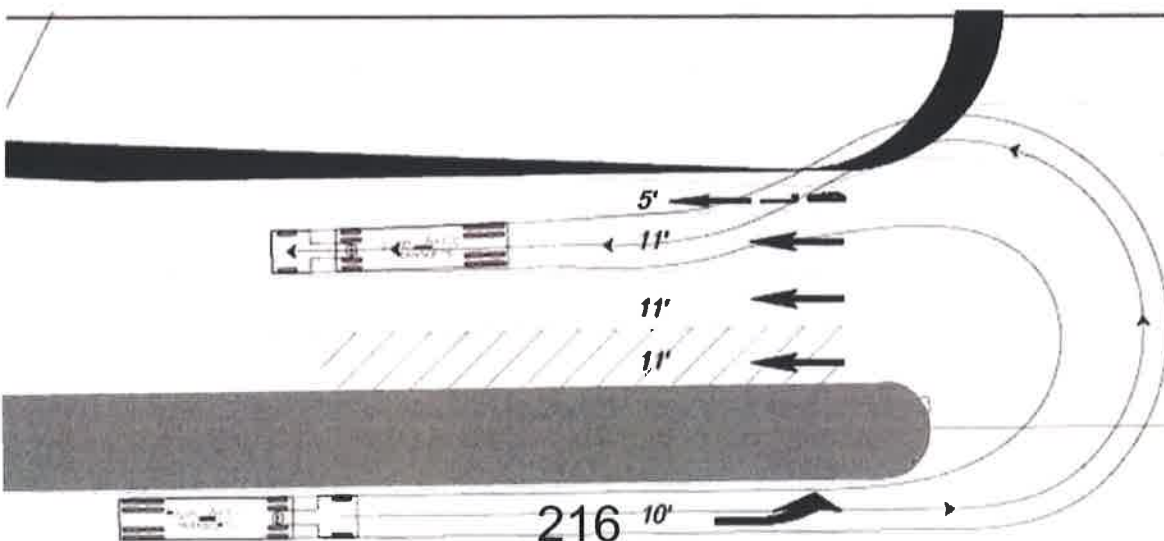
- Having BRT run eastward on the shoulder in mixed flow will cause design and operational issues further west and is not supported by the Specific Plan

Response:

- Implementation of the BRT will fall under SacRT and the design and operation will ultimately fall under their jurisdiction. The Progression Study demonstrated that a BRT service line can operate acceptably under Scenario 1 (i.e., with the proposed signal) as either a center lane running line or outside general purpose lane running service. SacRT has no fleet composition policy regarding left-door or right-door BRT bus vehicle types. As such, both center lane or outside general purpose lane BRT service can be considered as a viable option.
- The Specific Plan includes language supporting running the BRT in mixed flow both in general language for the Specific Plan transit in the Folsom Plan Area Specific Plan Section 7 Circulation Signature Corridors 7.6. See Exhibit E. Figure 7.3 shows the median as a Future Transit Corridor with two lanes designated as Future Travel Lanes. .
- If necessary, the bus queue jump proposed for Alder Creek at Bidwell could allow for the bus to shift from center running to shoulder running safely and efficiently.
- The City has had to “fix”, at their own cost, operational issues at other closely spaced signals.
 - Dignity is evaluating, as part of the future Amendment to Development Agreement, to identify operational thresholds, that if met, will trigger design and operational changes to be paid for by Dignity.

Potential Impacts on Truck Turning Analysis at Westwood Drive

- Planned fuel station located on Alder Creek between Bidwell and McCarthy, at the southeast corner of Alder Creek and Bidwell
- Fuel trucks will have to turn onto Alder Creek and make a U-turn to return to the freeway
- U-turns would be prohibited at McCarthy
- One of the potential truck types would need additional room at the northwest corner of Alder Creek Parkway and Westwood Drive (see following truck u-turn diagram)





Comparison to other closely spaced signalized intersections

The City has identified two other existing conditions where closely spaced signals have resulted in operational problems and queue spill-back. However, the surrounding land use and operations for both differ significantly from the study segment at Alder Creek. These characteristics are described in greater detail as follows:

E Bidwell Street and Placerville Road (Existing):

- Signals on Bidwell Street at Iron Point Road and Placerville Road are 500 ft apart
- Intersection at Placerville/Bidwell is the only entrance/exit for high-volume/turnover varied commercial land uses (In-N-Out Burger, Starbucks, and Chevron)
- The left-turn pockets for northbound Bidwell at Iron Point and southbound Bidwell at Placerville use the same center lane, meaning that the left-turn pocket at Iron Point was shortened to make room for the left-turn pocket at Placerville
- Vehicles must make a U-turn at Iron Point Rd to access the freeway ramp
- The reduced space for left- and u-turning vehicles at Iron Point Road was causing queue spill-back issues on Bidwell. The City recently restricted U-turns at Iron Point Rd causing 1-3 min detours to access the ramp
- *Side note:* There are four signals continuing along Bidwell for the Palladio shopping center and adjacent streets all spaced about 800 ft apart

E Bidwell Street and Montrose Drive (Existing):

- Signals on Bidwell Street at Montrose Drive and Blue Ravine Road are 800 ft apart
- Between the two signals there are five driveways for varied commercial land use allowing uncontrolled access to the segment
- Two of the driveways are served by midblock left turn lanes allowing vehicles to cross Bidwell traffic
- There are many opportunities for short queues to block traffic or access points

Alder Creek Parkway and McCarthy Way (Proposed as Scenario 1):

- Signals on Alder Creek at Bidwell Street, McCarthy Way (proposed) and Westwood Drive (planned) are 700 ft apart
- There are two primary movements that would produce queues (eastbound left [AM] and southbound right [PM])
- Queues would be managed with coordination between Bidwell and McCarthy signals
- There are only two right-in/right-out driveways between Bidwell and McCarthy on Alder Creek and both have more convenient exit opportunities on Bidwell
- Avoids u-turns for primary movements



- Signalized intersection is to serve drivers heading towards one single shared destination of the Medical Center, rather than a commercial development with mixed destinations

There are analogous examples located within the city of closely spaced signals that operate acceptably. One example is along Broadstone Parkway between Bidwell Street and Cavitt Drive.

Broadstone Parkway and Marketplace; Broadstone Parkway and Cavitt Drive (Existing):

- Signals on Broadstone Parkway at two intersections, in close proximity to another section of East Bidwell Street Broadstone Parkway/Marketplace and Bidwell Street/Cavitt Drive are 550 ft apart
- There are dual left-turn lanes from Bidwell onto Broadstone Parkway and then from Broadstone Parkway into the shopping center
- There is only one uncontrolled driveway along the segment
- High density residential is located on one side of Broadstone Parkway
- Significant commercial land use on the other side of Bidwell results in significant traffic crossing and turning onto Bidwell

Indications that the signalized intersection does not function as modeled

If the signal at Alder Creek Parkway and McCarthy Way is not working as planned or modeled, the following conditions would be observed:

- Queueing in the eastbound left turn pocket on Alder Creek blocking through traffic (lane starvation) or extending to the intersection with East Bidwell (spill-back)
- Queueing in the southbound left-turn pocket on Bidwell extending to the eastbound US-50 ramps (less likely)
- To validate that this is a persistent (chronic) issue, lane starvation or queue spill-back conditions should be observed during regular operations for more than 15 minutes during a peak hour and repeated three days in a week

Proposed Mitigation

A phased mitigation should be implemented before any capital changes are implemented:

1. Ensure that the signals are timed correctly and/or update the signal timing to ensure queues are being processed correctly.
2. If signal timing is unable to remove the persistent queues, convert signal into a pedestrian signal for crossing the eastern approach of Alder Creek Parkway and convert McCarthy Way into Right-In/Right-Out only stop-controlled approaches. Maintain a signal head that allows protected



southbound right turns from McCarthy Way when the pedestrian signal has blocked traffic on Alder Creek Parkway.

