

Folsom City Council Staff Report

MEETING DATE:	2/23/2021
AGENDA SECTION:	Public Hearing
SUBJECT:	Alder Creek Apartments - Southeast Corner of Alder Creek Parkway and Westwood Drive in the Folsom Plan Area (PN 18-222) i. Resolution No. 10596 - A Resolution to Adopt an Addendum to the Folsom Plan Area Specific Plan EIR/EIS and Approve a General Plan Amendment, Specific Plan Amendment, and Planned Development Permit for the Alder Creek Apartments Project
FROM:	Community Development Department

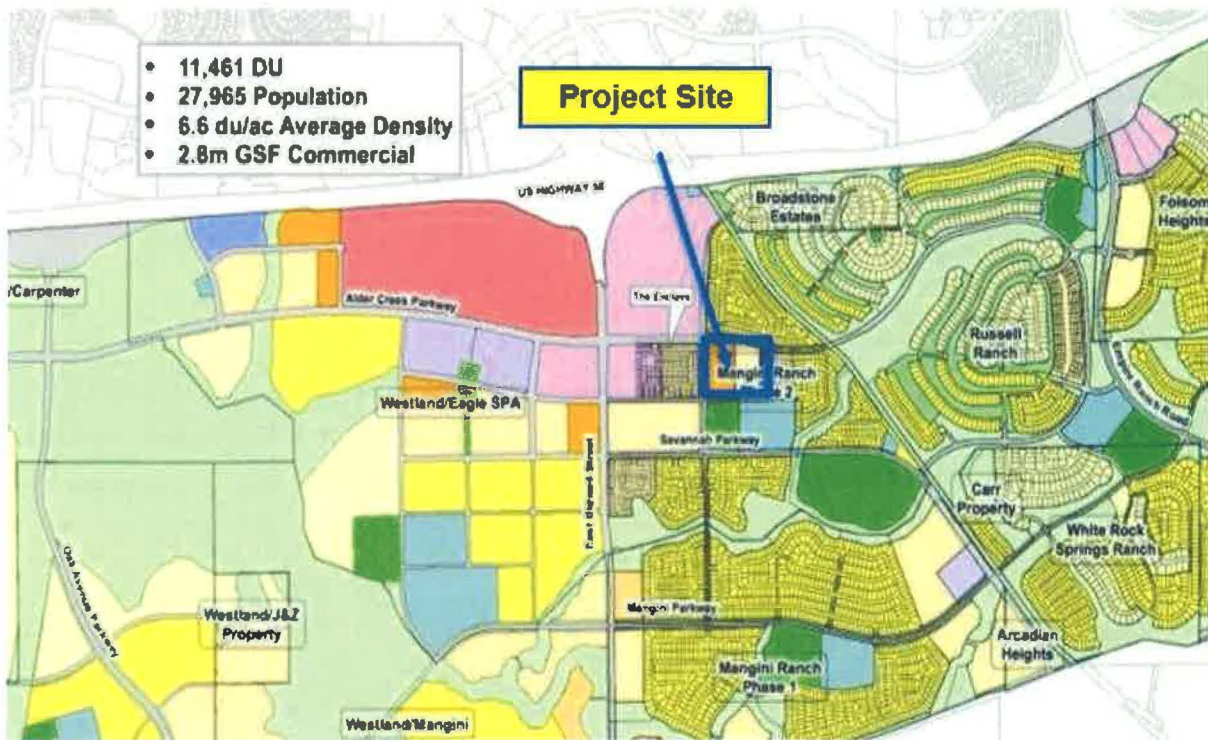
RECOMMENDATION / CITY COUNCIL ACTION

Move to adopt Resolution No. 10596 - A Resolution to Adopt an Addendum to the Folsom Plan Area Specific Plan EIR/EIS and Approve a General Plan Amendment, Specific Plan Amendment, and Planned Development Permit for the Alder Creek Apartments Project.

BACKGROUND / ISSUE

The applicant, the Spanos Corporation, is requesting approval of a General Plan Amendment, Specific Plan Amendment, Planned Development Permit, and Minor Administrative Modification for the development and operation of a 265-unit market rate apartment community (Alder Creek Apartments) on a 10.8-acre site located at the southeast corner of the intersection of Alder Creek Parkway and Westwood Drive within the Mangini Ranch Phase 2 portion of the Folsom Plan Area. A vicinity map showing the specific location of the project site is shown in Figure 1 on the following page.

FIGURE 1: VICINITY MAP



As noted previously, the applicant is requesting approval of four entitlements to allow for development of the proposed apartment community. The first entitlement is a request for approval of a General Plan Amendment to change the General Plan land use designation for a 5.0-acre portion of the project site from MLD (Multi-Family Low Density) to MHD (Multi-Family High Density). The second entitlement is a request for approval of a Specific Plan Amendment to change the Specific Plan land use designation for the same 5.0-acre portion of the project site from SP-MLD-PD (Specific Plan, Multi-Family Low Density, Planned Development District) to SP-MHD-PD (Specific Plan, Multi-Family High Density, Planned Development District).

The third entitlement is a request for approval of a Planned Development Permit to establish project-specific development standards, review the project site design, evaluate the architectural design of the multi-family apartment buildings and clubhouse, and establish signage criteria. The fourth entitlement is a request for approval of a Minor Administrative Modification (MAM) for the transfer of development rights to move 62 allocated dwelling units from other locations within the Folsom Plan Area Specific Plan to the project site and to relocate dwelling units among three other parcels located within the Folsom Plan Area. Full details regarding the proposed project entitlements and associated analysis are provided in the Planning Commission Staff Report which is included as Attachment 2 to this staff report.

The proposed project was considered by the Planning Commission at its February 3, 2021 meeting. The Commission engaged in a thorough review of the proposed project including discussions regarding site design, pedestrian circulation, bicycle parking, renewable energy features, traffic study methodology, environmental review procedures, transfer of development rights. The proposed project was considered by the Planning Commission at its February 3, 2021 meeting. The Commission engaged in a thorough review of the proposed project including discussions regarding site design, pedestrian circulation, bicycle parking, renewable energy features, traffic study methodology, environmental review procedures, transfer of development rights, and inclusionary housing requirements.

In relation to pedestrian circulation, the Commission recommended that a condition of approval be added (Condition No. 34, last bullet point) that requires the proposed project to include an additional pedestrian connection that provides access from the project site to the sidewalk along Quail Meadow Way located in the southeast corner of the project site. The Commission indicated that the additional pedestrian connection would provide residents of the apartment community with better access to a future elementary school site located across Old Ranch Way to the south. A detailed discussion of each of the aforementioned topics is included within the Planning Commission Staff Report (Attachment 2). No members of the public spoke regarding the proposed project. The Planning Commission adopted a motion (7-0-0-0) to recommend approval of the proposed project to the City Council.

POLICY / RULE

The Folsom Municipal Code (FMC) requires that applications for General Plan Amendments and Specific Plan Amendments be forwarded to the City Council for final action, following a public hearing and recommendation by the Planning Commission. City Council actions regarding General Plan and Specific Plan Amendments are covered under Sections 17.68.080 and 17.37.090 of the Folsom Municipal Code.

ANALYSIS

Detailed analysis for the Alder Creek Apartments project is provided in the Planning Commission Staff Report which is included as Attachment 2 to this report.

FINANCIAL IMPACT

This is a private development, not a City project. No financial impact to the FPA Public Facilities Financing Plan is anticipated with approval of the Alder Creek Apartments project as the proposed development will not result in any change in the total number of residential units or total amount of commercial square footage within the Folsom Plan Area.

ENVIRONMENTAL REVIEW

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

An Environmental Checklist and Addendum was prepared in accordance with CEQA Guidelines Section 15164 to evaluate whether the proposed project's effects were adequately examined in the FPASP EIR/EIS. The Environmental Checklist and Addendum concluded that no changes associated with the proposed project and no changed circumstances trigger subsequent or supplemental environmental review. The Environmental Checklist and Addendum are included at Attachment 18 to this staff report. In addition, the Mitigation Monitoring and Reporting Program are included as Attachment 19 to this staff report. The Addendum and associated appendices prepared for the Alder Creek Apartments project are also available for viewing on the City's Website at the following link:

https://www.folsom.ca.us/community/planning/current_project_information.asp

ATTACHMENTS

1. Resolution No. 10596 - A Resolution to Adopt an Addendum to the Folsom Plan Area Specific Plan EIR/EIS and Approve a General Plan Amendment, Specific Plan Amendment, and Planned Development Permit for the Alder Creek Apartments Project
2. Planning Commission Staff Report, dated February 3, 2021
3. Vicinity Map
4. General Plan/Specific Plan Amendment Exhibit, dated November 9, 2020
5. Preliminary Site Plan, dated May 12, 2020
6. Preliminary Utility Plan, dated May 12, 2020
7. Preliminary Grading and Drainage Plan, dated May 12, 2020
8. Preliminary Landscape Plan and Details, dated January 11, 2021
9. Preliminary Access and Circulation Plan, dated November 23, 2020
10. Preliminary Wall, Fence, and Sign Exhibit, dated May 8, 2020
11. Preliminary Lighting Plan and Details, dated December 11, 2019
12. Building Elevations and Floor Plans, dated December 6, 2019
13. Color Renderings, dated December 6, 2019
14. Color and Materials Board, dated December 6, 2019
15. Building and Parking Summary, dated November 18, 2020
16. Site Photographs

17. Transportation Impact Study, dated December 21, 2020
18. Environmental Checklist and Addendum for the Alder Creek Apartments Project, dated January, 2021
19. Mitigation Monitoring and Reporting Program for the Alder Creek Apartments Project, dated January, 2021
20. Summary of Amendments to the Folsom Plan Area Specific Plan, 2011-2020
21. Folsom Ranch Central District Design Guidelines
22. City Council PowerPoint Presentation

Submitted,



PAM JOHNS
Community Development Director

ATTACHMENT 1

RESOLUTION NO. 10596

A RESOLUTION TO ADOPT AN ADDENDUM TO THE FOLSOM PLAN AREA SPECIFIC PLAN EIR/EIS AND APPROVE A GENERAL PLAN AMENDMENT, SPECIFIC PLAN AMENDMENT, AND PLANNED DEVELOPMENT PERMIT FOR THE ALDER CREEK APARTMENTS PROJECT

WHEREAS, the Planning Commission on February 3, 2021, held a public hearing on the proposed General Plan Amendment, considered public comment and determined that the development of a market-rate apartment community on the project site is consistent with the goals, policies, and objectives of the City of Folsom General Plan and will not result in a net loss of residential capacity within the Folsom Plan Area; and

WHEREAS, the Planning Commission on February 3, 2021, held a public hearing on the proposed Specific Plan Amendment, considered public comment and determined that the development of a market-rate apartment community on the project site is consistent with the goals, policies, and objectives of the Folsom Plan Area Specific Plan and the City's General Plan, as Amended, and will not result in a net loss of residential capacity within the Folsom Plan Area; and

WHEREAS, the Planning Commission on February 3, 2021 held a public hearing on the proposed Planned Development Permit, considered public comment and determined that based on the proposed site design, building heights, building setbacks, building coverage, residential density, parking, and signage, the project is consistent with the City's General Plan, the Folsom Plan Area Specific Plan, and Chapter 17.38 "Planned Development District", of the Folsom Municipal Code; and

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

WHEREAS, an Environmental Checklist and Addendum to the 2011 Folsom Plan Area Specific Plan Environmental Impact Report/Environmental Impact Statement (FPASP EIR/EIS) has been prepared for the proposed project in accordance with the California Environmental Quality Act (CEQA).

NOW, THEREFORE, BE IT RESOLVED that the City Council of the City of Folsom hereby Approve and Adopt the Addendum to the Folsom Plan Area Specific Plan EIR/EIS for the Alder Creek Apartments Project, Amend the General Plan land use designations, Amend the Specific Plan land use designations, and Approve a Planned Development Permit for the Alder Creek Apartments Project, as set forth in the General Plan and Specific Plan Amendment Exhibit attached as Exhibit "A" and as set forth in the conditions of approval attached as Exhibit "B" and the following findings:

GENERAL FINDINGS

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

CEQA FINDINGS

- C. THE CITY, AS LEAD AGENCY, PREVIOUSLY CERTIFIED AN ENVIRONMENTAL IMPACT REPORT/ENVIRONMENTAL IMPACT STATEMENT FOR THE FOLSOM PLAN AREA SPECIFIC PLAN.
- D. AN ADDENDUM TO THE FOLSOM PLAN AREA SPECIFIC PLAN FINAL ENVIRONMENTAL IMPACT REPORT/ENVIRONMENTAL IMPACT STATEMENT WAS CERTIFIED BY THE CITY IN 2015 FOR THE WESTLAND EAGLE SPECIFIC PLAN AMENDMENT PROJECT IN ACCORDANCE WITH CEQA.
- E. THE CITY HAS DETERMINED THAT THE ALDER CREEK APARTMENTS PROJECT IS CONSISTENT WITH THE FOLSOM PLAN AREA SPECIFIC PLAN AS AMENDED BY THE WESTLAND EAGLE SPECIFIC PLAN AMENDMENT AND THE AMENDMENT SOUGHT AS A PART OF THIS PROJECT.
- F. THE CITY HAS DETERMINED THAT NONE OF THE CIRCUMSTANCES DESCRIBED IN PUBLIC RESOURCES CODE SECTION 21166 OR CEQA GUIDELINES SECTION 15162 GENERALLY REQUIRING THE PREPARATION OF A SUBSEQUENT EIR EXIST IN THIS CASE.
- G. THE CITY HAS PREPARED AN ADDENDUM TO THE FINAL ENVIRONMENTAL IMPACT REPORT FOR THE FOLSOM PLAN AREA SPECIFIC PLAN AND HAS DETERMINED THAT THE PROJECT CREATES NO NEW IMPACTS AND DOES NOT REQUIRE ANY MITIGATION MEASURES IN ADDITION TO THOSE IN THE FINAL ENVIRONMENTAL IMPACT REPORT AND THE ADDENDUM FOR THE WESTLAND EAGLE SPECIFIC PLAN AMENDMENT PROJECT.
- H. THE CITY HAS DETERMINED THAT THE IMPACTS OF THE ALDER CREEK APARTMENTS PROJECT ARE ADEQUATELY ADDRESSED BY THE FINAL ENVIRONMENTAL IMPACT REPORT FOR THE FOLSOM PLAN AREA SPECIFIC PLAN, THE ADDENDUM FOR THE WESTLAND EAGLE SPECIFIC PLAN AMENDMENT PROJECT, AND THE ADDENDUM FOR THE ALDER CREEK APARTMENTS PROJECT.
- I. THE CITY COUNCIL HAS CONSIDERED THE ADDENDUM WITH THE FINAL EIR BEFORE MAKING A DECISION ON THE PROJECT.

GENERAL PLAN AMENDMENT FINDINGS

- J. THE PROPOSED GENERAL PLAN AMENDMENT IS CONSISTENT WITH THE GOALS, POLICIES AND OBJECTIVES OF THE CITY OF FOLSOM GENERAL PLAN
- K. THE PROPOSED GENERAL PLAN AMENDMENT IS CONSISTENT WITH THE OBJECTIVES OF THE LAND USE ELEMENT OF THE CITY'S GENERAL PLAN AND DEVELOPMENT POLICIES.
- L. THE PROPOSED GENERAL PLAN AMENDMENT WILL NOT RESULT IN A NET LOSS OF RESIDENTIAL CAPACITY.
- M. THE PROPOSED GENERAL PLAN AMENDMENT IS IN THE PUBLIC INTEREST.
- N. PURSUANT TO GOVERNMENT CODE SECTION 65352.3, THE CITY CONTACTED ALL CALIFORNIA NATIVE AMERICAN TRIBES ON THE CONTACT LIST MAINTAINED BY THE NATIVE AMERICAN HERITAGE COMMISSION IN ASSOCIATION WITH THIS PROJECT. THE CITY RECEIVED TWO REQUESTS FOR CONSULTATION FROM NATIVE AMERICAN TRIBES, BOTH TRIBES LATER FAILED TO PURSUE CONSULTATION WITH THE CITY.

FOLSOM PLAN AREA SPECIFIC PLAN AMENDMENT FINDINGS

- O. THE PROPOSED AMENDMENT TO THE FOLSOM PLAN AREA SPECIFIC PLAN IS CONSISTENT WITH THE CITY'S GENERAL PLAN (AS AMENDED).
- P. THE PROPOSED AMENDMENT TO THE FPASP WILL NOT RESULT IN A NET LOSS OF RESIDENTIAL CAPACITY.
- Q. THE PROPOSED SPECIFIC PLAN AMENDMENT IS IN THE PUBLIC INTEREST.
- R. THE PROPOSED SPECIFIC PLAN AMENDMENT IS CONSISTENT WITH THE GOALS, POLICIES, AND OBJECTIVES OF THE FOLSOM PLAN AREA SPECIFIC PLAN.

PLANNED DEVELOPMENT PERMIT FINDINGS

- S. THE PROPOSED PROJECT COMPLIES WITH THE INTENT AND PURPOSES OF THE FOLSOM PLAN AREA SPECIFIC PLAN AS AMENDED AND OTHER APPLICABLE ORDINANCES OF THE CITY AND THE GENERAL PLAN AS AMENDED.

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

PASSED AND ADOPTED this 23rd day of February, 2021, by the following roll-call vote:

AYES: Council Member(s):
NOES: Council Member(s):
ABSENT: Council Member(s):
ABSTAIN: Council Member(s):

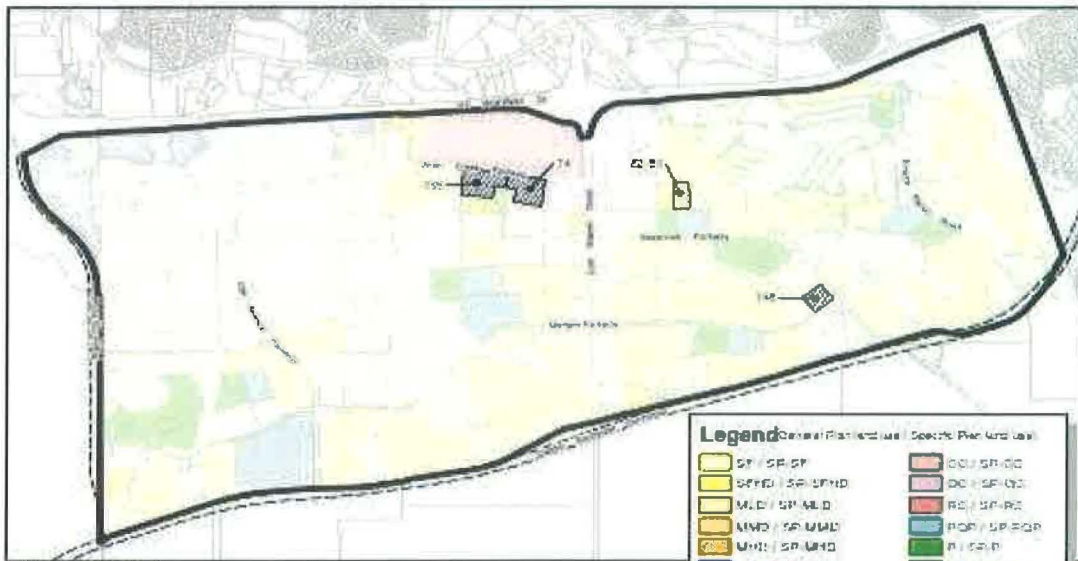
Mike Kozlowski, MAYOR

ATTEST:

Christa Freemantle, CITY CLERK

Exhibit A

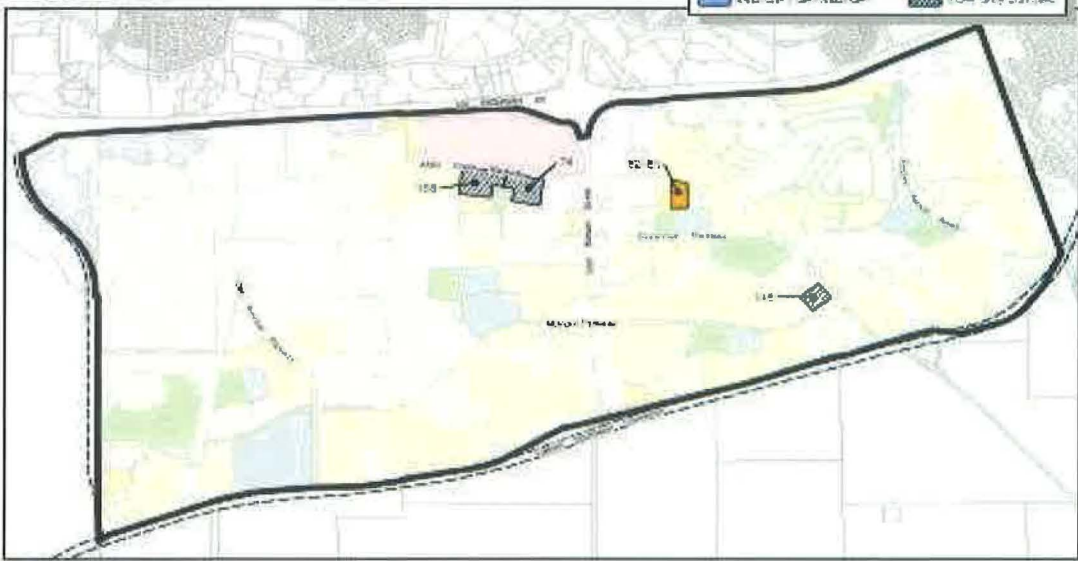
11/9/2020	EXISTING PARCELS					PROPOSED / RESULTING PARCELS					Change in Acres	Change in Units
	SPAD Parcel #	Land Use	Acres	Units	Density	Land Use	Acres	Units	Density			
	151	MID	2.77	145	25.1	MND	2.77	145	25.1	0	0	
	82-81	MID	4.89	38	11.7	MND	4.89	120	24.3	0.0	82	
	155	SP	11.45	74	9 to 30	SP	11.45	74	9 to 30	0.0	-74	
	74	SP	10.00	37	9 to 30	SP	10.00	37	9 to 30	0.0	-75	
	148	MND	0.00	0	9 to 30	MND	0.00	0	9 to 30	0.0	29	
		TOTALS	37.2	348		TOTALS	37.2	346		0.0	0	



Approved

Legend: General Plan Land Use | Specific Plan Land Use

SP / SP-SP	DC / SP-DC
SPFD / SP-SPFD	DC / SP-DC
MID / SP-MID	RC / SP-RC
MND / SP-MND	ROP / SP-ROP
UMD / SP-UMD	R / SP-R
MU / SP-MU	CG / SP-CG
IND / SP-IND	TDR only parcels



Proposed

Alder Creek Apartments
Specific Plan Amendment /
General Plan Amendment /
Minor Administrative Amendment - Transfer of Development Rights (TDR)

Exhibit B

**CONDITIONS OF APPROVAL FOR THE ALDER CREEK APARTMENTS PROJECT (PN 18-222)
SOUTHEAST CORNER OF THE INTERSECTION OF ALDER CREEK PARKWAY AND WESTWOOD DRIVE
GENERAL PLAN AMENDMENT, SPECIFIC PLAN AMENDMENT, PLANNED DEVELOPMENT PERMIT, AND
MINOR ADMINISTRATIVE MODIFICATION**

Condition No.	Mitigation Measure	Condition of Approval	When Required	Responsible Department
1.		<p>The owner/applicant shall submit final site development plans to the Community Development Department that shall substantially conform to the exhibits referenced below:</p> <ol style="list-style-type: none"> 1. General Plan/Specific Plan Amendment Exhibit, dated November 9, 2020 2. Preliminary Site Plan, dated May 12, 2020 3. Preliminary Site Plan, dated May 12, 2020 4. Preliminary Utility Plan, dated May 12, 2020 5. Preliminary Grading and Drainage Plan, dated May 12, 2020 6. Preliminary Landscape Plan and Details, dated December 12, 2019 7. Preliminary Access and Circulation Plan, dated November 23, 2020 8. Preliminary Wall, Fence, and Sign Exhibit, dated May 8, 2020 9. Preliminary Lighting Plan and Details, dated December 11, 2019 10. Building Elevations and Floor Plans, dated December 6, 2019 11. Color Renderings, dated December 6, 2019 12. Color and Materials Board, dated December 6, 2019 13. Building and Parking Summary, dated November 18, 2020 14. Transportation Impact Study, dated December 21, 2020 15. Environmental Checklist and Addendum for the Alder Creek Apartments Project, dated January, 2021 16. Mitigation Monitoring and Reporting Program for Alder Creek Apartments Project, dated January, 2021 <p>The General Plan Amendment, Specific Plan Amendment, Planned Development Permit, and Minor Administrative Modification are approved for the development and operation of a 265-unit multi-family residential project (Alder Creek Apartments). Implementation of the project shall be consistent with the above referenced items and these conditions of approval.</p>	G, I, B	CD (P)(E)

2.		Building plans, and all civil engineering, improvement, landscape and irrigation plans, shall be submitted to the Community Development Department for review and approval to ensure conformance with this approval and with relevant codes, policies, standards and other requirements of the City of Folsom.	G, I, B	CD (P)(E)(B)
3.		The project approvals granted under this staff report (Planned Development Permit) shall remain in effect for two years from final date of approval (February 23, 2023). Failure to obtain the relevant building (or other) permits within this time period, without the subsequent extension of this approval, shall result in the termination of this approval. The General Plan Amendment and Specific Plan Amendment, which will take effect 30 days following City Council approval of the project do not have an expiration date. The Minor Administrative Modification (MAM) does not have an expiration date.	B	CD (P)
4.		<p>The owner/applicant shall protect, defend, indemnify, and hold harmless the City and its agents, officers and employees from any claim, action or proceeding against the City or its agents, officers or employees to attack, set aside, void, or annul any approval by the City or any of its agencies, departments, commissions, agents, officers, employees, or legislative body concerning the project, which claim, action or proceeding is brought within the time period provided therefore in Government Code Section 66499.37 or other applicable statutes of limitation. The City will promptly notify the owner/applicant of any such claim, action or proceeding, and will cooperate fully in the defense. If the City should fail to cooperate fully in the defense, the owner owner/applicant shall not thereafter be responsible to defend, indemnify and hold harmless the City or its agents, officers, and employees, pursuant to this condition. The City may, within its unlimited discretion, participate in the defense of any such claim, action or proceeding if both of the following occur:</p> <ul style="list-style-type: none"> • The City bears its own attorney’s fees and costs; and • The City defends the claim, action or proceeding in good faith <p>The owner/applicant shall not be required to pay or perform any settlement of such claim, action or proceeding unless the settlement is approved by the owner/applicant. The owner/applicant’s obligations under this condition shall apply regardless of whether a Final Map is ultimately recorded with respect to this project.</p>	OG	CD (P)(E)(B) PW, PR, FD, PD

5.		The owner/applicant shall comply with all provisions of Amendments No. 1 and 2 to the First Amended and Restated Tier 1 Development Agreement and any approved amendments thereafter by and between the City and the owner/applicant of the project.	B	CD (E)
6.	✓	The owner/applicant shall participate in a mitigation monitoring and reporting program pursuant to City Council Resolution No. 2634 and Public Resources Code 21081.6. The mitigation monitoring and reporting measures identified in the Folsom Plan Area Specific Plan FEIR/EIS have been incorporated into these conditions of approval in order to mitigate or avoid significant effects on the environment. These mitigation monitoring and reporting measures are identified in the mitigation measure column. Applicant shall fund on a Time and Materials basis all mitigation monitoring (e.g., staff and consultant time).	OG	CD (P)

7.	<p>The owner/applicant acknowledges that the State adopted amendments to Section 65850 of the California Government Code (specifically Section 65850(g)), effective January 1, 2018, to allow for the implementation of inclusionary housing requirements in residential rental units, upon adoption of an ordinance by the City. In the event that the City amends its Inclusionary Housing Ordinance (IHO) with respect to inclusionary requirements for rental housing units prior to owner/applicant's submittal of a complete application for a building permit for the Alder Creek Apartments Project, the owner/applicant (or successor in interest) agrees that FPASP Parcel 82-B1 shall be subject to said rental unit inclusionary requirements, as amended.</p> <p>City agrees, however, that FPASP Parcel 82-B1 shall not be subject to the inclusionary requirements of any future amendment of the City's IHO occurring prior to submittal of a complete building permit application, if both of the following conditions are met:</p> <ul style="list-style-type: none"> a) a deed restriction is recorded on FPASP Parcel 148 requiring Parcel 148 to be developed only with multi-family housing affordable to low-, very-low, and/or extremely-low income households (as those terms are specified in Sections 50079.5, 50093, 50105, and 50106 of the Health and Safety Code), which shall remain in place for 55 years from the date of recording; and b) the foregoing deed restriction on FPASP Parcel 148 is recorded prior to issuance of a building permit for the Alder Creek Apartments Project. <p>The form of deed restriction shall be submitted with owner/applicant's application for a building permit and will be subject to the City Attorney's approval, which shall not be unreasonably withheld.</p>	B	CD (P)
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POLICE/SECURITY REQUIREMENT

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

9.	<p>The owner/applicant shall pay all applicable taxes, fees and charges for the project at the rate and amount required by the Public Facilities Financing Plan and Amendments No. 1 and No. 2 to the Amended and Restated Tier 1 Development Agreement.</p>	B	CD (P)(E)
10.	<p>If applicable, the owner/applicant shall pay off any existing assessments against the property, or file necessary segregation request and pay applicable fees.</p>	B	CD (E)
11.	<p>The owner/applicant shall be subject to all Folsom Plan Area Specific Plan Area development impact fees established at the time of approval consistent with the Public Facilities Financing Plan (PFFP), Development Agreement and amendments thereto, unless exempt by previous agreement. The owner/applicant shall be subject to all applicable Folsom Plan Area plan-wide development impact fees in effect at the time of approval at the rates in effect when a building permit is issued. These fees may include, but are not limited to, the Folsom Plan Area Specific Plan Fee, Specific Plan Infrastructure Fee (SPIF), Solid Waste Fee, Corporation Yard Fee, Transportation Management Fee, Transit Fee, Highway 50 Interchange Fee, General Park Equipment Fee, Housing Trust Fee, etc.</p> <p>Any protest to such for all fees, dedications, reservations or other exactions imposed on this project will begin on the date of final approval, or otherwise shall be governed by the terms of Amendments No. 1 and 2 to ARDA. The fees shall be calculated at the fee rate set forth in the PFFP and the ARDA.</p>	B	CD (P), PW, PK

12.		The City, at its sole discretion, may utilize the services of outside legal counsel to assist in the implementation of this project, including, but not limited to, drafting, reviewing and/or revising agreements and/or other documentation for the project. If the City utilizes the services of such outside legal counsel, the City shall provide notice to the owner/applicant of the outside counsel selected, the scope of work and hourly rates, and the owner/applicant shall reimburse the City for all outside legal fees and costs incurred and documented by the City for such services. The owner/applicant may be required, at the sole discretion of the City Attorney, to submit a deposit to the City for these services prior to initiation of the services. The owner/applicant shall be responsible for reimbursement to the City for the services regardless of whether a deposit is required.	OG	CD (P)(E)
13.		If the City utilizes the services of consultants to prepare special studies or provide specialized design review or inspection services for the project, the City shall provide notice to the owner/applicant of the outside consultant selected, the scope of work and hourly rates, and the owner/applicant shall reimburse the City for actual costs incurred and documented in utilizing these services, including administrative costs for City personnel. A deposit for these services shall be provided prior to initiating review of the Grading Plan, Final Map, improvement plans, or beginning inspection, whichever is applicable.	G, I, B	CD (P)(E)
GRADING PERMIT REQUIREMENTS				
14.		The owner/applicant shall locate and remediate all antiquated mine shafts, drifts, open cuts, tunnels, and water conveyance or impoundment structures existing on the project site, with specific recommendations for the sealing, filling, or removal of each that meet all applicable health, safety and engineering standards. Recommendations shall be prepared by an appropriately licensed engineer or geologist. All remedial plans shall be reviewed and approved by the City prior to approval of grading plans.	G	CD (E)
15.		The owner/applicant shall obtain all required State and Federal permits and provide evidence that said permits have been obtained, or that the permit is not required, subject to staff review prior to approval of any grading or improvement plan.	G, I	CD (P)(E)
16.		The final location, design, height, materials, and colors of the retaining walls, seat walls, and fences shall be consistent with the submitted Wall and Fence Exhibit, dated May 8, 2020 subject to review and approval by the Community Development Department to ensure consistency with the Folsom Ranch Central District Design Guidelines. In addition, the four-foot-tall vinyl-coated chain link fencing at the dog park shall be replaced with tubular steel fencing or a similar decorative fencing design to the satisfaction of the Community Development Department.	G, I, B	CD (P)(E), FD

IMPROVEMENT PLAN REQUIREMENTS				
17.		The improvement plans for the required public and private improvements necessary to serve the project shall be reviewed and approved by the Community Development Department prior to approval of a building permit for the project.	B	CD (E)
18.		Public and private improvements, including roadways, curbs, gutters, sidewalks, bicycle lanes and trails, streetlights, underground infrastructure and all other improvements shall be provided in accordance with the latest edition of the City of Folsom <i>Standard Construction Specifications and Details</i> and the <i>Design and Procedures Manual and Improvement Standards</i> .	I	CD (P)(E)
19.		The on-site water and sewer systems shall be privately owned and maintained. The fire protection system shall be separate from the domestic water system. The fire system shall be constructed to meet the National Fire Protection Association Standard 24. The domestic water and irrigation system shall be metered per City of Folsom <i>Standard Construction Specifications</i> .	I	CD (E)
20.		<p>The owner/applicant of all project phases shall submit a lighting plan for the project to the Community Development Department. The lighting plan shall be consistent with the Folsom Ranch Central District Design Guidelines:</p> <ul style="list-style-type: none"> • Shield or screen lighting fixtures to direct the light downward and prevent light spill on adjacent properties; • Place and shield or screen flood and area lighting needed for construction activities, nighttime sporting activities, and/or security so as not to disturb adjacent residential areas and passing motorists; • For public lighting in residential neighborhoods, prohibit the use of light fixtures that are of unusually high intensity or that blink or flash; • Use appropriate building materials (such as low-glare glass, low-glare building glaze or finish, neutral, earth toned colored paint and roofing materials), shielded or screened lighting, and appropriate signage in the office/commercial areas to prevent light and glare from adversely affecting motorists on nearby roadways; and • Design exterior on-site lighting as an integral part of the building and landscaping design in the Specific Plan Area. Lighting fixtures shall be architecturally consistent with the overall site design. Lights used on signage should be directed to light only the sign face with no off-site glare. 	I	CD (P)

21.		The owner/applicant shall coordinate the planning, development and completion of this project with the various utility agencies (i.e., SMUD, PG&E, etc.). The owner/applicant shall provide the City with written confirmation of public utility service prior to approval of the final map.	I	CD (P)(E)
22.		The owner/applicant shall be responsible for replacing any, and all damaged or hazardous public sidewalk, curb, and gutter, and/or bicycle trail facilities along the site frontage and/or boundaries, including pre-existing conditions and construction damage, to the satisfaction of the Community Development Department.	I, OG	CD (E)
23.		All future utility lines lower than 69 KV that are to be built within the project shall be placed underground within and along the perimeter of the project at the developer's cost. The owner/applicant shall dedicate to SMUD all necessary underground easements for the electrical facilities that will be necessary to service development of the project.	I	CD (E)
24.		The owner/applicant shall pay for, furnish, and install all infrastructure associated with the water meter fixed network system for any City-owned and maintained water meter for the project.	I	CD (E), EWR
25.		The owner/applicant shall provide sanitary sewer, water, and storm drainage improvements with corresponding easements, as necessary, in accordance with these studies and the latest edition of the City of Folsom <i>Standard Construction Specifications and Details</i> , and the <i>Design and Procedures Manual and Improvement Standards</i> . The storm drainage design shall provide for no net increase in run-off under post-development conditions.	G, I	CD(E), EWR, PW
26.		The storm drain improvement plans shall provide for "Best Management Practices" that meet the requirements of the water quality standards of the City's National Pollutant Discharge Elimination System Permit issued by the State Regional Water Quality Control Board. In addition to compliance with City ordinances, the owner/applicant shall prepare a Stormwater Pollution Prevention Plan (SWPPP) and implement Best Management Practices (BMPs) that comply with the General Construction Stormwater Permit from the Central Valley RWQCB, to reduce water quality effects during construction. Detailed information about the SWPPP and BMPs are provided in Chapter 3A.9, "Hydrology and Water Quality."	G, I	CD (E)

27.		During Construction, the owner/applicant shall be responsible for litter control and sweeping of all paved surfaces in accordance with City standards. All on-site storm drains shall be cleaned immediately before the official start of the rainy season (October 15).	OG	CD (E)
28.		The owner/applicant shall dedicate public utility easements for underground facilities on properties adjacent to the public streets. A minimum of twelve and one-half-foot (12.5') wide Public Utility Easements for underground facilities (i.e., SMUD, Pacific Gas and Electric, cable television, telephone) shall be dedicated adjacent to all public rights-of-way. The owner/applicant shall dedicate additional width to accommodate extraordinary facilities as determined by the City. The width of the public utility easements adjacent to public right of way may be reduced with prior approval from public utility companies.	I	CD (E)

29.		<p>The owner/applicant shall disclose to the renters in the rental lease agreement the following items:</p> <ol style="list-style-type: none"> 1) Future public parks and public schools are located in relatively close proximity to the proposed project site, and that the public parks may include facilities (basketball courts, a baseball field, softball fields, soccer fields, and playground equipment) that may generate noise impacts during various times, including but not limited to evening and nighttime hours. The owner/applicant shall also disclose that the existing public parks include nighttime sports lighting that may generate lighting impacts during evening and nighttime hours. 2) Future Fire and Police stations are located in close proximity to the project site and may include facilities and equipment that generate noise and light impacts during various times, including but not limited to evening and nighttime hours. 3) The soil at the project site may contain naturally occurring asbestos and naturally occurring arsenic. 4) The collecting, digging, or removal of any stone, artifact, or other prehistoric or historic object located in public or open space areas, and the disturbance of any archaeological site or historic property, is prohibited. 5) The project site is located close to the Mather Airport flight path and overflight noise may be present at various times. <p>That all properties located within one mile of an on- or off-site area zoned or used for agricultural use (including livestock grazing) shall be accompanied by written disclosure from the transferor, in a form approved by the City of Folsom, advising the owner/applicant and renters of the potential adverse odor impacts from surrounding agricultural operations, which disclosure shall direct the transferee to contact the County of Sacramento concerning any such property within the County zoned for agricultural uses within one mile of the subject property being transferred.</p>	O	CD (P) PK
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FIRE DEPT REQUIREMENTS

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

31.		<p>Final landscape plans and specifications shall be prepared by a registered landscape architect and approved by the City prior to the approval of the first building permit. Said plans shall include all on-site landscape specifications and details including a tree planting exhibit demonstrating sufficient diversity and appropriate species selection to the satisfaction of the Community Development Department. The tree exhibit shall include all street trees, accent trees, parking lot shading trees, and mitigation trees proposed within the development. Said plans shall comply with all State and local rules, regulations, Governor’s declarations and restrictions pertaining to water conservation and outdoor landscaping.</p> <p>Landscaping shall meet shade requirements as outlined in the Folsom Plan Area Specific Plan where applicable. The landscape plans shall comply and implement water efficient requirements as adopted by the State of California (Assembly Bill 1881) (State Model Water Efficient Landscape Ordinance) until such time the City of Folsom adopts its own Water Efficient Landscape Ordinance at which time the owner/applicant shall comply with any new ordinance. Shade and ornamental trees shall be maintained according to the most current American National Standards for Tree Care Operations (ANSI A-300) by qualified tree care professionals. Tree topping for height reduction, view protection, light clearance or any other purpose shall not be allowed. Specialty-style pruning, such as pollarding, shall be specified within the approved landscape plans and shall be implemented during a 5-year establishment and training period. The owner/applicant shall comply with city-wide landscape rules or regulations on water usage. The owner/applicant shall comply with any state or local rules and regulations relating to landscape water usage and landscaping requirements necessitated to mitigate for drought conditions on all landscaping in the Alder Creek Apartments project.</p>	B	CD (P)(E)
32.		<p>The owner/applicant shall be responsible for on-site landscape maintenance throughout the life of the project to the satisfaction of the Community Development Department. Vegetation or planting shall not be less than that depicted on the final landscape plan, unless tree removal is approved by the Community Development Department because the spacing between trees will be too close on center as they mature.</p>	B, OG	CD (P)(E)

TRAFFIC/ACCESS/CIRCULATION/PARKING REQUIREMENTS				
33.	✓	<p>Based on the recommendations of the Transportation Impact Study dated December 21, 2020 (Attachment 20), the following conditions of approval shall be implemented to the satisfaction of the Community Development Department:</p> <ul style="list-style-type: none"> • Eastbound U-Turns on Alder Creek Parkway at Quail Meadow Way shall be prohibited. “No U-turn” signs (CA MUTCD R3-4 or similar) shall be installed facing the eastbound approach, in the median on the near and far side of the intersection. • Eastbound U-Turns on Alder Creek Parkway at Placerville Road shall be prohibited. “No U-turn” signs (CA MUTCD R3-4 or similar) shall be installed facing the eastbound approach, in the median on the near and far side of the intersection. 	B	CD (E), PW, FD

34.		<p>To further ensure safe travel within the project site, the following measures shall be implemented to the satisfaction of the Community Development Department:</p> <ul style="list-style-type: none"> • A “stop” sign and appropriate pavement markings shall be installed at the internal northbound approach to the project driveway located on Alder Creek Parkway. • A “stop” sign and appropriate pavement markings shall be installed at the internal southbound approach project driveway located on Old Ranch Way. • The vehicle entry gates at the two project driveway locations shall open inward, away from Alder Creek Drive and Old Ranch Way respectively. In addition, the design of the vehicle entry gates and the vehicle entry gate area shall conform to all requirements established by the City of Folsom for gated multi-family residential developments. • If vehicles are observed backing up into Alder Creek Parkway or Old Ranch Way at either of the two gated project entries, City staff will evaluate and require appropriate measures to alleviate the traffic congestion including but not limited to requiring the two project entry gates to remain open during the AM (7:00 a.m. to 9:00 a.m.) and PM (4:00 p.m. to 6:00 p.m.) peak hours on weekdays. • The project driveway on Old Ranch Way shall be restricted for use solely by residents of Alder Creek Apartment project. Signage shall be installed that indicates the Old Ranch Way project driveway is restricted for use by residents only. In addition, signage shall be installed that directs guests and visitors to the Alder Creek Parkway project driveway for access to the apartment community. • Residents of the Alder Creek Apartments project shall be issued remote transmitters to allow them to open the entry gates without needing to stop to enter a code in the keypad at either entrance location. • An internal pedestrian connection shall be added to provide access from the project site to the sidewalk located along the west side of Quail Meadow Way (the connection should be located in close proximity to the intersection of Old Ranch Way and Quail Meadow Way). 	B	CD (E), PW, FD
35.		A minimum of 518 on-site parking spaces shall be provided for the project.	I, O	CD (P)(E)

36.		A minimum of 180 on-site bicycle parking spaces shall be provided for the project in locations as identified on the preliminary site plan (Attachment 7). 20 additional bicycle parking spaces shall be provided at the community clubhouse building (inside or outside) to serve residents of the community.	I, O	CD (P)(E)
ARCHITECTURE/SITE DESIGN REQUIREMENTS				
37.		<p>The Alder Creek Apartments project shall comply with the following architecture and design requirements:</p> <ol style="list-style-type: none"> 1. This approval is for five four-story apartment buildings and a two-story clubhouse building associated with the Alder Creek Apartments project. The applicant shall submit building plans that comply with this approval and the attached building elevations and color renderings dated December 6, 2019. 2. The design, materials, and colors of the proposed Alder Creek Apartments apartment buildings and clubhouse shall be consistent with the submitted building elevations, color renderings, materials samples, and color scheme to the satisfaction of the Community Development Department. 3. Brick pavers or another type of colored masonry material (ADA compliant) shall be used to designate pedestrian crosswalks on the project site, in addition to where pedestrian paths cross drive aisles, and shall be incorporated as a design feature at the driveway entrances at Alder Creek Parkway and Old Ranch Way to the satisfaction of the Community Development Department. 4. Roof-mounted mechanical equipment, including satellite dish antennas, shall not extend above the height of the parapet walls. Ground-mounted mechanical equipment shall be shielded by landscaping or trellis type features. 5. Utility equipment such as transformers, electric and gas meters, electrical panels, and junction boxes shall be screened by walls and or landscaping. 	B	CD (P)(B)
38.		The final location, design, materials, and colors of the trash/recycling enclosures shall be subject to review and approval by the Community Development Department.	B	CD (P) (E)
39.		The owner/applicant shall obtain a sign permit prior to installation of the two monument signs.	B	CD (P)

MISCELLANEOUS REQUIREMENTS

40.		The proposed project shall comply with all State and local rules, regulations, Governor’s Declarations, and restrictions including but not limited to: Executive Order B-29-15 issued by the Governor of California on April 1, 2015 relative to water usage and conservation, requirements relative to water usage and conservation established by the State Water Resources Control Board, and water usage and conservation requirements established within the <u>Folsom Municipal Code, (Section 13.26 Water Conservation)</u> , or amended from time to time.	I, B, OG	CD (P)(E)
41.		The owner/applicant shall update the Folsom Plan Area Specific Plan Document to reflect any textural and graphic changes associated with the proposed project including but not limited General Plan Amendment modifications, Specific Plan Amendment modifications, and Minor Administrative Modification changes to the satisfaction of the Community Development Department. In addition, the owner/applicant shall provide the City an electronic copy of the updated FPASP Document.	B	CD (P)
42.		The owner/applicant shall complete and record a Lot Merger that combines the two parcels (APN No. 072-3670-011 and 072-3670-012) associated with the proposed project into one parcel prior to issuance of the first building permit for the project.	B	CD (E)(P)

MITIGATION MEASURES

43.	✓	<i>Alder Creek Apartments Mitigation Monitoring Reporting Program (MMRP).</i> The owner/applicant shall implement all of the applicable mitigation measures from the FPASP (May 2011) MMRP, as amended by the Revised Proposed Water Supply Facility Alternative (November 2012), the Folsom South of U.S. Highway 50 Backbone Infrastructure Mitigated Negative Declaration (December 2014), the Westland Eagle Specific Plan Amendment (September 2015), and the Alder Creek Apartments Addendum (February 2021). The Mitigation Monitoring and Reporting Program for the Alder Creek Apartments project is included as Attachment 15 to the staff report.	I, G, B, OG	CD (E)(P), PW, FD, EWR, PD, PR
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CONDITIONS

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

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

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Attachment 2

Planning Commission Staff Report
Dated February 3, 2021



CITY OF
FOLSOM
DISTINCTIVE BY NATURE

AGENDA ITEM NO. 1
Type: Public Hearing
Date: February 3, 2021

Planning Commission Staff Report

50 Natoma Street, Council Chambers
Folsom, CA 95630

Project: Alder Creek Apartments
File #: PN-18-222
Requests: General Plan Amendment
Specific Plan Amendment
Planned Development Permit
Minor Administrative Modification
Location: The proposed Alder Creek Apartments project is located at the southeast corner of the intersection of Alder Creek Parkway and Westwood Drive within the Folsom Plan Area
Staff Contact: Steve Banks, Principal Planner, 916-461-6207
sbanks@folsom.ca.us

Property Owner

Name: Carpenter East, LLC
Address: 4370 Town Center Blvd.,
Suite 100
El Dorado Hills CA 95762

Applicant

Name: The Spanos Corporation
Address: 10100 Trinity Parkway,
Suite 500
Stockton CA 95219

Recommendation: Conduct a public hearing and upon conclusion recommend approval of a General Plan Amendment, Specific Plan Amendment, Planned Development Permit, and Minor Administrative Modification for the Alder Creek Apartments project, subject to the findings (Findings A-Z) and conditions of approval (Conditions 1-43) attached to this report.

Project Summary: The proposed project includes development of a 265-unit market-rate apartment community on a 10.8-acre site situated at the southeast corner of the intersection of Alder Creek Parkway and Westwood Drive within the Mangini Ranch Phase 2 portion of the Folsom Plan Area. The following are the specific entitlements requested with the proposed project.



CITY OF
FOLSOM
DISTINCTIVE BY NATURE

AGENDA ITEM NO. 1
Type: Public Hearing
Date: February 3, 2021

- A **General Plan Amendment** to change the General Plan land use designation for a 5.0-acre portion of the project site from MLD (Multi-Family Low Density) to MHD (Multi-Family High Density).
- A **Specific Plan Amendment** to change the Specific Plan land use designation for a 5.0-acre portion of the project site from SP-MLD-PD (Specific Plan, Multi-Family Low Density, Planned Development District) to SP-MHD-PD (Specific Plan, Multi-Family High Density, Planned Development District).
- A **Planned Development Permit** which contains detailed development and architectural standards for the proposed 265-unit residential apartment community.
- A **Minor Administrative Modification** to transfer 62 allocated dwelling units from other locations within the Folsom Plan Area Specific Plan to the project site and to transfer dwelling units among three other parcels located within the Folsom Plan Area.

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

Table of Contents:

Attachment 1 - Background and Setting

Attachment 2 - Project Description

- General Plan Amendment
- Specific Plan Amendment
- Planned Development Permit
- Minor Administrative Modification

Attachment 3 - Analysis

- General Plan Amendment
- Specific Plan Amendment
- Planned Development Permit
- Minor Administrative Modification

Attachment 4 - Conditions of Approval

Attachment 5 - Vicinity Map

Attachment 6 - General Plan/Specific Plan Amendment Exhibit, dated November 9, 2020



CITY OF
FOLSOM
DISTINCTIVE BY NATURE

AGENDA ITEM NO. 1

Type: Public Hearing

Date: February 3, 2021

- Attachment 7 - Preliminary Site Plan, dated May 12, 2020
- Attachment 8 - Preliminary Utility Plan, dated May 12, 2020
- Attachment 9 - Preliminary Grading and Drainage Plan, dated May 12, 2020
- Attachment 10 - Preliminary Landscape Plan and Details, dated January 11, 2021
- Attachment 11 - Preliminary Access and Circulation Plan, dated November 23, 2020
- Attachment 12 - Preliminary Wall, Fence, and Sign Exhibit, dated May 8, 2020
- Attachment 13 - Preliminary Lighting Plan and Details, dated December 11, 2019
- Attachment 14 - Building Elevations and Floor Plans, dated December 6, 2019
- Attachment 15 - Color Renderings, dated December 6, 2019
- Attachment 16 - Color and Materials Board, dated December 6, 2019
- Attachment 17 - Building and Parking Summary, dated November 18, 2020
- Attachment 18 - Alder Creek Apartments Booklet (Separate Bound Document)
- Attachment 19 - Site Photographs
- Attachment 20 - Transportation Impact Study, dated December 21, 2020
- Attachment 21 - Environmental Checklist and Addendum for the Alder Creek Apartments Project, dated January, 2021
- Attachment 22 - Mitigation Monitoring and Reporting Program for the Alder Creek Apartments Project, dated January, 2021
- Attachment 23 - Summary of Amendments to the Folsom Plan Area Specific Plan, 2011-2020
- Attachment 24 - Folsom Ranch Central District Design Guidelines
- Attachment 25 - Planning Commission PowerPoint Presentation



CITY OF
FOLSOM
DISTINCTIVE BY NATURE

AGENDA ITEM NO. 1
Type: Public Hearing
Date: February 3, 2021

Submitted,

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

PAM JOHNS
Community Development Director

ATTACHMENT 1 BACKGROUND AND SETTING

Background:

The proposed project site is part of the approved Folsom Plan Area Specific Plan (FPASP), a comprehensively planned community that proposes new development based “Smart Growth” and Transit Oriented Development principles. The FPASP, approved in 2011, is a development plan for over 3,500 acres of previously undeveloped land located south of U.S. Highway 50, north of White Rock Road, east of Prairie City Road, and west of the Sacramento County/El Dorado County line in the southeastern portion of the City.

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

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

Since FPASP adoption in 2011, the City Council has approved eight amendments to the Specific Plan with land use and density refinements (summarized in Attachment 23 to this staff report). Overall, the changes to the Specific Plan have *reduced* the amount of commercial development planned for the area and *increased* the amount of residential development:

	Approved 2011	As Amended to Date
Commercial:	5,199,408 SF	2,788,844 SF (-2,410,564 SF)
Residential Units:	10,210 Units	11,461 Units (+1,251 Units)

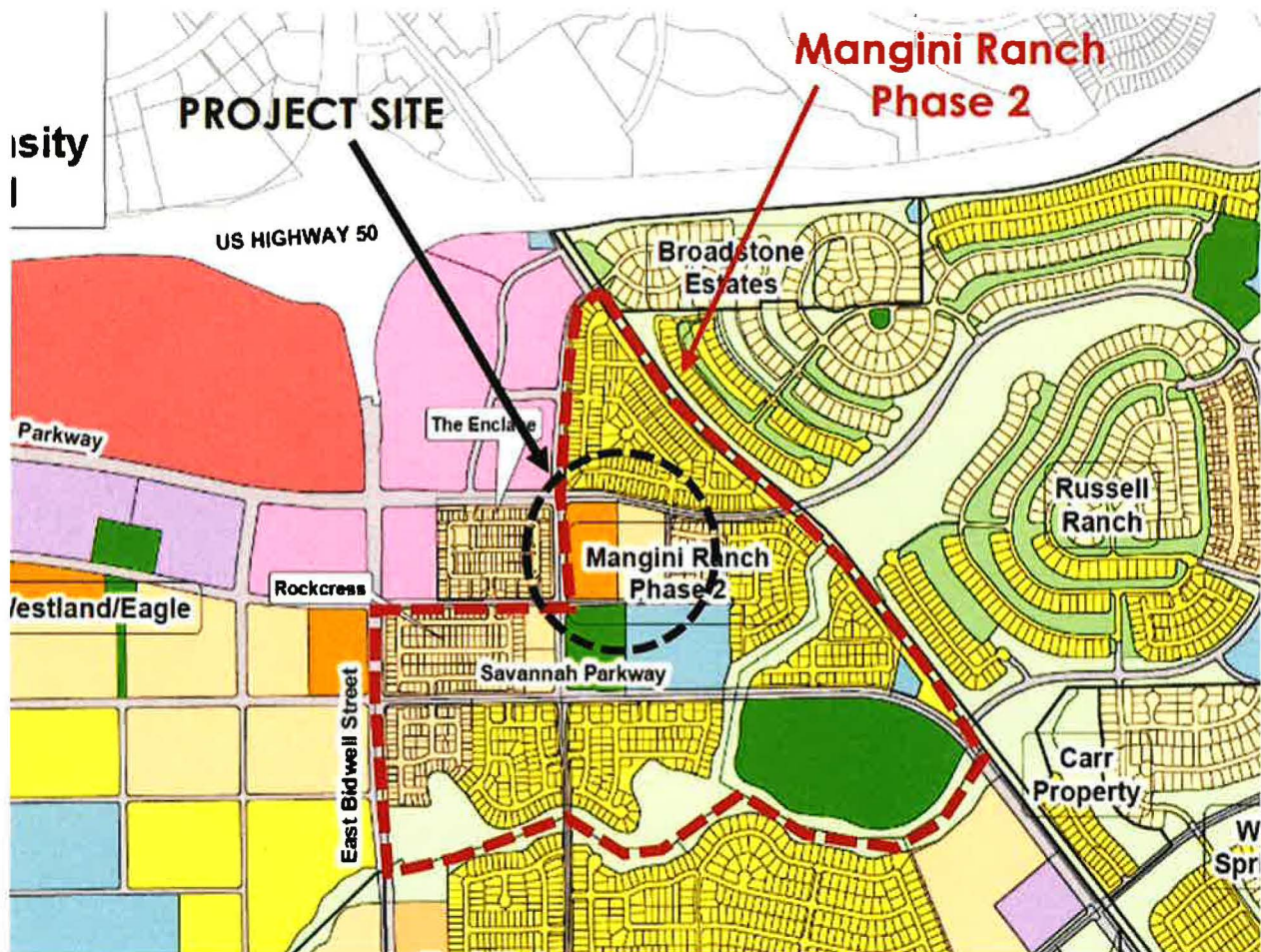
Based on the approved changes, the projected population of the FPASP has increased from 24,362 (based on approved development in 2010) to 27,965 (as approved to date).

In addition to the amendments listed in Attachment 23, a number of Minor Administrative Modifications have been approved. These minor modifications moved allocated residential dwelling units to new locations in the FPASP area, but did not affect the overall number of approved residential units. Because they do not increase or decrease

residential units, these minor modifications do not affect the ultimate population of the FPASP area.

The Alder Creek Apartments project site is currently comprised of two separate parcels, FPASP Parcel 151 and FPASP Parcel 82-B1 as shown in the Folsom Plan Area Specific Plan. Parcel 82-B1 is currently designated as Multi-Family Low Density (MLD) which provides for development of 7 to 12 dwelling units per acre, while Parcel 151 is designated at Multi-family High Density (MHD) which allows for development of 20 to 30 units per acre. The proposed project includes a request for approval of a General Plan Amendment and Specific Plan Amendment which would result in the entire project site being designated as MHD. An excerpt from the FPASP Land Use Map is shown below.

FIGURE 1: FPASP LAND USE MAP EXCERPT



Physical Setting

The square-shaped 10.8-acre project site, which is comprised of a 5.8-acre parcel (APN: 072-3670-012) and a 5.0-acre parcel (APN: 072-3670-011), has been mass graded as part of development of the Mangini Ranch Phase 2 Subdivision. The project site is bounded by Alder Creek Parkway to the north with a future single-family residential subdivision beyond, Old Ranch Way to the south with a future park and elementary school beyond, Westwood Drive to the west with a future single-family residential subdivision beyond, and Quail Meadow Way to the east with a future single-family residential subdivision beyond.

ATTACHMENT 2 PROJECT DESCRIPTION

APPLICANT'S PROPOSAL

The applicant, the Spanos Corporation, is requesting approval of a General Plan Amendment, Specific Plan Amendment, Planned Development Permit, and Minor Administrative Modification for the development and operation of a 265-unit market rate apartment community (Alder Creek Apartments) on a 10.8-acre site located at the southeast corner of the intersection of Alder Creek Parkway and Westwood Drive within the Mangini Ranch Phase 2 portion of the Folsom Plan Area.

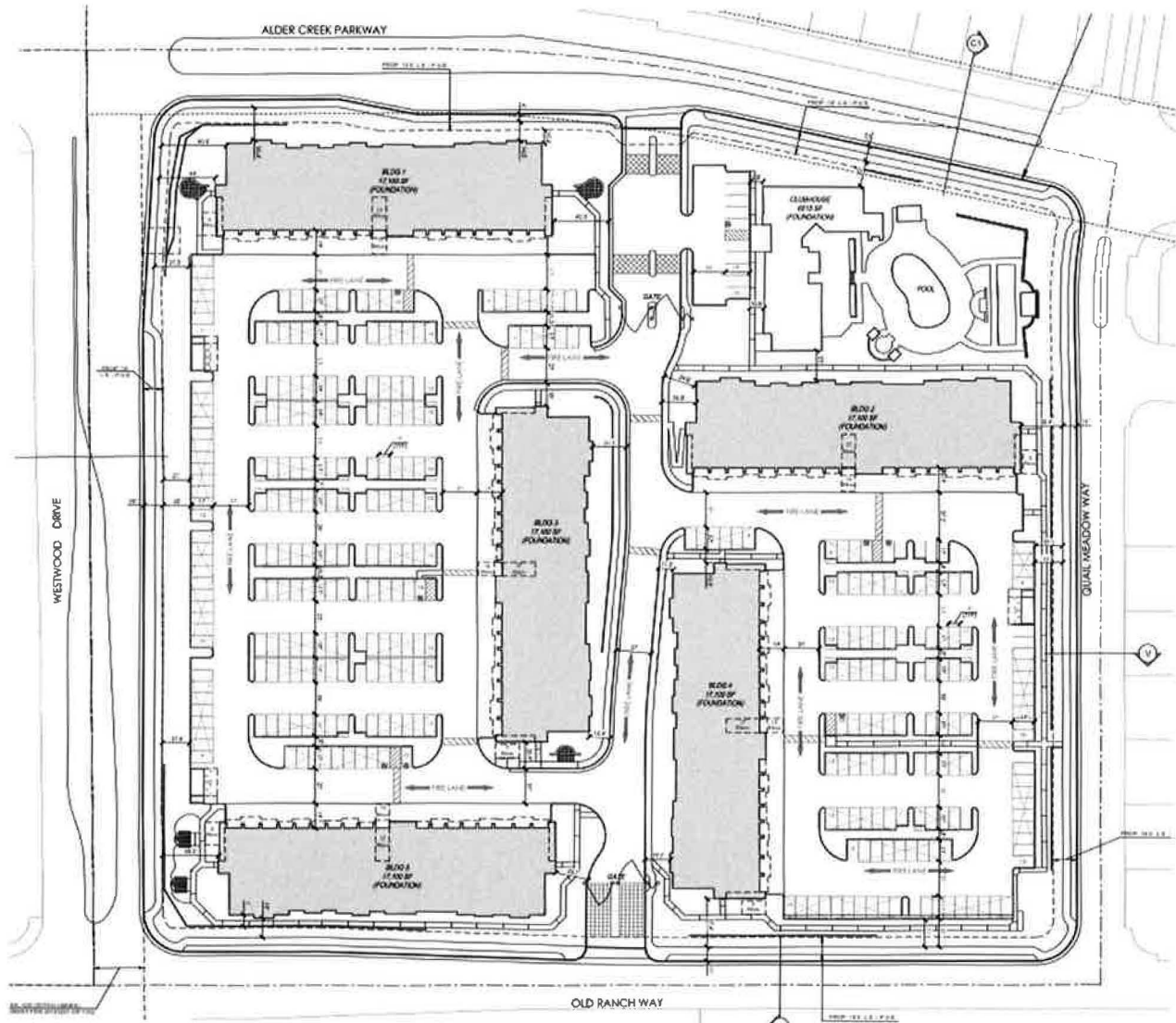
As noted above, the applicant is requesting approval of four entitlements to allow for development of the proposed apartment community. The first entitlement is a request for approval of a General Plan Amendment to change the General Plan land use designation for a 5.0-acre portion of the project site from MLD (Multi-Family Low Density) to MHD (Multi-Family High Density). The second entitlement is a request for approval of a Specific Plan Amendment to change the Specific Plan land use designation for the same 5.0-acre portion of the project site from SP-MLD-PD (Specific Plan, Multi-Family Low Density, Planned Development District) to SP-MHD-PD (Specific Plan, Multi-Family High Density, Planned Development District). The third entitlement is a request for approval of a Planned Development Permit to establish project-specific development standards, review the project site design, evaluate the architectural design of the multi-family apartment buildings and clubhouse, and establish signage criteria. The fourth entitlement is a request for approval of a Minor Administrative Modification (MAM) for the transfer of development rights to move 62 allocated dwelling units from other locations within the Folsom Plan Area Specific Plan to the project site and to relocate dwelling units among three other parcels located within the Folsom Plan Area.

The proposed Alder Creek Apartments project, which includes development of five four-story apartment buildings and a two-story clubhouse building, is comprised of 265 luxury apartments within a gated community. The four-story apartment buildings include a total of 145 one-bedroom units (571 to 812 square feet), 100 two-bedroom units (964 to 1,158 square feet), and 20 three-bedroom units (1,343 square feet). All apartment units are proposed to be accessible from interior hallways and include a full kitchen, living space, storage closets, bedrooms, bathrooms, and an outdoor patio/balcony. The two-story clubhouse building features a fitness studio, a yoga studio, offices, a lounge, a game room, a media room, a storage room, a mail room, and restroom facilities. Outdoor amenities associated with the clubhouse building include a pool, a spa, a lounge area, an outdoor kitchen, a bocce ball court, a turf amphitheater, and landscaped open grounds for gathering. Other outdoor amenities distributed throughout the project site include a dog run, barbeque pavilions, and seating areas.

In relation to site design, the five rectangular apartment buildings are distributed evenly throughout the project site, with Buildings 1 and 5 being positioned at the northwest and southwest corners of the project site respectively, Buildings 3 and 4 being located in the central portion of the project site, and Building 2 and the clubhouse building being situated in the northeast corner of the project site. With respect to architectural style, the proposed project features a contemporary design that utilizes strong articulation of building forms and massing to break up the large scale of the apartment buildings. Proposed building materials include stucco walls, stone wall tiles, stucco accents, metal awnings, and tubular steel balcony and patio railing. The color scheme for the buildings is proposed to be generally earth tone, with extensive use of tan and brown colors accented by a mixture of lighter and darker colors.

Primary vehicle access to the project site includes a new driveway located on the south side of Alder Creek Parkway and a new driveway located on the north side of Old Ranch Way, both of which will have access controlled by a vehicle gate. The project driveway located on Alder Creek Parkway will accommodate right-turn in and right-turn out movements only, while the project driveway on Old Ranch Way will allow all turning movements into and out of the project site. Proposed internal vehicle circulation consists of a primary 27-foot-wide north-south drive aisle that connects to a number of other drive aisles within the project site. Pedestrian circulation is provided by new sidewalks located along the street frontages of Alder Creek Parkway, Old Ranch Way, Westwood Drive, and Quail Meadow Way. Internal pedestrian circulation is accommodated by a series of new pedestrian pathways that provide connectivity to the apartment buildings, the clubhouse building, and the perimeter sidewalks. Additional site improvements include: 541 parking spaces (includes combination of garage, carport, and uncovered spaces), 180 bicycle parking spaces, electric vehicle charging stations, underground utilities, drainage swales, site lighting, site landscaping, retaining walls, fencing, and project identification signs. The proposed site plan is shown in Figure 2 on the following page.

FIGURE 2: PROPOSED SITE PLAN



ATTACHMENT 3 ANALYSIS

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

- A. General Plan and Specific Plan Amendment
- B. Planned Development Permit
 - Development Standards
 - Building Architecture and Design
 - Signage
- C. Traffic/Access/Circulation
- D. Parking
- E. Noise Impacts
- F. Walls/Fencing
- G. Site Lighting
- H. Trash/Recycling
- I. Existing and Proposed Landscaping
- J. Frontage Improvements
- K. Lot Merger
- L. Minor Administrative Modification (Transfer of Development Rights)
- M. Conformance with Relevant Folsom General Plan and Folsom Plan Area Specific Plan Objectives and Policies
- N. Native American Consultation (SB 18)

A. General Plan and Specific Plan Amendment

General Plan and Specific Plan Amendment and Consistency

The 10.8-acre project site has a General Plan land use designation of Multi-Family Low Density (MLD) and Multi-Family High Density (MHD), and a Specific Plan land use designation of Specific Plan-Multi-Family Low Density-Planned Development Permit (SP-MLD-PD and Specific Plan-Multi-Family High Density-Planned Development Permit (SP-MHD-PD). The proposed project includes a request for approval of a General Plan Amendment to change the General Plan land use designation for a 5.0-acre portion of the project site from MLD to MHD and a Specific Plan Amendment to change the Specific Plan land use designation for the same 5.0-acre portion of the project site from SP-MLD-PD to SP-MHD-PD. With approval of the proposed amendments, the entire project site will have a General Plan land use designation of MHD and a Specific Plan land use

designation of SP-MHD-PD.

The project is consistent with both the General Plan land use designation and the Specific Plan land use designation, as multi-family apartments are identified as a permitted land use within the Folsom Plan Area Specific Plan (FPASP, Table A.1). The proposed project, which will be developed with 24.5 dwelling units per acre, is also consistent with the allowable density range (20-30 dwelling units per acre) established by the General Plan (Table LU-1: Residential Designations). In addition, the proposed project meets the development requirements established by the Folsom Plan Area Specific Plan (Table A.5) with respect to lot area, building height, building setbacks, and parking. Development standards for the proposed project are discussed later within the Planned Development Permit section of this staff report.

In reviewing the General Plan Amendment and Specific Plan Amendment, staff also took into consideration a number of community benefits that the proposed apartment project will provide relative to the supply of new housing units, the addition of a new housing type, and potential economic benefits. According to the California Department of Housing and Community Development (HUD), the state of California is facing a severe shortage with regard to housing supply, with some estimates indicating a shortfall of up to 3.5 million housing units. The housing shortage has a number of significant negative effects including but not limited to causing housing prices to rise which limits affordability, and increasing the homeless population in communities. The benefit of the proposed project is that it will increase the City's housing supply by providing 265 new rental units in a portion of the City (Folsom Plan Area) that currently has no rental units.

The Folsom Plan Area Specific Plan includes a number of goals and policies that encourage a wide variety of housing types to be constructed in the Plan Area to serve the needs of residents. In this particular case, the applicant is proposing development of a 265-unit luxury apartment community designed for residents with a higher discretionary income. State of the art amenities associated with the apartment community include elevators, pet washing stations, bicycle cafes, a bocce ball court, a fitness center, a resort-style swimming pool, a movie theater, and concierge services. According to the applicant, high-end apartment units are not widely available in Folsom, but are in great demand based on their market research. In addition to providing the Folsom residents with an upscale rental housing opportunity, the project represents the first multi-family apartment project of any type to be developed in the Folsom Plan Area to date.

