

		To ensure that Westbound U.S. 50 operates at an acceptable LOS between Hazel Avenue and Sunrise Boulevard, an auxiliary lane must be constructed. This improvement was recommended in the Traffic Operations Analysis Report for the U.S. 50 Auxiliary Lane Project and included in the proposed Rancho Cordova Parkway interchange project. Improvements to this freeway segment must be implemented by Caltrans. The applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a program established by that agency to reduce the impacts to Westbound U.S. 50 between Hazel Avenue and Sunrise Boulevard (Freeway Segment 18).	performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.	Sacramento County Department of Transportation
53-41	3A.15-1w (FPASP EIR/EIS)	<i>Participate in Fair Share Funding of Improvements to Reduce Impacts on U.S. 50 Eastbound/Folsom Boulevard Ramp Merge (Freeway Merge 4).</i> To ensure that Eastbound U.S. 50 operates at an acceptable LOS at the Folsom Boulevard merge, an auxiliary lane from the Folsom Boulevard merge to the Prairie City Road diverge must be constructed. This improvement was recommended in the Traffic Operations Analysis Report for the U.S. 50 Auxiliary Lane Project. This improvement is included in the proposed 50 Corridor Mobility Fee Program. The applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a program established by that agency to reduce the impacts to the U.S. 50 Eastbound/Folsom Boulevard Ramp Merge (Freeway Merge 4).	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.	City of Folsom Public Works Department and Sacramento County Department of Transportation
53-42	3A.15-1x (FPASP EIR/EIS)	<i>Participate in Fair Share Funding of Improvements to Reduce Impacts on U.S. 50 Eastbound/Prairie City Road Diverge (Freeway Diverge 5).</i> To ensure that Eastbound U.S. 50 operates at an acceptable LOS at the Prairie City Road off-ramp diverge, an auxiliary lane from the Folsom Boulevard merge must be constructed. This improvement was recommended in the Traffic Operations Analysis Report for the U.S. 50 Auxiliary Lane Project. This auxiliary lane improvement is included in the proposed 50 Corridor Mobility Fee Program. The applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by applicant, to reduce the impacts to the U.S. 50 Eastbound/Prairie City Road diverge (Freeway Diverge 5).	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.	City of Folsom Public Works Department and Sacramento County Department of Transportation

53-43	3A.15-1y (FPASP EIR/EIS)	<p><i>Participate in Fair Share Funding of Improvements to Reduce Impacts on U.S. 50 Eastbound/Prairie City Road Direct Merge (Freeway Merge 6).</i></p> <p>To ensure that Eastbound U.S. 50 operates at an acceptable LOS at the Prairie City Road onramp direct merge, an auxiliary lane to the East Bidwell Street – Scott Road diverge must be constructed. This auxiliary lane improvement is included in the proposed 50 Corridor Mobility Fee Program. The applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by applicant, to reduce the impacts to the U.S. 50 Eastbound/Prairie City Road direct merge (Freeway Merge 6).</p>	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.	City of Folsom Public Works Department
53-44	3A.15-1z (FPASP EIR/EIS)	<p><i>Participate in Fair Share Funding of Improvements to Reduce Impacts on U.S. 50 Eastbound/Prairie City Road Flyover On-Ramp to Oak Avenue Parkway Off-Ramp Weave (Freeway Weave 8).</i></p> <p>To ensure that Eastbound U.S. 50 operates at an acceptable LOS at the Prairie City Road flyover on-ramp to Oak Avenue Parkway off-ramp weave, an improvement acceptable to Caltrans should be implemented to eliminate the unacceptable weaving conditions. Such an improvement may involve a “braided ramp”.</p> <p>The applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by applicant, to reduce the impacts to the U.S. 50 Eastbound / Prairie City Road flyover on-ramp to Oak Avenue Parkway off-ramp weave (Freeway Weave 8).</p>	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.	City of Folsom Public Works Department
53-45	3A.15-1aa (FPASP EIR/EIS)	<p><i>Participate in Fair Share Funding of Improvements to Reduce Impacts on U.S. 50 Eastbound/Oak Avenue Parkway Loop Merge (Freeway Merge 9).</i></p> <p>To ensure that Eastbound U.S. 50 operates at an acceptable LOS at the Oak Avenue Parkway loop merge, an auxiliary lane to the East Bidwell Street – Scott Road diverge must be constructed. This auxiliary lane improvement is included in the proposed 50 Corridor Mobility Fee Program. The applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by applicant, to reduce the</p>	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the	City of Folsom Public Works Department

		impacts to the U.S. 50 Eastbound/ Oak Avenue Parkway loop merge (Freeway Merge 9).	improvement should be built.	
53-46	3A.15-1dd (FPASP EIR/EIS)	<i>Participate in Fair Share Funding of Improvements to Reduce Impacts on U.S. 50 Westbound/Empire Ranch Road Loop Ramp Merge (Freeway Merge 23).</i> To ensure that Westbound U.S. 50 operates at an acceptable LOS, the northbound Empire Ranch Road loop on ramp should start the westbound auxiliary lane that ends at the East Bidwell Street – Scott Road off ramp. The slip on ramp from southbound Empire Ranch Road would merge into this extended auxiliary lane. Improvements to this freeway segment must be implemented by Caltrans. The applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by applicant, to reduce the impacts to the U.S. 50 Westbound/Empire Ranch Road loop ramp merge (Freeway Merge 23).	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.	City of Folsom Public Works Department
53-47	3A.15-1ee (FPASP EIR/EIS)	<i>Participate in Fair Share Funding of Improvements to Reduce Impacts on U.S. 50 Westbound/Oak Avenue Parkway Loop Ramp Merge (Freeway Merge 29).</i> To ensure that Westbound U.S. 50 operates at an acceptable LOS, the northbound Oak Avenue Parkway loop on ramp should start the westbound auxiliary lane that ends at the Prairie City Road off ramp. The slip on ramp from southbound Oak Avenue Parkway would merge into this extended auxiliary lane. Improvements to this freeway segment must be implemented by Caltrans. The applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by applicant, to reduce the impacts to the U.S. 50 Westbound/Oak Avenue Parkway loop ramp merge (Freeway Merge 29).	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.	City of Folsom Public Works Department
53-48	3A.15-1ff (FPASP EIR/EIS)	<i>Participate in Fair Share Funding of Improvements to Reduce Impacts on U.S. 50 Westbound/Prairie City Road Loop Ramp Merge (Freeway Merge 32).</i> To ensure that Westbound U.S. 50 operates at an acceptable LOS at the Prairie City Road loop ramp merge, an auxiliary lane to the Folsom Boulevard off ramp diverge must be constructed. This auxiliary lane improvement is included in the proposed 50 Corridor Mobility Fee Program. The applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project	City of Folsom Public Works Department and Sacramento County Department of Transportation

		appropriate and reliable mechanism paid for by applicant, to reduce the impacts to the U.S. 50 Westbound/Prairie City Road Loop Ramp Merge (Freeway Merge 32).	phase the improvement should be built.	
53-49	3A.15-1gg (FPASP EIR/EIS)	<i>Participate in Fair Share Funding of Improvements to Reduce Impacts on U.S. 50 Westbound/Prairie City Road Direct Ramp Merge (Freeway Merge 33).</i> To ensure that Westbound U.S. 50 operates at an acceptable LOS at the Prairie City Road direct ramp merge, an auxiliary lane to the Folsom Boulevard off ramp diverge must be constructed. This auxiliary lane improvement is included in the proposed 50 Corridor Mobility Fee Program. The applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by applicant, to reduce the impacts to the U.S. 50 Westbound/Prairie City Road direct ramp merge (Freeway Merge 33).	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.	City of Folsom Public Works Department and Sacramento County Department of Transportation
53-50	3A.15-1hh (FPASP EIR/EIS)	<i>Participate in Fair Share Funding of Improvements to Reduce Impacts on U.S. 50 Eastbound/Folsom Boulevard Diverge (Freeway Diverge 34).</i> To ensure that Westbound U.S. 50 operates at an acceptable LOS at the Folsom Boulevard Diverge, an auxiliary lane from the Prairie City Road loop ramp merge must be constructed. Improvements to this freeway segment must be implemented by Caltrans. This auxiliary lane improvement is included in the proposed 50 Corridor Mobility Fee Program. The applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by applicant, to reduce the impacts to the U.S. 50 Eastbound / Folsom Boulevard diverge (Freeway Diverge 34).	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.	City of Folsom Public Works Department and Sacramento County Department of Transportation
53-51	3A.15-1ii (FPASP EIR/EIS)	<i>Participate in Fair Share Funding of Improvements to Reduce Impacts on U.S. 50 Westbound/Hazel Avenue Direct Ramp Merge (Freeway Merge 38).</i> To ensure that Westbound U.S. 50 operates at an acceptable LOS at the Hazel Avenue direct ramp merge, an auxiliary lane to the Sunrise Boulevard off ramp diverge must be constructed. This auxiliary lane improvement is included in the proposed 50 Corridor Mobility Fee Program. The applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project	Sacramento County Department of Transportation and City of Rancho Cordova Department of Public Works

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

		Management Association to reduce the number of single-occupant automobile travel on area roadways and intersections.		
53-55	3A.15-3 (FPASP EIR/EIS)	<i>Pay Full Cost of Identified Improvements that Are Not Funded by the City's Fee Program.</i> In accordance with Measure W, the project applicant(s) for any particular discretionary development application shall provide fair-share contributions to the City's transportation impact fee program to fully fund improvements only required because of the Specific Plan.	As a condition of project approval and/or as a condition of the development agreement for all project phases.	City of Folsom Public Works Department
53-56	3A.15-4a (FPASP EIR/EIS)	<i>The Applicant Shall Pay a Fair Share to Fund the Construction of Improvements to the Sibley Street/Blue Ravine Road Intersection (Folsom Intersection 2).</i> To ensure that the Sibley Street/Blue Ravine Road intersection operates at a LOS D with less than the Cumulative No Project delay, the northbound approach must be reconfigured to consist of two left-turn lane, two through lanes, and one dedicated right-turn lane. The applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by applicant, to reduce the impacts to the Sibley Street/Blue Ravine Road intersection (Folsom Intersection 2).	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.	City of Folsom Public Works Department
53-57	3A.15-4b (FPASP EIR/EIS)	<i>The Applicant Shall Pay a Fair Share to Fund the Construction of Improvements to the Oak Avenue Parkway/East Bidwell Street Intersection (Folsom Intersection 6).</i> To ensure that the Oak Avenue Parkway/East Bidwell Street intersection operates at an acceptable LOS, the eastbound (East Bidwell Street) approach must be reconfigured to consist of two left-turn lanes, four through lanes and a right-turn lane, and the westbound (East Bidwell Street) approach must be reconfigured to consist of two left turn lanes, four through lanes, and a right-turn lane. It is against the City of Folsom policy to have eight lane roads because of the impacts to non-motorized traffic and adjacent development; therefore, this improvement is infeasible.	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.	City of Folsom Public Works Department
53-58	3A.15-4c (FPASP EIR/EIS)	<i>The Applicant Shall Pay a Fair Share to Fund the Construction of Improvements to the East Bidwell Street/College Street Intersection (Folsom Intersection 7).</i>	Before project build out. A phasing analysis	City of Folsom Public Works Department

		To ensure that the East Bidwell Street/College Street intersection operates at acceptable LOS C or better, the westbound approach must be reconfigured to consist of one left-turn lane, one left-through lane, and two dedicated right-turn lanes. The applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by applicant, to reduce the impacts to the East Bidwell Street/Nesmith Court intersection (Folsom Intersection 7).	should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.	
53-59	3A.15-4d (FPASP EIR/EIS)	<i>The Applicant Shall Pay a Fair Share to Fund the Construction of Improvements to the East Bidwell Street/Iron Point Road Intersection (Folsom Intersection 21).</i> To ensure that the East Bidwell Street /Iron Point Road intersection operates at an acceptable LOS, the northbound approach must be reconfigured to consist of two left-turn lanes, four through lanes and a right-turn lane, and the southbound approach must be reconfigured to consist of two left-turn lanes, four through lanes and a right-turn lane. It is against the City of Folsom policy to have eight lane roads because of the impacts to non-motorized traffic and adjacent development; therefore, this improvement is infeasible.	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.	City of Folsom Public Works Department
53-60	3A.15-4e (FPASP EIR/EIS)	<i>The Applicant Shall Pay a Fair Share to Fund the Construction of Improvements to the Serpa Way/ Iron Point Road Intersection (Folsom Intersection 23).</i> To improve LOS at the Serpa Way/ Iron Point Road intersection, the northbound approaches must be restriped to consist of one left-turn lane, one shared left-through lanes, and one right-turn lane. The applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by applicant, to reduce the impacts to the Serpa Way/Iron Point Road Intersection (Folsom Intersection 23).	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.	City of Folsom Public Works Department
53-61	3A.15-4f (FPASP EIR/EIS)	<i>The Applicant Shall Pay a Fair Share to Fund the Construction of Improvements to the Empire Ranch Road/Iron Point Road Intersection (Folsom Intersection 24).</i>	Before project build out. A phasing analysis should be	City of Folsom Public Works Department

		To ensure that the Empire Ranch Road / Iron Point Road intersection operates at a LOS D or better, all of the following improvements are required: The eastbound approach must be reconfigured to consist of one left-turn lane, two through lanes, and a right-turn lane. The westbound approach must be reconfigured to consist of two left-turn lanes, one through lane, and a through-right lane. The northbound approach must be reconfigured to consist of two left-turn lanes, three through lanes, and a right-turn lane. The southbound approach must be reconfigured to consist of two left-turn lanes, three through lanes, and a right-turn lane. The applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by applicant, to reduce the impacts to the Empire Ranch Road / Iron Point Road Intersection Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built. (Folsom Intersection 24).	performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.	
53-62	3A.15-4g (FPASP EIR/EIS)	<i>The Applicant Shall Fund and Construct Improvements to the Oak Avenue Parkway/Easton Valley Parkway Intersection (Folsom Intersection 33).</i> To ensure that the Oak Avenue Parkway/Easton Valley Parkway intersection operates at an acceptable LOS the southbound approach must be reconfigured to consist of two left-turn lanes, two through lanes, and two right-turn lanes. The applicant shall fund and construct these improvements.	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.	City of Folsom Public Works Department
53-63	3A.15-4i (FPASP EIR/EIS)	<i>Participate in Fair Share Funding of Improvements to Reduce Impacts on the Grant Line Road/White Rock Road Intersection (Sacramento County Intersection 3).</i> To ensure that the Grant Line Road/White Rock Road intersection operates at an acceptable LOS E or better this intersection should be replaced by some type of grade separated intersection or interchange. Improvements to this intersection are identified in the Sacramento County's Proposed General Plan. Implementation of these improvements would assist in reducing traffic impacts on this intersection by providing acceptable operation. Intersection improvements must be implemented by	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the	Sacramento County Department of Transportation.

		Sacramento County. The applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a program established by that agency to reduce the impacts to the Grant Line Road/White Rock Road Intersection (Sacramento County Intersection 3).	improvement should be built.	
53-64	3A.15-4j (FPASP EIR/EIS)	<p><i>Participate in Fair Share Funding of Improvements to Reduce Impacts on Grant Line Road between White Rock Road and Kiefer Boulevard (Sacramento County Roadway Segments 5-7).</i></p> <p>To improve operation on Grant Line Road between White Rock Road and Kiefer Boulevard, this roadway segment must be widened to six lanes. This improvement is proposed in the Sacramento County and the City of Rancho Cordova General Plans; however, it is not in the 2035 MTP. Improvements to this roadway segment must be implemented by Sacramento County and the City of Rancho Cordova. The applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a program established by that agency to reduce the impacts to Grant Line Road between White Rock Road and Kiefer Boulevard (Sacramento County Roadway Segments 5-7). The identified improvement would more than offset the impacts specifically related to the Folsom South of U.S. 50 project on this roadway segment.</p>	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.	Sacramento County Department of Transportation.
53-65	3A.15-4k (FPASP EIR/EIS)	<p><i>Participate in Fair Share Funding of Improvements to Reduce Impacts on Grant Line Road between Kiefer Boulevard and Jackson Highway (Sacramento County Roadway Segment 8).</i></p> <p>To improve operation on Grant Line Road between Kiefer Boulevard Jackson Highway, this roadway segment could be widened to six lanes. This improvement is proposed in the Sacramento County and the City of Rancho Cordova General Plans; however, it is not in the 2035 MTP. Improvements to this roadway segment must be implemented by Sacramento County and the City of Rancho Cordova. The applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a program established by that agency to reduce the impacts to Grant Line Road between Kiefer Boulevard and Jackson Highway (Sacramento County Roadway Segment 8). The identified improvement would more than offset the impacts specifically related to the Folsom South of U.S. 50 project on this roadway segment.</p>	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.	Sacramento County Department of Transportation.