Scenario 2 — Roundabout at Alder Creek Parkway and McCarthy Way

This scenario includes the following components:

- A roundabout with two lanes for east- and westbound directions and one lane for north- and southbound directions
- BRT, when implemented, will be left running along the median heading westbound prior to and after the roundabout and eastbound will be in the right lane with mixed traffic



Potential Operating Concerns

- No operational or queuing concerns shown under full buildout conditions
- Issues with fitting BRT through the roundabout and location of bus stop further from intersection
- Larger footprint and either encroachment on parcel northeast of intersection to fit or potential non-standard design
- Spill-back issues from the Enclave gate spilling into the roundabout (low probability)

City Identified Concerns and Responses

- Spill-back issues from the Enclave gated entry south of McCarthy Way
 - The Progression Study showed no significant queue spill-back issues from entering vehicles delayed at the Enclave gate under Scenario 2 (roundabout control)
 - Queuing characteristics at the Enclave gate would be similar under Scenario 1 (signal) or Scenario 2 (roundabout)



- Field observations show the entryway for Enclave to be sufficiently wide and deep to store approximately five vehicles (125 feet of storage)
- It would be difficult to implement BRT through a roundabout
 - There are multiple examples of roundabouts on multilane roadways that operate BRT successfully and will design the roundabout to accommodate such transit operations (can be provided upon request)
- Roundabout design may impact the existing right of way to the south of Alder Creek Parkway where construction is already occurring

Truck Turning Analysis at Westwood Drive

- Planned fuel station located on Alder Creek between Bidwell and McCarthy
- Fuel trucks will have to turn onto Alder Creek and make a U-turn to return to the freeway
- If designed to permit it (larger footprint), the roundabout could provide a U-turn opportunity for fuel trucks at McCarthy
- If the roundabout does not provide sufficient turn radii for a fuel truck to make a U-turn, one potential truck type would require additional right-of-way at the northwest corner of Alder Creek Parkway and Westwood Drive (same as Scenario 1)

Indications that the Roundabout does not function as modeled (none)

- The roundabout provides the shortest queues of the analyzed segments, and no indications that it does not function as designed are anticipated
- Installation of the roundabout would occur in Phase 1. The roundabout is the most costly traffic control measure to install and, as such, Dignity Health will request the City's concurrence in the installation as a permanent traffic control measure (i.e., no triggers will be indicated to require Dignity Health to potentially fund the removal of this traffic control measure).
- If there are queueing concerns with the roundabout, then the other scenarios would not provide any mitigation

Future Potential Mitigation (none)

Given the footprint of the roundabout, reconstruction to convert to stop or signal control would be costly.

Roundabout Features and Benefits

- Roundabouts are safer, more efficient, less costly and reduce number of crashes where people are hurt or killed by 78-82% when compared to signalized intersections per the AASHTO Highway Safety Manual.



- **Roundabouts reduce the number of vehicles that must stop. This reduces delays and increases capacity of intersection.**
- **Reduces vehicle emissions as it eliminates stop and go driving, which produces the heaviest vehicle emissions.**
- **Reduces long term operational and maintenance costs compared to a signalized intersection. No signals to power and maintain.**
- **Folsom Plan Area Specific Plan includes roundabouts (see Exhibit D - Excerpt from Folsom Plan Area Specific Plan, 7.4 Traffic Calming Techniques)**

Scenario 3 — No Left Turn at McCarthy

This scenario includes the following components:

- Physical medians at McCarthy blocking left-turn movements for all approaches
- Pedestrian Signal on the eastern approach of Alder Creek Parkway at McCarthy to allow safe pedestrian crossing and access to BRT stations
- Double left turn lanes for the eastbound approach of Alder Creek Parkway and Westwood Drive
- BRT, when implemented, will be left running along the median heading westbound and in the right lane with mixed traffic running eastbound



Potential Operating Concerns

- Non-intuitive circulation resulting in wayfinding challenges for a driver population that can be under duress, older and/or unfamiliar with the area as typical for hospital visitors (See Exhibit E- Wayfinding Deficiencies)
- The resulting queue during the afternoon/evening extends up to Mercy Way along McCarthy Way
- The queue blocks vehicles from entering or exiting Dignity campus and adjacent parcels
- The average delay for vehicles on McCarthy Way is within the City's standard, but at the cusp of failure (within 0.3 seconds)
- Allowing vehicles to turn into an auxiliary lane on Alder Creek could alleviate queuing on McCarthy Way, but would require those vehicles to merge across multiple lanes in a short distance if motorists wish to continue to the west (Alder Creek) or south (Bidwell), resulting in an undesirable weaving condition with through vehicles from Westwood turning right onto Bidwell



Wayfinding

Wayfinding is a significant design aspect of healthcare experience and a functional necessity. The hospital wayfinding system must accommodate exterior vehicular, exterior pedestrian and interior pedestrian experiences in concert. Wayfinding design begins with the question of how does a first time patient, who may have vision and hearing impairments, arrive at the hospital facility? Measures to minimize visitor disorientation are critical in order to support patients in need of and deserving consideration and compassion.

Examples of inefficient wayfinding systems:

- Multiple pathways to the same area can create confusion
- More signs do not improve wayfinding, as the best wayfinding solution is intuitive

These examples result in time and resource waste when staff spend time giving directions to visitors.

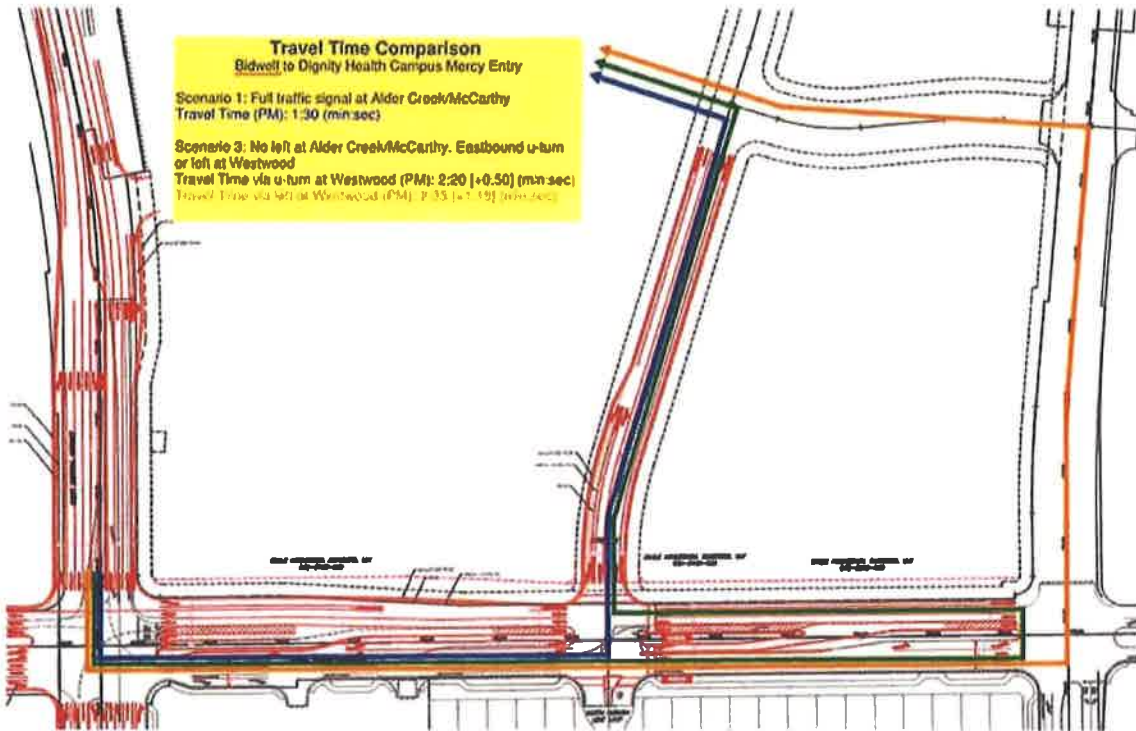
Wayfinding design principles:

- Clear sightlines to show what is ahead
- Limited navigation to not overwhelm users with choices
- Continuous visual connection
- Use landmarks to provide orientation
- Provide signs at decision points to assist in wayfinding decisions
- Comprehensive wayfinding design is the best approach

These design principles turn what could be a potentially frustrating ordeal into a smooth engaging journey. Successful wayfinding can alleviate visitor and patient stress and maximize staff efficiency.

Time is a limited resource and is a critical aspect of hospital operations, where a few minutes can mean the difference between life and death.

The direct access to the campus presented in Scenarios 1 and 2 are considerably superior over Scenario 3, where loss of visual connection presents significant wayfinding challenges and results in significant travel time delay.



Scenario 3 presents a wayfinding challenge to patients and visitors, as they lose visual connection to their destination as they drive past the campus along Alder Creek Parkway. This signage gap can trigger stress and confusion. From Alder Creek, a signature corridor, the driver then needs to negotiate one left turn at Placerville, a collector street. Passing McCarthy along Alder Creek, the driver has lost sight of the medical center. From Placerville Road, signage would be required to direct the driver to the medical center, as the view of the medical center is too far in the distance and obscured by the surrounding development, which is high density multifamily residential. Another left turn into Mercy is required to finally arrive at the destination.



Camera View 01



Camera View 02



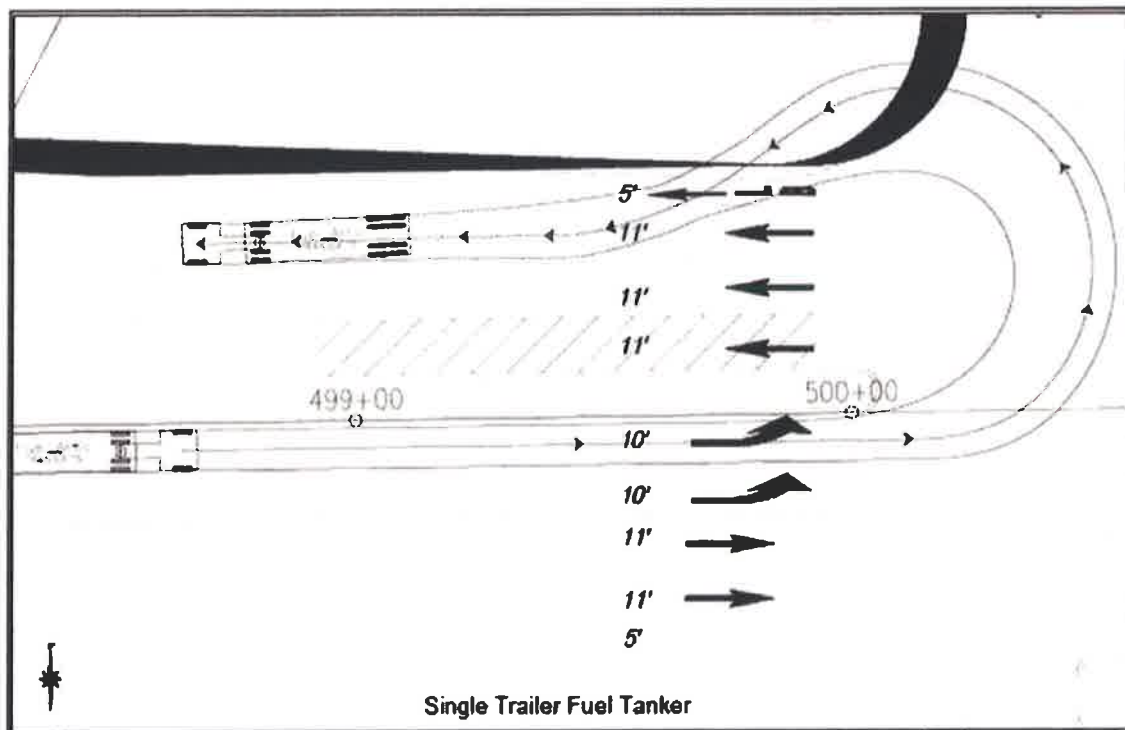
Camera View 03



Camera View 04

Truck Turning Analysis at Westwood Drive

- Planned fuel station located on Alder Creek between Bidwell and McCarthy Way
- Fuel trucks will have to turn onto Alder Creek and make a U-turn to return to the freeway
- U-turns would be blocked by a median at McCarthy Way
- One of the potential truck types would need additional room (More than Scenario 1 or 2) at the northwest corner of Alder Creek Parkway and Westwood Drive (see following truck uturn diagram). Scenario 3 has two left turn lanes at Alder Creek and the truck turn starts further north from the northwest corner. *In Scenarios 1 and 2 there is only one left turn lane and a larger median at Westwood, which accommodates the truck turn starting further south from the northwest corner.*



Indications that the Stop Control does not function as modeled

If the stop-control at Alder Creek Parkway and McCarthy Way operated as modeled, it would be observed as either:

- Queueing in the southbound approach on McCarthy Way extending to Mercy Drive, blocking driveways and operations at the intersection of McCarthy Way and Mercy Drive



- To validate that this is a chronic issue, the queue blocking (land starvation) should be observed during regular operations for more than 15 minutes during a peak hour and repeated three days in a week

Mitigation

Operations should be analyzed with peak hour counts, intersection modeling, and signal warrants before any capital changes are implemented. A phased mitigation should be implemented:

1. Maintain a pedestrian signal control for eastbound traffic and convert the intersection into a partial signal that stops westbound traffic on Alder Creek Parkway and allows protected southbound right turns to clear the queue if it extends halfway to Mercy Drive.
2. If the above remediation fails to clear the queue or causes queues on Alder Creek Parkway to extend to Westwood Drive, remove the median barrier and convert to the signalized intersection (i.e., Scenario 1).

Conclusion



Regards,
DEVENNEY GROUP LTD.

A handwritten signature in black ink, appearing to read "Joanie Palk", written in a cursive style.

Joanie Palk

c Martha Lofgren, Brewer Lofgren LLP



Exhibit A – City of Folsom Standard Construction Specifications Design Standards, Section 12: Site Access

study for the project, and the analysis shall use the City's projected modeled traffic volumes for the model's horizon year.

3) The driveway is at least 400 feet downstream and 600 feet upstream of an intersection containing left-turn pockets.