Lastly, according to the applicant, the proposed project will provide a boost to the local economy by generating approximately 13 million dollars in development impact fee revenue, which will help fund local infrastructure improvements, parks, and schools. The proposed project will also contribute to three local Community Facilities Districts (CFD's),

which will finance future roadway maintenance, common landscaping, parks, and school facilities. In addition, the proposed project is expected to generate approximately 1 million dollars on an annual basis in property tax, which will benefit the community in various ways.

B. Planned Development Permit

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

- Development Standards
- Building Architecture and Design
- Signage

Development Standards

The applicant's intent with the subject application is to create a set of development standards that will comply with the development standards established within the Folsom Plan Area Specific Plan for multi-family zoned residential (SP-MHD-PD) properties. The table below outlines the existing and proposed development standards for the Alder Creek Apartments:

TABLE 1: DEVELOPMENT STANDARDS TABLE

Development Standards Table Alder Creek Apartments						
	Lot Area	Lot Width	Front Yard Setback	Rear Yard Setback	Side Yard Setbacks	Building Height
SP-MHD-PD	0.5-acres minimum	NA	10 feet minimum	15 feet minimum	10 feet minimum	50 feet maximum
Proposed Project	10.8-acres	NA	14 feet to 37 feet	15 feet plus	10 feet plus	48 feet

As shown on the development standards table, the proposed project meets or exceeds all development standards established for the SP-MHD-PD (Multi-Family High Density) zoning district within the Folsom Plan Area Specific Plan. However, the proposed project is requesting approval to deviate from the signage requirements established within the Folsom Municipal Code by having two project identification signs (the FPASP does not have specific standards with regard to signage). A detailed discussion of the project identification request is contained later on within the Signage section of this report. In addition, parking is also addressed separately within the Parking Section of this staff

report.

Building Architecture and Design

As detailed in the Project Description section of this report, the proposed project includes development of five four-story apartment buildings which are strategically clustered around the project site to create a walkable community. In addition, the proposed project includes a two-story clubhouse building located in the northeast corner of the project site. The design concept for the apartment buildings and clubhouse features a modern architectural style with strong articulation of building forms and massing, both of which are used to break up the significant scale of the apartment buildings. Proposed building materials include traditional stucco walls, stone wall tiles, stucco accents, metal awnings, and tubular steel balcony and patio railing. The color scheme for the buildings is proposed to be rustic in nature with predominant use of tan and brown colors, accented with a mixture of lighter and darker colors. Proposed elevations and renderings of the apartment buildings and clubhouse are shown below and on the following pages.

FIGURE 3: FRONT APARTMENT BUILDING ELEVATIONS



FIGURE 4: REAR APARTMENT BUILDING ELEVATIONS



REAR ELEVATION
Scale: 1/8" = 1' 0" (0.0012500000000000)



FIGURE 5: RENDERINGS OF APARTMENT BUILDINGS



NORTH ENTRY FROM ALDER CREEK PARKWAY



CLUBHOUSE FROM ALDER CREEK PARKWAY



VIEW OF BUILDING 2, 3 & 4



VIEW OF CLUBHOUSE & BUILDING 2

FIGURE 6: CLUBHOUSE BUILDING ELEVATIONS



FIGURE 7: RENDERINGS OF CLUBHOUSE BUILDING



The proposed project is subject to the Multi-Family Design Guidelines established within the Folsom Plan Area Specific Plan (Attachment 24). The purpose of the Design Guidelines is to establish parameters which apply to all multi-family land use categories in the Folsom Plan Area. The Design Guidelines are also intended to encourage creativity in finding solutions to specific design opportunities. The following are general design principles identified by the Design Guidelines to ensure a high-quality and aesthetically cohesive environment in the Folsom Plan Area:

- Designs incorporating building types, orientation with site improvements, and circulation in a manner to cohesively blend into the existing and planned surroundings.
- Designs highlighting community features for enhanced appearance, safety, convenience, and social interaction through circulation connectivity and siting of open space.
- Designs supporting high-quality of life with appropriate useable private and common areas.
- Designs embodying high-quality design elements and project identity through variation in massing, articulation, heights, materials, styles, and creativity.

In addition to the Folsom Plan Area Specific Plan Multi-Family Design Guidelines, the proposed project is subject to the City's Design Guidelines for Multi-Family Development. The Design Guidelines for Multi-Family Development recommend that multi-family projects be designed in a manner that compliments the surrounding community. The following are some of the specific design recommendations suggested by the Design Guidelines:

- Variety and distinctness in design are desirable
- Expanses of uninterrupted wall area, unbroken roof forms, and box-like structures shall be prohibited. Balconies, porches, bay windows, chimneys, and other design elements with projections and varied setbacks shall be used to break up the physical characteristics of structures.
- Separations and changes in the height of roof planes shall be used to visually separate the units. Articulation such as roof dormers, hips, gables, balconies, wall projections, and porches shall be used to break up the visual massing of building facades.
- The use of a variety and combination of building materials is encouraged. Building materials selected for multi-family projects shall be very durable and require low maintenance including, but not limited to, stucco, stone, and brick. Building materials shall integrate quality design elements consistent with the design of the development and the surrounding neighborhood.

- Predominant roof materials shall be of high quality, durable material such as, but not limited to, clay or concrete roof tiles and asphalt shingles.
- Exterior building colors shall be compatible with the surrounding neighborhood setting and shall not be out of character or in visual competition with the existing surrounding design elements.
- All accessory structures, including carports, garages, and solid waste enclosures, shall be designed with materials and in a manner consistent with the architectural design characteristics of the development.

As illustrated on the building elevations and color renderings (Attachments 14 and 15), the proposed apartment buildings and clubhouse incorporates many of the key design features recommended by the Folsom Plan Area Specific Plan Multi-Family Design Guidelines and the Design Guidelines for Multi-Family Development including the use of layered massing to create a sense of depth, use of varied building forms to create visual relief, use of staggered building heights to create visual interest, and the inclusion of unique design details to reinforce the modern design theme.

As shown on the color and materials board (Attachment 16), the proposed project utilizes a variety of natural building materials to enhance the appearance of the apartment buildings and clubhouse. In terms of building materials, traditional stucco is juxtaposed with vintage ranch faux wood tile and dark-hued steel accents. Cladding, signage, fencing, and other building materials have been incorporated to emulate the local context of the surrounding residential neighborhoods, but with a focus on the modern design theme. With respect to building colors, the proposed project utilizes earthy brown and tan colors which are supplemented by a series of darker and lighter accent colors.

Based on the aforementioned analysis, staff has determined that the proposed project features a high-quality design that is consistent with the design recommendations of the Folsom Plan Area Specific Plan Multi-Family Design Guidelines and the Design Guidelines for Multi-Family Development. As a result, staff recommends approval of the applicant's design with the following conditions:

1. This approval is for five four-story apartment buildings and a two-story clubhouse building associated with the Alder Creek Apartments project. The applicant shall submit building plans that comply with this approval and the attached building elevations and color renderings dated December 6, 2019.
2. The design, materials, and colors of the proposed Alder Creek Apartments apartment buildings and clubhouse shall be consistent with the submitted building elevations, color renderings, materials samples, and color scheme to the satisfaction of the Community Development Department.

3. Brick pavers or another type of colored masonry material (ADA compliant) shall be used to designate pedestrian crosswalks on the project site, in addition to where pedestrian paths cross drive aisles, and shall be incorporated as a design feature at the driveway entrances at Alder Creek Parkway and Old Ranch Way to the satisfaction of the Community Development Department.
4. Roof-mounted mechanical equipment, including satellite dish antennas, shall not extend above the height of the parapet walls. Ground-mounted mechanical equipment shall be shielded by landscaping or trellis type features.
5. Utility equipment such as transformers, electric and gas meters, electrical panels, and junction boxes shall be screened by walls and or landscaping.

These recommendations are included in the conditions of approval (Condition No. 37) presented for consideration by the Planning Commission.

Signage

The proposed project includes two freestanding monument signs which are located within a landscaped area at the project entrances on Alder Creek Parkway and Old Ranch Way, respectively. The two proposed monument signs, which are approximately 24 square feet in size, are designed to complement the design of the apartment buildings and feature the use of stucco, cast stone, stone cobbles, and tube steel. The two monument signs, which are double sided, will feature copy that reads "Alder Creek Apartments" as well as the project address. The two monument signs will be indirectly illuminated by two inset-up spotlights. Staff has determined that the design of the proposed monument identification signs are complementary to the design of the proposed Alder Creek Apartments.

The Folsom Municipal Code (FMC, Section, 17.50.040 D) states that monument identification signs are an acceptable form of identification for multi-family residential projects. The Folsom Municipal Code also states that multi-family residential projects are permitted one freestanding sign that is a maximum of six-feet-tall with a maximum sign area of 32 square feet. Through the Planned Development Permit process, the applicant is seeking approval for two monument signs to provide identification for the proposed project. Staff has determined that two monument signs are appropriate given that the project has two unique driveway entrances on different streets, and also based on the large physical scale of the apartment community. Staff recommends that the owner/applicant obtain a sign permit prior to installation of the two monument signs. Condition No. 39 is included to reflect this requirement.

C. Traffic/Access/Circulation

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

The 2011 Folsom Plan Area Specific Plan Environmental Impact Report/Environmental Impact Statement included not only a detailed analysis of traffic-related impacts within the Plan Area, but also an evaluation of traffic-related impacts on the surrounding communities. In total, there are fifty-five (55) traffic-related mitigation measures associated with development of the FPASP which are included as conditions of approval for the Alder Creek Apartments project. Many of these mitigation measures are expected to reduce traffic impacts to East Bidwell Street. Included among the mitigation measures are requirements to; fund and construct roadway improvements within the Plan Area, pay a fair-share contribution for construction of improvements north of U.S. Highway 50, participate in the City's Transportation System Management Fee Program, and Participate in the U.S. Highway 50 Corridor Transportation Management Association. The Alder Creek Apartment project is subject to all traffic-related mitigation measures required by the 2011 FPASP EIR/EIS (Condition No. 43).

On May 5, 2015, Fehr & Peers completed a Traffic Impact Analysis for the Westland-Eagle Specific Plan Amendment project (an Addendum to the FPASP EIR/EIS was certified in association with the Westland-Eagle Specific Plan Amendment) and determined that the traffic impacts associated with that project had been adequately addressed in the 2011 Folsom Plan Area Specific Plan EIR/EIS with inclusion of some minor adjustments to account for changes that have occurred since the EIR/EIS was certified. The adjustments include requiring the project to modify the westbound approach to the East Bidwell Street/Iron Point Road intersection to include three left-turn lanes, two through lanes, and one right-turn lane. In addition, the project was required to pay a fair-share contribution towards improvements to the East Bidwell Street/Alder Creek Parkway intersection including the addition of a channelized westbound right-turn lane.

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

significant impacts when compared to the FPASP EIR/EIS and the Westland-Eagle Specific Plan Amendment Addendum.

Existing Roadway Network

The project site is located at the southeast corner of the intersection of Alder Creek Parkway and Westwood Drive. Significant roadways in the project vicinity include U.S. Highway 50, Alder Creek Parkway, Westwood Drive, Old Ranch Way, and Quail Meadow Way. U.S. Highway 50 is a six-lane east-west highway with a 65-mph posted speed limit that passes through Folsom and connects the Sacramento region to Lake Tahoe and points beyond. Alder Creek Parkway currently exists from East Bidwell Street to Placerville Road and beyond into the Russell Ranch Subdivision to the east. Westwood Drive between Alder Creek Parkway and Old Ranch Way is currently being constructed as part of the Enclave Subdivision project and will be open to traffic prior to completion of the proposed project. Old Ranch Way between East Bidwell Street and Westwood Drive is currently being constructed as part of the Enclave Subdivision project and will be open to traffic prior to completion of the proposed project. Old Ranch Way east of Westwood Drive is currently being constructed as part of the Mangini Ranch Villages 4 and 8 Subdivision project and will be open to traffic prior to completion of the proposed project. Quail Meadow Way is currently under construction as part of the Mangini Ranch Villages 4 and 8 project and will be open before completion of the proposed project.

On December 21, 2020, Fehr & Peers completed a Transportation Impact Study (included as Attachment 20 to this staff report) that evaluated traffic, access, and circulation impacts associated with the proposed project. The Study relies, in part, on data and analysis contained in the transportation impact studies prepared for the Mangini Phase 2 Subdivision project and the Toll Brothers at Folsom Ranch Subdivision project. The Study analyzed traffic operations at the following 10 study intersections in the vicinity of the project site:

- East Bidwell Street/U.S. Highway 50 Westbound Ramps
- East Bidwell Street/U.S. Highway 50 Eastbound Ramps
- East Bidwell Street/Alder Creek Parkway
- East Bidwell Street/Old Ranch Way
- East Bidwell Street/Savannah Parkway
- East Bidwell Street/Mangini Parkway
- Alder Creek Parkway/Westwood Drive
- Alder Creek Parkway/Quail Meadow Drive
- Old Ranch Way/Westwood Drive
- Old Ranch Way/Quail Meadow Drive

Two different scenarios were evaluated in reviewing traffic operations at the 10 aforementioned study intersections including Baseline No Project Conditions (2024) and Baseline Plus Project Conditions (2024). The results of the Study are discussed below.

The proposed Alder Creek Apartments project is expected to generate a total of 89 vehicle-trips during the weekday AM peak hour (23 inbound and 66 outbound) and 113 during the weekday PM peak hour trips (69 inbound and 44 outbound). Overall, the proposed project is projected to generate approximately 1,443 daily vehicle trips. Based on the expected number of project-related vehicle trips, the Study concluded that the proposed project would not have a significant impact on vehicle level of service (LOS) at any of the study intersections under Baseline No Project Conditions or Baseline Plus Project Conditions. In addition, the Study determined that the proposed project would not result in any new traffic-related impacts that were not previously identified and addressed by traffic studies and environmental documents associated with the 2011 Folsom Plan Area Specific Plan, the 2015 Westland/Eagle Specific Plan Amendment, the 2017 Mangini Ranch Phase 2 Subdivision, and the 2020 Toll Brothers at Folsom Ranch Subdivision.

The Governors' Office of Planning and Research (OPR) has published guidance recommending a CEQA threshold for transportation impacts of land use projects of a 15 percent Vehicle Miles Traveled (VMT) reduction per capita, relative to either city or regional averages, based on the California's Climate Scoping Plan¹. Qualitative assessment of VMT reduction was determined to be acceptable to screen projects². Under State Law (SB 743), VMT became the only CEQA threshold of significance for transportation impacts on July 1, 2020.

As provided in CEQA Guidelines Section 15007, amendments to the guidelines apply prospectively only," and CEQA documents must meet the "content requirements in effect when the document was set out for public review," and "shall not need to be revised to conform to any new content requirements in guideline amendments taking effect before the document is finally approved. The FPASP EIR/EIS was set out for public review in 2010 and certified in 2011, long before the amendment to the CEQA Guidelines adding VMT as the measure of transportation impacts. The FPASP EIR/EIS and all subsequent review of projects in the Folsom Plan Area have utilized the LOS threshold of significance for traffic related impacts. As directed by CEQA (Section 15007), the FPASP EIR/EIS does not need to be revised to conform to the new VMT requirements.

Nevertheless, the Study determined that the changes proposed by the Alder Creek Apartments project will result in a negligible change in VMT when compared to the existing FPASP. The proposed project includes a Minor Administrative Modification (MAM) that will shift residential units among several parcels in the Folsom Plan Area. This transfer of residential units would not create additional dwelling units or change the FPASP's total off-site trip generation. A small change in VMT would result from changes in travel distance among the effected parcels within the FPASP; however, given the relatively short distances between the effected parcels where the shift of dwelling units

¹ OPR (2018) Technical Advisory on Evaluating Transportation Impacts In CEQA, http://www.opr.ca.gov/docs/20190122-743_Technical_Advisory.pdf.

² OPR's webinar on SB 743 implementation, 4/16/2020.

will occur and the small number of trips being shifted, the change in net VMT generated would be negligible compared to the FPASP total VMT of 612,800.

Project Access and On-Site Circulation

As shown on the submitted site plan (Attachment 7), access to the project site is provided by a new driveway on the south side of Alder Creek Parkway and a new driveway on north side of Old Ranch Way. The project driveway located on Alder Creek Parkway, which includes a vehicle gate to control access into and out of the project site, will accommodate right-turn in and right-turn out movements only. The project driveway located on Old Ranch Way, which also includes a vehicle gate, will accommodate all turning movements into and out of the project site. Internal circulation is facilitated by numerous drive aisles which provide for vehicle circulation throughout the project site. Pedestrian circulation is provided by new sidewalks located along the street frontages of Alder Creek Parkway, Westwood Drive, Old Ranch Way, and Quail Meadow Way and by new internal pedestrian walkways that provide access throughout the project site. Pedestrian gates at the two driveway entrances will facilitate access into and out of the project site. A Vehicle Access and Circulation Exhibit and Pedestrian Circulation Exhibit associated with the proposed project are shown in Figures 8 and 9 on the following pages.

FIGURE 8: VEHICLE ACCESS AND CIRCULATION EXHIBIT

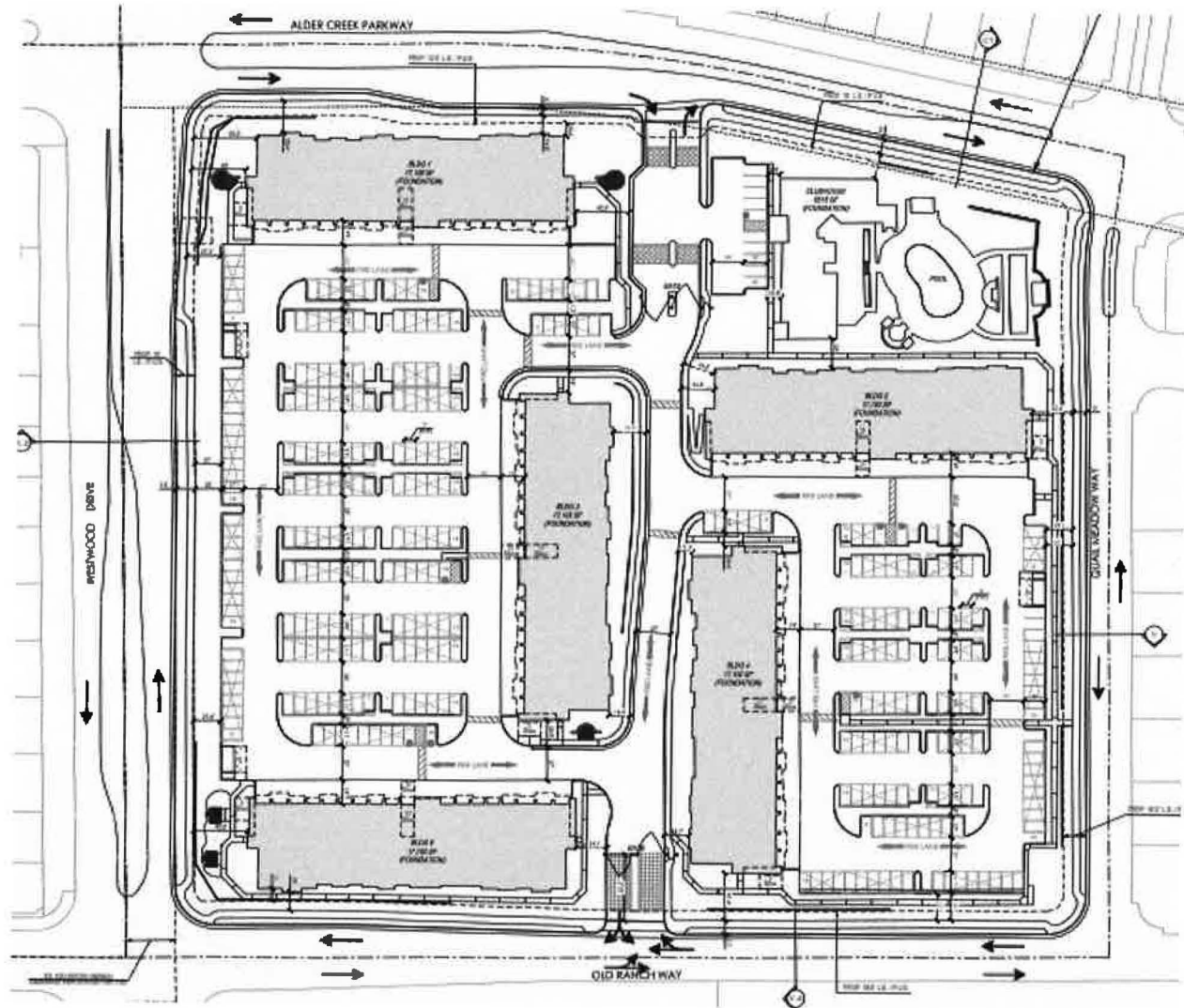


FIGURE 9: PEDESTRIAN CIRCULATION EXHIBIT



The Transportation Impact Study prepared for the proposed project evaluated the operation and configuration of the project access system in terms of driveway spacing, driveway throat depth, on-site circulation, adjacent street circulation, and deceleration lane requirements. The Study determined that the two proposed driveways, located on Alder Creek Parkway and Old Ranch Way respectively, provide adequate spacing from the nearest street intersections and meet the City's Design Standards for driveways located on collector streets. The Study also determined that the two proposed project driveways provide sufficient throat depth for inbound and outbound vehicles so as to avoid excessive vehicle queuing into the project site and onto adjacent public streets.

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

In terms of adjacent street circulation, the Study evaluated the adjacent streets and street intersections to ensure that adequate vehicle circulation would occur around the project site. The Study identified a number of concerns regarding potential turning movements that project residents may attempt to perform after exiting the project site. In particular, the Study indicated that project residents may exit the Alder Creek Parkway project driveway and attempt to make an eastbound U-turn movement at Quail Meadow Way in an attempt to get to East Bidwell Street. The street design of Alder Creek Parkway at Quail Meadow Way (consists of eastbound through lane, raised median, and westbound through lane) does not provide adequate width (33 feet) for U-turn movements to be performed safely. As a result, the Study recommends that the following measure (Condition No. 33) be implemented to restrict U-turn movements at this location:

- Eastbound U-Turns on Alder Creek Parkway at Quail Meadow Way shall be prohibited. "No U-turn" signs (CA MUTCD R3-4 or similar) shall be installed facing the eastbound approach, in the median on the near and far side of the intersection.

The Study also indicated that project residents may attempt to reach East Bidwell Street by exiting the Alder Creek Parkway project driveway and performing an eastbound U-turn movement at Placerville Road. The street design of Alder Creek Parkway at Placerville Road is not designed to safely accommodate U-turn movements. As a result, the Study recommends that the following measure (Condition No. 33) be implemented to restrict U-turn movements at this location:

- Eastbound U-Turns on Alder Creek Parkway at Placerville Road shall be prohibited. "No U-turn" signs (CA MUTCD R3-4 or similar) shall be installed facing the eastbound approach, in the median on the near and far side of the intersection.

The Study evaluated the submitted site plan to determine whether the submitted site plan met the City's deceleration lane requirements (Section 12.5 of the City of Folsom Design Standards) relative to the project driveways on Alder Creek Parkway and Old Ranch Way. The Study noted that a right-turn deceleration lane has already been constructed along the Alder Creek Parkway project frontage to serve that project driveway. The Study determined that a deceleration lane is not required at the project driveway on Old Ranch Way as this street is not considered a major or minor arterial street.

To ensure implementation of the traffic control measures identified on the submitted site plan, staff recommends the following recommendations be included as conditions of approval for the project (Condition No. 34)

- A "stop" sign and appropriate pavement markings shall be installed at the internal northbound approach to the project driveway located on Alder Creek Parkway.

- A “stop” sign and appropriate pavement markings shall be installed at the internal southbound approach project driveway located on Old Ranch Way.
- The vehicle entry gates at the two project driveway locations shall open inward, away from Alder Creek Drive and Old Ranch Way respectively. In addition, the design of the vehicle entry gates and the vehicle entry gate area shall conform to all requirements established by the City of Folsom for gated multi-family residential developments.
- If vehicles are observed backing up into Alder Creek Parkway or Old Ranch Way at either of the two gated project entries, City staff will evaluate and require appropriate measures to alleviate the traffic congestion including but not limited to requiring the two project entry gates to remain open during the AM (7:00 a.m. to 9:00 a.m.) and PM (4:00 p.m. to 6:00 p.m.) peak hours on weekdays.
- The project driveway on Old Ranch Way shall be restricted for use solely by residents of Alder Creek Apartment project. Signage shall be installed that indicates the Old Ranch Way project driveway is restricted for use by residents only. In addition, signage shall be installed that directs guests and visitors to the Alder Creek Parkway project driveway for access to the apartment community.
- Residents of the Alder Creek Apartments project shall be issued remote transmitters to allow them to open the entry gates without needing to stop to enter a code in the keypad at either entrance location.

D. Parking

As noted in the Project Description, the proposed project includes a total of 265 apartment units including 145 one-bedroom units, 100 two-bedroom units, and 20 three-bedroom units. The Folsom Plan Area Specific Plan (Table A.14) requires that apartment developments located within a Multi-Family High Density (MHD) designated area provide one parking space for each one-bedroom unit, two parking spaces for each two or three-bedroom unit, and 0.5 guest parking spaces for each apartment unit. As shown and described on the submitted site plan, the proposed project includes a total of 541 parking spaces including 320 covered carport parking spaces, 85 coverage garage parking spaces, and 136 uncovered parking spaces. Staff has determined that the proposed project meets the parking requirements prescribed by the Folsom Plan Area Specific Plan by providing 541 parking spaces whereas a minimum of 518 parking spaces are required.

The Folsom Plan Area Specific Plan (Table A.14) requires that apartment developments located within a Multi-Family High Density (MHD) designated area provide one bicycle parking space for each apartment unit that does not have a garage. In this case, there

are 180 apartment units that do not have their own garage, thus 180 bicycle parking spaces would be required. The submitted site plan indicates that the proposed project will include a total of 180 bicycle parking spaces including 85 spaces (17 spaces per building) located within interior bike storage areas in each apartment building, 50 external spaces (10 spaces per building) located outside of each apartment building, and 45 spaces dispersed evenly around each apartment building. Staff has determined that the proposed project meets the bicycle parking requirements dictated by the Folsom Plan Area Specific Plan by providing 180 bicycle parking spaces whereas a minimum of 180 parking spaces are required. However, staff does recommend that 20 additional bicycle parking spaces be provided at the community clubhouse building (inside or outside) to serve residents of the community. Condition No. 36 is included to reflect this requirement.

E. Noise Impacts

Based on the proximity of the project site to U.S. Highway 50, Alder Creek Parkway, Westwood Drive, and Placerville Road, acoustical measurements and modeling were prepared by J.C. Brennan & Associates on February 13, 2018 to analyze potential noise impacts at the proposed Alder Creek Apartments project site. The purpose of the Noise Analysis was to quantify existing noise levels associated with traffic on the aforementioned roadways and to compare those noise levels against the applicable City of Folsom noise standards for acceptable noise exposure at the project site. In addition, noise generated by the proposed project including construction activities, on-site parking/circulation, and mechanical equipment noise, was also evaluated in the Noise Analysis.

Two aspects of noise impacts were evaluated relative to the proposed apartment community, noise directed at the proposed project, and noise caused by the proposed project. As noted previously, the predominant existing noise sources in the project vicinity that cause an impact to the project site are from vehicles traveling on U.S. Highway 50, Alder Creek Parkway, Westwood Drive, and Placerville Road, as well as background noises from adjacent nearby residential land uses. Potential noise impacts that might result from development of the Alder Creek Apartments project are construction-related activities and operational activities. Construction-related noise would have a short-term effect, while operational noise would continue throughout the lifetime of the project.

The Noise Element of the City of Folsom General Plan regulates noise emissions from public roadway traffic on new development of residential or other noise sensitive land uses. The Noise Element states that noise from traffic on public roadways shall not exceed 65 CNEL for outdoor use areas and 45 CNEL for interior use areas. The Noise Analysis determined that exterior noise levels at the outdoor use areas on the project site would range from 51 CNEL to 61 CNEL, which complies with the City's 65 CNEL outdoor use area noise standard. The Noise Analysis also determined that the interior noise levels on the project site would range from 26 CNEL to 36 CNEL, which complies with the City's 45 CNEL interior noise level standard. However, to further ensure the interior noise level standard would be satisfied, the Noise Analysis recommended that air conditioning be

provided to allow residents to close windows and doors for appropriate acoustical isolation. Condition No. 43 is included to reflect this requirement.

Construction of the Alder Creek Apartments project would temporarily increase noise levels in the project vicinity during the construction period, which would take approximately 16 to 20 months. Construction activities, including site clearing, excavation, grading, building construction, and paving, would be considered an intermittent noise impact throughout the construction period of the project. The City's Noise Ordinance excludes construction activities from meeting the General Plan Noise Element standards, provided that all phases of construction are limited to the hours between 7:00 a.m. and 6:00 p.m. on weekdays, and between 8:00 a.m. and 5:00 p.m. on Saturdays. To ensure compliance with the City's Noise Control Ordinance and General Plan Noise Element, staff recommends that hours of construction operation be limited from 7:00 a.m. to 6:00 p.m. on weekdays and 8:00 a.m. to 5:00 p.m. on Saturdays with no construction permitted on Sundays or holidays. In addition, staff recommends that construction equipment be muffled and shrouded to minimize noise levels. Condition No. 43 is included to reflect these requirements.

Operational noises generated by the proposed project include sounds associated with new vehicle trips, vehicle parking, and mechanical equipment associated with the apartment community. Persons and activities potentially sensitive to noise in the project vicinity include future residents within the Enclave Subdivision (approximately 100 feet) across Westwood Drive to the west, future residents within the Mangini Ranch Phase 2 Subdivision (approximately 50 feet) across Quail Meadow Way to the east, and future residents within the Mangini Ranch Phase 2 Subdivision (approximately 100 feet) across Alder Creek Parkway to the north. Based on residential nature of the proposed project and the fact that the project site will be surrounded by residential development in the future, staff has determined that potential noise impacts relative to these operational noise sources will not be significant.

F. Walls/Fencing

As shown on the preliminary wall and fence exhibit (Attachment 12), the proposed project includes a combination of retaining walls, gravity walls, seat walls, open-view fencing, and vinyl-coated chain link fencing. Split-face CMU retaining walls that range from two to six feet in height are proposed at various locations around the perimeter of the site, and also along a small stretch of an interior drive aisle. A three-foot-tall interlocking concrete block gravity wall is proposed along a small portion of the southern property boundary. Two-foot-tall cast concrete seat walls are proposed at strategic locations throughout the project site including within the clubhouse area. Six-foot-tall tube steel open view fencing, interspersed with decorative masonry pilasters, is proposed around the perimeter of the site and around the clubhouse facility. In some areas around the perimeter of the site, the open view fencing is positioned on top of retaining walls. Lastly, four-foot-tall vinyl-coated chain link fencing is proposed at the dog park feature located in the southeast corner of the project site. Staff recommends that the four-foot-tall vinyl-coated chain link fencing at the dog park be replaced with tubular steel fencing or a similar decorative

fencing design to the satisfaction of the Community Development Department. In addition, staff recommends that the final location, design, height, materials, and colors of the retaining walls, gravity walls, seat walls, and fencing be subject to review and approval by the Community Development Department. Condition No. 16 is included to reflect this requirement.

G. Site Lighting

As shown on the preliminary lighting plan (Attachment 13), the applicant is proposing to use a combination of pole-mounted parking lot lighting, carport lighting, building-attached lighting, and bollard lights along the walkways on the project site. All lighting would be designed to minimize light/glare impacts to the adjacent properties by ensuring that all exterior lighting is shielded and directed downward. Staff recommends that the final exterior building and site lighting plans be submitted for review and approval by Community Development Department for location, height, aesthetics, level of illumination, glare and trespass prior to the issuance of any building permits. In addition, staff recommends all lighting is designed to be shielded and directed downward onto the project site and away from adjacent properties and public rights-of-way. Condition No. 20 is included to reflect these requirements.

H. Trash/Recycling

The proposed project includes three trash/recycling enclosures that are distributed evenly throughout the project site. As part of their concierge service, the Alder Creek Apartments maintenance staff will be responsible for transporting trash and recycling items from the collection areas within each building outside to one of the three trash/recycling enclosures. Staff recommends that the final location, design, materials, and colors of the trash/recycling enclosures be subject to review and approval by the Community Development Department. Condition No. 38 is included to reflect these requirements.

I. Existing and Proposed Landscaping

The square shaped 10.8-acre project site has previously been mass graded as part of development of the Mangini Ranch Phase 2 Subdivision. There are no trees or other significant vegetation are present on the project site.

The proposed project will include landscaping along the project's four street frontages and also landscaping interior to the project site. A landscape buffer (includes sidewalk) is proposed along each street frontage including an 18-foot-wide buffer along Alder Creek Parkway, a 15-foot-wide landscape buffer along Westwood Drive, and an 18.5-foot-wide buffer along Old Ranch Way and Quail Meadow Way.

As shown on the landscape plans (Attachment 10), the applicant is proposing to install landscaping that features California-native and low water-use trees, shrubs, and

groundcover selections intended to comply with the requirements of the Model Water Efficiency Landscape Ordinance (MWELo). Proposed landscape improvements include a variety of drought-tolerant trees, shrubs, and groundcover. Among the proposed trees are; Chinese Elm, Cork Oak, Deodar Cedar, Flame Tree, Glory Maple, Japanese Elm, Maidenhair Tree, and Southern Magnolia. Proposed shrubs and groundcover include; Asian Jasmine, Brittlebrush, Cape Rush, Carolina Cherry, Dwarf Strawberry Tree, Gold Dust Plant, Japanese Holly, Mexican Heather, Red Yucca, Russian Olive, St. John's Wort, and Yellow Lantana. The preliminary landscape plan meets the City shade requirement (50%) by providing 50% shade in the parking lot area within fifteen (15) years. Staff recommends that the final landscape plans be reviewed and approved by the Community Development Department. Condition No. 31 is included to reflect this requirement.

J. Frontage Improvements

Existing improvements to Alder Creek Parkway (adjacent to project site) include underground utilities, two travel lanes, bicycle lanes, an eastbound right-turn deceleration lane, a raised median for landscaping, curbs, and gutters. Existing improvements to Westwood Drive include underground utilities, two travel lanes, bicycle lanes, a raised median for landscaping, curbs, and gutters. Existing improvements to Old Ranch Way include underground utilities, two travel lanes, curbs, and gutters. Existing improvements to Quail Meadow Way include underground utilities, two travel lanes, a partial median for landscaping, curbs, and gutters. The owner/applicant will be required to install sidewalks, landscaping, streetlights, retaining walls, and site fencing along the street frontages of Alder Creek Parkway, Westwood Drive, Old Ranch Way, and Quail Meadow Way (Condition No. 18). The recommended conditions of approval require the applicant to submit detailed plans for all sidewalks, landscaping, streetlights, retaining walls, and site fencing prior to construction to ensure compliance with the Folsom Ranch Central District Design Guidelines.

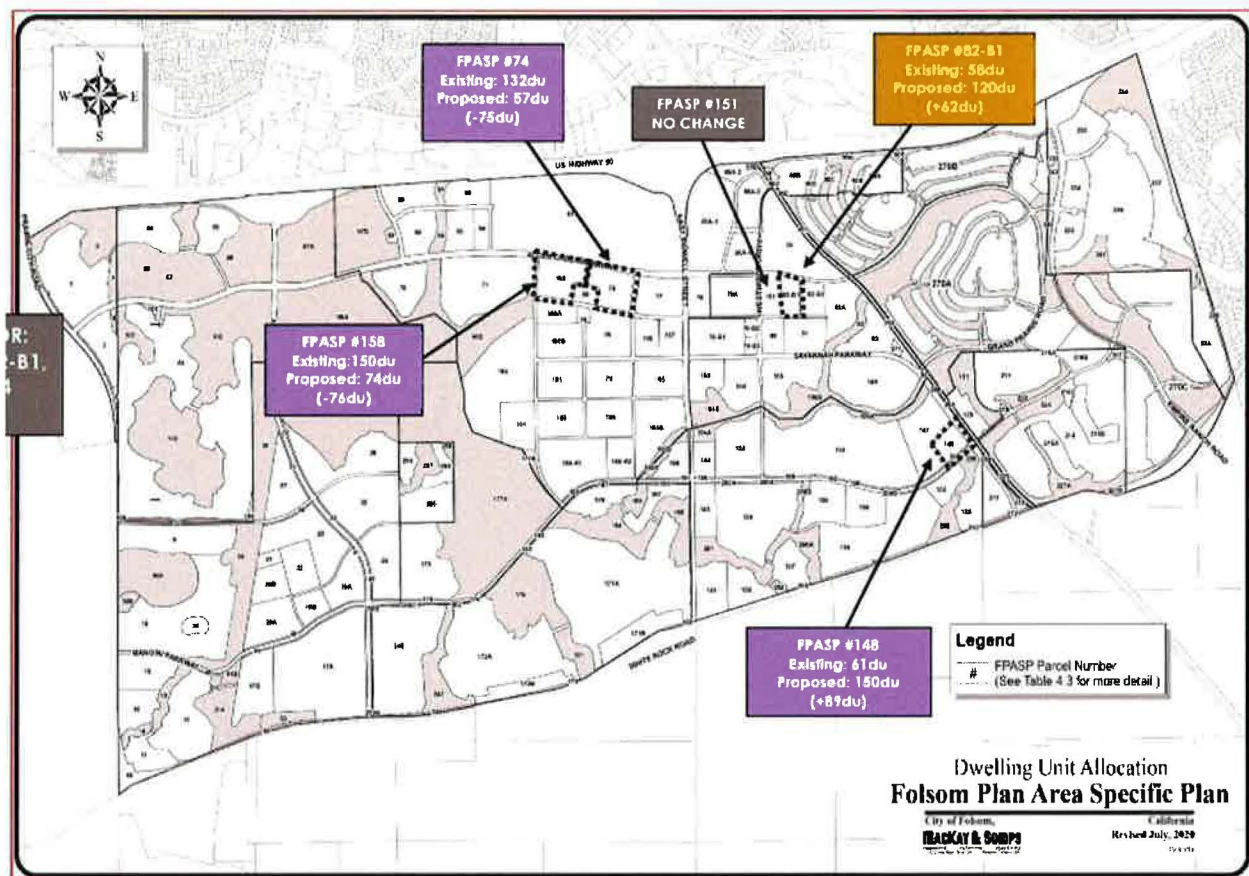
K. Lot Merger

The 10.8-acre project site currently consists of two separate parcels, FPASP Parcel 151 (APN No. 072-3670-012) which is approximately 5.8-acres in size, and FPASP Parcel 82-B1 (APN No. 072-3670-011) which is approximately 5.0-acres in size. Since the proposed apartment project is an integrated community with shared access, parking, and amenities, the applicant is proposing to merge the two parcels together to form a single parcel. Staff recommends that the owner/applicant complete and record a Lot Merger that combines the two parcels (APN No. 072-3670-011 and 072-3670-012) associated with the proposed project into one parcel prior to issuance of the first building permit for the project. Condition No. 42 included to reflect this requirement.

L. Minor Administrative Modification (Transfer of Development Rights)

The project site, which consists of two separate parcels (FPASP Parcel 151 and 82-B1), is designated by the FPASP for the development of a total of 203 residential units, with 145 units allocated to Parcel 151 and 58 dwelling units allocated to Parcel 82-B1. Based on the fact that the applicant is proposing to construct 265 residential units on the project site, a Minor Administrative Modification is being requested for the transfer of development rights to move 62 allocated dwelling units from other parcels (Parcels 74 and 158) with the Folsom Plan Area Specific Plan to the project site. In addition, a Minor Administrative Modification is being requested to transfer dwelling units among three other parcels situated within the Folsom Plan Area. Specifically, the Minor Administrative Modification seeks to relocate 89 residential units from Parcels 74 and 158 and move them to Parcel 148. The exhibit shown below contains the existing and proposed reallocation of units within the Folsom Plan Area as proposed by the subject Minor Administrative Modifications.

FIGURE 10: MINOR ADMINISTRATIVE MODIFICATION EXHIBIT



The Folsom Plan Area Specific Plan provides for Minor Administrative Modifications,

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

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

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

As mentioned previously, the proposed project includes a request for approval of a Minor Administrative Modification to transfer development rights among one of the subject parcels and other residential parcels located in the Folsom Plan Area. The FPASP permits flexibility in transferring residential unit allocations to reflect changing market demand. The FPASP states that “the City shall approve residential dwelling unit allocation transfers or density adjustments between any Plan Area resident land parcel or parcels, provided the following conditions are met”:

- The transferor and transferee parcel or parcels are located in the Plan Area and are designated for residential use.
- The transferor and transferee parcel or parcels conform to all applicable development standards contained in Appendix A – Development Standards.

- The transfer of units does not result in increased impacts beyond those identified in the FPASP EIR/EIS
- The transfer of units does not adversely impact planned infrastructure, roadways, schools, or other public facilities; affordable housing agreements; or fee programs and assessment districts; unless such impacts are reduced to an acceptable level through project-specific mitigation measures.

Based on staff's review, the proposed reallocation of 62 residential units from other parcels within the Folsom Plan Area to the project site, and the relocation of residential units among three other parcels within the Folsom Plan Area, meet all of the required criteria mentioned above. As a result, staff is able to approve the proposed Minor Administrative Modifications and the transfer of development rights as proposed.

M. Conformance with Relevant General Plan and Folsom Plan Area Specific Plan Goals and Policies

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

APPLICABLE GENERAL PLAN GOALS AND POLICIES

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

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

GP POLICY LU 1.1.12-1 (Infill Development)

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

Analysis: The proposed project is consistent with this policy in that the project features significant site and design improvements which will enhance the overall character of the area including introducing new upscale apartment units with a contemporary residential design intended to compliment the design of approved residential and commercial developments in the vicinity. In addition, the proposed project is consistent with the Folsom Ranch Central District Design Guidelines.

GP POLICY LU 1.1.15 (SACOG Blueprint Principles)

Strive to adhere to the Sacramento Regional Blueprint Growth Principles.

Analysis: The proposed project is consistent with this policy in that the project has been designed to adhere to the primary SACOG Blueprint Principles including Compact Development, Housing Choice and Diversity, Use of Existing Assets, and Quality Design. Compact Development involves creating environments that are more compactly built and use space in an efficient but attractive manner and helps to encourage more walking, biking, and transit use and shorter auto trips. Housing Choice and Diversity includes providing a variety of places where people can live (apartments, townhomes, condominiums, and single-family detached homes) and also creating opportunities for the variety of people who need them such as families, singles, seniors, and people with special needs. Use of Existing Assets entails intensification of the existing use or redevelopment in order to make better use of existing public infrastructure, including roads. Quality Design focuses on the design details of any land development (such as relationship to the street, placement of buildings, sidewalks, street widths, landscaping, etc.), which are all factors that influence the attractiveness of living in a compact development and facilitate the ease of walking within and in and out of a community.

GP GOAL H-2 (Removing Barriers to the Production of Housing)

To minimize governmental constraints on the development of housing for households of all income levels.

GP POLICY H 2.7

The City shall educate the community on the needs, the realities, and the benefits of affordable and high-density housing.

Analysis: The proposed project is consistent with this policy in that the project will result in development of a 265-unit multi-family high density apartment community with a residential density of 24.5 units per acre. The project is also the first multi-family apartment community to be proposed within the Folsom Plan Area, providing a type of housing (rental apartments) not currently available in this portion of the City.

GP GOAL M 4.1 (Vehicle Traffic and Parking)

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

GP POLICY M 4.1.3 (Level of Service)

Strive to achieve a least traffic Level of Service “D” (or better) for local streets and roadways throughout the City. In designing transportation improvements, the City will prioritize use of smart technologies and innovative solutions that maximize efficiencies and safety while minimizing the physical footprint. During the course of Plan buildout it may occur that temporarily higher Levels of Service result where roadway improvements

have not been adequately phased as development proceeds. However, this situation will be minimized based on annual traffic studies and monitoring programs. Staff will report to the City Council at regular intervals via the Capital improvement Program process for the Council to prioritize project integral to achieving Level of Service D or better.

Analysis: The proposed project is consistent with this policy in that the project will not result in a change in the level of service (LOS) at any of the ten study intersections. In addition, the proposed project, while not technically subject to the VMT requirement as discussed earlier within the Traffic/Access/Circulation Section of this staff report, will result in a negligible change in VMT when compared to the existing FPASP.

GP GOAL M 4.2 (Vehicle Traffic and Parking)

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

GP POLICY M 4.2.4 (Electric Vehicle Charging Stations)

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

Analysis: The proposed project is consistent with this policy in that the project includes electric vehicle charging stations in each of the 85 covered garages and in the two “gang” stations positioned in the parking lot area. The number of proposed electric vehicle charging station is consistent with the California Green Buildings Standards Code’s provisions for multi-family residential development.

GP GOAL LU 6.1 (Residential Neighborhoods)

Allow for a variety of housing types and mix of uses that provide choices for Folsom residents, create complete and livable neighborhoods, and encourage walking and biking.

GP POLICY LU 6.1.3 (Efficiency through Density)

Support an overall increase in average residential densities in identified urban centers and mixed-use districts. Encourage new housing types to shift from lower-density, large-lot developments to higher-density, small-lot and multifamily developments, as a means to increase energy efficiency, conserve water, reduce waste, as well as increase access to services and amenities (e.g., open space) through an emphasis of mixed uses in these higher-density developments.

Analysis: The proposed project is consistent with this policy in that the project is providing an upscale multi-family residential project developed at a residential density of 24.5 units per acre. According to the applicant, upscale luxury apartments are considered an underserved segment of the rental housing market in Folsom today based on their market research. The proposed project design also incorporates sustainable features (mechanical, electrical, plumbing, HVAC systems, and rooftop photovoltaic systems) that are consistent with California

Green Building Standards Code (CALGreen). In addition, the proposed project includes electric vehicle charging stations, and electric vehicle parking spaces, and cool surface paving materials consistent with CALGreen.

GP GOAL LU 9.1 (Land Use/Community Design)

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

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

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

Analysis: The proposed project is consistent with this policy in that the project includes the use of solar thermal hot water heaters at the community clubhouse building and the apartment buildings will have necessary infrastructure for future photovoltaic installation and expansion. The apartment buildings will also be wired to accommodate future installation of rooftop photovoltaic systems. In addition, while not considered renewable or alternative energy generation systems, electric vehicle charging stations are proposed in each of the 85 covered garages as well as in two "gang" stations located in the parking lot area. The proposed project also includes the use of cool paving materials at the two project driveway entries and in the site amenity areas located throughout the project site.

Conformance with Relevant Specific Plan Goals, Objectives, and Policies

The Folsom Plan Area Specific Plan identifies a number of goals, objectives, and policies designed to guide the physical, economic, and environmental growth of the Specific Plan Area. Staff has determined that the proposed project is consistent with the Specific Plan goals, objectives, and policies as outlined and discussed below:

SP OBJECTIVE H-1 (Housing)

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

GP and SP POLICY H-1.1

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

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

(MLD), 12-20 dwelling units per acre (MMD), 20-30 dwelling units per acre (MHD), and 9-30 dwelling units per acre (MU).

With approval of the proposed General Plan Amendment and Specific Plan Amendment, the project site will have General Plan land use designation of MHD and a Specific Plan land use designation of SP-MHD-PD. In addition, the Alder Creek Apartments project will be developed at 24.5-units per acre, which is within the allowed density range for the MHD designation.

SP POLICY 4.1

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

Analysis: The Alder Creek Apartments project proposes a multi-family apartment community with a grid system of local streets provided with sidewalks on both sides of the street. Bicycle and pedestrian circulation within the project site will be accommodated by a series of interconnected walkways that will connect via external sidewalks and Class III bicycle lanes with nearby neighborhoods, parks, schools, and open space trails that have Class I bicycle trails.

SP POLICY 4.6

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

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

While the proposed project will result in an increase in the number of dwelling units that were anticipated to be constructed on the project site (increase from 203 to 265 dwelling units), this is offset by the reallocation of dwelling units among three other parcels within the Folsom Plan Area as described in the Minor Administrative Modification section of this staff report. The reallocation of units among these parcels will not exceed the allowable density for the parcels. In addition, the proposed project does not result in any change in total dwelling units (11,461 dwelling units) in the FPASP.

SP OBJECTIVE 7.1 (Circulation)

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

SP POLICY 7.1

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

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

The Alder Creek Apartments project has been designed with multiple modes of transportation options (vehicles, bicycle, walking, access to transit) and internal drive aisles organized in a pattern consistent with the approved FPASP circulation plan.

N. Native American Consultation (SB 18)

Senate Bill (SB) 18 was signed into law in September 2004 and became effective in March 2005. SB 18 requires city and county governments to consult with California Native American tribes early in the planning process with the intent of protecting traditional tribal cultural places. In accordance with Government Code 65352.3(a)(2), the City sent project notifications to each of listed tribes on March 6, 2020 and afforded them 90 days to respond and request consultation. The City received responses from two tribes who expressed a desire to consult regarding the proposed project. The City organized separate meetings to consult with the two tribes, however, the tribes failed to attend the consultation meetings.

On April 16, 2020, and in accordance with Government Code §65352(a)(11), the City mailed the 45-day referral notices to the listed tribes. No tribes provided comment within that timeframe. The City will mail specific details of the pending City Council public hearing to listed tribes at least 10 days in advance of the meeting, in accordance with Government Code §65092. In summary, the City has assumed and concluded consultation

responsibilities in accordance with the *Tribal Consultation Guidelines: Supplement to General Plan Guidelines* (November 14, 2005) published by the Governor's Office of Planning and Research.

ENVIRONMENTAL REVIEW

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

An Environmental Checklist and Addendum was prepared in accordance with CEQA Guidelines Section 15164 to evaluate whether the proposed project's effects were adequately examined in the FPASP EIR/EIS. The Environmental Checklist and Addendum concluded that no changes associated with the proposed project and no changed circumstances trigger subsequent or supplemental environmental review. The Environmental Checklist and Addendum are included at Attachment 21 to this staff report. In addition, the Mitigation Monitoring and Reporting Program are included as Attachment 22 to this staff report.

RECOMMENDATION/PLANNING COMMISSION ACTION

Move to recommend that the City Council:

- Adopt an Addendum to the Final Environmental Impact Report for the Folsom Plan Area Specific Plan prepared for the Alder Creek Apartments project (PN 18-222) per Attachment 21; and
- Approve a General Plan Amendment to change the General Plan land use designation for a 5.0-acre portion (APN No. 072-3670-011) of the Alder Creek Apartments project site from MLD (Multi-Family Low Density) to MHD (Multi-Family High Density) per Attachment 6; and
- Approve a Specific Plan Amendment to change the Specific Plan land use designation for a 5.0-acre portion (APN No. 072-3670-011) of the Alder Creek Apartments project site from SP-MLD-PD (Specific Plan, Multi-Family Low Density, Planned Development District) to SP-MHD-PD (Specific Plan, Multi-Family High Density, Planned Development District) per Attachment 6; and

- Approve a Planned Development Permit to establish detailed development and architectural standards for the 265-unit Alder Creek Apartments project; and
- Approve a Minor Administrative Modification to transfer 62 allocated dwelling units from other locations within the Folsom Plan Area Specific Plan to the Alder Creek Apartments project site and to transfer dwelling units among three other parcels located within the Folsom Plan Area per Attachment 6.

These approvals are subject to the proposed findings below (Findings A-Z) and the recommended conditions of approval (Conditions 1-43) attached to this report.

GENERAL FINDINGS

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

CEQA FINDINGS

- C. THE CITY, AS LEAD AGENCY, PREVIOUSLY CERTIFIED AN ENVIRONMENTAL IMPACT REPORT/ENVIRONMENTAL IMPACT STATEMENT FOR THE FOLSOM PLAN AREA SPECIFIC PLAN.
- D. AN ADDENDUM TO THE FOLSOM PLAN AREA SPECIFIC PLAN FINAL ENVIRONMENTAL IMPACT REPORT/ENVIRONMENTAL IMPACT STATEMENT WAS CERTIFIED BY THE CITY IN 2015 FOR THE WESTLAND EAGLE SPECIFIC PLAN AMENDMENT PROJECT IN ACCORDANCE WITH CEQA.
- E. THE CITY HAS DETERMINED THAT THE ALDER CREEK APARTMENTS PROJECT IS CONSISTENT WITH THE FOLSOM PLAN AREA SPECIFIC PLAN AS AMENDED BY THE WESTLAND EAGLE SPECIFIC PLAN AMENDMENT AND THE AMENDMENT SOUGHT AS A PART OF THIS PROJECT.
- F. THE CITY HAS DETERMINED THAT NONE OF THE CIRCUMSTANCES DESCRIBED IN PUBLIC RESOURCES CODE SECTION 21166 OR CEQA GUIDELINES SECTION 15162 GENERALLY REQUIRING THE PREPARATION OF A SUBSEQUENT EIR EXIST IN THIS CASE.

- G. THE CITY HAS PREPARED AN ADDENDUM TO THE FINAL ENVIRONMENTAL IMPACT REPORT FOR THE FOLSOM PLAN AREA SPECIFIC PLAN AND HAS DETERMINED THAT THE PROJECT CREATES NO NEW IMPACTS AND DOES NOT REQUIRE ANY MITIGATION MEASURES IN ADDITION TO THOSE IN THE FINAL ENVIRONMENTAL IMPACT REPORT AND THE ADDENDUM FOR THE WESTLAND EAGLE SPECIFIC PLAN AMENDMENT PROJECT.
- H. THE CITY HAS DETERMINED THAT THE IMPACTS OF THE ALDER CREEK APARTMENTS PROJECT ARE ADEQUATELY ADDRESSED BY THE FINAL ENVIRONMENTAL IMPACT REPORT FOR THE FOLSOM PLAN AREA SPECIFIC PLAN, THE ADDENDUM FOR THE WESTLAND EAGLE SPECIFIC PLAN AMENDMENT PROJECT, AND THE ADDENDUM FOR THE ALDER CREEK APARTMENTS PROJECT.
- I. THE PLANNING COMMISSION HAS CONSIDERED THE ADDENDUM WITH THE FINAL EIR BEFORE MAKING A DECISION ON THE PROJECT.

GENERAL PLAN AMENDMENT FINDINGS

- J. THE PROPOSED GENERAL PLAN AMENDMENT IS CONSISTENT WITH THE GOALS, POLICIES AND OBJECTIVES OF THE CITY OF FOLSOM GENERAL PLAN
- K. THE PROPOSED GENERAL PLAN AMENDMENT IS CONSISTENT WITH THE OBJECTIVES OF THE LAND USE ELEMENT OF THE CITY'S GENERAL PLAN AND DEVELOPMENT POLICIES.
- L. THE PROPOSED GENERAL PLAN AMENDMENT WILL NOT RESULT IN A NET LOSS OF RESIDENTIAL CAPACITY.
- M. THE PROPOSED GENERAL PLAN AMENDMENT IS IN THE PUBLIC INTEREST.
- N. PURSUANT TO GOVERNMENT CODE SECTION 65352.3, THE CITY CONTACTED ALL CALIFORNIA NATIVE AMERICAN TRIBES ON THE CONTACT LIST MAINTAINED BY THE NATIVE AMERICAN HERITAGE COMMISSION IN ASSOCIATION WITH THIS PROJECT. THE CITY RECEIVED TWO REQUESTS FOR CONSULTATION FROM NATIVE AMERICAN TRIBES, BOTH TRIBES LATER FAILED TO PURSUE CONSULTATION WITH THE CITY.

FOLSOM PLAN AREA SPECIFIC PLAN AMENDMENT FINDINGS

- O. THE PROPOSED AMENDMENT TO THE FOLSOM PLAN AREA SPECIFIC PLAN IS CONSISTENT WITH THE CITY'S GENERAL PLAN (AS AMENDED).
- P. THE PROPOSED AMENDMENT TO THE FPASP WILL NOT RESULT IN A NET LOSS OF RESIDENTIAL CAPACITY.
- Q. THE PROPOSED SPECIFIC PLAN AMENDMENT IS IN THE PUBLIC INTEREST.
- R. THE PROPOSED SPECIFIC PLAN AMENDMENT IS CONSISTENT WITH THE GOALS, POLICIES, AND OBJECTIVES OF THE FOLSOM PLAN AREA SPECIFIC PLAN.

PLANNED DEVELOPMENT PERMIT FINDINGS

- S. THE PROPOSED PROJECT COMPLIES WITH THE INTENT AND PURPOSES OF THE FOLSOM PLAN AREA SPECIFIC PLAN AS AMENDED AND OTHER APPLICABLE ORDINANCES OF THE CITY AND THE GENERAL PLAN AS AMENDED.
- T. THE PROPOSED PROJECT IS GENERALLY CONSISTENT WITH THE OBJECTIVES, POLICIES AND REQUIREMENTS OF THE DEVELOPMENT STANDARDS OF THE CITY. THE MINOR MODIFICATION TO THOSE STANDARDS PROPOSED AS PART OF THIS PROJECT WILL RESULT IN A DEVELOPMENT THAT IS SUPERIOR TO THAT OBTAINED BY THE RIGID APPLICATION OF THE STANDARDS.
- U. THE PHYSICAL, FUNCTIONAL AND VISUAL COMPATIBILITY BETWEEN THE PROPOSED PROJECT AND EXISTING AND FUTURE ADJACENT USES AND AREA CHARACTERISTICS IS ACCEPTABLE.
- V. AS CONDITIONED, THE PROJECT WILL MAKE AVAILABLE NECESSARY PUBLIC FACILITIES, INCLUDING BUT NOT LIMITED TO, WATER, SEWER AND DRAINAGE, AND THE PROJECT WILL ADQUATELY PROVIDE FOR THE FURNISHING OF SUCH FACILITIES.
- W. THE PROPOSED PROJECT WILL NOT CAUSE ADVERSE ENVIRONMENTAL IMPACTS WHICH HAVE NOT BEEN MITIGATED TO AN ACCEPTABLE LEVEL.

- X. THE PROPOSED PROJECT WILL NOT CAUSE UNACCEPTABLE VEHICULAR TRAFFIC LEVELS ON SURROUNDING ROADWAYS, AND THE PROPOSED PROJECT WILL PROVIDE ADEQUATE INTERNAL CIRCULATION, INCLUDING INGRESS AND EGRESS.

- Y. THE PROPOSED PROJECT WILL NOT BE DETRIMENTAL TO THE HEALTH, SAFETY AND GENERAL WELFARE OF THE PERSONS OR PROPERTY WITHIN THE VICINITY OF THE PROJECT SITE, AND THE CITY AS A WHOLE.

- Z. ADEQUATE PROVISION IS MADE FOR THE FURNISHING OF SANITATION SERVICES AND EMERGENCY PUBLIC SAFETY SERVICES TO THE DEVELOPMENT.