53-66	3A.15-4l (FPASP EIR/EIS)	<p><i>Participate in Fair Share Funding of Improvements to Reduce Impacts on Hazel Avenue between Curragh Downs Drive and U.S. 50 Westbound Ramps (Sacramento County Roadway Segments 12-13).</i></p> <p>To improve operation on Hazel Avenue between Curragh Downs Drive and the U.S. 50 westbound ramps, this roadway segment could be widened to eight lanes. This improvement is inconsistent with Sacramento County's general plan because the county's policy requires a maximum roadway cross section of six lanes. Analysis shown later indicates that improvements at the impacted intersection in this segment can be mitigated (see Mitigation Measure 3A.15-4q). Improvements to impacted intersections on this segment will improve operations on this roadway segment and, therefore; mitigate this segment impact. The applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a program established by that agency to reduce the impacts to Hazel Avenue between Curragh Downs Drive and U.S. 50 Westbound Ramps (Sacramento County Roadway Segments 12-13).</p>	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.	Sacramento County Department of Transportation.
53-67	3A.15-4m (FPASP EIR/EIS)	<p><i>Participate in Fair Share Funding of Improvements to Reduce Impacts on White Rock Road between Grant Line Road and Prairie City Road (Sacramento County Roadway Segment 22).</i></p> <p>To improve operation on White Rock Road between Grant Line Road and Prairie City Road, this roadway segment must be widened to six lanes. This improvement is included in the 2035 MTP but is not included in the Sacramento County General Plan. Improvements to this roadway segment must be implemented by Sacramento County. The identified improvement would more than offset the impacts specifically related to the Folsom South of U.S. 50 project on this roadway segment. However, because of other development in the region that would substantially increase traffic levels, this roadway segment would continue to operate at an unacceptable LOS F even with the capacity improvements identified to mitigate Folsom South of U.S. 50 impacts. The applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a program established by that agency to reduce the impacts to White Rock Road between Grant Line Road and Prairie City Road (Sacramento County Roadway Segment 22).</p>	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.	Sacramento County Department of Transportation.

53-68	3A.15-4n (FPASP EIR/EIS)	<p><i>Participate in Fair Share Funding of Improvements to Reduce Impacts on White Rock Road between Empire Ranch Road and Carson Crossing Road (Sacramento County Roadway Segment 28).</i></p> <p>To improve operation on White Rock Road between Empire Ranch Road and Carson Crossing Road, this roadway segment must be widened to six lanes. Improvements to this roadway segment must be implemented by Sacramento County. The applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a program established by that agency to reduce the impacts to White Rock Road between Empire Ranch Road and Carson Crossing Road (Sacramento County Roadway Segment 28).</p>	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.	Sacramento County Department of Transportation.
53-69	3A.15-4o (FPASP EIR/EIS)	<p><i>Participate in Fair Share Funding of Improvements to Reduce Impacts on the White Rock Road/Carson Crossing Road Intersection (El Dorado County 1).</i></p> <p>To ensure that the White Rock Road/Carson Crossing Road intersection operates at an acceptable LOS, the eastbound right turn lane must be converted into a separate free right turn lane, or double right. Improvements to this intersection must be implemented by El Dorado County. The applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a program established by that agency to reduce the impacts to the White Rock Road/Carson Crossing Road Intersection (El Dorado County 1).</p>	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.	Sacramento County Department of Transportation.
53-70	3A.15-4p (FPASP EIR/EIS)	<p><i>Participate in Fair Share Funding of Improvements to Reduce Impacts on the Hazel Avenue/U.S. 50 Westbound Ramps Intersection (Caltrans Intersection 1).</i></p> <p>To ensure that the Hazel Avenue/U.S. 50 westbound ramps intersection operates at an acceptable LOS, the westbound approach must be reconfigured to consist of one dedicated left turn lane, one shared left through lane and three dedicated right-turn lanes. Improvements to this intersection must be implemented by Caltrans and Sacramento County. The applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a program established by that agency to reduce the impacts to the Hazel Avenue/U.S. 50 Westbound Ramps Intersection (Caltrans Intersection 1).</p>	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.	Sacramento County Department of Transportation.

53-71	3A.15-4q (FPASP EIR/EIS)	<p><i>Participate in Fair Share Funding of Improvements to Reduce Impacts on Eastbound US 50 between Zinfandel Drive and Sunrise Boulevard (Freeway Segment 1).</i></p> <p>To ensure that Eastbound US 50 operates at an acceptable LOS between Zinfandel Drive and Sunrise Boulevard, an additional eastbound lane could be constructed. This improvement is not consistent with the Concept Facility in Caltrans State Route 50 Corridor System Management Plan; therefore, it is not likely to be implemented by Caltrans by 2030. Construction of the Capitol South East Connector, including widening White Rock Road and Grant Line Road to six lanes with limited access, could divert some traffic from U.S. 50 and partially mitigate the project's impact. The applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a program established by that agency to reduce the impacts to Eastbound U.S. 50 between Zinfandel Drive and Sunrise Boulevard (Freeway Segment 1).</p>	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.	Sacramento County Department of Transportation.
53-72	3A.15-4r (FPASP EIR/EIS)	<p><i>Participate in Fair Share Funding of Improvements to Reduce Impacts on Eastbound US 50 between Rancho Cordova Parkway and Hazel Avenue (Freeway Segment 3).</i></p> <p>To ensure that Eastbound US 50 operates at an acceptable LOS between Rancho Cordova Parkway and Hazel Avenue, an additional eastbound lane could be constructed. This improvement is not consistent with the Concept Facility in Caltrans State Route 50 Corridor System Management Plan; therefore, it is not likely to be implemented by Caltrans by 2030. Construction of the Capitol South East Connector, including widening White Rock Road and Grant Line Road to six lanes with limited access, could divert some traffic off of U.S. 50 and partially mitigate the project's impact. The applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a program established by that agency to reduce the impacts to Eastbound U.S. 50 between Rancho Cordova Parkway and Hazel Avenue (Freeway Segment 3).</p>	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.	Sacramento County Department of Transportation.
53-73	3A.15-4s (FPASP EIR/EIS)	<p><i>Participate in Fair Share Funding of Improvements to Reduce Impacts on Eastbound US 50 between Folsom Boulevard and Prairie City Road (Freeway Segment 5).</i></p> <p>To ensure that Eastbound US 50 operates at an acceptable LOS between Folsom Boulevard and Prairie City Road, the eastbound auxiliary lane</p>	Before project build out. A phasing analysis should be performed prior to	Sacramento County Department of Transportation.

		<p>should be converted to a mixed flow lane that extends to and drops at the Oak Avenue Parkway off ramp (see mitigation measure 3A.15-4t). Improvements to this freeway segment must be implemented by Caltrans. This improvement is not consistent with the Concept Facility in Caltrans State Route 50 Corridor System Management Plan; therefore, it is not likely to be implemented by Caltrans by 2030. Construction of the Capitol South East Connector, including widening White Rock Road and Grant Line Road to six lanes with limited access, could divert some traffic off of U.S. 50 and partially mitigate the project's impact. The applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by applicant, to reduce the impacts to Eastbound U.S. 50 between Folsom Boulevard and Prairie City Road (Freeway Segment 5).</p>	<p>approval of the first subdivision map to determine during which project phase the improvement should be built.</p>	
53-74	3A.15-4t (FPASP EIR/EIS)	<p><i>Participate in Fair Share Funding of Improvements to Reduce Impacts on Eastbound US 50 between Prairie City Road and Oak Avenue Parkway (Freeway Segment 6).</i></p> <p>To ensure that Eastbound US 50 operates at an acceptable LOS between Prairie City Road and Oak Avenue Parkway, the northbound Prairie City Road slip on ramp should merge with the eastbound auxiliary lane that extends to and drops at the Oak Avenue Parkway off ramp (see Mitigation Measures 3A.15-4u, v and w), and the southbound Prairie City Road flyover on ramp should be braided over the Oak Avenue Parkway off ramp and start an extended full auxiliary lane to the East Bidwell Street – Scott Road off ramp. Improvements to this freeway segment must be implemented by Caltrans. The applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by applicant, to reduce the impacts to Eastbound U.S. 50 between Prairie City Road and Oak Avenue Parkway (Freeway Segment 6).</p>	<p>Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.</p>	<p>Sacramento County Department of Transportation.</p>
53-75	3A.15-4u (FPASP EIR/EIS)	<p><i>Participate in Fair Share Funding of Improvements to Reduce Impacts on the U.S. 50 Eastbound / Prairie City Road Slip Ramp Merge (Freeway Merge 6).</i></p> <p>To ensure that Eastbound US 50 operates at an acceptable LOS, the northbound Prairie City Road slip on ramp should start the eastbound auxiliary lane that extends to and drops at the Oak Avenue Parkway off ramp (see mitigation measure 3A.15-4u, w and x), and the southbound</p>	<p>Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during</p>	<p>Sacramento County Department of Transportation.</p>

		Prairie City Road flyover on ramp should be braided over the Oak Avenue Parkway off ramp and start an extended full auxiliary lane to the East Bidwell Street – Scott Road off ramp. Improvements to this freeway segment must be implemented by Caltrans. The applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by applicant, to reduce the impacts to the U.S. 50 Eastbound / Prairie City Road slip ramp merge (Freeway Merge 6).	which project phase the improvement should be built.	
53-76	3A.15-4v (FPASP EIR/EIS)	<i>Participate in Fair Share Funding of Improvements to Reduce Impacts on the U.S. 50 Eastbound / Prairie City Road Flyover On Ramp to Oak Avenue Parkway Off Ramp Weave (Freeway Weave 7).</i> To ensure that Eastbound US 50 operates at an acceptable LOS, the northbound Prairie City Road slip on ramp should start the eastbound auxiliary lane that extends to and drops at the Oak Avenue Parkway off ramp (see mitigation measure 3A.15-4u, v and x), and the southbound Prairie City Road flyover on ramp should be braided over the Oak Avenue Parkway off ramp and start an extended full auxiliary lane to the East Bidwell Street – Scott Road off ramp. Improvements to this freeway segment must be implemented by Caltrans. The applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by applicant, to reduce the impacts to the U.S. 50 Eastbound / Prairie City Road Flyover On Ramp to Oak Avenue Parkway Off Ramp Weave (Freeway Weave 7).	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.	Sacramento County Department of Transportation.
53-77	3A.15-4w (FPASP EIR/EIS)	<i>Participate in Fair Share Funding of Improvements to Reduce Impacts on U.S. 50 Eastbound / Oak Avenue Parkway Loop Ramp Merge (Freeway Merge 8).</i> To ensure that Eastbound US 50 operates at an acceptable LOS, the southbound Oak Avenue Parkway loop on ramp should merge with the eastbound auxiliary lane that starts at the southbound Prairie City Road braided flyover on ramp and ends at the East Bidwell Street – Scott Road off ramp (see mitigation measure 3A.15-4u, v and w). Improvements to this freeway segment must be implemented by Caltrans. The applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by applicant, to reduce the impacts to U.S. 50 Eastbound / Oak Avenue Parkway Loop Ramp Merge (Freeway Merge 8).	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.	Sacramento County Department of Transportation.

53-78	3A.15-4x (FPASP EIR/EIS)	<p><i>Participate in Fair Share Funding of Improvements to Reduce Impacts on U.S. 50 Westbound / Empire Ranch Road Loop Ramp Merge (Freeway Merge 27).</i></p> <p>To ensure that Westbound US 50 operates at an acceptable LOS, the northbound Empire Ranch Road loop on ramp should start the westbound auxiliary lane that ends at the East Bidwell Street – Scott Road off ramp. The slip-on ramp from southbound Empire Ranch Road slip ramp would merge into this extended auxiliary lane. Improvements to this freeway segment must be implemented by Caltrans. The applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by applicant, to reduce the impacts to the U.S. 50 Westbound / Empire Ranch Road loop ramp merge (Freeway Merge 27).</p>	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.	Sacramento County Department of Transportation.
53-79	3A.15-4y (FPASP EIR/EIS)	<p><i>Participate in Fair Share Funding of Improvements to Reduce Impacts on U.S. 50 Westbound / Prairie City Road Loop Ramp Merge (Freeway Merge 35).</i></p> <p>To ensure that Westbound US 50 operates at an acceptable LOS, the northbound Prairie City Road loop on ramp should start the westbound auxiliary lane that continues beyond the Folsom Boulevard off ramp. The slip-on ramp from southbound Prairie City Road slip ramp would merge into this extended auxiliary lane. Improvements to this freeway segment must be implemented by Caltrans. The applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by applicant, to reduce the impacts to the U.S. 50 Westbound / Prairie City Road Loop Ramp Merge (Freeway Merge 35).</p>	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.	Sacramento County Department of Transportation.
UTILITIES AND SERVICE SYSTEMS				
53-80	3A.16-1 (FPASP EIR/EIS)	<p><i>Submit Proof of Adequate On- and Off-Site Wastewater Conveyance Facilities and Implement On- and Off-Site Infrastructure Service Systems or Ensure That Adequate Financing Is Secured.</i></p> <p>Before the approval of the final map and issuance of building permits for all project phases, the project applicant(s) of all project phases shall submit proof to the City of Folsom that an adequate wastewater conveyance system either has been constructed or is ensured through payment of the City’s facilities augmentation fee as described under the Folsom Municipal Code Title 3, Chapter 3.40, “Facilities Augmentation Fee – Folsom South Area Facilities Plan,” or other sureties to the City’s</p>	Before approval of final maps and issuance of building permits for any project phases.	City of Folsom Community Development Department and City of Folsom Public Works Department

		satisfaction. Both on-site wastewater conveyance infrastructure and off-site force main sufficient to provide adequate service to the project shall be in place for the amount of development identified in the tentative map before approval of the final map and issuance of building permits for all project phases, or their financing shall be ensured to the satisfaction of the City.		
53-81	3A.16-3 (FPASP EIR/EIS)	<i>Demonstrate Adequate SRWTP Wastewater Treatment Capacity.</i> The project applicant(s) of all project phases shall demonstrate adequate capacity at the SRWTP for new wastewater flows generated by the project. This shall involve preparing a tentative map-level study and paying connection and capacity fees as identified by SRCSD. Approval of the final map and issuance of building permits for all project phases shall not be granted until the City verifies adequate SRWTP capacity is available for the amount of development identified in the tentative map.	Before approval of final maps and issuance of building permits for any project phases.	City of Folsom Community Development Department and City of Folsom Public Works Department
53-82	3A.18-1 (FPASP EIR/EIS)	<i>Submit Proof of Surface Water Supply Availability.</i> a. Prior to approval of any small-lot tentative subdivision map subject to Government Code Section 66473.7 (SB 221), the City shall comply with that statute. Prior to approval of any small-lot tentative subdivision map for a proposed residential project not subject to that statute, the City need not comply with Section 66473.7, or formally consult with any public water system that would provide water to the affected area; nevertheless, the City shall make a factual showing or impose conditions similar to those required by Section 66473.7 to ensure an adequate water supply for development authorized by the map. b. Prior to recordation of each final subdivision map, or prior to City approval of any similar project-specific discretionary approval or entitlement required for nonresidential uses, the project applicant(s) of that project phase or activity shall demonstrate the availability of a reliable and sufficient water supply from a public water system for the amount of development that would be authorized by the final subdivision map or project-specific discretionary nonresidential approval or entitlement. Such a demonstration shall consist of information showing that both existing sources are available or needed supplies and improvements will be in place prior to occupancy.	Before approval of final maps and issuance of building permits for any project phases.	City of Folsom Community Development Department and City of Folsom Public Works Department

53-83	3A.18-2a (FPASP EIR/EIS)	<p><i>Submit Proof of Adequate Off-Site Water Conveyance Facilities and Implement Off-Site Infrastructure Service System or Ensure That Adequate Financing Is Secured.</i></p> <p>Before the approval of the final subdivision map and issuance of building permits for all project phases, the project applicant(s) of any particular discretionary development application shall submit proof to the City of Folsom that an adequate off-site water conveyance system either has been constructed or is ensured or other sureties to the City’s satisfaction. The off-site water conveyance infrastructure sufficient to provide adequate service to the project shall be in place for the amount of development identified in the tentative map before approval of the final subdivision map and issuance of building permits for all project phases, or their financing shall be ensured to the satisfaction of the City. A certificate of occupancy shall not be issued for any building within the SPA until the water conveyance infrastructure sufficient to serve such building has been constructed and is in place.</p>	Before approval of final maps and issuance of building permits for any project phases.	City of Folsom Community Development Department and City of Folsom Public Works Department
53-84	3A.18-2b (FPASP EIR/EIS)	<p><i>Demonstrate Adequate Off-Site Water Treatment Capacity (if the Off-Site Water Treatment Plant Option is Selected).</i></p> <p>If an off-site water treatment plant (WTP) alternative is selected (as opposed to the on-site WTP alternative), the project applicant(s) for any particular discretionary development application shall demonstrate adequate capacity at the off-site WTP. This shall involve preparing a tentative map–level study and paying connection and capacity fees as determined by the City. Approval of the final project map shall not be granted until the City verifies adequate water treatment capacity either is available or is certain to be available when needed for the amount of development identified in the tentative map before approval of the final map and issuance of building permits for all project phases. A certificate of occupancy shall not be issued for any building within the SPA until the water treatment capacity sufficient to serve such building has been constructed and is in place.</p>	Before approval of final maps and issuance of building permits for any project phases.	City of Folsom Community Development Department and City of Folsom Public Works Department
53-85	4.4-1 (Westland/ Eagle SPA)	<p><i>Conduct Environmental Awareness Training for Construction Employees.</i></p> <p>Prior to beginning construction activities, the Project Applicant shall employ a qualified biologist to develop and conduct environmental awareness training for construction employees. The training shall describe the importance of onsite biological resources, including special-status wildlife habitats; potential nests of special-status birds; and roosting habitat</p>	Before approval of grading or improvement plans or any ground disturbing activities, including	City of Folsom Community Development Department