D. Turning movements may be restricted for any driveway where deemed necessary by the City Engineer because of safety concerns.

12.10 SIGNALIZED DRIVEWAYS

The need for traffic signals at driveways shall be based on warrants contained in the latest, edition of the Caltrans Traffic Manual (see Section 13 of these Design Standards). Any such evaluation shall be performed by the consultant as a part of the traffic study for the project.

The City will typically deny a request for a new signal if spacing requirements cannot be met. Typical minimum spacing required between traffic signals is one-quarter (¼) of a mile.

The City does not share in the cost of design and construction of traffic signals which solely serve private property (i.e. a "tee" intersection where the driveway is situated as the "stem" of the "tee"). The developer shall bear all costs of providing signalization at the private access point, including design and construction. In the case where a private access point comprises the fourth leg of an intersection where the other three legs are public streets, the developer shall ultimately be 100% financially responsible for the private leg (or approximately one-fourth the cost of signalizing the intersection). This obligation is in addition to sharing in the cost of the remaining signal via payment of the City's Major Road Mitigation Fee (if applicable).

12.11 MINIMUM REQUIRED THROAT DEPTH

Driveways shall meet the minimum required throat depth (MRTD) requirements (see Section 13.2 H). In the case of "drive-thru" facilities, attention is directed to the latter part of Section 13.2 H for minimum on-site storage distances for ingress vehicles.

On-site parking shall not be permitted within the MRTD area. The MRTD requirement does not apply to single family residential or duplex land uses.

In cases where a traffic study is not required, or in cases where there is insufficient data available to calculate the MRTD in accordance with Section 13.2 H, Table 12-1 shall be used to determine minimum required throat depth for access points for a site. In cases where a traffic study will be provided, but the access points have not yet been determined for a site, Table 12-1 shall be used to estimate the MRTD during the site design process. In these cases, the final MRTD, requirements shall be determined by the traffic study via the methodology in Section 13.2 H. The distances shown in Table 12-1 chart represent vehicle storage equivalents, which means the total required distance may be achieved by summing the throat depths for several access points if more than one access point is to serve the site. In these cases, the distance shown in Table 12-1 shall be prorated to each access point to the nearest 25 feet based on the estimated relative percent usage of each access point.



Exhibit B – City of Folsom Standard Construction Specifications Design Standards, Section 13: Traffic Impact Studies, 13.2 Traffic Study Format

TABLE 13-4

| TYPE OF FACILITY | VEHICLE STORAGE |
|--|-------------------------|
| Drive-thru bank window ¹ | 10 spaces |
| Drive-thru restaurant ² | 10 spaces |
| Drive-thru pharmacy ³ | 3 spaces |
| Automatic car wash | 10 spaces |
| Self-service car wash | 3 spaces |
| Drive-in theater | 15% of parking capacity |
| Hospital ⁴ | 1% of parking capacity |
| Service station | 4 spaces |
| Drive-thru liquor store ¹ | 3 spaces |
| Drive-thru dry cleaners ² | 3 spaces |
| Self-storage mini warehouse ⁴ | 2 spaces |

- ¹ Reduce to 3 spaces for seats and non-imbedded and credit unions.
- ² Measured to pick-up window.
- ³ At the main entrance to the hospital.
- ⁴ Measured to gate.

K. Traffic Signals/Stop Signs - The need for new traffic signals and stop signs shall be based on warrants contained in the latest edition of the State Traffic Manual.

If a new traffic signal is being proposed which is not already a part of the City's Capital Improvement Program, and the signal installation would result in less than 1,120 feet between signals, then the study shall include a signal progression analysis. The section of roadway to be analyzed for signal progression shall be determined by the Public Works Department and will include all existing and possible future signalized intersections.

The progression pattern calculations shall use a cycle consistent with current signal timing policies of the City. A desirable bandwidth of 50% of the signal cycle shall be used where existing conditions allow. Where intersections have no signals presently, but are expected to have signals, typically a 60% mainline, 40% cross street cycle split should be assumed. Cycle split assumptions shall relate to volume assumptions in the capacity analysis of individual intersections, and, where computerized progression analysis techniques are used, they shall be of the type which utilize turning movement volume data and pedestrian clearance times in the development of time/space diagrams.

The green time allocated to the cross street will be considered no less than the time which is required for a pedestrian to clear the main street using the Federal Highway Administration (FHWA) Manual on Uniform Traffic Control Devices standards.

Those intersections which would reduce the optimum bandwidth if a traffic signal were installed may be required to remain unsignalized and have turning movements limited by access design or median islands.

Exhibit C – Folsom Plan Area Specific Plan - March 2018, Section 7: Circulation



Exhibit D - Folsom Plan Area Specific Plan - March 2018, Section 7: Circulation, 7.4 Traffic Calming Techniques

Section 7

INTERSECTION AND MID-BLOCK BULB-OUTS

Intersection and mid-block bulb-outs may be used along roadways with high pedestrian activity to reduce the amount of time that pedestrians are exposed during roadway crossings. With the use of mid-block bulb-outs, on-street parking near intersections is eliminated to improve visibility. In addition to an increased feeling of safety for pedestrians, bulb-outs also serve as a way to decrease traffic speed, especially when vehicles attempt to turn. This measure should include accent paving and landscaping that does not impair driver sight lines. Parking is restricted along bulb-out areas and curbs shall be painted red to indicate that no parking is allowed.

SPECIAL PAVEMENT MARKINGS AND TEXTURED PAVING

Special pavement markings and textured paving serve as a visual reference for motorists of the likely presence of pedestrians and cyclists in the area. This measure may be used in conjunction with any combination of the other traffic calming measures.



Example of Special Pavement Markings

ROUNDBABOUTS/TRAFFIC CIRCLES

Roundabouts and traffic circles are an alternative form of traffic control that reduce traffic speed and the amount of stopping at intersections while providing neighborhood focal points. The use of traffic circles and roundabouts depends on several factors, such as the amount of traffic projected along a street segment, surrounding land uses, and whether the roundabout or traffic circle is a more efficient intersection control device than a stop sign or signalized intersection. If roundabouts or traffic circles are utilized, they shall be landscaped with drought tolerant low growing shrubs and grasses to provide a clear line of sight for pedestrians and motorists. Crosswalks must be located outside the roundabout or traffic circle to provide a pedestrian refuge island at the median location. Parking shall be prohibited within the roundabout or traffic circle.



Example of a Traffic Circle

7.5 TRUCK MANAGEMENT PLAN

Sacramento County, the City of Folsom, the City of Rancho Cordova, El Dorado County, CalTrans, the Capital Southeast Connector JPA, and the quarries south of the Plan Area worked together on a Truck Management Plan (TMP) to address the issues associated with quarry truck traffic. On December 6, 2011, the Folsom City Council voted to support the Truck Management Plan and to authorize the City Manager to execute the Truck Management Plan Agreement upon adoption of the TMP by the Sacramento County Board of Supervisors. On December 14, 2011, the Quarry Truck Management Plan was approved by the Sacramento County Board of Supervisors (*Resolution No. 2011-0938*). The city may redesign the Plan Area circulation network to accommodate future quarry truck traffic.