Attachment 3

Vicinity Map

Vicinity Map

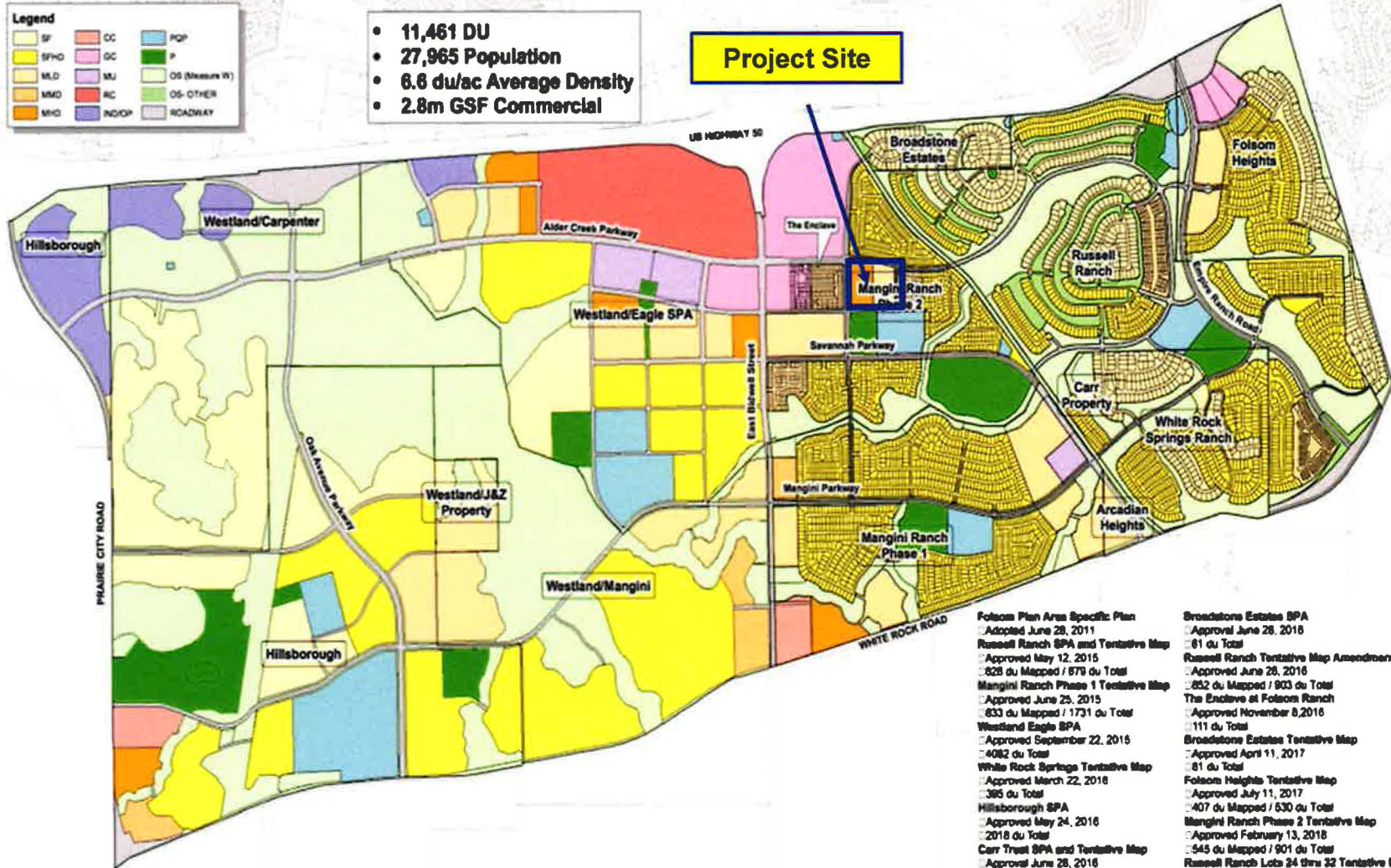


CITY OF
FOLSOM

Legend		
SF	CC	POF
SFHD	OC	P
MLD	MU	OS (Measure W)
MMD	RC	OS-OTHER
MHC	IND/OP	ROADWAY

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

Project Site

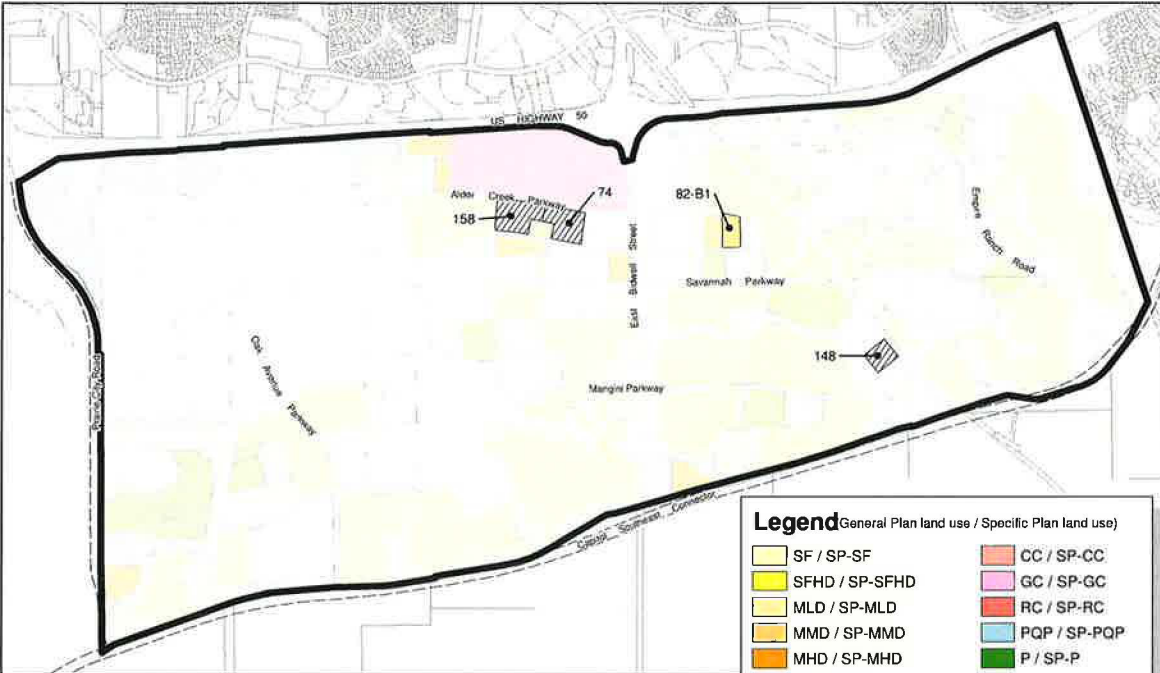
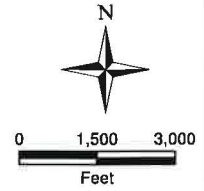


- | | |
|--|---|
| <p>Folsom Plan Area Specific Plan
 Adopted June 28, 2011</p> <p>Russell Ranch SPA and Tentative Map
 Approved May 12, 2015
 828 du Mapped / 879 du Total</p> <p>Mangini Ranch Phase 1 Tentative Map
 Approved June 25, 2015
 633 du Mapped / 1731 du Total</p> <p>Westland Eagle SPA
 Approved September 22, 2015
 4082 du Total</p> <p>White Rock Springs Tentative Map
 Approved March 22, 2016
 305 du Total</p> <p>Hillsborough SPA
 Approved May 24, 2016
 2018 du Total</p> <p>Carr Trust SPA and Tentative Map
 Approved June 28, 2016
 28 du Total</p> <p>Folsom Heights SPA
 Approved June 28, 2016
 407 du Mapped / 530 du Total</p> | <p>Broadstone Estates SPA
 Approved June 28, 2016
 81 du Total</p> <p>Russell Ranch Tentative Map Amendment
 Approved June 28, 2016
 852 du Mapped / 903 du Total</p> <p>The Enclave at Folsom Ranch
 Approved November 8, 2016
 111 du Total</p> <p>Broadstone Estates Tentative Map
 Approved April 11, 2017
 81 du Total</p> <p>Folsom Heights Tentative Map
 Approved July 11, 2017
 407 du Mapped / 530 du Total</p> <p>Mangini Ranch Phase 2 Tentative Map
 Approved February 13, 2018
 545 du Mapped / 901 du Total</p> <p>Russell Ranch Lots 24 thru 32 Tentative Map
 Approved March 13, 2018
 399 du Total</p> |
|--|---|

Attachment 4

**General Plan/Specific Plan Amendment Exhibit
Dated November 9, 2020**

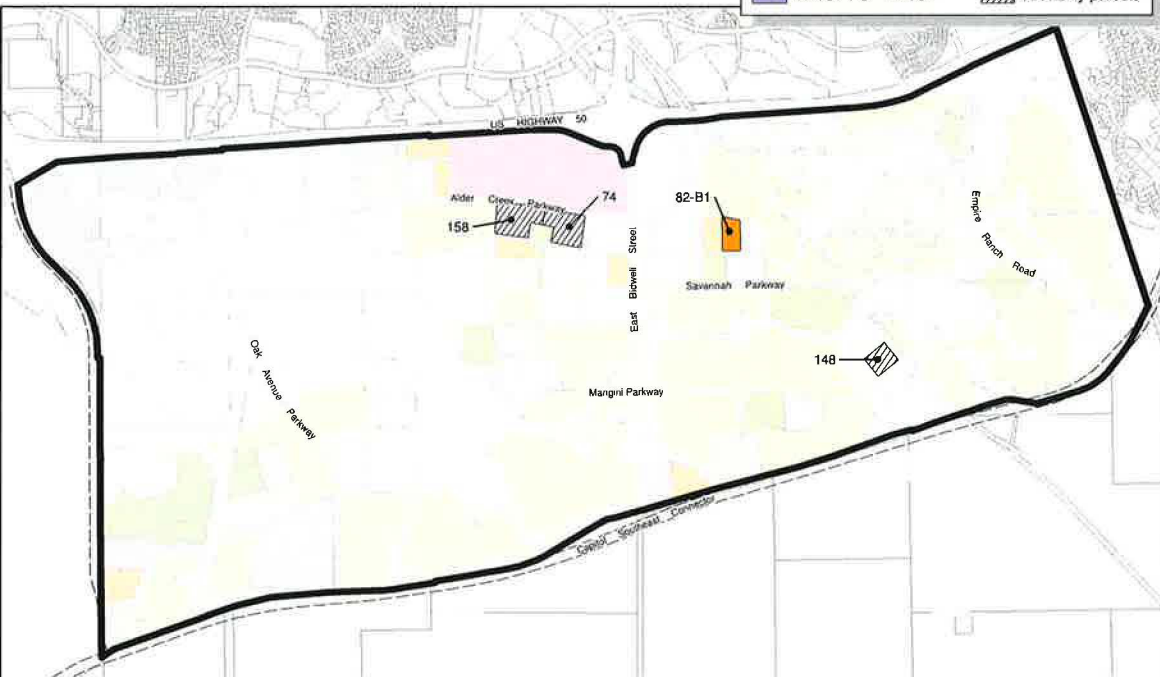
11/9/2020	EXISTING PARCELS					PROPOSED / RESULTING PARCELS					
	FPASP Parcel #	Land Use	Acres	Units	Density	Land Use	Acres	Units	Density	Change In Acres	Change In Units
NO CHANGE	151	MHD	5.77	145	25.1	MHD	5.77	145	25.1	0	0
SPA/GPA	82-B1	MLD	4.96	58	11.7	MHD	4.96	120	24.2	0.0	62
MAM/TDR	158	MU	11.48	150	9 to 30	MU	11.48	74	9 to 30	0.0	-76
MAM/TDR	74	MU	10.00	132	9 to 30	MU	10.00	57	9 to 30	0.0	-75
MAM/TDR	148	MU	5.02	61	9 to 30	MU	5.02	150	9 to 30	0.0	89
		TOTALS	37.2	546		TOTALS	37.2	546		0.0	0



Approved

Legend General Plan land use / Specific Plan land use

SF / SP-SF	CC / SP-CC
SFHD / SP-SFHD	GC / SP-GC
MLD / SP-MLD	RC / SP-RC
MMD / SP-MMD	PQP / SP-PQP
MHD / SP-MHD	P / SP-P
MU / SP-MU	OS / SP-OS
IND/OP / SP-IND/OP	TDR only parcels

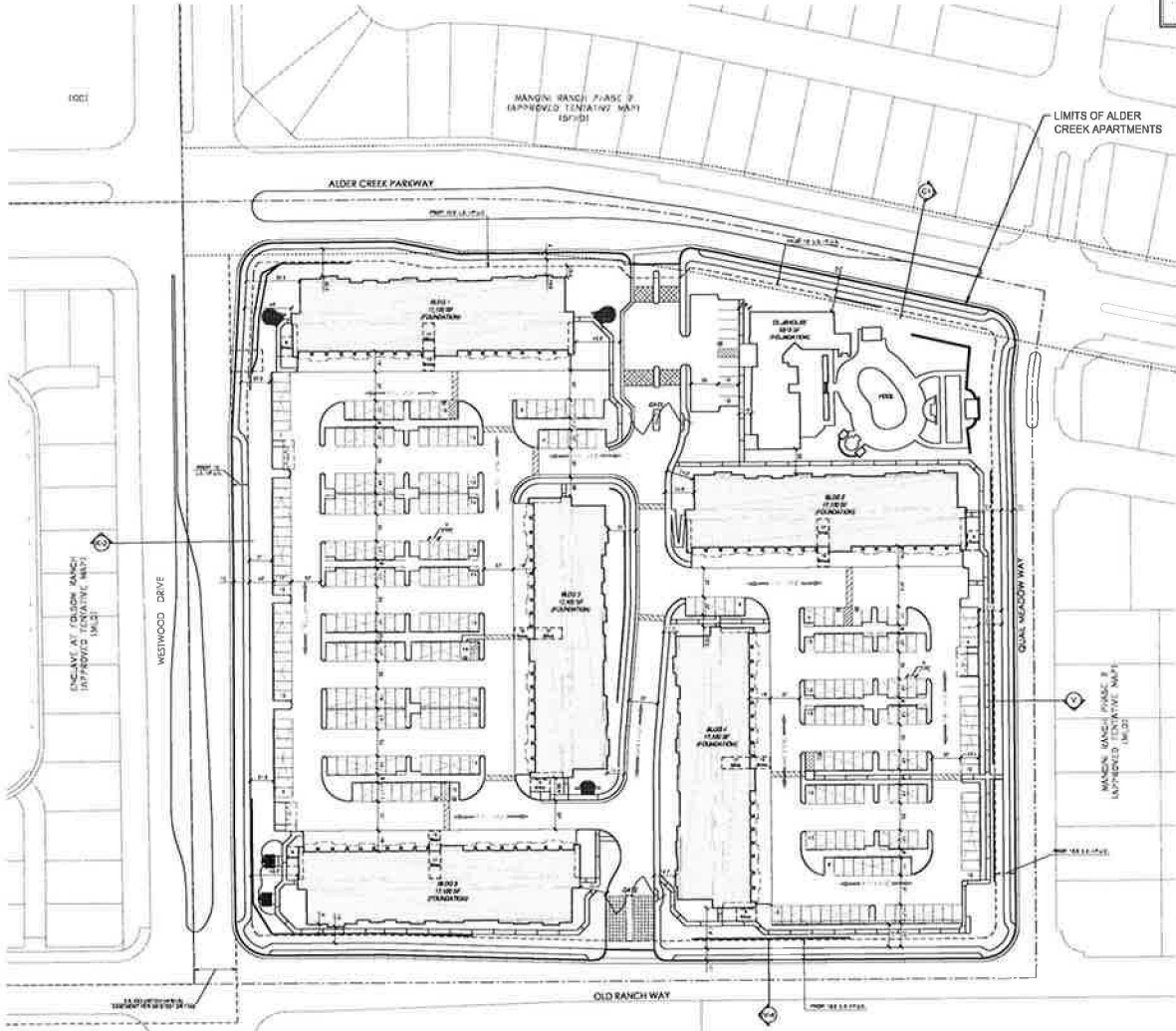
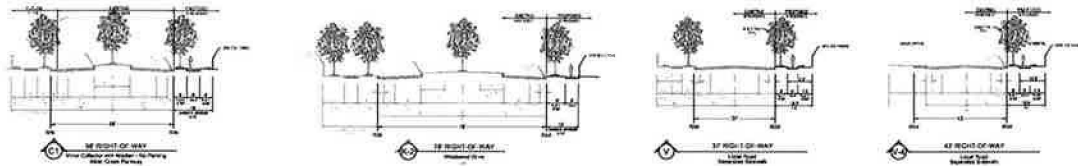


Proposed

**Alder Creek Apartments
Specific Plan Amendment /
General Plan Amendment /
Minor Administrative Amendment - Transfer of Development Rights (TDR)**

Attachment 5

Preliminary Site Plan, dated May 12, 2020



PROJECT INFORMATION	
APPLICANT / OWNER	CAMPBELL REALTY, LLC 2300 Town Center Blvd, Suite 100 Oakland, CA 94612
ENGINEER	MACKAY & SOMPS CONSULTING, INC. 2221 Lafayette Blvd, Suite 100 Oakland, CA 94612
ADDRESS / PARCEL NO.	3719 S. MACKAY DRIVE
PERMITS / APPROVALS	APPROVALS OF THE FOLLOWING: <ul style="list-style-type: none"> City of Folsom Specific Plan City of Folsom Building Department (BIDDING) City of Folsom Planning Department City of Folsom Fire Department City of Folsom Police Department City of Folsom Public Works Department City of Folsom Parks and Recreation Department City of Folsom Community Development Department City of Folsom Public Health Department City of Folsom Public Safety Department City of Folsom Public Works Department City of Folsom Parks and Recreation Department City of Folsom Community Development Department City of Folsom Public Health Department City of Folsom Public Safety Department
LAND SURVEY	201 TOTAL LOTS 112 2-Bedroom Units 100 2-Bedroom Units 26 3-Bedroom Units
PARKING SURVEY	326 TOTAL SPACES PROVIDED 150 Total Covered Spaces Provided 176 Open Surface Spaces Provided 150 Covered Spaces Provided 176 Open Surface Spaces Provided
TOTAL SPACES PROVIDED	326 TOTAL SPACES PROVIDED
UTILITIES	Water, Sewer, Gas, Electric, Cable, Telephone, Fiber Optic
SERVICES PROVIDED	Police, Fire, Public Works, Parks and Recreation, Community Development, Public Health, Public Safety
SCHOOL	Folsom-Cordova Unified School District
POLICE	City of Folsom
FIRE	City of Folsom
PUBLIC WORKS	City of Folsom
PARKS AND RECREATION	City of Folsom
COMMUNITY DEVELOPMENT	City of Folsom
PUBLIC HEALTH	City of Folsom
PUBLIC SAFETY	City of Folsom



Planned Development Permit
Preliminary Site Plan
Alder Creek Apartments
Folsom, California
Revised: May 12, 2020
December 29, 2019
June 13, 2018

MACKAY & SOMPS
ENGINEERS PLANNERS ARCHITECTS

Sheet 3 of 4

Attachment 6

Preliminary Utility Plan, dated May 12, 2020

Attachment 7

**Preliminary Grading and Drainage Plan
Dated May 12, 2020**

Attachment 8

**Preliminary Landscape Plan and Details
Dated January 11, 2021**

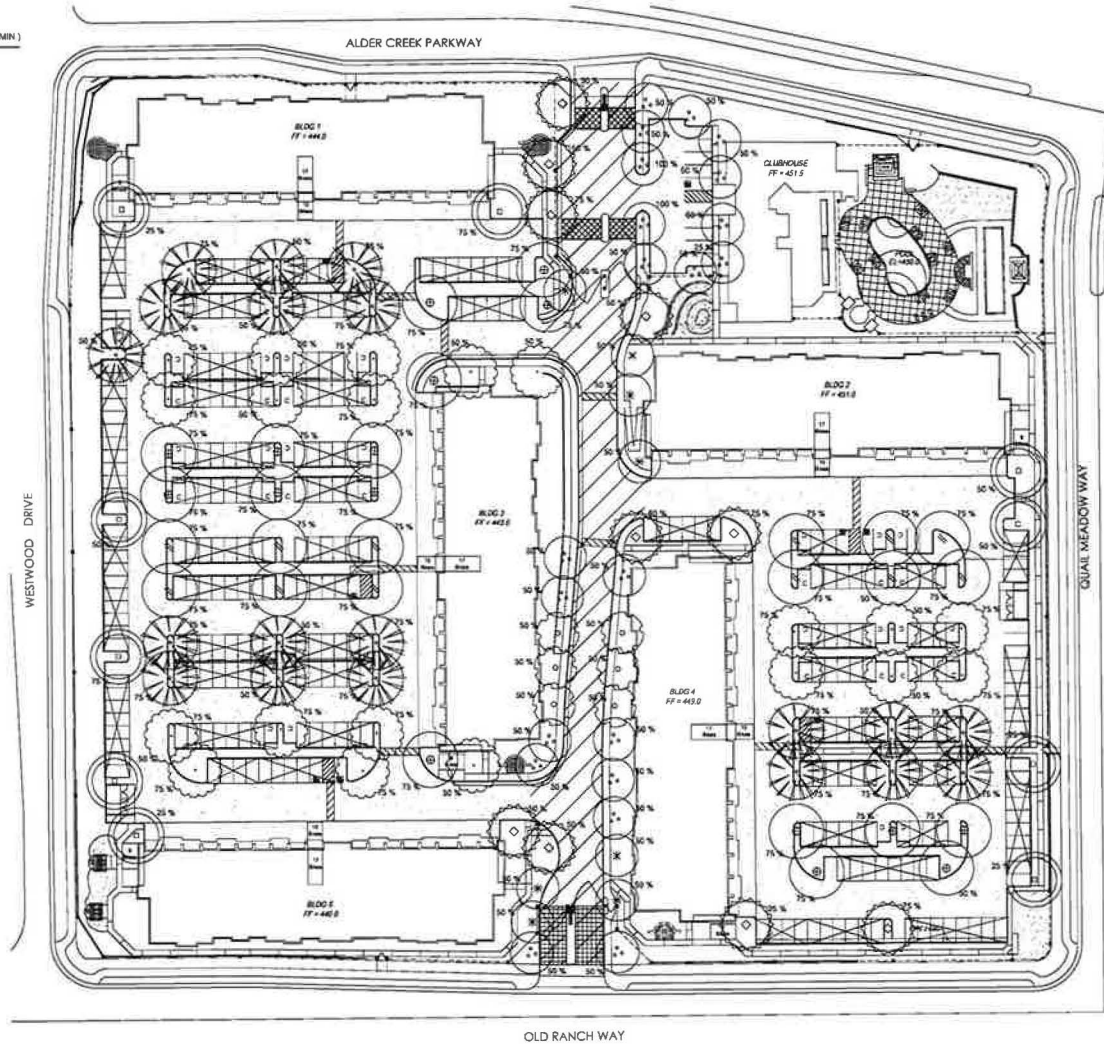
PROPOSED SHADE TREE LEGEND*

SYMBOL	BOTANICAL NAME	COMMON NAME	INSTALL SIZE	CANOPY SIZE @ 15 YR S	SHADE CALC.	TOTAL SHADE (50% PAVING AREA MIN)
	ZELKOVIA ALICE	DIWIDEE ELM	15 GAL.	32' W (863 SQ. FT.)	100%-075%-1350%-825%-0 (13,008 SQ. S.F.)	
	ZELKOVIA VILLAGE GREEN	JAPANESE ELM	15 GAL.	35' W (863 SQ. FT.)	100%-075%-1560%-1025%-0 (11,315.25 S.F.)	
	ACER OCTOBER GLORY	GLORY MAPLE	15 GAL.	35' W (863 SQ. FT.)	100%-075%-1450%-925%-0 (12,227.75 S.F.)	
	QUERCUS SUBER	CORK OAK	15 GAL.	32' W (863 SQ. FT.)	100%-075%-1500%-925%-0 (13,852 S.F.)	
	PLATANUS BLOODGOOD	LONDON PLANE	18 GAL.	35' W (863 SQ. FT.)	100%-075%-995%-525%-0 (7,344.75 S.F.)	
	GEORGIA DECORA	DECOR CEDAR	18 GAL.	35' W (863 SQ. FT.)	100%-075%-995%-525%-0 (7,407.5 S.F.)	
	QINKOO AUTUMN GOLD	MADENHAIR TREE	18 GAL.	30' W (707 SQ. FT.)	100%-075%-850%-11025%-0 (3,836.50 S.F.)	
	NOELREVITERIA BIPINNATA	FLAME TREE	18 GAL.	30' W (707 SQ. FT.)	100%-075%-850%-1025%-0 (2,088.50 S.F.)	
	MAGNOLIA GRANDIFLORA	SOUTHERN MAGNOLIA 18 GAL.	20' W (707 SQ. FT.)	100%-075%-850%-825%-0 (2,088.50 S.F.)		
	UNCOVERED PARKING AND PARKING ACCESS, 119,548 S.F.					
	INTERNAL STREETS, 22,315 S.F.					

59,273 S.F. IS REQUIRED TO ACHIEVE 50% SHADE COVER AT 15 YRS.
THIS PLAN REPRESENTS 59,825 S.F. OR 100.035% OF REQUIRED

* ONLY TREES PROPOSED FOR SHADE CREDIT ARE SHOWN.

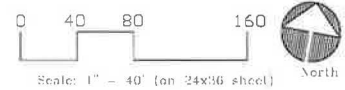
NOTES:
SPECIES ARE TYPICAL FOR THEIR CANOPY SIZE. LIST IS NOT INCLUSIVE.
ALL SPECIES PER FOLSOM RANCH CENTRAL DISTRICT DESIGN GUIDELINES.
ALL CANOPY SIZES PER CITY OF FOLSOM PARKING LOT SHADE TREE.



SHADE CALCULATIONS PLAN ALDER CREEK APARTMENTS, FOLSOM CA

January 11, 2021

Sheet 23 of 24





Great Valley Design, Inc.

California #4740 · Nevada #989

www.grtvalley.com

Landscape Architecture ■ Irrigation Management

January 11, 2021

Mr. Steve Banks
Principal Planner, City of Folsom
50 Natoma Street
Folsom, CA 95630

Response to Staff Report Info. request, Alder Creek Apartments

Steve:

The attached plant list is what I would recommend for shrub, perennial and groundcover planting. The landscape exhibits are at 40 scale and I did not think this level of detail would read correctly.

I break the plant list into- screening and foundation shrubs, flowering accent shrubs, accent shrubs for specific places such as building entries, flowering perennials, grasses and grass-like plants for high traffic areas such as parking islands, and groundcovers.

In general, these plants are low to medium water use, predominantly evergreen, plants taken from the Folsom Ranch Design Guidelines, or that we feel thrive in Folsom (taken from recent projects we have done there), and broken into a hot sunny South-West group and cool shady North-East group. No separate plant list is currently proposed for the pool/community clubhouse. No vines are currently proposed.

Shade screening and foundation shrubs

Arbutus u. compacta	Dwarf Strawberry tree
Aucuba japonica	Gold dust plant
Calycanthus occidentalis	Western spicebush
Euonymus Silver Queen	Variegated euonymus
Ilex crenata	Japanese holly
Myrtus communis	Myrtle
Pittosporum Golf Ball	Dwarf Queensland laurel

Shade flowering shrubs

Abelia Kaleidoscope	Variegated abelia
Hydrangea quercifolia	Oak-leaf hydrangea
Osmanthus fragrans	Sweet osmanthus
Viburnum davidii	Blue berry viburnum

Shade accent shrubs

Fatsia japonica	Japanese aralia
Mahonia Soft Caress	Weeping mahonia
Nandina Seika	Heavenly bamboo

Page two

Shade flowering perennials

Geranium Johnson's Blue	Blue crane's bill
Cuphea hyssopifolia	Mexican heather
Agapanthus Tinkerbell	Dwarf variegated agapanthus
Hemerocallis Dixieland	Orange striped Daylily

Shade grasses and grass-like plants

Lomandra platinum	Variegated mat rush
Lomandra Little Con	Lemon-lime mat rush
Carex tumicola	Berkeley sedge

Shade groundcovers

Trachyloperum asiaticum	Asian jasmine
Liriope spicata	Giant blue liriope
Vinca minor	Little leaf vinca
Ajuga reptans	Carpet bugle

Sun screening and foundation shrubs

Elaeagnus Olive martini	Russian olive
Prunus Bright n' Tight	Carolina cherry
Leucophyllum fruticosa	Texas ranger
Westringia Smoky	Coast grey rosemary
Olea montra	Dwarf olive
Rhamnus San Bruno	Compact coffeeberry
Grevillea Canberra	Pink grevillea

Sun flowering shrubs

Viburnum Spring Bouquet	Pink viburnum
Hypericum Hidcote	St. John's wort
Cistus crispus	White rockrose
Encelia farinosa	Brittlebush

Sun accent shrubs

Anigozanthos Bush Baby	Kangaroo paw
Hesperaloe parviflora	Red yucca
Chondropetalum tectorum	Cape rush

Sun flowering perennials

Lobelia laxa	Firecracker plant
Teuchrium chamadrys	Wall germander
Nepeta Blue Wonder	Cat mint
Zaucheneria Calistoga	California fuchsia

Sun grasses and grass-like plants

Muhlenbergia capillaris	Cotton candy grass
Helictotrichon sempervirens	Blue Oatgrass
Anamanthele lessoniana	Pheasant grass

Sun groundcovers

Rosmarinus prostratus	Creeping rosemary
Lantana New Gold	Yellow lantana

Page three

Myoporum Putah Creek
Juniperus Blue Chip

Creeping laurel
Prostrate juniper

Also, please see attached shade calculation exhibit.

To revise it, I found a small area that had been shown as parking and re-categorized that as pedestrian walkway. I added two trees and replaced one tree with a larger canopy variety to achieve the 50% requirement.

Sincerely, for Great Valley Design

Scott Volmer, California Landscape Architect #4740

cc: Nicolas Ruhl, Donna Pasquantonio



BBO PAVILION WITH STEEL BEAMS AND NATURAL WOOD SIDING, NIGHT LIGHTING TO COMPLIMENT CLUB HOUSE DECK



12' x 60' BOCCIE COURT WITH RAISED BUMPERS ACCESSIBLE HATCHES, D.G. SURROUND AND SPECTATOR'S PAVILION



FIRE PLACE, LOW WALL, AND SPECIAL PAVING TO CREATE EVENING FOCAL POINT AND SEPERATION FROM BOCCIE TERRACE



TUBE STEEL FENCES, ENHANCED PILASTERS AND DENSE EVERGREEN PLANTING AT PERIMETERS

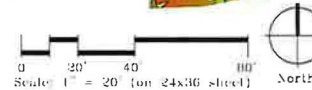
50,000 GALLON POOL AND DECK SIZED FOR DOUBLE ROW OF LOUNGE CHAIRS

ALDER CREEK

1,750 SF TURF / HAMMOCK RANCH

CLUBHOUSE
FF = 451.5

BLDG 2



INTERNAL SECURITY FENCE WITH CAST CONCRETE LIGHTED PILASTERS

8 PERSON SPA AND STEEL CABANAS, CAST SEATWALL, SPECIAL PAVING

FORMED CONCRETE WALLS AND RAISED BEDS TO DEFINE RAMPS/STAIRS AND SEPERATE CLUB TERRACE FROM POOL

CLUB TERRACE FOR GROUP EVENTS SHADE ELEMENT TO MATCH ARCHITECTURE

TURF AMPHITHEATER WITH LOW CONCRETE SEATWALLS

ILLUSTRATIVE LANDSCAPE PLAN: CLUBHOUSE

ALDER CREEK APARTMENTS, FOLSOM CA

December 12, 2019

Attachment 9

Preliminary Access and Circulation Plan
Dated November 23, 2020

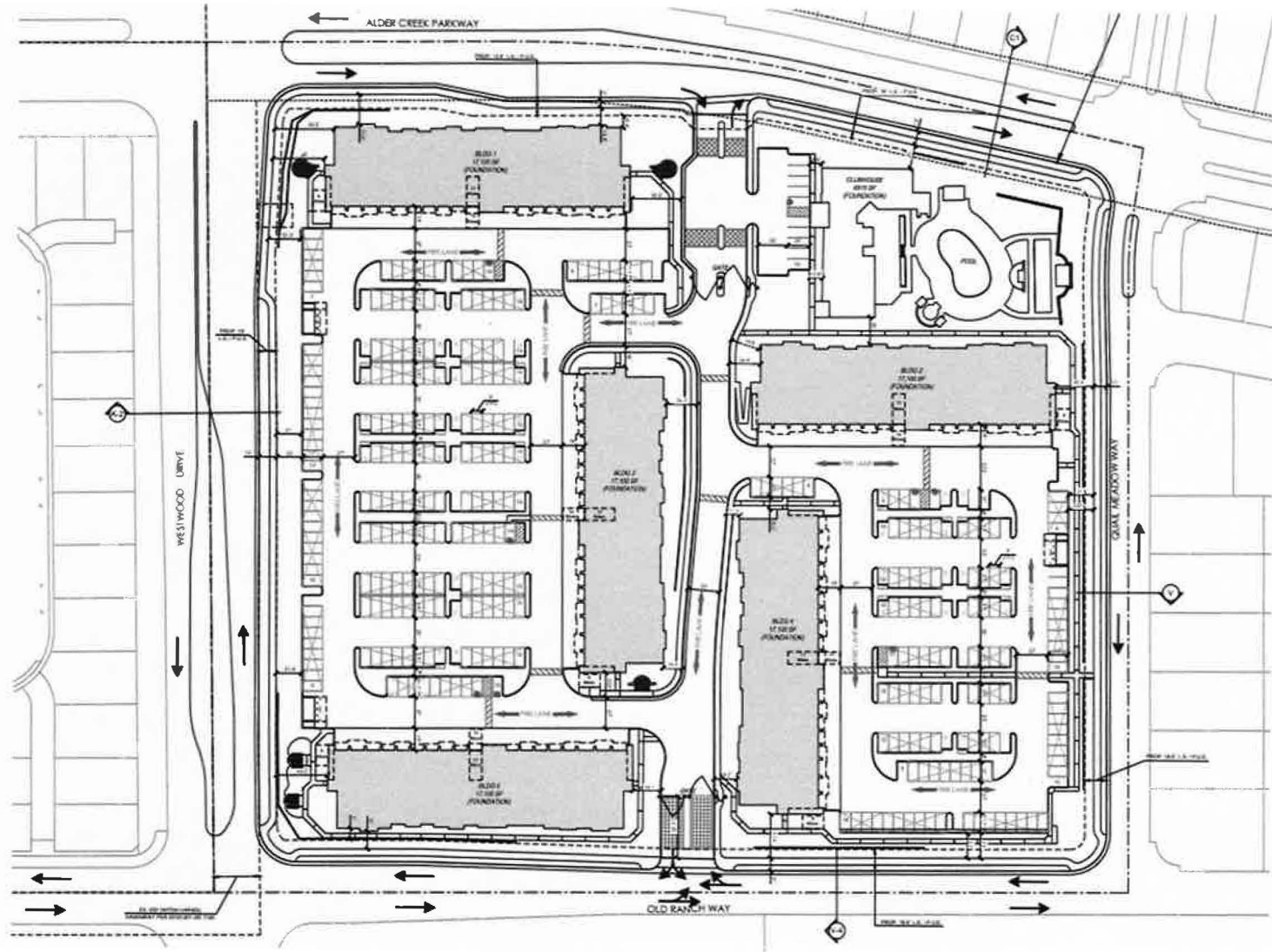
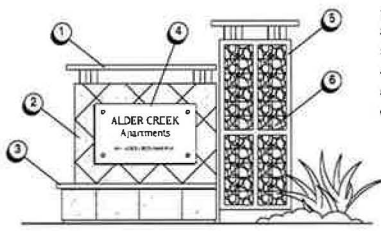
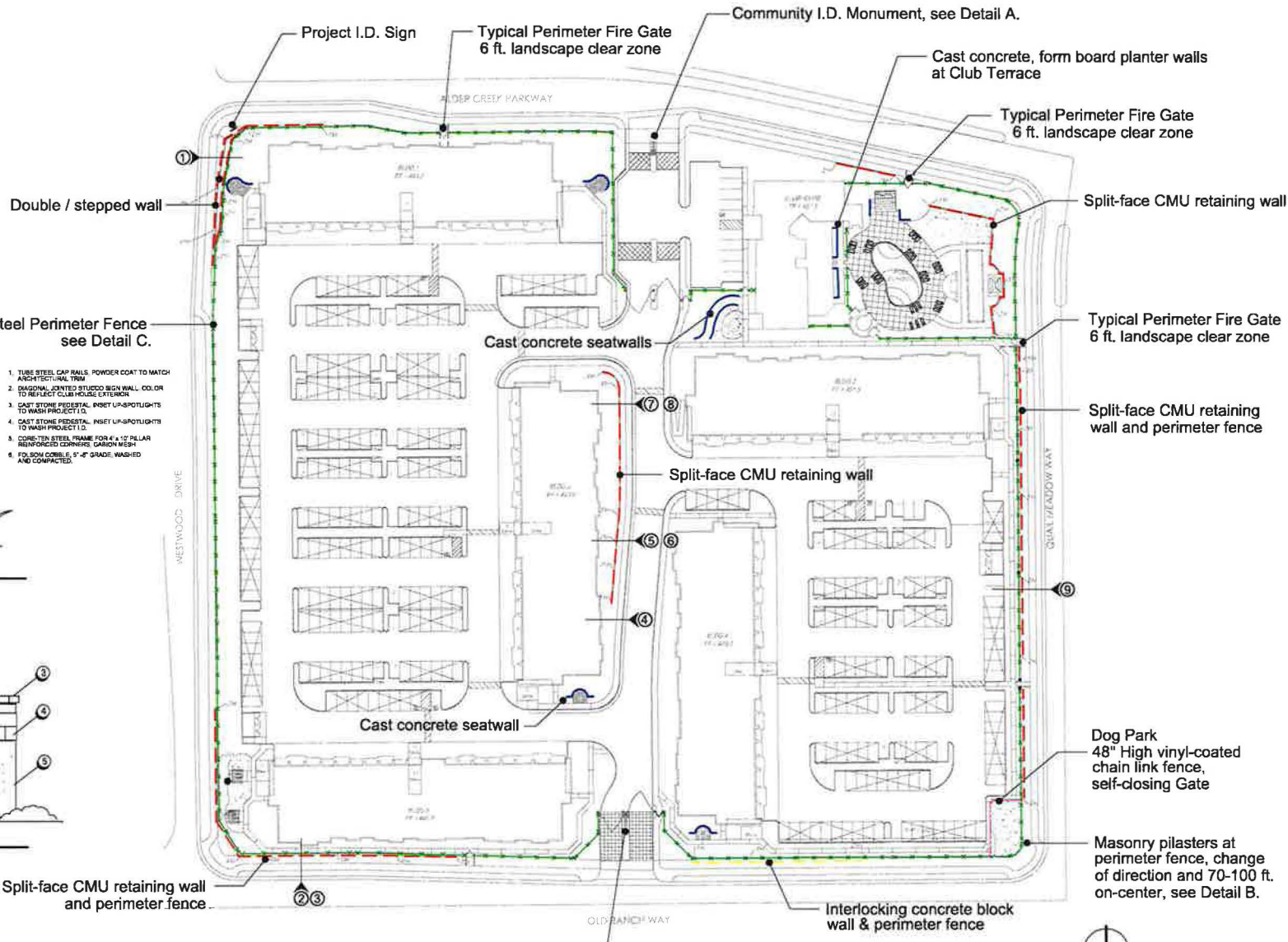


Figure 2
Project Site Plan

Attachment 10

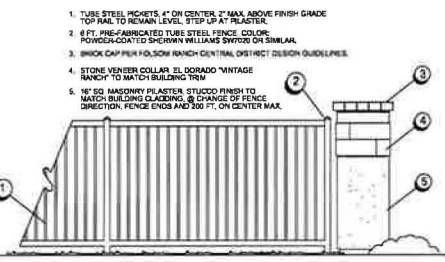
**Preliminary Wall, Fence, and Sign Exhibit
Dated May 8, 2020**

FENCE & WALL ELEMENTS	
	6 FT. OPEN TUBE STEEL FENCE AT PERIMETER, MASONRY PLASTER AT FENCE ENDS, CHANGE OF DIRECTION AND EVERY 100 FT. (+/-)
	VERTICAL SPLIT FACE CMU RETAINING WALL, 6 FT. HEIGHT MAX.
	INTERLOCKING CONCRETE BLOCK GRAVITY WALL, 3 FT. HEIGHT MAX.
	CAST CONCRETE SEAT WALL AT OUTDOOR SEATING AREAS AND POOL ENCLOSURE
	VINYL COATED CHAIN LINK FENCE, 4 FT. HEIGHT
	SEE SECTION ON ELEVATION VIEW



1. TUBE STEEL CAP RAILS, POWDER COAT TO MATCH ARCHITECTURAL TRIM
2. DIAGONAL DOTTED STUCCO SIGN WALL COLOR TO REFLECT CLUB HOUSE EXTERIOR
3. CAST STONE PEDESTAL, INSET UP-SPOTLIGHTS TO WASH PROJECT I.D.
4. CAST STONE PEDESTAL, INSET UP-SPOTLIGHTS TO WASH PROJECT I.D.
5. CORNER STEEL FRAME FOR 4' x 12' PILLAR REINFORCED CONCRETE, GARDEN WASH
6. FOLSOM CORBLE, 5'-0" GRADE, WASHED AND COMPACTED.

A COMMUNITY I.D. MONUMENT
NOT TO SCALE



B MASONRY PLASTER AT PERIMETER FENCE
NOT TO SCALE



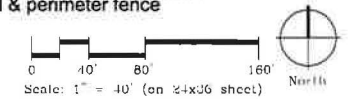
C POWDER COATED TUBE STEEL PERIMETER FENCE
NOT TO SCALE

Community I.D. Monument, see Detail A

WALL, FENCING AND SIGNAGE PLAN

ALDER CREEK APARTMENTS, FOLSOM CA

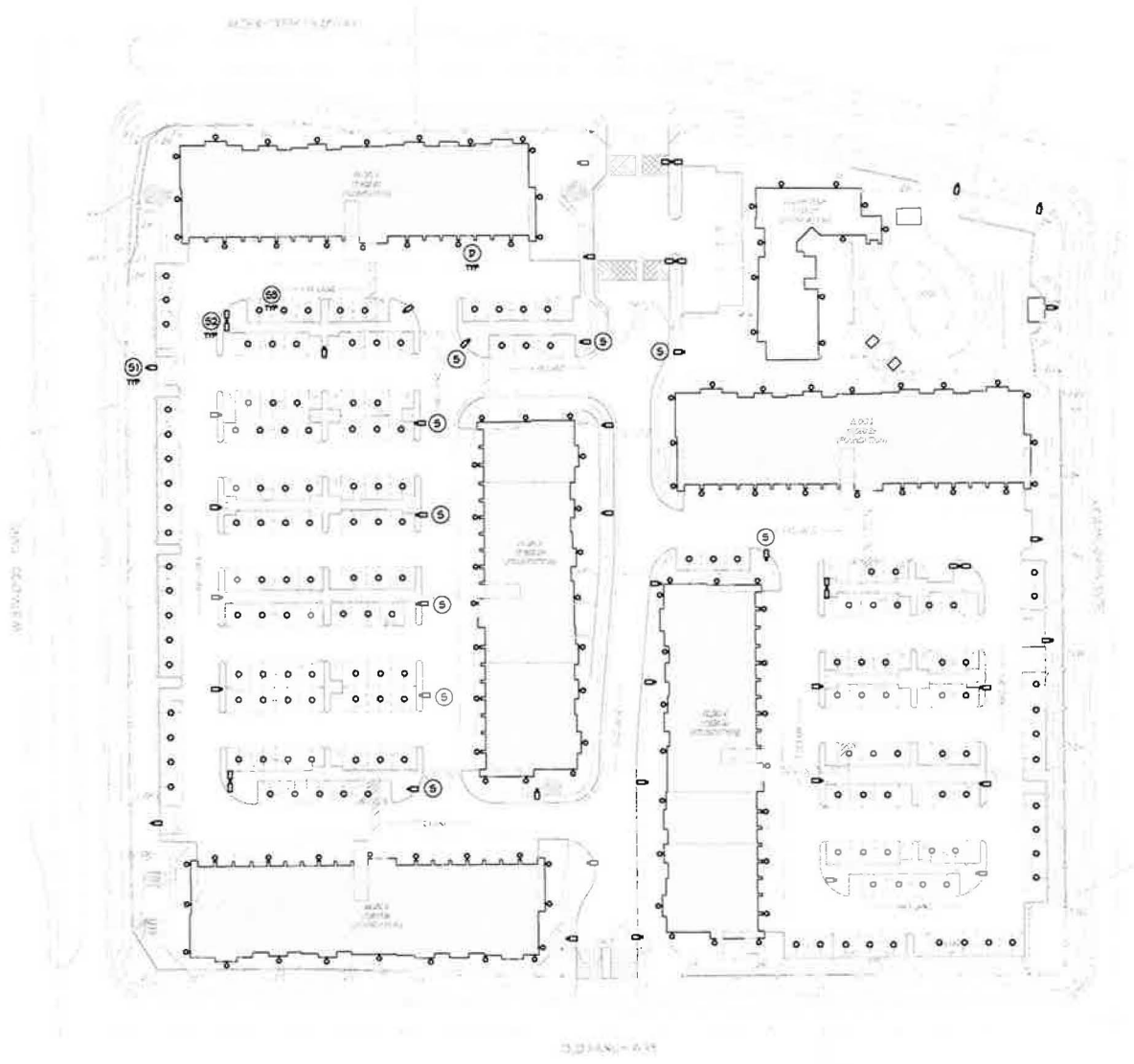
May 8, 2020
Sheet 24 of 24



Attachment 11

**Preliminary Lighting Plan and Details
Dated December 11, 2019**

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 Project: 2019-101 Folsom Ranch Apartments
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SITE PLAN - LIGHTING



SCALE: 1" = 40'-0"



CAPITOL CITY DESIGN INC
 Electrical Engineering Consultants
 1751 Cebrin Street
 West Sacramento CA 95699
 916.375.0135
 916.375.0773 fax
 www.capcitydesign.com

Electrical engineer



Electrical engineer

project title
FOLSOM RANCH APARTMENTS

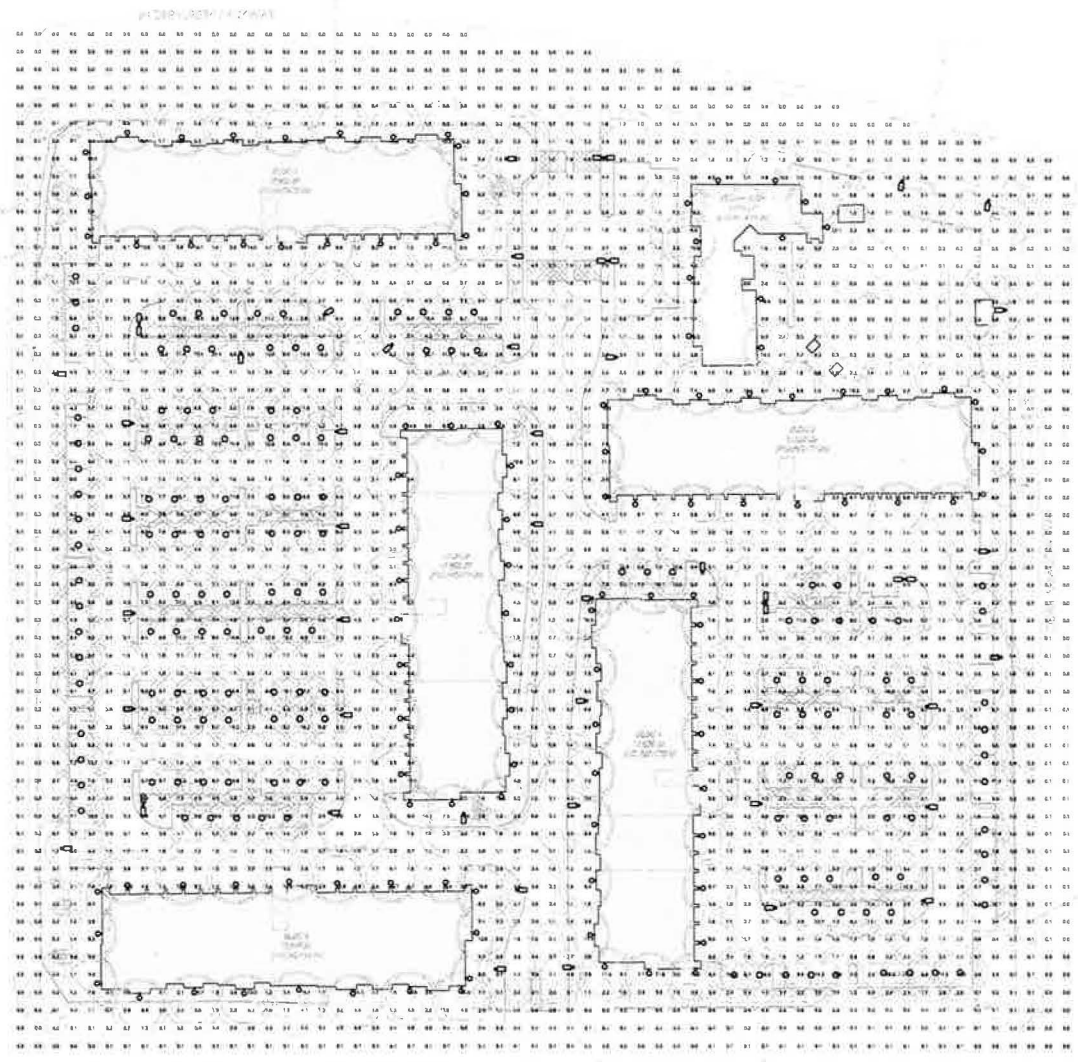
FOLSOM, CA
 revision

sheet title
SITE PLAN - LIGHTING

job no. 2019-101
 date 12/11/19
 designer TCB
 drafter JEC

E2

C:\Users\jgibbs\OneDrive\Documents\Projects\2019\2019-101\2019-101-Final\2019-101-Final-08112019.dwg (11/19) User: jgibbs Date: 11/19/2019 10:00:00 AM
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SITE PLAN - PHOTOMETRIC



SCALE: 1" = 40'-0"



CAPITOL CITY DESIGN INC
 Electrical Engineering Consultants

1751 Cebrarian Street
 West Sacramento CA 95691
 916.375.0135
 916.375.0773 Fax
 www.capcitydesign.com

Electrical engineer



Electrical contractor

Project ID#:

FOLSOM RANCH APARTMENTS

FOLSOM, CA

Sheet title:

SITE PLAN - PHOTOMETRIC

job no: 2019-101
 date: 12/11/19
 designer: TCB
 drafter: JEC

E3

Attachment 12

**Building Elevations and Floor Plans
Dated December 6, 2019**



FRONT ELEVATION
Scale: 1/8" = 1'-0" (on 24x36 sheet)



CONCEPTUAL BUILDING ELEVATION



A.G. Spanos Companies

The drawings presented are illustrative of character and design intent only, and are subject to change based upon final design considerations (i.e. applicable codes, structural, and MEP design requirements, unit plans / floor plan changes, etc.) © 2019 BSB Design, Inc.

ALDER CREEK
CITY OF FOLSOM, CA

December 06, 2019 | MR170516.00





REAR ELEVATION
Scale: 1/8" = 1'-0" (on 24x36 sheet)



CONCEPTUAL BUILDING ELEVATION

ALDER CREEK
CITY OF FOLSOM, CA



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December 06, 2019 | MR170516.00



FRONT ELEVATION



LEFT ELEVATION

Scale: 3/16" = 1'-0" (on 24x36 sheet)

CLUBHOUSE CONCEPTUAL BUILDING ELEVATION

ALDER CREEK
CITY OF FOLSOM, CA

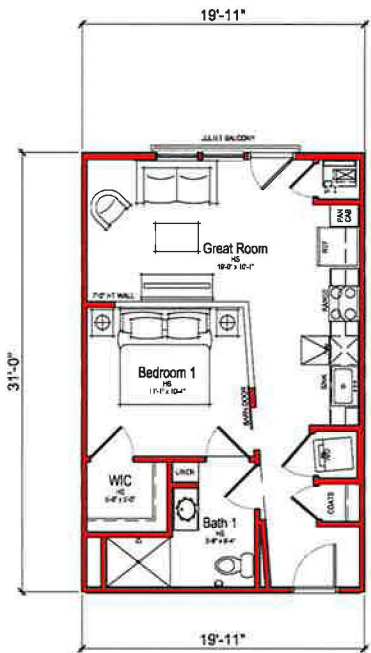


A.G. Spanos Companies

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December 06, 2019 | MR170516.00





GSF: 620 NSF: 571
Unit - A1 - 1 Bedroom

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



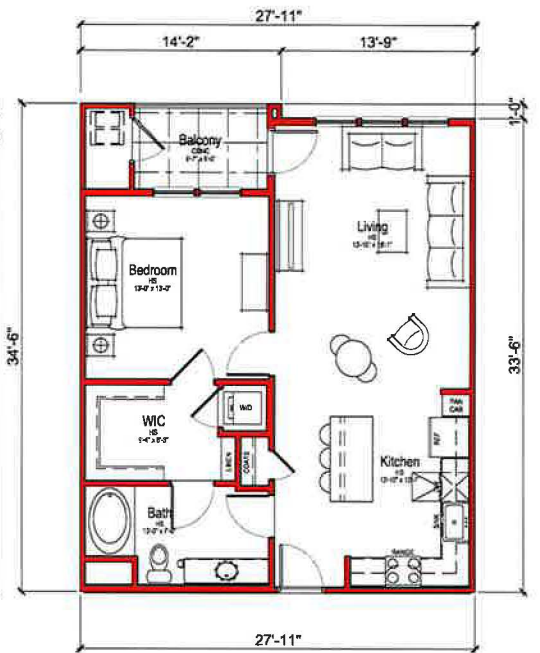
GSF: 696 NSF: 642
Unit - A2 - 1 Bedroom

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



GSF: 788 NSF: 734
Unit - A3 - 1 Bedroom

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



GSF: 872 NSF: 812
Unit - A4 - 1 Bedroom

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

UNIT PLANS



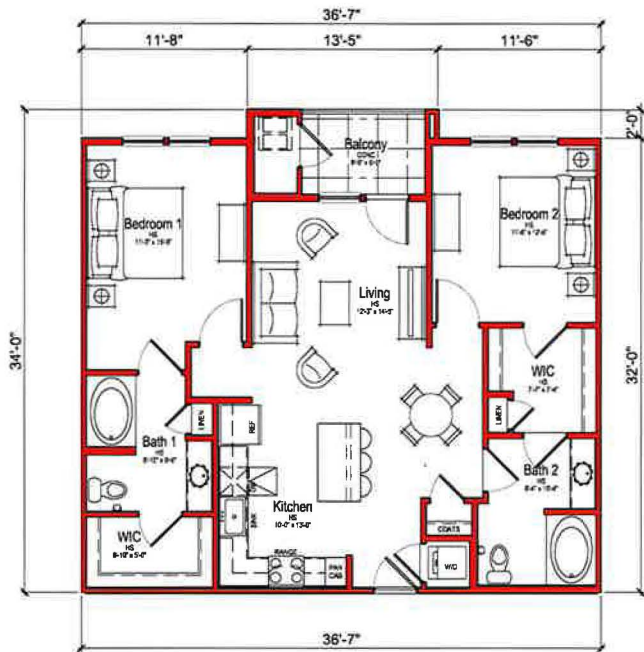
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ALDER CREEK
 CITY OF FOLSOM, CA

December 06, 2019 | MR170516.00



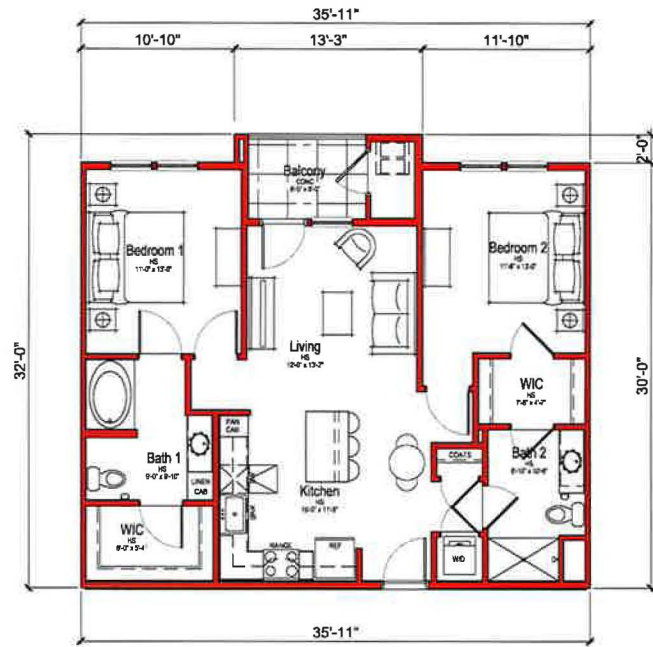
BSB
 DESIGN
 BSBDESIGN.COM



GSF: 1125 NSF: 1064

Unit - B2 - 2 Bedroom

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



GSF: 1033 NSF: 964

Unit - B1 - 2 Bedroom

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

UNIT PLANS

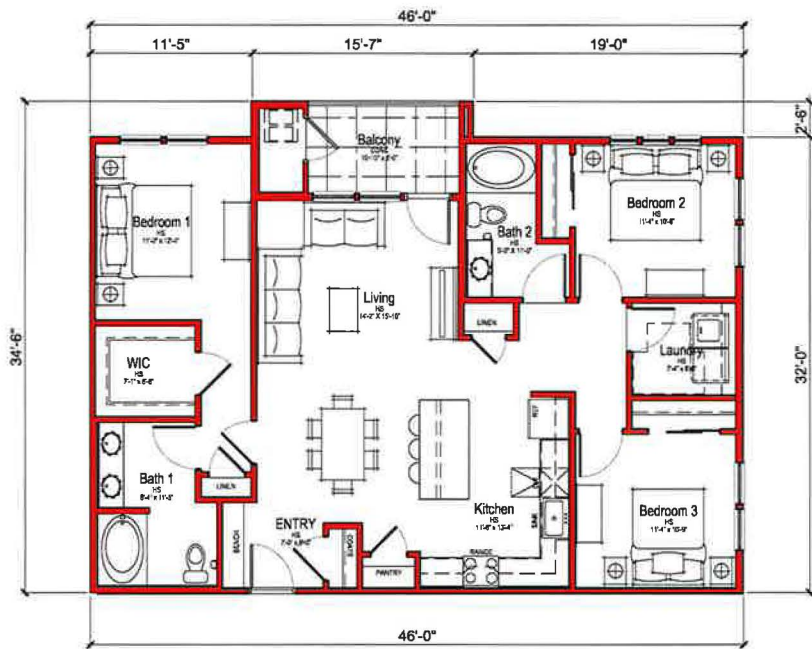


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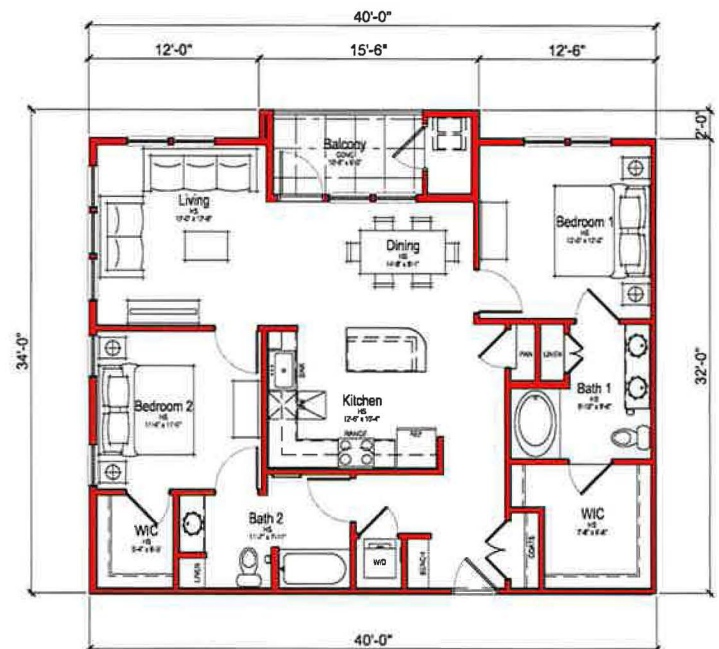
ALDER CREEK
CITY OF FOLSOM, CA

December 06, 2019 | MR170516.00





GSF: 1416 NSF: 1343
Unit - C1 - 3 Bedroom
 SCALE: 1/8" = 1'-0"



GSF: 1224 NSF: 1158
Unit - B3 - 2 Bedroom
 SCALE: 1/8" = 1'-0"

UNIT PLANS

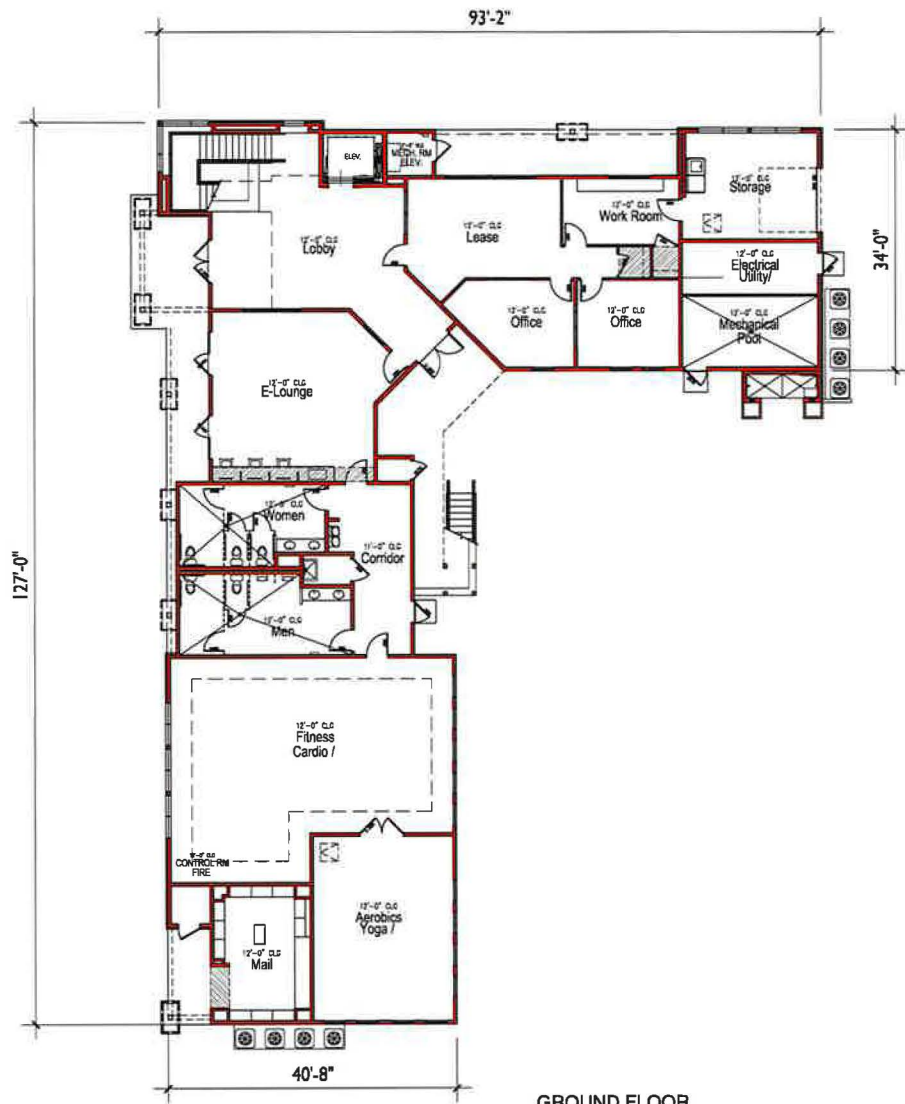


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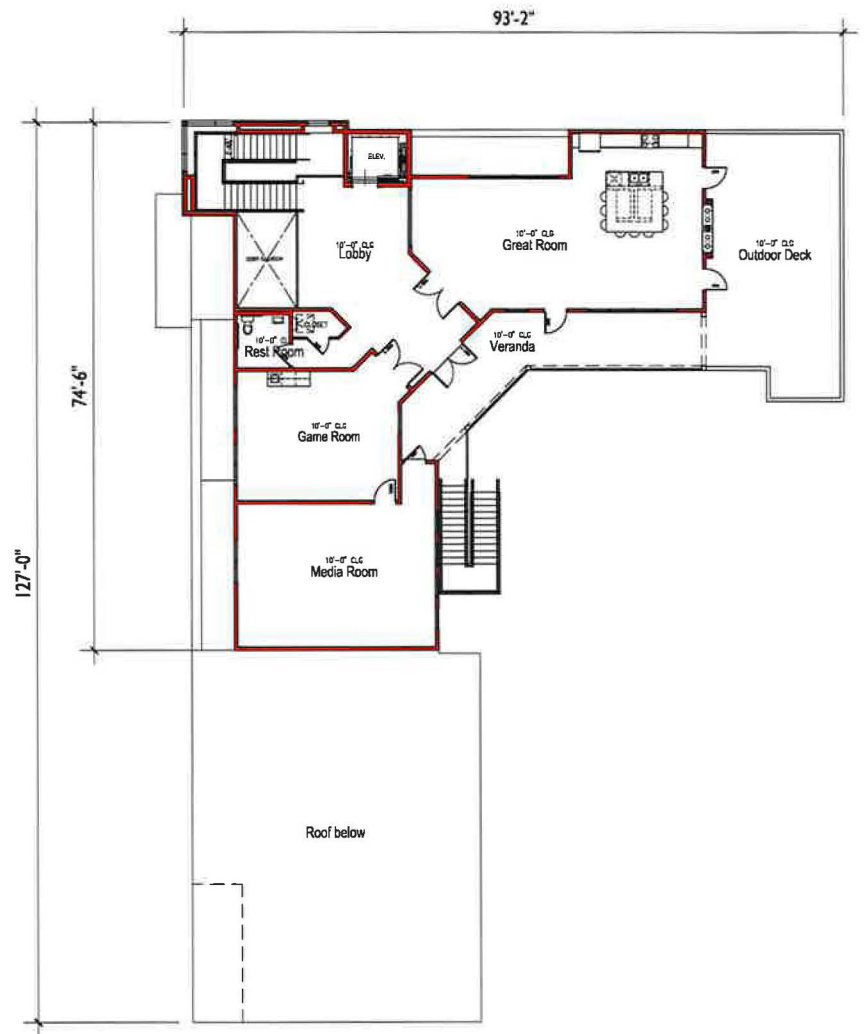
ALDER CREEK
 CITY OF FOLSOM, CA

December 06, 2019 | MR170516.00





GROUND FLOOR



SECOND FLOOR

CLUBHOUSE CONCEPTUAL BUILDING FLOOR PLAN

ALDER CREEK
CITY OF FOLSOM, CA

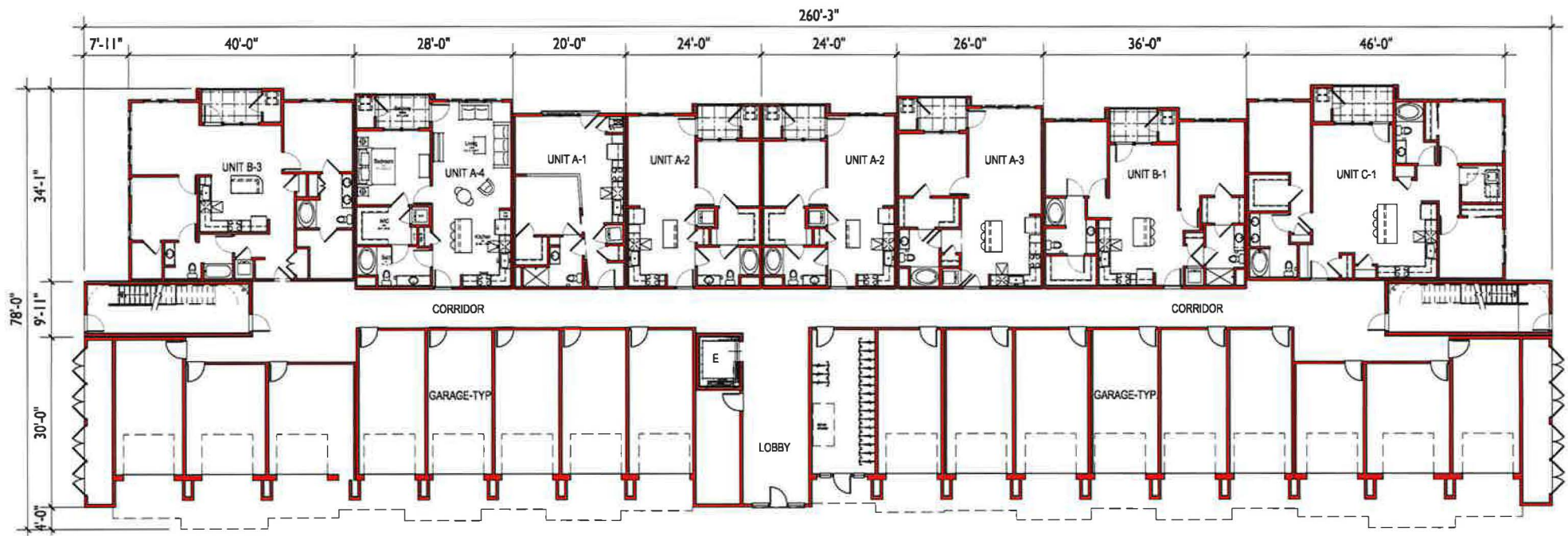
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GROUND FLOOR
 Scale: 1/8" = 1'-0" (on 24x36 sheet)

CONCEPTUAL BUILDING FLOOR PLAN

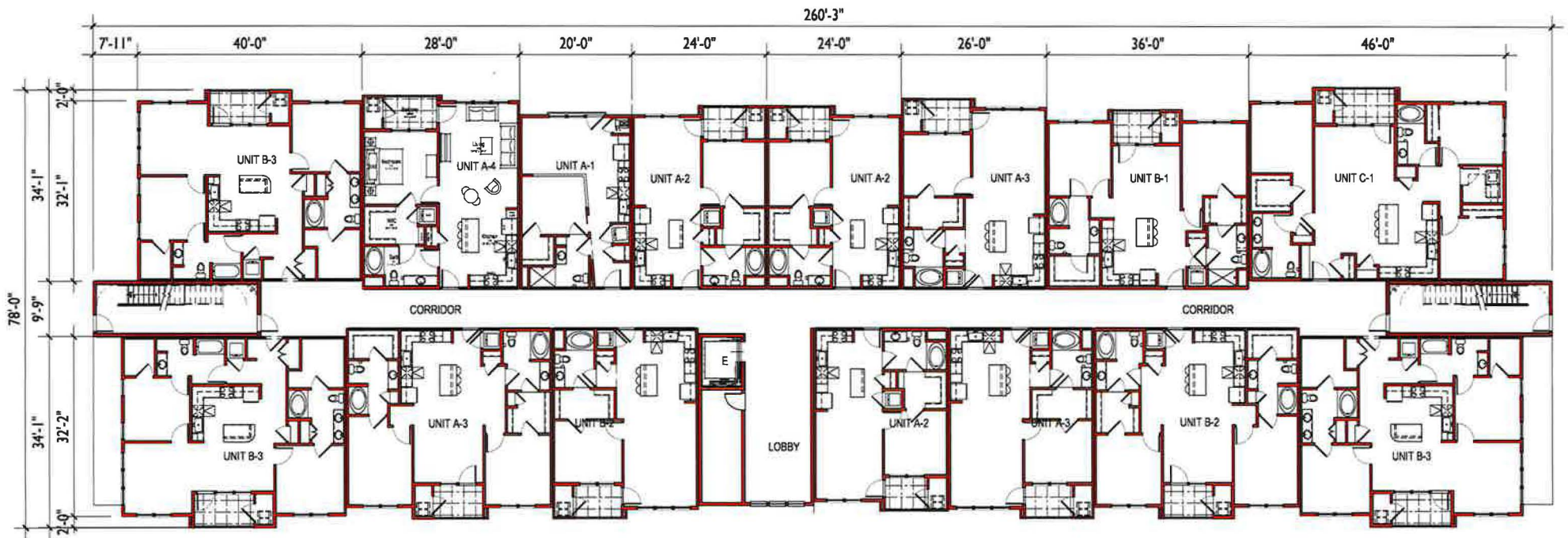


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SECOND - FOURTH FLOOR
 Scale: 1/8" = 1'-0" (on 24x36 sheet)

CONCEPTUAL BUILDING FLOOR PLAN

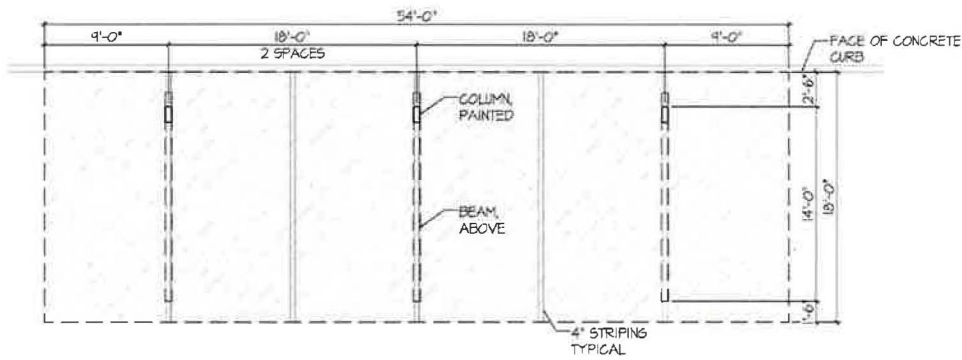


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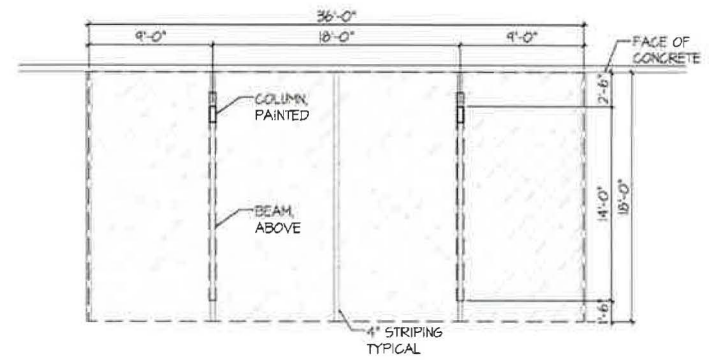
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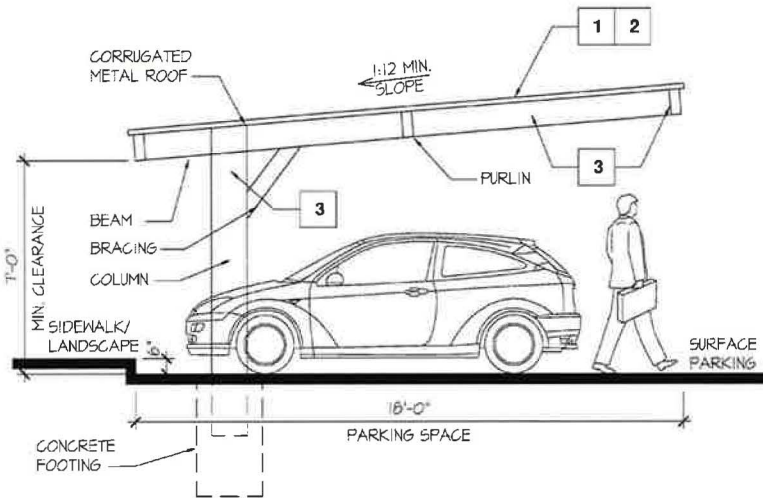
6 - Carport

SCALE: 1/4"=1'-0"



4 - Carport

SCALE: 1/4"=1'-0"



Sectional Elevation

NOT TO SCALE



scale: 1/8"=1'-0" (on 24"x36" sheet)



Reference Photo



1 CORRUGATED METAL ROOF



2 CORRUGATED METAL ROOF



3 FRAMING

CARPORT



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CARPORT/VIGNETTES

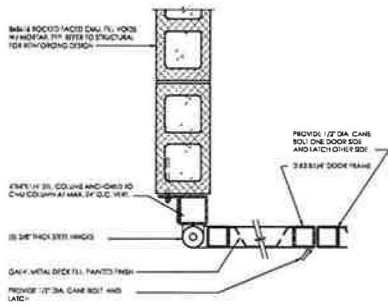


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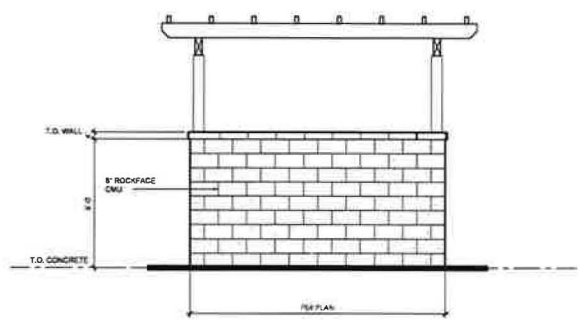
ALDER CREEK
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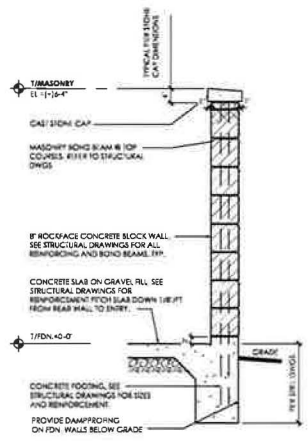