		<p>for special-status bats. The biologist shall also explain the importance of other responsibilities related to the protection of wildlife during construction such as inspecting open trenches and looking under vehicles and machinery prior to moving them to ensure there are no lizards, snakes, small mammals, or other wildlife that could become trapped, injured, or killed in construction areas or under equipment.</p> <p>The environmental awareness program shall be provided to all construction personnel to brief them on the life history of special-status species in or adjacent to the project area, the need to avoid impacts on sensitive biological resources, any terms and conditions required by State and federal agencies, and the penalties for not complying with biological mitigation requirements. If new construction personnel are added to the project, the contractor's superintendent shall ensure that the personnel receive the mandatory training before starting work. An environmental awareness handout that describes and illustrates sensitive resources to be avoided during project construction and identifies all relevant permit conditions shall be provided to each person.</p>	grubbing or clearing, for any project phase.	
53-86	4.4-7 (Westland/ Eagle SPA)	<p><i>Preconstruction Nesting Bird Survey.</i></p> <p>The Project Applicant shall conduct a preconstruction nesting bird survey of all areas associated with construction activities on the project site within 14 days prior to commencement of construction during the nesting season (1 February through 31 August).</p> <p>If active nests are found, a no-disturbance buffer around the nest shall be established. The buffer distance shall be established by a qualified biologist in consultation with CDFW. The buffer shall be maintained until the fledglings are capable of flight and become independent of the nest, to be determined by a qualified biologist. Once the young are independent of the nest, no further measures are necessary. Pre-construction nesting surveys are not required for construction activity outside of the nesting season.</p>	Before approval of grading or improvement plans or any ground disturbing activities, including grubbing or clearing, for any project phase.	California Department of Fish and Game, and City of Folsom Community Development Department
53-87	3A.5-1a (Westland/ Eagle SPA)	<p><i>Comply with the Programmatic Agreement.</i></p> <p>The PA for the project is incorporated by reference. The PA provides a management framework for identifying historic properties, determining adverse effects, and resolving those adverse effects as required under Section 106 of the National Historic Preservation Act. This document is incorporated by reference. The PA is available for public inspection and</p>	During all construction phases	City of Folsom Community Development Department; U.S. Army Corp of Engineers;

		review at the California Office of Historic Preservation 1725 23rd Street Sacramento, CA 95816.		
53-88	3A.5-2 (Westland/ Eagle SPA)	<p><i>Conduct Construction Personnel Education, Conduct On-Site Monitoring If Required, Stop Work if Cultural Resources are Discovered, Assess the Significance of the Find, and Perform Treatment or Avoidance as Required.</i></p> <p>To reduce potential impacts to previously undiscovered cultural resources, the project applicant(s) of all project phases shall do the following:</p> <ul style="list-style-type: none"> ▶ Before the start of ground-disturbing activities, the project applicant(s) of all project phases shall retain a qualified archaeologist to conduct training for construction workers as necessary based upon the sensitivity of the project APE, to educate them about the possibility of encountering buried cultural resources and inform them of the proper procedures should cultural resources be encountered. ▶ As a result of the work conducted for Mitigation Measures 3A.5-1a and 3A.5-1b, if the archaeologist determines that any portion of the SPA or the off-site elements should be monitored for potential discovery of as-yet-unknown cultural resources, the project applicant(s) of all project phases shall implement such monitoring in the locations specified by the archaeologist. USACE should review and approve any recommendations by archaeologists with respect to monitoring. ▶ Should any cultural resources, such as structural features, unusual amounts of bone or shell, artifacts, or architectural remains be encountered during any construction activities, work shall be suspended in the vicinity of the find and the appropriate oversight agency(ies) (identified below) shall be notified immediately. The appropriate oversight agency(ies) shall retain a qualified archaeologist who shall conduct a field investigation of the specific site and shall assess the significance of the find by evaluating the resource for eligibility for listing on the CRHR and the NRHP. If the resource is eligible for listing on the CRHR or NRHP and it would be subject to disturbance or destruction, the actions required in Mitigation Measures 3A.5-1a and 3A.5-1b shall be implemented. The oversight agency shall be responsible for approval of recommended mitigation if it is determined to be feasible in light of the approved land uses and shall implement the approved mitigation before resuming construction activities at the archaeological site. 	Before approval of grading or improvement plans or any ground disturbing activities, including grubbing or clearing, for any project phase.	City of Folsom Community Development Department; U.S. Army Corp of Engineers

		<p>Mitigation for the off-site elements outside of the City of Folsom’s jurisdictional boundaries must be coordinated by the project applicant(s) of each applicable project phase with the affected oversight agency(ies) (i.e., El Dorado and/or Sacramento Counties, or Caltrans).</p> <p>The project applicant, in coordination with USACE, shall ensure that an archaeological sensitivity training program is developed and implemented during a pre-construction meeting for construction supervisors. The sensitivity training program shall provide information about notification procedures when potential archaeological material is discovered, procedures for coordination between construction personnel and monitoring personnel, and information about other treatment or issues that may arise if cultural resources (including human remains) are discovered during project construction. This protocol shall be communicated to all new construction personnel during orientation and on a poster that is placed in a visible location inside the construction job trailer. The phone number of the USACE cultural resources staff member shall also be included.</p> <p>The on-site sensitivity training shall be carried out each time a new contractor will begin work in the APE and at the beginning of each construction season by each contractor.</p> <p>If unanticipated discoveries of additional historic properties, defined in 36 CFR 800.16 (I), are made during the construction of the project, the USACE shall ensure that they will be protected by implementing the following measures:</p> <ul style="list-style-type: none"> ▶ The Construction Manager, or archaeological monitor, if given the authority to halt construction activities, shall ensure that work in that area is immediately halted within a 100-foot radius of the unanticipated discovery until the find is examined by a person meeting the professional qualifications standards specified in Section 2.2 of Attachment G of the HPMP. The Construction Manager, or archaeological monitor, if present, shall notify the USACE within 24 hours of the discovery. ▶ The USACE shall notify the State Historic Preservation Officer (SHPO) within one working day of an unanticipated discovery and may initiate interim treatment measures in accordance with this HPTP. Once the USACE makes a formal determination of eligibility for the resource, the USACE will notify the SHPO within 48 hours of the determination and afford the SHPO an opportunity to comment on appropriate treatment. The SHPO shall respond within 72 hours of the request to consult. Failure of the SHPO to 		
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		<p>respond within 72 hours shall not prohibit the USACE from implementing the treatment measures.</p> <p>The project applicants shall be required to submit to the City proof of compliance in the form of a completed training roster and copy of training materials.</p>		
53-89	3A.5-3 (Westland/ Eagle SPA)	<p><i>Suspend Ground-Disturbing Activities if Human Remains are Encountered and Comply with California Health and Safety Code Procedures.</i></p> <p>In accordance with the California Health and Safety Code, if human remains are uncovered during ground-disturbing activities, including those associated with off-site elements, the project applicant(s) of all project phases shall immediately halt all ground-disturbing activities in the area of the find and notify the Sacramento County Coroner and a professional archaeologist skilled in osteological analysis to determine the nature of the remains. The coroner is required to examine all discoveries of human remains within 48 hours of receiving notice of a discovery on private or public lands (California Health and Safety Code Section 7050.5[b]). If the coroner determines that the remains are those of a Native American, he or she must contact the NAHC by phone within 24 hours of making that determination (California Health and Safety Code Section 7050[c]).</p> <p>After the coroner’s findings are complete, the project applicant(s), an archaeologist, and the NAHC-designated Most Likely Descendant shall determine the ultimate treatment and disposition of the remains and take appropriate steps to ensure that additional human interments are not disturbed. The responsibilities for acting on notification of a discovery of Native American human remains are identified in Section 5097.9 of the California Public Resources Code.</p> <p>Upon the discovery of Native American remains, the procedures above regarding involvement of the applicable county coroner, notification of the NAHC, and identification of an Most Likely Descendant shall be followed. The project applicant(s) of all project phases shall ensure that the immediate vicinity (according to generally accepted cultural or archaeological standards and practices) is not damaged or disturbed by further development activity until consultation with the Most Likely Descendant has taken place. The Most Likely Descendant shall have 48 hours after being granted access to the site to inspect the site and make recommendations. A range of possible treatments for the remains may be discussed: nondestructive removal and analysis, preservation in place, relinquishment of the remains and associated items to the descendants, or other culturally appropriate treatment. As suggested by AB 2641 (Chapter 863,</p>	During all ground disturbing activities, for any project phase.	Sacramento County Coroner; Native American Heritage Commission; City of Folsom Community Development Department

		<p>Statutes of 2006), the concerned parties may extend discussions beyond the initial 48 hours to allow for the discovery of additional remains. AB 2641(e) includes a list of site protection measures and states that the project applicant(s) shall comply with one or more of the following requirements:</p> <ul style="list-style-type: none"> ▶ record the site with the NAHC or the appropriate Information Center, ▶ use an open-space or conservation zoning designation or easement, or ▶ record a reinternment document with the county. <p>The project applicant(s) or its authorized representative of all project phases shall rebury the Native American human remains and associated grave goods with appropriate dignity on the property in a location not subject to further subsurface disturbance if the NAHC is unable to identify an Most Likely Descendant or if the Most Likely Descendant fails to make a recommendation within 48 hours after being granted access to the site. The project applicant(s) or its authorized representative may also reinter the remains in a location not subject to further disturbance if it rejects the recommendation of the Most Likely Descendant and mediation by the NAHC fails to provide measures acceptable to the landowner. Ground disturbance in the zone of suspended activity shall not recommence without authorization from the archaeologist.</p> <p>Mitigation for the off-site elements outside of the City of Folsom’s jurisdictional boundaries must be coordinated by the project applicant(s) of each applicable project phase with the affected oversight agency(ies) (i.e., El Dorado and/or Sacramento Counties, or Caltrans).</p> <p>The project applicants shall be required to submit to the City proof of compliance in the form of a completed training roster and copy of training materials.</p>		
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Attachment 2

Vicinity Map

Vicinity Map



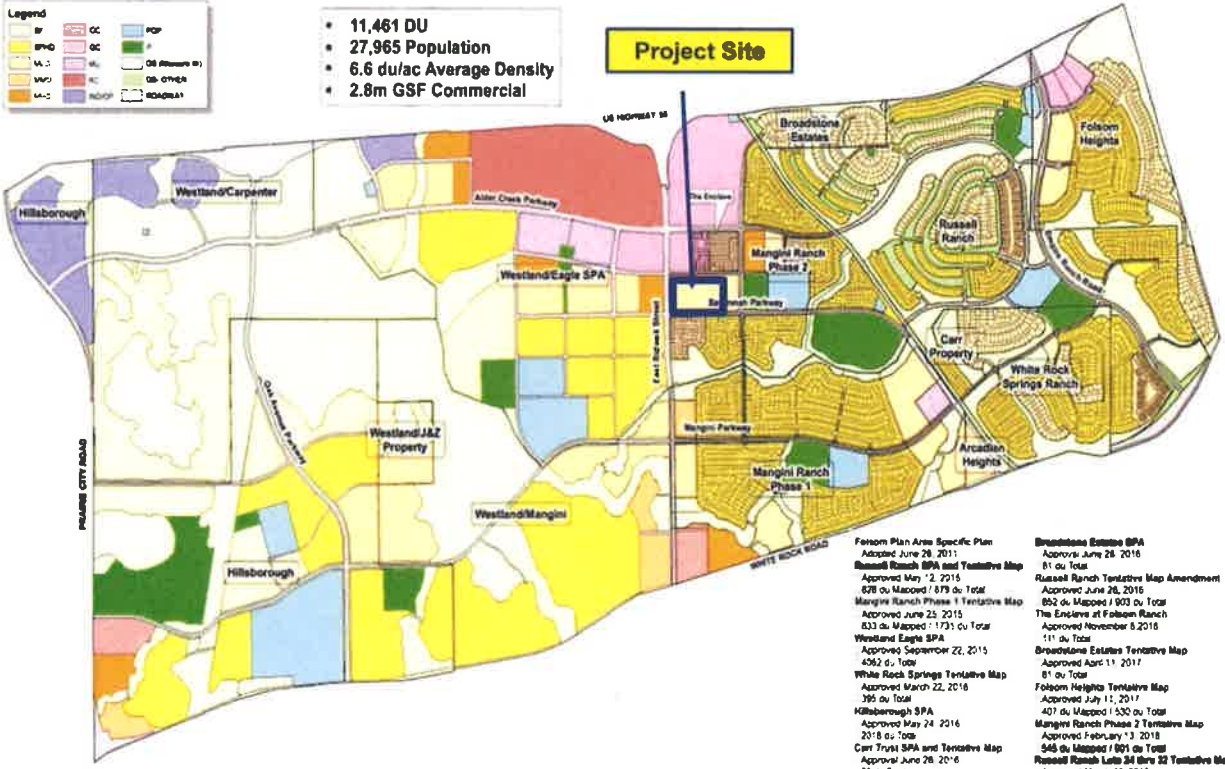
CITY OF
FOLSOM

Legend

IR	RC	MP
SPD	RI	OB (Minimum 1)
M-1	RI	OB (Other)
M-2	RCMP	ROADWAY

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

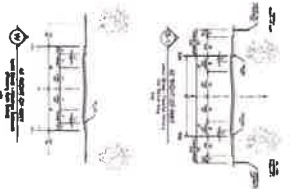
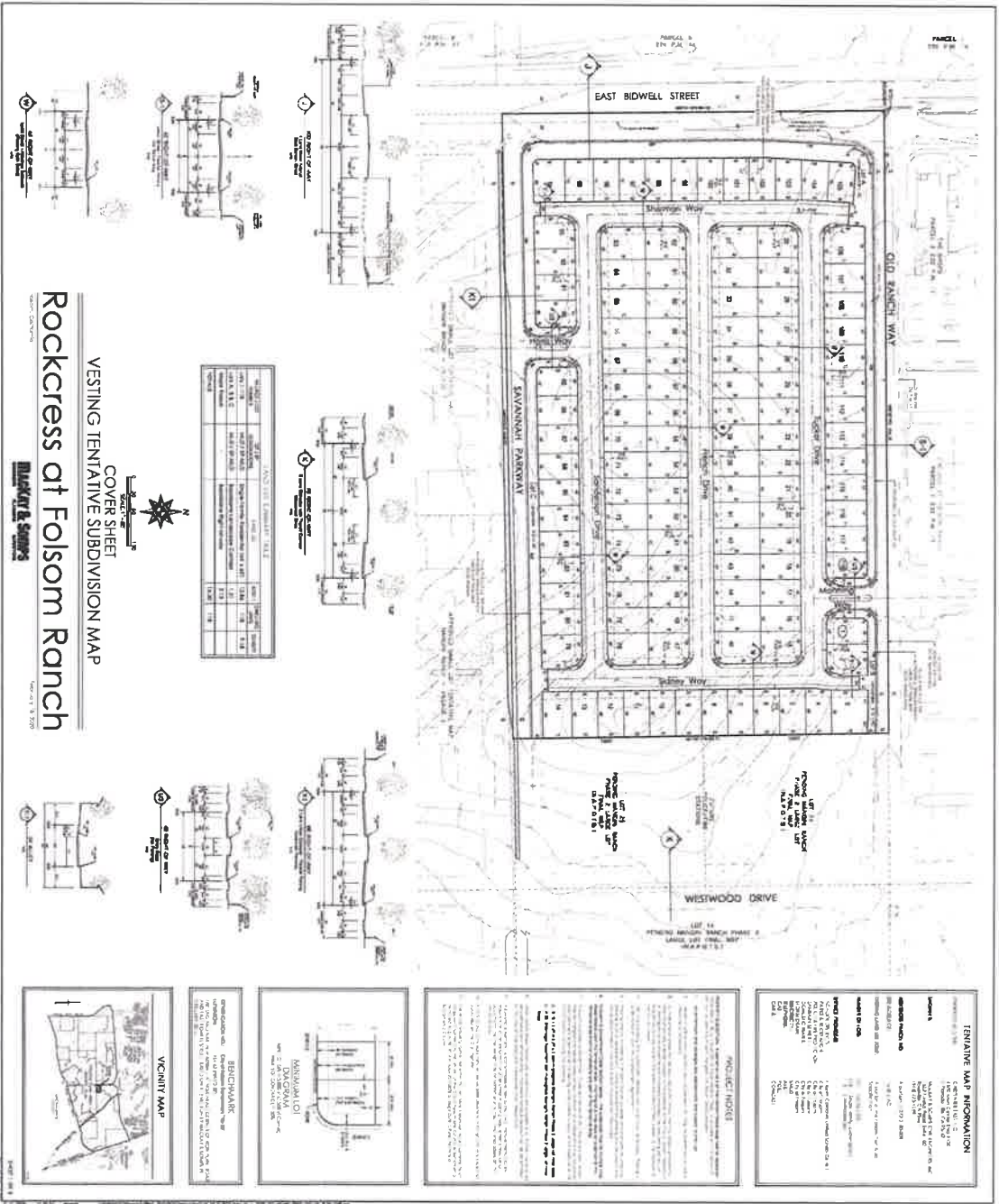
Project Site