Exhibit E - Folsom Plan Area Specific Plan - March 2018, Section 7: Circulation, 7.6 Signature Corridors

Section 7

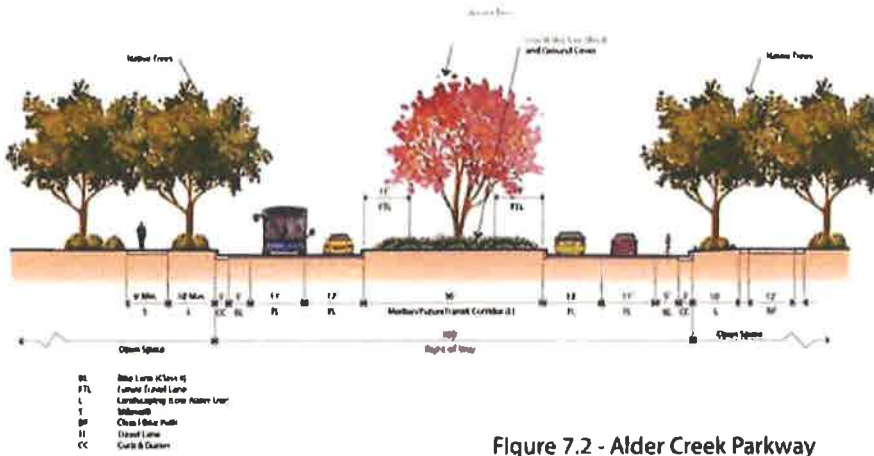


Figure 7.2 - Alder Creek Parkway
(Section A - 4 Lane Open Space Arterial)

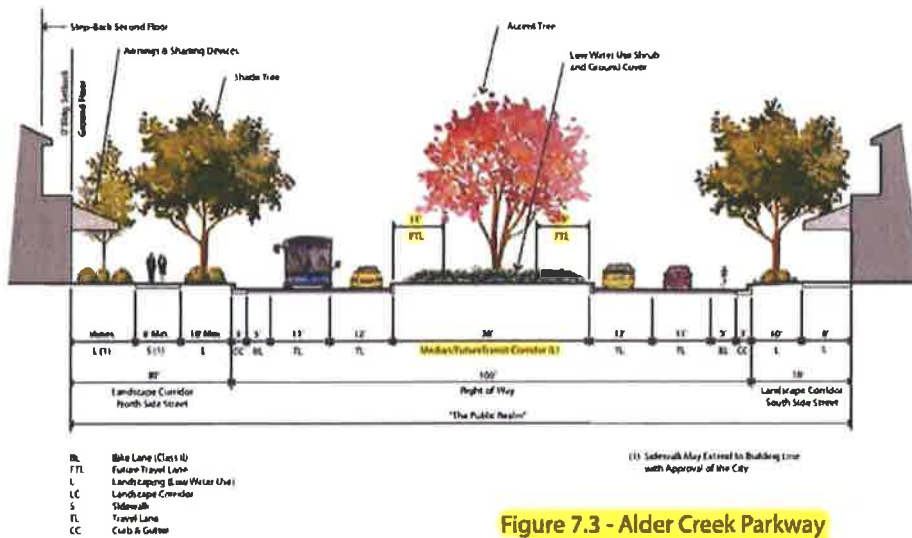


Figure 7.3 - Alder Creek Parkway
(Section B - 4 Lane Urban Arterial)

Attachment 20

**Transportation Analysis and CEQA Impact Study
Dated April 23, 2021 and April 29, 2021
(documents found on the City's website at
<https://www.folsom.ca.us/home/showpublisheddocument/6155/637558120792530000>)**

Attachment 21

Arborist Report and Oak Tree Mitigation Strategy Dated May 11, 2021

Arborist Survey and Mitigation Strategy

Parcel 85A and Offsite Infrastructure Project

Folsom, Sacramento County, California

Prepared For:

Eagle Commercial Partners, LLC



ECORP Consulting, Inc.
ENVIRONMENTAL CONSULTANTS

May 11, 2021

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- Attachment A – Tree Inventory
- Attachment B – Tree Survey Data (March 26, 2021)
- Attachment C – Representative Photographs
- Attachment D – Statement of Qualifications

LIST OF ACRONYMS AND ABBREVIATIONS

| | |
|----------|--|
| Arborist | ISA-certified arborist |
| ASCA | American Society of Consulting Arborists |
| City | City of Folsom |
| CRZ | Critical Root Zone |
| DSH | Diameter at standard height |
| EIR/EIS | Environmental Impact Report/Environmental Impact Statement |
| FPA | Folsom Plan Area |
| FPASP | Folsom Plan Area Specific Plan |
| ILF | In-lieu fee |
| NRCS | Natural Resources Conservation Service |
| Project | Parcel 85A and Offsite Infrastructure Project |
| TPZ | Tree Protection Zone |
| USACE | U.S. Army Corps of Engineers |
| USGS | U.S. Geological Survey |

1.0 INTRODUCTION

ECORP Consulting, Inc. conducted an arborist survey for the Parcel 85A and Offsite Infrastructure Project (Project), located in the city of Folsom in Sacramento County, California. The purpose of this report is to quantify oak woodland canopy within the Project Area as defined and identified on Figure 10.2 in the Folsom Plan Area Specific Plan (FPASP) (Torrence Planning et al. 2011) and to identify, map, and assess the general condition of trees within the Project Area according to the Folsom Tree Preservation Ordinance (Chapter 12.16, City [City] of Folsom 2020a). In addition, this report presents a preliminary mitigation strategy for the Project which will be updated at a later time once final impacts to oak woodland are determined.

2.0 PROJECT DESCRIPTION

The Project is generally located south of U.S. Highway 50, east of East Bidwell and north of Alder Creek Parkway, in Sacramento County, California (Figure 1). Additional offsite infrastructure elements occur to the west of East Bidwell. The Project corresponds to Sections 8, 9, 16, and 17, Township 9 North, Range 8 East (Mount Diablo Base and Meridian) of the "Clarksville, California" and "Folsom, California" 7.5-minute quadrangles (U.S. Geological Survey [USGS] 1953, 1967, respectively). The approximate center of the Project site corresponds to Latitude 38.64032° and Longitude -121.111751° within the Lower American Watershed (Hydrologic Unit Code #18020111; Natural Resources Conservation Service [NRCS] et. al. 2016).

The Project consists of a commercial development along with supporting offsite infrastructure. The Project site is predominantly undeveloped annual grassland with a small area of oak woodlands at the western edge of the offsite infrastructure component. A small portion of the Project area was previously impacted by implementation of other projects within Folsom Plan Area.

3.0 METHODS

3.1 Field Survey

Oak woodland for the entire Folsom Plan Area (FPA) was previously mapped and presented in the Conceptual Oak Tree Mitigation Plan (ECORP 2017). The oak woodland habitat was determined by locating stands of oak trees¹ with more than than 10-percent cover, then adding a 30-foot buffer to the outer edge of the tree canopy (ECORP 2017). Any oak trees not included within the oak woodland were determined to be individual or isolated oak trees.