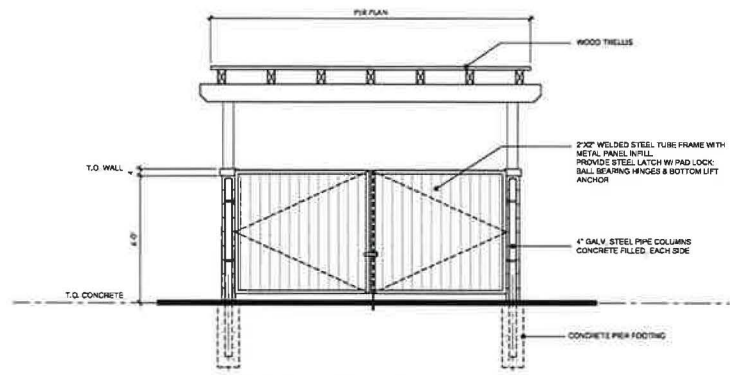
GATE HINGE DETAIL
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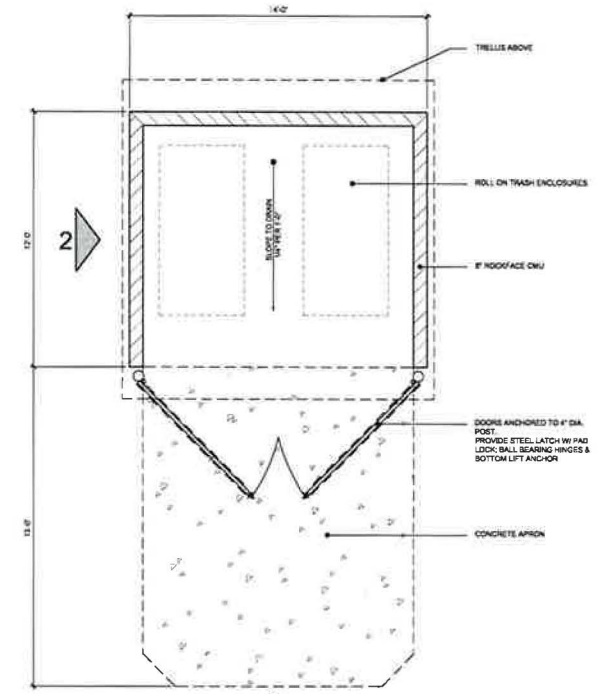
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SCALE: 1/4"=1'-0"



WALL SECTION
SCALE: 3/4"=1'-0"



FRONT ELEVATION - 1
SCALE: 1/4"=1'-0"



FLOOR PLAN
SCALE: 1/4"=1'-0"

TRASH ENCLOSURE



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Attachment 13

Color Renderings, dated December 6, 2019



NORTH ENTRY FROM ALDER CREEK PARKWAY



CLUBHOUSE FROM ALDER CREEK PARKWAY



VIEW OF BUILDING 2, 3 & 4



VIEW OF CLUBHOUSE & BUILDING 2



A.G. Spanos Companies

SITE VIGNETTES

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VIEW OF SOUTH ENTRY



VIEW OF BUILDING 3 & 4



VIEW OF BUILDING 3, 4 & 5



VIEW OF CLUBHOUSE AND BUILDING 2 & 3



SITE VIGNETTES

ALDER CREEK
CITY OF FOLSOM, CA



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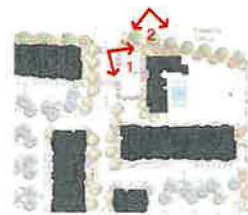
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1 - VIEW OF ENTRY



2 - VIEW FROM STREET



KEY MAP



CLUBHOUSE VIGNETTES

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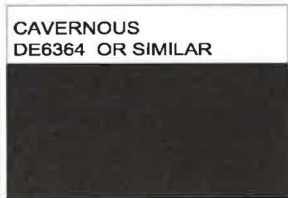
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Attachment 14

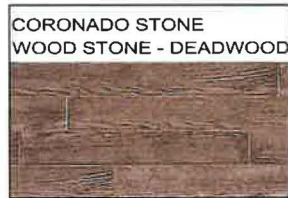
**Color and Materials Board
Dated December 6, 2019**



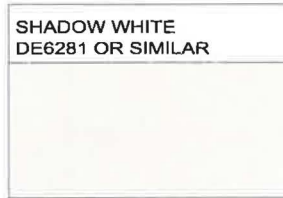
FRONT ELEVATION
Scale: 1/8" = 1'-0" (on 24x36 sheet)



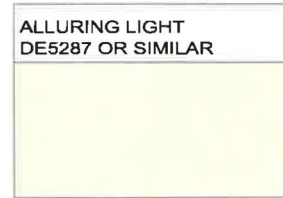
6 STUCCO WALL



5 WALL TILES



4 STUCCO WALL ACCENT



3 STUCCO WALL ACCENT



2 STUCCO WALL ACCENT



1 STUCCO WALL



7 PATIO/BALCONY RAILING

MATERIALS & COLOR BOARD



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ALDER CREEK
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Attachment 15

**Building and Parking Summary
Dated November 18, 2020**

ALDER CREEK APARTMENTS -265 units

11/8/2019

SITE INFORMATION

TOTAL SITE AREA	10.75	AC
TOTAL UNITS	265	UNITS
DENSITY	24.65	du/ac

BUILDING SUMMARY

	A1	A2	A3	A4	B1	B2	B3	C1	Total
4-story Building B (53 plex)									
Total	4	11	10	4	4	6	10	4	53
Percentage per each unit	Target	9	10	5	4	15	10	4	
Percentage per unit type	8%	21%	19%	8%	8%	11%	19%	8%	100%
Percentage per unit type	7.55%		47.17%			37.74%		7.55%	100%

TOTAL

	# of Bldg								
4-story Building B (53 plex)	5	20	55	50	20	20	30	50	20
TOTAL		20	55	50	20	20	30	50	20
Percentage per each unit		8%	21%	19%	8%	8%	11%	19%	8%
Percentage per unit type		8%		47%			38%		8%

Culhouse: +/-8,200 sf.
 Total Parking: 541 spaces
 Integrated Garage: 85 spaces
 Tandem Parking: 85 spaces
 Carports: 320 spaces
 Uncovered Surface Parking: 51 spaces
 Parking Ratio: 2.0 spaces/unit
 Landscape Area without Palladio: +/-26,400 sf.
 Landscape Area with Central Palladio: +/-40,500 sf.
 Bicycle Parking Required: 180 spaces (1 per unit without garage)
 Bicycle Parking Provided: 180 spaces
 Bicycle Parking in Bike Café: 85 spaces
 Bicycle Parking in front of Bike Café: 50 spaces
 External Bicycle Parking : 45 spaces

PARKING STATISTICS

Unit Type	No. of Units	Per City	Ratio per City	Req's Covered spaces	Provided Covered Spaces	Total Provided Spaces
1 Bedroom	20	1.00	20	20		
1 Bedroom	173	1.00	125	125		
2 Bedroom	100	1.00	200	200		
3 Bedroom	20	2.00	40	40		
Guest	265	0.50	133			
Total Required Spaces	265		518	385	407	541
Parking Ratio			1.95			2.04

BICYCLE PARKING STATISTICS

Unit Type	No. of Units	1 per unit without garage (183 units)	Req's spaces	In Bike Café (17 each)	In front of Bike Café	Additional external spaces	Total Provided Spaces
Unit without garage	190	1.00	183				
Total Required Spaces			183	85	50	45	180
Parking Ratio							1.00

UNIT MIX

Unit	Unit Type	Unit Loc.	Net Unit Area*	Balcony + WH Closet	Gross Unit Area**	Quantity	%	Total (Net Unit)	Total (Gross Unit)
A1	1br/1ba	Interior	571	0	620	20	8%	11,420	12,400
A2	1 br/1 ba	Interior	642	67	696	55	21%	35,310	38,285
A3	1 br/1 ba	Interior	734	73	788	50	19%	36,100	39,400
A4	1 br/1 ba	Interior	812	79	872	20	8%	16,240	17,440
B1	2 br/2 ba	Corner	864	73	1,033	20	8%	15,280	20,660
B2	2 br/2 ba	Corner	1,064	76	1,125	30	11%	31,920	33,750
B3	2 br/2 ba	Interior	1,158	87	1,224	50	19%	57,900	61,200
C1	3 br/2 ba	Corner	1,343	95	1,416	20	8%	26,860	28,320
	Total					265	100%	235,630	251,450
			Average unit size					889.17	948.87

PROJECT SUMMARY



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ALDER CREEK
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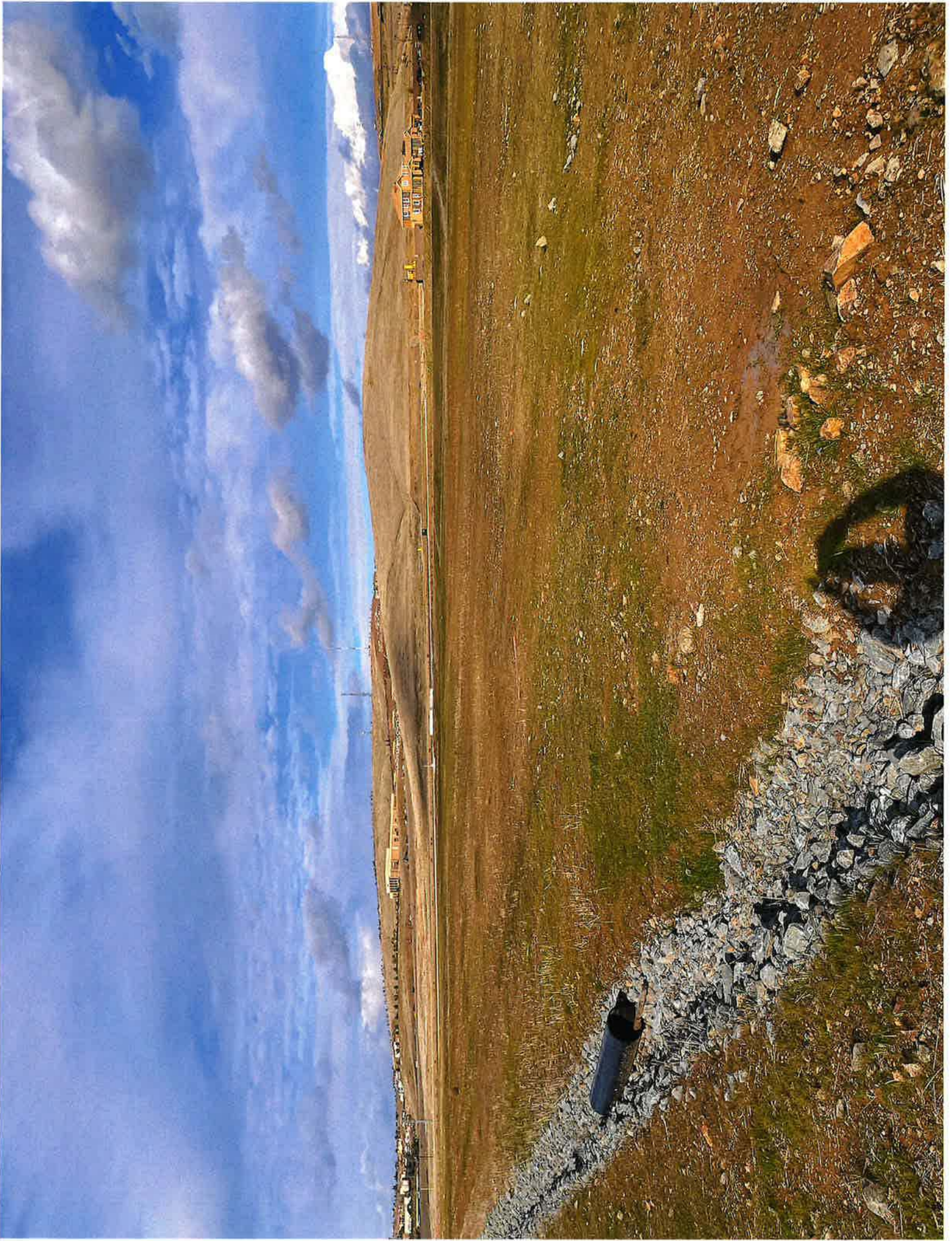
November 18, 2020 | MR170516.00

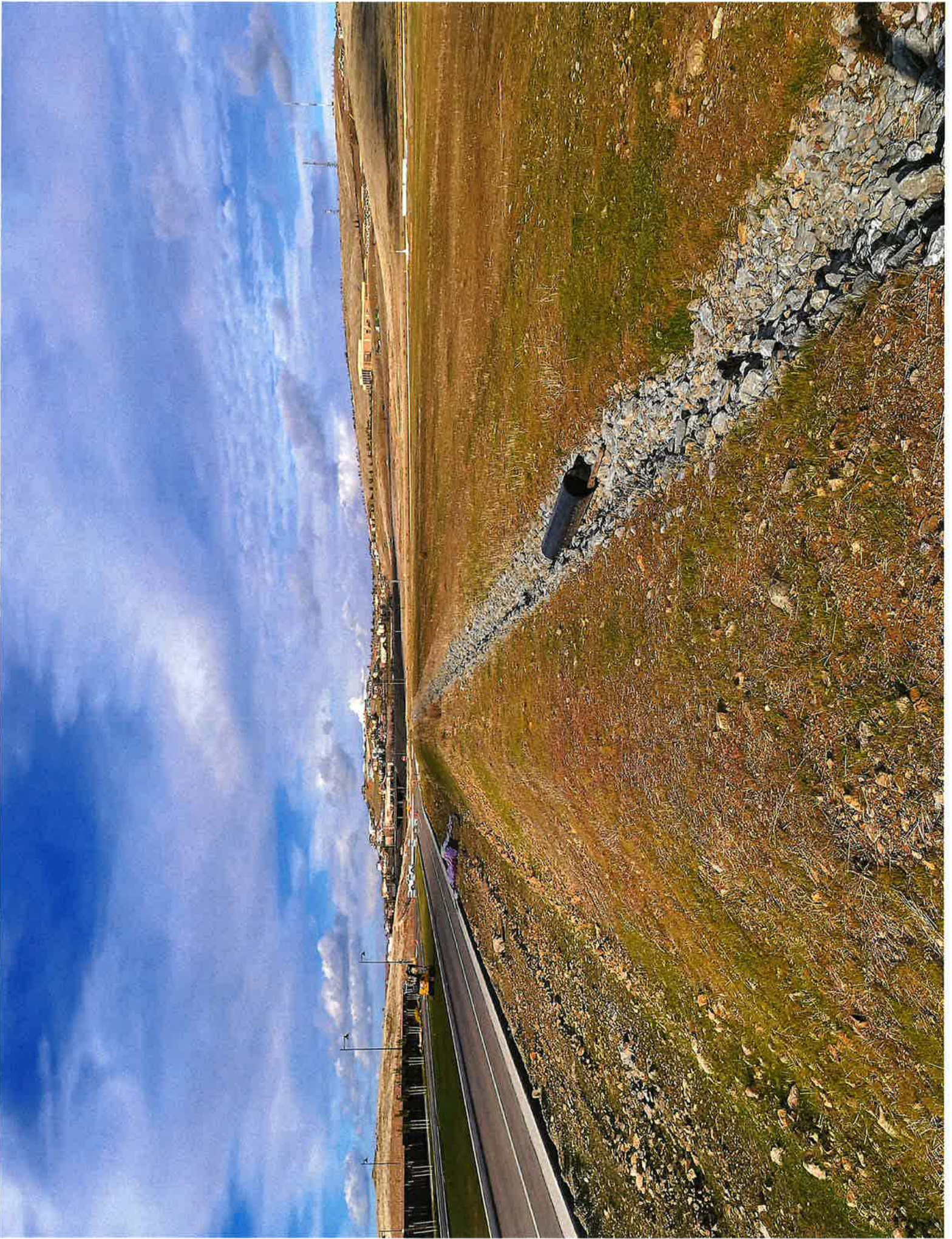
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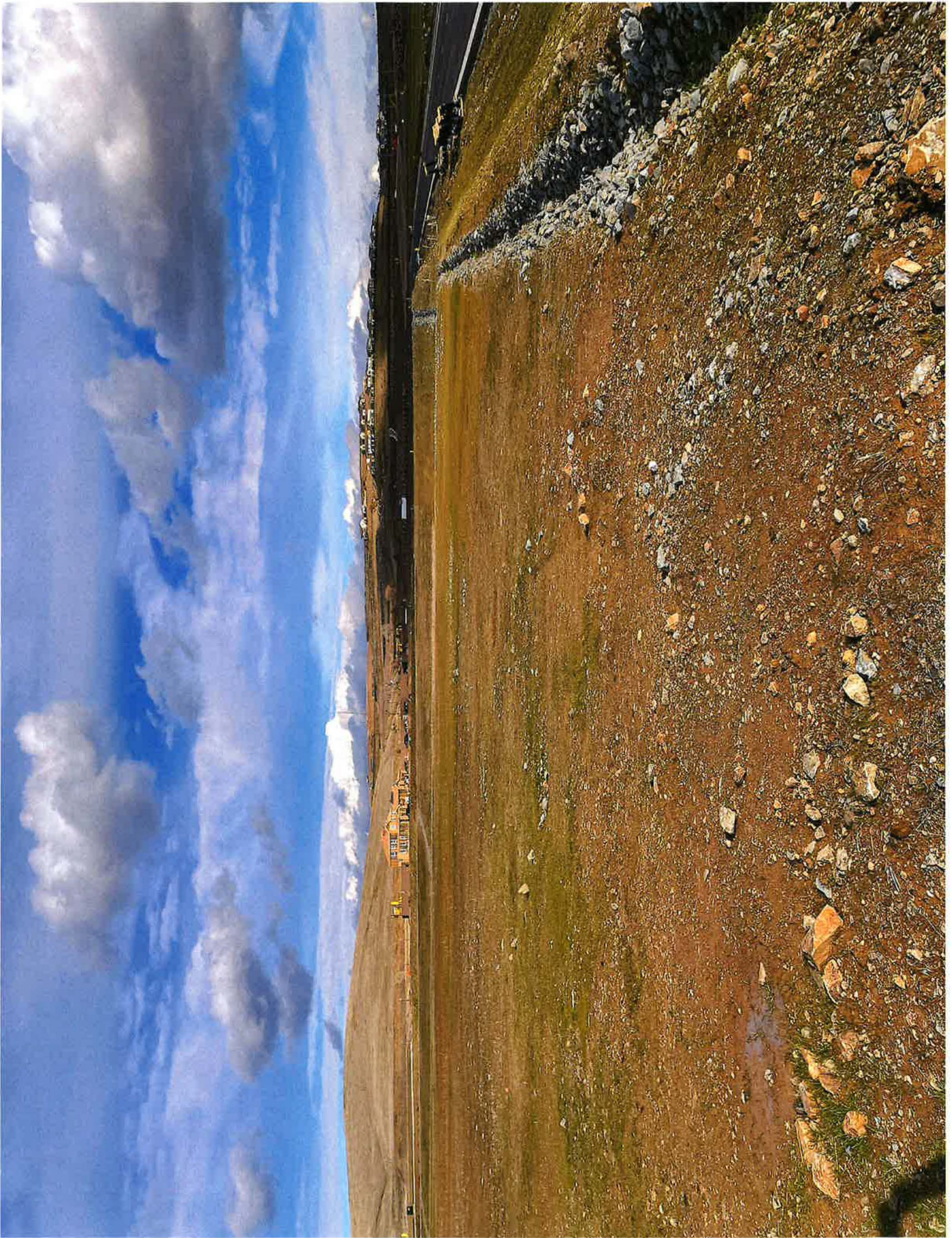
Attachment 16

Site Photographs











Attachment 17

**Transportation Impact Study
Dated December 21, 2020**

Alder Creek Apartments Final Traffic Study

Prepared for:
The Spanos Corporation

December 21, 2020

RS18-3622

FEHR  PEERS



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1. Introduction

This study analyzes the transportation impacts associated with the proposed Alder Creek Apartments project to be located in Folsom, CA. This report describes the project's trip generation and distribution characteristics, the potential impacts of the project, review of site access and circulation, and discussion of potential transportation-related impacts pursuant to the California Environmental Quality Act ("CEQA"). This report relies, in part, on data contained in the *Final Mangini Ranch Phase 2 Transportation Impact Study (TIS)* (T. Kear Transportation Planning & Management, Inc. 2017) and the *Regency at Folsom Ranch Transportation Impact Study* (T. Kear Transportation Planning & Management, Inc. 2019).

Project Description

The Alder Creek Project proposes the construction 265 multi-family dwelling units situated on 10.8 acres comprising Lots C and D within Mangini Ranch Phase 2 (also identified as Lots 11 and 12 on the Large Lot Vesting Tentative Map, or Folsom Plan Area Specific Plan [FPASP] Parcel #82B-1 and #151 of the FPASP). The apartment buildings would be accessed by two driveways, one located on Alder Creek Parkway and the other located on Old Ranch Way. Figure 1 displays the location of the proposed project. Figure 2 displays the project site plan and driveway configuration on Alder Creek Parkway and Old Ranch Way.

The FPASP covers approximately 3,510 acres of land south of US Highway 50 in the City of Folsom. Development is underway in this area, with streets, utilities, and residences being built. Existing Lots C and D are zoned Multifamily Low Density and Multifamily High Density, respectively. The project includes a Minor Administration Modification (MAM) to support a shift of residential units among FPASP Parcels 151, 82B-1, 158, 74, and 148, as shown on **Figure 3**, in order to meet the maximum development intent of the subject properties. The project also includes a shift in the land use designation of Parcel 82B-1 from Medium Low Density (MLD) to Medium High Density (MHD), with accompanying General Plan and Specific Plan amendments. The proposed MAM will not result in any change in the number of overall dwelling units within the Folsom Plan Area. Section 3 describes the Project in more detail.



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- 1 Study Intersection
- Mangini Ranch Phase 2
- Planned Roadway within Mangini Ranch Phase 2



Figure 1
Study Area

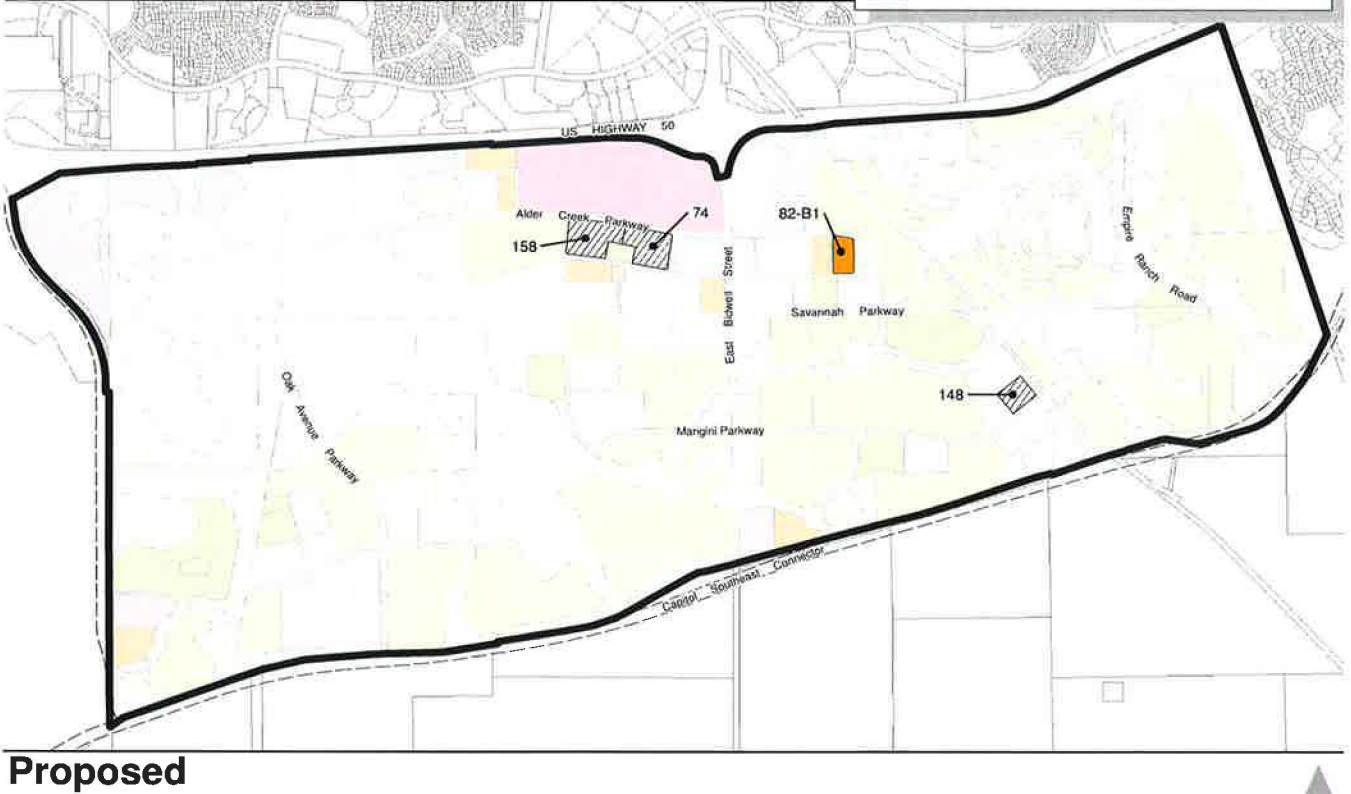
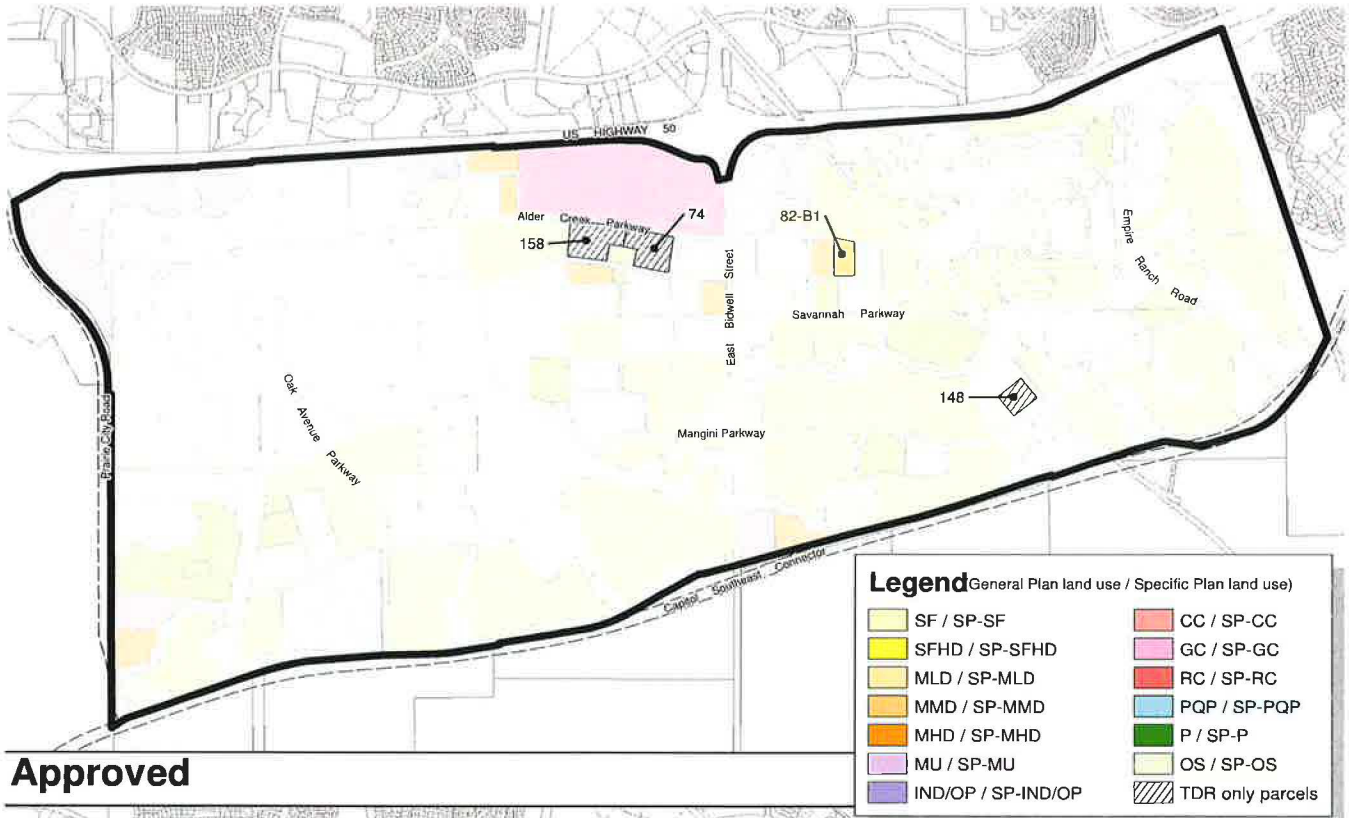


Figure 3
Folsom Plan Area Approved and Proposed Land Use

Background

The *Mangini Ranch Phase 2 TIS* analyzed the transportation impacts of 545 dwelling units within Mangini Ranch. The Alder Creek project was not included in this unit count, but was included in the study's future land use growth assumptions used for the "Existing Plus Planned and Approved Projects" scenario. That study had assumed 203 dwelling units for the Alder Creek Apartments, considerably less than the 265 units that are currently proposed. Thus, certain elements of the Mangini Ranch Phase 2 TIS can be utilized to support this study, but it cannot be relied upon directly because it did not consider the currently proposed number of units for the project.

Since completion of the *Mangini Ranch Phase 2 TIS* in 2017, project approvals and construction have continued to occur in the Folsom Plan Area. Thus, it was necessary to review and utilize the most recent study in the area for purposes of consistency of approach and recommendations.

The *Regency at Folsom Ranch TIS* (i.e. from 2019) documents existing conditions in the study area and analyzes that project's impact on traffic operations at the study intersections and freeway segments with assumed absorption of other FPASP land uses over the next five years. As directed by City of Folsom staff during a meeting on November 6, 2019, this study uses the *Regency at Folsom Ranch TIS* as a starting point (including documentation of existing traffic operations, analysis methods, and future year scenarios) for evaluating the proposed project's impacts.

Analysis Methodology

The 2011 FPASP EIR/EIS and all subsequent review of projects within the Specific Plan have utilized level of service (LOS) as the primary threshold of significance for traffic impacts. This traffic report is being prepared as an Addendum to the FPASP EIR/EIS, therefore, Fehr & Peers analyzed traffic operations using LOS as the primary performance measure.¹ Motorized vehicle LOS is a qualitative measure of traffic flow from the perspective of motorists and is an indication of the comfort and convenience associated with driving. Typical factors that affect motorized vehicle LOS include speed, travel time, traffic interruptions, and freedom to maneuver. Empirical LOS criteria and methods of calculation are documented in the *Highway Capacity Manual (HCM) 6th Edition* published by the Transportation Research Board of the National Academies of Science (Transportation Research Board, 2016). The HCM defines six levels of service ranging from LOS A (representing free-flow vehicular traffic conditions with little to no congestion) to LOS F (oversaturated conditions where traffic demand exceeds capacity resulting in long queues and delays). The LOS definitions and calculations contained in the HCM are the prevailing measurement standard used throughout the United States and are used in this study. Table 1 summarizes intersection level of service criteria for intersections.

¹ The adoption of Guidelines section 15064.3 in December 2018 (requiring analysis of VMT as the measure of transportation impacts under CEQA starting on July 1, 2020) does not change the analysis for purposes of an addendum to a previously certified EIR. The change in law does not constitute new significant information under Public Resources Code 21166 and Guidelines 15162 or otherwise trigger supplemental or subsequent review. Thus, no VMT analysis is required or provided in this report.

Table 1: Intersection Level of Service Criteria

Level of Service	Description	Average Control Delay (seconds per vehicle)	
		Signalized Intersections	Unsignalized Intersections
A	Represents free flow. Individual users are virtually unaffected by others in the traffic stream.	≤ 10	≤ 10
B	Stable flow, but the presence of other users in the traffic stream begins to be noticeable.	> 10 to 20	> 10 to 15
C	Stable flow, but the operation of individual users becomes significantly affected by interactions with others in the traffic stream.	> 20 to 35	> 15 to 25
D	Represents high-density, but stable flow.	> 35 to 55	> 25 to 35
E	Represents operating conditions at or near the capacity level.	> 55 to 80	> 35 to 50
F	Represents forced or breakdown flow.	> 80	> 50

Source: *Highway Capacity Manual 6th Edition*, Transportation Research Board of the National Academies of Science, 2016.

The LOS at signalized intersections is based on the average control delay (i.e., delay resulting from initial deceleration, queue move-up time, time stopped on an intersection approach, and final acceleration) experienced per vehicle traveling through the intersection. The *HCM 6th Edition* methodology for unsignalized intersections reports the LOS using the control delay thresholds shown in Table 1. The HCM anticipates the motorists expect signalized intersections to carry higher traffic volume that results in greater delay than an unsignalized intersection. Unsignalized intersections are associated with more uncertainty as delays are less predictable, which can reduce users' delay tolerance.

As described in the *HCM 6th Edition*, the LOS for side-street stop-controlled intersections is evaluated separately for each individual movement. LOS is reported based on the overall intersection delay for signalized and all-way stop controlled intersections. LOS is reported based on the control delay experienced by the worst-case movement at two-way stop controlled (TWSC) intersections.

2. Existing Conditions

This section provides information on traffic operations under Existing Conditions. For CEQA purposes, impacts of the proposed project would be compared to those identified in the FPASP EIR/EIS.

Figure 4 displays the existing (i.e., November 2020) roadway network within the study area. As shown, East Bidwell Street consists of one lane in each direction from south of U.S. 50 to White Rock Road. Alder Creek Parkway between East Bidwell Street and Westwood Drive consists of two lanes in the eastbound direction and one lane in the westbound direction. Alder Creek Parkway between Westwood Drive and Placerville Road is one lane in each direction.

A total of 10 study intersections were chosen for analysis based on coordination between Fehr & Peers and City of Folsom staff. As of November 2020, four of the ten study intersections have been constructed and are open to traffic. Figure 5 displays the existing AM and PM peak hour traffic volumes, lane configurations, and traffic controls at those study intersections, as documented in the *Regency at Folsom Ranch TIS*. The traffic volumes and intersection lane configurations reflect conditions present at the time of that study (i.e., 2019), which is the typical timeframe being used in studies to represent a pre-COVID-19 traffic condition.

Table 2 presents the delay and LOS at the study intersections under Existing Conditions, as documented in the *Regency at Folsom Ranch TIS*. As shown, all study intersections operate at LOS D or better.

Table 2: Intersection Delay and Level of Service – Existing Conditions

Study Intersection	Type	AM Peak Hour		PM Peak Hour	
		Delay	LOS	Delay	LOS
1. E. Bidwell Street/U.S. 50 Westbound Ramps	Signal	19.4	B	21.6	C
2. E. Bidwell Street/U.S. 50 Eastbound Ramps	Signal	14.8	B	29.7	C
3. E. Bidwell Street/Alder Creek Parkway	TWSC	16.4 (WBL)	C	27.3 (WBL)	D
4. E. Bidwell Street/Old Ranch Way	-	-	-	-	-
5. E. Bidwell Street/Savannah Parkway	-	-	-	-	-
6. E. Bidwell Street/Mangini Parkway	TWSC	12.7 (WBL)	B	26.9 (WBL)	D
7. Alder Creek Parkway/Westwood Drive	-	-	-	-	-
8. Alder Creek Parkway/Quail Meadow Drive	-	-	-	-	-
9. Old Ranch Way/Westwood Drive	-	-	-	-	-
10. Old Ranch Way/Quail Meadow Drive	-	-	-	-	-

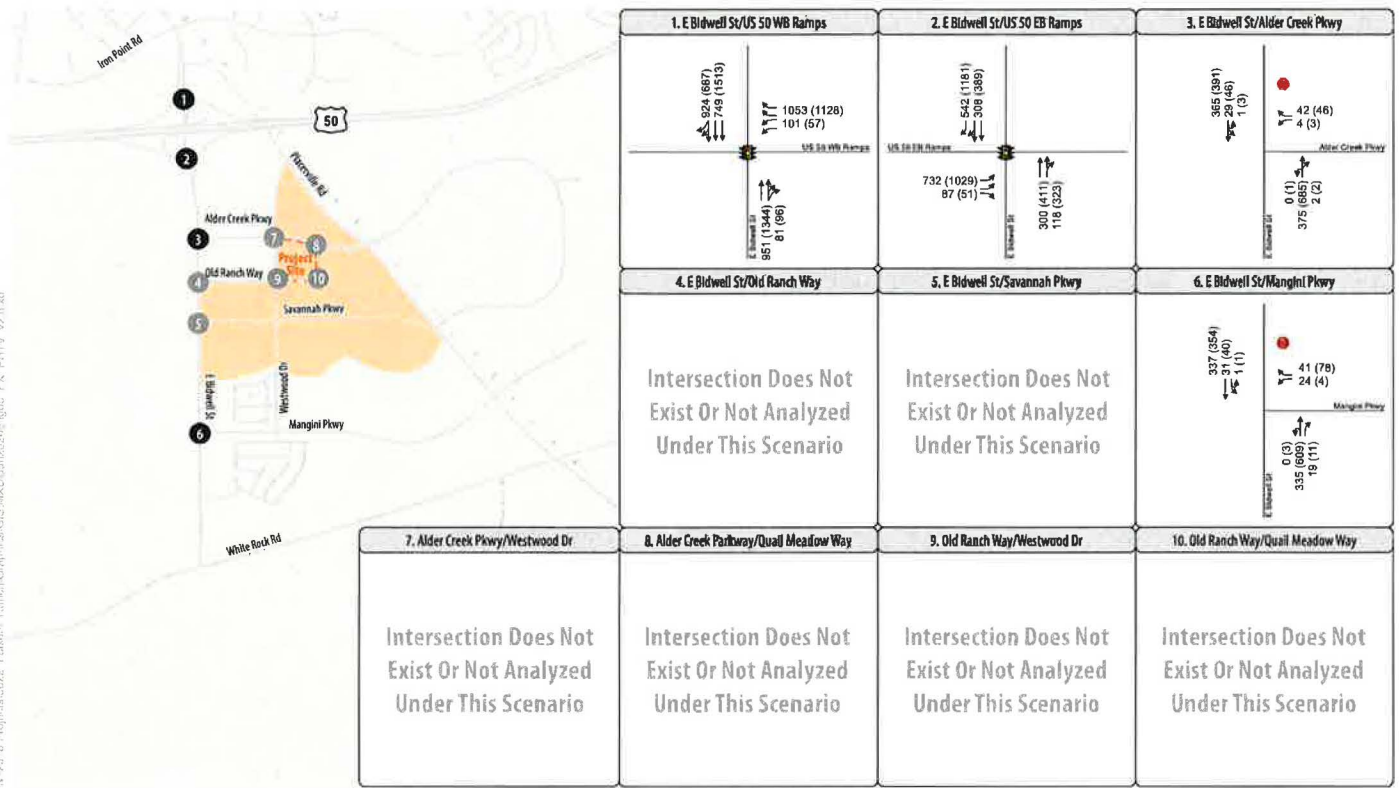
Notes:

1. LOS and delay (sec/veh) results for signalized and all-way stop controlled intersections are reported for the overall intersection.
2. LOS and delay (sec/veh) results for side-street stop controlled intersections are reported for the worst movement.

TWSC = Two-way stop-control.

Source: *Regency at Folsom Ranch TIS* (T. Kear, 2019).

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- 1 Study Intersection
- Planned Roadway within Mangini Ranch Phase 2
- Mangini Ranch Phase 2
- Turn Lane
- AM (PM)** Peak Hour Traffic Volume
- Traffic Signal
- Stop Sign

Figure 5
Peak Hour Traffic Volumes
and Lane Configurations -
Existing Conditions



Table 3 presents the freeway density and LOS at the study freeway segments under Existing Conditions, as documented in the Regency at Folsom Ranch study. The existing traffic volumes, LOS, and freeway density reflect conditions present at the time of that study (i.e., 2019).

Table 3: Freeway Density and Level of Service – Existing Conditions

Segment	Analysis Type	AM Peak Hour		PM Peak Hour	
		Density	LOS	Density	LOS
1. U.S. 50/E. Bidwell Street EB slip off-ramp	Diverge	30.4	D	22.2	C
2. U.S. 50/E. Bidwell Street EB slip on-ramp	Merge	29.9	D	20.5	C
3. U.S. 50/ E. Bidwell Street WB slip off-ramp	Diverge	17.5	B	28.2	D
4. U.S. 50/E. Bidwell Street WB loop on-ramp	Merge	17.3	B	29.7	D

Source: *Regency at Folsom Ranch TIS* (T. Kear, 2019)

3. Project Travel Characteristics

This section describes the project’s expected travel characteristics including the anticipated number of vehicle trips, directionality of those trips, and their expected travel routes.

Trip Generation

The project’s trip generation was calculated using trip rates from the *Trip Generation Manual, 10th Edition* (Institute of Transportation Engineers (ITE), 2017). Table 4 displays the project’s expected trip generation. As shown, the project’s 265 dwelling units are expected to generate 89 trips during the AM peak hour and 113 trips during the PM peak hour.

Table 4: Project Trip Generation

Land Use (ITE Code)	Quantity	Trips						
		Daily	AM Peak Hour			PM Peak Hour		
			In	Out	Total	In	Out	Total
Mid-Rise Multi-Family (221)	265 du	1,443	23	66	89	69	44	113

Note: The Mid-Rise Apartment Land Use Category within the Trip Generation Manual was selected because the project meets the ITE definition of having between 3 and 10 floors, and including at least four units per building.
 Source: Fehr & Peers, 2020.

Travel Characteristics For Project

The project seeks a General Plan Amendment, Specific Plan Amendment, and a MAM. Under the MAM, the project will shift residential dwelling units among several parcels within the plan area needed to support construction of the Alder Creek Apartments as well as a shift of density to an additional parcel to allow for higher density development.

As indicated in **Table 5** and **Figure 3**, the transfer of development rights would involve reducing densities in Parcel 158 (-76 units) and Parcel 74 (-75 units), which are located along Alder Creek Parkway west of East Bidwell Street. These units are proposed to be shifted to Parcel 82-B1 (+62 units) situated along Alder Creek Parkway east of East Bidwell Street, and Parcel 148 (+89 units), situated along Mangini Parkway west of Savannah Parkway. The land use designations of all parcels remain the same with the exception of Parcel 82-B1 which will shift from Medium Low Density (MLD) to Medium High Density (MHD).

The transfer of units to Parcel 148 would cause a net increase of 29 AM peak hour and 37 PM peak hour trips being added to roadways in its immediate vicinity, with corresponding decreases in the vicinity of Parcels 74 and 158. The shift of dwelling units will not change the FPASP’s total off-site trip generation. Thus, the evaluation that follows focuses on how this shift in traffic would affect plan area intersections.

Table 5: Approved and Proposed Zoning

Parcel	Land Use ¹	Acres	Existing Parcels		Proposed/Resulting Parcels	
			Units	Density	Units	Density
151	MHD	5.77	145	25.1	145	25.1
82-B1	MLD / MHD	4.96	58	11.7	120	24.2
158	MU	11.48	150	13.1	74	6.5
74	MU	10.0	132	13.2	57	5.7
148	MU	5.02	61	12.2	150	29.9
	Total	37.2	546	-	546	-

Note: ¹ Change in land use between existing parcel and proposed/resulting parcel scenario.

MHD = Multi-Family High Density

MLD = Multi-Family Low Density

MU = Mixed-use site.

Source: Alder Creek Apartments Project Narrative, November 11, 2020 (MacKay & Soms / Spanos Corporation).

Trip Distribution/Assignment

Figure 6 displays the expected distribution of project trips under Baseline Plus Project Conditions (see Chapters 3 and 4 for definition of this scenario). The following planned roadway improvements assumed for the baseline scenario influence the project’s trip distribution including:

- Completion of Westwood Drive between Savannah Parkway and Placerville Road
- Completion of Old Ranch Way from East Bidwell Street to Dragonfly Way
- Completion of Quail Meadow Way between Alder Creek Parkway and Old Ranch Way
- Completion of Savannah Parkway from East Bidwell Street to Placerville Road



NC2018 Private Ranch (Shaded) GIS/Map/MapServer Project Tr 2/21/2018

 Trip Distribution Percentage



Figure 6
Project Trip Distribution

The expected distribution of trips considers existing turning movement patterns for developed residential areas south of U.S. 50, locations of complementary land uses (i.e., employment, retail, schools, etc.), and relative travel time for competing routes (e.g., U.S. 50 versus White Rock Road to access employment uses in Rancho Cordova). Figure 6 indicates that 90 percent of project trips are expected to be distributed to/from the north toward U.S. 50.

The assignment of project trips considers the following important factors:

- a) All turning movements would be permitted at the East Bidwell Street/Alder Creek Parkway and East Bidwell Street/Savannah Parkway intersections. At the East Bidwell Street/Old Ranch Way T-intersection, westbound left-turns would be prohibited, while all other movements would be allowed.
- b) The project driveway on Alder Creek Parkway would be restricted to eastbound right-turns and northbound right-turns only due to the presence of the median on Alder Creek Parkway, while the project driveway on Old Ranch Way would permit all movements.
- c) Based on the available street width, westbound U-turns would be permitted at the Alder Creek Parkway/Westwood Drive intersection. This movement would be made by motorists traveling westbound on Alder Creek Parkway toward the project site.
- d) Motorists exiting the Alder Creek Parkway project driveway would not be permitted to perform an eastbound U-turn at the Quail Meadow Way or Placerville Road intersections (by virtue of project-related actions described later to prevent these movements from occurring). Instead, motorists desiring to access East Bidwell Street would be expected they may exit the apartment complex via its southerly driveway directly onto westbound Old Ranch Way. Alternatively, some may also turn right from eastbound Alder Creek Parkway to travel southbound on Quail Meadow Way, and then westbound on Old Ranch Way.

4. 2024 Baseline No Project Conditions

This section provides information on traffic operations under Baseline No Project Conditions. For CEQA purposes, impacts of the proposed project would be compared to those identified in the FPASP EIR/EIS.

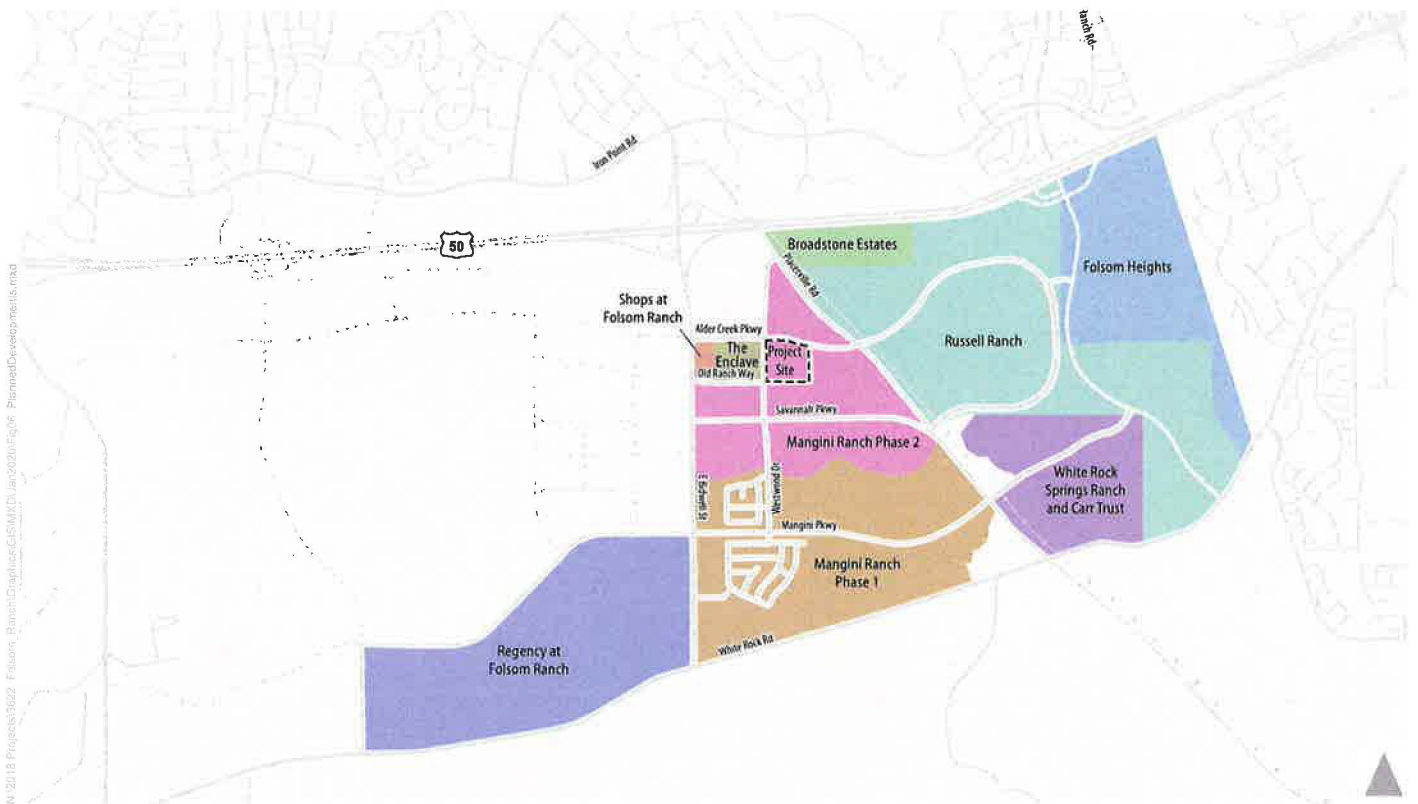
Because other development is on-going within the Folsom Plan Area, which will directly affect conditions at the time the project were to open, an analysis of the proposed project’s impacts under existing conditions would be irrelevant. Instead, the Baseline No Project Conditions was developed. It consists of Existing Conditions traffic plus traffic from planned and approved projects that are expected to be constructed by the time the project is constructed and occupied, roughly corresponding to five years’ worth of growth (since Existing Conditions represented year 2019). This study specifically relies upon the *Regency at Folsom Ranch TIS’s* “EPAP 2024 With [Regency] Project” scenario. That scenario assumes the land uses shown in the far-right column of Table 6 are developed with their trips assigned to study intersections and freeway segments.

Figure 7 illustrates the locations of these projects. As shown, over 2,500 dwelling units are assumed to be constructed for this scenario, which would generate about 18,000 vehicle trips per day.

Table 6: Assumed Land Development – 2024 Baseline Conditions

Project	Approved Land Use	Assumed Absorption	Assumed Land Use for 2024 Baseline No Project Conditions
Russell Ranch (“Phase 1”)	394 DU	35%	138 DU
Russell Ranch (“Phase 2 & 3”)	681 DU	7%	48 DU
Broadstone Estates	81 DU	10%	8 DU
Mangini Ranch Phase 1	833 DU	58%	480 DU
Mangini Ranch Phase 2	545 DU	35%	191 DU
Folsom Heights	401 DU	40%	160 DU
White Rock Springs Ranch and Carr Trust	423 DU	37%	158 DU
The Enclave	111 DU	100%	111 DU
Regency at Folsom Ranch Phase 1	800 DU	100%	800 DU
Regency at Folsom Ranch Phase 2	425 DU	100%	425 DU
Shops at Folsom Ranch	27,900 sq. ft. Commercial	100%	27,900 sq. ft. Commercial

Source: *Regency at Folsom Ranch TIS* (T. Kear, 2019)



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- Baseline Roadway
- Planned Roadway (Not Assumed Under Baseline No Project Conditions)

Note:
Refer to Table 5 of traffic study for assumed level of absorption of these properties.



Figure 7
Assumed Land Development Under Baseline No Project Conditions

Figure 8 displays the roadways assumed to have been constructed or widened under 2024 Baseline Conditions. Key improvements include:

- Westerly extension of Mangini Parkway along the northerly boundary of the Regency at Folsom Ranch to the planned extension of Oak Avenue Parkway.
- Completion of Oak Avenue Parkway from Mangini Parkway to White Rock Road.
- Easterly extension of Mangini Parkway east of Placerville Road to serve new development.
- Previously described extensions of Alder Creek Parkway, Westwood Drive, Old Ranch Way, Quail Meadow Way, and Savannah Parkway.
- Widening of East Bidwell Street to consist of two lanes in each direction from south of U.S. 50 to just beyond Alder Creek Parkway.

Because this study assumes buildout of the Regency at Folsom Ranch project, it was reasonable to also assume the mitigation measures recommended for its EPAP plus Project scenario. Those mitigation measures (and/or already planned intersection modifications) would result in traffic signals at the East Bidwell Street/Alder Creek Parkway and East Bidwell Street/Mangini Parkway intersections.

Figure 9 presents the 2024 Baseline No Project AM and PM peak hour traffic volumes, lane configurations, and traffic control at the study intersections. Based on conversations with City of Folsom staff in November 2020, the Alder Creek Parkway/Westwood Drive intersection was assumed to operate with stop-control on the northbound and southbound Westwood Drive approaches. While a traffic signal is planned at this intersection, it is not expected to be in place by 2024.

Table 7 presents the average delay and LOS at the study intersections under 2024 Baseline No Project Conditions, as documented in the *Regency at Folsom Ranch TIS*. Note that study intersections adjacent to the project site, which were not evaluated in the *Regency at Folsom Ranch TIS*, were analyzed based on traffic forecasts and operations analysis performed by Fehr & Peers. As shown, all intersections would operate at LOS D or better during both peak hours under this scenario.

Table 7: Intersection Delay and Level of Service – 2024 Baseline No Project Conditions

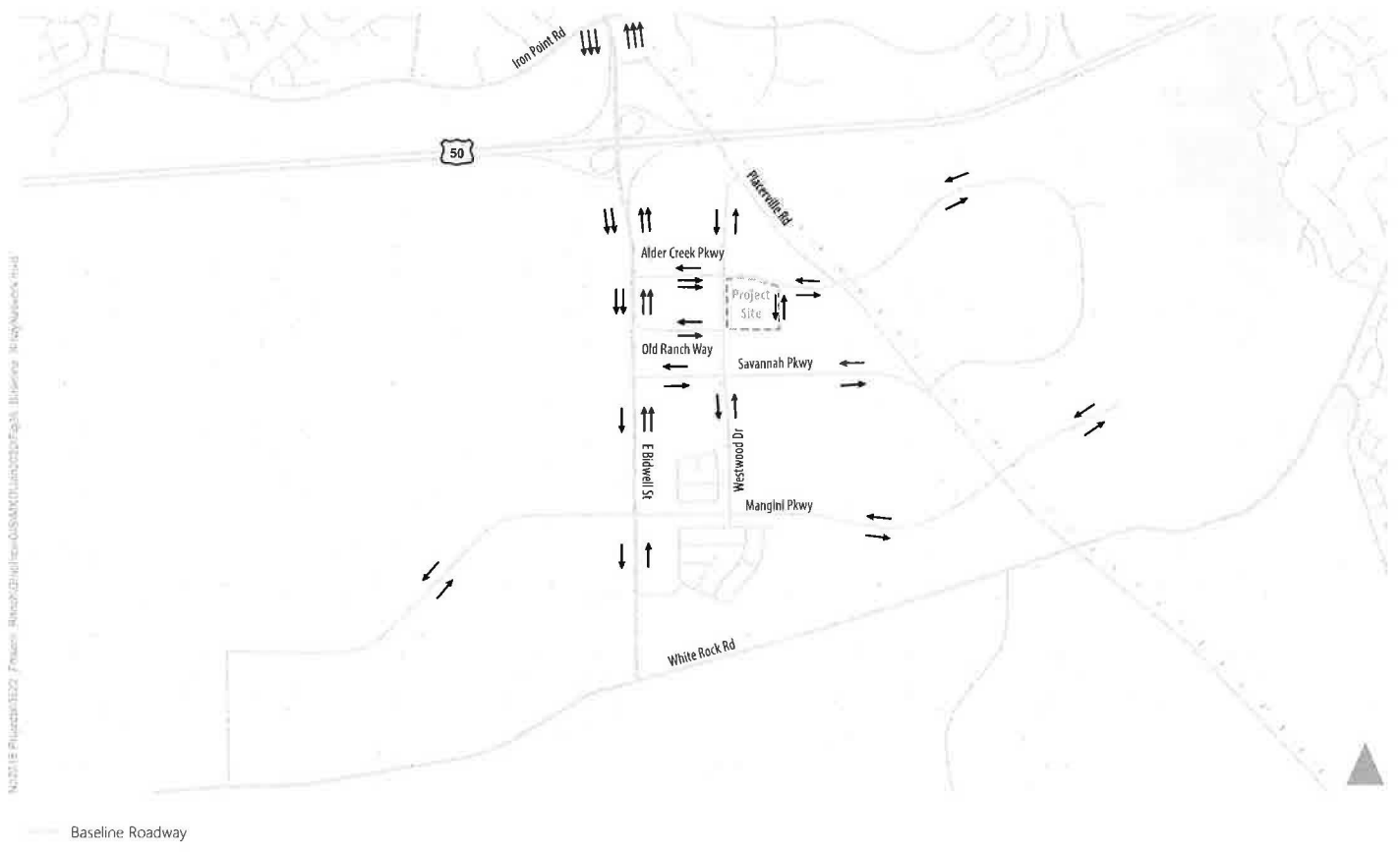
Study Intersection	Type	AM Peak Hour		PM Peak Hour	
		Delay	LOS	Delay	LOS
1. E. Bidwell Street/U.S. 50 Westbound Ramps	Signal	19.0	B	21.9	C
2. E. Bidwell Street/U.S. 50 Eastbound Ramps	Signal	14.0	B	32.6	C
3. E. Bidwell Street/Alder Creek Parkway	Signal	13.1	B	14.3	B
4. E. Bidwell Street/Old Ranch Way	TWSC	19.2 (WBR)	C	22.1 (WBR)	C
5. E. Bidwell Street/Savannah Parkway	TWSC	19.8 (WBL)	C	29.2 (WBL)	D
6. E. Bidwell Street/Mangini Parkway	Signal	24.6	C	25.0	C
7. Alder Creek Parkway/Westwood Drive	TWSC	11.6 (SBT)	B	12.2 (NBL)	B
8. Alder Creek Parkway/Quail Meadow Drive	TWSC	10.9 (NBT)	B	10.8 (NBT)	B
9. Old Ranch Way/Westwood Drive	AWSC	7.7	A	7.9	A
10. Old Ranch Way/Quail Meadow Drive	AWSC	7.1	A	7.1	A

Notes:

1. LOS and delay (sec/veh) results for signalized and all-way stop controlled intersections are reported for the overall intersection.
2. LOS and delay (sec/veh) results for side-street stop controlled intersections are reported for the worst movement.

TWSC = Two-way stop-control. AWSC = All way stop-control.

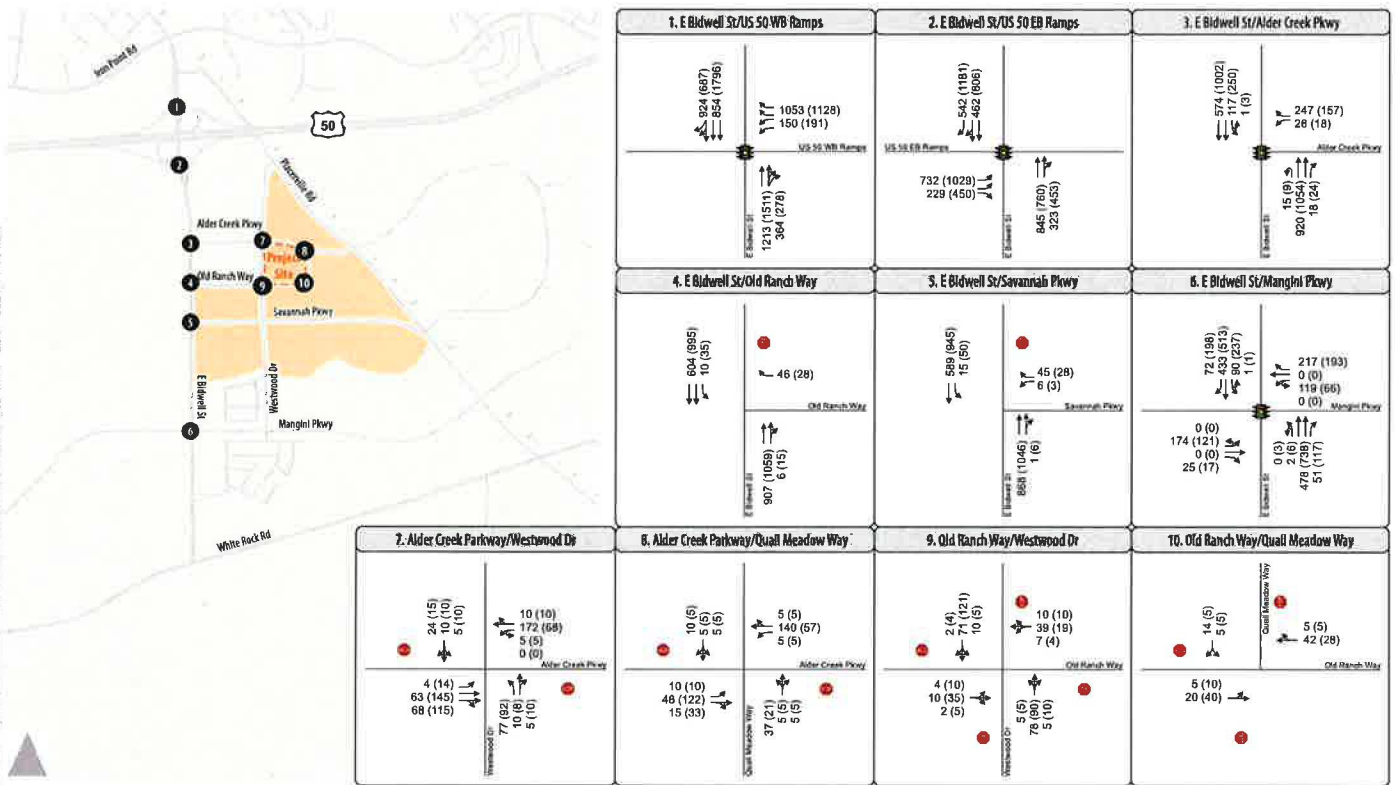
Source: Table 18 and Table 22 of the *Regency at Folsom Ranch TIS* (T. Kear, 2019).



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Figure 8
Baseline (2024) Roadway Network



- 1** Study Intersection
- Mangini Ranch Phase 2
- Turn Lane
- AM (PM) Peak Hour Traffic Volume
- Traffic Signal
- Stop Sign

Figure 9
Peak Hour Traffic Volumes
and Lane Configurations -
Baseline No Project Conditions



Table 8 presents the freeway density and LOS at the study freeway segments under 2024 Baseline No Project Conditions, as documented in the *Regency at Folsom Ranch TIS*.

Table 8: Freeway Density and Level of Service – 2024 Baseline No Project Conditions

Segment	Analysis Type	AM Peak Hour		PM Peak Hour	
		Density	LOS	Density	LOS
1. U.S. 50/E. Bidwell Street EB slip off-ramp	Diverge	18.8	B	31.7	D
2. U.S. 50/E. Bidwell Street EB slip on-ramp	Merge	20.0	C	33.7	D
3. U.S. 50/ E. Bidwell Street WB slip off-ramp	Diverge	30.9	D	23.8	C
4. U.S. 50/E. Bidwell Street WB loop on-ramp	Merge	25.0	C	17.0	B

Source: Table 19 of the *Regency at Folsom Ranch TIS* (T. Kear, 2019).

5. 2024 Baseline Plus Project Conditions

Fehr & Peers analyzed potential impacts of the project under the 2024 Baseline Conditions. Project trips were assigned to the study roadway network in accordance with the trip generation, distribution, and assignment methods described previously.

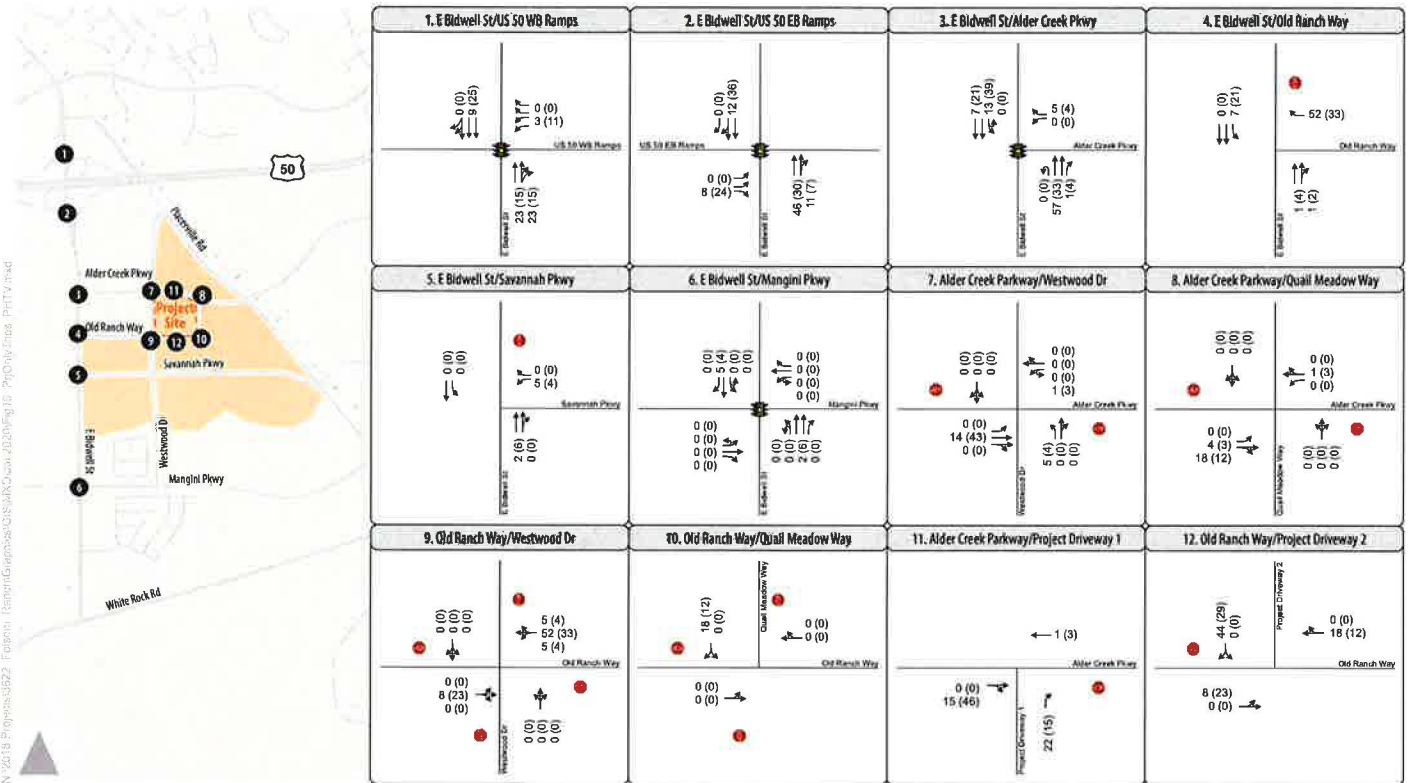
Figure 10 displays the traffic volume of project-generated trips during 2024 Baseline AM and PM peak conditions, lane configurations, and traffic control at the study intersections and two project driveways. Figure 11 displays the 2024 Baseline Plus Project AM and PM peak hour traffic volumes, lane configurations, and traffic control at the study intersections and two project driveways.

Table 9 displays the traffic operations at the study intersections during the AM and PM peak hours. As shown, all study intersections would operate acceptably at LOS D or better.

The shift in dwelling units to Parcel 148, which is located adjacent to the Mangini Parkway/Savannah Parkway intersection, would add 29 total AM peak hour and 37 total PM peak hour trips to these roadways. If both roads were used equally, this would represent about one added vehicle on each street every four minutes. The following evaluates how that added traffic could affect key intersections along each corridor:

- Mangini Parkway/Savannah Parkway – This planned signalized intersection was reported to operate at a cumulative LOS C (average delays of 26 seconds per vehicle) during the AM and PM peak hours according to Table 3A.15-25 of the *2011 FPASP Draft EIR*. Since LOS D is acceptable in Folsom, delays up to 55 seconds (i.e., transition between LOS D and E) are considered acceptable. Even if all shifted trips passed through this intersection (which would not be the case), operations would remain at an acceptable LOS C.
- Westwood Drive/Savannah Parkway – This intersection was assumed in the *Mangini Ranch Phase 2 Transportation Impact Study* (T. Kear, 2017) to operate with all-way stop and LOS B operations (i.e., average delay of 10 seconds in AM and 12 seconds in PM peak hour) during the AM and PM peak hours. Note that it was not analyzed in the *2011 FPASP Draft EIR*. Even if all shifted trips passed through this intersection (which would not be the case), operations would remain at an acceptable LOS B.
- Westwood Drive/Mangini Parkway – This intersection was assumed in the *Mangini Ranch Phase 2 Transportation Impact Study* (T. Kear, 2017) to operate with all-way stop and LOS B operations (i.e., average delay of 9 seconds in AM and 10 seconds in PM peak hour) during the AM and PM peak hours. Note that it was not analyzed in the *2011 FPASP Draft EIR*. Even if all shifted trips passed through this intersection (which would not be the case), operations would remain at an acceptable LOS B.