- Folsom Plan Area Specific Plan**
Adopted June 28 2011
- Russell Ranch BPA and Tentative Map**
Approved Mar '12 2015
628 du Mapped / 879 du Total
- Mangini Ranch Phase 1 Tentative Map**
Approved June 21 2015
833 du Mapped / 1731 du Total
- Westland Eagle SPA**
Approved September 22 2015
4562 du Total
- White Rock Springs Tentative Map**
Approved March 22 2016
395 du Total
- Hillsborough SPA**
Approved May 24 2016
2018 du Total
- Carr Trust SPA and Tentative Map**
Approved June 28 2016
26 du Total
- Folsom Heights BPA**
Approved June 28 2016
427 du Mapped / 530 du Total
- Broadstone Estates BPA**
Approved June 28 2016
81 du Total
- Russell Ranch Tentative Map Amendment**
Approved June 28 2016
852 du Mapped / 903 du Total
- The Enclave at Folsom Ranch**
Approved November 5 2016
111 du Total
- Broadstone Estates Tentative Map**
Approved April 11 2017
81 du Total
- Folsom Heights Tentative Map**
Approved July 11 2017
407 du Mapped / 530 du Total
- Mangini Ranch Phase 2 Tentative Map**
Approved February 13 2018
546 du Mapped / 801 du Total
- Russell Ranch Lots 34 thru 33 Tentative Map**
Approved March 13 2018
389 du Total

Attachment 3

Small-Lot Vesting Tentative Subdivision Map
Dated February 18, 2020



1. LOT 1
2. LOT 2
3. LOT 3
4. LOT 4

5. LOT 5
6. LOT 6
7. LOT 7
8. LOT 8

9. LOT 9
10. LOT 10
11. LOT 11
12. LOT 12

LOT AREA		TOTAL LOT AREA		TOTAL LOT AREA	
Area	Acres	Area	Acres	Area	Acres
1	0.10	1	0.10	1	0.10
2	0.10	2	0.10	2	0.10
3	0.10	3	0.10	3	0.10
4	0.10	4	0.10	4	0.10
5	0.10	5	0.10	5	0.10
6	0.10	6	0.10	6	0.10
7	0.10	7	0.10	7	0.10
8	0.10	8	0.10	8	0.10
9	0.10	9	0.10	9	0.10
10	0.10	10	0.10	10	0.10
11	0.10	11	0.10	11	0.10
12	0.10	12	0.10	12	0.10
Total	1.20	Total	1.20	Total	1.20

COVER SHEET
VESTING TENTATIVE SUBDIVISION MAP
Rockcross at Folsom Ranch
Blacker & Shupe

DATE: 11.13.2024

SCALE: AS SHOWN



BENCHMARK
ELEVATION: 100.00
DATE: 11.13.2024

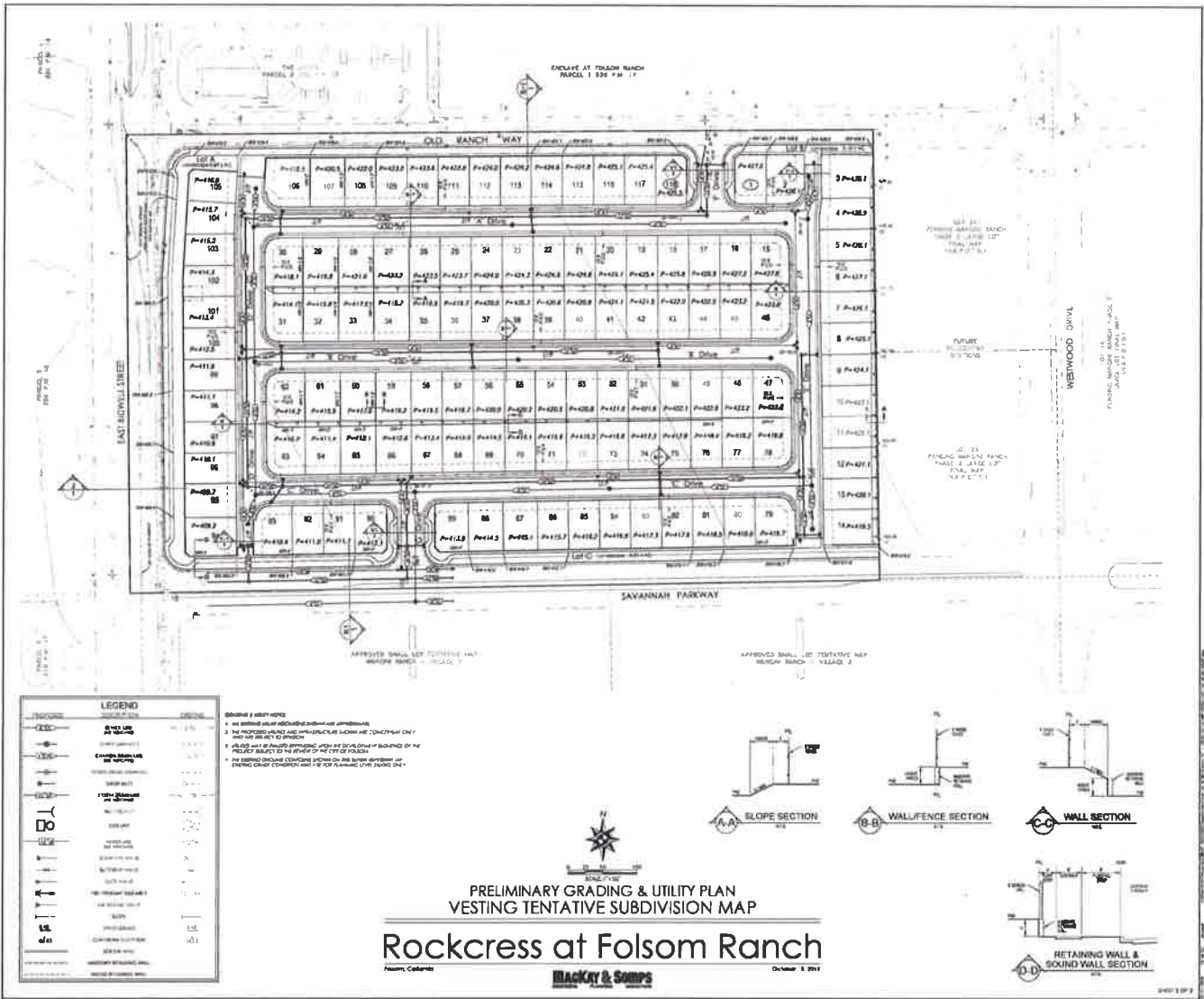


NOTICE TO CONTRACTOR
THIS MAP IS A TENTATIVE SUBDIVISION MAP AND IS NOT TO BE USED FOR CONSTRUCTION PURPOSES WITHOUT THE APPROVAL OF THE LOCAL GOVERNMENT. THE DESIGNER ASSUMES NO LIABILITY FOR THE ACCURACY OF THE INFORMATION PROVIDED HEREIN.

TENTATIVE MAP INFORMATION
DATE: 11.13.2024
PROJECT: ROCKCROSS AT FOLSOM RANCH
SUBDIVISION: ROCKCROSS AT FOLSOM RANCH
LOT TOTALS: 12 LOTS, 1.20 ACRES

Attachment 4

**Preliminary Grading, Drainage, and Utility Plan
Dated February 18, 2020**



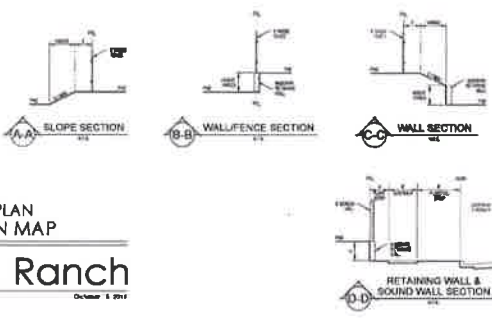
LEGEND

SYMBOL	DESCRIPTION	NOTES
(Symbol)	PROPOSED GRADE	SEE PLAN
(Symbol)	EXISTING GRADE	SEE PLAN
(Symbol)	PROPOSED UTILITY	SEE PLAN
(Symbol)	EXISTING UTILITY	SEE PLAN
(Symbol)	PROPOSED CONCRETE	SEE PLAN
(Symbol)	EXISTING CONCRETE	SEE PLAN
(Symbol)	PROPOSED ASPHALT	SEE PLAN
(Symbol)	EXISTING ASPHALT	SEE PLAN
(Symbol)	PROPOSED GRASS	SEE PLAN
(Symbol)	EXISTING GRASS	SEE PLAN
(Symbol)	PROPOSED TREE	SEE PLAN
(Symbol)	EXISTING TREE	SEE PLAN
(Symbol)	PROPOSED FENCE	SEE PLAN
(Symbol)	EXISTING FENCE	SEE PLAN
(Symbol)	PROPOSED DRIVE	SEE PLAN
(Symbol)	EXISTING DRIVE	SEE PLAN
(Symbol)	PROPOSED SIDEWALK	SEE PLAN
(Symbol)	EXISTING SIDEWALK	SEE PLAN
(Symbol)	PROPOSED CURB	SEE PLAN
(Symbol)	EXISTING CURB	SEE PLAN
(Symbol)	PROPOSED SIGN	SEE PLAN
(Symbol)	EXISTING SIGN	SEE PLAN
(Symbol)	PROPOSED LIGHT	SEE PLAN
(Symbol)	EXISTING LIGHT	SEE PLAN
(Symbol)	PROPOSED MAILBOX	SEE PLAN
(Symbol)	EXISTING MAILBOX	SEE PLAN
(Symbol)	PROPOSED UTILITY POLE	SEE PLAN
(Symbol)	EXISTING UTILITY POLE	SEE PLAN
(Symbol)	PROPOSED UTILITY TOWER	SEE PLAN
(Symbol)	EXISTING UTILITY TOWER	SEE PLAN
(Symbol)	PROPOSED UTILITY VALVE	SEE PLAN
(Symbol)	EXISTING UTILITY VALVE	SEE PLAN
(Symbol)	PROPOSED UTILITY MANHOLE	SEE PLAN
(Symbol)	EXISTING UTILITY MANHOLE	SEE PLAN
(Symbol)	PROPOSED UTILITY CHAMBER	SEE PLAN
(Symbol)	EXISTING UTILITY CHAMBER	SEE PLAN
(Symbol)	PROPOSED UTILITY STRUCTURE	SEE PLAN
(Symbol)	EXISTING UTILITY STRUCTURE	SEE PLAN
(Symbol)	PROPOSED UTILITY ENCLOSURE	SEE PLAN
(Symbol)	EXISTING UTILITY ENCLOSURE	SEE PLAN
(Symbol)	PROPOSED UTILITY EQUIPMENT	SEE PLAN
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(Symbol)	PROPOSED UTILITY ACCESS	SEE PLAN
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(Symbol)	EXISTING UTILITY EGRESS	SEE PLAN
(Symbol)	PROPOSED UTILITY ENTRY	SEE PLAN
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(Symbol)	EXISTING UTILITY EXIT	SEE PLAN
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(Symbol)	EXISTING UTILITY CONNECTION	SEE PLAN
(Symbol)	PROPOSED UTILITY ISOLATION	SEE PLAN
(Symbol)	EXISTING UTILITY ISOLATION	SEE PLAN
(Symbol)	PROPOSED UTILITY PROTECTION	SEE PLAN
(Symbol)	EXISTING UTILITY PROTECTION	SEE PLAN
(Symbol)	PROPOSED UTILITY RESTRAINT	SEE PLAN
(Symbol)	EXISTING UTILITY RESTRAINT	SEE PLAN
(Symbol)	PROPOSED UTILITY ANCHOR	SEE PLAN
(Symbol)	EXISTING UTILITY ANCHOR	SEE PLAN
(Symbol)	PROPOSED UTILITY BRACE	SEE PLAN
(Symbol)	EXISTING UTILITY BRACE	SEE PLAN
(Symbol)	PROPOSED UTILITY GUY	SEE PLAN
(Symbol)	EXISTING UTILITY GUY	SEE PLAN
(Symbol)	PROPOSED UTILITY TIE	SEE PLAN
(Symbol)	EXISTING UTILITY TIE	SEE PLAN
(Symbol)	PROPOSED UTILITY CLAMP	SEE PLAN
(Symbol)	EXISTING UTILITY CLAMP	SEE PLAN
(Symbol)	PROPOSED UTILITY WELD	SEE PLAN
(Symbol)	EXISTING UTILITY WELD	SEE PLAN
(Symbol)	PROPOSED UTILITY BOLT	SEE PLAN
(Symbol)	EXISTING UTILITY BOLT	SEE PLAN
(Symbol)	PROPOSED UTILITY NUT	SEE PLAN
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(Symbol)	PROPOSED UTILITY WASHER	SEE PLAN
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(Symbol)	PROPOSED UTILITY CONE	SEE PLAN
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(Symbol)	PROPOSED UTILITY RING	SEE PLAN
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(Symbol)	EXISTING UTILITY STRAP	SEE PLAN
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(Symbol)	EXISTING UTILITY CHAIN	SEE PLAN
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(Symbol)	PROPOSED UTILITY PIN	SEE PLAN
(Symbol)	EXISTING UTILITY PIN	SEE PLAN
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(Symbol)	EXISTING UTILITY RIVET	SEE PLAN
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(Symbol)	EXISTING UTILITY SCREW	SEE PLAN
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(Symbol)	EXISTING UTILITY NAIL	SEE PLAN
(Symbol)	PROPOSED UTILITY STAPLE	SEE PLAN
(Symbol)	EXISTING UTILITY STAPLE	SEE PLAN
(Symbol)	PROPOSED UTILITY GLUE	SEE PLAN
(Symbol)	EXISTING UTILITY GLUE	SEE PLAN
(Symbol)	PROPOSED UTILITY ADHESIVE	SEE PLAN
(Symbol)	EXISTING UTILITY ADHESIVE	SEE PLAN
(Symbol)	PROPOSED UTILITY SEALANT	SEE PLAN
(Symbol)	EXISTING UTILITY SEALANT	SEE PLAN
(Symbol)	PROPOSED UTILITY PAINT	SEE PLAN
(Symbol)	EXISTING UTILITY PAINT	SEE PLAN
(Symbol)	PROPOSED UTILITY STAIN	SEE PLAN
(Symbol)	EXISTING UTILITY STAIN	SEE PLAN
(Symbol)	PROPOSED UTILITY FINISH	SEE PLAN
(Symbol)	EXISTING UTILITY FINISH	SEE PLAN
(Symbol)	PROPOSED UTILITY COATING	SEE PLAN
(Symbol)	EXISTING UTILITY COATING	SEE PLAN
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(Symbol)	EXISTING UTILITY TREATMENT	SEE PLAN
(Symbol)	PROPOSED UTILITY PROTECTION	SEE PLAN
(Symbol)	EXISTING UTILITY PROTECTION	SEE PLAN
(Symbol)	PROPOSED UTILITY RESTRAINT	SEE PLAN
(Symbol)	EXISTING UTILITY RESTRAINT	SEE PLAN
(Symbol)	PROPOSED UTILITY ANCHOR	SEE PLAN
(Symbol)	EXISTING UTILITY ANCHOR	SEE PLAN
(Symbol)	PROPOSED UTILITY BRACE	SEE PLAN
(Symbol)	EXISTING UTILITY BRACE	SEE PLAN
(Symbol)	PROPOSED UTILITY GUY	SEE PLAN
(Symbol)	EXISTING UTILITY GUY	SEE PLAN
(Symbol)	PROPOSED UTILITY TIE	SEE PLAN
(Symbol)	EXISTING UTILITY TIE	SEE PLAN
(Symbol)	PROPOSED UTILITY CLAMP	SEE PLAN
(Symbol)	EXISTING UTILITY CLAMP	SEE PLAN
(Symbol)	PROPOSED UTILITY WELD	SEE PLAN
(Symbol)	EXISTING UTILITY WELD	SEE PLAN
(Symbol)	PROPOSED UTILITY BOLT	SEE PLAN
(Symbol)	EXISTING UTILITY BOLT	SEE PLAN
(Symbol)	PROPOSED UTILITY NUT	SEE PLAN
(Symbol)	EXISTING UTILITY NUT	SEE PLAN
(Symbol)	PROPOSED UTILITY WASHER	SEE PLAN
(Symbol)	EXISTING UTILITY WASHER	SEE PLAN
(Symbol)	PROPOSED UTILITY CONE	SEE PLAN
(Symbol)	EXISTING UTILITY CONE	SEE PLAN
(Symbol)	PROPOSED UTILITY PLATE	SEE PLAN
(Symbol)	EXISTING UTILITY PLATE	SEE PLAN
(Symbol)	PROPOSED UTILITY RING	SEE PLAN
(Symbol)	EXISTING UTILITY RING	SEE PLAN
(Symbol)	PROPOSED UTILITY BAND	SEE PLAN
(Symbol)	EXISTING UTILITY BAND	SEE PLAN
(Symbol)	PROPOSED UTILITY STRAP	SEE PLAN
(Symbol)	EXISTING UTILITY STRAP	SEE PLAN
(Symbol)	PROPOSED UTILITY CHAIN	SEE PLAN
(Symbol)	EXISTING UTILITY CHAIN	SEE PLAN
(Symbol)	PROPOSED UTILITY LINK	SEE PLAN
(Symbol)	EXISTING UTILITY LINK	SEE PLAN
(Symbol)	PROPOSED UTILITY PIN	SEE PLAN
(Symbol)	EXISTING UTILITY PIN	SEE PLAN
(Symbol)	PROPOSED UTILITY RIVET	SEE PLAN
(Symbol)	EXISTING UTILITY RIVET	SEE PLAN
(Symbol)	PROPOSED UTILITY SCREW	SEE PLAN
(Symbol)	EXISTING UTILITY SCREW	SEE PLAN
(Symbol)	PROPOSED UTILITY NAIL	SEE PLAN
(Symbol)	EXISTING UTILITY NAIL	SEE PLAN
(Symbol)	PROPOSED UTILITY STAPLE	SEE PLAN
(Symbol)	EXISTING UTILITY STAPLE	SEE PLAN
(Symbol)	PROPOSED UTILITY GLUE	SEE PLAN
(Symbol)	EXISTING UTILITY GLUE	SEE PLAN
(Symbol)	PROPOSED UTILITY ADHESIVE	SEE PLAN
(Symbol)	EXISTING UTILITY ADHESIVE	SEE PLAN
(Symbol)	PROPOSED UTILITY SEALANT	SEE PLAN
(Symbol)	EXISTING UTILITY SEALANT	SEE PLAN
(Symbol)	PROPOSED UTILITY PAINT	SEE PLAN
(Symbol)	EXISTING UTILITY PAINT	SEE PLAN
(Symbol)	PROPOSED UTILITY STAIN	SEE PLAN
(Symbol)	EXISTING UTILITY STAIN	SEE PLAN
(Symbol)	PROPOSED UTILITY FINISH	SEE PLAN
(Symbol)	EXISTING UTILITY FINISH	SEE PLAN
(Symbol)	PROPOSED UTILITY COATING	SEE PLAN
(Symbol)	EXISTING UTILITY COATING	SEE PLAN
(Symbol)	PROPOSED UTILITY TREATMENT	SEE PLAN
(Symbol)	EXISTING UTILITY TREATMENT	SEE PLAN

BOUNDARY & SETBACK NOTES

- ALL BOUNDARY & SETBACKS SHOWN ARE APPROVED.
- ALL PROPOSED UTILITIES AND IMPROVEMENTS SHOWN ARE CONCEPTUAL ONLY AND ARE SUBJECT TO APPROVAL.
- ALL UTILITIES SHALL BE INSTALLED IN ACCORDANCE WITH THE CITY OF FOLSOM.
- ALL UTILITIES SHALL BE INSTALLED IN ACCORDANCE WITH THE CITY OF FOLSOM.
- ALL UTILITIES SHALL BE INSTALLED IN ACCORDANCE WITH THE CITY OF FOLSOM.