¹ Oak woodlands were identified using geographic information systems technology, rectified aerial photographs, and field observation

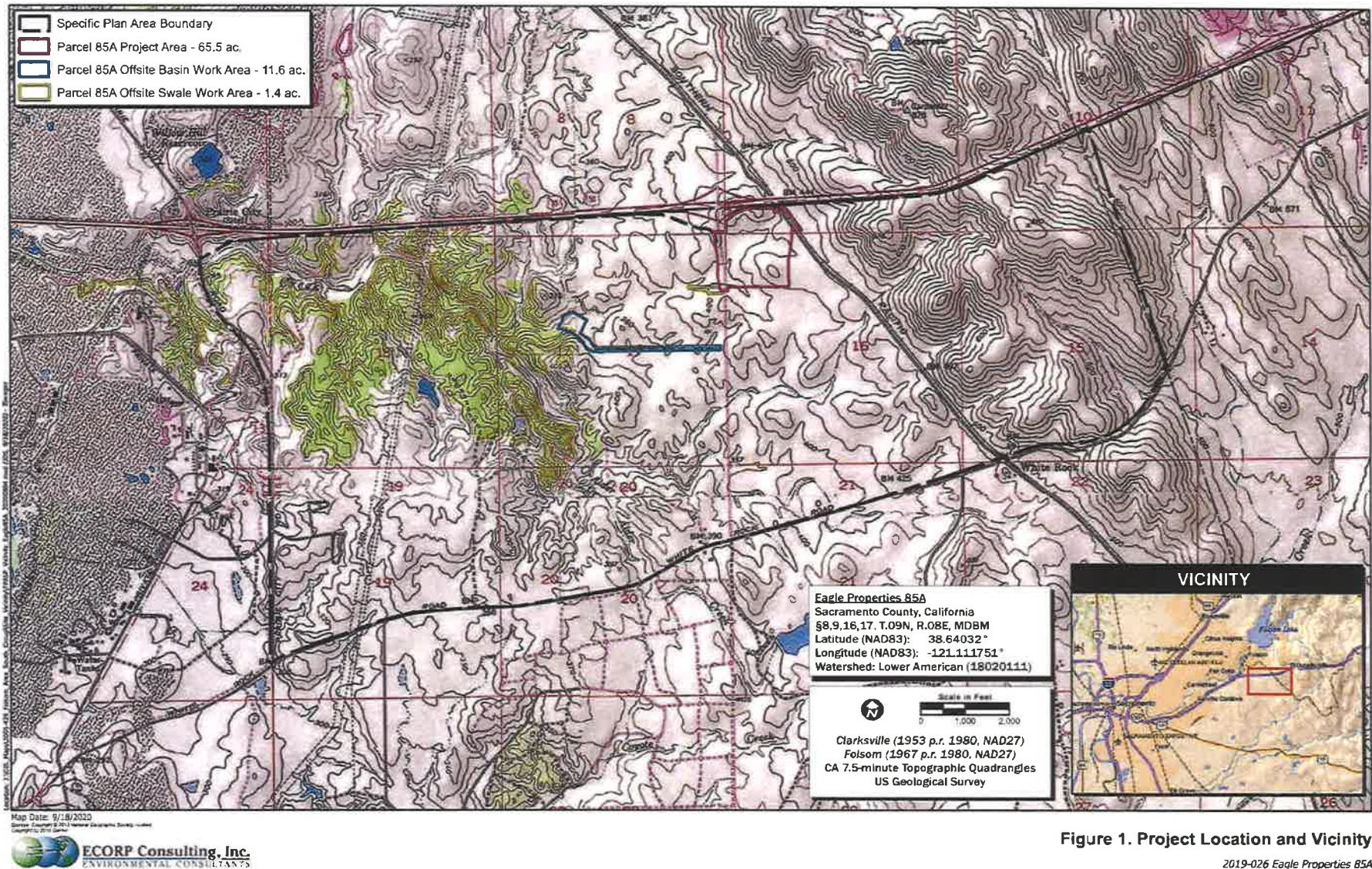


Figure 1. Project Location and Vicinity

2019-026 Eagle Properties 85A

ECORP arborist Krissy Walker-Berry (International Society of Arboriculture Certification #WE-11308A), with ECORP biologist Gabrielle Attisani, conducted the field survey on March 26, 2021. The Project Area was walked during the field survey, and data were recorded using a submeter capable Global Positioning System unit. No individual oak trees (as defined in the FPASP) were identified onsite. As such, the survey focused on the oak woodland area within the Project. While the approved FPASP Environmental Impact Report/Environmental Impact Statement (EIR/EIS; U.S. Army Corps of Engineers [USACE] and City of Folsom 2011) for the FPA does not require an arborist survey for trees within the oak woodland, at the request of the City, ECORP collected additional information on oak trees within the oak woodland. Oak tree locations within the oak woodland were previously surveyed and mapped by MacKay and Soms Civil Engineers and ECORP collected additional data on these specific individuals within the oak woodland.

All trees identified as Protected Trees (defined below) were surveyed. Trees excluded from the City of Folsom's Master Tree List as "not recommended" or "excluded from protection" or "heritage trees not eligible for heritage status" were not counted. Therefore, additional trees are located along within the Project that were not surveyed as part of this effort (e.g., known willow trees occurring along East Bidwell). Trees that occur outside of the Project area (i.e., trunk location is not within the Project Area) were not included in this survey. However, it is expected that these trees will be surveyed at a future time prior to ground breaking to provide baseline data for future monitoring (see Section 5.2).

3.2 Definitions

Data collected included species, tree tag number, diameter at standard height (DSH), dripline radius, structure, and condition. The survey results are intended for general Project planning purposes only; therefore, these results should not be considered a detailed tree analysis (i.e., results do not include hazard assessment, tree health diagnosis, preservation or removal recommendations, or pruning advisement). The following definitions from the Folsom Tree Preservation Ordinance were used to guide the methodology and data collection for this survey effort:

- **Critical Root Zone (CRZ):** A circle with a minimum radius of one foot for every one inch in trunk DSH. For Heritage trees, the CRZ shall be a circle with a minimum radius of 1.5 feet for every one inch in trunk DSH, unless reduced by the City Arborist.
- **Dripline Radius:** A perfect circle around the tree with the radius being equal to the longest branch of the tree.
- **Heritage Tree:** A tree on the City's Master Tree List that is over 30 inches DSH or a Multi-trunked Tree on the Master Tree List having a combined DSH of 50 inches or more, except for trees listed as "Not Eligible for Heritage Status."
- **Landmark Tree:** A tree or group of trees determined by the City Council to be a significant community benefit.

- **Master Tree List:** A list prepared by the City, as amended from time to time, identifying the species of trees that may be planted as replacement trees, as Parking Lot Shading Trees, or as Street Trees. The list also identifies tree species that are not recommended for planting within the Project or that should be excluded from protection.
- **Native Oak Tree:** Any tree over six inches DSH of the genus *Quercus* and species *lobata* (valley oak), *douglasii* (blue oak), *wislizenii* (interior live oak), *agrifolia* (coast live oak), or hybrids, thereof; or multi-trunked native oak trees having an aggregate diameter of 20 inches DSH or more.
- **Parking Lot Shading Tree:** Any tree planted in a parking lot in order to meet shade coverage requirement and as identified in the Zoning Code.
- **Protected Tree:** Native Oak Trees, Heritage Trees, Landmark Trees, and Regulated Trees.
- **Regulated Tree:** Trees required by the City's Zoning Code (such as Parking Lot Shading Trees and Street Trees) or required as conditions of development project approval (such as landscape buffer or screening trees) or required by this Chapter as mitigation for the removal of a Protected Tree.
- **Street Tree:** A tree of an approved species, in accordance with the City Master Tree List, located within 12.5 feet of a street or sidewalk, measured from the back of the sidewalk or back of the curb if no sidewalk exists.
- **Tree Protection Zone (TPZ):** The circumference of the outermost edge of the tree's CRZ or Dripline Radius, whichever is greater, plus one foot.