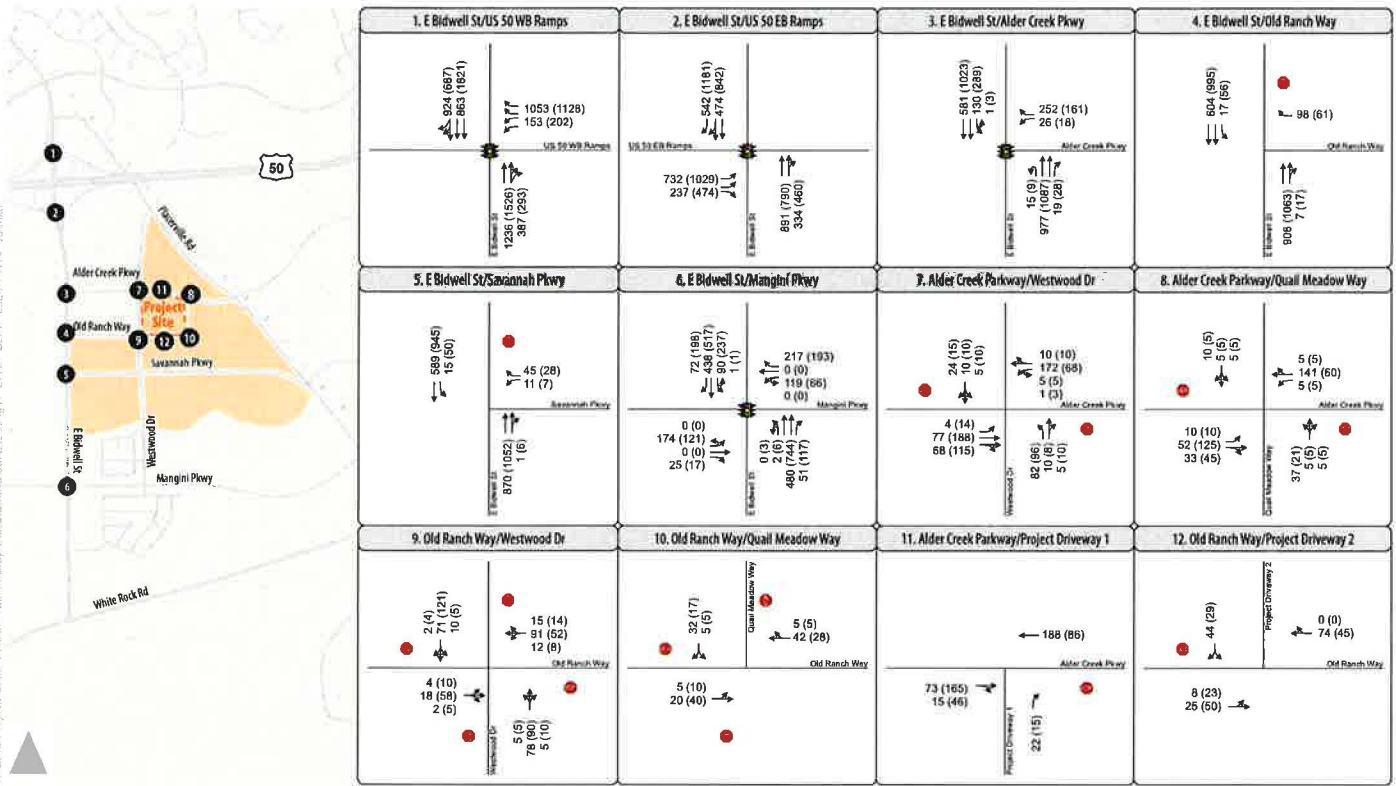
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- 1 Study Intersection
- Mangini Ranch Phase 2
- Turn Lane
- AM (PM)** Peak Hour Traffic Volume
- Traffic Signal
- Stop Sign

Figure 10
Peak Hour Traffic Volumes and Lane Configurations - Project Only Trips





- 1 Study Intersection
- Mangini Ranch Phase 2
- Turn Lane
- AM (PM) Peak Hour Traffic Volume
- Traffic Signal
- Stop Sign

Figure 11
Peak Hour Traffic Volumes
and Lane Configurations -
Baseline Plus Project Conditions

Table 9: Intersection Delay and Level of Service – 2024 Baseline Plus Project Conditions

Study Intersection	Type	Baseline No Project				Baseline Plus Project			
		AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour	
		Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
1. E. Bidwell Street/U.S. 50 Westbound Ramps	Signal	19.0	B	21.9	C	19.0	B	22.0	C
2. E. Bidwell Street/U.S. 50 Eastbound Ramps	Signal	14.0	B	32.6	C	14.0	B	35.0	C
3. E. Bidwell Street/Alder Creek Parkway	Signal	13.1	B	14.3	B	14.0	B	15.3	B
4. E. Bidwell Street/Old Ranch Way	TWSC	19.2 (WBR)	C	22.1 (WBR)	C	22.8 (WBR)	C	25.4 (WBR)	D
5. E. Bidwell Street/Savannah Parkway	TWSC	19.8 (WBL)	C	29.2 (WBL)	D	20.1 (WBL)	C	29.9 (WBL)	D
6. E. Bidwell Street/Mangini Parkway	Signal	24.6	C	25.0	C	24.8	C	25.2	C
7. Alder Creek Parkway/Westwood Drive	TWSC	11.6 (SBT)	B	12.2 (NBL)	B	11.7 (SBT)	B	13.1 (NBL)	B
8. Alder Creek Parkway/Quail Meadow Drive	TWSC	10.9 (NBT)	B	10.8 (NBT)	B	11.0 (NBT)	B	10.9 (SBT)	B
9. Old Ranch Way/Westwood Drive	AWSC	7.7	A	7.9	A	8.0	A	8.2	A
10. Old Ranch Way/Quail Meadow Drive	TWSC	7.1	A	7.1	A	7.1	A	7.1	A

Notes:

1. LOS and delay (sec/veh) results for signalized and all-way stop controlled intersections are reported for the overall intersection.
2. LOS and delay (sec/veh) results for side-street stop controlled intersections are reported for the worst movement.

TWSC = Two-way stop-control. AWSC = All way stop-control.

Source: Fehr & Peers, 2020

- East Bidwell Street/Savannah Parkway – This side-street stop-controlled study intersection would be unaffected by the addition of shifted trips associated with the development transfer to Parcel 148. This is because the proposed unit shift would not contribute any trips to the westbound left-turn movement, which is the worst-case intersection movement and basis of the reported LOS of D.
- East Bidwell Street/Mangini Parkway – This signalized study intersection is reported to operate at LOS C (average delays of 25 seconds per vehicle) in Table 9 under baseline plus the Alder Creek Apartments. Since LOS D is acceptable in Folsom, delays up to 55 seconds (i.e., transition between LOS D and E) are considered acceptable. Even if all shifted trips associated with the development transfer to Parcel 148 passed through this intersection (which would not be the case), operations would remain at an acceptable LOS C.

In summary, the proposed shift of dwelling units would not degrade any intersection LOS results to unacceptable levels.

Table 10 presents the AM and PM Peak Hour freeway density and LOS at the study freeway segments under 2024 Baseline Plus Project Conditions. As shown, all study freeway segments would operate acceptably at LOS D or better.

Table 10: Freeway Density and Level of Service – 2024 Baseline Plus Project Conditions

Segment	Analysis Type	Baseline No Project				Baseline Plus Project			
		AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour	
		Density	LOS	Density	LOS	Density	LOS	Density	LOS
1. U.S. 50/E. Bidwell Street EB slip off-ramp	Diverge	18.8	B	31.7	D	18.9	B	31.9	D
2. U.S. 50/E. Bidwell Street EB slip on-ramp	Merge	20.0	C	33.7	D	20.2	C	33.8	D
3. U.S. 50/ E. Bidwell Street WB slip off-ramp	Diverge	30.9	D	23.8	C	30.9	D	23.9	C
4. U.S. 50/E. Bidwell Street WB loop on-ramp	Merge	25.0	C	17.0	B	25.1	C	17.1	B

Source: Fehr & Peers, 2020

6. Project Access Review

This section evaluates project access including driveway spacing, driveway throat depths, internal and external circulation, and need for deceleration lanes.

Driveway Spacing

Driveway spacing is adequate for both project driveways. The project driveways on Alder Creek Parkway and Old Ranch Way are located approximately 350 feet from the nearest western intersections with Westwood Drive and 300 feet from the nearest eastern intersection with Quail Meadow Way. This meets City of Folsom’s Design Standards for driveways on collector streets.

Driveway Throat Depths

It is important that the design of the site provide adequate throat depth for vehicular traffic. Without this, queuing may extend onto public streets, thereby adversely affecting traffic operations and creating potential safety hazards.

Table 11 presents the proposed driveway throat depths, and evaluations of each.

Table 11: Driveway Throat Depth

Driveway Location	Movement	Proposed Throat Depth	Conclusion/Recommendation
Alder Creek Parkway	Inbound	150 ft	Throat depth is sufficient
	Outbound	150 ft	Throat depth is sufficient
	Inbound	50 ft	Throat depth is sufficient
Old Ranch Way	Outbound	50 ft	Gate should be designed with vehicle detection such that it remains continuously open if a vehicle is detected either upstream or downstream of the gate

Source: Fehr & Peers, 2020

The project driveway on Alder Creek Parkway provides sufficient driveway throat depth for inbound and outbound vehicles. Additionally, this driveway includes a bypass lane that enables residents to avoid being blocked by vehicles using the keypad in the median to enter the site. Lastly, this driveway includes a wide throat width, which will allow vehicles who are turned away to perform a U-turn without having to back onto Alder Creek Parkway.

The project driveway on Old Ranch Way provides sufficient driveway throat depth for inbound and outbound vehicles. Approximately 44 outbound trips would use this driveway during the AM peak hour, which may result in a maximum queue of two vehicles in the outbound direction. This queue can be accommodated by

the proposed driveway design, provided vehicle detection is present to prevent the gate from closing when vehicles are present.

On-Site Circulation

Fehr & Peers performed a review of on-site circulation, which revealed a well-design parking lot layout. Offset drive aisles are minimized, adequate drive aisle widths (25 feet or greater) are provided, and wider widths are provided for fire lanes and refuse pick-up. Additionally, pedestrian facilities are plentiful within the site, and including connections to adjacent public streets.

Adjacent Street Circulation

Under Baseline Plus Project Conditions, the following traffic controls for intersections are assumed to be in place near the project site. Table 10 indicated that each of these intersections would operate acceptably under this scenario with these traffic controls.

- Alder Creek Parkway/Westwood Drive – Stop control on Westwood Way (North/South) approach
- Alder Creek Parkway/ Quail Meadow Way – Stop control on Quail Meadow Way (North/South) approach
- Old Ranch Way/Westwood Drive – All-way stop control
- Old Ranch Way/Quail Meadow Way – All-way stop control

Along the project frontage, Alder Creek Parkway would have a typical cross-section consisting of a 12-foot travel lane and 5-foot bike lane in each direction separated by a 16-wide median. The median would prohibit left-turning vehicles from entering the project driveway; however, inbound traffic traveling westbound on Alder Creek Parkway may make a U-turn at the Alder Creek Parkway/Westwood Drive intersection and enter the project site via the Alder Creek Parkway driveway. The median along Alder Creek Parkway would also prohibit left-turning vehicles from exiting the project driveway and travel toward East Bidwell Street. Therefore, it is likely that the majority of the outbound traffic will use the Old Ranch Way driveway to exit the project site and travel towards East Bidwell Street. A small amount of outbound traffic may exit the Alder Creek Parkway Driveway, make a right-turn onto Quail Meadow Way, and make another right-turn onto Old Ranch Way. Intersection analysis shows that project-related traffic volume can be accommodated by the current roadway design at all study intersections, and there is no need for additional intersection or roadway improvement.

Project residents may desire to exit the Alder Creek Parkway driveway and perform an eastbound U-turn at Quail Meadow Way. The eastbound approach at Quail Meadow Way consists of a through lane and a left-turn pocket, a raised median, and one lane in the opposite direction (traveling westbound towards East Bidwell Street). This design would create 33 feet of distance from the outside edge of the left-turn lane to the face of curb, which is far less than what is required to enable U-turns to be performed. Thus, eastbound U-turns on Alder Creek Parkway at Quail Meadow Way will need to be prohibited. "No U-Turn" signs (CA MUTCD R3-4 or similar) shall be installed facing the eastbound approach, in the median on the near and far side of the intersection. Figure 12 displays the recommended location for the sign installation.

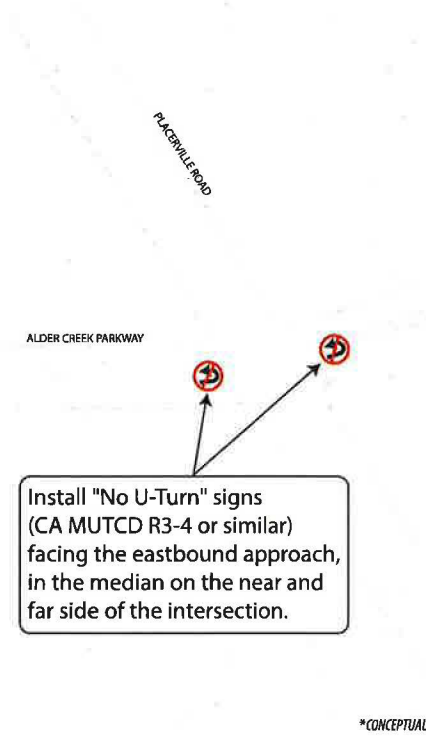
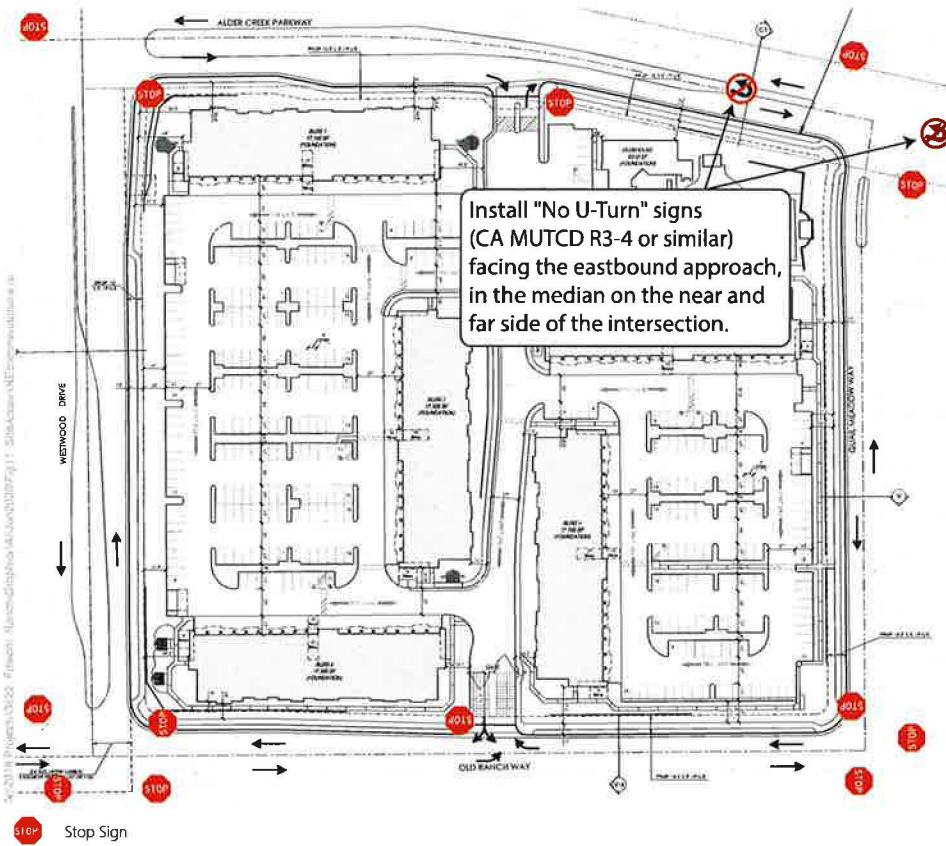


Figure 12
Site Access Recommendations

Another alternative route for outbound traffic to reach East Bidwell Street is to exit the Alder Creek Parkway driveway and perform an eastbound U-turn at Placerville Road. Based on discussions with City staff, it is not desirable to allow such U-turns to be made. Thus, eastbound U-turns on Alder Creek Parkway at Placerville Road should be prohibited. "No U-Turn" signs (CA MUTCD R3-4 or similar) shall be installed facing the eastbound approach, in the median on the near and far side of the intersection. Figure 12 displays the recommended location for the sign installation.

A third alternative route to access East Bidwell Street would entail travel north via Westwood Drive and Placerville Road. This option does not provide convenient access to U.S. 50, and congestion along Placerville Drive (near the retail uses located directly east of East Bidwell Street) may deter drivers from using this route. Therefore, it is unlikely that project residents will travel north on Placerville Road unless their travel destination are the retail uses along this corridor.

Inbound project trips may use either Alder Creek Parkway or Old Ranch Way to access the project site. Most inbound trips will arrive from the north on East Bidwell Street. Of these trips, it is estimated that approximately two-thirds will enter the project site via the Alder Creek Parkway driveway, and approximately one-third will enter via the Old Ranch Way driveway. Using this estimation, it is projected that approximately 8 vehicles during the AM peak hour and 23 vehicles during the PM peak hour will travel eastbound on Old Ranch Way and perform an eastbound left-turn to enter the project Driveway.

A westbound left-turn lane with approximately 180 feet of vehicle storage (i.e., sufficient for seven stacked vehicles) was recently constructed on Alder Creek Parkway at Quail Meadows Way. This turn lane would accommodate very few trips under the baseline plus project scenario (i.e., less than 10 vehicles per hour as shown on Figure 10). Thus, no queuing issues are expected to occur at this turn lane. Along the project frontage, Old Ranch Way is a collector street consisting of two 11-foot travel lanes plus on-street parking that terminates approximately 600 feet east of the Old Ranch Way / Quail Meadow Way intersection. East of the project driveway, Old Ranch Way would serve approximately 50 single-family residential units and a future elementary school (located on south side of Old Ranch Way with anticipated vehicular access either opposite Quail Meadows Way or further east). A traffic investigation was performed to determine whether planned geometric and anticipated traffic conditions at the Old Ranch Way/Project Driveway intersection would warrant construction of a dedicated eastbound left-turn pocket. The following describes the results of that evaluation.

- The American Association of State Highway and Transportation Officials' (AASHTO) *A Policy on Geometric Design of Highways and Streets 7th Edition* (2018) provides guidance for when it may be appropriate to construct dedicated left-turn lanes on roads. As noted above, 23 vehicles traveling eastbound on Old Ranch Way are anticipated to turn left into the project driveway during the weekday PM peak hour (i.e., hour of the day where such movement is at its greatest). Table 9-24 of AASHTO's *A Policy on Geometric Design of Highways and Streets* specifies that for an arterial street with this volume of left-turning traffic, a left-turn lane may be warranted if the combined major street through volumes exceeds 200 vehicles per hour. Based on the adjacent land uses that would be served by Old Ranch

Way, an estimated 75 vehicles during the PM peak hour are expected. Thus, since this standard would not be met for such a driveway on an arterial street, it would certainly also not be met for a collector street, in which speeds are lower and the roadway function changes from providing accessibility to local site access.

- Additionally, the cross-section of Old Ranch Way (one travel lane plus a parking lane in each direction) is intended for local access based on the types of adjacent land uses and termination of the street 600 feet to the east. The presence of multiple stop signs on Old Ranch Way at Westwood Drive and Quail Meadow Way indicates that the speeds in this area will be low. The provision of a dedicated left-turn pocket would be inconsistent with its function and speed.
- Finally, Old Ranch Way along the project frontage qualifies as a minor collector street according to Section 11.1 of the City of Folsom's Design Standards based on its 43-foot right-of-way. Per Section 12.7 of the City of Folsom's Design Standards, left-turn pockets are not required on minor collector streets.

Thus, for the above reasons, a dedicated left-turn lane is not required on eastbound Old Ranch Way at the project driveway.

Deceleration Lane Requirements

Section 12.5 of the City of Folsom's Design Standards states that a right-turn deceleration taper shall be provided if all of the following conditions are met:

- a) The driveway is located on a major or minor arterial street.
- b) Right-turn ingress volume in the driveway is expected to be between 10 and 50 vehicles during peak hour flows on the roadway.
- c) There is ample room and frontage to fit a deceleration lane as determined by the City Engineer.
- d) The design speed of the roadway, as determined by the City Engineer, equals or exceeds 45 mph.

Construction of Alder Creek Parkway along the project frontage had been completed at the time this traffic study was prepared, and a deceleration lane is now constructed to serve the project's driveway.

Old Ranch Way is not a major or minor arterial street. Thus, the project driveway on Old Ranch Way does not require either a deceleration lane or taper.

7. FPASP Mitigations and Conditions of Approval

This chapter describes the mitigations and impact fees to which the Alder Creek project is required to contribute. The project is located within the Mangini Ranch Phase 2, which was undertaken pursuant to, and in conformity with the FPASP and the Westland/Eagle Specific Plan Amendment (W/E SPA) per CEQA section 15182². The proposed project would be subject to all mitigations and findings adopted with the FPASP and W/E SPA. A list of the applicable Mitigation Measures, as identified on p. 55-63 of the *Final Mangini Ranch Phase 2 TIS*, is included in Appendix B of this report.

The following describes the status of construction of roadways surrounding the Alder Creek project.

- Alder Creek Parkway currently exists from East Bidwell Street to Placerville Road and beyond into the Russell Ranch development.
- Westwood Drive between Alder Creek Parkway and Old Ranch Way is being constructed as part of the Enclave residential project and will be open to traffic well before the proposed project is completed.
- Old Ranch Way between East Bidwell Street and Westwood Drive is being constructed as part of the Enclave residential project and will be open to traffic well before the proposed project is completed. Old Ranch Way east of Westwood Drive is currently under construction as part of the Village 4 & 8 development plans and will be open to traffic well before the proposed project is completed.
- Quail Meadow Way is currently under construction with the Village 4 & 8 development plans and will be open to traffic well before the proposed project is completed.

Draft Conditions of Approval for Transportation Improvements are recommended to consist of:

- a) Pay all applicable impact fees.
- b) Post signs (CA MUTCD R3-4 or similar) along Alder Creek Parkway at Quail Meadow Way prohibiting eastbound U-turns.
- c) Post signs (CA MUTCD R3-4 or similar) along Alder Creek Parkway at Placerville Road prohibiting eastbound U-turns.

² 14 CCR 15182.

8. CEQA Considerations for Analysis of Traffic Impacts

As described above, the Alder Creek Project is a modification of the existing approved FPASP. The City previously conducted a full review of the environmental impacts associated with the FPASP pursuant to CEQA. The FPASP was first evaluated in the 2011 *Folsom South of U.S. Highway 50 Specific Plan Final Environmental Impact Report/Environmental Impact Statement* ("EIR/EIS"). In 2014, the City certified an Initial Study/Mitigated Negative Declaration for the South of Highway 50 Backbone Infrastructure Project. In 2015, the City approved the Westland/Eagle Specific Plan Amendment to the FPASP and certified an Addendum to the EIR/EIS. In 2017, the City approved a CEQA exemption for Mangini Ranch Phase 2, which made minor modifications to land use boundaries and internal street circulation.

Where changes are proposed to a previously approved project with a certified EIR, CEQA requires the approving agency to determine whether those changes trigger the need for additional environmental review. The standards governing supplemental environmental review are provided in Public Resources Code section 21166, and CEQA Guidelines sections 15162, 15163, and 15164.³ A subsequent EIR is not required unless one or more of the following events occurs:

- (a) Substantial changes are proposed in the project which will require major revisions of the environmental impact report.
- (b) Substantial changes occur with respect to the circumstances under which the project is being undertaken which will require major revisions in the environmental impact report.
- (c) New information, which was not known and could not have been known at the time the environmental impact report was certified as complete, becomes available. (Pub. Res. Code, § 21166.)

At issue here is whether the proposed project (i.e. the shift in dwelling units among parcels in the plan area) will result in substantial changes in the Folsom Specific Plan that require a subsequent EIR under CEQA's standards. The CEQA Guidelines provide additional clarity and detail on what type of information will trigger supplemental review under this category. Section 15162 of the Guidelines explains that supplemental environmental review for project changes are required where the changes are "substantial" and "will require major revisions of the previous EIR . . . due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects." Conversely, a CEQA Addendum

³ The third type of supplemental review under CEQA is called a "Supplemental EIR" under Guidelines section 15163. The standards governing this type of document are largely identical to those governing Subsequent EIRs.

may be prepared "if some changes or additions are necessary but none of the conditions described in Section 15162 calling for preparation of a subsequent EIR have occurred." (CEQA Guidelines, §15164(a).)

For purposes of this study, the traffic analysis has showed that the proposed project will not result in substantial changes in the FPASP due to *new or significantly more severe* traffic impacts than those already evaluated in the previous FPASP EIR/EIS.

Evaluation Criteria

The FPASP EIR/EIS identifies the following LOS standards:

"For roadways within the City of Folsom's existing boundaries (north of U.S. 50), LOS C is considered the minimum acceptable condition. For roadways within the project boundaries (south of U.S. 50), LOS D conditions can be considered acceptable if improvements required to meet LOS C exceed the City's "normally accepted maximum" improvements.

The Folsom 2035 General Plan, adopted in August 2018, continues to use a LOS "D" or better standard for local streets and roadways. (Folsom General Plan, p. 3-15.)

The Transportation Chapter (3A.15) of the FPASP EIR/EIS analyzed the transportation impacts of the project under existing and cumulative conditions. An extensive study area was selected including local (Folsom) roads and intersections, freeways and interchanges, as well as facilities in other jurisdictions including El Dorado County, Sacramento County, and the City of Rancho Cordova.

The FPASP EIR/EIS applied thresholds of significance for the following facility types:

- Local roadway facilities
- Intersections
- Freeway facilities
- Bicycle facilities
- Pedestrian facilities
- Transit facilities

According to Pages ES-131 through ES-164 of the FPASP EIR/EIS, the land use component of the FPASP would cause the following significant transportation impacts:

- 3A.15-1: Increases to peak-hour and daily traffic volumes, resulting in unacceptable levels of service.
- 3A.15-2: Increased demand for single-occupant automobile travel in the project area.
- 3A.15-3: Potential impacts associated with the City's Transportation Impact Fee Program.
- 3A.15-4: Increases to peak-hour and daily traffic volumes, resulting in unacceptable levels of service, under cumulative (2030) conditions.

Page 3A.15-157 indicates that the FPASP would result in significant impacts to numerous intersections and roadways. However, mitigation measures would reduce the majority of impacts to less-than-significant. Under cumulative conditions, five specific locations would have impacts that would be considered significant-and-unavoidable.

According to Page 3A.15-27 of the FPASP EIR/EIS, "Because the proposed specific plan is consistent with the City's General Plan, the project is expected to have less-than-significant impacts on pedestrian, bicycle, and transit facilities".

Local Roadway, Intersections, and Freeway Facilities

As described in the sections above, with the addition of the Alder Creek project, key intersections and freeway segments near the project site would operate acceptably at LOS D or better. The proposed Transfer of Development Rights associated with the project would not change the total number of vehicle trips generated by the FPASP.

Impact 3.15-4 of the FPASP EIR/EIS discusses the Specific Plan's cumulative traffic impacts. A total of 25 study intersections, roadway segments, and freeway facility segments located within the City of Folsom, County of Sacramento, County of El Dorado, or under the jurisdiction of Caltrans were found to be significantly impacted. Of these 25 identified locations, 23 are located outside the FPASP boundary. This is important because the proposed project would not change the total number of trips generated within the Specific Plan area. Thus, the proposed project would have no effect on any study intersections, roadway segments, or freeway facility segments located outside the plan boundary.

Two study intersections located within the plan boundary were found to be significantly impacted by the Specific Plan. They were:

- Oak Avenue Parkway/Easton Valley Parkway (now Alder Creek Parkway)
- Scott Road/Easton Valley Parkway (now East Bidwell Street/Alder Creek Parkway)

According to pages 3A.15-101 and 3A.15-102, a feasible mitigation measure was identified for the Oak Avenue Parkway/Easton Valley Parkway intersection to reduce its impact to less-than-significant. According to page 3A.15-102, impacts at the Scott Road/Easton Valley Parkway intersection (now East Bidwell Street/Alder Creek Parkway) were determined to be less-than-significant because lane configurations on each approach would be at their 'normally accepted maximum' levels, and the resulting LOS D condition during the PM peak hour would be considered acceptable. The proposed project would not alter either of the conclusions at these two impacted intersections.

As shown in Tables 10 and 11, key intersections along East Bidwell Street and freeway segments along U.S. 50 would continue to operate acceptably at LOS D or better under 2024 Baseline Plus Alder Creek Project conditions.

Bicycle/Pedestrian/Transit Facilities

The project would not disrupt or preclude construction or use of any planned bicycle, pedestrian, or transit facilities within the FPASP. The following facilities would be situated within the project vicinity:

- Class II (on-street with appropriate signing and pavement markings) bike lanes on East Bidwell Street, Alder Creek Parkway, and Westwood Drive.
- Sidewalks along public streets and crosswalks at signalized intersections.

A transit corridor along Alder Creek Parkway that extends from west of East Bidwell Street to Westwood Drive, and then south along Westwood Drive to Savannah Parkway.

Evaluation of Proposed Rezoning Impacts

This section evaluates whether the proposed rezoning would trigger a subsequent (or supplemental) EIR by meeting any of the conditions described in CEQA Section 15162(a). This evaluation is presented in a question-and-answer format below.

- Will the project have one or more significant effects not discussed in the previous EIR? By virtue of generating no additional vehicle trips and not modifying any components of the planned transportation network, the project would not cause any new significant transportation effects that were not already discussed in the DEIR/DEIS.
- Will the project cause significant effects previously examined to be substantially more severe than shown in the previous EIR? The FPASP EIR/EIS included four transportation impact statements relating to increased travel by single-occupant vehicles, impacts to the City's impact fee program, and unacceptable roadway system LOS under both existing and cumulative conditions. Since the proposed project would not affect the total number of vehicle trips or transportation impact fees that are generated, those impacts would be identical to the previous EIR. With respect to LOS, the significant roadway and intersection impacts identified in the FPASP EIR/EIS were not in the immediate vicinity of the proposed project. Thus, the project would not change traffic conditions at those facilities. To encourage travel by non-auto modes, the FPASP includes a variety of bicycle, pedestrian, and transit facilities including several in the *immediate vicinity* of the Alder Creek Project. The Alder Creek Project will not worsen any of the four previously identified significant transportation impacts.
- Does the project proponent decline to adopt the mitigation measure or alternative previously found not to be feasible that would in fact be feasible and would substantially reduce one or more significant effects of the project? No.
- Does the project proponent decline to adopt mitigation measures or alternatives which are considerably different from those analyzed in the previous EIR that would substantially reduce one or more significant effects on the environment? No.

Senate Bill 743 & Assessment of Vehicle Miles Traveled

On September 27, 2013, Governor Jerry Brown signed Senate Bill (SB) 743 (Steinberg) into law and started a process to change transportation impact analysis as part of CEQA compliance. SB 743 directed the California Office of Planning and Research (“OPR”) to revise the CEQA Guidelines to modify the criteria for determining the significance of transportation impacts to promote the reduction of greenhouse gas emissions, the development of multimodal transportation networks, and a diversity of land uses. Section 15064.3 of the CEQA Guidelines, adopted in December 2018, provides that vehicle miles traveled (VMT) is the “most appropriate measure of transportation impacts” and mandates analysis of VMT impacts effective July 1, 2020. Level of service (“LOS”) or other measures of automobile delay, are no longer considered significant environmental impacts under CEQA. (Pub. Res. Code, § 21009(b)(2).)

As provided in CEQA Guidelines Section 15007, “amendments to the guidelines apply prospectively only,” and CEQA documents must meet the “content requirements in effect when the document was set out for public review,” and “shall not need to be revised to conform to any new content requirements in guideline amendments taking effect before the document is finally approved.” (CEQA Guidelines, § 15007(c)). CEQA Guideline Section 15064.3 cites to Section 15007. (CEQA Guidelines, § 15064.3(c).)

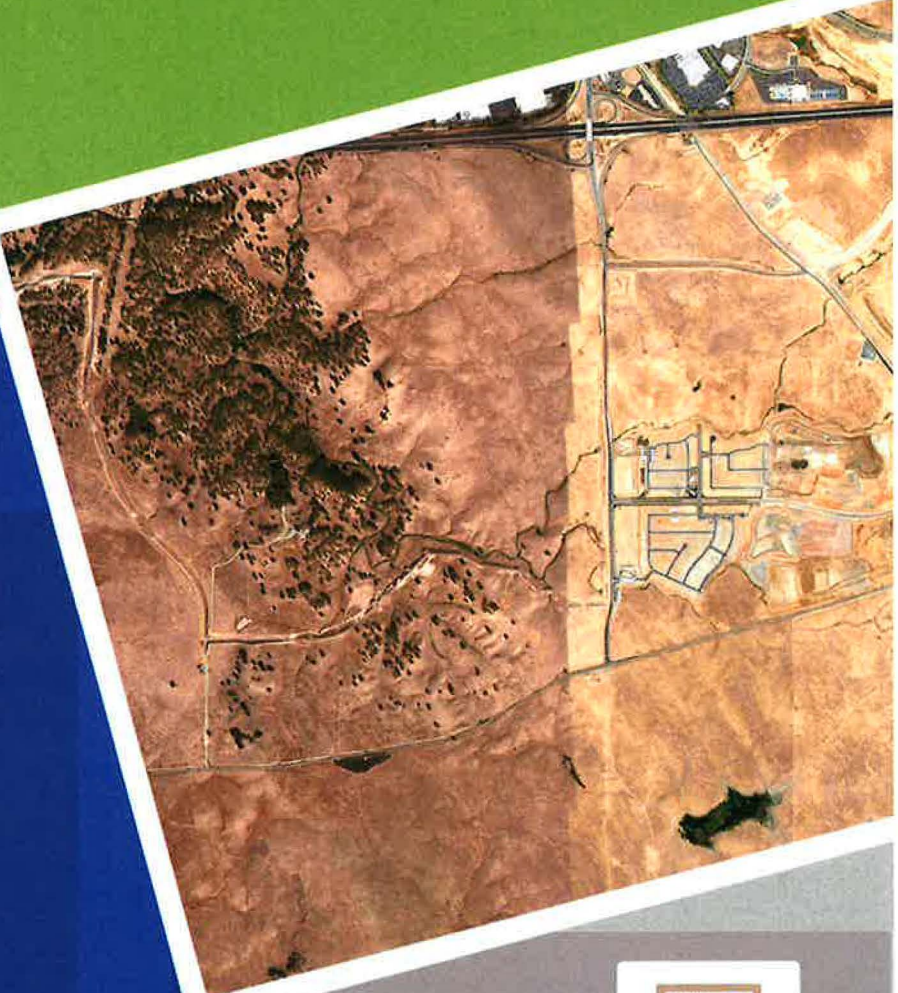
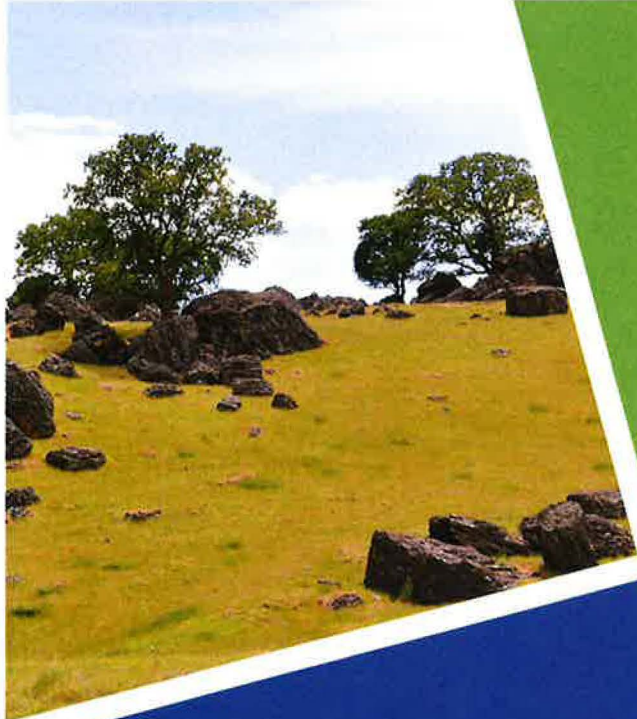
The FPASP EIR/EIS was set out for public review in 2010 and certified in 2011, long before the amendment to the CEQA Guidelines adding VMT as the measure of transportation impacts. The FPASP EIR/EIS and all subsequent review of projects within the Specific Plan have utilized the LOS threshold of significance for traffic impacts. As directed by Section 15007, the FPASP EIR/EIS does not need to be revised to conform to the new VMT requirements. In addition, the change in law (replacement of the LOS standard with VMT) does not constitute “new significant information” under CEQA as it does not constitute a new impact caused by the changes proposed in the Alder Creek Project. As a result, this Addendum assesses project impacts based on LOS, consistent with the FPASP EIR/EIS.

Nevertheless, the changes proposed in the Alder Creek Project will result in a negligible change in VMT when compared to the existing FPASP. As described previously, under the MAM, the project will shift residential dwelling units among several parcels within the plan area. The transfer of units would not create additional dwelling units or change the FPASP’s total off-site trip generation. A small change in VMT would result from changes in travel distance within FPASP (e.g., traveling from parcel 148 rather than parcel 82B-1 to the boundary of FPASP); however, given the relatively short distances between the parcels where the shift of dwelling units will occur and the small number of trips being shifted, the change in net VMT generated would be negligible compared to the FPASP total VMT of 612,800⁴.

⁴ Page 3A.2-44 of the FPASP EIR/EIS indicates that the FPASP total daily VMT is estimated to be 612,800.

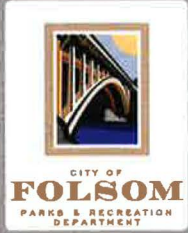
Attachment 18

Environmental Checklist and Addendum for the Alder
Creek Apartments Project
Dated January, 2021



ENVIRONMENTAL CHECKLIST
AND ADDENDUM

Alder Creek Apartments



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Alder Creek Apartments

Environmental Checklist and Addendum

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January 2021

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1 INTRODUCTION

1.1 BACKGROUND AND ACTION TRIGGERING THE ADDENDUM

The Alder Creek Apartments development proposal (hereafter the “project”), consists of a luxury apartment complex proposed on 10.8 acres within the previously approved Mangini Ranch Phase 2 Subdivision project portion of the 3,500-acre Folsom Plan Area Specific Plan (FPASP) area within the City of Folsom (City). The project requires a General Plan Amendment, an amendment to the FPASP to allow for an exchange in land use designations of Multi-Family Low Density and Multi-Family High Density on specific parcels within the FPASP and a minor administrative modification for the transfer of unutilized high density residential units to other sites within the FPASP. The proposed project would result in an overall increase of 120 multi-family high density units, a reduction of 58 multi-family low density units, and a reduction of 62 mixed-use units. Therefore, the project would not increase the total number of dwelling units in the FPASP.

Pursuant to the California Environmental Quality Act (“CEQA”) (Public Resources Code (PRC) § 21000, *et seq.*), the City certified the Final Environmental Impact Report/Environmental Impact Statement (Final EIR/EIS) (State Clearinghouse No. 2008092051) for the FPASP in May 2011. The City also adopted a Mitigation Monitoring and Reporting Plan (MMRP) and Statement of Overriding Considerations.

As the lead agency under CEQA, the City has prepared this Environmental Checklist/Addendum in accordance with CEQA Guidelines section 15164 to evaluate whether the proposed project’s effects were adequately examined in the previous environmental analysis in the FPASP EIR/EIS or whether any changes trigger supplemental or subsequent review under CEQA Guidelines section 15162 or 15163. This Environmental Checklist/Addendum considers whether the environmental conditions that exist today have changed such that new or substantially more severe environmental impacts would occur compared to that evaluated in the EIR/EIS. As described below, no changes associated with the proposed project, and no changes in circumstances, trigger subsequent or supplemental review.

Federal review and/or approval is not required for the project; and therefore, no NEPA-related document is required.

1.2 PREVIOUS ENVIRONMENTAL ANALYSES

The environmental process for the FPASP involved the preparation of the following documents that are relevant to the consideration of the proposed amendment to the FPASP for the project.

- ▶ Draft EIR/EIS for the Folsom South of U.S. 50 Specific Plan Project, Volumes I-III and Appendices, June 2010;
- ▶ FEIR for the Folsom South of U.S. Highway 50 Specific Plan Project, May 2011;
- ▶ CEQA Findings of Fact and Statement of Overriding Considerations for the Folsom South of U.S. Highway 50 Specific Plan Project, May 2011;
- ▶ Mitigation Monitoring and Reporting Program for the Folsom South of U.S. Highway 50 Specific Plan Project, May 2011;
- ▶ Initial Study and Mitigated Negative Declaration for the South of 50 Backbone Infrastructure Project, December 2014;
- ▶ Draft EIR for the Russell Ranch Project, December 2014;
- ▶ Final EIR for the Russell Ranch Project, April 2015;
- ▶ Environmental Checklist and Addendum for the Folsom Heights Tentative Map Project, April 2017;
- ▶ Environmental Checklist and Addendum for the Folsom Plan Area Specific Plan Amendment for the Westland Eagle Project, June 2015;
- ▶ Environmental Checklist and Addendum for the Folsom Plan Area Specific Plan Amendment for the Hillsborough at Easton Area Project, April 2016; and

- ▶ Environmental Checklist and Addendum for the Folsom Plan Area Specific Plan Amendment for the Toll Brothers at Folsom Ranch Master Planned Development, February 2020.

In addition to the above listed environmental documents, several projects proposed in the FPASP area were approved under the adopted FPASP and were determined to be exempt from CEQA. The Mangini Ranch Phase 1 Tentative Map, approved on June 25, 2015, was consistent with existing plans and zoning and therefore was eligible for an exemption from CEQA review under Government Code section 65457 and CEQA Guidelines section 15182. Similarly, the Mangini Ranch Phase 2 Tentative Map, approved February 13, 2018, was also consistent with existing plans and zoning and therefore was eligible for an exemption from CEQA review under Government Code section 65457 and CEQA Guidelines section 15182.

1.3 CALIFORNIA ENVIRONMENTAL QUALITY ACT GUIDELINES REGARDING AN ADDENDUM TO AN ENVIRONMENTAL IMPACT REPORT

Altered conditions, changes, or additions to the description of a project that occur after certification of an EIR may require additional analysis under CEQA. The legal principles that guide decisions regarding whether additional environmental documentation is required are provided in the State CEQA Guidelines, which establish three mechanisms to address these changes: 1) a subsequent environmental impact report (SEIR), 2) a Supplement to an EIR, or 3) an Addendum to an EIR.

Section 15162 of the State CEQA Guidelines describes the conditions under which a SEIR would be prepared. In summary, when an EIR has been certified for a project, no Subsequent EIR shall be prepared for that project unless the lead agency determines, on the basis of substantial evidence in light of the whole record, one or more of the following:

- (1) Substantial changes are proposed in the project which will require major revisions of the previous EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects;
- (2) Substantial changes occur with respect to the circumstances under which the project is undertaken which will require major revisions of the previous EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; or
- (3) New information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous EIR was certified as complete, shows any of the following:
 - (A) The project will have one or more significant effects not discussed in the previous EIR;
 - (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 measures or alternatives; 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.

Section 15163 of the State CEQA Guidelines states that a lead agency may choose to prepare a supplement to an EIR rather than a Subsequent EIR if:

- (1) any of the conditions described above for Section 15162 would require the preparation of a SEIR; and
- (2) only minor additions or changes would be necessary to make the previous EIR adequately apply to the project in the changed situation.

Under Section 15164, an addendum is appropriate where a previously certified EIR has been prepared and some changes or revisions to the project are proposed, or the circumstances surrounding the project have changed, but none of the changes or revisions would result in significant new or substantially more severe environmental impacts, consistent with CEQA Section 21166 and State CEQA Guidelines Sections 15162, 15163, 15164, and 15168.

Based on the criteria above, the City has determined that an addendum is the appropriate document.

This addendum is intended to evaluate and confirm CEQA compliance for a proposed amendment to the FPASP, which would be a change relative to what is described and evaluated in the FPASP Final EIR/EIS. This addendum is organized as an environmental checklist and is intended to evaluate all environmental topic areas for any changes in circumstances or the project description, as compared to the approved Final EIR/EIS, and determine whether such changes were or were not adequately covered in the certified EIR/EIS. This checklist is not the traditional CEQA Environmental Checklist, per Appendix G of the CEQA Guidelines. As explained below, the purpose of this checklist is to evaluate the checklist 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 from the FPASP EIR/EIS. The column titles of the checklist have been modified from the Appendix G presentation to help answer the questions to be addressed pursuant to CEQA Section 21166 and CEQA Guidelines Section 15162, 15163, 15164 and 15168.

A comprehensive update to the CEQA Guidelines has been completed since certification of the FPASP Final EIR/EIS. The checklist categories follow the updated Appendix G of the CEQA Guidelines, which became effective on December 28, 2018. Some additional questions have been included for potential impacts related to the FPASP.

1.4 HISTORY OF DEVELOPMENT AND ENVIRONMENTAL REVIEW FOR THE FPASP

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

On June 28, 2011, the Folsom City Council approved (Resolution No. 8863) the FPASP which included development of up to 10,210 residential housing units in a range of housing types, styles, and densities along with commercial, industrial/office park, and mixed-use land uses, open space, public schools, parks and infrastructure projected to occur on the approximate 3,585-acre site (FPASP area). With approval of the FPASP, the City approved general plan land use and zoning designations for the entire FPASP area, including the project site. The City and the U.S. Army Corps of Engineers (USACE) prepared a joint EIR/EIS for the FPASP that evaluated the environmental impacts associated with development of the entire FPASP area based on the land use and zoning designations identified in the specific plan. The City was the Lead Agency with respect to preparation of the EIR and USACE was the Lead Agency with respect to preparation of the EIS. The approval of the FPASP was followed by these subsequent changes:

- ▶ On December 7, 2012, the City approved 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, and (4) new water conveyance facilities. 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. The analysis in portions of the FPASP EIR's "Water" sections that have not been superseded by the Addendum are still applicable. Mitigation measures identified in the Revised Proposed Off-Site Water Facility Alternative Addendum that are applicable to the Alder Creek Apartments and are required to be implemented by the project have been incorporated in the MMRP attached in Appendix G.

- ▶ In August 2014, the Folsom City Council approved an amendment to the FPASP (Resolution No. 9420) relative to the alignment and design guidelines for the future Capital Southeast Connector (White Rock Road).
- ▶ On January 27, 2015, the Folsom City Council approved the Folsom South of U.S. Highway 50 Backbone Infrastructure Mitigated Negative Declaration (Resolution No. 9505). The proposed project consists of the construction of the backbone infrastructure within the Folsom Plan Area. Mitigation measures identified in the Folsom South of U.S. Highway 50 Backbone Infrastructure Mitigated Negative Declaration that are applicable to the Alder Creek Apartments and are required to be implemented by the project have been incorporated in the MMRP attached in Appendix G.
- ▶ On May 12, 2015, the Folsom City Council approved the Russell Ranch Specific Plan Amendment (Resolution No. 9566), the Final Environmental Impact Report (Resolution No. 9564) and a General Plan Amendment (Resolution No. 9566) for the Russell Ranch Project. The approved specific plan amendment (SPA) reduced the FPASP residential area by approximately 17.8 acres and 264 dwelling units and reduced the commercial, office park/industrial and mixed-use area by approximately 59.5 acres and 0.65 million square feet of potential building area.
- ▶ On September 22, 2015, the Folsom City Council approved the Westland/Eagle Specific Plan Amendment, an Amendment to the Folsom General Plan (Resolution No. 9655) and an Addendum to the Final Environmental Impact Report/Environment Impact Statement (Resolution No. 9654) for the Westland/Eagle Project. The approved SPA increased the residential dwelling unit count by 889 units and decreased the amount of commercial, office park/industrial and mixed-use area by approximately 82.5 acres and 1.4 million square feet of potential building area.
- ▶ On May 24, 2016, the Folsom City Council approved the Hillsborough Specific Plan Amendment (Resolution No. 9763), an Amendment to the Folsom General Plan (Resolution No. 9762), and an Addendum to the Final Environmental Impact Report/Environmental Impact Statement (Resolution No. 9761) for the Hillsborough Project. The approved SPA includes 394 additional housing units with about 65 additional acres of residential uses, approximately 49 fewer acres of public/quasi-public uses, approximately 16 acres less open space, approximately 5 additional acres of park space, and approximately 4 fewer acres of community commercial land uses.
- ▶ On June 28, 2016, the Folsom City Council approved the Carr Trust Specific Plan Amendment and General Plan Amendment (Resolution No. 9789) and an Addendum to the Final Environmental Impact Report/Environmental Impact Statement (Resolution No. 9788) for the Carr Trust Project. The approved SPA decreased the residential dwelling unit count by 28 units by modifying the land use designation from medium low density residential to single family high density residential.
- ▶ On June 28, 2016, the Folsom City Council approved the Folsom Heights Specific Plan Amendment and an Amendment to the Folsom General Plan (Resolution No. 9785) and an Addendum to the Final Environmental Impact Report/Environmental Impact Statement (Resolution No. 9784) for the Folsom Heights Project. The approved SPA did not change the number of dwelling units; however, the residential density was decreased, and the amount of general commercial was reduced by 23 acres.
- ▶ On June 28, 2016, the Folsom City Council approved the Broadstone Estates Specific Plan Amendment and an Amendment to the Folsom General Plan (Resolution No. 9787) and an Addendum to the Final Environmental Impact Report/Environmental Impact Statement (Resolution No. 9786) for the Broadstone Estates Project. The approved SPA would eliminate the industrial office space and general commercial land uses (10.5 acres and 13.3 acres, respectively), would increase the single-family residential land use by approximately 21 acres and 71 additional dwelling units, and would increase the open space area by 2.7 acres.

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

As mentioned above, several projects proposed in the FPASP area were approved under the adopted FPASP and were determined to be exempt from CEQA. The Mangini Ranch Phase 1 Tentative Map, approved on June 25, 2015, was consistent with existing plans and zoning and therefore was eligible for an exemption from CEQA review under Government Code section 65457 and CEQA Guidelines section 15182. Similarly, the Mangini Ranch Phase 2 Tentative Map, approved February 13, 2018, was also consistent with existing plans and zoning and therefore was eligible for an exemption from CEQA review under Government Code section 65457 and CEQA Guidelines section 15182.

The EIR/EIS was prepared at the program “first-tier” level of environmental review consistent with the requirements of CEQA Sections 15152 and 15168. The program-level analysis considered the broad environmental impacts of the overall specific plan. In addition, the EIR/EIS also included a detailed analysis of specific topic areas beyond the program level, including: Aesthetics; Cultural Resources; Geology, Soils, Minerals, and Paleontological Resources; Hazards and Hazardous Materials; and Land Use Planning and Agricultural Resources. The EIR/EIS acknowledged that development of the FPASP area would occur in multiple phases in an undetermined order. As those phases are proposed, such as the Alder Creek Apartments application, they would be evaluated to determine whether the entitlements/actions proposed fall within the scope of the approved EIR/EIS and incorporate all applicable performance standards and mitigation measures identified therein. Should the subsequent development phases not be consistent with the approved FPASP, additional environmental review through the streamlining provisions of CEQA may be warranted (CEQA Guidelines Section 15162 through 15164).

The FPASP was updated in 2018 to include all the various approved plan amendments and mapping modifications made since the first approval in 2011. As updated, the FPASP provides for additional residential development, up to a total of 11,461 housing units. As of October 2020, approximately 739 building permits have been issued and 510 home sales have been closed.

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2 PROJECT DESCRIPTION

2.1 PROJECT OVERVIEW

The applicant submitted an entitlement application which includes a General Plan Amendment, Specific Plan Amendment, and a Planned Development Permit for the Alder Creek Apartments project. The project consists of a 265-unit medium high-density luxury apartment complex located on Parcel 82B-1 and Parcel 151 of the FPASP, totaling 10.8 acres. Parcel 82B-1 is currently designated as Multi-Family Low Density (MLD); therefore, a General Plan Amendment and Specific Plan Amendment would be required to change the land use/zoning category to Multi-Family High Density (MHD). Parcel 151 is designated as MHD under the approved FPASP and would not require any changes.

The project also includes changes to three other parcels in the FPASP to retain the same number of dwelling units within the FPASP area. The project would change the number of units allocated to mixed-use parcels in the Town Center and in Mangini Ranch. The number of units allocated to Parcel 158 would decrease by 76 units, from 150 units to 74 units; the number of units allocated to Parcel 74 would decrease by 75 units, from 132 units to 57 units; and the number of units allocated to Parcel 148 would increase by 89 units, from 61 units to 150 units. These changes would result in an overall increase of 120 units multi-family high density units and a reduction of 58 multi-family low density units and 62 mixed-use units. No increase in unit development or land use acreages for the total FPASP would occur with implementation of the project. The proposed changes are described in further detail in Section 2.5, "Summary of Proposed Amendments to the Folsom Plan Area Specific Plan," below.

2.2 PROJECT LOCATION

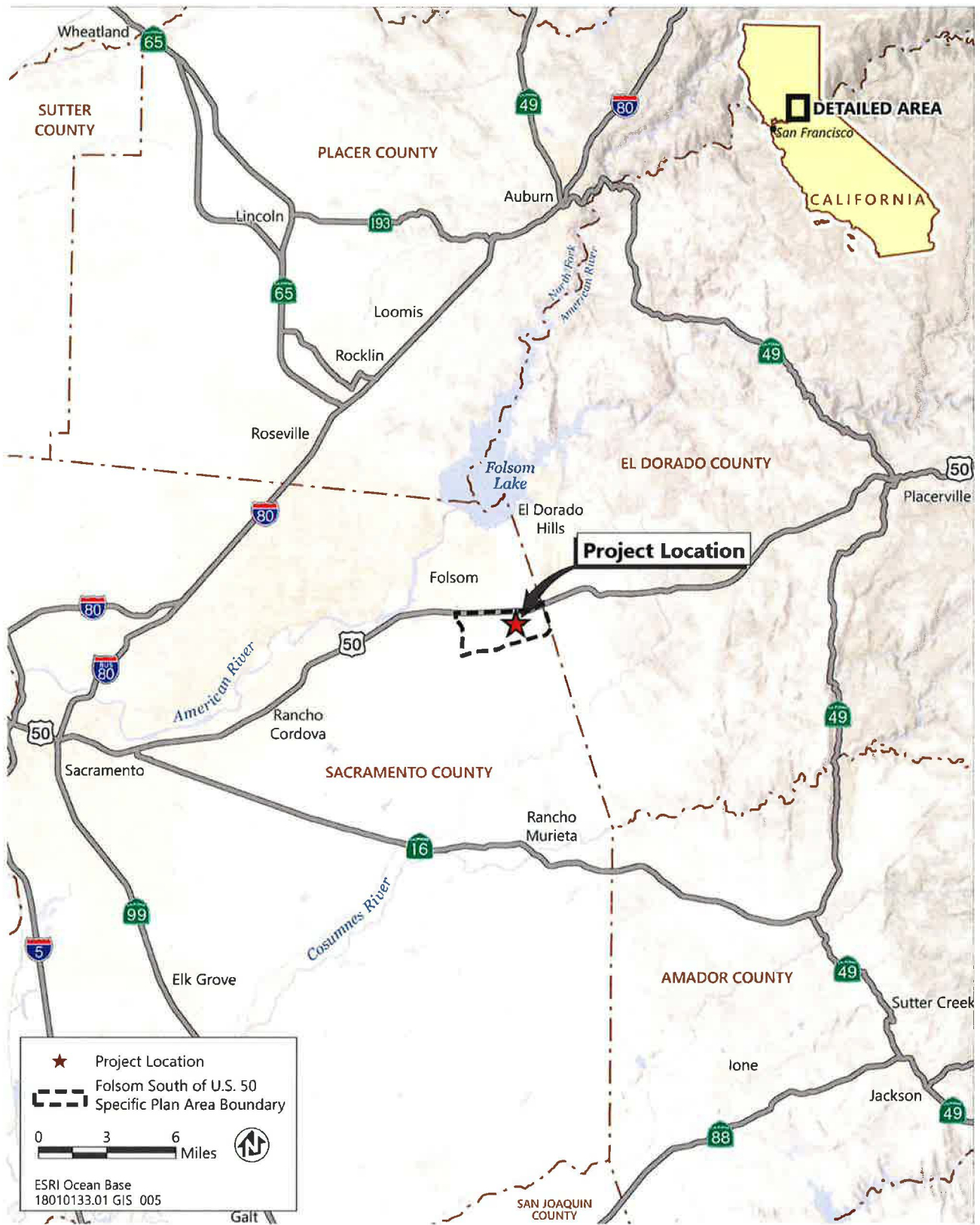
The project is in the northeastern portion of the FPASP area, which is located within Folsom, south of U.S. 50 and north of White Rock Road, between Prairie City Road and the El Dorado County line (Figure 2-1). The project affects a total of 32.3 acres, consisting of the 10.8-acre Alder Creek Apartments site and the land use reallocation sites totaling 26.5 acres.

The Alder Creek Apartments site is in the Mangini Phase 2 Subdivision project area of the FPASP area. The project site is bounded on the north by Alder Creek Parkway, on the east by Quail Meadow Way, on the south by Old Ranch Road, and on the west by Westwood Drive.

The land use reallocations proposed under the project would affect Parcel 158 and Parcel 74, located in the Town Center District, and Parcel 148 located at the northwest corner of Mangini Parkway and Placerville Road. The Alder Creek Apartments site and the land use reallocation sites are shown in Figure 2-2.

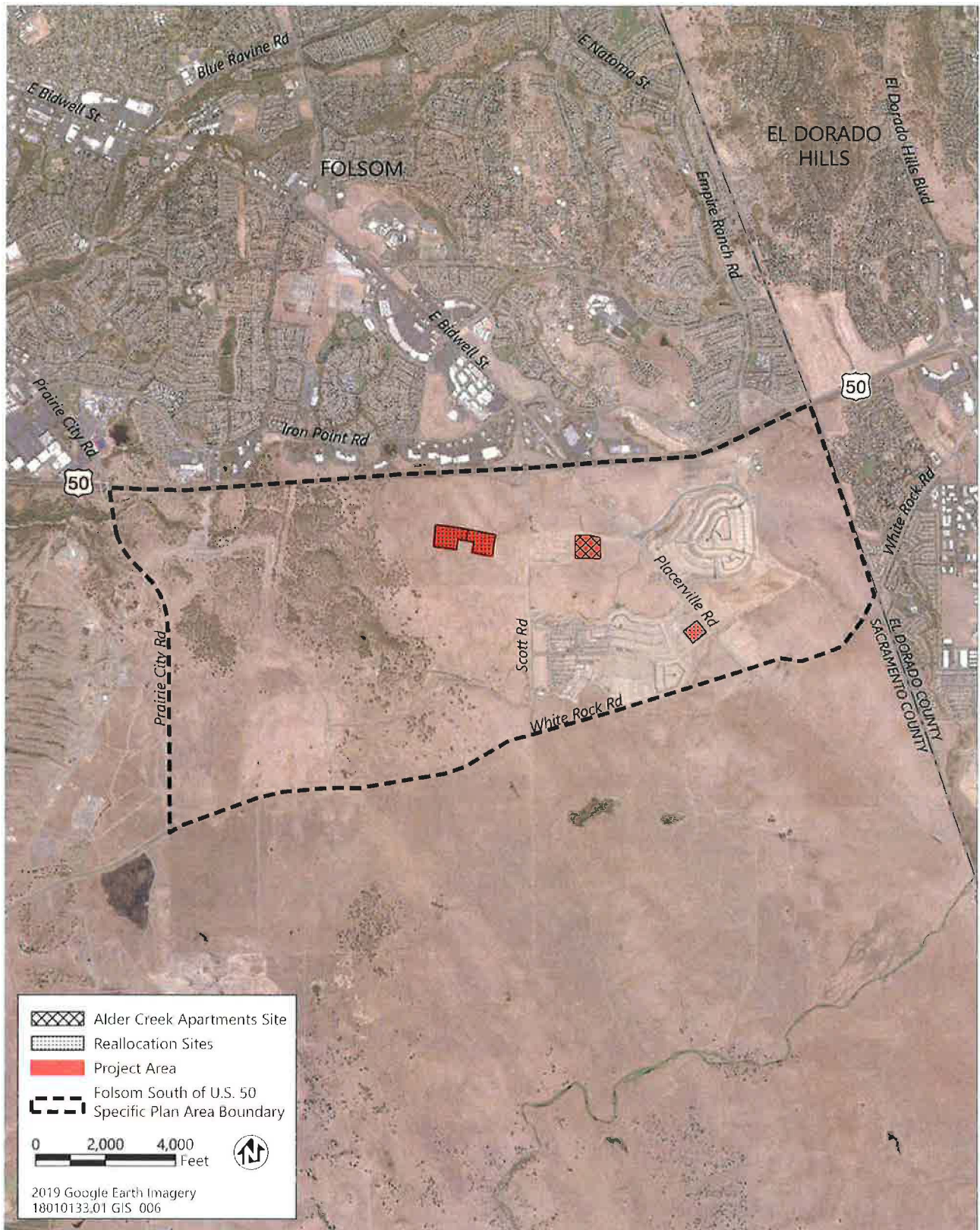
2.3 EXISTING SETTING

The project site is currently undeveloped grassland and was previously used for cattle grazing. The topography of the site consists of gently rolling hills with slopes varying between 0 percent and 15 percent and surface elevations ranging between about 430 and 450 feet relative to mean sea level. The area directly west of the site, across Westwood Drive, is currently being developed to construct single-family residential units, as proposed under the FPASP. The FPASP includes the development of residential, public/quasi-public, and park uses to the north, east, and south of the site.



Source: adapted by Ascent Environmental in 2020

Figure 2-1 Regional Location



Source: adapted by Ascent Environmental in 2020

Figure 2-2 Project Vicinity

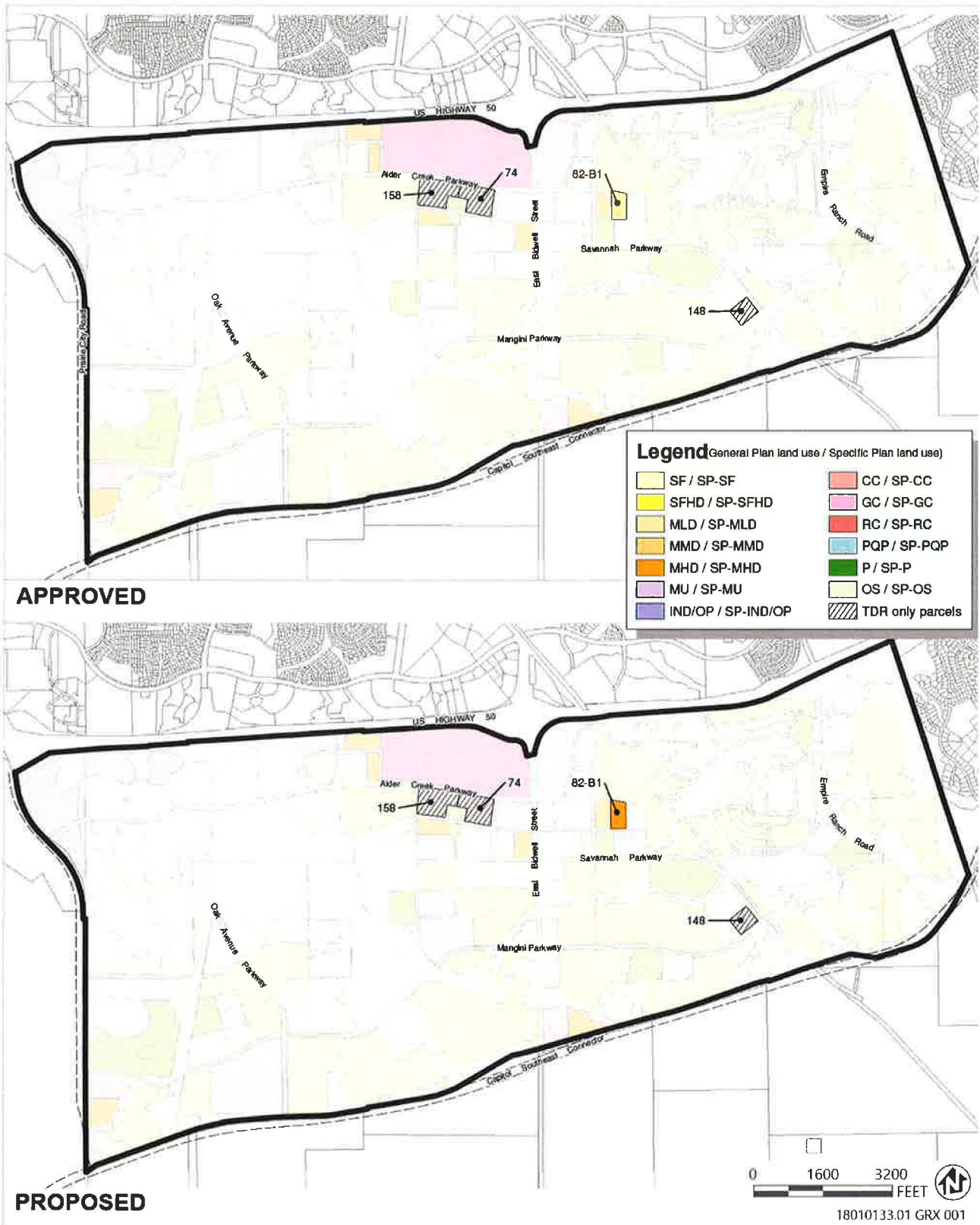
2.4 FPASP AND PROJECT OBJECTIVES

The FPASP's objectives listed below, as described in the Draft EIR/EIS for the FPASP (City of Folsom 2010:1-7), continue to be applicable to the project:

1. Be consistent with the City's General Plan and implement Sacramento Area Council of Governments Smart Growth Principles.
2. Expand the City's boundaries based on the ultimate boundaries of development that the City can reasonably control and service, and do so in a manner that would foster orderly urban development and discourage leapfrog development and urban sprawl.
3. Annex those parcels of land adjacent to the City limit and within the City's Sphere of Influence whose development could have significant visual, traffic, public service, and environmental impacts on the City so that the City may influence the ultimate development of those parcels.
4. Provide a large-scale mixed-use and mixed-density residential housing development within the City, south of U.S. 50.
5. Develop several distinct neighborhoods within the project site, connected by a substantial open space area and recreational trail network.
6. Provide neighborhood- and regional-serving retail areas within the project site.
7. Provide a mix of housing types within the project site to diversify the City's housing stock.
8. Provide a combined high school/middle school and the appropriate elementary schools on-site sufficient to meet the needs of the project.
9. Provide the appropriate number and size of on-site community and neighborhood parks sufficient to meet the needs of the project.
10. Generate positive fiscal impacts for the City through development within the project site.
11. Secure a sufficient and reliable water supply consistent with the requirements of Measure W and objectives of the Water Forum Agreement to support planned development within the SPA, which the City estimates to be 5,600 acre-feet per year.
12. Construct the necessary water supply delivery and treatment infrastructure to ensure the safe and reliable delivery of up to 5,600 acre-feet per year to the FPASP.

2.5 SUMMARY OF PROPOSED AMENDMENTS TO THE FOLSOM PLAN AREA SPECIFIC PLAN

The project proposes to change MLD land use locations to allow for the development of a single 10.8-acre MHD site. The project would transfer unutilized residential units to other sites in the FPASP designated for mixed-use. The land use designation for Parcel 82-B1 would change from MLD to MHD. All other land use designations would be preserved; however, the number of allocated units would change. The following sections describe these changes in further detail. In addition, proposed changes to land uses in the FPASP are shown in Figure 2-3, below.



Source: Image produced and provided by McKay & Soms in 2020

Figure 2-3 Proposed General Plan/Specific Plan Amendment

2.5.1 Changes to Section 4: Land Use

The project would result in land use changes to the approved FPASP. The following tables provide detailed breakdowns of the land uses on the Alder Creek Apartments site and the remaining reallocation sites as follows:

- ▶ Table 2-1 provides a summary of land uses as identified in the current approved FPASP.
- ▶ Table 2-2 provides a summary of the land uses proposed under the FPASP amendment.
- ▶ Table 2-3 shows the proposed changes in acreage of planned land uses and resulting changes in the number of dwelling units and residents that would occur in the entire FPASP area under the FPASP amendment.

Table 2-1 Adopted FPASP Land Use Summary for Areas Affected by the Project

Land Use	Gross Area (Acres)	% of Site	Density Range (du/ac)	Target DU ¹	Percentage of Allocated Units	Projected Population ²
Alder Creek Apartments Site						
Multi-Family Low Density (MLD)	5.0	13.4%	7 to 12	58	10.6%	113
Multi-Family High Density (MHD)	5.8	15.5%	20 to 30	145	26.6%	281
Subtotal Alder Creek Apartments Site	10.8	28.9%	--	203	37.2%	394
Area Outside of Alder Creek Apartments						
Mixed Use (MU)	26.5	71.2%	9 to 30	343	62.8%	665
Subtotal Area Outside of Alder Creek Apartments Site	26.5	71.2%	—	343	62.8%	665
Total Project Area	37.2	100%	--	546	100.0%	1,059

Notes: Numbers may not sum exactly because of small rounding errors.