PRELIMINARY GRADING & UTILITY PLAN
 VESTING TENTATIVE SUBDIVISION MAP
Rockcross at Folsom Ranch
 Folsom, California
BLACK & CORP
 October 1, 2011



Attachment 5

**Conceptual Front Yard Landscaping
Dated March 18, 2020**

CONCEPTUAL PLANTING LAYOUTS
SEE PLANT LISTS SHEET CL-1.2



MANGINI RANCH - PHASE 2 - LOT 10

LENNAR
1022 GREEKSHORE RIDGE DR. • 9246 / HOBREVILLE, CA 92478

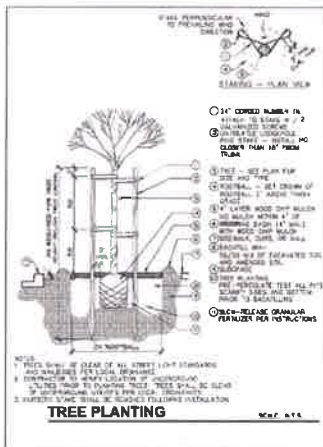
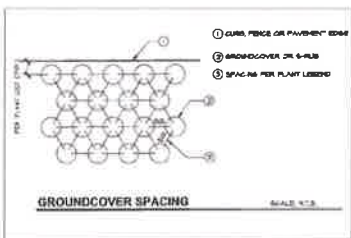
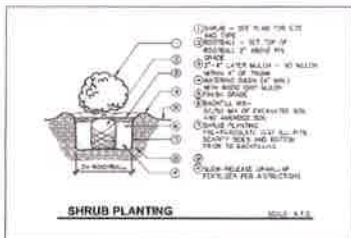
CITY OF FOLSOM, CALIFORNIA

CONCEPTUAL LANDSCAPE PLAN

DATE: 3-18-2028

SHEET: **CL-1.1**



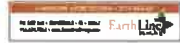


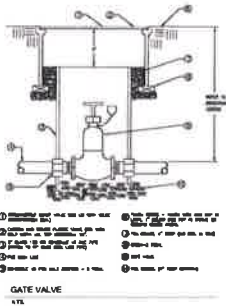
GENERAL PLANTING NOTES:

- PLANT MATERIALS:** All plant materials shall be delivered to the site in good condition and shall be inspected by the City Engineer before use. All plant materials shall be delivered to the site in good condition and shall be inspected by the City Engineer before use.
- PLANTING:** All plants shall be planted in accordance with the City Engineer's specifications. All plants shall be planted in accordance with the City Engineer's specifications.
- MULCHING:** All plants shall be mulched in accordance with the City Engineer's specifications. All plants shall be mulched in accordance with the City Engineer's specifications.
- IRRIGATION:** All plants shall be irrigated in accordance with the City Engineer's specifications. All plants shall be irrigated in accordance with the City Engineer's specifications.
- MAINTENANCE:** All plants shall be maintained in accordance with the City Engineer's specifications. All plants shall be maintained in accordance with the City Engineer's specifications.

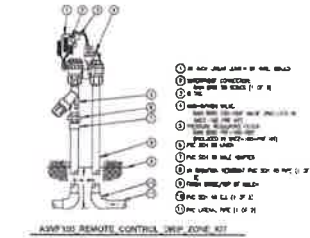
PLANT PALETTE

- 1. *Plant Name* (Code)
- 2. *Plant Name* (Code)
- 3. *Plant Name* (Code)
- 4. *Plant Name* (Code)
- 5. *Plant Name* (Code)
- 6. *Plant Name* (Code)
- 7. *Plant Name* (Code)
- 8. *Plant Name* (Code)
- 9. *Plant Name* (Code)
- 10. *Plant Name* (Code)

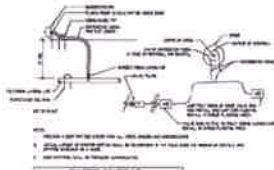




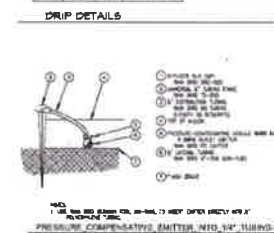
GATE VALVE
VTL



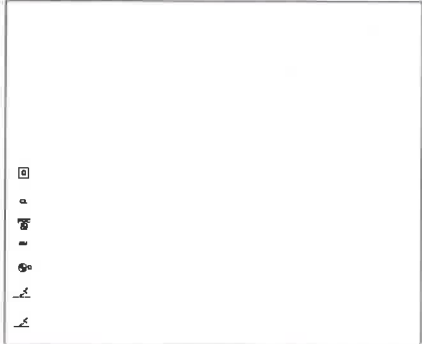
REMOTE CONTROL DRIP ZONE KIT



DRIP DETAILS



PRESSURE COMPENSATING EMITTER WITH TIP ILLUMINATING



GENERAL IRRIGATION NOTES:

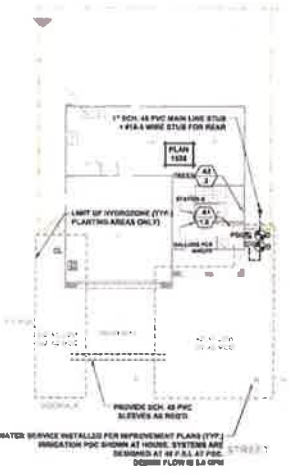
1. Irrigation systems are designed to meet the needs of the user. The user is responsible for the proper installation and maintenance of the system. The user should consult the manufacturer's literature for proper installation and maintenance procedures.
2. The user should consult the manufacturer's literature for proper installation and maintenance procedures.
3. The user should consult the manufacturer's literature for proper installation and maintenance procedures.
4. The user should consult the manufacturer's literature for proper installation and maintenance procedures.
5. The user should consult the manufacturer's literature for proper installation and maintenance procedures.
6. The user should consult the manufacturer's literature for proper installation and maintenance procedures.
7. The user should consult the manufacturer's literature for proper installation and maintenance procedures.
8. The user should consult the manufacturer's literature for proper installation and maintenance procedures.
9. The user should consult the manufacturer's literature for proper installation and maintenance procedures.
10. The user should consult the manufacturer's literature for proper installation and maintenance procedures.

IRRIGATION SCHEDULE:

1. Consult the manufacturer's literature for proper installation and maintenance procedures.
2. Consult the manufacturer's literature for proper installation and maintenance procedures.
3. Consult the manufacturer's literature for proper installation and maintenance procedures.
4. Consult the manufacturer's literature for proper installation and maintenance procedures.
5. Consult the manufacturer's literature for proper installation and maintenance procedures.
6. Consult the manufacturer's literature for proper installation and maintenance procedures.
7. Consult the manufacturer's literature for proper installation and maintenance procedures.
8. Consult the manufacturer's literature for proper installation and maintenance procedures.
9. Consult the manufacturer's literature for proper installation and maintenance procedures.
10. Consult the manufacturer's literature for proper installation and maintenance procedures.

CONCEPTUAL IRRIGATION SCHEMATIC
PLAN 1638 SHOWN FOR REFERENCE

SCALE: 1/8" = 1'-0"



WATER SERVICE INSTALLED PER IMPROVEMENT PLANS (IPI) IRRIGATION PDC SHOWN AT HOUSE. SYSTEMS ARE DESIGNED AT 80 PSI AS PER DOWNSIDE FLOW IS LA OPS



Attachment 6

**Wall and Fence Exhibit
Dated February 2020**

Attachment 7

**Residential Schematic Design
Dated June 17, 2020**



MANGINI RANCH

FOLSOM, CA

LENNAR

06.22.2020
#19057

Kevin L. Crook
Architect
Inc

A-1	VILLAGE 10 - STREET SCENE	A-19	PLAN 3 (1945 "A") - FLOOR PLANS
A-2	VILLAGE 10 - ARTICULATION PLAN	A-20	PLAN 3 (1945) - FRONT ELEVATIONS
A-3	PLAN 1 (1628 "A") - FLOOR PLANS	A-21	PLAN 3 (1945 "A") - SPANISH COLONIAL ELEVATIONS
A-4	PLAN 1 (1628) - FRONT ELEVATIONS	A-22	PLAN 3 (1945 "A") - SPANISH COLONIAL ENHANCED ELEVATIONS
A-5	PLAN 1 (1628 "A") - SPANISH COLONIAL ELEVATIONS	A-23	PLAN 3 (1945 "B") - CRAFTSMAN ELEVATIONS
A-6	PLAN 1 (1628 "A") - SPANISH COLONIAL ENHANCED ELEVATIONS	A-24	PLAN 3 (1945 "B") - CRAFTSMAN ENHANCED ELEVATIONS
A-7	PLAN 1 (1628 "B") - CRAFTSMAN ELEVATIONS	A-25	PLAN 3 (1945 "C") - AMERICAN TRADITIONAL ELEVATIONS
A-8	PLAN 1 (1628 "B") - CRAFTSMAN ENHANCED ELEVATIONS	A-26	PLAN 3 (1945 "C") - AMERICAN TRADITIONAL ENHANCED ELEVATIONS
A-9	PLAN 1 (1628 "C") - AMERICAN TRADITIONAL ELEVATIONS	A-27	PLAN 4 (2018 "A") - FLOOR PLANS
A-10	PLAN 1 (1628 "C") - AMERICAN TRADITIONAL ENHANCED ELEVATIONS	A-28	PLAN 4 (2018) - FRONT ELEVATIONS
A-11	PLAN 2 (1828 "A") - FLOOR PLANS	A-29	PLAN 4 (2018 "A") - SPANISH COLONIAL ELEVATIONS
A-12	PLAN 2 (1828) - FRONT ELEVATIONS	A-30	PLAN 4 (2018 "A") - SPANISH COLONIAL ENHANCED ELEVATIONS
A-13	PLAN 2 (1828 "A") - SPANISH COLONIAL ELEVATIONS	A-31	PLAN 4 (2018 "B") - CRAFTSMAN ELEVATIONS
A-14	PLAN 2 (1828 "A") - SPANISH COLONIAL ENHANCED ELEVATIONS	A-32	PLAN 4 (2018 "B") - CRAFTSMAN ENHANCED ELEVATIONS
A-15	PLAN 2 (1828 "B") - CRAFTSMAN ELEVATIONS	A-33	PLAN 4 (2018 "C") - AMERICAN TRADITIONAL ELEVATIONS
A-16	PLAN 2 (1828 "B") - CRAFTSMAN ENHANCED ELEVATIONS	A-34	PLAN 4 (2018 "C") - AMERICAN TRADITIONAL ENHANCED ELEVATIONS
A-17	PLAN 2 (1828 "C") - AMERICAN TRADITIONAL ELEVATIONS	A-35	WRITTEN COLOR SCHEMES
A-18	PLAN 2 (1828 "C") - AMERICAN TRADITIONAL ENHANCED ELEVATIONS	A-36	COLOR BOARDS - SPANISH COLONIAL
		A-37	COLOR BOARDS - CRAFTSMAN
		A-38	COLOR BOARDS - AMERICAN TRADITIONAL

DEVELOPER:

LENNAR
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CONTACT: RACHEL CORONA
BUSINESS: (916) 746-8539
WWW.LENNAR.COM

ARCHITECT:

KEVIN L. CROOK ARCHITECT, INC.
1360 REYNOLDS AVE. SUITE 110
IRVINE, CA 92614

CONTACT: BARRY PATTISON
BUSINESS: (949) 660-1587
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PLAN 1 | SPANISH COLONIAL

PLAN 2 | CRAFTSMAN

PLAN 3 | AMERICAN TRADITIONAL

PLAN 4 | SPANISH COLONIAL

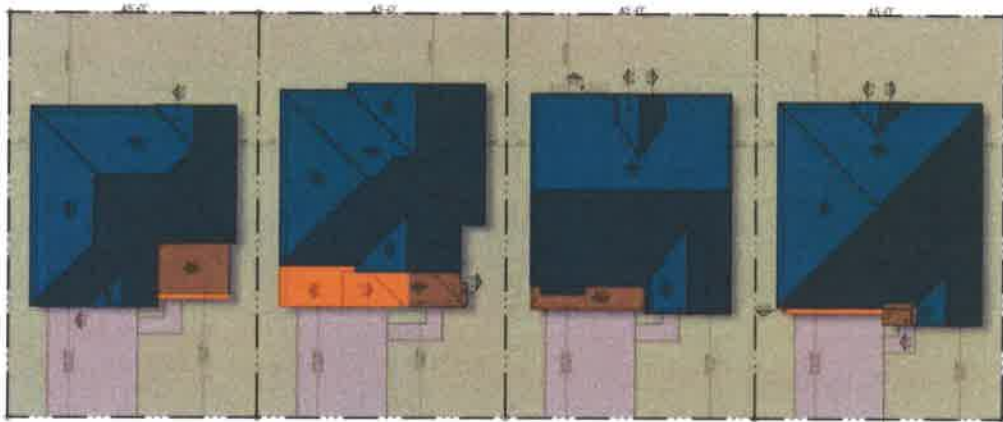
VILLAGE 10 | STREET SCENE

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MANGINI RANCH
FOLSOM, CA

08.22.2020
A-1

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PLAN 1 | SPANISH COLONIAL



PLAN 2 | CRAFTSMAN



PLAN 3 | AMERICAN TRADITIONAL



PLAN 4 | SPANISH COLONIAL

LEGEND

- FIRST FLOOR MASSING
- SECOND FLOOR MASSING
- COVERED FRONT PORCH (ONE STORY)
- DRIVEWAY / SIDEWALK

VILLAGE 10 | ARTICULATION PLAN

LENNAR

MANGINI RANCH

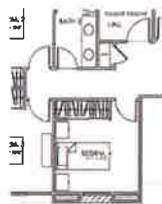
PALMS, CA

08.22.2020

A-2



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OPT. BEDRM. 4



SECOND FLOOR PLAN



FIRST FLOOR PLAN

PLAN 1 (1638 "A")
 3 BEDROOM, 2.5 BATH, LOFT, OPT. BEDRM. 4

PLAN 1	
AREA TABULATION	
CONDITION SPACE	
FIRST FLOOR AREA	1,100 S.F.
SECOND FLOOR AREA	1,100 S.F.
TOTAL DWELLING	2,200 S.F.
UNDESIGNATED SPACE	100 S.F.
GRAND PORCH	100 S.F.



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 FOLSOM, CA

06.22.2020
 A-3

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"A" SPANISH COLONIAL

(11/18/2019)



"B" CRAFTSMAN

(11/18/2019)



"C" AMERICAN TRADITIONAL

(11/18/2019)

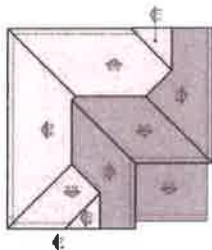
PLAN 1 (1,638)
FRONT ELEVATIONS

LENNAR

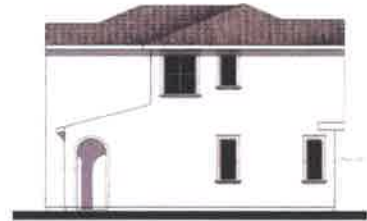
MANGINI RANCH
FOLSOM, CA

06.22.2020
A-4

1 2 3 4 5 6 7 8
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Inc.