The following additional terms define the collected data:

- **DSH:** The diameter of a tree measured at 4.5 feet above ground while standing on the high side of the tree. For a tree other than a Multi-trunked Tree that branches at or below 4.5 feet, DSH shall mean the diameter at the narrowest point between the grade and the lowest branching point. For Multi-trunked Trees (trees with multiple vertical trunks in contact at or near ground level), the DSH shall be the diameter of each stem added together in total. This report lists total aggregate diameter along with the total number of trunks that were measured and each trunk's diameter.
- **Condition:** An estimate of the tree's overall health. This includes evaluation of foliage, evidence of wound healing, evidence of fungal attack, density of insect galls, and the amount and condition of attached deadwood, as well as the obvious potential for structural failure of one or more major branches or trunks, the environment and condition of the root crown, symmetry of the canopy, and any noticeable effects of crowding caused by adjacent trees. Each tree's condition was rated according to the American Society of Consulting Arborists (ASCA) rating system (Table 1).

| Rating | Rating Number | 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 |

In addition, where appropriate, notes were taken regarding any unusual features (e.g., large trunk cavities, obvious damage or disease, girdling by barbed wire).

4.0 RESULTS AND IMPACT ANALYSIS

4.1 Survey Results

Seventeen trees were inventoried in the oak woodland within the Project area. All 17 trees are native blue oak trees (*Quercus douglasii*). A map depicting the locations of the inventoried trees is included as Attachment A. Detailed tree survey data for each tree are included as Attachment B. Representative site photographs are included as Attachment C.

The Project Area includes 17 trees that meet the definition of Protected Trees as defined above. One of these trees, tag number 1600, can also be categorized as a Heritage Tree. Photographs of this particular tree are also included in Attachment C. Particular attention is being given to this tree and the potential for preservation; however, engineering constraints may preclude available preservation options.

A Tree Work Permit and Tree Removal Permit will need to be obtained from the City prior to any construction activities affecting a Protected Tree on this Project.

5.0 MITIGATION STRATEGY

Mitigation for tree impacts within the FPA follows the requirements of the FPASP EIR/EIS, rather than the current (City of Folsom 2020a) City Tree Preservation Ordinance. The following sections provide a general mitigation strategy that will be updated once final impacts are determined through the rough grading plan approval process.

5.1 Direct Impact/Removed Tree

Up to 17 trees may be removed within the oak woodland for Project implementation. Once the Project impacts have been determined, per the FPASP, there are three options for mitigation:

1. Preserve offsite oak woodland habitat. While this option is allowed, the City has previously requested that oak impacts for this project are mitigated onsite to the extent feasible. This is the preferred method of mitigation for this Project if the City supports this approach.
2. Use of the in-lieu fee (ILF) program. The total cost of the ILF program is \$150 per DSH inch removed. It is expected that some portion of mitigation will utilize the ILF program if offsite preservation is not utilized.
3. Onsite plantings. As previously discussed with the City, this is their preferred method for mitigation. However, onsite planting is not feasible within the boundaries of this Project as there are no open space areas that can support plantings. In the event that offsite preservation is not utilized, the City initially agreed to a deferred planting plan to be implemented in conjunction with a future project or phase of a project within the FPA, where planting locations will be available. Per the EIR/EIS, planting options include the following:
 - a. Option 1: 24-inch box oak tree; one of these replaces two DSH inches removed.
 - b. Option 2: 15-gallon container oak tree; one of these replaces one DSH inch removed.
 - c. Option 3: five-gallon container oak tree; one of these replaces 0.5 DSH inch removed.
 - d. Option 4: A combination of the above options.

5.2 Indirect Impact/Preserved Trees

It is expected that there will be indirect impacts to trees as a result of this project. However, the exact trees have not been identified at this time. Indirect impacts include activities such as, but not limited to, grading, trenching, paving, soil disturbance, and pruning within the TPZ of the tree.

The City has established standards for the TPZs of all Protected Trees. These standards include the following:

- A pre-construction meeting between the Project Arborist, City Arborist, construction foreman/superintendent, and all applicable parties.
- High-visibility exclusionary fencing shall be shown on the Project plans and installed to protect the TPZ of all Protected Trees in proximity to the regulated activity. Unless the Project construction goes through the TPZ, the fencing shall encompass the entire TPZ.

- Weatherproof warning signs shall be attached to the TPZ fencing.
- Where construction access through the TPZ is necessary, the soil shall be protected via the installation of an access path. The access path shall be comprised minimally of one-inch minimum thickness plyboards laid over a four-inch layer of mulch. Additionally, trunk protection or high-visibility fencing shall be placed around the trunk.
- Tree pruning will be completed by an experienced arborist, preferably prior to the start of construction.

The following must occur to protect the Protected Trees during the Project:

- If any follow-up pruning is discovered, tree pruning will be completed by an experienced contractor under the direct supervision of the Project Arborist.
- Any necessary root severance shall be performed with sharp, sterile hand tools. Roots that have been ripped, torn, or crushed shall be traced back to undamaged tissue and cut cleanly, resulting in a flat surface with the adjacent bark firmly attached.
- Roots exposed from grade cuts or trenching shall not be allowed to dry out. If roots will be exposed overnight or if directed by the Project Arborist, the cut faces shall be moistened and covered until backfilled.
- The following actions are prohibited within the TPZ of Protected Trees:
 - Parking of vehicles, equipment, or storage of material within the TPZ, unless otherwise approved by the City.
 - Breaking roots with a backhoe or crushing them with a grader.
 - Wounding or breaking tree trunks or branches through contact with vehicles or heavy equipment.
 - Contamination of soil by washing out equipment or conducting vehicle maintenance.

In addition to these standards of protection during construction, the FPASP and the Folsom Tree Preservation Ordinance require monitoring of trees that are indirectly impacted by construction. The following measures are recommended to monitor indirect impacts:

- Prior to grading, an Arborist will tag and assess the trees that will be subject to indirect impacts.

- Monitor the health of all Protected Trees potentially impacted by the construction activities throughout the duration of the development Project. Per discussion with the City Arborist, this means the Project Arborist will be present onsite at the following times: the first one to two days of work within the Project when in the vicinity of Protected Trees, all work under native oak tree canopies, during all tree pruning, and anytime a backhoe is being used under any TPZ. In addition, the Project Arborist will be on call for questions related to work under all trees when not onsite. Because the Arborist will not likely be needed each day, a minimum of one weekly site visit will be conducted to check on the status of the trees within the Project when work is being conducted in the vicinity of Protected Trees.
- Prepare a certificate of compliance at the conclusion of the Project, attesting compliance with the standards outlined in the Maintenance Standards and the conditions of the tree permit (City of Folsom 2020b).
- Monitor the health of all indirectly impacted Protected Trees annually, for a period of five years. If any monitored tree appears to be dead or dying within five years of Project implementation, the tree shall be replaced using the direct impact mitigation described above.