DU = dwelling units; du/ac = dwelling units per acre

¹ Target dwelling unit allocation for each land use is a planning estimate. Actual total dwelling units for each land use may be higher or lower as long as the total for each land use falls within the specified density range and the total residential unit count does not exceed the FPASP area maximum of 11,230 dwelling units.

² Population calculated using 1.94 persons per multi-family unit.

Source: MacKay & Soms 2020. Adapted by Ascent Environmental 2020

Table 2-2 Proposed FPASP Land Use Summary for Areas Affected by the Project

Land Use	Gross Area (Acres)	% of Site	Density Range (du/ac)	Target DU ¹	Percentage of Allocated Units	Projected Population ²
Alder Creek Apartments Site						
Multi-Family High Density (MHD)	10.8	28.9%	20 to 30	265	48.5%	514
Subtotal Alder Creek Apartments Site	10.8	28.9%	--	265	48.5%	514
Area Outside of Alder Creek Apartments						
Mixed Use (MU)	26.5	71.2%	9 to 30	281	51.5%	545
Subtotal Area Outside of Alder Creek Apartments Site	26.5	71.2%	—	281	51.5%	545
Total Project Area	37.2	100%	--	546	100.0%	1,059

Notes: Numbers may not sum exactly because of small rounding errors.

DU = dwelling units; du/ac = dwelling units per acre

¹ Target dwelling unit allocation for each land use is a planning estimate. Actual total dwelling units for each land use may be higher or lower as long as the total for each land use falls within the specified density range and the total residential unit count does not exceed the FPASP area maximum of 11,230 dwelling units.

Source: MacKay & Soms 2020. Adapted by Ascent Environmental 2020

Table 2-3 Summary of Proposed Changes to FPASP Land Uses and Projected Population

Land Use	Gross Area (Acres)	Dwelling Units	Projected Population
Multi-Family Low Density (MLD)	-5.0	-58	-113
Multi-Family High Density (MHD)	+5.0	+120	+233
Mixed Use (MU)	+0.0	-62	-120
Total Project	0	0	0

Note: Numbers may not sum exactly because of small rounding errors.

Source: MacKay & Soms 2020. Adapted by Ascent Environmental 2020

At the Alder Creek Apartments site, the project would change the existing MLD land use designation to MHD, thereby decreasing the MLD land use designation by approximately 5 acres, increasing the MHD land use designation by approximately 5 acres, and increasing the number of dwelling units by 62 units. To offset this increase in units at the Alder Creek Apartments site, reallocation sites located outside of the Alder Creek Apartments site would receive a change in allocated units, resulting in a reduction of 62 units on mixed-use parcels.

2.6 PROJECT CONSTRUCTION

Although the project includes a General Plan Amendment and Specific Plan Amendment for areas outside of Alder Creek Apartments site, these areas are not currently proposed for development. The only construction proposed at this time would occur at the 10.8-acre Alder Creek Apartments site.

Construction of the Alder Creek Apartments site is currently anticipated to occur over the course of twenty-two months, beginning in mid-2021. Construction would occur between 7 a.m. and 7 p.m. Monday through Sunday. During peak construction, up to 250 construction workers would be on-site. Anticipated construction equipment would include scrapers, skid steers, forklifts, generators, backhoes etc.

Mass grading of the Alder Creek Apartments site was included in the Mangini Ranch Phase 2 Subdivision grading plans, previously approved by the City. No additional grading is anticipated.

2.7 REQUIRED DISCRETIONARY ACTIONS

2.7.1 Lead Agency

The City of Folsom is the Lead Agency for this project and is responsible for approving any amendments to the general and specific plans. Table 2-4 shows the entitlements, approvals and permits that would be required to develop the proposed project. The entitlements identified in the table are under consideration as part of this Addendum.

Table 2-4 Entitlements, Approvals and Permits

Entitlement/Approval or Permit Needed	Agency
Planned Development Permit	Folsom City Council
General Plan (Land Use) Amendment	Folsom City Council
Specific Plan (Rezone) Amendment	Folsom City Council
Minor Administrative Modification	Folsom Community Development Director

2.7.2 Responsible Agencies

In addition to the list of entitlements, approvals and/or permits identified in Table 2-4 above that must be obtained from the City, the following approvals, consultations, and/or permits may be required from other agencies before physical development of the site either individually or as an element of overall development within the FPASP. However, none of the entitlements listed below would be required before consideration of this Addendum.

FEDERAL ACTIONS/PERMITS

U.S. Army Corps of Engineers: Department of the Army permit under Section 404 of the Clean Water Act (CWA) for discharges of dredge or fill material into waters of the U.S. consultation and for impacts on cultural resources pursuant to Section 106 of the National Historic Preservation Act. Consultation for impacts on federally listed species pursuant to Section 7 of the Endangered Species Act (ESA).

U.S. Environmental Protection Agency: concurrence with Section 404 CWA permit.

U.S. Fish and Wildlife Service: ESA consultation and issuance of incidental-take authorization for the take of federally listed endangered and threatened species.

STATE ACTIONS/PERMITS

California Department of Fish and Wildlife, Sacramento Valley—Central Sierra Region: California Endangered Species Act (CESA) consultation and issuance of take authorization (if needed) (California Fish and Game Code Section 2081), streambed alteration agreement (California Fish and Game Code Section 1602), and protection of raptors (California Fish and Game Code Section 3503.5).

Central Valley Regional Water Quality Control Board (Region 5): National Pollutant Discharge Elimination System (NPDES) construction stormwater permit (Notice of Intent to proceed under General Construction Permit) for disturbance of more than 1 acre; discharge permit for stormwater; general order for dewatering; and Section 401 CWA certification or waste discharge requirements; Clean Water Act, Section 401 Water Quality Certification; NPDES permit coverage for hydrostatic testing of pipeline (coverage expected under General Order for Low Threat Discharges to Surface Water).

California Department of Public Health: approval of an amendment to the City's Public Water System Permit.

REGIONAL AND LOCAL ACTIONS/PERMITS

Sacramento Metropolitan Air Quality Management District: authority to construct (for devices that emit air pollutants), health risk assessment, and Air Quality Management Plan consistency determination.

3 ENVIRONMENTAL CHECKLIST FOR SUPPLEMENTAL ENVIRONMENTAL REVIEW

3.1 EXPLANATION OF CHECKLIST EVALUATION CATEGORIES

The purpose 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 environmental impact significance conclusions different from those found in the 2011 EIR. The row titles of the checklist include the full range of environmental topics, as presented in Appendix G of the State CEQA Guidelines, as updated December 28, 2018. The column titles of the checklist have been modified from the Appendix G presentation to help answer the questions to be addressed pursuant to CEQA Section 21166 and State CEQA Guidelines Section 15162. A “no” answer does not necessarily mean that there are no potential impacts relative to the environmental category, but rather that there is no change in the condition or status of the impact because it was previously analyzed and adequately addressed with mitigation measures in the EIR/EIS. For instance, the environmental categories might be answered with a “no” in the checklist because the impacts associated with the proposed project were adequately addressed in the EIR/EIS, and the environmental impact significance conclusions of the EIR/EIS remain applicable. The purpose of each column of the checklist is described below.

3.1.1 Where Impact was Analyzed

This column provides a cross-reference to the pages of the EIR/EIS where information and analysis may be found relative to the environmental issue listed under each topic. Unless otherwise specified, all references point to the Draft EIR/EIS document.

3.1.2 Do Proposed Changes Involve New Significant Impacts?

The significance of the changes proposed to the approved FPASP, as it is described in the certified FPASP EIR/EIS is indicated in the columns to the right of the environmental issues.

3.1.3 Any New Circumstances Involving New or Substantially More Severe Significant Impacts?

Pursuant to Section 15162(a)(2) of the CEQA Guidelines, this column indicates whether there have been changes to the project site or the vicinity (circumstances under which the project is undertaken) that have occurred subsequent to the prior environmental documents, which would result in the current project having new significant environmental impacts that were not considered in the prior environmental documents or having substantial increases in the severity of previously identified significant impacts.

3.1.4 Any New Information Requiring New Analysis or Verification?

Pursuant to Section 15162(a)(3)(A-D) of the CEQA Guidelines, this column indicates whether new information of substantial importance which was not known and could not have been known with the exercise of reasonable diligence at the time the previous environmental documents were certified as complete is available, requiring an update to the analysis of the previous environmental documents to verify that the environmental conclusions and mitigation measures remain valid. If the new information shows that: (A) the project will have one or more significant effects not discussed in the prior environmental documents; or (B) that significant effects previously examined will be substantially more severe than shown in the prior environmental documents; or (C) that mitigation measures or alternatives previously found not to be feasible would in fact be feasible and would substantially reduce one or more

significant effects or the project, but the project proponents decline to adopt the Mitigation Measure or alternative; or (D) that mitigation measures or alternatives which are considerably different from those analyzed in the prior environmental documents would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the Mitigation Measure or alternative, the question would be answered 'Yes' requiring the preparation of a subsequent EIR or supplement to the EIR. However, if the additional analysis completed as part of this Environmental Checklist Review finds that the conclusions of the prior environmental documents remain the same and no new significant impacts are identified, or identified significant environmental impacts are not found to be substantially more severe, the question would be answered 'No' and no additional EIR documentation (supplement to the EIR or subsequent EIR) would be required.

Notably, where the only basis for preparing a subsequent EIR or a supplement to an EIR is a new significant impact or a substantial increase in the severity of a previously identified impact, the need for the new EIR can be avoided if the project applicant agrees to one or more mitigation measures that can reduce the significant effect(s) at issue to less than significant levels. (See *River Valley Preservation Project v. Metropolitan Transit Development Board* (1995) 37 Cal.App.4th 154, 168.)

3.1.5 Do Prior Environmental Documents and Mitigation Address/Resolve Impacts?

This column indicates whether the prior environmental documents and adopted CEQA Findings provide 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 Checklist Review concludes that there was no impact, or the impact was less-than-significant and, therefore, no mitigation measures are needed.

3.2 DISCUSSION AND MITIGATION SECTIONS

3.2.1 Discussion

A discussion of the elements of the checklist is provided under each environmental category to clarify the answers. The discussion provides information about the particular environmental issue, how the project relates to the issue, and the status of any mitigation that may be required or that has already been implemented.

3.2.2 Mitigation Measures

Applicable mitigation measures from the prior environmental review that would apply to the proposed amendment are listed under each environmental category. New mitigation measures are included, if needed.

3.2.3 Conclusions

A discussion of the conclusion relating to the need for additional environmental documentation is contained in each section.

3.2.4 Acronyms Used in Checklist Tables

Acronyms used in the Environmental Checklist tables and discussions include:

EIR	Environmental Impact Report
EIS	Environmental Impact Statement
FEIR	Final Environmental Impact Report
MM	Mitigation Measure
NA	not applicable

4 ENVIRONMENTAL CHECKLIST

4.1 AESTHETICS

Environmental Issue Area	Where Impact Was Analyzed in the EIR/EIS.	Do Any New Circumstances Involve New or Substantially More Severe Significant Impacts?	Any New Information Requiring New Analysis or Verification?	Do Prior Environmental Documents Mitigations Address/Resolve Impacts?
1. Aesthetics. Would the Project:				
a. Have a substantial adverse effect on a scenic vista?	Setting pp. 3A.1-1 to 3A.1-20; Impacts 3A.1-1	No	No	Yes, but impact remains significant and unavoidable
b. Substantially damage scenic resources, including but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	Setting p. 3A.1-20; Impact 3A.1-2	No	No	Yes, issue addressed but mitigation is still not feasible
c. Substantially degrade the existing visual character or quality of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage points.) If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?	Setting pp. 3A.1-1 to 3A.1-20; Impacts 3A.1-3 and 3A.1-4	No	No	Yes, but impact remains significant and unavoidable
d. Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	Setting p. 3A.1-22 Impacts 3A.1-5 and 3A.1-6	No	No	Yes

4.1.1 Discussion

REGULATORY SETTING

The City has completed a general plan update since certification of the EIR/EIS in 2011. The Folsom City Council approved the Folsom 2035 General Plan on August 28, 2018. The following goals and policies of the Folsom 2035 General Plan are applicable to the project but do not constitute new information of substantial importance under CEQA Guidelines section 15162.

Natural and Cultural Resources Element

GOAL NCR 2.1 Allow residents to enjoy views of the hills, lakes, river, and habitats that make Folsom such a beautiful place to live.

- ▶ **NCR 2.1.1 Maintain Scenic Corridors:** The City shall protect views along identified scenic corridors.
- ▶ **NCR 2.1.2 Complementary Development:** Through the planned development permit process, require new development to be located and designed to visually complement the natural environment along Folsom Lake, the American River, nearby hillsides, and major creek corridors such as Humbug, Willow, Alder, and Hinkle.

- ▶ **NCR 2.1.3 Light Pollution Reduction:** The City shall minimize obtrusive light by limiting outdoor lighting that is misdirected, excessive, or unnecessary, and requiring light for development to be directed downward to minimize overspill and glare onto adjacent properties and reduce vertical glare.

No other substantial change in the environmental and regulatory settings related to aesthetics, described in the EIR/EIS Section 3A.1 Aesthetics - Land, has occurred since certification of the EIR/EIS in 2011.

IMPACT DISCUSSION

The FPASP EIR/EIS examined the potential impacts to aesthetics due to the development of the FPASP. The project would allow for construction of the same total number of units on the same total acreage of the FPASP and would only involve a shift in the permitted residential densities between parcels upon which the FPASP already contemplated some level of multi-family residential development. The project does not introduce any new or unique visual features and would not result in any change in the nature of development analyzed in the FPASP, with each affected parcel maintaining a multi-family residential or mixed use designation, uses already analyzed in the FPASP EIR/EIS. No new circumstances or project changes have occurred nor has any new information been found requiring new analysis or verification. Finally, although maximum permitted densities will shift within the FPASP, the project would occur within the same development footprint evaluated in the FPASP EIR/EIS. Accordingly, the project will not create any new or substantially more severe impacts to scenic vistas not previously analyzed in the FPASP EIR/EIS.

MITIGATION MEASURES

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

- ▶ Mitigation Measure 3A.1-4: Screen Construction Staging Areas
- ▶ Mitigation Measure 3A.1-5: Establish and Require Conformance to Lighting Standards and Prepare and Implement a Lighting Plan

The EIR/EIS concluded that alteration of views of the FPASP area from surrounding roadways, as well as views from within the FPASP area, as a result of urbanization would result in significant and unavoidable impacts and that no additional mitigation measures are available to reduce or eliminate the impacts. This conclusion would not change with implementation of the project.

CONCLUSION

No substantial changes in circumstances or the project have occurred nor has any new information of substantial importance been identified requiring new analysis or verification. Therefore, the conclusions of the EIR/EIS remain valid and approval of the project would not result in new or substantially more severe significant impacts to aesthetics.

4.2 AGRICULTURE AND FOREST RESOURCES

Environmental Issue Area	Where Impact Was Analyzed in the EIR/EIS.	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information Requiring New Analysis or Verification?	Do Prior Environmental Documents Mitigations Address/Resolve Impacts?
2. Agriculture and Forestry Resources. Would the project:				
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?	Setting pp. 3A.10-2, 3A.10-5, 3A.10-6 No Impact	No	No	NA
b. Conflict with existing zoning for agricultural use, or a Williamson Act contract?	Setting pp. 3A.10-2 to 3A.10-4, 3A.10-6, 3A.10-7 Impacts 3A.10-3 and 3A.10-4	No	No	Yes, but impact remains significant and unavoidable
c. Conflict with existing zoning for, or cause rezoning of, forest land (as defined in 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))?	Not addressed, criterion was not part of Appendix G when EIR/EIS was certified	No	No	NA
d. Result in the loss of forest land or conversion of forest land to non-forest land?	Not addressed, criterion was not part of Appendix G when EIR/EIS was certified	No	No	NA
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 or conversion of forest land to non-forest use?	Not addressed, criterion was not part of Appendix G when EIR/EIS was certified	No	No	NA

4.2.1 Discussion

REGULATORY SETTING

The City has completed a general plan update since certification of the EIR/EIS in 2011. The Folsom City Council approved the Folsom 2035 General Plan on August 28, 2018. The general plan does not include any policies applicable to Agriculture and Forest Resources related to the project. No substantial change in the environmental and regulatory settings related to Agriculture and Forest Resources, described in EIR/EIS Section 3A.10 Land Use and Agricultural Resources, has occurred since certification of the EIR/EIS in 2011.

No substantial changes in the environmental and regulatory settings related to Agriculture and Forest Resources has occurred since certification of the FPASP EIR/EIS, Section 3A.10 "Land Use and Agricultural Resources – Land." While the current application changes the density of residential land uses, it does not change the development footprint. These changes do not constitute a change in circumstances regarding agriculture and forest resources.

IMPACT DISCUSSION

The project would not involve converting Prime Farmland, Unique Farmland, or Farmland of Statewide Importance to a non-agricultural use. The project does not include any of the land within the FPASP area under Williamson Act contract, as referenced in the EIR/EIS, and is not designated for agricultural uses. The site does not contain any forest or timberlands. The project would be within the same development footprint from what was analyzed in the FPASP EIR/EIS.

MITIGATION MEASURES

There were no mitigation measures included in the EIR/EIS for this topic. No additional mitigation measures are required for the project for this issue.

CONCLUSION

No substantial changes in circumstances or the project have occurred nor has any new information of substantial importance been identified requiring new analysis or verification. Therefore, the conclusions of the certified EIR/EIS remain valid and implementation of the project would not result in any new significant impacts associated with agriculture and forest resources.

4.3 AIR QUALITY

Environmental Issue Area	Where Impact Was Analyzed in the FPASP EIR/EIS.	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information Requiring New Analysis or Verification?	Do Prior Environmental Documents' Mitigations Address/Resolve Impacts?
3. Air Quality. Would the project:				
a. Conflict with or obstruct implementation of the applicable air quality plan?	Setting p. 3A.2-2 to 3A.2-8; Impacts 3A.2-1, 3A.2-2, 3A.2-3	No	No	Yes, but impact remains significant and unavoidable
b. Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?	Setting p. 3A.2-2 to 3A.2-7; Cumulative analysis on p. 4-22 to 4-23	No	Yes	Yes, but impact remains significant and unavoidable
c. Expose sensitive receptors to substantial pollutant concentrations?	Setting p. 3A.2-7 to 3A.2-10 and 3A.2-20 to 3A.2-23; Impact 3A.2-4; and Cumulative analysis on p. 4-23 to 4-26	No	Yes	Yes, mitigation has been updated
d. Result in other emissions (e.g. those leading to odors) adversely affecting a substantial number of people?	Setting p. 3A.2-9; Impact 3A.2-6	No	Yes	Yes

4.3.1 Discussion

REGULATORY SETTING

The City has completed a general plan update since certification of the EIR/EIS in 2011. The Folsom City Council approved the Folsom 2035 General Plan on August 28, 2018. The following goals and policies of the Folsom 2035 General Plan are applicable to the project, but do not constitute new information of substantial importance under CEQA Guidelines section 15162.

Natural and Cultural Resources Element

GOAL NCR 3.1 Improve the air quality in Folsom by meeting State and Federal standards, minimizing public exposure to hazardous air pollutants, reducing particulate matter in the atmosphere, and minimizing odors.

- ▶ **NCR 3.1.1 Regional Cooperation:** Coordinate with surrounding jurisdictions, the Sacramento Metropolitan Air Quality Management District (SMAQMD), California Air Resources Board (CARB), California Department of Transportation (Caltrans), and the U.S. Environmental Protection Agency toward the development of a consistent and effective approach to the regional air pollution problem.
- ▶ **NCR 3.1.2 Coordinate on Review of Air Quality Impacts:** Coordinate with CARB and SMAQMD to use consistent and accurate procedures in the review of projects which may have air quality impacts. Comments on the analysis shall be solicited from SMAQMD and CARB.
- ▶ **NCR 3.1.3 Reduce Vehicle Miles Traveled:** Encourage efforts to reduce the amount of vehicle miles traveled (VMT). These efforts could include encouraging mixed-use development promoting a jobs/housing balance, and encouraging alternative transportation such as walking, cycling, and public transit.

- ▶ **NCR 3.1.4 Maintain Ambient Air Quality Standards:** Work with CARB and SMAQMD to meet State and National ambient air quality standards in order to protect residents, regardless of age, culture, ethnicity, gender, race, socioeconomic status, or geographic location from the health effects of air pollution.
- ▶ **NCR 3.1.5 Emission Reduction Threshold for New Development:** Require all new development projects that exceed SMAQMD's thresholds of significance to incorporate design, construction material, and/or other operational features that will result in a minimum of 15 percent reduction in emissions when compared to an "unmitigated baseline" project.
- ▶ **NCR 3.1.6 Sensitive Uses:** Coordinate with SMAQMD in evaluating exposure of sensitive receptors to toxic air contaminants and odors and impose appropriate conditions on projects to protect public health and safety so as to comply with the requirements of SMAQMD for the exposure of sensitive receptors to toxic air contaminants and odors.

No other substantial change in the environmental and regulatory settings related to Air Quality, described in EIR/EIS Sections 3A.2 and 3B.2 under Air Quality, has occurred since certification of the EIR in 2011. The attainment status of the Sacramento Valley Air Basin continues to be nonattainment with respect to the National Ambient Air Quality Standards (NAAQS) for ozone. At the time of the EIR/EIS there was no California Ambient Air Quality Standards (CAAQS) for ozone. A CAAQS has since been established for ozone and the Sacramento Valley Air Basin is in nonattainment. The Sacramento Valley Air basin gained attainment status with respect to the annual CAAQS for particulate matter with an aerodynamic diameter of 2.5 micrometers or less (PM_{2.5}) but continues to experience nonattainment with respect to the 24-hour NAAQS for PM_{2.5}. The Sacramento Valley Air basin also gained attainment with regard to the CAAQS for particulate matter with an aerodynamic diameter of 10 micrometers or less (PM₁₀) (SMAQMD 2017). There has also been no substantial change to SMAQMD's recommendation for evaluating the air quality impacts of proposed development projects (SMAQMD 2009).

IMPACT DISCUSSION

Short-Term, Construction-Related Emissions of Criteria Air Pollutants and Precursors

Construction-Generated Mass Emissions

As stated under Impact 3A.2-1 in the FPASP EIR/EIS, the mass emissions thresholds for oxides of nitrogen (NO_x), particulate matter with an aerodynamic diameter of 2.5 microns or less (i.e., PM_{2.5}), and PM with an aerodynamic diameter of 10 microns or less (i.e., PM₁₀), as established by SMAQMD, were used to determine whether construction-generated emissions would conflict with implementation of SMAQMD's federal and State ozone attainment plans and/or contribute substantially or result in an exceedance of the NAAQS and CAAQS for ozone. To analyze construction emissions, the EIR/EIS assumed that the FPASP would be constructed at a consistent, linear rate over a 19-year period (2011-2030) and all construction phases were assumed to occur simultaneously over the course of a year. The analysis determined that maximum daily emissions of NO_x generated by construction of the FPASP would exceed SMAQMD's mass emission threshold of 85 pounds per day (lb/day). Additionally, it was determined that construction emissions would result in or substantially contribute (at a level equal to or greater than 5 percent) to PM₁₀ emissions concentrations (e.g., 2.5 µg/m³) and PM_{2.5} concentrations (e.g., 50 µg/m³) that exceed the NAAQS or CAAQS.

Construction of the Alder Creek Apartments site would be conducted over a period of 22 months, from July 2021 to April 2023, and would include site preparation, grading, and building construction. Emissions from construction worker commute trips and off-road construction equipment would result in exhaust emissions of NO_x, ROG, and PM. Short-term construction-related emissions of criteria air pollutants and precursors, including ROG, NO_x, carbon monoxide (CO), PM₁₀, and PM_{2.5} were estimated using California Emissions Estimator Model (CalEEMod) Version 2016.3.2 software, as recommended by SMAQMD. Table 4-1 shows the construction-generated emissions of criteria air pollutants and ozone precursors.

Table 4-1 Summary of Maximum Daily Construction-Generated Emissions (Unmitigated)

Year	ROG (lb/day)	NO _x (lb/day)	CO (lb/day)	Total PM ₁₀ (lb/day)	Total PM _{2.5} (lb/day)
2021	4.3	46	32	20	12
2022	2.7	19	25	3.2	1.4
2023	92	17	24	3.1	1.3
SMAQMD Threshold of Significance	None	85	20 ppm 1-hour standard (23 mg/m ³); 9 ppm 8-hour standard (10 mg/m ³)	0 ¹	0 ²

¹ If all best available control technologies/best management practices are applied, then 80 pounds per day and 14.6 tons per year.

² If all best available control technologies/best management practices are applied, then 82 pounds per day and 15 tons/year.

Notes: ROG = reactive organic gases; NO_x = oxides of nitrogen; CO = carbon monoxide; PM₁₀ = particulate matter with an aerodynamic diameter of 10 micrometers or less; PM_{2.5} = particulate matter with an aerodynamic diameter of 2.5 micrometers or less; SMAQMD = Sacramento Metropolitan Air Quality Management District; lb/day = pounds per day

Source: SMAQMD 2009; CalEEMod Version 2016.3.2.; Data compiled by Ascent Environmental, Inc. 2020

Construction of the Alder Creek Apartments project would result in a similar development area, and the same type of construction activity and construction-generated emissions, as previously evaluated in the FPASP EIR/EIS. As shown in Table 4-1, project construction at the Alder Creek Apartments site would not result in daily NO_x emissions in excess of the SMAQMD 85 lb/day threshold. Regarding PM_{2.5} and PM₁₀, unmitigated emissions would exceed SMAQMD's zero lb/day threshold. However, as described in more detail below, construction activities would include SMAQMD's enhanced dust control measures and additional mitigation measures to require higher tiered diesel engines. These measures, collectively, would represent best available technologies and reduce emissions below what is reported above in Table 4-1, which would also be below SMAQMD thresholds of 80 lb/day for PM₁₀ and 82 lb/day for PM_{2.5}.

Construction-Generated Concentrations of PM₁₀ Emissions

The FPASP EIR/EIS provides a program-level analysis of construction-generated PM₁₀ emissions under Impact 3A.2-1. Dispersion modeling was not performed for the program-level analysis because detailed information about grading activities and the locations and occupancy timing of future planned on-site receptors was not known at the time of writing the FPASP EIR/EIS. The FPASP EIR/EIS determined it would be likely that more than 15 acres of ground disturbance activity would occur in one day and that grading activities would be extensive; thus, construction-generated emissions of criteria air pollutants and precursors could violate or contribute substantially to an existing or projected air quality violation. These exceedances would conflict with SMAQMD's air quality planning efforts.

Implementation of SMAQMD's Basic Construction Emission Control Practices, Enhanced Fugitive PM Dust Control Practices for Soil Disturbance Areas, and Enhanced Fugitive PM Dust Control Practices for Unpaved Roads, as required by Mitigation Measure 3A.2-1a of the FPASP EIR/EIS, would reduce PM₁₀ concentrations generated during construction. Nonetheless, resultant PM₁₀ concentrations could potentially exceed or substantially contribute to the CAAQS and NAAQS because the intensity of construction activity and the acreage of ground disturbance that could occur at any one point in time could be substantially high and/or take place near existing or future planned sensitive receptors (e.g., residents, schools). Therefore, the FPASP EIR/EIS concluded PM₁₀ emissions associated with construction would be significant and unavoidable unless the results of a detailed project-level analysis, as required by Mitigation Measure 3A.2-1c, support another impact conclusion. Mitigation Measure 3A.2-1c requires a detailed project-level analysis, based on dispersion modeling, after project phasing has been determined and tentative maps and improvement plans have been prepared.

In compliance with Mitigation Measure 3A.2-1c, detailed dispersion modeling of construction-generated PM₁₀ (fugitive and exhaust) was performed in accordance the SMAQMD CEQA Guide, *Chapter 3: Dispersion Modeling of Construction-Generated PM₁₀ Emissions* (SMAQMD 2009), to determine PM₁₀ concentrations at nearby sensitive receptors resulting from the emissions of heavy-duty construction equipment, diesel generators, trucks operating on the Alder Creek Apartments site, and fugitive dust associated with the movement of material and equipment.

Short-term construction-related mass emissions of PM₁₀ were estimated using CalEEMod, as recommended by SMAQMD. See Table 4-1 above for a summary of all emissions. Construction of the Alder Creek Apartments site was assumed to begin in July 2021 and conclude in 2023, occurring over approximately 22 months. In accordance with SMAQMD guidance, maximum daily emissions of total PM₁₀ were used for this analysis, obtained from the CalEEMod outputs. Dispersion modeling was conducted using the California Air Resources Board (CARB)-approved American Meteorological Society/Environmental Protection Agency Regulatory Model Improvement Committee modeling system (AERMOD) version 19191 (Lakes Environmental version 9.8.3), with a unit emission rate of 1.0 gram per second (g/s) for all modeled sources. AERMOD was set to calculate and output the maximum 24-hour concentrations, consistent with SMAQMD guidance, for the purpose of comparing PM₁₀ emissions to the 24-hour CAAQS for PM₁₀ of 50 micrograms per cubic meter (µg/m³). Further, SMAQMD considers project-generated emissions of PM₁₀ that are equal to or greater than 5 percent of the CAAQS a substantial contribution to the adverse air quality in the region. Therefore, construction-related project-generated emissions of PM₁₀ that are equal to or exceed 2.5 µg/m³ would be considered significant.

Based on the dispersion modeling, and implementation of enhanced fugitive PM dust control practices required by Mitigation Measure 3A.2-1a of the EIR/EIS, PM₁₀ ground-level concentrations generated from construction of the Alder Creek Apartments site were estimated to be 12.7 µg/m³ at off-site locations. For dispersion model and emission rate calculation details and assumptions refer to Appendix A. Thus, the project could potentially result in a substantial contribution to the existing adverse air quality in the region. However, as previously described in the FPASP EIR/EIS, depending on specific construction fleet and daily construction activities, construction-related emissions may be lower than estimated here. Nonetheless, the project-generated emission levels would not be substantially different from those previously evaluated under the FPASP EIR/EIS and would not result in new or substantially more severe impacts related to PM₁₀ emissions.

Long-Term, Operation-Related (Regional) Emissions of Criteria Air Pollutants and Precursor Emissions

Impact 3A.2-2 of the FPASP EIR/EIS evaluated long-term operation (regional) emissions associated with area sources, such as natural gas emissions, landscaping, and applications of architectural coatings, as well as operational vehicle-exhaust emissions. Operation of the FPASP would exceed the SMAQMD-recommended threshold of 65 lb/day for ROG and NO_x and would conflict with air quality planning efforts for ROG, NO_x, PM₁₀, and PM_{2.5}. Mitigation Measure 3A.2-2 would be required to implement all measures prescribed by the *Folsom Plan Area Specific Plan Air Quality Mitigation Plan* to reduce operational air pollutant emissions. However, because the *Air Quality Mitigation Plan* was based on the standard Institute of Transportation Engineers (ITE) trip generation rates and the EIR/EIS analysis was based on a traffic demand forecasting model, the emission reduction achieved through the implementation of Mitigation Measure 3A.2-2 were overestimated and would not reduce ROG and NO_x emissions to below the SMAQMD's significance threshold of 65 lb/day. As a result, the EIR/EIS concluded impacts related to operational-related emissions would be significant and unavoidable.

In the FPASP EIR/EIS, operational emissions of criteria air pollutants and precursors were evaluated for the entire FPASP using the Urban Emissions Model (URBEMIS) 2007 version 9.2.4, which was the widely accepted emissions modeling tool at that time. URBEMIS has been superseded by the contemporary air quality modeling tool for use in CEQA analysis in California: CalEEMod. SMAQMD started recommending the use of CalEEMod to estimate emissions of land use development projects in April 2013. The new model uses robustly documented methods and increases accuracy in comparison to URBEMIS (SCAQMD et al. 2011). The new model does not constitute "new information" as defined in CEQA Guidelines Section 15162. In addition, a similar model for estimating criteria air pollutant and precursor emissions was available at the time of the EIR/EIS.

Land use changes included under the project would result in a similar land-use intensity as previously evaluated in the FPASP EIR/EIS. The following land use types and quantities were adopted under the FPASP for the Alder Creek Apartments site:

- ▶ Multi-Family Low Density (MLD): 58 dwelling units
- ▶ Multi-Family High Density (MHD): 145 dwelling units

The following land use types and quantities were adopted under the FPASP for the area outside the Alder Creek Apartments site:

- ▶ Mixed Use (MU): 343 dwelling units

The total project area includes 546 dwelling units per the adopted FPASP.

Land use changes proposed as part of the project would result in the following land uses and densities for the Alder Creek Apartments site:

- ▶ Multi-Family High Density (MHD): 265 dwelling units

Land use changes proposed as part of the project would result in the following land uses and densities for the area outside the Alder Creek Apartments site:

- ▶ Mixed Use (MU): 281 dwelling units

The total project area would include 546 dwelling units per the proposed project.

The project would result in a no net change in dwelling units, population, or gross FPASP area.

In addition, several regulations, programs, plans, and policies related to the reduction of criteria air pollutants have been adopted since certification of the FPASP EIR/EIS. Namely, the 2019 Title 24 Part 6 Building Energy Efficiency Standards were adopted by the California Energy Commission (CEC) on May 9, 2018 and took effect on January 1, 2020. CEC estimates that the combination of mandatory on-site renewable energy and prescriptively required energy efficiency features will result in new residential construction that uses 53 percent less energy than the 2016 standards. Compliance with these regulations, among others, would reduce air pollutants generated from operational sources, such as natural gas and vehicle-exhaust emissions. Therefore, project-generated ROG and NO_x emissions are anticipated to be lower than the quantities previously evaluated in the FPASP EIR/EIS.

The project would be subject to the emission reduction measures outlined in the *Folsom Plan Area Specific Plan Air Quality Mitigation Plan*, as required by Mitigation Measure 3A.2-2 of the FPASP EIR/EIS. Because the project would not result in a higher land use intensity and would comply with mitigation measures that would reduce air pollutant emissions, this impact would be less than significant. Therefore, no new or substantially more severe air quality impacts would occur from criteria air pollutants or precursors as a result of the project. The conclusions of the FPASP EIR/EIS remain valid and no further analysis is required.

Cumulatively Considerable Air Quality Impacts

Pages 4-22 through 4-29 of the FPASP EIR/EIS evaluated cumulative air quality impacts of the FPASP, which includes those attributable to development occurring in the FPASP area under the adopted Specific Plan, i.e., exceedances of SMAQMD's significance criteria for NO_x and PM₁₀ would likely occur during construction and operational phases. The amount of emissions generated during construction and operation of the adopted FPASP would be substantial compared with other projects in the region, and would be cumulatively considerable and, therefore, significant. Measures 3A.2-1a, 3A.2-1b, and 3A.2-2, would minimize construction- and operation-related emissions, respectively, but not to less-than-significant levels. For these reasons, construction and operation occurring as part of the FPASP could result in or substantially contribute to a violation of ozone and PM₁₀ air quality standards on a cumulative basis. The adopted FPASP would involve substantial development and would result in a cumulatively considerable incremental contribution to a significant cumulative long-term operational air quality impact. No additional mitigation is recommended. As discussed in (a) above, the project would not result in new or substantially more severe air quality impacts. Therefore, the conclusions of the FPASP EIR/EIS remain valid and no further analysis is required.

The FPASP EIR/EIS also evaluated cumulative air quality impacts associated with localized CO concentrations from traffic congestion at buildout of the FPASP. This cumulative impact was found to be less than significant. The project is within the scope of this impact analysis, and cumulative air quality impacts for localized CO would also be less than significant. The conclusions of the FPASP EIR/EIS remain valid and no further analysis is required.

Toxic Air Contaminant Concentrations

Temporary, Short-Term Emissions from Construction Equipment

Emissions of particulate exhaust from diesel-powered engines (DPM) including diesel-powered construction equipment were identified as a toxic air contaminant (TAC) by CARB in 1998. Impact 3A.2-4 of the FPASP EIR/EIS determined that DPM emissions generated during construction of the land uses on the FPASP site, including the project area, could expose nearby residents and schools to levels that exceed applicable standards as some phases of the development plan are built out while construction of other phases continues in other portions of the FPASP area. This would particularly be the case when some new residents occupy dwelling units while other land uses are still under construction and some residents may be exposed to DPM generated by construction activity in all directions at varying stages of construction. Because construction activities could expose sensitive receptors to levels of health risk that exceed applicable standards, the FPASP EIR/EIS determined this impact to be potentially significant.

Mitigation Measure 3A.2-4a in the FPASP EIR/EIS requires applicants of all phases to develop a plan that reduces the exposure of sensitive receptors, including residents and school children, to construction-generated TACs. Each plan shall be developed by the applicant(s) in consultation with SMAQMD and each plan shall be submitted to the City for review and approval before the approval of any grading plans. While implementation of Mitigation Measure 3A.2-4a would lessen health-related risks associated with the use of off-road diesel-powered equipment during construction activity, exposure to construction-generated TAC emissions would not necessarily be reduced to less-than-significant levels and, therefore, the potential exposure of receptors to construction-generated TAC emissions was determined to be significant and unavoidable.

A project-specific construction only health risk assessment was conducted to determine TAC exposure to nearby existing and planned sensitive receptors. Construction emissions of PM₁₀ (exhaust) were estimated using CalEEMod based on the anticipated construction schedule and the proposed land uses, as well as defaults in CalEEMod. The resulting PM₁₀ (exhaust) emissions, assumed to represent DPM, were averaged over the duration of the entire construction period to determine the annual average DPM emission rate.

Dispersion modeling was conducted using AERMOD version 19191 (Lakes Environmental version 9.8.3). To represent construction activity that moves throughout the Alder Creek Apartments site, volume sources were drawn at equal intervals over the entire anticipated disturbance area and modeling was conducted using a unit emission rate of 1.0 gram per second (g/s), divided across all sources. This approach enabled the output files to be assigned appropriate emission rates to estimate cancer risk levels at each receptor location. The modeling included all standard regulatory default options, including the use of rural dispersion parameters and elevated terrain.

Cancer risk at all receptor locations was calculated using CARB's Hotspots Analysis and Reporting Program Version 19121 (HARP2). CARB developed HARP2 as a tool to implement risk assessments that incorporates requirements from the California Office of Environmental Health Hazard Assessment (OEHHA) *Air Toxics Hot Spot Program Risk Assessment Guidelines: Guidance Manual for Preparation of Health Risk Assessments* (OEHHA 2015). The cancer risk was estimated using the OEHHA derived calculation method for residential receptors and the exposure duration was adjusted in accordance with the anticipated construction schedule. The OEHHA derived method uses high-end exposure parameters for the top two exposure pathways and mean exposure parameters for the remaining pathways for cancer risk estimates. See Appendix A for all risk assessment assumptions/calculations and model output files.

The analysis determined that construction at the Alder Creek Apartments site could result in levels of health risk that exceed applicable SMAQMD thresholds (i.e., above ten chances in a million) at offsite locations surrounding the project site, as shown in Figure 4-1a. With incorporation of Mitigation Measure 4.3-1 (i.e., 90 percent of off-road construction equipment utilizing Tier 4 engines), maximum risk values were reduced by approximately 84 percent. As shown in Figure 4-1b, mitigated risk levels would continue to exceed SMAQMD thresholds just north of the project site. Although this area north of the Alder Creek site is designated for residential uses under the FPASP and the Mangini Ranch Phase 2 Subdivision project, the area is currently vacant and is not under construction. Construction of the Alder Creek site would be completed before occupancy of planned receptor sites north of the Alder Creek Apartments site. As shown in Figure 4-1b, health risk levels directly west of the Alder Creek Apartments site currently undergoing construction for housing, would not exceed applicable SMAQMD thresholds. Therefore, no existing or future planned receptors

would be exposed to risk levels from project construction that would exceed SMAQMD thresholds of 10 chances in one million. No new significant or substantially more severe impacts would occur. Therefore, the conclusions of the FPASP EIR/EIS remain valid and no further analysis is required.

Stationary-Source Emissions

Impact 3A.2-4 of the FPASP EIR/EIS determined that any stationary sources of TACs developed under the FPASP or in close proximity to the FPASP planning area (e.g., dry cleaning operations, gasoline-dispensing facilities, and diesel-fueled backup generators, and restaurants using charbroilers) would be subject to the permitting requirements of SMAQMD and, therefore, operation of any stationary sources would not result in the exposure of sensitive receptors to TACs at levels exceeding SMAQMD's significance threshold. Therefore, this direct impact is considered less than significant. This would also be true for the project and, thus, the conclusions of the FPASP EIR/EIS remain valid and no further analysis is required.

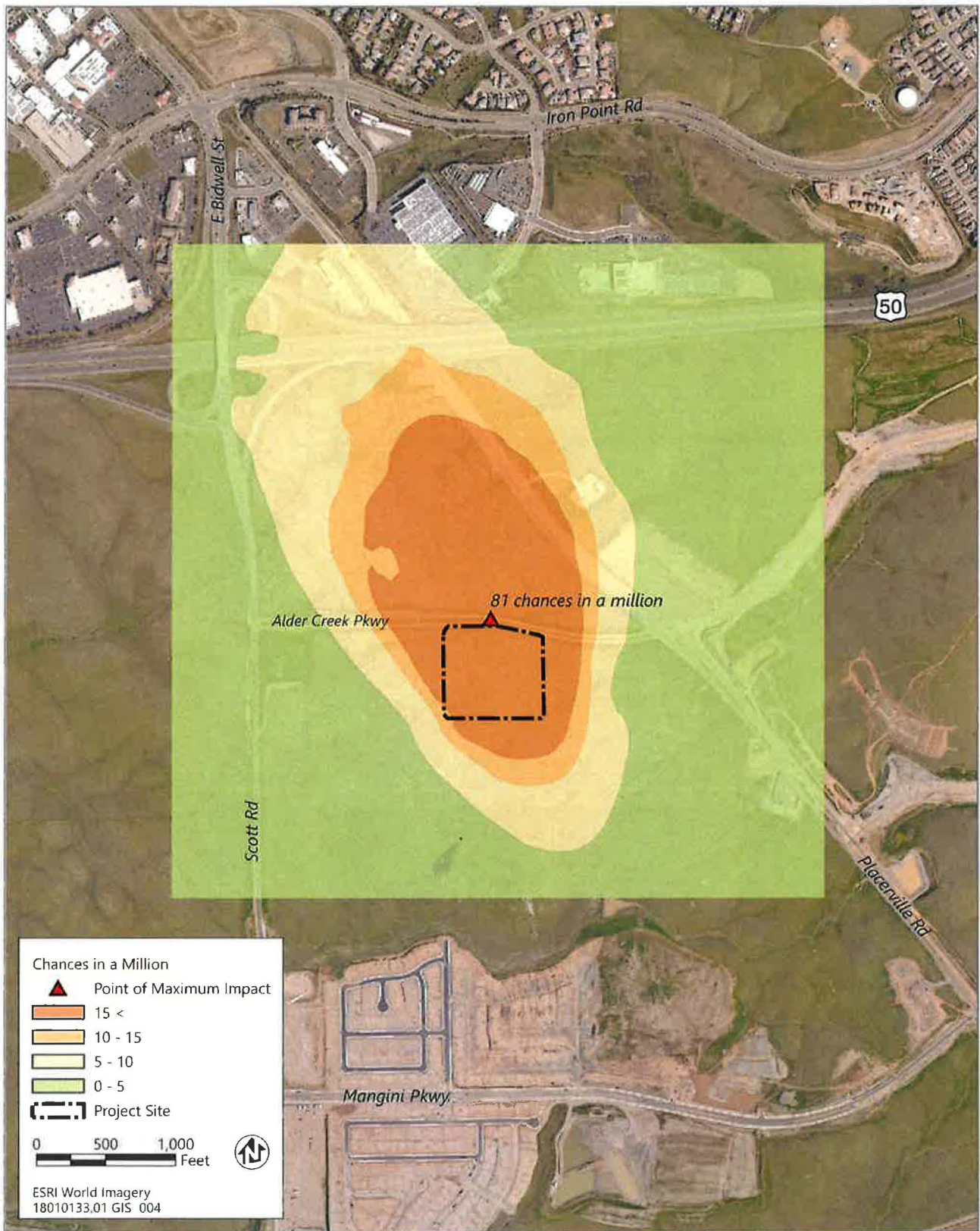
Emissions from On-Site Operational Mobile Sources

The FPASP EIR/EIS determined that implementation of the above measures that are part of Mitigation Measure 3A.2-4b would lessen health-related risks associated with on-site mobile-source TACs, including truck activity at land uses proposed in the FPASP. Further, the project would include residential land uses which do not generate high level of truck traffic, and therefore, no new or substantially more severe impacts would occur.

Land Use Compatibility with High-Volume Arterial Roadways

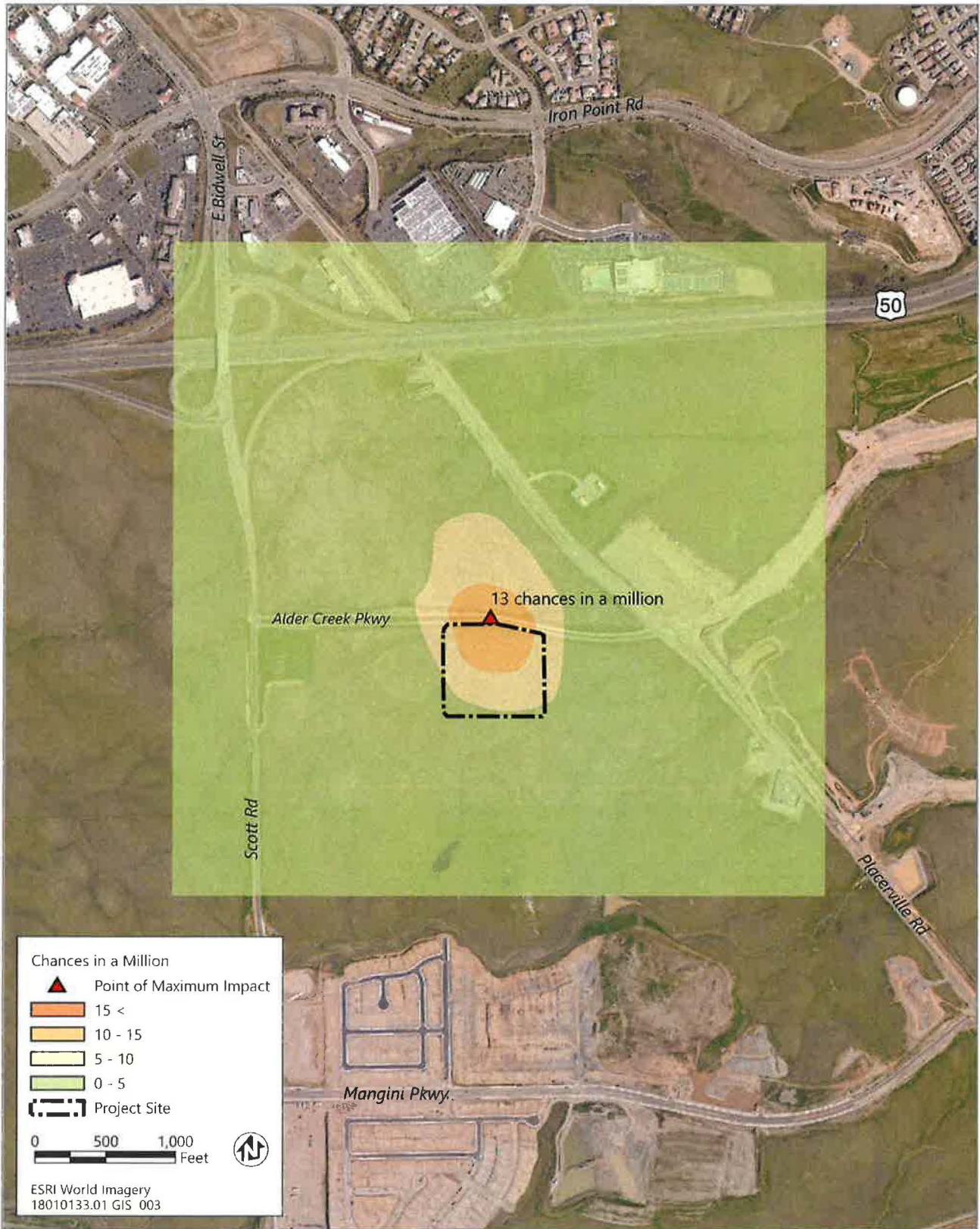
As part of the cumulative impact analysis in Section 4.1.7 of the FPASP EIR/EIS, health risk exposure levels from traffic on nearby high-volume arterial roadways to new residential land uses proposed under the FPASP were examined. The FPASP EIR/EIS analyzed this impact because relatively high volumes of diesel-powered trucks associated with nearby sand and gravel quarries would travel on arterial roadways that pass by the proposed residential land uses and DPM emitted by this traffic could expose nearby residents to relatively high levels of health risk. The analysis found that risk exposure levels could potentially be high enough to warrant a site-specific HRA for some of the roadway segments that pass by the FPASP area, including the segments of Prairie City Road north of White Rock Road, White Rock Road between Prairie City Road and Scott Road, White Rock Road east of Scott Road, and Oak Avenue north of White Rock Road, as shown in Table 4-4 of the FPASP EIR/EIS.

The project is not located near the roadway segments identified for risk of high exposure levels. In addition, emissions of DPM from trucks are lower than 2010 levels because of more stringent vehicle emissions standards, improvements in vehicle emissions technology, and statewide efforts to replace older diesel engines with new or retrofitted, cleaner engines. Therefore, the level of health risk exposure to residential land uses on the project site would be less than those evaluated in the FPASP EIR/EIS. This impact determination is consistent with the analysis in the FPASP EIR/EIS, which determined that levels of health risk exposure would decrease over time. As shown in Table 4-4 of the FPASP EIR/EIS, the exposure levels would decrease along all studied roadway segments from 2010 to 2030. The conclusions of the FPASP EIR/EIS remain valid and no further analysis is required.



Source: adapted by Ascent Environmental in 2020

Figure 4-1a Residential Cancer Risk Contours - Unmitigated



Source: adapted by Ascent Environmental in 2020

Figure 4-1b Residential Cancer Risk Contours - Mitigated

Exposure of Sensitive Receptors to Construction-Generated Emissions of Naturally Occurring Asbestos

Impact 3A.2-5 in the FPASP EIR/EIS examined whether construction-related ground disturbance activities (i.e., grading, rock blasting) could generate fugitive PM₁₀ dust that contains naturally occurring asbestos (NOA). Based on a report by the California Geologic Survey, portions of the FPASP area, including portions of the project area, include areas that are moderately likely to contain NOA (California Geologic Survey 2006). The analysis explains that the serpentine soils may be disturbed during site grading and rock blasting activities, potentially exposing residents of the nearby residential neighborhoods in El Dorado County or neighborhoods that have already been developed in the FPASP to asbestos during project construction. Without appropriate controls, sensitive receptors near construction sites could be exposed to localized high levels of re-entrained fugitive PM₁₀ dust, potentially including NOA. As a result, this direct impact would be considered potentially significant. Implementation of Mitigation Measure 3A.2-5 would reduce impacts associated with generation of fugitive dust that potentially contains NOA by requiring site-specific investigations and, where the presence of NOA is determined, implementation of a dust control plan that is approved by SMAQMD that would reduce impacts related to construction in serpentine soils. Implementation of these measures would reduce the potentially significant impact associated with exposure to NOA during construction to a less-than-significant level. The potential for sensitive receptors to be exposed to NOA under the project is not substantially greater than determined in the FPASP EIR/EIS. Therefore, no new or substantially more severe air quality impacts would occur from NOA exposure as a result of the project. The conclusions of the FPASP EIR/EIS remain valid and no further analysis is required.

Other Emissions (Odors) from Short-Term Use of Construction Equipment

Impact 3A.2-6 of the FPASP EIR/EIS explains that construction activities associated with the development of on-site land uses could result in odorous emissions from diesel exhaust generated by construction equipment. The FPASP EIR/EIS required implementation of exhaust reduction measures listed in Mitigation Measure 3A.2-1a to reduce the level of exposure. However, it was nonetheless determined that this impact would be significant and unavoidable.

The Alder Creek Apartments site would not require much grading activity compared to other areas within the FPASP because it is not as hilly as the east side of the FPASP area and would not occur for an extended period of time, thus odorous emissions generated during the construction at the Alder Creek Apartments site would not expose a substantial number of people to objectionable odors beyond what was evaluated in the FPASP EIR/EIS. No new or substantially more severe odor impacts from on-site sources would occur as a result of the project. The conclusions of the FPASP EIR/EIS remain valid and no further analysis is required.

MITIGATION MEASURES

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

- ▶ Mitigation Measure 3A.2-1a: Implement Measures to Control Air Pollutant Emissions Generated by Construction of On-Site Elements
- ▶ Mitigation Measure 3A.2-1d: Implement SMAQMD's Basic Construction Emission Control Practices during Construction of all Off-site Elements located in Sacramento County.
- ▶ Mitigation Measure 3A.2-2: Implement All Measures Prescribed by the Air Quality Mitigation Plan to Reduce Operational Air Pollutant Emissions
- ▶ Mitigation Measure 3A.2-4b: Implement Measures to Reduce Exposure of Sensitive Receptors to Operational Emissions of Toxic Air Contaminants
- ▶ Mitigation Measure 3A.2-5: Implement a Site Investigation to Determine the Presence of NOA and, if necessary, Prepare and Implement an Asbestos Dust Control Plan
- ▶ Mitigation Measure 3A.2-6: Implement Measures to Control Exposure of Sensitive Receptors to Operational Odorous Emissions

In addition to the mitigation measures in the FPASP EIR/EIS (listed above), the following project-specific measure enhances the mitigation program outlined in the FPASP EIR/EIS. This refinement is consistent with the mitigation program outlined in the FPASP EIR/EIS.

Mitigation Measure 4.3-1: Implement Exhaust Emissions Reduction Measures

The project shall be required to use a construction fleet mix utilizing 90 percent EPA certified Tier 4 engines, which will substantially mitigate diesel exhaust (i.e., PM₁₀) emissions. The use of Tier 4 engines can reduce diesel generated PM₁₀ emissions by up to 90 percent over Tier 1 engines.

CONCLUSION

As required by many of the air quality mitigation measures adopted as part of the FPASP, this report provides additional project-level air quality analysis. While the project-specific analyses provide additional detail for the project site, the project would not result in new or substantially more severe significant impacts to air quality. The conclusions of the FPASP EIR/EIS remain valid and no additional analysis is required.

4.4 BIOLOGICAL RESOURCES

Environmental Issue Area	Where Impact Was Analyzed in the EIR/EIS.	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information Requiring New Analysis or Verification?	Do Prior Environmental Documents Mitigations Address/Resolve Impacts?
4. Biological Resources. Would the project:				
a. Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	Setting pp. 3A.3-7 to 3A.3-21 Impacts 3A.3-2 and 3A.3-3	No	Yes	Yes, mitigation has been updated but impact remains significant and unavoidable
b. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, and regulations or by the California Department of Fish and Game or US Fish and Wildlife Service?	Setting pp. 3A.3-18 to 3A.3-26; Impact 3A.3-4	No	No	Yes, but impact remains significant and unavoidable
c. Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	Setting pp. 3A.3-5 to 3A.3-7, 3A.3-18 to 3A.3-21; Impact 3A.3-1	No	No	Yes, but impact remains significant and unavoidable
d. Interfere substantially with the movement of any native resident or migratory fish and wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	Setting p. 3A.3-7 Impact 3A.3-6	No	No	NA
e. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance.	Setting pp. 3A.3-23 to 3A.3-26 Impact 3A.3-5	No	No	Yes, but impact remains significant and unavoidable
f. Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	Impact 3A.3-7	No	Yes	NA
g. Have the potential to cause a commercial and/or recreational fishery to drop below self-sustaining levels?	Setting p. 3A.3-17 No Impact	No	No	NA

4.4.1 Discussion

REGULATORY SETTING

The City completed a general plan update since certification of the EIR/EIS in 2011. The Folsom City Council approved the Folsom 2035 General Plan on August 28, 2018. The following goals and policies of the Folsom 2035 General Plan are applicable to the project, but do not constitute new information of substantial importance under CEQA Guidelines section 15162.

Natural and Cultural Resources Element

GOAL NCR 1.1 Protect and enhance Folsom's natural resources for current and future residents.

- ▶ **NCR 1.1.1 Habitat Preservation:** Support State and Federal policies for preservation and enhancement of riparian and wetland habitats by incorporating, as applicable, standards published by the California Department of Fish and Wildlife and the U.S. Fish and Wildlife Service into site-specific development proposals.
- ▶ **NCR 1.1.2 Preserve Natural Resources:** Require that a qualified biologist conduct a vegetative/wildlife field survey and analysis prior to consideration of development applications for projects located in sensitive habitat areas and potential habitats for sensitive wildlife and floral species.
- ▶ **NCR 1.1.3 Wetland Preservation:** Require developers to prepare a wetland mitigation and monitoring plan that describes the habitats present within the proposed project site and establishes a plan for the long-term monitoring and mitigation of sensitive habitats.
- ▶ **NCR 1.1.4 Native and Drought Tolerant Vegetation:** Encourage new developments to plant native vegetation, including that which is important to Native American lifeways and values, and drought tolerant species and prohibit the use of invasive plants.
- ▶ **NCR 1.1.5 New Open Space:** Continue to acquire strategically-located open space areas for passive and active recreational uses when such parcels of open space value become available and feasible funding sources are identified to sustain the ongoing maintenance expenses.
- ▶ **NCR 1.1.6 Consolidate Parcels:** Encourage landowners to consolidate identified habitats, open space, and park lands between separately-owned development projects and individually-owned properties, when feasible.
- ▶ **NCR 1.1.7 Fugitive Light:** Encourage measures to limit fugitive light from outdoor sources, including street lighting.
- ▶ **NCR 1.1.8 Planting in New Development:** Require the planting of street trees, parking lot canopy trees, screening trees, and other amenity trees and landscaping in all new development, consistent with City landscaping development guidelines, to minimize the heat island effect. Planting strips must be large enough to accommodate a large tree canopy and allow for healthy root growth.
- ▶ **NCR 1.1.9 Public Awareness:** Encourage and support development projects and programs that enhance public appreciation and awareness of the natural environment.

Tree Preservation Ordinance

On January 28, 2020, the City Council unanimously passed Ordinance No. 1299 repealing and replacing the City's previous Tree Preservation Ordinance as set forth in Chapter 12.16 of the Folsom Municipal Code. The Ordinance outlines tree work standards and a tree protection and mitigation plan. The Ordinance also expands the definition of heritage tree to include all trees with a diameter at breast height of 30 inches or more (with exceptions for invasive species).

IMPACT DISCUSSION

Since the adoption of the FPASP and certification of the EIR/EIS, and consistent with the mitigation adopted in the FPASP, a Biological Opinion for the FPASP was issued by the U.S. Fish and Wildlife Service on April 2, 2014 (81420-2010-F-0620-1) and California Department of Fish and Wildlife (CDFW) entered into a streambed alteration agreement with the FPASP applicants (Master Streambed Alteration Agreement [Notification No. 1600-2012-0198-R2]) (USFWS 2014). These documents contain guidance on how to treat special-status species and provide conditions for the FPASP and associated projects.

The FPASP EIR/EIS evaluated the impact of the FPASP on 11 special-status plant and 19 special-status animal species which had the potential to occur within the FPA (pages 3A.3-9 to 3A.3-17 of the FPASP EIR/EIS). One special-status plant species, Brandegee's clarkia (*Clarkia biloba ssp. brandegeae*) was downgraded from a California rare plant rank

of 1B.1 to 4B.2 since certification of the FPASP EIR/EIS in 2011, because the species was discovered to be more common than originally thought (CNPS 2020).

One special-status wildlife species, tricolored blackbird (*Agelaius tricolor*) has been listed as threatened under the California Endangered Species Act since certification of the FPASP EIR/EIR in 2011 (CNDDDB 2020). The FPASP EIR/EIS evaluated impacts to the tricolored blackbird, considered a species of concern at the time of the EIR/EIS, and adopted Mitigation Measure 3A.3-2c to reduce impacts to this species to less than significant. The project would not result in any new significant impacts or substantially more severe impacts to the tricolored blackbird. Mitigation Measure 3A.3-2c has been updated to include a statement requiring the applicant to consult with CDFW to determine whether an incidental take permit for impacts to tricolored blackbird would be required. This updated version is presented below and remains consistent with Mitigation Measure 3A.3-2c in the EIR/EIS.

There have been no changes to the status of any other species evaluated in the FPASP EIR/EIS and there are no additional occurrences of special-status species within the FPA since certification of the FPASP EIR/EIS. The project would not result in any new significant impacts or substantially more severe impacts to species identified as candidate, sensitive, or special-status species.

The FPASP EIR/EIS evaluated the impact of the FPASP on sensitive communities including riparian and oak woodland habitat within the context of the Folsom Municipal Code (pages 3A.3-72 to 3A.3-93 of the FPASP EIR/EIS) as well as federally protected wetlands (page 3A.3-28 to 3A.3-50). The project site does not include any riparian or oak woodland habitat. In addition, no individual trees have been identified on the project site. Therefore, the project would not result in any new significant impacts or substantially more severe impacts to these sensitive habitats and would not conflict with local tree protection codes or ordinances.

The FPASP EIR/EIS evaluated the impact of the FPASP on native and resident migratory corridors and nursery sites on pages 3A.3-88 to 3A.3-93 and determined that there would be no impact. Since certification of the FPASP EIR/EIS, there have been no changes in habitat or migration patterns; and the proposed changes to the FPASP would not constitute a new significant impact or substantially more severe impact to migratory corridors or nursery sites.

The FPASP EIR/EIS evaluated the impact of the FPASP on the South Sacramento Habitat Conservation Plan (SSHCP) and determined that the FPASP would not have an impact because the SSHCP was not adopted (as of 2011) and that the SPA is not within the SSHCP plan area (pages 3A.3-93 to 3A.3-94 of the FPASP EIR/EIS). The SSHCP has since been adopted; however, the FPASP area is still not included within the SSHCP plan area. Therefore, there would be no new significant impact or substantially more severe impact.

The FPASP EIR/EIS did not evaluate the impact of the FPASP on the persistence of commercial and recreational fisheries in the Biological Resources – Land section. The issue was evaluated for the Zone 4 “Water” study area (pages 3B.3-16 to 3B.3-21 of the FPASP EIR/EIS). However, the project is not located within the Zone 4 “Water” study area and the project would not result in any new significant impacts or substantially more severe impacts on fisheries.

MITIGATION MEASURES

The following mitigation measures were referenced in the EIR/EIS and would continue to remain applicable if the project were approved. FPASP EIR/EIS Mitigation Measures 3A.3-1b, 3A.3-2e, 3A.3-2f, 3A.3-2g, 3A.3-2h, 3A.3-3, 3A.3-4a, and 3A.3-5 have previously been completed or are not applicable to the project, as identified in the California Environmental Quality Act Biological Resources Mitigation Measure Compliance Report prepared for the Mangini Ranch Phase 2 Subdivision (ECORP 2017).

- ▶ Mitigation Measure 3A.3-1a: Design Stormwater Drainage Plans and Erosion and Sediment Control Plans to Avoid and Minimize Erosion and Runoff to All Wetlands and Other Waters That Are to Remain in the SPA and Use Low Impact Development (LID) Features
- ▶ Mitigation Measure 3A.3-2a: Avoid Direct Loss of Swainson’s Hawk and Other Raptor Nests
- ▶ Mitigation Measure 3A.3-2b: Prepare and Implement a Swainson’s Hawk Mitigation Plan

- ▶ Mitigation Measure 3A.3-2d: Avoid and Minimize Impacts to Special-Status Bat Roosts
- ▶ Mitigation Measure 3A.3-4b: Conduct Surveys to Identify and Map Valley Needlegrass Grassland; Implement Avoidance and Minimization Measures or Compensatory Mitigation

To be consistent with requirements for wildlife species listed under the California Endangered Species Act, the following FPASP EIR/EIS mitigation measure has been updated.

Mitigation Measure 3A.3-2c: Avoid and Minimize Impacts to Tricolored Blackbird Nesting Colonies

To avoid and minimize impacts to tricolored blackbird, the project applicant(s) of all project phases shall conduct a preconstruction survey for any project activity that would occur during the tricolored blackbird's nesting season (March 1–August 31). The preconstruction survey shall be conducted by a qualified biologist before any activity occurring within 500 feet of suitable nesting habitat, including freshwater marsh and areas of riparian scrub vegetation. The survey shall be conducted within 14 days before project activity begins.

If no tricolored blackbird colony is present, no further mitigation is required. If a colony is found, the project applicant shall consult with CDFW to determine whether impacts to the colony would occur as a result of project implementation, and to establish an appropriate buffer around the colony to reduce the likelihood of disturbance. No project activity shall commence within the buffer area until a qualified biologist, in consultation with CDFW, confirms that the colony is no longer active. Buffer size is anticipated to range from 100 to 500 feet, depending on the nature of the project activity, the extent of existing disturbance in the area, and other relevant circumstances. If CDFW determines that project activity could result in adverse effects to the colony, and project activities cannot be avoided during the nesting season when the colony is active, an incidental take permit for impacts to tricolored blackbird pursuant to California Fish and Game Code Section 2081 would be required. The applicant shall implement measures required under the permit, if required, which may include compensatory mitigation for impacts to a tricolored blackbird.

Mitigation for the off-site elements outside of the City of Folsom's jurisdictional boundaries (i.e., U.S. 50 interchange improvements) must be coordinated by the project applicant(s) of each applicable project phase with the affected oversight agency(ies) (i.e., Caltrans).

CONCLUSION

Mitigation Measure 3A.3-2c was updated to reflect a change in status of tricolored blackbird under the California Endangered Species Act; however, this mitigation measure is consistent with the requirements in the mitigation adopted for the FPASP. The project would not result in new or substantially more severe significant impacts to biological resources. The mitigation measures and overall conclusions of the FPASP EIR/EIS remain valid and no additional analysis is required.

4.5 CULTURAL RESOURCES

Environmental Issue Area	Where Impact Was Analyzed in the EIR/EIS.	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information Requiring New Analysis or Verification?	Do Prior Environmental Documents Mitigations Address/Resolve Impacts?
5. Cultural Resources. Would the project:				
a. Cause a substantial adverse change in the significance of a historical resource pursuant to §15064.5?	Setting pp. 3B.5-1 to 3B.5-3 Impact 3A.5-1	No	No	Yes
b. Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	Setting pp. 3B.5-1 to 3B.5-3 Impacts 3A.5-1 and 3A.5-2	No	No	Yes
c. Disturb any human remains, including those interred outside of formal cemeteries?	Setting p. 3A.5-13 to 3A.5-15 Impact 3A.5-3	No	No	Yes

4.5.1 Discussion

REGULATORY SETTING

State

Senate Bill 18

Senate Bill (SB) 18 was signed into law in September 2004 and became effective in March 2005. SB 18 (Burton, Chapter 905, Statutes of 2004) requires city and county governments to consult with California Native American tribes early in the planning process with the intent of protecting traditional tribal cultural places. The purpose of involving tribes at the early stage of planning efforts is to allow consideration of tribal cultural places in the context of broad local land use policy before project-level land use decisions are made by a local government. As such, SB 18 applies to the adoption or substantial amendment of general or specific plans. The process by which consultation must occur in these cases was published by the Governor’s Office of Planning and Research through its *Tribal Consultation Guidelines: Supplement to General Plan Guidelines* (OPR 2005).

Because the project is seeking an SPA to the FPASP, the City was required to initiate consultation with California Native American tribes under SB 18. On February 25, 2020, ECORP, on behalf of the City, requested an SB 18 contact list from the California Native American Heritage Commission (NAHC). On March 3, 2020, the NAHC responded with contact information for representatives of the following tribes:

- ▶ Buena Vista Rancheria of Me-Wuk Indians
- ▶ Colfax-Todds Valley Consolidated Tribe
- ▶ Lone Band of Miwok Indians
- ▶ Nashville Enterprise Miwok-Maidu Nishinam Tribe
- ▶ Shingle Springs Band of Miwok Indians
- ▶ Tsi Akim Maidu
- ▶ United Auburn Indian Community of the Auburn Rancheria
- ▶ Wilton Rancheria

In accordance with Government Code 65352.3(a)(2), the City sent project notifications to each of the contacts on March 6, 2020 and afforded them 90 days to respond and request consultation. The 90-day response window closed on June 4, 2020. The City received responses from two tribes, as summarized below. None of the other tribes responded.

Wilton Rancheria

- ▶ A response from Wilton Rancheria on March 13, 2020 requesting to consult on the project under SB 18. The City responded to Wilton Rancheria on March 16, 2020 acknowledging their request to consult and to formally initiate consultation by inviting them to a teleconference on March 31. Wilton Rancheria representatives failed to attend the teleconference, but on April 14, 2020, contacted the City to request information, which the City provided immediately. The tribe has not engaged the City any further on this project.

Shingle Springs Band of Miwok Indians

- ▶ On May 4, 2020, the City received a letter from Shingle Springs Rancheria dated April 30, 2020 asking to consult and receive copies of reports. The City responded the same day, provided the requested information, and offered a teleconference meeting on May 13. Shingle Springs representatives failed to attend the teleconference and did not request to reschedule. The tribe has not engaged the City any further on this project.