ROOF PLAN
 CONCRETE ON PEOPLE 1 LEFT AND
 SIPS & TOP UNO
 SIPS & TOP UNO
 SCALE 1/8" = 1'-0"



RIGHT



REAR



LEFT

PLAN 1 (1,638 "A")
 SPANISH COLONIAL ELEVATION

MANGINI RANCH

POLSOM, CA

LENNAR

06.22.2020
 A-5



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RIGHT



REAR



LEFT

PLAN 1 (1.638 "A")
SPANISH COLONIAL ENHANCED ELEVATION

LENNAR

MANGINI RANCH

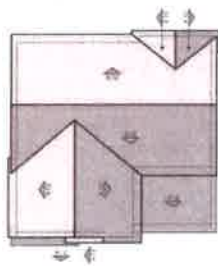
FOLSOM, CA

06.22.2020

A-8



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ROOF PLAN
 CONCRETE SLAB 1 1/2" JNC
 RAFT 1 1/2" JNC
 RAFT 1 1/2" JNC
 GAF 1/8" - 1/2"



RIGHT



REAR



LEFT

PLAN 1 (1,638 "B")
 CRAFTSMAN ELEVATION

MANGINI RANCH
 FOLSOM, CA

LENNAR

06.22.2020
 A-7

0 2 4 8 12
 KEVIN L. CROOK
 Architect
 Inc.



RIGHT



REAR

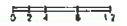


LEFT

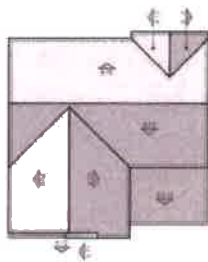
PLAN 1 (1,638 "B")
CRAFTSMAN ENHANCED ELEVATION
MANGINI RANCH
FOLSOM, CA

LENNAR

06.22.2020
A-B



STUDIO 7
Kevin L. Crook
Architect
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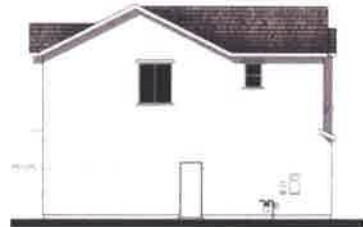
ROOF PLAN
 CONCRETE SLAB 15/19 UNO
 RAFTERS 19/19 UNO
 RAFTERS 19/19 UNO
 SLAB 15/19 UNO



RIGHT



REAR



LEFT

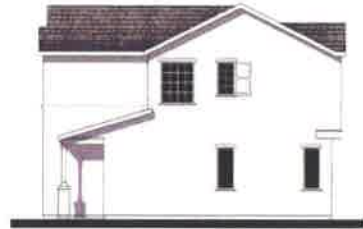
PLAN 1 (1,638 "C")
 AMERICAN TRADITIONAL ELEVATION
MANGINI RANCH
 FOLSOM, CA

LENNAR

06.22.2020
 A-9



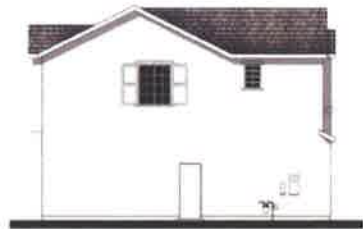
Kevin L. Crook
Architect
 Inc.



RIGHT



REAR



LEFT

PLAN 1 (1,638 "C")
AMERICAN TRADITIONAL ENHANCED ELEVATION

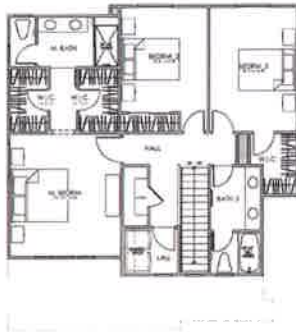
LENNAR

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06.22.2020
A-10



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SECOND FLOOR PLAN



FIRST FLOOR PLAN

PLAN 2 (1828 "A")
3 BEDROOM, 2.5 BATH

PLAN 2	
AREA TABULATION	
CONDITIONED SPACE	
FIRST FLOOR AREA	871.50 SQ. FT.
SECOND FLOOR AREA	1,613.50 SQ. FT.
TOTAL SHELL	2,485.00 SQ. FT.
UNCONDITIONED SPACE	
GARAGE	418.50 SQ. FT.
POORCH - 1/2	14.50 SQ. FT.
POORCH - 2/2	28.50 SQ. FT.
POORCH - 1/1	38.50 SQ. FT.



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"A" SPANISH COLONIAL

11/18/2019



"B" CRAFTSMAN

11/18/2019



"C" AMERICAN TRADITIONAL

11/18/2019

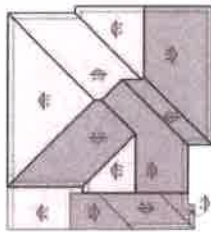
PLAN 2 (1,828)
FRONT ELEVATIONS

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FOLSOM, CA

06.22.2020
A-12

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ROOF PLAN
 CONCRETE/LOW PROFILE S' TILE FRP - RED
 2x6" @ 16" O.C.
 2x8" @ 16" O.C.
 SCAF. 1/2" @ 1'-0"



RIGHT



REAR



LEFT

PLAN 2 (1,828 "A")
 SPANISH COLONIAL ELEVATION

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 FOLSOM, CA

06.22.2020
 A-13

0 2 4 8 12
 Kevin L. Crook
 Architect
 Inc.



RIGHT



REAR



LEFT

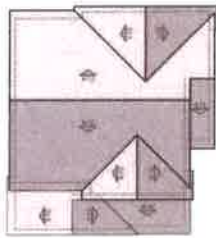
PLAN 2 (1,828 "A")
SPANISH COLONIAL ENHANCED ELEVATION

MANGINI RANCH
FOLSOM, CA

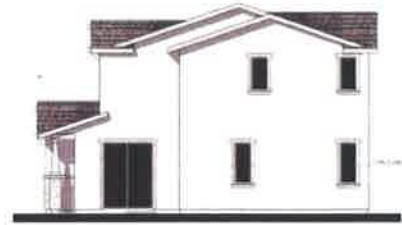
LENNAR

06.22.2020
A-14

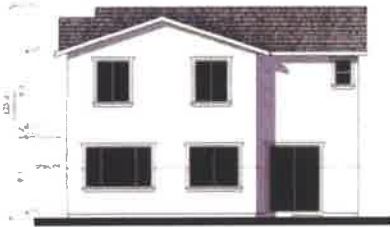
0 2 4 6 8 10
KIMM L. CROOK
Architect
Inc.



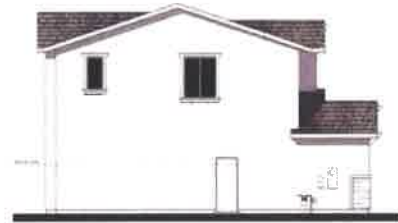
ROOF PLAN
 CONCRETE FLAT/FR 3/40
 GABLE & TRF UNO
 GABLE & TRF UNO
 SCALE 1/8" = 1'-0"



RIGHT



REAR



LEFT

PLAN 2 (1,828 "B")
 CRAFTSMAN ELEVATION

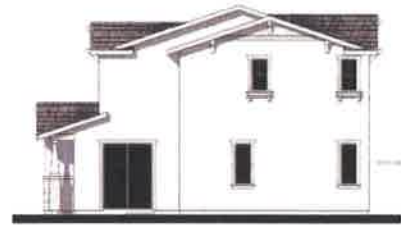
LENNAR

MANGINI RANCH
 FOLSOM, CA

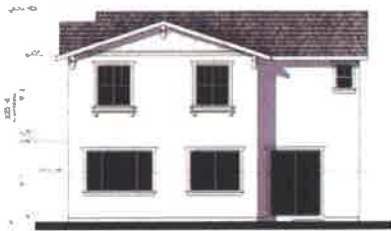
06.22.2020
 A-15



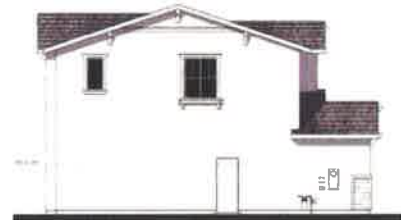
Kevin L. Crook
 Architect
 Inc.



RIGHT



REAR



LEFT

PLAN 2 (1,828 "B")
CRAFTSMAN ENHANCED ELEVATION

MANGINI RANCH

FOLSOM, CA

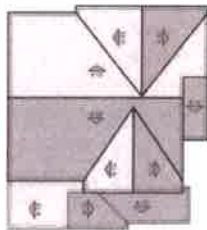
LENNAR

06-22-2020

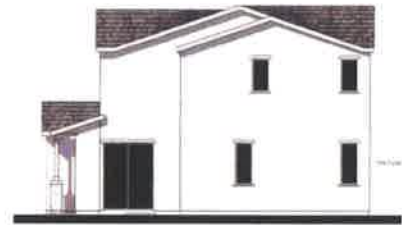
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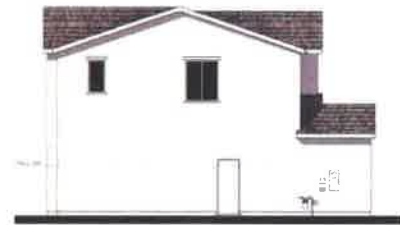
ROOF PLAN
 CONCRETE SLAB AS PER IBC
 RAFTERS 12" ON CENTER
 TRUSSES 12" ON CENTER
 SCALE 1/8" = 1'-0"



RIGHT



REAR



LEFT

PLAN 2 (1,828 "C")
AMERICAN TRADITIONAL ELEVATION

MANGINI RANCH

FOLSOM, CA

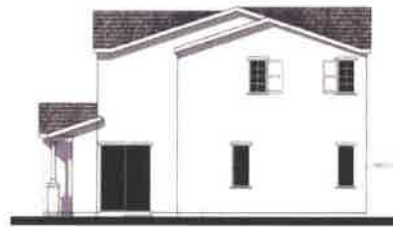
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06.22.2020

A-17



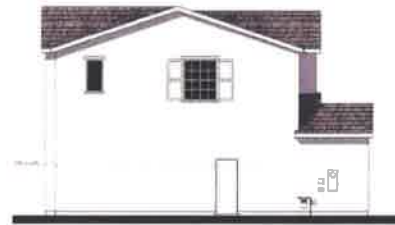
STUDIO 7 Kevin L. Crook
 Architect
 Inc.



RIGHT



REAR



LEFT

PLAN 2 (1.828 "C")
AMERICAN TRADITIONAL ENHANCED ELEVATION

LENNAR

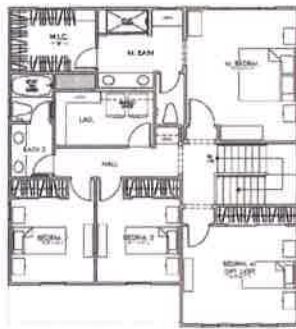
MANGINI RANCH
FOLSOM, CA

06.22.2020
A-18

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OPT. LOFT



SECOND FLOOR PLAN



FIRST FLOOR PLAN

PLAN 3
AREA TABULATION

CONDITIONED SPACE	
FIRST FLOOR AREA	777 SQ. FT.
SECOND FLOOR AREA	1,113 SQ. FT.
TOTAL DWELLING	1,890 SQ. FT.
UNCONDITIONED SPACE	
SCREENED PORCH	150 SQ. FT.
SCREENED PORCH	131 SQ. FT.

PLAN 3 (1945 "A")
4 BEDROOM, 2.5 BATH, OPT. LOFT

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"A" SPANISH COLONIAL

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"B" CRAFTSMAN

© 2020 Lennar



"C" AMERICAN TRADITIONAL

© 2020 Lennar

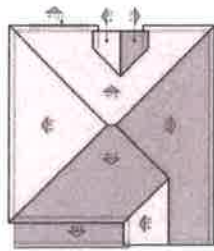
PLAN 3 (1,945)
FRONT ELEVATIONS

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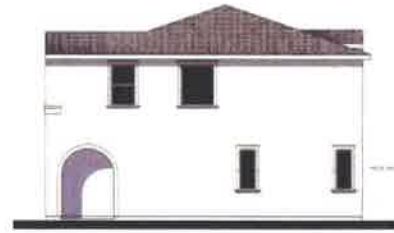
MANGINI RANCH
FOLSOM, CA

06.22.2020
A-20

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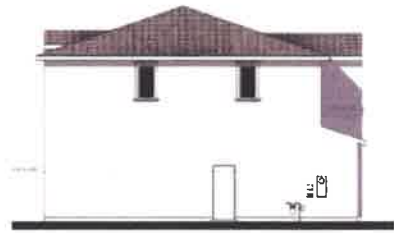
ROOF PLAN
 CONCRETE ON PROFILES 1/2" x 1/2"
 RAFTERS 1/2" x 1/2"
 BASE 1/2" x 1/2"
 GUTTER 1/2"



RIGHT



REAR



LEFT

PLAN 3 (1,945 "A")
 SPANISH COLONIAL ELEVATION

MANGINI RANCH
 FOLSOM, CA

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 A-21



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RIGHT



REAR



LEFT

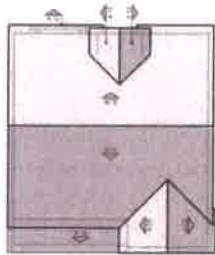
PLAN 3 (1.945 "A")
SPANISH COLONIAL ENHANCED ELEVATION

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FOLSOM, CA

05.22.2020
A-22

0 2 4 6 8 12
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ROOF PLAN
 CONCRETE ON METAL DECK
 2" EPS INSULATION
 1" GYP BOARD
 1/2" GYP BOARD



RIGHT



REAR



LEFT

PLAN 3 (1,945 "B")
 CRAFTSMAN ELEVATION

MANGINI RANCH

FOLSOM, CA



LENNAR

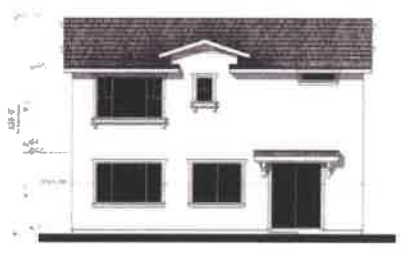
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A-23

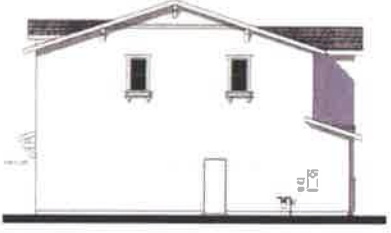
Kevin L. Crook
 Architect
 Inc.



RIGHT



REAR



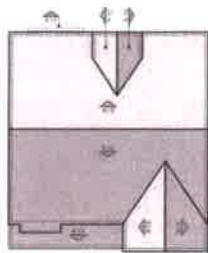
LEFT

PLAN 3 (1,945 "B")
CRAFTSMAN ENHANCED ELEVATION
MANGINI RANCH
FOLSOM, CA

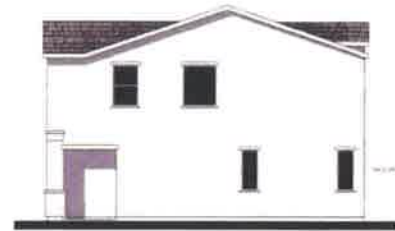
LENNAR

06.22.2020
A-24

0 2 4 8 12
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ROOF PLAN
 CONCRETE SLAB WITH FINISH
 FLOOR TOP FINISH
 AREA 1787 S.F.
 SCALE 1/8" = 1'-0"



RIGHT



REAR



LEFT

PLAN 3 (1,945 "C")
 AMERICAN TRADITIONAL ELEVATION

MANGINI RANCH

FOLSOM, CA



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05.22.2020

A-25

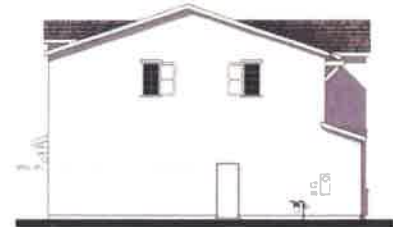
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 Inc.



RIGHT



REAR



LEFT

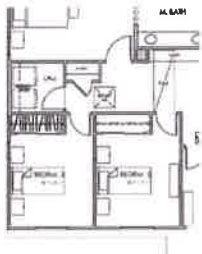
PLAN 3 (1,945 "C")
AMERICAN TRADITIONAL ENHANCED ELEVATION

LENNAR

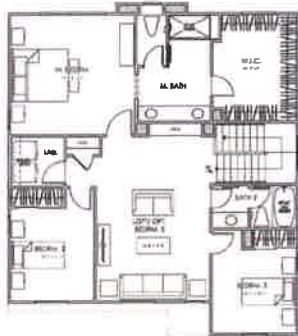
MANGINI RANCH
FOLSOM, CA

06.22.2020
A-26

0 2 4 6 8
Kevin L. Crook
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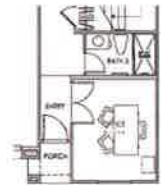
OPT. BEDRM. 5



SECOND FLOOR PLAN



FIRST FLOOR PLAN



OPT. OFFICE

PLAN 4 (2018 "A")
3 BEDROOM, 2.5 BATH, LOFT, OPT. BEDRM. 4

PLAN 4 AREA TABULATION	
CONCRETE SPACE	
FIRST FLOOR AREA	823 SQ. FT.
SECOND FLOOR AREA	1,198 SQ. FT.
TOTAL DWELLING	2,016 SQ. FT.
UNCONCRETE SPACE	
GARAGE	44' SQ. FT.
PORCH	81' SQ. FT.
PORCH	33' SQ. FT.
PORCH	11' SQ. FT.