6.0 CONCLUSION

This Arborist Report and Mitigation Strategy is intended to support the Project's entitlement process. Exact impacts and mitigation are unknown at this time. It is expected that a Final Mitigation Plan will be prepared at a later time once final impacts have been determined and exact mitigation has been calculated. Other documents or information may be required to support the Final Mitigation Plan (but are not expected at this stage). These may be standalone plans or included within the Final Mitigation Plan (if feasible). These may include the following:

- Planting and Irrigation Plan
- Performance Standards and Monitoring Plan for Mitigation Plantings
- Indirect Monitoring Methodology Plan

7.0 REFERENCES

- City of Folsom. 2020a. *Tree Preservation*. Title 12. Chapter 12.16 Tree Preservation. Available online at: <http://www.codepublishing.com/CA/Folsom/#!/Folsom12/Folsom1216.html>. Accessed online March 15, 2020.
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LIST OF ATTACHMENTS

Attachment A – Tree Inventory

Attachment B – Tree Survey Data (March 26, 2021)

Attachment C – Representative Photographs

Attachment D – Statement of Qualifications

ATTACHMENT A

Tree Inventory



- Map Features**
- Parcel 85A Project - 90.6 ac.
- Oak Trees**
- Oak Woodland - 1.282 ac.
 - Tree Protection Zone (TPZ)
 - Blue Oak (17)

Sources: ESRI, USGS, NAIP (2020), Sacramento County (2018), MSCE



ATTACHMENT B

Tree Survey Data (March 26, 2021)

Tree Survey Data
March 26, 2021

| ECORP Tag # | MSCE # | Common Name | Latin Name | DSH (inches) | Dripline (feet) | Condition | Heritage? | CRZ* (feet) | TPZ^ (feet) | Field Notes |
|-------------|--------|-------------|--------------------------|--------------|-----------------|-----------|-----------|-------------|-------------|--|
| 1584 | 172 | Blue Oak | <i>Quercus douglasii</i> | 18 | 20 | Good | No | 18 | 21 | Some suckering, good budding |
| 1585 | 174 | Blue Oak | <i>Quercus douglasii</i> | 16 | 20 | Good | No | 16 | 21 | Medium lean, good budding |
| 1586 | 175 | Blue Oak | <i>Quercus douglasii</i> | 16 | 25 | Fair | No | 16 | 26 | Large lean, suckering, cavities, good budding |
| 1587 | 176 | Blue Oak | <i>Quercus douglasii</i> | 26 | 24 | Fair | No | 26 | 27 | Codominant stems with included bark, suckering, broken branches |
| 1588 | 179 | Blue Oak | <i>Quercus douglasii</i> | 12 | 18 | Good | No | 12 | 19 | Some suckering and dead branches, good budding |
| 1589 | 178 | Blue Oak | <i>Quercus douglasii</i> | 17.5 | 14 | Good | No | 17.5 | 18.5 | Suckering and few dead branches but good budding |
| 1590 | 177 | Blue Oak | <i>Quercus douglasii</i> | 13 | 16 | Good | No | 13 | 17 | Few dead branches and suckering but good budding |
| 1591 | 184 | Blue Oak | <i>Quercus douglasii</i> | 16 | 14 | Poor | No | 16 | 17 | Decent budding but all from suckers along branches, top of main trunk dead |
| 1592 | 183 | Blue Oak | <i>Quercus douglasii</i> | 17.5 | 20 | Fair | No | 17.5 | 21 | Codominant branching, suckering, and large dead branches, good budding |
| 1593 | 180 | Blue Oak | <i>Quercus douglasii</i> | 15.5 | 14 | Fair | No | 15.5 | 16.5 | Lots of suckering, large dead branches, good budding |
| 1594 | 181 | Blue Oak | <i>Quercus douglasii</i> | 11.5 | 14 | Fair | No | 11.5 | 15 | Lots of suckering and some large dead branches |
| 1595 | 182 | Blue Oak | <i>Quercus douglasii</i> | 11 | 16 | Fair | No | 11 | 17 | Some suckering and dead branches, good budding |
| 1596 | 185 | Blue Oak | <i>Quercus douglasii</i> | 12 | 18 | Fair | No | 12 | 19 | Lots of suckering |
| 1597 | 186 | Blue Oak | <i>Quercus douglasii</i> | 17 | 24 | Fair | No | 17 | 25 | Codominant trunks, suckering, and some dead branches, good budding |
| 1598 | 188 | Blue Oak | <i>Quercus douglasii</i> | 20.5 | 26 | Fair | No | 20.5 | 27 | Codominant trunks and dead branches, good budding |
| 1599 | 187 | Blue Oak | <i>Quercus douglasii</i> | 12.5 | 14 | Fair | No | 12.5 | 15 | Lots of suckering and dead branches |
| 1600 | 189 | Blue Oak | <i>Quercus douglasii</i> | 30.5 | 34 | Fair | Yes | 45.75 | 46.75 | Large dead branches, low suckering, good budding |

* CRZ = Critical Root Zone
^ TPZ = Tree Protection Zone

ATTACHMENT C

Representative Photographs



Photo 1: Tree 1585; March 26, 2021.



Photo 2: Tree 1587; March 26, 2021.



Photo 3: Tree 1589, 1590 and 1588 (left to right);
March 26, 2021.



Photo 4: Tree 1595; March 26, 2021.





Photo 5: Tree 1600; May 6, 2021.

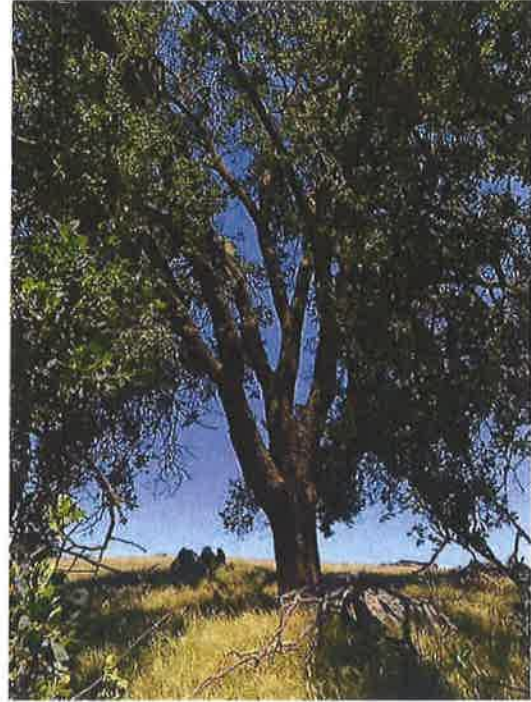


Photo 6: Tree 1600; May 6, 2021.

ATTACHMENT D

Statement of Qualifications

Attachment D

Statement of Qualifications

Krissy Walker-Berry

Senior Biologist and Certified Arborist, ECORP Consulting, Inc.

Ms. Walker-Berry is a biologist and certified arborist with more than 13 years of professional experience in field surveys, biological monitoring, preserve management, permitting, permit compliance, and report preparation for biological resources in both northern and southern California. Her arborist experience includes maintaining her ISA-certified arborist status since 2015 and her Tree Risk Assessment Qualification since 2018, as well as conducting multiple tree inventories, creation of tree mitigation plans, and monitoring construction activities around protected trees and other vegetation. She is also experienced in conducting focused and general surveys for listed and sensitive plants, general surveys for nonnative plants, vegetation mapping and assessment, jurisdictional wetland delineations, nesting bird surveys, and biological construction monitoring.

Attachment 22

Environmental Checklist and Addendum for Folsom Ranch Medical Center

Dated April, 2020

**(documents found on the City's website at
<https://www.folsom.ca.us/home/showpublisheddocument/6137/637558099893530000>)**

Attachment 23

Mitigation Monitoring and Reporting Program for Folsom Ranch Medical Center Project

Dated April, 2021

**(documents found on the City's website at
<https://www.folsom.ca.us/home/showpublisheddocument/6141/637558120754730000>)**

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