On April 16, 2020, and in accordance with Government Code §65352(a)(11), the City mailed the 45-day referral notices to the tribes. No tribes provided comment within that timeframe. The City will mail specific details of the public hearing at least 10 days in advance, in accordance with Government Code §65092.

In summary, the City has assumed and concluded consultation responsibilities in accordance with the *Tribal Consultation Guidelines: Supplement to General Plan Guidelines* (November 14, 2005) published by the Governor's Office of Planning and Research. The details of tribal consultation for SB 18 are documented in a separate confidential tribal consultation record by the City.

Assembly Bill 52

Assembly Bill (AB) 52 (Chapter 532, Statutes of 2014) established a formal consultation process for California Native American tribes as part of CEQA and equates significant impacts on tribal cultural resources with significant environmental impacts (Public Resources Code [PRC] Section 21084.2). AB 52 consultation requirements went into effect on July 1, 2015 for all projects that had not already published a Notice of Intent to Adopt a Negative Declaration or Mitigated Negative Declaration or published a Notice of Preparation of an Environmental Impact Report prior to that date (Section 11 [c]). Specifically, AB 52 requires that "prior to the release of a negative declaration, mitigated negative declaration, or environmental impact report for a project, the lead agency shall begin consultation" (21080.3.1 [a]), and that "the lead agency may certify an environmental impact report or adopt a mitigated negative declaration for a project with a significant impact on an identified tribal cultural resource only if" consultation is formally concluded (21082.3[d]).

However, in the case of the current project, the lead agency has prepared this addendum to a previously certified EIR, in accordance with Section 15164 of the CEQA Guidelines. An addendum was determined to be the most appropriate document because none of the conditions described in Section 15162, calling for preparation of a subsequent EIR, have occurred. The addendum addresses minor technical changes or additions and confirms that the project is consistent with what was previously analyzed under the certified EIR. As such, the addendum will not result in an additional certification; therefore, the AB 52 procedures specified in PRC Sections 21080.3. 1(d) and 21080.3.2 do not apply and no tribal consultation under AB 52 is required.

City of Folsom 2035 General Plan

The City completed a general plan update since certification of the EIR/EIS in 2011. The Folsom City Council approved the Folsom 2035 General Plan on August 28, 2018. The following goals and policies of the Folsom 2035 General Plan are applicable to the project but do not constitute new information of substantial importance under CEQA Guidelines section 15162.

Natural and Cultural Resources Element

GOAL NCR 5.1 Encourage the preservation, restoration, and maintenance of cultural resources, including building and sites, to enrich our sense of place and our appreciation of the city's history.

- ▶ **NCR 5.1.2 Cultural Resources Inventory:** Maintain an inventory of prehistoric and historic resources, including structures and sites.
- ▶ **NCR 5.1.3 Nominate Additional Cultural Resources:** Nominate additional buildings and sites to the City of Folsom Cultural Resources Inventory of locally significant cultural resources.
- ▶ **NCR 5.1.4 Applicable Laws and Regulations:** Ensure compliance with City, State, and Federal historic preservation laws, regulations, and codes to protect and assist in the preservation of historic and archeological resources, as listed in the City of Folsom Historic Preservation Master Plan, including the use of the California Historical Building Code as applicable, including, but not limited to, Senate Bill 18, Assembly Bill 52, Appendix G to the CEQA Guidelines, and, where applicable, Section 106 of the National Historic Preservation Act.

FPASP Programmatic Agreement

Since the adoption of the FPASP and certification of the EIR/EIS, and consistent with the mitigation adopted in the FPASP, the FPASP applicants entered into a programmatic agreement (PA) with U.S. Army Corps of Engineers (USACE) to fulfill the requirements in Section 106 of the National Historic Preservation Act. The PA was amended in 2013 and the project is subject to the requirements of the First Amended Programmatic Agreement (FAPA) to meet obligations under all applicable state and federal requirements that were in place at the time of its execution. The execution of the PA (and subsequent amendments) was a requirement of the programmatic EIR/EIS to comply with both federal and state laws, including CEQA, and allowed for a phased approach for the identification and determination of impacts to cultural resources.

The FAPA provides the framework for compliance and requires that each individual development, including the project, must comply with specific terms that include, but are not limited to, development of a project-specific Area of Potential Effects (APE), a geoarchaeological investigation, an updated records search, good-faith identification efforts including pedestrian surveys, evaluation of significance of resources, a finding of effect, and the resolution of adverse effects to significant cultural resources. Furthermore, the FAPA requires that all work done in compliance with the FAPA be carried out in accordance with the overall research design and cultural resources management plan, initially titled the Preliminary Historic Properties Synthesis (PHPS) that has been prepared for the FPASP. The PHPS was renamed the Historic Property Management Plan (HPMP) in conjunction with the execution of the FAPA in 2013.

ECORP prepared a report summarizing the project-specific information for the project on historic and cultural resources and, in that report, provided refined mitigation measures specific to the project, see Appendix B (ECORP 2020). A summary of that information is presented below.

IMPACT DISCUSSION

Impacts on Historical Resources

Impacts under the approved FPASP to historical resources within the FPASP area are described in Impact 3A.5-1. Impacts were determined to be potentially significant because the FPASP would develop in areas containing known historic resources. Mitigation Measures 3A.5-1a and 3A.5-1b were recommended and required the applicants to enter into a PA with USACE for the comprehensive evaluation of resources within the FPASP as well as an inventory and evaluation of cultural resources and methods to avoid or minimize damage to resources. As described in the mitigation, the PA would establish an area of potential effects and provide a framework for data gathering so that the applicant, City, and USACE would have a more thorough understanding of the resources present in the area and how best to address these resources, once projects were proposed within the FPASP. Although implementation of Mitigation Measures 3A.5-1a and 3A.5-1b in the EIR/EIS would reduce the impact to known prehistoric and historic-era cultural resources, the EIR/EIS concluded that the impact would remain potentially significant and unavoidable because some of the affected resources would not be within the City's jurisdiction.

As described above, the applicant has already entered a PA with USACE and has conducted a subsequent review of historic resources pertaining to the project area. That review determined that the Alder Creek site includes one cultural resource; however, the site is not eligible and is therefore is not considered a Historical Resource under CEQA. Five cultural resources were identified at the land use reallocation sites located outside of the Alder Creek site. Only two of the five cultural resources were determined to be eligible and are considered as historical resources under CEQA. However, because the land use reallocation sites located outside of the Alder Creek site would only receive surplus density from the Alder Creek site, would not be developed as part of the project, and would be subject to their own future discretionary approvals, impacts to historical resources located within the land use reallocation sites would not occur as a result of the project.

The project does not change the nature, type, or severity of impacts to historical resources and impacts associated with the project are consistent, if not less than, what was contemplated by the EIR/EIS. Because of the extensive work on historic resources since the EIR/EIS was certified, the mitigation measures from the EIR/EIS addressing historic resources were refined to more specifically address the project area. With the implementation of these modified mitigation measures (listed below), implementation of the project would result in less-than-significant impacts to historic resources. No new significant impacts or substantially more severe impacts would occur. Therefore, the findings of the certified EIR/EIS remain valid and no further analysis is required.

Impacts on Archeological Resources

The EIR/EIS analyzed potential destruction or damage to known (Impact 3A.5-1) or unknown (Impact 3A.5-2) archeological resources and concluded that there would be potentially significant impacts because of the potential destruction and removal of these resources. The EIR/EIS recommended Mitigation Measures 3A.5-1a, 3A.5-1b, and 3A.5-2, which would reduce the impact to archaeological resources by requiring a programmatic agreement, an inventory and evaluation of cultural resources and methods to avoid or minimize damage to resources, construction personnel education, and, if determined necessary, on-site monitoring during construction activities. However, the EIR/EIS concluded that this impact would remain potentially significant and unavoidable because some of the affected resources would not be within the City's jurisdiction and the City would not have control over their protection and preservation, because there always exists a potential for unknown archaeological sites to become uncovered during construction, and because not all resources would be avoided under the approved FPASP.

As described previously, the applicant entered into a PA and subsequent review of cultural resources. As described above, the applicant made changes to the project design to avoid impacts to known resources. While these are not sufficient to reduce the potentially significant impact to a less-than-significant level without mitigation, the information gathered through the extensive surveys, Native American consultation, and reviews of records were used to refine the mitigation measures from the EIR/EIS. With the implementation of these modified mitigation measures shown below (3A.5-1a, 3A.5-1b, and 3A.5-2), the impact would be reduced to less than significant. No new significant impacts or substantially more severe impacts would occur. Therefore, the findings of the certified EIR/EIS remain valid and no further analysis is required.

Impacts on Human Remains

The EIR/EIS analyzed potential destruction or damage to human remains in Impact 3A.5-3 and concluded that although there are no known or documented human burials or remains in the project area, the impact was potentially significant because ground-disturbing activities may inadvertently disinter or destroy previously unidentified interred human remains. The EIR/EIS recommended Mitigation Measure 3A.5-3, which would reduce the potential impact to a less-than-significant level because it would require the applicant to halt ground-disturbing activities if remains are uncovered and follow the requirements of the California Health and Safety Code.

Mitigation Measure 3A.5-3 has been updated to include a statement requiring the applicant to submit to the City proof of compliance and this updated version is presented below and remains consistent with Mitigation Measure 3A.5-3 in the EIR/EIS. No new information regarding human remains has been identified requiring new analysis or verification. No new significant impacts or substantially more severe impacts would occur. Therefore, the findings of the certified EIR/EIS remain valid and no further analysis is required.

MITIGATION MEASURES

To be consistent with the more specific requirements found in the Historic Property Treatment Plan (HPTP) and FAPA, the following FPASP EIR/EIS mitigation measures have been refined.

Mitigation Measure 3A.5-1a: Comply with the Programmatic Agreement

The PA for the project is incorporated by reference. The PA provides a management framework for identifying historic properties, determining adverse effects, and resolving those adverse effects as required under Section 106 of the National Historic Preservation Act. This document is incorporated by reference. The PA is available for public inspection and review at the California Office of Historic Preservation 1725 23rd Street Sacramento, CA 95816.

Mitigation Measure 3A.5-1b: Perform an Inventory and Evaluation of Cultural Resources for the California Register of Historic Places, Minimize or Avoid Damage or Destruction, and Perform Treatment Where Damage or Destruction Cannot be Avoided

Management of cultural resources eligible for or listed on the CRHR under CEQA mirrors management steps required under Section 106. These steps may be combined with deliverables and management steps performed for Section 106 provided that management documents prepared for the PA also clearly reference the California Register of Historical Resources (CRHR) listing criteria and significance thresholds that apply under CEQA. Before ground disturbing work for each individual development phase or off-site element, the applicable oversight agency (City of Folsom, El Dorado County, Sacramento County, or Caltrans), or the project applicant(s) of all project phases, with applicable oversight agency, shall perform the following actions:

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

- ▶ To support the evaluation and treatment required under this Mitigation Measure, the archaeologist retained by either the applicable oversight agency or the applicant(s) of all project phases shall prepare an appropriate prehistoric and historic context that identifies relevant prehistoric, ethnographic, and historic themes and research questions against which to determine the significance of identified resources and appropriate treatment.
- ▶ These steps and documents may be combined with the phasing of management and documents prepared pursuant to the FAPA to minimize the potential for inconsistency and duplicative management efforts.

Mitigation for the off-site elements outside of the City of Folsom's jurisdictional boundaries shall be coordinated by the applicant(s) of each applicable project phase with the affected oversight agency(ies) (i.e., El Dorado and/or Sacramento Counties, or Caltrans).

Mitigation Measure 3A.5-2: Conduct Construction Personnel Education, Conduct On-Site Monitoring If Required, Stop Work if Cultural Resources are Discovered, Assess the Significance of the Find, and Perform Treatment or Avoidance as Required

To reduce potential impacts to previously undiscovered cultural resources, the applicant(s) of all project phases shall do the following:

- ▶ Before the start of ground-disturbing activities, the 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 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.

Mitigation for the off-site elements outside of the City of Folsom's jurisdictional boundaries must be coordinated by the applicant(s) of each applicable project phase with the affected oversight agency(ies) (i.e., El Dorado and/or Sacramento Counties, or Caltrans).

The 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.

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.

In the event that unanticipated discoveries of additional historic properties, defined in 36 CFR 800.16 (l), are made during the construction of the project, the USACE shall ensure that they will be protected by implementing the following measures:

- ▶ 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 respond within 72 hours shall not prohibit the USACE from implementing the treatment measures.

The 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.

Mitigation Measure 3A.5-3: Suspend Ground-Disturbing Activities if Human Remains are Encountered and Comply with California Health and Safety Code Procedures

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 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]).

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

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

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

The 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 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.

Mitigation for the off-site elements outside of the City of Folsom's jurisdictional boundaries must be coordinated by the applicant(s) of each applicable project phase with the affected oversight agency(ies) (i.e., El Dorado and/or Sacramento Counties, or Caltrans).

The 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.

CONCLUSION

While consultation with regulatory agencies regarding cultural resources mitigation has been on-going and resulted in the development of refined mitigation program for the project, this mitigation program is consistent with the activities recommended in the mitigation adopted for the FPASP. No new significant or substantially more severe cultural resources impacts would occur with the project. Therefore, the findings of the certified EIR/EIS remain valid and no further analysis is required.

4.6 ENERGY

Environmental Issue Area	Where Impact Was Analyzed in the EIR/EIS.	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information Requiring New Analysis or Verification?	Do Prior Environmental Documents Mitigations Address/Resolve Impacts?
6. Energy. Would the project:				
a. Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?	Setting pp. 3A.16-5 to 3A.16-6, 3A.16-8 Impact 3A.16-12	No	No	Yes
b. Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	Setting 3A.16-5 to 3A.16-6, 3A.16-8 No Impact	No	No	Yes

4.6.1 Discussion

A comprehensive update to the CEQA Guidelines has been completed since certification of the FPASP Final EIR/EIS. Appendix G of the CEQA Guidelines, which became effective on December 28, 2018, was revised to include Energy as a category of analysis. At the time of the EIR/EIS, energy was included in Appendix F of the CEQA Guidelines and increased energy demand was addressed under Utilities and Service Systems in the EIR/EIS. This analysis has been added, in response to the 2018 update to the CEQA Guidelines. However, as energy was previously addressed in the EIR/EIS, this analysis does not constitute new information of substantial importance under CEQA Guidelines section 15162.

REGULATORY SETTING

A variety of state and local laws and policies have been adopted since certification of the FPASP EIR/EIS. Key regulations and conservation planning issues applicable to the project are discussed below, but these changes in law do not constitute new information of substantial importance under CEQA Guidelines section 15162.

State

Senate Bill X1-2 of 2011 and Senate Bill 350 of 2015

SB X1-2 of 2011 requires all California utilities to generate 33 percent of their electricity from renewables by 2020. SB X1-2 sets a three-stage compliance period requiring all California utilities, including independently-owned utilities, energy service providers, and community choice aggregators, to generate 20 percent of their electricity from renewables by December 31, 2013; 25 percent by December 31, 2016; and 33 percent by December 31, 2020. SB X1-2 also requires the renewable electricity standard to be met increasingly with renewable energy that is supplied to the California grid from sources within, or directly proximate to, California. SB X1-2 mandates that renewables from these sources make up at least 50 percent of the total renewable energy for the 2011-2013 compliance period, at least 65 percent for the 2014-2016 compliance period, and at least 75 percent for 2016 and beyond. In October 2015, SB 350 was signed into law, which requires retail sellers and publicly-owned utilities to procure 50 percent of their electricity from renewable resources by 2030.

California Building Efficiency Standards (Title 24, Part 6)

The 2019 Title 24 Part 6 Building Energy Efficiency Standards were adopted by the CEC on May 9, 2018 and took effect on January 1, 2020. The standards are designed to move to the State closer to its zero net energy goals for new residential development. It does so by requiring all new residences to install enough renewable energy to offset all

the site electricity needs of each residential unit (CCR, Title 24, Part 6, Section 150.1(c)14). CEC estimates that the combination of mandatory on-site renewable energy and prescriptively-required energy efficiency features will result in new residential construction that uses 53 percent less energy than the 2016 standards. Nonresidential buildings are anticipated to reduce energy consumption by 30 percent compared to the 2016 standards primarily through prescriptive requirements for high-efficacy lighting (CEC 2018). The building efficiency standards are enforced through the local plan check and building permit process. Local government agencies may adopt and enforce additional energy standards for new buildings as reasonably necessary in response to local climatologic, geologic, or topographic conditions, provided that these standards are demonstrated to be cost effective and exceed the energy performance required by Title 24 Part 6.

Local

The City completed a general plan update since certification of the EIR/EIS in 2011. The Folsom City Council approved the Folsom 2035 General Plan on August 28, 2018. The following goals and policies of the Folsom 2035 General Plan are applicable to the project.

Land Use Element

GOAL LU 1.1 Retain and enhance Folsom's quality of life, unique identity, and sense of community while continuing to grow and change.

- ▶ **LU 1.1.13 Sustainable Building Practices:** Promote and, where appropriate, require sustainable building practices that incorporate a "whole system" approach to designing and constructing buildings that consume less energy, water and other resources; facilitate natural ventilation; use daylight effectively; and, are healthy, safe, comfortable, and durable.
- ▶ **LU 1.1.14 Promote Resiliency:** Continue to collaborate with nonprofit organizations, neighborhoods groups, and other community organizations, as well as upstream, neighboring, and regional groups to effectively partner on and promote the issues relating to air quality, renewable energy systems, sustainable land use, adaptation, and the reduction of greenhouse gas (GHG) emissions.

GOAL LU 6.1 Allow for a variety of housing types and mix of uses that provide choices for Folsom residents, create complete and livable neighborhoods, and encourage walking and biking.

- ▶ **LU 6.1.3 Efficiency Through Density:** Support an overall increase in average residential densities in identified urban centers and mixed-use districts. Encourage new housing types to shift from lower-density, large-lot developments to higher-density, small-lot and multifamily developments, as a means to increase energy efficiency, conserve water, reduce waste, as well as increase access to services and amenities (e.g., open space) through an emphasis of mixed uses in these higher-density developments.
- ▶ **LU 9.1.10 Renewable and Alternative Energy Generation Systems:** Require the use of solar, wind, or other on-site renewable energy generation systems as part of the design of new planned developments.

Mobility Element

GOAL M 4.1 Ensure a safe and efficient network of streets for cars and trucks, as well as provide an adequate supply of vehicle parking.

- ▶ **M 4.1.8 Energy Efficiency:** Use the most energy-efficient light fixtures and technology for all traffic signals, street lights, roads, intersections, and bicycle and pedestrian signals.

Natural and Cultural Resources Element

GOAL NCR 3.2 Improve the sustainability of the community through continued local efforts to reduce GHG emissions.

- ▶ **NCR 3.2.3 Greenhouse Gas Reduction in New Development:** Reduce greenhouse gas emissions from new development by encouraging development that lowers vehicle miles traveled (VMT), and discouraging auto-dependent sprawl and dependence on the private automobile; promoting development that is compact, mixed-use, pedestrian friendly, and transit oriented; promoting energy-efficient building design and site planning;

improving the jobs/housing ratio; and other methods of reducing emissions while maintaining the balance of housing types Folsom is known for.

Public Facilities and Services Element

GOAL PFS 8.1 Provide for the energy and telecommunications needs of Folsom and decrease dependence on nonrenewable energy sources through energy conservation, efficiency, and renewable resource strategies now and in the future.

- ▶ **PFS 8.1.3 Renewable Energy:** Promote efforts to increase the use of renewable energy resources such as wind, solar, hydropower, and biomass both in the community and in City operations, where feasible.
- ▶ **PFS 8.1.3 Regional Energy Conservation:** Partner with neighboring jurisdictions and local energy utilities (e.g., SMUD and PG&E) to develop, maintain, and implement energy conservation programs.
- ▶ **PFS 8.1.5 PACE Program:** Assist in implementing the Property Assessed Clean Energy (PACE) financing programs to provide residential and commercial property owners with energy efficiency and renewable energy financing opportunities.
- ▶ **PFS 8.1.6 Energy-Efficient Lighting:** Reduce the energy required to light Folsom's parks and public facilities by employing energy-efficient lighting technology.

IMPACT DISCUSSION

As described in Impact 3A.16-12 of the FPASP EIR/EIS, the FPASP would increase the consumption of energy. However, the FPASP would need to comply with Building Energy Efficiency Standards included in Title 24 of the California Code of Regulations and implement an Air Quality Management Plan. This impact (Impact 3A.16-12) was determined to be less than significant and no mitigation was required.

The project would not result in an increase in unit development, land use acreage, vehicle miles traveled, or construction equipment for the FPASP area. Although energy consumption associated with electricity use would differ slightly between MHD, MLD, and MU land uses, the total number of units of MHD, MLD, and MU in the FPASP would not change; therefore, no substantial change in energy consumption would occur. In addition, multi-family residential units typically have higher energy efficiency standards, and thus have less energy consumption than mixed use developments. The project would comply with Title 24 requirements, which were updated in 2019 and include renewable energy and energy efficiency requirements to reduce energy consumption in new residences by 53 percent.

Relevant plans that pertain to the efficient use of energy include the State 2008 *Energy Action Plan Update*, which focuses on energy efficiency; demand response; renewable energy; the supply and reliability of electricity, natural gas, and transportation fuels; and achieving GHG reduction targets (CEC and CPUC 2008). The FPASP would comply with the Building Energy Efficiency Standards included in Title 24 of the California Code of Regulations, which would align with the State 2008 *Energy Action Plan Update*.

The project would not result in substantial land use changes or an increase in population from the approved FPASP. The project would comply with general plan policies related to renewable energy or energy efficiency and Title 24 Building Energy Efficiency Standards. The project would not conflict with or obstruct a state or local plan for renewable energy or energy efficiency. Therefore, no new significant impacts or substantially more severe impacts would occur. The findings of the certified EIR/EIS remain valid and no further analysis is required.

MITIGATION MEASURES

No mitigation measures are required for the project for this issue.

CONCLUSION

This report updates the regulatory setting addressing energy and provides additional project-level energy analysis in accordance with the updated Appendix G of the CEQA Guidelines, which became effective on December 28, 2018. While the updated information and the project-specific analyses provide additional detail for the project site, this analysis is based on the standards in effect at the time of the EIR/EIS. At the time of the EIR/EIS, energy was included in Appendix F of the CEQA Guidelines and increased energy demand was addressed under Utilities and Service Systems in the EIR/EIS. Therefore, this report would not constitute new information of substantial importance under CEQA Guidelines section 15162. The proposed amendment to the FPASP would not result in new or substantially more severe significant impacts to energy. Therefore, no additional analysis is required.

4.7 GEOLOGY AND SOILS

Environmental Issue Area	Where Impact Was Analyzed in the EIR/EIS.	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information Requiring New Analysis or Verification?	Do Prior Environmental Documents Mitigations Address/Resolve Impacts?
7. Geology and Soils. Would the project:				
a. Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:	Setting pp. 3A.7-3 to 3A.7-5, 3A.7-18, 3A.7-19	No	No	Yes
i. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? (Refer to California Geological Survey Special Publication 42.)	Impacts 3A.7-1, 3A.7-2			
ii. Strong seismic ground shaking?				
iii. Seismic-related ground failure, including liquefaction?				
iv. Landslides?				
b. Result in substantial soil erosion or the loss of topsoil?	Setting pp. 3A.7-5 to 3A.7-6 Impact 3A.7-3	No	No	Yes
c. Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on-or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?	Setting p. 3A.7-6 Impacts 3A.7-4, 3A.7-5	No	No	Yes
d. Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994, as updated), creating substantial direct or indirect risks to life or property?	Setting p. 3A.7-11 Impact 3A.7-6	No	No	Yes
e. Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	Setting p. 3A.7-11 Impact 3A.7-7	No	No	NA
f. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	Setting pp. 3A.7-13 to 3A.7-17 Impact 3A.7-10	No	No	Yes

4.7.1 Discussion

REGULATORY SETTING

The City has completed a general plan update since certification of the EIR/EIS in 2011. The Folsom City Council approved the Folsom 2035 General Plan on August 28, 2018. The following goals and policies of the Folsom 2035 General Plan are applicable to the project, but do not constitute new information of substantial importance under CEQA Guidelines section 15162.

Safety and Noise Element

GOAL SN 2.1 Reduce risks and minimize impacts to the community from earthquakes and geologic hazards.

- ▶ **SN 2.1.1 Requirements:** Develop, maintain, and implement land use planning, building construction, and retrofitting requirements consistent with State standards to reduce risk associated with geologic and seismic hazards.
- ▶ **SN 2.1.2 Roads, Bridges, and Utility Lines:** Ensure that the design and engineering of new roads, bridges, and utility lines can withstand movement or ground failure associated with the seismic risk in Folsom consistent with State standards.
- ▶ **SN 2.1.4 Dredge Tailings:** Require new development on dredge tailings to conform to the guidelines and regulations of the California Geological Survey.

No other changes in regulatory settings related to geology and soils have occurred since the certification of the FPASP EIR/EIS. The regional and local settings remain the same as stated Section 3A.7.

IMPACT DISCUSSION

The project would involve development of the same areas examined in the FPASP EIR/EIS. A project-specific geotechnical report was completed in February 2018 by Wallace Kuhl & Associates (see Appendix C) and concluded that soils located at the Alder Creek Apartments site would be capable of supporting multi-family residential development at the project site. As noted in the FPASP EIR/EIS, the risks of seismic-related ground shaking, seismic-related ground failure, liquefaction, and landslides are low at the project site and the site is not located within or near an Alquist-Priolo Earthquake Fault Zone. In addition, the risks of substantial soil erosion, unstable soil or geologic units, and soil expansion are low and would further be reduced through recommendations outlined in the geotechnical analysis (Wallace Kuhl & Associates 2018). The findings of the geotechnical analysis are consistent with what was previously analyzed in the FPASP EIR/EIS. The project's shift in residential densities on areas already contemplated for multi-family residential and mixed use development in the FPASP will not result in any new or substantially more severe impacts to geological or soil conditions.

In addition, because the development of the project would result in a similar footprint for ground disturbance as the approved FPASP, the impact conclusions pertaining to paleontological resources remain unchanged. The project site is underlain by Jurassic-aged Salt Springs Slate, Gopher Ridge Volcanic, and Copper Hill Volcanic formations (see Exhibit 3A.7-1 of the EIR/EIS) and would not contain vertebrate fossils or fossil plant assemblages, as described in Impact 3A.7-10 of the Draft EIR/EIS. The mitigation measures provided in the FPASP EIR/EIS would apply to the proposed project and no new or different mitigation would be required.

MITIGATION MEASURES

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

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

The EIR/EIS concluded that mitigation measures were adequate to reduce the risk regarding geology and soils to a less-than-significant level.

CONCLUSION

No substantial changes in circumstances or the project have occurred nor has any new information of substantial importance been identified requiring new analysis or verification. Therefore, the conclusions of the EIR/EIS remain valid and approval of the project would not result in new or substantially more severe significant impacts to geology and soils.

4.8 GREENHOUSE GAS EMISSIONS

Environmental Issue Area	Where Impact Was Analyzed in the EIR/EIS.	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information Requiring New Analysis or Verification?	Do Prior Environmental Documents' Mitigations Address/Resolve Impacts?
8. Greenhouse Gas Emissions. Would the project:				
a. Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	Environmental Setting p. 3A.4-1 to 3A.4-4; Regulatory Setting p. 3A.4-4 to 3A.4-9 and updated below; Impact 3A.4-1 and Impact 3A.4-2.	No	No	Yes
b. Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	Same as above.	No	No	Yes

4.8.1 Discussion

Section 3A.4 of the FPASP EIR/EIS evaluated the FPASP’s potential climate change impacts, including impacts associated with greenhouse gases (GHGs). While new information about the science of climate change has become available and the relationship between GHG emissions and land use planning has become better understood, impacts associated with GHGs were known at the time of the FPASP EIR/EIS and new information concerning GHGs does not constitute new significant information under Guidelines section 15162. Federal, state, and local laws and policies that have been adopted since certification of the FPASP EIR/EIS are discussed below.

REGULATORY SETTING

GHG emissions and responses to global climate change are regulated by a variety of federal, state, and local laws and policies. Key regulatory and conservation planning issues applicable to the project are discussed below.

Federal

In *Massachusetts et al. v. Environmental Protection Agency et al.*, 549 U.S. 497 (2007), the Supreme Court of the United States ruled that carbon dioxide (CO₂) is an air pollutant as defined under the federal Clean Air Act and that the U.S. Environmental Protection Agency (EPA) has the authority to regulate GHG emissions.

In 2010, EPA started to address GHG emissions from stationary sources through its New Source Review permitting program, including operating permits for “major sources” issued under Title V of the federal Clean Air Act.

EPA unveiled the Clean Power Plan was on August 3, 2015. The purpose of the plan was to reduce CO₂ emissions from electrical power generation by 32 percent relative to 2005 levels within 25 years. EPA is proposing to repeal the Clean Power Plan because of a change to the legal interpretation of Section 111(d) of the Clean Air Act, on which the Clean Power Plan was based. The comment period on the proposed repeal closed April 26, 2018. A final ruling by EPA has not yet been issued.

In October 2012, EPA and the National Highway Traffic Safety Administration (NHTSA), part of the U.S. Department of Transportation (DOT), issued final rules to further reduce GHG emissions and improve corporate average fuel economy (CAFE) standards for light-duty vehicles for model years 2017 and beyond (77 Federal Register [FR] 62624). These rules would increase fuel economy to the equivalent of 54.5 miles per gallon, limiting vehicle emissions to 163

grams of CO₂ per mile for the fleet of cars and light-duty trucks by model year 2025 (77 FR 62630). However, on April 2, 2018, the EPA administrator announced a final determination that the current CAFE standards are not appropriate and should be revised. On August 2, 2018, DOT and EPA proposed the Safer Affordable Fuel-Efficient Vehicles Rule (SAFE Rule), which would amend existing CAFE and tailpipe CO₂ emissions standards for passenger cars and light trucks and establish new standards covering model years 2021 through 2026. The proposal retains the model year 2020 standards for both programs through model year 2026 (NHTSA 2018).

Part One of the Federal SAFE Rule went into effect on November 26, 2019, revoking California's existing CAA waiver to establish more stringent standards related to GHGs (84 FR 51310). Part Two of the SAFE Rule is forthcoming from EPA and is expected to clarify and confirm the proposed amendments to CAFE and tailpipe CO₂ standards.

State

AB 32 Climate Change Scoping Plan and Update

In December 2008, CARB adopted its Climate Change Scoping Plan, which contains the main strategies California will implement to achieve reduction of approximately 118 million metric tons (MMT) of CO₂-equivalent (CO₂e) emissions, or approximately 21.7 percent from the state's projected 2020 emission level of 545 MMT of CO₂e under a business-as-usual scenario (this is a reduction of 47 MMT CO₂e, or almost 10 percent, from 2008 emissions). CARB's original 2020 projection was 596 MMT CO₂e, but this revised 2020 projection considers the economic downturn that occurred in 2008 (CARB 2011). The Scoping Plan reapproved by CARB in August 2011 includes the Final Supplement to the Scoping Plan Functional Equivalent Document, which further examined various alternatives to Scoping Plan measures. The Scoping Plan also includes CARB-recommended GHG reductions for each emissions sector of the state's GHG inventory. CARB estimates the largest reductions in GHG emissions to be achieved will be by implementing the following measures and standards (CARB 2011):

- ▶ improved emissions standards for light-duty vehicles (estimated reductions of 26.1 MMT CO₂e),
- ▶ the Low-Carbon Fuel Standard (15.0 MMT CO₂e),
- ▶ energy efficiency measures in buildings and appliances (11.9 MMT CO₂e),
- ▶ a renewable portfolio and electricity standards for electricity production (23.4 MMT CO₂e), and
- ▶ the Cap-and-Trade Regulation for certain types of stationary emission sources (e.g., power plants).

In May 2014, CARB released and has since adopted the *First Update to the Climate Change Scoping Plan* to identify the next steps in reaching AB 32 goals and evaluate the progress that has been made between 2000 and 2012 (CARB 2014:4 and 5). According to the update, California is on track to meet the near-term 2020 GHG limit and is well positioned to maintain and continue reductions beyond 2020 (CARB 2014:ES-2). The update also reports the trends in GHG emissions from various emission sectors.

The update summarizes sector-specific actions needed to stay on the path toward the 2050 target. While the update acknowledges certain reduction targets by others (such as in the Copenhagen Accord), it stops short of recommending a specific target for California, instead acknowledging that mid-term targets need to be set "consistent with the level of reduction needed [by 2050] in the developed world to stabilize warming at 2°C (3.6°F) [above pre-industrial levels]."

After releasing multiple versions of proposed updates in 2017, CARB adopted the final version titled California's 2017 Climate Change Scoping Plan (2017 Scoping Plan) in December (CARB 2017). The 2017 Scoping Plan indicates that California is on track to achieve the 2020 statewide GHG target mandated by AB 32 of 2006 (CARB 2017:9). It also lays out the framework for achieving the mandate of SB 32 of 2016 to reduce statewide GHG emissions to at least 40 percent below 1990 levels by the end of 2030 (CARB 2017). The 2017 Scoping Plan identifies the GHG reductions needed by each emissions sector.

The 2017 Scoping Plan also identifies how GHGs associated with proposed projects could be evaluated under CEQA (CARB 2017:101-102). Specifically, it states that achieving "no net increase" in GHG emissions is an appropriate overall objective of projects evaluated under CEQA if conformity with an applicable local GHG reduction plan cannot be

demonstrated. CARB recognizes that it may not be appropriate or feasible for every development project to mitigate its GHG emissions to zero and that an increase in GHG emissions due to a project may not necessarily imply a substantial contribution to the cumulatively significant environmental impact of climate change.

Executive Order B-30-15

On April 20, 2015, Executive Order (EO) B-30-15 was signed into law and established a California GHG reduction target of 40 percent below 1990 levels by 2030. The Governor's EO aligns California's GHG reduction targets with those of leading international governments such as the 28-nation European Union, which adopted the same target in October 2014. California is on track to meet or exceed the target of reducing GHG emissions to 1990 levels by 2020, as established in the California Global Warming Solutions Act of 2006 (AB 32, discussed above). California's new emission reduction target of 40 percent below 1990 levels by 2030 sets the next interim step in the State's continuing efforts to pursue the long-term target expressed under EO S-3-05 to reach the goal of reducing emissions 80 percent below 1990 levels by 2050. This is in line with the scientifically established levels needed in the U.S. to limit global warming below 2 degrees Celsius, the warming threshold at which major climate disruptions are projected, such as super droughts and rising sea levels.

Senate Bill 32 and Assembly Bill 197 of 2016

In August 2016, SB 32 and AB 197 were signed into law and serve to extend California's GHG reduction programs beyond 2020. SB 32 amended the Health and Safety Code to include Section 38566, which contains language to authorize CARB to achieve a statewide GHG emission reduction of at least 40 percent below 1990 levels by no later than December 31, 2030. SB 32 codified the targets established by EO B-30-15 for 2030, which set the next interim step in the State's continued efforts to pursue the long-term target expressed in EOs S-3-05 and B-30-15 of 80 percent below 1990 emissions levels by 2050.

Senate Bill X1-2 of 2011 and Senate Bill 350 of 2015

SB X1-2 of 2011 requires all California utilities to generate 33 percent of their electricity from renewables by 2020. SB X1-2 sets a three-stage compliance period requiring all California utilities, including independently-owned utilities, energy service providers, and community choice aggregators, to generate 20 percent of their electricity from renewables by December 31, 2013; 25 percent by December 31, 2016; and 33 percent by December 31, 2020. SB X1-2 also requires the renewable electricity standard to be met increasingly with renewable energy that is supplied to the California grid from sources within, or directly proximate to, California. SB X1-2 mandates that renewables from these sources make up at least 50 percent of the total renewable energy for the 2011-2013 compliance period, at least 65 percent for the 2014-2016 compliance period, and at least 75 percent for 2016 and beyond. In October 2015, SB 350 was signed into law, which requires retail sellers and publicly-owned utilities to procure 50 percent of their electricity from renewable resources by 2030.

Legislation Associated with Electricity Generation

The state has passed legislation requiring the increasing use of renewables to produce electricity for consumers. California utilities are required to generate 33 percent of their electricity from renewables by 2020 (SB X1-2 of 2011); 52 percent by 2027 (California Renewables Portfolio Standard Program [SB 100 of 2018]); 60 percent by 2030 (also SB 100 of 2018); and 100 percent by 2045 (also SB 100 of 2018).

California Building Efficiency Standards (Title 24, Part 6)

The 2019 Title 24 Part 6 Building Energy Efficiency Standards were adopted by the CEC on May 9, 2018 and will take effect on January 1, 2020. The standards are designed to move to the State closer to its zero net energy goals for new residential development. It does so by requiring all new residences to install enough renewable energy to offset all the site electricity needs of each residential unit (CCR, Title 24, Part 6, Section 150.1(c)14). CEC estimates that the combination of mandatory on-site renewable energy and prescriptively-required energy efficiency features will result in new residential construction that uses 53 percent less energy than the 2016 standards. Nonresidential buildings are anticipated to reduce energy consumption by 30 percent compared to the 2016 standards primarily through prescriptive requirements for high-efficacy lighting (CEC 2018). The building efficiency standards are enforced through the local plan check and building permit process. Local government agencies may adopt and enforce

additional energy standards for new buildings as reasonably necessary in response to local climatologic, geologic, or topographic conditions, provided that these standards are demonstrated to be cost effective and exceed the energy performance required by Title 24 Part 6.

Senate Bill 743 of 2013

SB 743 changes the way that public agencies evaluate the transportation impacts of projects under CEQA. The proposed revisions to the State CEQA Guidelines would establish new criteria for determining the significance of a project's transportation impacts that will more appropriately balance the needs of congestion management with statewide goals related to infill development, promotion of public health through active transportation, and reduction of GHGs.

As detailed in SB 743, the Governor's Office of Planning and Research (OPR) was tasked with developing potential metrics to measure transportation impacts and replace the use of delay and level of service (LOS).

In November 2017, OPR released its proposed changes to the CEQA Guidelines, including the addition of Section 15064.3 that would implement SB 743 (OPR 2017a:77-90a). In support of these changes, OPR also published its Technical Advisory on Evaluating Transportation Impacts in CEQA, which recommends that the transportation impact of a project be based on whether it would generate a level of VMT per capita (or VMT per employee) that is 15 percent lower than existing development in the region (OPR 2017b:12-13). OPR's technical advisory explains that this criterion is consistent with Section 21099 of the California Public Resources Code, which states that the criteria for determining significance must "promote the reduction in greenhouse gas emissions" (OPR 2017b:18). It is also consistent with the statewide per capita VMT reduction target developed by the California Department of Transportation (Caltrans) in its Strategic Management Plan, which calls for a 15 percent reduction in per capita VMT, compared to 2010 levels, by 2020 (Caltrans 2015:11). Additionally, the California Air Pollution Control Officers Association determined that a 15 percent reduction in VMT is typically achievable for projects (CAPCOA 2010:55) and the call for local governments to set communitywide GHG reduction targets of 15 percent below then-current levels by 2020 in CARB's *First Update to the Climate Change Scoping Plan* (CARB 2014:113).

Section 15064.3 was added to CEQA in December 2018, requiring that transportation impacts no longer consider congestion but instead focus on the impacts of VMT. Agencies have until July 1, 2020 to implement these changes but can also choose to implement these changes immediately.

Low Carbon Fuel Standard

In January 2007, Executive Order S-01-07 established a Low Carbon Fuel Standard (LCFS). The EO calls for a statewide goal to be established to reduce the carbon intensity of California's transportation fuels by at least 10 percent by 2020, and that a LCFS for transportation fuels be established for California. The LCFS applies to all refiners, blenders, producers, or importers ("Providers") of transportation fuels in California, including fuels used by off-road construction equipment (Wade, pers. comm. 2017). The LCFS is measured on the total fuel cycle and may be met through market-based methods (e.g., providers exceeding the performance required by an LCFS receive credits that may be applied to future obligations or traded to Providers not meeting LCFS).

In June 2007, CARB adopted the LCFS as a Discrete Early Action item under AB 32 pursuant to Health and Safety Code Section 38560.5, and in April 2009, CARB approved the new rules and carbon intensity reference values with new regulatory requirements taking effect in January 2011. The standards require providers of transportation fuels to report on the mix of fuels they provide and demonstrate they meet the LCFS intensity standards annually. This is accomplished by ensuring that the number of "credits" earned by providing fuels with a lower carbon intensity than the established baseline (or obtained from another party) is equal to or greater than the "deficits" earned from selling higher intensity fuels.

After some disputes in the courts, CARB re-adopted the LCFS regulation in September 2015, and the LCFS went into effect on January 1, 2016.

Executive Order B-48-18: Zero-Emission Vehicles

In January 2018, Executive Order B-48-18 was signed into law and requires all State entities to work with the private sector to have at least 5 million zero-emission vehicles (ZEVs) on the road by 2030, as well as install 200 hydrogen

fueling stations and 250,000 electric vehicle charging stations by 2025. It specifies that 10,000 of the electric vehicle charging stations should be direct current fast chargers. This order also requires all State entities to continue to partner with local and regional governments to streamline the installation of ZEV infrastructure. The Governor's Office of Business and Economic Development is required to publish a Plug-in Charging Station Design Guidebook and update the 2015 Hydrogen Station Permitting Guidebook (Eckerle and Jones 2015) to aid in these efforts. All State entities are required to participate in updating the 2016 Zero-Emissions Vehicle Action Plan (Governor's Interagency Working Group on Zero-Emission Vehicles 2016) to help expand private investment in ZEV infrastructure with a focus on serving low-income and disadvantaged communities. Additionally, all State entities are to support and recommend policies and actions to expand ZEV infrastructure at residential land uses, through the Low Carbon Fuel Standard Program, and recommend how to ensure affordability and accessibility for all drivers.

Executive Order N-79-20: New Zero Emission Vehicle Standards

On September 23, 2020, Governor Newsom issued Executive Order N-79-20 setting new statewide goals for phasing out gasoline-powered cars and trucks in California. Under the Order, 100% of in-state sales of new passenger cars and trucks are to be zero-emission by 2035; 100% of in-state sales of medium- and heavy-duty trucks and buses are to be zero-emission by 2045, but only where feasible; and 100% of off-road vehicles and equipment sales are to be zero-emission by 2035 where feasible. The Order also directed several state agencies to undertake actions to further these goals in a variety of ways.

Local

Folsom 2035 General Plan

Since certification of the EIR/EIS in 2011, the City has adopted the Folsom 2035 General Plan. The general plan includes policies applicable to the project, specifically related to greenhouse gas reduction, as described below. These policies are included in the City's Greenhouse Gas Emissions Reduction Strategy included in Appendix A of the Folsom 2035 General Plan.

GOAL NCR 3.2 Improve the sustainability of the community through continued local efforts to reduce GHG emissions.

- ▶ **NCR 3.2.1 Community Greenhouse Gas Reductions:** Reduce community GHG emissions by 15 percent below 2005 baseline levels by 2020, and further reduce community emissions by:
 - 40 percent below the 2020 target by 2030;
 - 51 percent below the 2020 target by 2040; and,
 - 80 percent below the 2020 target by 2050.
- ▶ **NCR 3.2.3 Greenhouse Gas Reduction in New Development:** Reduce greenhouse gas emissions from new development by encouraging development that lowers VMT, and discouraging auto-dependent sprawl and dependence on the private automobile; promoting development that is compact, mixed-use, pedestrian friendly, and transit oriented; promoting energy-efficient building design and site planning; improving the jobs/housing ratio; and other methods of reducing emissions while maintaining the balance of housing types Folsom is known for.
- ▶ **NCR 3.2.6 Coordination with SMAQMD:** Coordinate with SMAQMD to ensure projects incorporate feasible mitigation measures to reduce GHG emissions and air pollution from both construction and operations, if not already provided for through project design.
- ▶ **NCR 3.2.7 Preference for Reduced-Emission Equipment:** Require contractors to use reduced-emission equipment for City construction projects and contracts for services.
- ▶ **NCR 3.2.8 GHG Analysis Streamlining for Projects Consistent with the General Plan:** Projects subject to environmental review under CEQA may be eligible for tiering and streamlining the analysis of GHG emissions, provided they are consistent with the GHG reduction measures included in the General Plan and EIR. The City may review such projects to determine whether the following criteria are met:
 - Proposed project is consistent with the General Plan land use designation for the project site;

- Proposed project incorporates all applicable GHG reduction measures (documented in the Climate Change Technical Appendix to the General Plan EIR) as enforceable mitigation measures in the CEQA document prepared for the project; and,
- Proposed project clearly demonstrates the method, timing and process for which the project will comply with applicable GHG reduction measures and/or conditions of approval, (e.g., using a CAP/GHG reduction measures consistency checklist, mitigation monitoring and reporting plan, or other mechanism for monitoring and enforcement as appropriate).

IMPACT DISCUSSION

Construction-Generated Greenhouse Gas Emissions

Construction-related GHG emissions were analyzed under Impact 3A.4-1 of the FPASP EIR/EIS. Modeling was conducted using the Urban Emissions Model and estimated that approximately 50,456 MT CO₂e would be generated by construction activity during the multiple-decade buildout period of the FPASP, including the project site. Because of the intensity and duration of construction activities associated with all development under the FPASP, including the project site, and presuming that this level of construction-generated GHG emissions would be substantial compared to other construction projects in the region and in the state, the analysis determined that construction-generated GHG emission levels would have a substantial contribution to GHGs that cause climate change. Therefore, the analysis concluded, GHG emissions associated with construction under the FPASP would result in a cumulatively considerable incremental contribution to this significant and unavoidable cumulative impact.

SMAQMD did not have a recommended threshold for evaluating construction-related GHGs at the time of the FPASP EIR/EIS was prepared. Since that time, however, SMAQMD has developed a mass emission threshold of 1,100 MT CO₂e/year for determining whether construction-generated GHG emissions are significant (SMAQMD 2009:6-9). Based on 50,456 MT CO₂e provided in the FPASP EIR/EIS for construction of the entire FPASP, GHG emissions generated by construction of the FPASP (including the project) would exceed SMAQMD's threshold. The new threshold does not constitute "new information" as defined in CEQA Guidelines Section 15162 and information concerning impacts attributable to GHGs was known at the time the FPASP EIR/EIS was prepared.

The types of emissions-generating construction activity would generally be the same under the project as evaluated in the FPASP EIR/EIS, as well as the quantity of land that would be developed and the intensity and pace of construction. The project would result in more dwelling units and higher land use density at the Alder Creek Apartments site than the adopted specific plan. The increases would be offset by a reduction in dwelling units in other parts of the FPASP outside the Alder Creek Apartments site. Overall, development within the Alder Creek Apartments site under the amended plan would be similar in area, size, and intensity to what was approved under the FPASP. For these reasons it is not anticipated that the project would result in any new circumstances involving new significant impacts or substantially more severe impacts pertaining to construction-related GHG emissions than were identified in the FPASP EIR/EIS.

Implementation of Mitigation Measure 3A.2-1a, which focuses on reducing construction-generated emissions of criteria air pollutants and precursors, would also result in reductions in construction-generated GHGs. Furthermore, Mitigation Measure 3A.4-1 requires implementation of additional measures to minimize construction-generated GHG emissions. These mitigation measures would generally result in the same reductions in GHG emissions under the project as the adopted FPASP. Therefore, the conclusions of the EIR/EIS remain valid and no additional analysis is required.

Operational Greenhouse Gas Emissions

GHG emissions and associated climate change impacts of the approved FPASP were evaluated in Section 3A.4 of the 2010 FPASP EIR/EIS. The methods of analysis for GHG estimation have evolved since the FPASP EIR/EIS was prepared. Since that time, the Urban Emissions model (URBEMIS) that was used in the FPASP EIR/EIS analysis was replaced with CalEEMod. CalEEMod is now the widely-recognized modeling tool by air districts in California for estimating GHG emissions for development projects, including SMAQMD (SMAQMD 2009:6-8). Also, SMAQMD now recommends a specific threshold of significance for evaluating GHG emissions from land use development projects, as discussed

above. The replacement of URBEMIS with CalEEMod, as well as the new threshold and guidance recommended by SMAQMD, do not constitute "new information" as defined in CEQA Guidelines Section 15162, and information concerning impacts from GHGs was known at the time the FPASP EIR/EIS was prepared and modeling methodologies similar to what is now used were available to estimate emissions.

Impact 3A.4-2 of the FPASP EIR/EIS determined that although future regulations would likely reduce project-generated GHGs, the quantity and effectiveness of such GHG reductions was uncertain and reduction measures promulgated under AB 32 may not be sufficient to achieve CARB's recommended 30 percent reduction from business-as-usual emissions levels projected for 2020 or the CO₂e per service population per year (CO₂e/SP/year) goals of 4.36 CO₂e/SP/year for development before 2020 and 3.68 CO₂e/SP/year for development before 2030. Implementation of Mitigation Measures 3A.4-2a and 3A.4-2b requires the implementation of all feasible GHG reduction measures known at the time of the EIR/EIS. However, the EIR/EIS concluded that the attainment of the applicable GHG reduction goal was still uncertain, and therefore, impacts related to GHG reductions would be significant and unavoidable.

Land use changes included under the project would result in a similar land-use intensity as previously evaluated in the FPASP EIR/EIS. The following land use types and quantities were adopted under the FPASP for the Alder Creek Apartments site:

- ▶ Multi-Family Low Density (MLD): 58 dwelling units
- ▶ Multi-Family High Density (MHD): 145 dwelling units

The following land use types and quantities were adopted under the FPASP for the area outside the Alder Creek Apartments site:

- ▶ Mixed Use (MU): 346 dwelling units
- ▶ Total Project area: 546 dwelling units

Land use changes proposed as part of the project would result in the following land uses and densities for the Alder Creek Apartments site:

- ▶ Multi-Family High Density (MHD): 265 dwelling units

Land use changes proposed as part of the project would result in the following land uses and densities for the area outside the Alder Creek Apartments site:

- ▶ Mixed Use (MU): 281 dwelling units
- ▶ Total Project area: 546 dwelling units

The project would result in an increase of 120 multi-family high-density units, and a decrease of 58 multi-family medium density units at the Alder Creek Apartments site. This reduction of 58 medium density dwelling units and increase of 120 high density dwelling units would be offset through development density transfers to areas outside the Alder Creek Apartments site. With the proposed development density transfers, the project would result in a no net change in dwelling units, population, or gross FPASP area.

In compliance with Mitigation Measure 3A.4-2a of the EIR/EIS, long-term operational emissions of GHGs were calculated using CalEEMod Version 2016.3.2 software, as recommended by SMAQMD. Adjustments were also made to the SMUD GHG intensity factors based on the SB 100 California Renewables Portfolio Standard (RPS) program. As construction of the project would be completed by 2024, the SB 100 target of 44 percent of total retail electricity sales in California deriving from eligible renewable energy resources was used to adjust the GHG intensity factors. Additionally, considering the CEC's 2019 Building Energy Efficiency Standards (California Code of Regulations Title 24, Part 6), newly built multi-family homes will use about 7 percent less energy due to energy efficiency measures compared to those built under the 2016 standard, which will also result in reduced GHG emissions. Finally, the 2019 standards require the use of low-flow indoor water fixtures in all new residential housing and that 100 percent of electricity consumption demands will be met by on-site solar photovoltaic systems. Compliance with all 2019 energy standard requirements was assumed when adjusting parameters in the CalEEMod model.

In the final analysis after adjustments, operational GHG emissions were calculated to be 1,510 MT-CO₂e/year for the Alder Creek Apartments site. The project would not result in a higher land use intensity, an increase in unit development, land use acreage, vehicle miles traveled, or construction equipment for the FPASP area. Although energy consumption and GHG emissions associated with electricity use would differ between MHD, MLD, and MU land uses, the total number of units of MHD, MLD, and MU in the FPASP would not change; therefore, energy consumption and associated GHG emissions would not increase over what was previously evaluated. Additionally, as discussed above, the project would comply with Title 24 requirements, which were updated in 2019 and include renewable energy and energy efficiency requirements, and thus would result in lesser impacts than those assumed under the FPASP EIR/EIS. Further, the project does not change the land use type (i.e., residential) from what was previously evaluated, and therefore, vehicle-related emissions would not be anticipated to increase. For these reasons, it is determined that the project would not result in more severe impacts with respect to its contribution of GHG emissions or result in an increase in GHG emissions per service population in comparison to emissions quantified for the FPASP. Operation of the Alder Creek Apartments site would not result in any new circumstances involving new significant impacts or substantially more severe impacts related to GHG emissions than were identified in the FPASP EIR/EIS.

The analysis under Impact 3A.4-2 of the FPASP EIR/EIS determined that the FPASP would result in the loss of blue oak woodland and individual oak trees, which are a form of carbon storage and sequester carbon from the atmosphere. Therefore, the applicant still must fulfill the requirements of Mitigation Measure 3A.4-2b in the FPASP EIR/EIS. Mitigation Measure 3A.4-2b requires the applicant to participate in and implement an urban and community forestry program and/or off-site tree program to off-set loss in carbon sequestration associated with any removal of onsite trees. The conclusions of the EIR/EIS remain valid and approval of the project would not result in new or substantially more severe significant impacts.

Consistency with an Applicable Greenhouse Gas Emissions Reduction Plan

As discussed in (a), above, the types and amount of GHG-generating construction activity, as well as the reductions resulting from required mitigation, would generally be the same under the project as the approved FPASP for the Alder Creek Apartments site. The project would not result in any new circumstances involving new significant impacts or substantially more severe impacts pertaining to construction-generated GHG emissions than were identified in the FPASP EIR/EIS.

As discussed in (a), above, the project would have no net change in dwelling units, would not result in increased land use intensity, would not change FPASP total daily traffic, and would comply with more stringent regulations related to GHG reductions than previously evaluated in the FPASP EIR/EIS. Therefore, operational GHG emissions under the project would not conflict with GHG reduction targets or conflict with the AB 32 Scoping Plan beyond impacts previously evaluated in the FPASP EIR/EIS. Therefore, the conclusions of the EIR/EIS remain valid and approval of the project would not result in new or substantially more severe significant impacts.

MITIGATION MEASURES

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

- ▶ Mitigation Measure 3A.4-1: Implement Additional Measures to Control Construction-Generated GHG Emissions
- ▶ Mitigation Measure 3A.4-2a: Implement Additional Measures to Reduce Operational GHG Emissions
- ▶ Mitigation Measure 3A.4-2b: Participate in and Implement an Urban and Community Forestry Program and/or Off-Site Tree Program to Off-Set Loss of On-Site Trees

CONCLUSION

This report updates the environmental setting addressing GHG's and provides additional project-level GHG analysis. While the updated information and the project-specific analyses provide additional detail for the project site, the proposed amendment to the FPASP would not result in new or substantially more severe significant impacts to greenhouse gases. Additionally, there are no substantial changes in circumstances or new information of substantial importance related to GHGs. Therefore, the conclusions of the EIR/EIS remain valid.

4.9 HAZARDS AND HAZARDOUS MATERIALS

Environmental Issue Area	Where Impact Was Analyzed in the EIR	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information Requiring New Analysis or Verification?	Do Prior Environmental Documents Mitigations Address/Resolve Impacts?
9. Hazards and Hazardous Materials. Would the project:				
a. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	Setting pp. 3A.8-11, 3A.8-12 Impact 3A.8-1	No	No	NA
b. Create a significant hazard to the public or the environment through reasonably foreseeable upset and/or accident conditions involving the release of hazardous materials into the environment?	Setting p. 3A.8-13 Impact 3A.8-2	No	No	Yes
c. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	Setting p. 3A.8-13 Impact 3A.8-2	No	No	Yes
d. Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	Setting p. 3A.8-2 to 3A.8-9 Impact 3A.8-3	No	No	Yes
e. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?	Setting p. 3A.8-18 No Impact	No	No	NA
f. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	Setting p. 3A.8-14 Impact 3A.8-4	No	No	NA
g. Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?	Setting pp. 3A.8-18, 3A.8-19 No Impact	No	No	NA
h. Create a significant hazard to the public through use of explosive materials in grading or earth-moving activities?	Setting pp.3A.8-13, 3A.8-14 Impact 3A.8-5	No	No	Yes
i. Expose project residents to excessive electrical or magnetic fields?	Setting pp. 3A.8-7, 3A.8-11, 3A.8-12, 3A.8-13, 3A.8-15 Impact 3A.8-6	No	No	Yes
j. Create public health hazards from increased exposure to mosquitoes by providing substantial new habitat for mosquitoes or other vectors?	Setting pp. 3A.8-10, 3A.8-15 Impact 3A.8-7	No	No	Yes

4.9.1 Discussion

REGULATORY SETTING

The City has completed a general plan update since certification of the EIR/EIS in 2011. The Folsom City Council approved the Folsom 2035 General Plan on August 28, 2018. The following goals and policies of the Folsom 2035 General Plan are applicable to the project, but do not constitute new information of substantial importance under CEQA Guidelines section 15162.

Safety and Noise Element

GOAL SN 1.1 Maintain an effective response to emergencies, provide support and aid in a crisis and repair and rebuild after a crisis.

- ▶ **SN 1.1.1 Emergency Operations Plan:** Develop, maintain, and implement an Emergency Operations Plan that addresses life and safety protection, medical care, incident stabilization, property conservation, evacuation, escape routes (including back-up escape routes), mutual aid agreements, temporary housing, and communications.
- ▶ **SN 1.1.3 Cooperation:** Coordinate with emergency response agencies, school districts, utilities, relevant nonprofits, and business interests to ensure a coordinated response to and recovery from a disaster.
- ▶ **SN 1.1.4 Multi-Hazard Mitigation Plan:** Maintain on-going hazard assessment as part of the Sacramento County Multi-Hazard Mitigation Plan within the city.

GOAL SN 2.1 Reduce risks and minimize impacts to the community from earthquakes and geologic hazards.

- ▶ **SN 2.1.3 Asbestos:** Require new development projects in areas containing naturally-occurring asbestos to mitigate the hazards associated with asbestos consistent with State Law.

GOAL SN 5.1 Protect the health and welfare of the residents of Folsom through the management and regulation of hazardous materials in a manner that focuses on preventing problems.

- ▶ **SN 5.1.1 Hazardous Materials Management System:** Coordinate with industry, community groups, and government agencies to maintain and implement an effective, workable, and fair hazardous materials management system.
- ▶ **SN 5.1.3 Workplace Safety:** Encourage the effective implementation of workplace safety regulations and assure that hazardous material information is available to users and employees.
- ▶ **SN 5.1.4 Transport of Hazardous Materials:** Strive to protect residents and sensitive facilities from avoidable incidents in the transportation of hazardous materials in the county.

No other changes in the environmental and regulatory settings related to hazards and hazardous materials, described in EIR/EIS Section 3A.8 Hazards and Hazardous Materials – Land, have occurred since certification of the EIR/EIS in 2011. The EIR/EIS included three criteria that are not included in the current Appendix G of the CEQA guidelines, these criteria are addressed below.

IMPACT DISCUSSION

A project-specific Phase 1 Environmental Site Assessment (ESA) was prepared in 2017 by Wallace Kuhl & Associates, see Appendix D. The ESA prepared by Wallace Kuhl & Associates used the Phase 1 Environmental Site Assessment prepared for the FPASP EIR/EIS as well as other records and interviews to confirm the lack of hazards on the project site. The ESA concluded that no identified hazards existing on the project site (Wallace Kuhl & Associates 2017). The types of activities occurring on the site related to hazardous materials would be the same as those analyzed in the FPASP EIR/EIS and the same land area would be developed. The FPASP EIR/EIS explains how the project would be

required by law to implement and comply with existing hazardous material regulations. This project would not change that requirement.

The nearest airport, Sacramento Mather Airport, is located approximately seven miles southwest of the FPASP. Therefore, impacts related to airport or private airfield safety were not discussed in the EIR/EIS. No new airports have been developed near the project area. Implementation of the project would not conflict with any adopted emergency response or evacuation plans. As described on page 3A.8-18 of the EIR/EIS, the FPASP was not located in an area with significant risk related to wildland fires and no detailed analysis related to this topic was evaluated. No changes to the location of the project have occurred and no changes to the risks from wildfires has occurred since approval of the FPASP. In addition, no changes related to electrical transmission lines or mosquito-borne health hazards have occurred and the project would comply with all applicable mitigation measures.

Nothing about the project would alter the analysis of hazards and hazardous materials in the FPASP EIR/EIS. No new or substantially more severe hazardous materials impacts would occur.

MITIGATION MEASURES

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

- ▶ Mitigation Measure 3A.8-5: Prepare and Implement a Blasting Safety Plan in Consultation with a Qualified Blaster
- ▶ Mitigation Measure 3A.8-6: Prudent Avoidance and Notification of EMF Exposure
- ▶ Mitigation Measure 3A.8-7: Prepare and Implement a Vector Control Plan in Consultation with the Sacramento-Yolo Mosquito and Vector Control District

CONCLUSION

No substantial changes in circumstances or the project related to hazards and hazardous materials have occurred nor has any new information of substantial importance been identified requiring new analysis or verification. Therefore, the conclusions of the EIR/EIS remain valid and approval of the project would not result in new or substantially more severe significant impacts. No additional analysis is required.

4.10 HYDROLOGY AND WATER QUALITY

Environmental Issue Area	Where Impact Was Analyzed in the EIR/EIS.	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information Requiring New Analysis or Verification?	Do Prior Environmental Documents Mitigations Address/Resolve Impacts?
10. Hydrology and Water Quality. Would the Project:				
a. Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality?	Setting pp. A.9-10 to 3A.9-23 Impacts 3A.9-1 and 3A.9-3	No	No	Yes
b. Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	Setting pp. 3A.9-5 to 3A.9-6 Impact 3A.9-6	No	No	NA
c. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:	Setting pp. 3A.9-1 to 3A.9-5 Impacts 3A.9-1, 3A.9-2, 3A.9-3 and 3A.9-5	No	No	Yes
i. Result in substantial erosion or siltation on- or off-site;				
ii. Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site;				
iii. Create or contribute runoff water which would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff; or				
iv. Impede or redirect flood flows?				
d. In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	Setting pp. 3A.7-5 and 3A.9-20 Impact 3A.9-4	No	No	Yes
e. Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	Setting pp. 3A.9-5 to 3A.9-9 Impacts 3A.9-1, 3A.9-3 and 3A.9-6	No	No	Yes

4.10.1 Discussion

REGULATORY SETTING

The City has completed a general plan update since certification of the EIR/EIS in 2011. The Folsom City Council approved the Folsom 2035 General Plan on August 28, 2018. The following goals and policies of the Folsom 2035 General Plan are applicable to the project, but do not constitute new information of substantial importance under CEQA Guidelines section 15162.

Natural and Cultural Resources Element

GOAL NCR 4.1 Preserve and protect water quality in the city's natural water bodies, drainage systems, and groundwater basin.

- ▶ **NCR 4.1.1 Water Quality:** Ensure the quality of drinking water meets City, State, and Federal standards.
- ▶ **NCR 4.1.2 Community Education:** Consistent with requirements of stormwater quality permits, educate community members on the importance of water quality and the role streams and watersheds play in ensuring water quality.
- ▶ **NCR 4.1.3 Protection:** Ensure the protection of riparian corridors, buffer zones, wetlands, and undeveloped open space areas to help protect water quality.
- ▶ **NCR 4.1.5 New Development:** Require new development to protect natural drainage systems through site design, runoff reduction measures, and on-site water treatment (e.g., bioswales).
- ▶ **NCR 4.1.6 Low-Impact Development:** Require new development to protect the quality of water resources and natural drainage systems through site design, source controls, runoff reduction measures, BMPs, and Low-Impact Development (LID).

Public Facilities and Services Element

GOAL PFS 3.1 Maintain the City's water system to meet the needs of existing and future development while improving water system efficiency.

- ▶ **PFS 3.1.6 Water Quality:** Ensure the provision of healthy, safe water for all users in Folsom through facilities, policies, programs, and regulations.

GOAL PFS 5.1 Ensure adequate flood control and stormwater drainage.

- ▶ **PFS 5.1.1 Maintain Adequate Storm Drainage:** Develop and maintain an adequate storm drainage system.
- ▶ **PFS 5.1.3 Urban Runoff:** Strive to reduce the amount of urban runoff and seek to capture and treat runoff before it enters streams, lakes, and rivers, applicable only to new development.
- ▶ **PFS 5.1.4 Green Stormwater Infrastructure:** Encourage "green infrastructure" design and LID techniques for stormwater facilities (i.e., using vegetation and soil to manage stormwater) to preserve and create open space and improve runoff water quality.

Safety and Noise Element

GOAL SN 3.1 Minimize the risk of flooding hazards to people, property, and the environment,

- ▶ **SN 3.1.1 200-Year Floodway:** Regulate new development or construction within the 200-year floodway to assure that the water flows upstream and downstream from the new development or construction will not be altered from existing levels.
- ▶ **SN 3.1.4 Flood Control Costs:** Minimize new development in the 200-year floodway to reduce the long-term public costs of building and maintaining flood control improvements, as required by FEMA and State law.
- ▶ **SN 3.1.5 Agency Coordination:** Coordinate with local, regional, State, and Federal agencies with responsibility for flood management to minimize flood hazards and improve safety.

No substantial change in the environmental and regulatory settings related to hydrology and water quality, described in EIR/EIS Section 3A.9 Hydrology and Water Quality – Land, has occurred since certification of the EIR/EIS in 2011.

IMPACT DISCUSSION

The EIR/EIS addressed water quality impacts related to the approved FPASP in Section 3A.9, Hydrology and Water Quality. As described in Impacts 3A.9-1 and 3A.9-3, the FPASP could result in significant impacts to water quality because of soil disturbance during construction and alteration of water flows over the site. Implementation of Mitigation Measures 3A.9-1 and 3A.9-3 would reduce the impacts to a less-than-significant level by requiring a project-specific stormwater water quality maintenance plan and water quality maintenance plan. The project would continue to comply with mitigation requirements outlined in the adopted mitigation for the FPASP to reduce potential water quality

impacts from grading and construction activities. No new significant impacts or substantially more severe impacts would occur. Therefore, the findings of the certified EIR/EIS remain valid and no further analysis is required.

The EIR/EIS addressed the FPASP's effect on groundwater recharge in Impact 3A.9-6. As described in this impact, the FPASP area experiences poor natural groundwater recharge and implementation of the FPASP would introduce new impervious surfaces. Most substantial recharge would occur along active stream channels. Impact 3A.9-6 concluded that the impact on groundwater recharge would be less-than-significant because those areas within the FPASP that are most conducive to groundwater recharge (e.g., the Alder Creek stream and tributary corridors) would generally be maintained in open space and as retention basins. Furthermore, no new wells would be established for domestic use, and increased seasonal groundwater recharge from landscape irrigation activities would occur. The project would not substantially change development patterns and the area of impermeable surfaces from that approved in the FPASP. Therefore, no new significant impacts or substantially more severe impacts would occur. The findings of the certified EIR/EIS remain valid and no further analysis is required.

As discussed in Impact 3A.9-1, 3A.9-2, and 3A.9-3 of the FPASP EIR/EIS, development of the FPASP could alter existing drainage patterns and increase surface runoff thereby resulting in the potential for soil erosion, sedimentation, flooding, and runoff pollution. Implementation of Mitigation Measures 3A.9-1, 3A.9-2, and 3A.9-3 would require a project-specific storm water pollution prevention plan, final drainage plan, and water quality maintenance plan to reduce impacts related to drainage to a less-than-significant level. The project would not result in substantial changes to the drainage patterns beyond those anticipated in the FPASP. The project would comply with Mitigation Measures 3A.9-1, 3A.9-2 and 3A.9-3. Therefore, there would be no new significant impacts or substantially more severe impacts. The findings of the certified EIR/EIS remain valid and no further analysis is required.

The FPASP including the project site is not located in an area prone to seiches, tsunamis, or mudflows. However, as described in Impact 3A.9-4, there is some potentially significant risk of flooding because of the failure of a dam upstream of the FPASP. Mitigation Measure 3A.9-4 would reduce this risk to a less-than-significant level by requiring the applicant to inspect and evaluate existing dams within and upstream of the project site and make improvements if necessary. This mitigation would continue to apply to the project. Therefore, no new significant impacts or substantially more severe impacts would occur. The findings of the certified EIR/EIS remain valid and no further analysis is required.

As described in Impact 3A.9-6, development of the FPASP would result in an increase in impervious surfaces. Development under the project would include the same land use types and similar intensities as previously evaluated under the FPASP. Therefore, no new significant impacts or substantially more severe impacts would occur. The findings of the certified EIR/EIS remain valid and no further analysis is required.

MITIGATION MEASURES

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

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

CONCLUSION

No substantial changes in circumstances or the project have occurred nor has any new information of substantial importance been found requiring new analysis or verification. Therefore, the conclusions of the EIR/EIS remain valid and approval of the proposed amendment to the FPASP would not result in new or substantially more severe significant impacts to hydrology and water quality.