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A-27

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"A" SPANISH COLONIAL

02/18/2018



"B" CRAFTSMAN

02/18/2018



"C" AMERICAN TRADITIONAL

02/18/2018

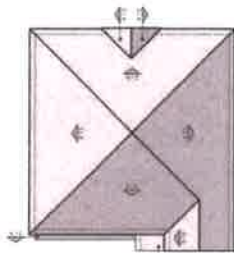
PLAN 4 (2.018)
FRONT ELEVATIONS

LENNAR

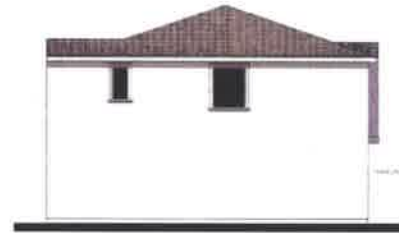
MANGINI RANCH
FOLSOM, CA

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A-28

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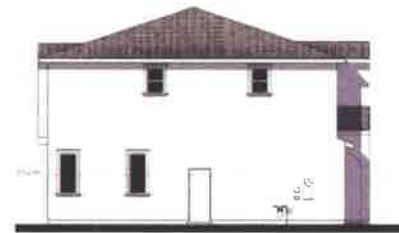
ROOF PLAN
 CONCRETE ON JOISTS 1 1/2" MIN.
 RAFTERS 12" ON 16" O.C.
 SHEATHING 1/2"



RIGHT



REAR



LEFT

PLAN 4 (2,018 "A")
 SPANISH COLONIAL ELEVATION
MANGINI RANCH
 FOLSOM, CA

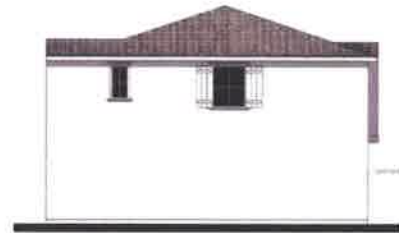
LENNAR

08.22.2020
 A-23

0 2 4 8 12
 KEYN L. CROOK
 Architect
 Inc.



REAR



RIGHT



LEFT

PLAN 4 (2,018 "A")
SPANISH COLONIAL ENHANCED ELEVATION

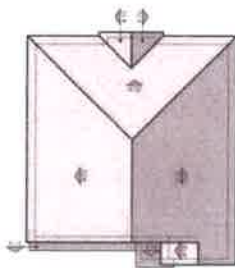
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MANGINI RANCH
FOLSOM, CA

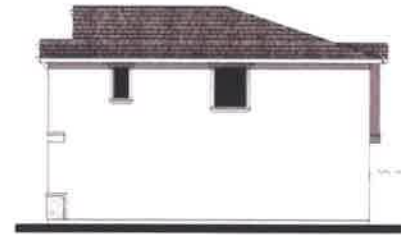
06.22.2020
A-30



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ROOF PLAN
 CONCRETE SLAB 12" JNC
 RAFTERS 12" UNDO
 RAFTERS 12" UNDO
 GUTTER 12" UNDO



RIGHT



REAR



LEFT

PLAN 4 (2,018 "B")
 CRAFTSMAN ELEVATION

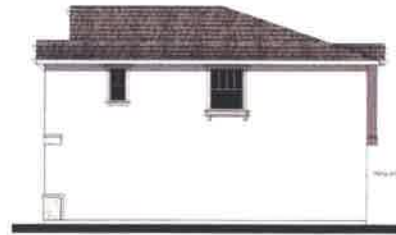
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 A-31



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RIGHT



REAR



LEFT

PLAN 4 (2,018 "B")
CRAFTSMAN ENHANCED ELEVATION

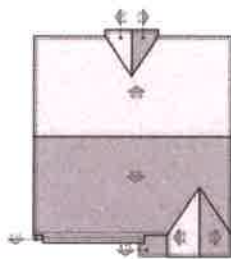
MANGINI RANCH
FOLSOM, CA

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06.22.2020
A-32



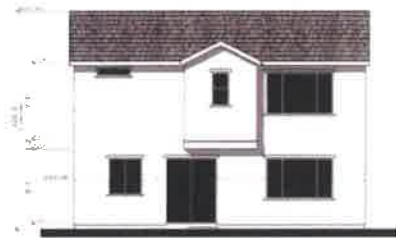
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Architect
Inc.



ROOF PLAN
 CONCRETE SLAB ON GRADE
 RAISE 8" TO UNDO
 BASE 8" TO UNDO
 SLIP LIP 1/2"



RIGHT



REAR



LEFT

PLAN 4 (2.018 "C")
 AMERICAN TRADITIONAL ELEVATION

MANGINI RANCH
 PULSOM, CA

LENNAR

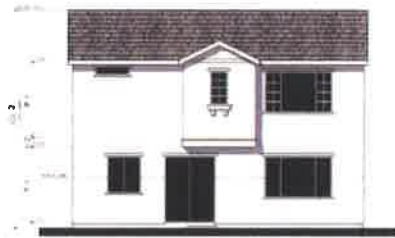
06.22.2020
 A-33



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RIGHT



REAR



LEFT

PLAN 4 (2,018 "C")
AMERICAN TRADITIONAL ENHANCED ELEVATION

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MANGINI RANCH
FOLSOM, CA

06.22.2020
A-34



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Attachment 8

Exterior Color/Materials Specifications
Dated February 19, 2020

ROCKCRESS
FOLSOM, CA

JOB # 19067
CREATED 7/29/2019
Revisions 8/26/2019

1st ELEVATIONS	SCHEME 1	SCHEME 2	SCHEME 3
SPANISH COLONIAL			
STUCCO BODY	SW1081 BONNIE CREAM	SW1028 AESTHETIC WHITE	SW1042 MACADAMIA
FASCIA / TRIM	SW1011 CONCRETE SLATE	SW1023 BURNISHED BRANDY	SW1024 STYLISH BRONZE
GARAGE DOOR	SW1020 LIBRARY PEAVEN	SW1020 BURNISHED BRANDY	SW1015 COCOON
FRONT DOOR	SW1017 CONCRETE SLATE	SW1047 STUDIO BLUE GREEN	SW1016 ONIX TWINE
SHUTTERS	SW1017 REDMEAT	SW1017 STUDIO BLUE GREEN	SW1017 STYLISH BRONZE
CLAY PIPES	SW1017 TAN BARK	SW1017 TAN BARK	SW1017 TAN BARK
ROOF (LOW PROFILE)	1VC1730	1VC1844	1VC1844
1st VILLA	VERONA CLAY	CA MISSION BLEND	SALENO CLAY

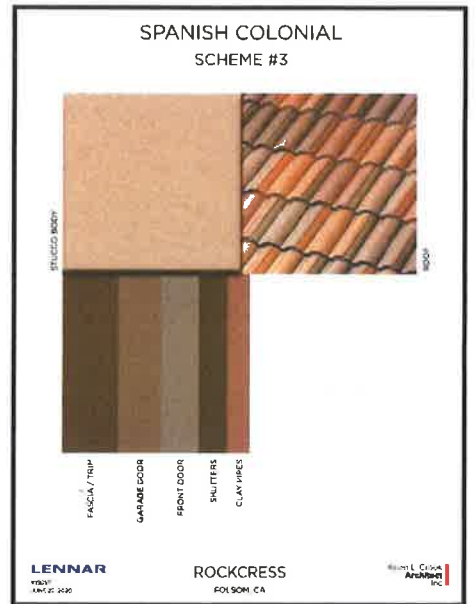
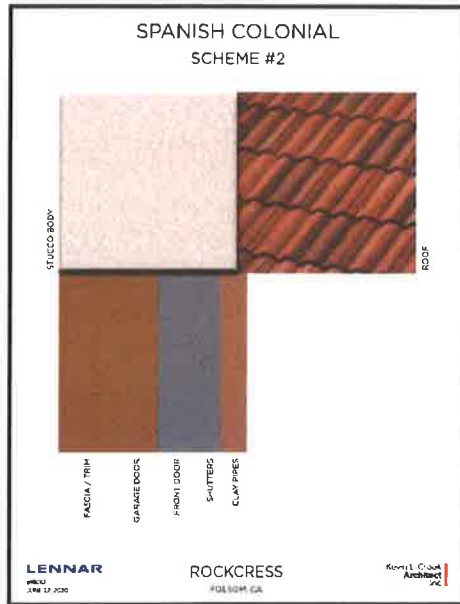
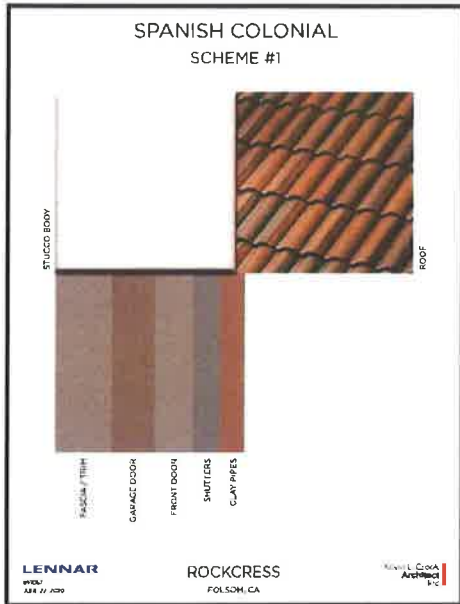
PAINT:	SHERWIN WILLIAMS
STONE:	CULTURED by BORA
BRICK:	ELDORADO by BORA
ROOF:	BORA

1st ELEVATIONS	SCHEME 4	SCHEME 5	SCHEME 6
CRAFTSMAN			
STUCCO BODY	SW1029 MILKY LEMON	SW1111 MILKY LEMON	SW1026 ACQUA DI SUEDE
FASCIA / TRIM	SW1027 CHINA DOLL	SW1027 STAINED MILK	SW1028 LIBRARY PEAVEN
GARAGE DOOR / SIDING	SW1028 DRAFT	SW1028 CONCRETE SLATE	SW1028 ROCKWOOD BROWN
FRONT DOOR / SHUTTERS	SW1028 ONIX TWINE	SW1028 ONIX TWINE	SW1028 ONIX TWINE
ROOF (SHAKE)	1FBC1181 SMOKEY TOPAZ	1FBC1181 CONCRETE BLEND	1FBC1181 CHARCOAL WOOD BLEND
STONE:	DEL MAR BLUNT OCHRE	DEL MAR BURNT OCHRE	DEL MAR PALEMO

1st ELEVATIONS	SCHEME 7	SCHEME 8	SCHEME 9
AMERICAN TRADITIONAL			
STUCCO BODY	SW1028 JODDING PATH	SW1111 CHINA DOLL	SW1049 ROW HOUSE TAN
FASCIA / TRIM / GARAGE DOOR	SW1066 WESTHIGHLAND WT	SW1066 WESTHIGHLAND WT	SW1071 VIBBLIN
LAP SIDING	SW1070 MOUNTAIN ROAD	SW1062 DRY DOCK	SW1062 ALMOND ROCK
FRONT DOOR / SHUTTERS	SW1021 MOODY BLUE	SW1028 WHEAT PENNY	SW1042 WEBINGER BAG
ROOF (SLATE)	1FBC1079 CANYON JEWELRY BLEND	1FAC1001 LA TERRA BLEND	1FBC1079 BRIDGE PLAZA BLEND
BRICK:	TUNDRA MILKLAND	TUNDRA HARTFORD	TUNDRA REVERSED

ALL FLASHING, SHUTTERS, DOWNPOUTS ETC. TO BE PAINTED TO MATCH ADJACENT SURFACE
ALL PAINT MEANS TO BE SUP AT HIGHER QUALITY

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Kevin L. Crook
Architect
Inc



COLORS MAY VARY DUE TO SCREEN AND PRINTER CALIBRATION.
REFER TO PAINT CHIPS AND MATERIALS BOARDS FOR ACTUAL COLORS.

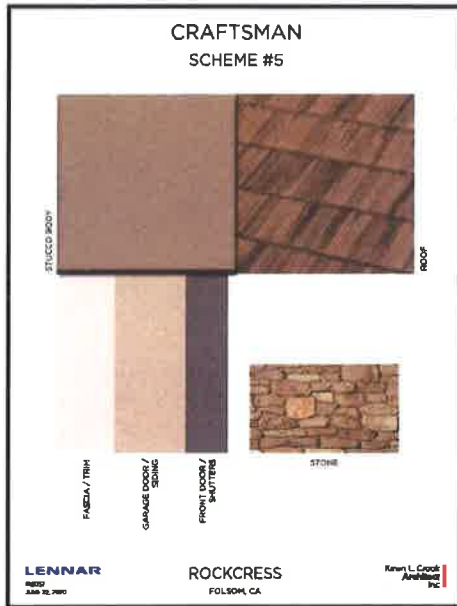
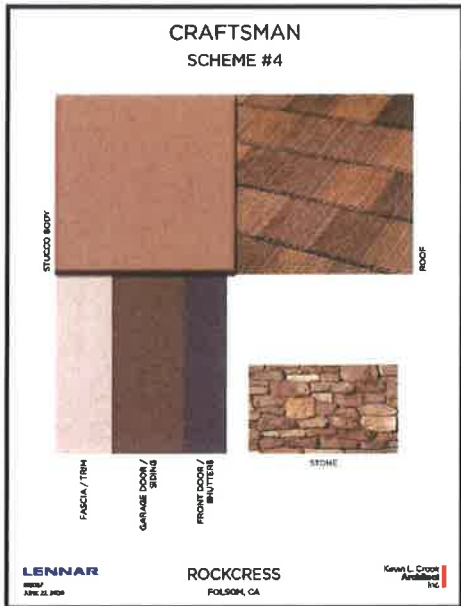
COLOR BOARDS - SPANISH COLONIAL

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MANGINI RANCH
FOLSOM, CA

06.22.2020
A-36

#180037
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COLORS MAY VARY DUE TO SCREEN AND PRINTER CALIBRATION.
REFER TO PAINT CHIPS AND MATERIALS BOARDS FOR ACTUAL COLORS.

COLOR BOARDS - CRAFTSMAN

LENNAR **MANGINI RANCH** **ROCKCRESS** **06.22.2020** **Kevin L. Crook Architect Inc.**
FOLSOM, CA FOLSOM, CA FOLSOM, CA A-37 FOLSOM, CA

**AMERICAN TRADITIONAL
SCHEME #7**

STUCCO BODY
ROOF
FASCIA / TRIM / GARAGE DOOR
LAP SIDING
FRONT DOOR / SHUTTERS
BRICK

LENNAR
REV 1
AUG 22 2020

ROCKCRESS
FOLSOM, CA

Kevin L. Cook
Architect
INC

**AMERICAN TRADITIONAL
SCHEME #8**

STUCCO BODY
ROOF
FASCIA / TRIM / GARAGE DOOR
LAP SIDING
FRONT DOOR / SHUTTERS
BRICK

LENNAR
REV 1
AUG 22 2020

ROCKCRESS
FOLSOM, CA

Kevin L. Cook
Architect
INC

**AMERICAN TRADITIONAL
SCHEME #9**

STUCCO BODY
ROOF
FASCIA / TRIM / GARAGE DOOR
LAP SIDING
FRONT DOOR / SHUTTERS
BRICK

LENNAR
REV 1
AUG 22 2020

ROCKCRESS
FOLSOM, CA

Kevin L. Cook
Architect
INC

COLORS MAY VARY DUE TO SCREEN AND PRINTER CALIBRATION.
REFER TO PAINT CHIPS AND MATERIALS BOARDS FOR ACTUAL COLORS.

COLOR BOARDS - AMERICAN TRADITIONAL

LENNAR

MANGINI RANCH
FOLSOM, CA

06.22.2020
A-3B

Kevin L. Cook
Architect
INC

Attachment 9

CEQA Exemption and Streamlining Analysis

CITY OF FOLSOM

**CEQA Exemption and Streamlining Analysis
for Rockcross at Folsom Ranch (Mangini Ranch Phase 2 Lot 10)**

1. Application No: PN 19-388
2. Project Title: Rockcross at Folsom Ranch (Mangini Ranch Phase 2 Lot 10)
3. Lead Agency Name and Address:
City of Folsom
50 Natoma Street
Folsom, CA 95630
4. Contact Person and Phone Number:
Scott Johnson, AICP, Planning Manager
Community Development Department
(916) 355-7222

Steven Banks, Principal Planner
(916) 355-7385
5. Project Location:
16.30 acres located south of Old Ranch Way and east of East Bidwell Street
APN: A portion of 072-3670-010 (16.30 acres, Carpenter East, LLC)
6. Project Applicant's/Sponsor's Name and Address:

Carpenter East, LLC
3907 Park Drive, Suite 235
El Dorado Hills, CA 95762
7. General Plan Designation: MLD
8. Zoning: SP-MLD
9. Other public agencies whose approval may be required or agencies that may rely on this document for implementing project:

California Department of Fish and Wildlife (for Section 1602 agreement)
Capital Southeast Connector Joint Powers Authority
Central Valley Regional Water Quality Control Board
Folsom-Cordova Unified School District
Sacramento Metropolitan Air Quality Management District

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I. INTRODUCTION

The Rockcross at Folsom Ranch (Mangini Ranch Phase 2, Lot 10) development proposal is located in the Folsom Plan Area Specific Plan (FPASP). As discussed later in this document, the project is consistent with the FPASP.

As a project that is consistent with an existing Specific Plan, the Rockcross at Folsom Ranch development is eligible for the exemption from review under the California Environmental Quality Act¹ (“CEQA”) provided in Government Code section 65457 and CEQA Guidelines² section 15182, subdivision (c), as well as the streamlining provisions in Public Resources Code section 21083.3 and CEQA Guidelines section 15183.

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

II. PROJECT DESCRIPTION

A. PROJECT OVERVIEW

The Rockcross at Folsom Ranch project proposes the development of 118 single-family residential lots (lots 1–118) on 12.86 acres and three Backbone Landscape Corridor lots (lots A, B, & C) on 1.31 acres out of the total 16.30-acre project area.

The requested land use entitlements for the Rockcross at Folsom Ranch project are:

- (1) a Vesting Tentative Small Lot Subdivision Map;
- (2) a Minor Administrative Amendment – Transfer of Development Rights to designate a new location in the Specific Plan at which these units will be built; and
- (3) a Planned Development Permit Residential Architecture.

The holding capacity under existing plans and zoning for this parcel is 153 dwelling units. The 35 residential units not proposed to be built at this site (153 – 118 = 35) are the subject of the proposed Minor Administrative Amendment – Transfer of Development Rights. No change to the overall FPASP unit allocation, total population, will occur. The proposed project does not affect the overall amount of non-residential development in the FPASP.

The Project will connect to the City's infrastructure.

The Rockcross at Folsom Ranch project is located within the Folsom Ranch Central District and is designed to comply with the Folsom Ranch Central District Design Guidelines (approved 2015, amended 2018).

¹ California Environmental Quality Act, Pub. Resources Code, § 21000 et seq. (hereafter "CEQA").

² The Guidelines for the Implementation of the California Environmental Quality Act, Cal. Code Regs., tit. 14, § 15000 et seq. (hereafter "CEQA Guidelines" or "Guidelines").

B. PROJECT LOCATION

The Project site consists of a 16.30-acre portion of parcel APN 072-3670-010 in the FPASP plan area that is within the Westland Eagle Specific Plan Amendment Area, south of U.S. Highway 50 and west of Placerville Road. The project site has been known as Mangini Ranch Phase 2 Lot 10.

The FPASP is a 3,513.4-acre comprehensively planned community that creates new development patterns based on the principles of smart growth and transit-oriented development.

See the Rockcross at Folsom Ranch Project Narrative for the regional location of the project site. The narrative includes maps depicting the project location and surrounding land uses.

C. EXISTING SITE CONDITIONS

Currently, the 16.30 acres of the Project site is undeveloped, but was pad-graded as part of the Mangini Ranch Phase 2 Grading Plan.

The Specific Plan zoning for the Project site is Multi-Family Low Density (SP-MLD).

D. CONSISTENCY WITH THE FPASP

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

1. Land Use Designation and Unit Types

The proposed small lot vesting tentative subdivision map would subdivide 16.30 acres of the parcel into 118 residential lots suited for single-family dwellings. The residential density achieved is 9.18 du/acre, which is within the range allowed for the MLD zone (range of 7-12 du/acre). The site plan

includes 1.31 acres of Backbone Landscape Corridor on Lots A, B, & C along East Bidwell Street, Old Ranch Way and Savannah Parkway. The site plan also includes 2.13 acres of Backbone Right-of-Way.

The vesting small lot tentative subdivision map proposes to create 118 residential lots on the parcel. The Rockcross at Folsom Ranch project site is designated for Multi-family Low Density (SP-MLD) land uses by the FPASP.

Rockcross at Folsom Ranch proposes to create 118 residential lots for detached single-family dwellings. The FPASP defines the MLD residential designation to include “single family dwellings (SF zero-lot-line and SF patio only), two-family dwellings and multi-family dwellings.” (FPASP, p. 4-14, emphasis added) Therefore, land which is designated SP-MLD can be subdivided into residential lots suited for single-family dwellings in conformance with the FPASP.

The single-family homes proposed by the Rockcross at Folsom Ranch Project are permitted uses as shown on Table 4.3 of the FPASP. (See also FPASP DEIR, Table 3A.10-4.)

In summary, the proposed land uses and the density of residential uses in the small lot vesting tentative map are consistent with the FPASP and the Westland Eagle FPASP Plan Amendment.

2. Circulation

Rockcross at Folsom Ranch includes a street pattern, which includes a connection (‘F’ Drive) to Old Ranch Way at the north-east corner of the parcel (which aligns to the approved entry location for the Enclave at Folsom Ranch to the north) and a connection (‘G’ Drive) to Savannah Parkway at the south-west corner of the parcel (which aligns to the planned entry to Mangini Ranch Phase 2 Lot 7, shown as Village 7 on the approved Mangini Ranch phase 2 Small lot Tentative Map, to the south). An interior street grid includes three east to west “horizontal” streets (‘A,’ ‘B,’ and ‘C’ Drive) and two north to south “vertical” streets (‘D’ and ‘E’ Drive), as depicted on the site plan. Two entries are provided: (a) a north-eastern entry at ‘F’ Drive located off Old Ranch Way, and (b) a south-western entry at ‘G’ Drive located off Savannah Parkway.

The street sections used in the Plan include the same pavement widths as specified in the FPASP and the Folsom Municipal Code. As depicted in the Vesting Tentative Subdivision Map, City standard residential streets are proposed for this subdivision, with attached pedestrian sidewalks and parking located on both sides. In addition to these entry locations, pedestrian access is also provided at three additional locations: in the northwest, northeast and southeast corners of the site (additional pedestrian access cannot be provided in the southwest due to grading constraints).

Traffic signals are planned at the intersection of East Bidwell Street and Old Ranch Way.

Rockcross at Folsom Ranch is located on a planned Transit Corridor, as identified in the FPASP. The Project is located south and east of the Transit Corridor. This design complements the downtown core

of the FPASP land use plan and provides a compact development pattern near transit opportunities.

Every single-family dwelling will have a standard two-car garage and a typical full-length driveway, accommodating two off-street parking spaces per unit. On-street parking is provided on both sides of the internal streets.

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

3. Water, Sewer, and Storm Drainage Infrastructure

Water infrastructure

Rockcross at Folsom Ranch is being served by Zone 3 water from the north via Mangini Parkway and from the west via East Bidwell Street. The project is located within the Zone 3 pressure zone. Water mains are provided within the perimeter streets, including Mangini Parkway and East Bidwell Street, along project frontage in order to serve the site.

Sewer infrastructure

Rockcross at Folsom Ranch will be served by the sewer infrastructure within Old Ranch Way and Savannah Parkway.

Storm drainage infrastructure

Rockcross at Folsom Ranch will connect to the existing storm drain infrastructure within East Bidwell Street.

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

III. EXEMPTION AND STREAMLINING ANALYSIS

A. Folsom Plan Area Specific Plan

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

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

to the "Land" sections of the FPASP EIR.

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

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

B. Documents Incorporated by Reference

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

- i. Folsom South of U.S. Highway 50 Specific Plan Project EIR/EIS and Findings of Fact and Statement of Overriding Considerations, certified by the Folsom City Council on June 14, 2011, a copy of which is available for viewing at the City of Folsom Planning Public Counter

located on the 2nd floor of the City Hall Building at 50 Natoma Street in Folsom, CA (from 8:00 a.m. to 1:00 p.m. Monday through Friday).

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

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

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

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

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

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

C. Introduction to CEQA Exemption and Streamlining Provisions

The City finds that the Rockcross at Folsom Ranch (Mangini Ranch Phase 2, Lot 10) development proposal is consistent with the Folsom Plan Area Specific Plan (FPASP) and therefore exempt from CEQA under Government Code section 65457 and CEQA Guidelines section 15182, subdivision (c), as a residential project undertaken pursuant to and in conformity with a specific plan.

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

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

The City also prepared an addendum to the FPASP EIR in June 2015 for the purposes of analyzing the effects of an increase in residentially-designated land and a substantial decrease in commercially-designated land in the Westland Eagle development area. The Westland Eagle Addendum supplemented and updated the analysis in the FPASP EIR that is relevant to the Rockcross at Folsom Ranch Project.

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

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

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

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

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

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

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

D. Environmental Checklist Review

The row titles of the checklist include the full range of environmental topics, as presented in Appendix G of the CEQA Guidelines.¹

¹ In 2019, the Governor's Office of Planning and Research (OPR) updated the checklist in Appendix G of the CEQA Guidelines. Though the FPASP EIR/EIS and adopted addendums analyzed the potential impacts of the FPASP under the Appendix G checklist then in effect, this analysis includes a discussion of the revised checklist questions, where relevant to the environmental topics discussed below, in good faith to provide the most updated information to decision makers. (See Public Resources Code, §§ 21002.1(e), 210065; CEQA Guidelines §§ 15002(a)(1), 15003(c).) However, these areas do not constitute new information under CEQA, nor are they required to be included in this analysis. (See *Cleveland National Forest Foundation v. San Diego Assn. of Governments* (2017) 17 Cal.App.5th 413, 426 ["once in EIR is finally approved, a court generally cannot...compel an agency to perform further environmental review if new regulations or guidelines for evaluating the project's impacts are adopted in the future"]; *Citizens Against*

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

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

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

A "no" answer does not necessarily mean that there are no potential impacts relative to the environmental category, but that there is no change in the condition or status of the impact since it was analyzed and addressed with mitigation measures in the prior environmental documents approved for the zoning action, general plan, or community plan. The environmental categories might be answered

Airport Pollution v. City of San Jose (2014) 227 Cal.App.4th 788, 808 [CEQA Guidelines enacted after an EIR is certified are not "new information within the meaning of [Public Resources Code] section 21166, subdivision (c)" and therefore do not trigger preparation of a subsequent EIR nor require consideration in an addendum.]

with a “no” in the checklist since the Rockcress at Folsom Ranch project does not introduce changes that would result in a modification to the conclusion of the FPASP EIR.

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

1. Where Impact Was Analyzed

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

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

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

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

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

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

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

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

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

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

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

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

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

“less than significant”. An analysis of the determination will appear in the Discussion section following the checklist.

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

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

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

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

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

Subdivision (g) provides concrete examples of “uniformly applied development policies or standards”:
(1) parking ordinances; (2) public access requirements; (3) grading ordinances; (4) hillside development

ordinances; (5) flood plain ordinances; (6) habitat protection or conservation ordinances; (7) view protection ordinances.

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

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

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

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

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

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

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

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

This section does not affect any requirement to analyze potentially significant offsite or cumulative impacts if those impacts were not adequately discussed in the prior EIR. If a significant offsite or

cumulative impact was adequately discussed in the prior EIR, then this section may be used as a basis for excluding further analysis of that offsite or cumulative impact.

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

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

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

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

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

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

10. Mitigation Measures Addressing Impacts.

Pursuant to Public Resources Code section 21083.3, this column indicates whether the prior environmental document and/or the findings adopted by the lead agency decision-making body provides mitigation measures to address effects in the related impact category. In some cases, the mitigation measures have already been implemented. A “yes” response will be provided in either instance. If “NA” is indicated, this Environmental Review concludes that the impact does not occur

with this project and therefore no mitigations are needed.

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

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

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

E. Checklist and Discussion

1. AESTHETICS

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

Environmental Issue Area	Where Impact Was Analyzed In Prior Environmental Documents	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information of Substantial Importance Requiring New Analysis or Verification?	Are There Effects That Are Peculiar To The Project Or The Parcel On Which The Project Would Be Located That Have Not Been Disclosed In A Prior EIR On The Zoning Action, General Plan, Or Community Plan With Which The Project is Consistent?	Are There Effects That Are Peculiar To The Project That Will Not Be Substantially Mitigated By Application Of Uniformly Applied Development Policies Or Standards That Have Been Previously Adopted?	Are There Effects That Were Not Analyzed As Significant Effects In A Prior EIR On The Zoning Action, General Plan Or Community Plan With Which The Project is Consistent?	Are There Potentially Significant Off-Site Impacts And Cumulative Impacts Which Were Not Discussed In The Prior EIR Prepared For The General Plan, Community Plan Or Zoning Action?	Are There Previously Identified Significant Effects That, As A Result Of Substantial New Information Not Known At The Time The EIR Was Certified, Are Now Determined To Have A More Severe Adverse Impact?	Prior Environmental Document's Mitigation Measures Addressing Impacts.
1. Aesthetics. Would the Project	FPASP Draft EIR pp. 3A.1-1 to -34									
c. (revised) In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?	pp. 3A.1-27 to -30	No	No	No	No	No	No	No	No	MM 3A.1-1 3A.7-4 3A.1-4
d. Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	pp. 3A.1-31 to -33	No	No	No	No	No	No	No	No	MM 3A.1-5

Environmental Issue Area	Where Impact Was Analyzed in Prior Environmental Documents	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information of Substantial Importance Requiring New Analysis or Verification?	Are There Effects That Are Peculiar To The Project Or The Parcel On Which The Project Would Be Located That Have Not Been Disclosed In a Prior EIR On The Zoning Action, General Plan, Or Community Plan With Which the Project is Consistent?	Are There Effects That Are Peculiar To The Project That Will Not Be Substantially Mitigated By Application Of Uniformly Applied Development Policies Or Standards That Have Been Previously Adopted?	Are There Effects That Were Not Analyzed As Significant Effects In A Prior EIR On The Zoning Action, General Plan Or Community Plan With Which The Project is Consistent?	Are There Potentially Significant Off-Site Impacts And Cumulative Impacts Which Were Not Discussed In The Prior EIR Prepared For The General Plan, Community Plan Or Zoning Action?	Are There Previously Identified Significant Effects That, As A Result Of Substantial New Information Not Known At The Time The EIR Was Certified, Are Now Determined To Have A More Severe Adverse Impact?	Prior Environmental Document's Mitigation Measures Addressing Impacts.
1. Aesthetics. Would the Project:	FPASP Draft EIR pp. 3A.1-1 to -34									
<p>Discussion: The FPASP EIR concluded that implementation of the mitigation measures in the EIR would reduce all except the following aesthetic and visual impacts to less than significant levels: Impact 3A.1-1 (Substantial Adverse Effect on a Scenic Vista); Impact 3A.1-2 (Damage to Scenic Resources Within a Designated Scenic Corridor); Impact 3A.1-4 (Temporary, Short-Term Degradation of Visual Character for Developed Project Land Uses During Construction); Impact 3A.1-5 (New Skyglow Effects); and impacts from the off-site improvements constructed in areas under the jurisdiction of El Dorado and Sacramento Counties (Impacts 3A.1-4 and 3A.1-5). (FEIR, pp. 1-15 to 1-19; DEIR, p. 3A.1-34) The pages indicated in the table above contain the relevant analysis of the potential impacts.</p> <p>Additionally, the 2012 Water Addendum includes a short discussion of how the changes to the water facilities aspects of the FPASP project would have the same or less impacts to aesthetic resources when compared to the FPASP project as analyzed in the 2011 EIR after implementation of the following mitigation measures: MM 3B.1-2a, MM 3B.1-2b, MM 3B.1-3a, and MM 3B.1-3b. (Water Addendum, p. 3-5) The 2015 Westland Eagle Addendum also includes a discussion of how project amendments would have the same or reduced impacts to aesthetic resources when compared to the FPASP project as analyzed in the 2011 EIR with implementation of the following mitigation measures from the FPASP EIR: MM 3A.1-1, MM 3A.1-4, MM 3A.1-5. (Westland Eagle Addendum, pp. 4.1-4.3)</p> <p>See Exhibit 3 for discussion of the Rockcross at Folsom Ranch project's consistency with landscaping policies in the FPASP that may be relevant to aesthetic and visual impacts. (Exh. 3, p. 32.) See Exhibit 1 (the Folsom Ranch Central District Design Guidelines) for more discussion of the architectural design guidelines and landscape design guidelines that apply to the Project. (Exh. 1, pp. 15-94.)</p> <p>Mitigation Measures:</p> <ul style="list-style-type: none"> • MM 3A.1-1 • MM 3A.1-4 • MM 3A.1-5 • MM 3A.7-4 • MM 3B.1-2a • MM 3B.1-2b • MM 3B.1-3a • MM 3B.1-3b <p>Conclusion:</p> <p>With implementation of the above mitigation measures identified in the FPASP EIR, Water Addendum, and Westland Eagle Addendum, Rockcross at Folsom Ranch would not have any new significant or substantially more severe aesthetic impacts (Guidelines, § 15162), nor would it result in any new significant impacts that are peculiar to the project or its site (Guidelines, § 15183).</p>										

2. AGRICULTURE AND FOREST RESOURCES

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

Environmental Issue Area	Where Impact Was Analyzed in Prior Environmental Documents.	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information of Substantial Importance Requiring New Analysis or Verification?	Are There Effects That Are Peculiar To The Project Or The Parcel On Which The Project Would Be Located That Have Not Been Disclosed In a Prior EIR, On The Zoning Action, General Plan, Or Community Plan With Which The Project is Consistent?	Are There Effects That Are Peculiar To The Project That Will Not Be Substantially Mitigated By Application Of Uniformly Applied Development Policies Or Standards That Have Been Previously Adopted?	Are There Effects That Were Not Analyzed As Significant Effects In A Prior EIR On The Zoning Action, General Plan Or Community Plan With Which The Project is Consistent?	Are There Potentially Significant Off-Site Impacts And Cumulative Impacts Which Were Not Discussed In The Prior EIR Prepared For The General Plan, Community Plan Or Zoning Action?	Are There Previously Identified Significant Effects That, As A Result Of Substantial New Information Not Known At The Time The EIR Was Certified, Are Now Determined To Have A More Severe Adverse Impact?	Prior Environmental Document's Mitigation Measures Addressing Impacts.
2. Agriculture. Would the project	FPASP Draft EIR pp. 3A.10-1 to -49									
Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?										
d. (revised) Result in the loss of forest land or conversion of forest land to non-forest use?	Not addressed. Criterion was not part of Appendix G when EIR/BIS was certified.	No	No	No	No	No	No	No	No	None required
e. Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use?	p. 3A.10-29	No	No	No	No	No	No	No	No	None required