4.11 LAND USE AND PLANNING

Environmental Issue Area	Where Impact Was Analyzed in the EIR/EIS.	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information Requiring New Analysis or Verification?	Do Prior Environmental Documents Mitigations Address/Resolve Impacts?
11. Land Use and Planning. Would the project:				
a. Physically divide an established community?	Setting p. 3A.10-1 No Impact	No	No	NA
b. Create a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	Setting pp. 3A.10-4 to 3A.10-28 Impacts 3A.10-1 and 3A.10-2	No	No	NA

4.11.1 Discussion

REGULATORY SETTING

The City has completed a general plan update since certification of the EIR/EIS in 2011. The Folsom City Council approved the Folsom 2035 General Plan on August 28, 2018. The following goals and policies of the Folsom 2035 General Plan are applicable to the project, but do not constitute new information of substantial importance under CEQA Guidelines section 15162.

Land Use Element

GOAL LU 1.1 Retain and enhance Folsom’s quality of life, unique identity, and sense of community while continuing to grow and change.

- ▶ **LU 1.1.2 Land Use Cooperation:** Coordinate with Sacramento, Placer, and El Dorado Counties, as well as the SACOG and Sacramento Local Agency Formation Commission (LAFCo), on land use decisions that may impact Folsom.
- ▶ **LU 1.1.6 Compact Development Patterns:** Encourage compact development patterns that support walking, bicycling, transit usage, and more efficient use of land.
- ▶ **LU 1.1.7 Concentrated Development:** Allow project applicants to concentrate the proposed development on a portion of the site through the clustering of buildings to encourage the preservation of open spaces, cultural resources, and natural features of the landscape.
- ▶ **LU 1.1.8 Preserve Natural Assets:** Maintain the existing natural vegetation, landscape features, open space, and viewsheds in the design of new developments.
- ▶ **LU 1.1.13 Sustainable Building Practices:** Promote and, where appropriate, require sustainable building practices that incorporate a “whole system” approach to designing and constructing buildings that consume less energy, water and other resources; facilitate natural ventilation; use daylight effectively; and are healthy, safe, comfortable, and durable.
- ▶ **LU 1.1.15 SACOG Blueprint Principles:** Strive to adhere to the Sacramento Regional Blueprint Growth Principles (see Appendix B of the Folsom 2035 General Plan).
- ▶ **LU 1.1.16 Community Engagement in the Planning Process:** Engage the community in the planning process. Ensure the public has access to accurate and timely information and has convenient and meaningful ways to contribute ideas.

GOAL LU 2.1 Develop and support thriving urban centers that serve as community gathering places.

- ▶ **LU 2.1.3 South of 50 Town Center:** Encourage the establishment of a town center south of Highway 50 that serves as a community gathering place. The town center should be easily accessible by all modes of transportation and have a fine-grained mix of uses, including retail, service, residential, public, entertainment, and recreation uses that creates a walkable environment.

GOAL LU 3.1 Encourage mixed-use development projects that create vibrant, walkable districts.

- ▶ **LU 3.1.1 Mixed-Use Nodes:** Encourage mixed-use development in nodes located at major intersections that include housing, open space, and offices. This development pattern should reflect best practices in mixed-use development, in contrast to strip retail developments along corridors.
- ▶ **LU 3.1.2 Districts and Corridors:** Encourage development of diverse mixed-use districts and corridors that address different community needs and market sectors, provide a variety of housing opportunities, and create distinct and unique areas of the city.
- ▶ **LU 3.1.3 Mixed-Use Design:** Encourage mixed-use developments to limit the number of access driveways, minimize building setbacks, and require active edges on ground floor spaces adjacent to sidewalks.
- ▶ **LU 3.1.4 Compatibility with Adjoining Uses:** Encourage development and redevelopment of higher-density mixed-use development within districts and along corridors to be compatible with adjacent land uses, particularly residential uses.

GOAL LU 6.1 Allow for a variety of housing types and mix of uses that provide choices for Folsom residents, create complete and livable neighborhoods, and encourage walking and biking.

- ▶ **LU 6.1.1 Complete Neighborhoods:** Encourage the establishment of "complete neighborhoods" that integrate schools, childcare centers, parks, shopping and employment centers, and other amenities.
- ▶ **LU 6.1.3 Efficiency Through Density:** Support an overall increase in average residential densities in identified urban centers and mixed-use districts. Encourage new housing types to shift from lower-density, large-lot developments to higher-density, small-lot and multifamily developments, as a means to increase energy efficiency, conserve water, reduce waste, as well as increase access to services and amenities (e.g., open space) through an emphasis of mixed uses in these higher-density developments.
- ▶ **LU 6.1.4 Open Space in Residential Developments:** Require open space in each residential development except the following: developments located within a Specific Plan Area that has already dedicated open space, on multifamily parcels of less than 10 acres and, or parcels of less than 20 acres for single family uses surrounded by existing development. Open space includes parklands, common areas, landscaped areas, paths and trails, and plazas. Open space does not include areas devoted to vehicle parking, streets, and landscaped streetscapes. To achieve the open space guidelines, a developer may be allowed to group the homes at smaller lot sizes around shared open space features, as long as the average gross density does not increase.
- ▶ **LU 6.1.5 Off-Street Parking:** Require sufficient off-street parking for residents be included in the design of all residential projects. Off-street parking for guests shall be included in the design of all multifamily projects. The City shall allow for reduced parking requirements for high-density residential and mixed-use developments near transit stations.
- ▶ **LU 6.1.6 Senior and Convalescent Housing:** Encourage the development of independent living, assisted living, and convalescent housing facilities that provide health care for seniors. Proposed facilities shall be evaluated based on the location and impacts on services and neighboring properties, and not on a density basis. Independent living facilities should be located in walkable environments to improve the health and access of residents.
- ▶ **LU 6.1.7 Residential Densities in Area Plans and Specific Plans:** Allow residential densities within an area plan or specific plan to vary, provided that the overall dwelling unit buildout within the plan area shall not exceed that authorized by the General Plan.

GOAL LU 7.1 Provide for a commercial base of the city to encourage a strong tax base, more jobs within the city, a greater variety of goods and services, and businesses compatible with Folsom's quality of life.

- ▶ **LU 7.1.3 Commercial Expansion:** Support the expansion of Folsom's commercial sector to meet the needs of Folsom residents, employees, and visitors.
- ▶ **LU 7.1.4 "Strip" Commercial Uses:** Prohibit new "strip" center development patterns along arterial streets. Strip centers are characterized by low-density commercial frontage with parking in front of the building and multiple access driveways.
- ▶ **LU 7.1.5 Open Space:** Require all commercial development and commercial portions of mixed-use development to contain at least 10 percent of land area in natural, improved, or functional open space, exclusive of roadways and parking lots. Developments in mixed-use designations in the FPASP shall provide at least five percent of land area in natural, improved, or functional open space, exclusive of roadways and parking lots.
- ▶ **LU 7.1.6 Regional Commercial Centers:** Require regional commercial centers to be located close and accessible to U.S. Highway 50, preferably near an interchange.
- ▶ **LU 7.1.7 Hotels:** Encourage the development of hotels and related convention facilities within commercial and mixed-use districts, with an emphasis on high-quality development

GOAL LU 8.1 Encourage, facilitate, and support the location of office, creative industry, technology, and industrial uses and retention of existing industry in appropriate locations.

- ▶ **LU 8.1.1 Industrial Expansion:** Promote and assist in the maintenance and expansion of Folsom's employment sector in areas where services are readily available, including: adequate water, wastewater, and storm drainage facilities as well as easy access to multiple modes of transportation.
- ▶ **LU 8.1.2 Small-Scale Industrial:** Ensure the Zoning Ordinance allows opportunities for small-scale industrial and service commercial uses (e.g., auto repair) while considering impacts on nearby residential neighborhoods.
- ▶ **LU 8.1.3 Clusters:** Encourage complementary businesses and businesses from the same industry to locate in Folsom. These business clusters will benefit from shared resources, a pool of skilled employees, secondary support industries, and concentrated marketing efforts.
- ▶ **LU 8.1.4 Adjacent Uses and Access:** Discourage industrial development in locations where access conflicts with neighboring land uses.
- ▶ **LU 8.1.5 Transit:** Encourage new employment uses to locate where they can be easily served by public transit. Transit centers should be incorporated into the project, when appropriate.
- ▶ **LU 8.1.6 Internal Circulation:** Require industrial/office parks be designed with internal circulation and incorporate buffering and landscaped setbacks to minimize potential adverse impacts on adjacent land uses.

GOAL LU 9.1 Encourage community design that results in a distinctive, high-quality built environment with a character that creates memorable places and enriches the quality of life of Folsom's residents.

- ▶ **LU 9.1.4 Gateways:** Continue to establish key gateways to Folsom through landscape design, appropriately-scaled signage, building form, and historic themes to create a unique sense of place.
- ▶ **LU 9.1.5 Pedestrian-Friendly Entrances:** Encourage automobile-oriented business districts to provide clear and legible entry features, connected by pedestrian-friendly walkways.
- ▶ **LU 9.1.6 Community Beautification:** Encourage the landscaping of public rights-of-way and planting of street trees to beautify Folsom consistent with water-wise policies.
- ▶ **LU 9.1.7 District Identity:** Encourage efforts to establish and promote district identities (e.g., urban centers, East Bidwell Street) through the use of signage, wayfinding signage, streetscape and building design standards, advertising, and site-specific historic themes.

- ▶ **LU 9.1.8 Cool Paving:** Identify opportunities to use cool paving materials and consider the use of permeable pavement for streets and trails, where feasible.
- ▶ **LU 9.1.9 Passive Solar Access:** Ensure, to the extent feasible, that sites, subdivisions, landscaping, and buildings are configured and designed to maximize passive solar access.
- ▶ **LU 9.1.10 Renewable and Alternative Energy Generation Systems:** Require the use of solar, wind, or other on-site renewable energy generation systems as part of the design of new planned developments.

No other substantial change in the environmental and regulatory settings related to land use and planning, described in EIR/EIS Section 3A.10 under Land Use and Agricultural Resources and Section 3A.3 under Biological Resources, has occurred since certification of the EIR/EIS in 2011.

IMPACT DISCUSSION

As discussed in the EIR/EIS on page 3A.10-29, the FPASP is located in an area which consists of livestock grazing lands and would not divide an existing community. No changes in development at the site have occurred since approval of the FPASP. No new significant impacts or substantially more severe impacts would occur. Therefore, the findings of the certified EIR/EIS remain valid and no further analysis is required.

Impacts 3A.10-1 and 3A.10-2 in the EIR/EIS address consistency of the then-proposed FPASP with Sacramento LAFCo Guidelines and the SACOG Sacramento Region Blueprint. The LAFCo Guidelines were relevant because the FPASP area was required to be annexed into the City. Since the adoption of the FPASP, the area was annexed into the City and this impact discussion is no longer relevant.

As discussed on page 3A.10-39 of the Draft EIR/EIS, the FPASP was found to be consistent with the SACOG Sacramento Region Preferred Blueprint Scenario. As stated in Impact 3A.10-2, the FPASP provides fewer dwelling units than what is identified in the Blueprint. The project would not result in a change in housing units for the entire FPASP area. The project would continue to be consistent with the smart growth principles within the SACOG Sacramento Region Blueprint.

This project includes an amendment to the adopted FPASP to allow for density transfers within the plan area. The project would allow for construction of the same total number of units on the same total acreage of the FPASP and would only involve a shift in the permitted residential densities between parcels upon which the FPASP already contemplated some level of multi-family residential development. The project would remain consistent with the community vision, design framework, and planning principles. The changes to the land uses and backbone infrastructure would be evaluated and, if approved, the FPASP will be amended to include the changes. The environmental effects of which are evaluated throughout this document (refer to Sections 4.1 through 4.10 and Section 4.12 through 4.19). Because the project includes amending the FPASP, and the project remains consistent with other applicable plans and policies, impacts would be less than significant. No new significant impacts or substantially more severe impacts would occur. Therefore, the findings of the certified EIR/EIS remain valid and no further analysis is required.

In addition, the FPASP EIR/EIS determined that the FPASP would not have an impact on the SSHCP because the SSHCP was not adopted (as of 2011) and that the SPA is not within the SSHCP plan area (pages 3A.3-93 to 3A.3-94 of the FPASP EIR/EIS). The SSHCP has since been adopted; however, the FPASP area is still not included within the SSHCP plan area. Therefore, there would be no new significant impact or substantially more severe impact.

MITIGATION MEASURES

There were no mitigation measures included in the EIR/EIS for this topic. No additional mitigation measures are required for the project for this issue.

CONCLUSION

No substantial changes in circumstances or the project have occurred nor has any new information of substantial importance been identified requiring new analysis or verification. Therefore, the conclusions of the EIR/EIS remain valid and approval of the project would not result in new or substantially more severe significant impacts to land use and planning.

4.12 MINERAL RESOURCES

Environmental Issue Area	Where Impact Was Analyzed in the EIR/EIS.	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information Requiring New Analysis or Verification?	Do Prior Environmental Documents Mitigations Address/Resolve Impacts?
12. Mineral Resources. Would the Project:				
a. Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	Setting pp. 3A.7-12 and 3A.7-13 Impacts 3A.7-8, 3A.7-9	No	No	Yes
b. Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	Setting pp. 3A.7-12 and 3A.7-13 Impacts 3A.7-8, 3A.7-9	No	No	NA

4.12.1 Discussion

REGULATORY SETTING

The City has completed a general plan update since certification of the EIR/EIS in 2011. The Folsom City Council approved the Folsom 2035 General Plan on August 28, 2018. There are no goals and policies in the Folsom 2035 General Plan related to mineral resources. No change in the environmental and regulatory settings related to mineral resources, described in EIR/EIS Section 3A.7, Geology, Soils, Minerals, and Paleontological Resources has occurred since certification of the EIR in 2011.

IMPACT DISCUSSION

As described in Impacts 3A.7-8 and 3A.7-9, the FPASP area contains mineral resource zones for construction aggregate and kaolin clay. While the EIR/EIS found that the possible loss of the construction aggregate would be a less-than-significant impact, the possible loss of kaolin clay was determined to be potentially significant because it is unknown whether there could be an economically valuable deposit of kaolin clay that would be lost with development of the FPASP. While Mitigation Measure 3A.7-9 was included to determine if economically valuable mineral resources are present, they would still be lost because of development in areas of the FPASP with potential kaolin clay deposits. The impact was concluded to remain potentially significant and unavoidable. Here, the project site is not located in the area with potential kaolin clay resources. Therefore, the project would have no impact on kaolin clay resources and impacts on construction aggregate would remain less than significant. Therefore, there are no new significant impacts or substantially more severe impacts and the findings of the certified EIR/EIS remain valid and no further analysis is required.

MITIGATION MEASURES

None required for the project.

CONCLUSION

No substantial changes in circumstances or the project have occurred nor has any new information of substantial importance been identified requiring new analysis or verification. Therefore, the conclusions of the EIR/EIS remain valid and approval of the project would not result in new or substantially more severe significant impacts to mineral resources.

4.13 NOISE

Environmental Issue Area	Where Impact Was Analyzed in the DEIR/DEIS.	Any New Circumstances Involving New or Substantially More Severe Significant Impacts?	Any Substantially Important New Information Requiring New Analysis or Verification?	Do Prior Environmental Documents' Mitigations Address/Resolve Impacts?
13. Noise. Would the project result in:				
a. Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	Setting p. 3A.11-5 to 3A.11-17 Impacts 3A.11-4, 3A.11-5, and 3A.11-7	No	Yes	Yes, mitigation has been updated
b. Generation of excessive groundborne vibration or groundborne noise levels?	Setting p. 3A.11-4 Impact 3A.11-3	No	No	NA
c. For a project located within the vicinity of a private airstrip or an airport land use plan or where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	Setting pp. 3A.11-5, 3A.11-10, 3A.11-11 Impact 3A.11-6 overflight	No	No	NA

4.13.1 Discussion

REGULATORY SETTING

The City has completed a general plan update since certification of the EIR/EIS in 2011. The Folsom City Council approved the Folsom 2035 General Plan on August 28, 2018. The following goals and policies of the Folsom 2035 General Plan are applicable to the project, but do not constitute new information of substantial importance under CEQA Guidelines section 15162.

Safety and Noise Element

GOAL SN 6.1 Protect the citizens of Folsom from the harmful effects of exposure to excessive noise and to protect the economic base of Folsom by preventing the encroachment of incompatible land uses within areas affected by existing noise-producing uses.

- ▶ **SN 6.1.1 Noise Mitigation Strategies:** Develop, maintain, and implement strategies to abate and avoid excessive noise exposure in the city by requiring that effective noise mitigation measures be incorporated into the design of new noise-generating and new noise-sensitive land uses.
- ▶ **SN 6.1.2 Noise Mitigation Measures:** Require effective noise mitigation for new development of residential or other noise sensitive land uses to reduce noise levels as follows:
 1. For noise due to traffic on public roadways, railroad line operations, and aircraft: achieve compliance with the performance standards within Table SN-1 [presented as Table 4-2 in this document].
 2. For non-transportation-related noise sources: achieve compliance with the performance standards contained within Table SN-2 [presented as Table 4-3 in this document].
 3. If compliance with the adopted standards and policies of the Safety and Noise Element will not be achieved even with feasible mitigation measures, a statement of overriding considerations for the project must be provided.

Table 4-2 Noise Compatibility Standards

Land Use	Exterior Noise Level Standard for Outdoor Activity Areas ^a L _{dn} /CNEL, dB	Interior Noise Level Standard	
		L _{dn} / CNEL, dB	L _{eq} , dB ^b
Residential (Low Density Residential, Duplex, Mobile Homes)	60 ^c	45	N/A
Residential (Multi-Family)	65 ^d	45	N/A
Transient Lodging (Motels/Hotels)	65 ^d	45	N/A
Mixed-Use Developments	70	45	N/A
Schools, Libraries, Churches, Hospitals, Nursing Homes, Museums	70	45	N/A
Theaters, Auditoriums	70	N/A	35
Playgrounds, Neighborhood Parks	70	N/A	N/A
Golf Courses, Riding Stables, Water Recreation, Cemeteries	75	N/A	N/A
Office Buildings, Business Commercial and Professional	70	N/A	45
Industrial, Manufacturing, and Utilities	75	N/A	45

Notes: Where a proposed use is not specifically listed on this table, the use shall comply with the noise exposure standards for the nearest similar use as determined by the Community Development Department.

CNEL = community noise equivalent level; L_{dn} = day-night average noise level; L_{eq} = equivalent continuous sound level; dB = decibels

- ^a Outdoor activity areas for residential developments are considered to be the back yard patios or decks of single-family residential units, and the patios or common areas where people generally congregate for multi-family development. Outdoor activity areas for nonresidential developments are considered to be those common areas where people generally congregate, including outdoor seating areas. Where the location of outdoor activity areas is unknown, the exterior noise standard shall be applied to the property line of the receiving land use.
- ^b As determined for a typical worst-case hour during periods of use.
- ^c Where it is not possible to reduce noise in outdoor activity areas to 60 dB, L_{dn}/CNEL or less using a practical application of the best-available noise reduction measures, an exterior level of up to 65 dB, L_{dn}/CNEL may be allowed provided that available exterior noise level reduction measures have been implemented and interior noise levels are in compliance with this table.
- ^d Where it is not possible to reduce noise in outdoor activity areas to 65 dB, L_{dn}/CNEL or less using a practical application of the best-available noise reduction measures, an exterior level of up to 70 dB, L_{dn}/CNEL may be allowed provided that available exterior noise level reduction measures have been implemented and interior noise levels are in compliance with this table.

Source: City of Folsom 2018:9-11

Table 4-3 Noise Level Standards from Stationary Sources

Noise Level Descriptor	Daytime (7:00 a.m. to 10:00 p.m.)	Nighttime (10:00 p.m. to 7:00 a.m.)
Hourly L _{eq} , dB	55	45
Maximum level, dB	70	65

Notes: Noise levels area measured at the property line of the noise-sensitive use.

L_{eq} = equivalent continuous sound level; dB = decibels

Source: City of Folsom 2018:9-12

- ▶ **SN 6.1.3 Acoustical Analysis:** Require an Acoustical Analysis prior to approval of proposed development of residential or other noise-sensitive land uses in a noise-impacted area.
- ▶ **SN 6.1.4 Noise and Project Review:** Develop, maintain, and implement procedures to ensure that requirements imposed pursuant to the findings of an acoustical analysis are implemented as part of the project review and building permit processes. The appropriate time for requiring an acoustical analysis would be as early in the project review process as possible so that noise mitigation may be an integral part of the project design.

- ▶ **SN 6.1.5 Automobile Noise:** Encourage the enforcement of the existing section of the California Vehicle Code relating to adequate vehicle mufflers and modified exhaust systems.
- ▶ **SN 6.1.6 Aircraft Noise:** Strive to reduce noise from aircraft travel over Folsom.
- ▶ **SN 6.1.7 Noise Barriers:** If noise barriers are required to achieve the noise level standards contained within this Element, the City shall encourage the use of these standards:
 1. Noise barriers exceeding six feet in height relative to the roadway should incorporate an earth berm so that the total height of the solid portion of the barrier (such as masonry or concrete) does not exceed six feet.
 2. The total height of a noise barrier above roadway elevation should normally be limited to 12 feet.
 3. The noise barriers should be designed so that their appearance is consistent with other noise barriers in the project vicinity.
- ▶ **SN 6.1.8 Vibration Standards:** Require construction projects and new development anticipated to generate a significant amount of vibration to ensure acceptable interior vibration levels at nearby noise-sensitive uses based on Federal Transit Administration criteria as shown in Table SN-3 [presented as Table 4-4 in this document] Groundborne Vibration Impact Criteria for General Assessment.

Table 4-4 Groundborne Vibration Impact Criteria for General Assessment

Land Use Category	Impact Levels (VdB)		
	Frequent Events ^a	Occasional Events ^b	Infrequent Events ^c
Category 1: Buildings where vibration would interfere with interior operations ^d	65	65	65
Category 2: Residences and buildings where people normally sleep	72	75	80
Category 3: Institutional land uses with primarily daytime uses	75	78	83

Notes: Vibration levels are measured in or near the vibration-sensitive use.

VdB = vibration decibels

- ^a "Frequent Events" is defined as more than 70 vibration events of the same source per day.
- ^b "Occasional Events" is defined as between 30 and 70 vibration events of the same source per day.
- ^c "Infrequent Events" is defined as fewer than 30 vibration events of the same source per day.
- ^d This criterion limit is based on levels that are acceptable for most moderately-sensitive equipment such as optical microscopes. Vibration-sensitive manufacturing or research will require detailed evaluation to define the acceptable vibration levels.

Source: FTA 2006; City of Folsom 2018:9-13

No other change in the environmental and regulatory settings related to noise and vibration, described in FPASP EIR/EIS Sections 3A.11 Noise – Land, has occurred since certification of the EIR in 2011. No new noise sources have been introduced near the planning area since the FPASP EIR/EIS was prepared.

IMPACT DISCUSSION

Generation of a Substantial Short-Term Increase in Ambient Noise Levels in the Project Vicinity

The FPASP EIR/EIS provides a program-level analysis of short-term exposure of sensitive receptors to increased equipment noise from construction under Impact 3A.11-1. Based on the modeling conducted for the FPASP EIR/EIS, construction noise levels could exceed 55 decibels (dB) Leq within 850 feet of an activity center (e.g., the acoustical center of areas where construction activities are focused). During nighttime hours, the modeling also estimated construction noise levels could exceed 50 and 45 dB Leq within 1,300, and 2,000 feet of the activity centers, respectively. Implementation of Mitigation Measure 3A.11-1 would reduce noise levels generated from construction

activities; however, the construction of off-site elements in El Dorado Hills would fall under the jurisdiction of El Dorado County. Because the timing and implementation of off-site elements could not be controlled by the City or the applicant, impacts would be significant and unavoidable.

Construction activities under the project would require similar types and numbers of equipment operating at similar levels of intensity as already contemplated in the FPASP EIR/EIS. The Enclaves residential development located directly west of the Alder Creek Apartments site is currently under construction and will likely be occupied during project construction. The City's Noise Control Ordinance exempts noise sources associated with construction, provided such activities do not take place before 7 a.m. or after 6 p.m. on any day except Saturday or Sunday, or before 8 a.m. or after 5 p.m. on Saturday or Sunday (City of Folsom Municipal Code Section 8.42.060). Although, noise associated with project construction would largely be exempt, construction activities would occur Monday through Sunday from 7 a.m. to 7 p.m., and therefore, would not always be considered exempt. Noise sources associated with construction of the project would comply with EIR/EIS Mitigation Measure 3A.11-1 and noise-sensitive receptors would not be exposed to construction noise levels that are new or substantially more severe than would occur from under the approved FPASP. Accordingly, the conclusions of the FPASP EIR/EIS remain valid and no further analysis is required.

Impact 3A.11-2 of the FPASP EIR/EIS explained that construction of the FPASP would result in additional vehicle trips on the local roadway network from worker commutes and transportation of equipment and materials to construction sites. This analysis determined that additional construction-related vehicles trips would not result in noise level increases greater than 3 dB community noise equivalent level (CNEL) and, therefore, the FPASP EIR/EIS concluded that the short-term increase traffic noise levels due to construction-generated vehicle trips would be a less-than-significant impact.

The number of additional vehicle trips associated with construction activity under the project is not anticipated to be substantially more severe than already analyzed in the FPASP EIR/EIS because the same types of land uses would be developed under the project as contemplated in the EIR/EIS. Thus, this impact would be within the scope of the impact already evaluated in the FPASP EIR/EIS and would also be less than significant. The conclusions of the FPASP EIR/EIS remain valid and no further analysis is required.

Generation of a Substantial Long-Term Increase in Ambient Noise Levels in the Project Vicinity

Long-term exposure of sensitive receptors to increased traffic noise levels from operation of the FPASP were analyzed under Impact 3A.11-4 of the FPASP EIR/EIS. Traffic noise level modeling estimates showed that buildout of the FPASP would result in net increases in CNELs along affected roadway segments in comparison to existing no project conditions that range from 6.7 to 10 dB. Traffic noise level increases along many roadway segments were considered substantial because they exceed 3 dB CNEL where existing or projected future traffic noise levels range between 60 and 65 dB CNEL, or 1.5 dB CNEL where existing or projected future traffic noise levels are greater than 65 dB L_{dn} /CNEL. Mitigation Measure 3A.11-4 of the FPASP EIR/EIS required individual project applicants to ensure that specific Sound Transmission Class (STC) ratings are achieved by all noise-sensitive buildings built in the FPASP. Mitigation Measure 3A.11-4 also requires project applicants to conduct a site-specific analysis to determine predicted roadway noise impacts attributable to the project in accordance with adopted City noise standards and implement measures to reduce these impacts. Because the feasibility and effectiveness of mitigation was uncertain at the time the FPASP EIR/EIS was certified, the EIR/EIS concluded this impact to be significant and unavoidable.

In compliance with EIR/EIS Mitigation Measure 3A.11-4, a site-specific analysis was conducted by J.C. Brennan & Associates in 2018 to determine future traffic noise levels at the Alder Creek Apartments site (see Appendix E). Based on future traffic volumes, future residences at the Alder Creek Apartments site would be exposed to exterior noise levels up to 61 dB L_{dn} as shown in Table 4-5 below. The anticipated traffic noise levels would comply with the City's exterior noise level standard of 65 dB L_{dn} for multi-family residential uses.

Table 4-5 Predicted Future Traffic Noise Levels at the Alder Creek Apartments Site

Roadway	Location and Distance from Roadway Centerline	Predicted Exterior Traffic Noise Level, L _{dn} (dB)
Alder Creek Parkway	Building #5 @ 65-feet	61
	Clubhouse / Pool @120-feet	57
Westwood Drive	Building #5 @ 100-feet	58
	Building #4 @ 300-feet	51
	Building #3 @ 100-feet	58

Notes: L_{dn} = day-night average noise level; dB = decibels

Source: Mangini Ranch Phase 2 Subdivision Transportation Impact Study, 2017; J.C. Brennan & Associates, Inc. 2018.

Standard construction practices consistent with the uniform building code typically provide an exterior-to-interior noise level reduction of approximately 25 dBA when air conditioning is included for each unit, which allows residents to close windows for the required acoustical isolation.

Based upon the assumptions of a typical exterior to interior noise level reduction, the project site will comply with an interior noise level standard of 45 dB Ldn. This assumes that air conditioning is provided to allow occupants to close windows and doors for the appropriate acoustical isolation. The project would not result in a substantial change in long-term noise levels. Therefore, no new or substantially more severe impacts would occur. The findings of the certified EIR/EIS remain valid and no further analysis is required.

Impact 3A.11-5 in the FPASP EIR/EIS discussed the potential impacts of long-term exposure of sensitive receptors, both existing and future, to increased stationary-source noise levels from project operation. The FPASP EIR/EIS required implementation of Mitigation Measure 3A.11-5 to reduce noise from project-generated stationary sources to less-than-significant levels. The project would not result in a substantial change in land uses or development densities in the FPASP and no new significant impacts or substantially more severe impacts would occur. Therefore, the findings of the certified EIR/EIS remain valid and no further analysis is required.

Short-Term Exposure of Sensitive Receptors to Potential Groundborne Noise and Vibration from Project Construction

Impacts from potential construction-related short-term groundborne noise and vibration on sensitive receptors were analyzed under Impact 3A.11-3 of the FPASP EIR/EIS. The FPASP EIR/EIS identified bulldozing and blasting activities as the source of maximum groundborne noise and vibration levels that would result from the construction of the FPASP. According to the Federal Transit Administration (FTA), levels associated with the use of a large bulldozer and blasting are 0.089 and 1.13 in/sec peak particle velocity (PPV) (87 and 109 vibration decibels [VdB]) at 25 feet, respectively, as shown in Table 3A.11-17 in the FPASP EIR/EIS. The FPASP EIR/EIS adopted Caltrans-recommended vibration exposure thresholds of 0.2 in/sec PPV for the protection of normal residential buildings and 0.08 in/sec PPV for the protection of old or historically significant structures (Caltrans 2004:17). In addition, with respect to prevention of human disturbance, bulldozing and blasting could exceed the FTA-recommended level of 78 VdB within 50 and 275 feet, respectively.

The analysis determined that, although bulldozing activities would not exceed the Caltrans-recommended thresholds for residential buildings, any blasting performed within 80 feet of a receptor could exceed the vibration threshold. Implementation of Mitigation Measure 3A.11-3 would reduce impacts related to groundborne vibration and groundborne noise; however, some off-site elements are not under the jurisdiction of the City. Therefore, direct impacts would be significant and unavoidable.

Construction of the land uses in the project would require similar types of equipment and activities of similar intensity as evaluated under Impact 3A.11-3 in the FPASP EIR/EIS. The project-specific geotechnical investigation found that blasters may be required for construction of the Alder Creek Apartments site. The closest sensitive receptors to the Alder Creek Apartments site are multi-family homes located directly west of the site, across Westwood Drive. The project would implement Mitigation Measure 3A.11-3. No new or substantially more severe impacts would occur from construction-generated groundborne vibration or groundborne noise as a result of the project. The conclusions of the FPASP EIR/EIS remain valid and no further analysis is required.

Noise Impacts Associated with Airports

As stated in the FPASP EIR/EIS the FPASP area is not located within two miles of a public, public-use, or private airport. The Mather Airport Master Plan has been updated since the time the FPASP EIR/EIS was prepared. However, the existence of Mather Airport and expectations that it would host increasing levels of aircraft activity were known at the time the FPASP EIR/EIS was written. As a result, The level of expected growth in operations at Mather Airport is not considered a new circumstance involving new or substantially more severe impacts than existed at the time FPASP EIR/EIS was written. In addition, no new private airstrips have been developed within the FPASP area since preparation of the FPASP EIR/EIS and there are no new circumstances or new information requiring new analysis or verification. Therefore, the conclusions of the FPASP EIR/EIS remain valid and no further analysis is required.

MITIGATION MEASURES

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

- ▶ Mitigation Measure 3A.11-1: Implement Noise-Reducing Construction Practices, Prepare and Implement a Noise Control Plan, and Monitor and Record Construction Noise near Sensitive Receptors
- ▶ Mitigation Measure 3A.11-3: Implement Measure to Prevent Exposure of Sensitive Receptors to Groundborne Noise or Vibration from Project Generated Construction Activities
- ▶ Mitigation Measure 3A.11-5: Implement Measures to Reduce Noise from Project-Generated Stationary Sources

In addition to the mitigation measures in the EIR/EIS (listed above), the project-specific noise study provided the following refinement to the mitigation program that would be required for the project (J.C. Brennan & Associates 2018). These refinements are consistent with the mitigation program outlined in the FPASP EIR/EIS.

Mitigation Measure 4.13-1 Interior Traffic Noise Reduction Measures.

Before building occupancy, the project applicant shall ensure the following construction design features have been implemented.

- ▶ Air conditioning shall be provided to allow occupants to close windows and doors for the appropriate acoustical isolation.

CONCLUSION

While the updated information and the project-specific analyses provide additional detail for the project site and refined mitigation measures for the project have been recommended, this information is consistent with the activities recommended in the mitigation adopted for the FPASP. No new significant or substantially more severe noise impacts would occur with the project. In some cases, based on the refined mitigation program, the noise impacts associated with the project would be reduced compared to the impacts described in the EIR/EIS. Therefore, the findings of the certified EIR/EIS remain valid and no further analysis is required.

4.14 POPULATION AND HOUSING

Environmental Issue Area	Where Impact Was Analyzed in the EIR/EIS.	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information Requiring New Analysis or Verification?	Do Prior Environmental Documents Mitigations Address/Resolve Impacts?
14. Population and Housing. Would the Project:				
a. Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	Setting pp. 3A.13-1 to 3A.13-6 Impacts 3A.13-1, 3A.13-2	No	No	NA
b. Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	Impact 3A.13-3	No	No	NA

4.14.1 Discussion

REGULATORY SETTING

The City has completed a general plan update since certification of the EIR/EIS in 2011. The Folsom City Council approved the Folsom 2035 General Plan on August 28, 2018. The following goals and policies of the Folsom 2035 General Plan are applicable to the project, but do not constitute new information of substantial importance under CEQA Guidelines section 15162.

Land Use Element

GOAL LU 6.1 Allow for a variety of housing types and mix of uses that provide choices for Folsom residents, create complete and livable neighborhoods, and encourage walking and biking.

- ▶ **LU 6.1.1 Complete Neighborhoods:** Encourage the establishment of “complete neighborhoods” that integrate schools, childcare centers, parks, shopping and employment centers, and other amenities.
- ▶ **LU 6.1.8 Home-Based Businesses:** With issuance of a home occupation permit, allow home offices and home-based businesses that are compatible with the character of the residential unit and do not significantly impact the neighborhood.

Housing Element

GOAL H-1: Adequate Land Supply for Housing. To provide an adequate supply of suitable sites for the development of a range of housing types to meet the housing needs of all segments of the population.

- ▶ **Policy H-1.3** The City shall encourage home builders to develop their projects on multi-family-designated land at the high end of the applicable density range.

GOAL H-3: Facilitating Affordable Housing. To facilitate affordable housing opportunities to serve the needs of people who live and work in the community.

- ▶ **Policy H-3.1** The City shall encourage residential projects affordable to a mix of household incomes and disperse affordable housing projects throughout the city to achieve a balance of housing in all neighborhoods and communities.

- ▶ **Policy H-3.3** The City shall continue to make density bonuses available to affordable and senior housing projects, consistent with State law and Chapter 17.102 of the Folsom Municipal Code.
- ▶ **Policy H-3.4** Where appropriate, the City shall use development agreements to assist housing developers in complying with City affordable housing goals.
- ▶ **Policy H-3.5** The City shall make incentives available to property owners with existing development agreements to encourage the development of affordable housing.

GOAL H-5: Housing Opportunities for Special Needs Groups To provide a range of housing services for Folsom residents with special needs, including seniors, persons with disabilities, single parents, large families, the homeless, and residents with extremely low incomes.

- ▶ **Policy H-5.1** The City shall strive to ensure adequate and affordable housing for seniors.
- ▶ **Policy H-5.2** The City shall encourage housing for seniors and persons with disabilities to be located near public transportation, shopping, medical, and other essential services and facilities.

No other change in the regulatory settings related to population and housing, described in EIR/EIS Section 3A.13 under Population, Employment and Housing, has occurred since certification of the EIR in 2011. As described in the project description, there would be no net change in the number of dwelling units for the FPASP.

IMPACT DISCUSSION

As described in the EIR/EIS under Impacts 3A.13-1 and 3A.13-2, the FPASP would directly induce population growth through construction of new homes and businesses over the buildout period. Because population growth is not considered in and of itself to be a significant environmental impact, this was concluded to be a less-than-significant impact. The project would result in 62 additional dwelling units at the Alder Creek Apartments site than previously approved under the FPASP. A decrease in housing densities in other sites located in the FPASP area would offset this reduction and there would be no net change in developed acres or number of housing units contemplated in the FPASP. Although the project would replace multi-family low density housing with multi-family high density housing thereby increasing the population at the Alder Creek Apartment sites, density transfers to other sites within the FPASP area would result in no net change to population within the FPASP area. No new significant impacts or substantially more severe impacts would occur. Therefore, the findings of the certified EIR/EIS remain valid and no further analysis is required.

As described in Impact 3A.13-3, the FPASP would result in the removal of a single housing unit. This was determined to be a less-than-significant impact. No changes to this condition would occur with implementation of the project and no new significant impacts or substantially more severe impacts would occur. Therefore, the findings of the certified EIR/EIS remain valid and no further analysis is required.

MITIGATION MEASURES

No mitigation measures were needed for the certified EIR/EIS regarding population and housing. No additional mitigation measures are required for the project for this issue.

CONCLUSION

No substantial changes in circumstances or the project have occurred nor has any new information of substantial importance been identified requiring new analysis or verification. Therefore, the conclusions of the EIR/EIS remain valid and approval of the project would not result in new or substantially more severe significant impacts to population and housing.

4.15 PUBLIC SERVICES

Environmental Issue Area	Where Impact Was Analyzed in the EIR/EIS.	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information Requiring New Analysis or Verification?	Do Prior Environmental Documents Mitigations Address/Resolve Impacts?
15. Public Services.				
a. Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, to maintain acceptable service ratios, response times or other performance objectives for any public services:				
i. Fire protection?	Setting pp. 3A.14-1 to 3A.14-2 Impacts 3A.14-1, 3A.14-2, 3A.14-3	No	No	Yes
ii. Police protection?	Setting pp. 3A.14-2 to 3A.14-3 Impact 3A.14-4	No	No	NA
iii. Schools?	Setting pp. 3A.14-3 to 3A.14-5 Impacts 3A.14-5, 3A.14-6	No	No	Yes
iv. Parks?		See below in Section 4.15, Recreation		

4.15.1 Discussion

REGULATORY SETTING

The City has completed a general plan update since certification of the EIR/EIS in 2011. The Folsom City Council approved the Folsom 2035 General Plan on August 28, 2018. The following goals and policies of the Folsom 2035 General Plan are applicable to the project, but do not constitute new information of substantial importance under CEQA Guidelines section 15162.

Safety Element

GOAL SN 1.1 Maintain an effective response to emergencies, provide support and aid in a crises, and repair and rebuild after a crisis.

- ▶ **SN 1.1.1 Emergency Operations Plan:** Develop, maintain, and implement an Emergency Operations Plan that addresses life and safety protection, medical care, incident stabilization, property conservation, evacuation, escape routes (including back-up escape routes), mutual aid agreements, temporary housing, and communications.

GOAL SN 3.1 Minimize the risk of flooding hazards to people, property, and the environment.

- ▶ **SN 3.1.3 Public Facilities:** Require that new critical facilities (e.g., hospitals, emergency command centers, communication facilities, fire stations, police stations) are located outside of 100- and 200-year floodplains, or where such location is not feasible; design the facilities to mitigate potential flood risk to ensure functional operation during a flood event.

Public Facilities and Services

GOAL PFS 2.1 Provide for the educational and literacy needs of Folsom residents.

- ▶ **PFS 2.1.2 School Capacity and Development:** If a new development will not contain a school site, the City shall require applicants of new development to show that a school site has been dedicated, a school site will be dedicated, or a school already exists with capacity to serve the project.
- ▶ **PFS 2.1.3 Adequate Financing:** Coordinate with school districts that serve the city in an effort to ensure adequate financing for new school facilities, including assistance in the collection of school district development fees from new development.
- ▶ **PFS 2.1.5 Library:** Strive to keep library programs and materials relevant, easy to access, and provided in a safe and enjoyable environment.

GOAL PFS 6.1 Maintain a high level of police service as new development occurs to protect residents, visitors, and property.

- ▶ **PFS 6.1.1 Adequate Facilities:** Strive to provide law enforcement facilities, equipment and vehicles, and services to adequately meet the needs of existing and future development.
- ▶ **PFS 6.1.2 Police Response Standards:** Strive to maintain the minimum feasible response times for police calls. The goal for Priority 1 (life threatening) and Priority 2 (crime in progress/just occurred) calls shall be five minutes or less for 90 percent of the calls given the resources available.
- ▶ **PFS 6.1.7 Development Review:** Continue to include the Police Department in the review of development proposals to ensure that projects adequately address crime and safety, and promote the implementation of Crime Prevention through Environmental Design principles.

GOAL PFS 7.1 Prevent loss of life, injury, and property due to wildland and structural fires, while ensuring an adequate level of fire protection service is maintained for all.

- ▶ **PFS 7.1.1 Adequate Facilities and Services:** Strive to provide fire department facilities, equipment and vehicles, and services to adequately meet the needs of existing and future development.
- ▶ **PFS 7.1.2 Fire Response Standards:** Maintain adequate fire suppression response capabilities in all areas of the city consistent with the Fire Service Delivery Plan.
- ▶ **PFS 7.1.4 Optimal Siting:** Require that new fire stations are strategically located to ensure optimal response time and physical barriers are considered in the siting of new stations.
- ▶ **PFS 7.1.5 Fire Flow Requirements:** Ensure that adequate water fire-flow capability is provided throughout the city that conforms to the fire flow requirements of the California Fire Code.
- ▶ **PFS 7.1.6 Inspections:** Ensure the continued compliance of structures with City and State fire and life safety regulations by conducting periodic inspections.
- ▶ **PFS 7.1.7 Built-In Fire Suppression:** Minimize dependence on fire department staff and equipment and improve fire safety by requiring installation of built-in fire suppression equipment in all new buildings in accordance with the California Fire Code.
- ▶ **PFS 7.1.8 New Development:** Require that new development provides all necessary water service, fire hydrants, and roads consistent with Fire Department standards.
- ▶ **PFS 7.1.9 Fire Access Design and Building Materials:** Ensure that fire equipment access is integrated into the design of new developments, as well as the use of fire-resistant landscaping and building materials.

No other change in the environmental and regulatory settings related to public services, described in EIR/EIS Sections 3A.14 under Public Services, has occurred since certification of the EIR/EIS in 2011.

IMPACT DISCUSSION

Impacts 3A.14-1, 3A.14-2, and 3A.14-3 address how the construction of the FPASP would affect emergency response services and create increased demand for fire protection and for fire flow. The EIR/EIS found that there would be a significant impact on emergency response. Implementation of Mitigation Measure 3A.14-1 and Mitigation Measure

3A.14-2 would require traffic control plans during construction and would require that incorporate fire code requirements be incorporated into all plans and submitted for approval to the fire department. The project would not substantially change development densities from those approved in the FPASP and would not result in a larger service area than previously evaluated in the FPASP EIR/EIS. Further, the project would continue to comply with mitigation requirements outlined in the mitigation measures adopted for the FPASP. No new significant impacts or substantially more severe impacts would occur as a result of the project. Therefore, the findings of the certified EIR/EIS remain valid and no further analysis is required.

As described in Impact 3A.14-4, applicants would be required to fund and construct sufficient police facilities and personnel to serve the planned development. Per the City Municipal Code Chapter 3, Title 3.80, "Capital Improvement New Construction Fee." Development within the FPASP is responsible to fund the full cost of additional facilities and equipment necessary as a result of project development through payment of the City's capital improvement new construction fees. The impact was determined to be less than significant, and no mitigation was required. The project would not substantially change development densities from those approved in the FPASP and would not result in a larger service area than previously evaluated in the FPASP EIR/EIS. Further, the project would be subject to the same funding requirements for police services. No new significant impacts or substantially more severe impacts would occur. Therefore, the findings of the certified EIR/EIS remain valid and no further analysis is required.

As discussed in Impacts 3A.14-5 and 3A.14-6, the applicants would be required to pay school impact fees and would fund all costs associated with school facilities. Because of this, the EIR/EIS concluded that the FPASP's impact to schools would be less than significant and no mitigation is required. The project would be subject to the same school impact fees and funding requirements for school services. No new significant impacts or substantially more severe impacts would occur. Therefore, the findings of the certified EIR/EIS remain valid and no further analysis is required.

MITIGATION MEASURES

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

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

CONCLUSION

No substantial changes in circumstances or the project have occurred nor has any new information of substantial importance been found requiring new analysis or verification. Therefore, the conclusions of the EIR/EIS remain valid and approval of the project would not result in new or substantially more severe significant impacts to public services.

4.16 RECREATION

Environmental Issue Area	Where Impact Was Analyzed in the EIR/EIS.	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information Requiring New Analysis or Verification?	Do Prior Environmental Documents Mitigations Address/Resolve Impacts?
16. Recreation.				
a. Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	Setting pp. 3A.12-1 to 3A.12-11 Impacts 3A.12-1, 3A.12-2	No	No	NA
b. Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	Setting pp. 3A.12-1 to 3A.12-11 Impact 3A.12-1	No	No	NA

4.16.1 Discussion

REGULATORY SETTING

The City has completed a general plan update since certification of the EIR/EIS in 2011. The Folsom City Council approved the Folsom 2035 General Plan on August 28, 2018. The following goals and policies of the Folsom 2035 General Plan are applicable to the project, but do not constitute new information of substantial importance under CEQA Guidelines section 15162.

Parks and Recreation Element

GOAL PR 1.1 Develop and maintain quality parks that support the diverse needs of the community.

- ▶ **PR 1.1.2 Complete System:** Develop and maintain a robust system of parks, recreation facilities, and open space areas throughout Folsom that provide opportunities for both passive and active recreation.
- ▶ **PR 1.1.3 Park Design:** Develop well-designed parks that enrich and delight park users through innovative and context appropriate design.
- ▶ **PR 1.1.4 Park Acreage Service Level Goal:** Strive to develop and maintain a minimum of five acres of neighborhood and community parks and other recreational facilities/sites per 1,000 population.
- ▶ **PR 1.1.5 Bicycle and Pedestrian Plan Consistency:** Require parks and recreation facilities be consistent with Folsom’s Bikeway Master Plan and Pedestrian Master Plan and connect to the bikeway system whenever possible.
- ▶ **PR 1.1.6 Late-Night Park Use:** Develop and maintain parks with night-use capability.
- ▶ **PR 1.1.7 Universal Access:** Require new parks and open spaces be easily accessible to the public, including providing disabled access.
- ▶ **PR 1.1.8 Shade and Hydration:** Ensure water fountains, trees, pavilions, arbors, and canopies are provided in Folsom’s parks and playgrounds, as well as along bike paths, trails, and other active transportation corridors, where appropriate and feasible, to provide important safeguards on hot days.
- ▶ **PR 1.1.10 Appropriate Land for Parks:** Land accepted for parks shall not be constrained by drainage, slopes, easements, regulated species/habitats, dense natural vegetation, and/or structures that limit the full recreational use.

- ▶ **PR 1.1.11 Parkland Acreage:** Do not accept easements and designated open space/natural areas as parkland acreage. These areas may be used for parkland; but shall not be credited as parkland under the parkland dedication ordinance.
- ▶ **PR 1.1.12 Neighborhood Parks:** Strive to ensure all neighborhoods, new and established, have parks that serve as community focal points.
- ▶ **PR 1.1.13 Community Gardens:** Encourage community gardens consistent with the Parks and Recreation Master Plan.
- ▶ **PR 1.1.14 Parkways:** Encourage the development of parkways and greenbelts to connect the citywide parks system.

No other change in the regulatory settings related to recreation, described in EIR/EIS Section 3A.12 under Parks and Recreation, has occurred since certification of the EIR/EIS in 2011.

IMPACT DISCUSSION

The EIR/EIS addresses impacts associated with parks and recreation under Impacts 3A.12-1 and 3A.12-2 and determined that the FPASP would meet the City's requirement of 5 acres of parkland per 1,000 residents. The EIR/EIS concluded that the impact to existing parks and facilities would be less than significant and no mitigation was required. Although the project would increase population at the Alder Creek Apartments site, density transfers included in the project would result in no net increase in population in the FPASP area. In addition, the project would provide on-site recreational facilities (i.e. pool and clubhouse) and would not result in any changes to public park and recreation areas. The proposed project would not result in new significant impacts or substantially more severe impacts, the findings of the certified EIR/EIS remain valid and no further analysis is required.

MITIGATION MEASURES

No mitigation measures were identified in the certified EIR/EIS regarding recreation, nor are any additional mitigation measures required the project.

CONCLUSION

No substantial changes in circumstances or the project have occurred nor has any new information of substantial importance been identified requiring new analysis or verification. Therefore, the conclusions of the EIR/EIS remain valid and approval of project would not result in new or substantially more severe significant impacts to recreation.

4.17 TRANSPORTATION

Environmental Issue Area	Where Impact Was Analyzed in the EIR/EIS.	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information Requiring New Analysis or Verification?	Do Prior Environmental Documents Mitigations Address/Resolve Impacts?
17. Transportation/Traffic. Would the project:				
a. Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?	Setting pp. 3A.15-1 to 3A.15-24 Page 3A.15-27; Impacts 3A.15-2,	No	No	Yes
b. Would the project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?	Not addressed	No	No	NA
c. Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	Not addressed	No	No	Yes
d. Result in inadequate emergency access?	Discussed under 4.14, Public Services	No	No	Yes

4.17.1 Discussion

The EIR/EIS, certified in 2011, used automobile delay or level of service (LOS) as the primary metric to evaluate the project’s CEQA transportation impacts, consistent with industry standards and the City General Plan goals and policies at the time.

On September 27, 2013, Governor Jerry Brown signed Senate Bill (SB) 743 (Steinberg) into law and started a process to change transportation impact analysis as part of CEQA compliance. SB 743 directed the California Office of Planning and Research (“OPR”) to revise the CEQA Guidelines to modify the criteria for determining the significance of transportation impacts to promote the reduction of greenhouse gas emissions, the development of multimodal transportation networks, and a diversity of land uses. Section 15064.3 of the CEQA Guidelines, adopted in December 2018, provides that vehicle miles traveled (VMT) is the “most appropriate measure of transportation impacts” and mandates analysis of VMT impacts effective July 1, 2020. LOS, or other measures of automobile delay, are no longer considered significant environmental impacts under CEQA. (Pub. Res. Code, § 21009(b)(2).)

As provided in CEQA Guidelines Section 15007, “amendments to the guidelines apply prospectively only,” and CEQA documents must meet the “content requirements in effect when the document was set out for public review,” and “shall not need to be revised to conform to any new content requirements in guideline amendments taking effect before the document is finally approved.” (CEQA Guidelines, § 15007(c)).

The FPASP EIR/EIS was set out for public review in 2010 and certified in 2011, long before the amendment to the CEQA Guidelines adding VMT as the measure of transportation impacts. In addition, information was known about the impact of VMT on the environment at the time the 2011 FPASP FEIR was prepared; and thus, it could have been evaluated in the transportation chapter of the EIR/EIS at that time. The FPASP EIR/EIS and all subsequent review of projects within the Specific Plan have utilized the LOS threshold of significance for traffic impacts. As directed by Section 15007, the FPASP EIR/EIS does not need to be revised to conform to the new VMT requirements. In addition, the change in law (replacement of the LOS standard with VMT) does not constitute new significant information under CEQA (PRC 21166 or CEQA Guidelines 15162) as it does not constitute a new impact caused by the changes proposed in the project.

The project will shift residential dwelling units among several parcels within the plan area. The transfer of units would not create additional dwelling units or change the FPASP's total off-site trip generation. A small change in VMT would result from changes in travel distance within FPASP (e.g., traveling from parcel 148 rather than parcel 82B-1 to the boundary of FPASP); however, given the relatively short distances between the parcels where the shift of dwelling units will occur and the small number of trips being shifted, the change in net VMT generated would be negligible compared to the FPASP total VMT of 612,800¹.

For these reasons, this section provides the environmental and regulatory setting related to VMT, as well as new analysis of the VMT generated by the project. LOS may be reviewed by the City as part of development review and mitigation measures identified in the EIR/EIS related to LOS may be required by the City as a condition of approval. However, because LOS is no longer considered an appropriate metric for analyzing transportation impacts on the environment, analysis and mitigation measures related to LOS are not included in this discussion.

REGULATORY SETTING

Senate Bill 743

As described above, SB 743, passed in 2013, required OPR to develop new CEQA guidelines that address transportation metrics under CEQA. As stated in the legislation, upon adoption of the new guidelines, "automobile delay, as described solely by level of service or similar measures of vehicular capacity or traffic congestion shall not be considered a significant impact on the environment pursuant to this division, except in locations specifically identified in the guidelines, if any." The updated CEQA Guidelines were adopted on December 28, 2018; and according to the new CEQA Guidelines (Section 15064.3), VMT replaces congestion as the metric for determining transportation impacts. The guidelines state that "[b]eginning July 1, 2020, the provisions of this section shall apply statewide."

City of Folsom 2035 General Plan

The City has completed a general plan update since certification of the FPASP EIR/EIS in 2011. The Folsom City Council approved the Folsom 2035 General Plan on August 28, 2018. The following goals and policies of the Folsom 2035 General Plan are applicable to the project, but do not constitute new information of substantial importance under CEQA Guidelines 15162. As discussed above, LOS is no longer considered an appropriate metric for analyzing transportation impacts on the environment; however, LOS may be considered in the City decision making process. Thus, LOS-based policies are included below.

Mobility Element

GOAL M 1.1 Provide a comprehensive, integrated, and connected network of transportation facilities and services for all modes of travel that also incorporates emerging transportation technologies and services to increase transportation system efficiency.

- ▶ **M 1.1.1 Complete Streets:** Develop its streets to serve the needs of all users, including bicyclists, public transit users, children, seniors, persons with disabilities, pedestrians, motorists, and movers of commercial goods.
- ▶ **M 1.1.2 Adequate Rights-of-Way:** Ensure that all new roadway projects and major reconstruction projects provide appropriate and adequate rights-of-way for all users including bicyclists, pedestrians, transit riders, and motorists, except where pedestrians and bicyclists are prohibited by law from using a given facility. Dedication and improvements of full rights-of-way shall follow City design standards by roadway classification except in existing developed areas where the City determines that such improvements are either infeasible or undesirable. Other deviations from these standards shall be permitted upon a determination that safe and adequate access and circulation are preserved by such deviations.
- ▶ **M 1.1.3 Accessibility:** Strive to ensure that all streets are safe and accessible to people with limited mobility and other disabilities. New and reconstructed facilities shall meet the requirements of the Americans with Disabilities Act.

¹ Page 3A.2-44 of the FPASP EIR/EIS indicates that the FPASP total daily VMT is estimated to be 612,800.

- ▶ **M 1.1.5 Connected Neighborhoods:** Require the continuation of the street network between adjacent development projects to promote walkability and allow easier access for emergency vehicles.
- ▶ **M 1.1.6 Intermodal Connections:** Provide connections between modes, including bicycle and pedestrian connections to transit stops, buses that can accommodate bicycles, and park-and-ride lots.
- ▶ **M 1.1.7 Transportation System Management:** Require a transportation system management (TSM) program that applies to existing as well as future development and will ensure the assumed reduction in peak hour vehicle trips.
- ▶ **M 1.1.8 Intelligent Transportation Systems (ITS) Master Plan:** Prepare and adopt an ITS Master Plan to prioritize the deployment of technology designed to maximize the efficiency of the City's traffic signal systems. Require that all development projects incorporate ITS infrastructure where feasible and consistent with the City's adopted ITS Master Plan.
- ▶ **M 1.1.9 Transportation Demand Management:** Develop a citywide Transportation Demand Management Program, which provides a menu of strategies and programs for developers and employers to reduce single-occupant vehicle travel in the city.
- ▶ **M 1.1.10 Facilities for Emerging Technologies:** Assist in the provision of support facilities such as advanced fueling stations (e.g., electric and hydrogen) for emerging technologies.

GOAL M 2.1 Maintain and expand facilities and programs that encourage people to walk and bike in safety and comfort, and support the lifestyle and amenities that Folsom residents value.

- ▶ **M 2.1.1 Pedestrian Master Plan:** Maintain and implement a pedestrian master plan that guides the development of a network that links residential developments with employment centers, public open spaces, parks, schools, shopping districts, and other major destinations.
- ▶ **M 2.1.2 New Sidewalks:** Sidewalks shall be built along all new arterial, collector, and local roads when ultimate street improvements are installed.
- ▶ **M 2.1.3 Pedestrian and Bicycle Linkages in New Development:** Require developers to provide a system of sidewalks, trails, and bikeways that link all land uses, provide accessibility to parks and schools, and connect to all existing or planned external street and trail facilities.
- ▶ **M 2.1.5 Bikeway Master Plan:** Maintain and implement a bikeway master plan that guides the development of a network that links residential developments with employment centers, public open spaces, parks, schools, shopping districts, and other major destinations.
- ▶ **M 2.1.6 Bicycle Facility Classifications:** Maintain the following classification of bicycle facilities consisting of the following:
 1. Class I bikeways: separated bicycle paths. These will be the preferred bikeway, whenever feasible.
 2. Class II bikeways: bike lanes. These will be required in areas where on-street parking is likely to occur and in all collector and arterial streets where feasible. Such areas would be in the vicinity of apartment complexes and condominium complexes.
 3. Class III bikeways: bike routes. These will be required in low-traffic areas where it is safe for bicycles to share the lane with autos and a class 1 or class 2 facility is not feasible.
 4. Class IV bikeways: bicycle-only paths, or "cycle tracks." These are a version of separated bicycle paths that are designed for and limited to bicycle use only, and include a separation between bikeway and through traffic lanes. These will only be installed in special cases where right-of-way is constricted, or there is other significant need to provide a separate facility for bicycle use.
- ▶ **M 2.1.7 Design Guidelines:** Maintain design guidelines for bicycle facilities that result in the construction of bicycle improvements that are attractive, functional, and accessible.

- ▶ **M 2.1.8 Road Repair:** Consider the impact to bicycle routes when conducting any major repair, alteration, or construction of roads. Alternate routes or other accommodations should be provided as well as any upgrades to City-owned pedestrian facilities to comply with the current standards of the Americans with Disabilities Act (ADA).
- ▶ **M 2.1.10 Bicycle Parking:** Require adequate short- and long-term bicycle parking for all land uses, except for single family and single family high density residential uses.
- ▶ **M 2.1.12 Trail Network:** Develop a continuous, interconnected system of trails and bikeways.
- ▶ **M 2.1.14 Intersections:** Ensure new intersections are designed to safely accommodate pedestrians and bicyclists, along with all other transportation modes.
- ▶ **M 2.1.16 Safe Routes to School:** Encourage the construction of facilities and provision of programs that ensure Folsom children can walk or bike to school safely through coordination with school administration and parent organizations and participation in State and Federal grant programs.
- ▶ **M 2.1.17 Pedestrian and Bicycle Overpasses:** Pursue the development of pedestrian and bicycle overpasses in areas with limited connectivity, particularly to connect development north and south of Highway 50.
- ▶ **M 2.1.18 Public Involvement:** Encourage the public to participate in the planning, design, implementation, and maintenance of pedestrian and bicycle facilities and programs.

GOAL M 3.1 Support and maintain a comprehensive, safe, and integrated transit system that responds to the needs of all residents and allow frequent and convenient travel throughout the city and region.

- ▶ **M 3.1.1 Access to Public Transit:** Strive to ensure that all residents have access to safe and convenient public transit options.
- ▶ **M 3.1.2 Transit for Elderly and Persons with Disabilities:** Continue to provide accessible, on-demand transit for the elderly and persons with disabilities.
- ▶ **M 3.1.6 "Hi-Bus" Transit Corridors:** Require sufficient right-of-way for designated Hi-Bus transit corridors that connect to light rail stations, including the planned facility on Easton Valley Parkway, south of Highway 50. The City shall also evaluate the feasibility of Hi-Bus transit in designated "study corridors" and shall give priority to transit uses within the available right-of-way in those study corridors. The City shall coordinate with Regional Transit to provide services in the Hi-Bus corridors.
- ▶ **M 3.1.7 Transit to Key Locations:** Provide Folsom Stage Line transit stops and associated amenities at key destinations in Folsom.

GOAL M 4.1 Ensure a safe and efficient network of streets for cars and trucks, as well as provide an adequate supply of vehicle parking.

- ▶ **M 4.1.1 Road Network Hierarchy:** Establish a hierarchy of roads consisting of the following:
 1. Freeways or limited access highways. Such roads shall be grade separated at each intersection with another road. The major purpose of such roads is to route traffic around Folsom, with as few interruptions to the surface street system as possible. Highway 50 currently meets the definition of a freeway.
 2. Expressways. Allow for moderate- to high-speed travel within the city. The purpose of an expressway is to carry cross-town traffic from other communities or between neighborhoods within the city. An expressway may contain some grade-separated intersections, but this type of road would mainly be a surface street. Expressways should be located to allow for controlled intersections spaced at one-half mile intervals or more. Only arterial and collector roads should intersect with an expressway.
 3. Arterial roads (or major streets). Serve to connect neighborhoods within the city and the city with surrounding communities. Movement of people and goods, also known as "mobility," rather than access to adjacent land uses, is the primary function of an arterial street. Arterials would normally define the boundaries of neighborhoods, not provide internal access to a neighborhood. The city has two types: 1)

- "major arterials," which are typically divided four or six-lane roadways, and 2) "minor arterials," which are typically undivided four-lane roadways.
4. Collector (or secondary) roads. Serve to route traffic from local streets within a residential neighborhood or a commercial area to an arterial road. Collector streets would not normally serve as "through" roads for more than one area, but would typically carry higher traffic volumes than local streets. The City has two types: 1) "major collectors," which are typically two-lane roadways with center turn lanes, and 2) "minor collectors," which are typically two-lane roadways without center turn lanes.
 5. Local (or tertiary) roads. Serve a portion of a neighborhood only and, together with other local roads in a neighborhood, route traffic to a collector street.
- ▶ **M 4.1.2 Roadway Maintenance:** Maintain roadways according to industry standards to provide for the safe travel for all users, including pedestrians, bicyclists, drivers, and transit vehicles. The City shall implement a pavement management plan that considers warmer temperatures, heat waves, and urban heat island effects in material selection, and emphasize preventative maintenance to reduce costs associated with frequent road surface replacement.
 - ▶ **M 4.1.3 Level of Service:** Strive to achieve at least a traffic Level of Service "D" (or better) for local streets and roadways throughout the City. In designing transportation improvements, the City will prioritize use of smart technologies and innovative solutions that maximize efficiencies and safety while minimizing the physical footprint. During the course of Plan buildout, it may occur that temporarily higher Levels of Service result where roadway improvements have not been adequately phased as development proceeds. However, this situation will be minimized based on annual traffic studies and monitoring programs. Staff will report to the City Council at regular intervals via the Capital Improvement Program process for the Council to prioritize projects integral to achieving Level of Service D or better.
 - ▶ **M 4.1.4 Capital Southeast Connector:** Support the planning and construction of the Capital Southeast Connector.
 - ▶ **M 4.1.5 Interchange Improvements:** Coordinate with Caltrans in planning for and funding freeway interchange improvements and additional interchanges along Highway 50.
 - ▶ **M 4.1.10 Traffic Calming:** Continue to implement traffic calming measures in residential neighborhoods, as appropriate and in ways that accommodate emergency access vehicles.

IMPACT DISCUSSION

Conflict with a Program, Plan, Ordinance or Policy Addressing the Circulation System

The Folsom 2035 General Plan identifies several policies addressing the City's circulation system, including but not limited to complete streets, pedestrian and bicycle linkages, safe routes to school, and public transit access.

The EIR/EIS concluded that the FPASP would be consistent with the General Plan by incorporating bikeways and lanes and would have less-than-significant impacts on bicycle, pedestrian, and transit facilities. Impact 3A.15-2 of the EIR/EIS determined the project would increase the demand for single-occupancy vehicles; and thus, required implementation of Mitigation Measure 3A.15-2a, which implements the development of bicycle and pedestrian facilities, including bicycle parking to reduce demand of single-occupancy vehicles.

The project would include pedestrian and bicycle facilities, such as internal pathways, sidewalks and crosswalks on adjacent roadways, and bicycle parking. The project site is adjacent to a transit corridor along Alder Creek Parkway that extends from west of East Bidwell Street to Westwood Drive, and then south along Westwood Drive to Savannah Parkway. The project would not disrupt or preclude construction or use of any planned bicycle, pedestrian, or transit facilities within the FPASP. As such, the project would be consistent with the FPASP, the Folsom 2035 General Plan, and the Bikeway Master Plan.

The project would not result in any substantial changes to the circulation system. Therefore, no new significant impacts or substantially more severe impacts would occur. The findings of the certified EIR/EIS remain valid and no further analysis is required.

Consistency with CEQA Guidelines Section 15064.3, Subdivision (b)

The analysis within this section is based on the analysis and findings of the *Alder Creek Apartments Final Traffic Study* (Traffic Study) prepared by Fehr & Peers in December 2020 (see Appendix F). The project would reallocate residential dwelling units among several parcels within the plan area. This reallocation of units would result in no net increase in total dwelling units in the FPASP and would not change the FPASP total off-site trip generation. A small change in VMT would result from changes in travel distance within FPASP (e.g., traveling from parcel 148 rather than parcel 82B-1 to the boundary of FPASP); however, given the relatively short distances between the parcels where the shift of dwelling units would occur and the small number of trips being shifted, the change in net VMT generated would be negligible compared to the FPASP total daily VMT of 612,800 analyzed in the EIR/EIS (Fehr & Peers, 2020).

In addition, Impact 3A.15-2 of the FPASP EIR/EIS identified significant impacts related to increased demand for single-occupant automobile travel. Implementation of Mitigation Measures 3A.15-2a, 3A.15-2b, and 3A.15-2c requires the provision of options for alternative transportation modes, participation in the City's Transportation System Management Fee Program, and participation in the 50 Corridor Transportation Management Association. Implementation of these mitigation measures would reduce significant impacts. The project would implement Mitigation Measures 3A.15-2a, 3A.15-2b, and 3A.15-2c. The project is located along a planned transit corridor that, upon build out of the FPASP, would provide express bus transit service connecting to the existing light rail network. The project would provide compact residential development to support the planned transit network. Internal pathways, sidewalks and crosswalks on adjacent roadways, and bicycle parking would further support non-automobile trips. In summary, the project would not result in a substantial increase in VMT and would implement measures to reduce single-occupant automobile travel. Therefore, no new significant impacts or substantially more severe impacts would occur. The findings of the certified EIR/EIS remain valid and no further analysis is required.

Hazards Related to a Geometric Design Feature or Incompatible Uses

The FPASP EIR/EIS did not identify any geometric design features or incompatible uses that would substantially increase hazards. The project would not result in any substantial changes to roadway design and would not introduce incompatible uses. The Traffic Study identified mitigation to include signage prohibiting eastbound U-turns along Alder Creek Parkway at Placerville Road and Quail Meadow Way. This requirement is included in Mitigation Measure 4.17-1 below. Therefore, no new significant impacts or substantially more severe impacts would occur. The findings of the certified EIR/EIS remain valid and no further analysis is required.

Emergency Access

As described in Impact 3A.14-1 of the FPASP EIR/EIS, nearby roadways in the vicinity of the FPASP area and off-site areas, such as White Rock Road, Prairie City Road, and U.S. 50, would likely be affected intermittently during construction activities. Implementation of Mitigation Measure 3A.14-1 would be required to reduce significant impacts associated with decreased emergency response times during construction. In addition, Impact 3A.8-4 of the EIR/EIS determined City-required permits would ensure sufficient street width, circulation, and access for fire and emergency response units. No changes to these circumstances have occurred. No new significant impacts or substantially more severe impacts would occur. Therefore, the findings of the certified EIR/EIS remain valid and no further analysis is required.

MITIGATION MEASURES

The following mitigation measures were referenced in the EIR/EIS analysis and would continue to remain applicable if the project were approved. This analysis is based on the standards in effect at the time of the EIR/EIS, which considered impacts to LOS. Therefore, mitigation measures related to LOS are included and applicable to the project.

- ▶ Mitigation Measure 3A.14-1: Prepare and Implement a Construction Traffic Control Plan
- ▶ Mitigation Measure 3A.15-1a: The Applicant Shall Pay a Fair Share to Fund the Construction of Improvements to the Folsom Boulevard/Blue Ravine Road Intersection (Intersection 1)

- ▶ Mitigation Measure 3A.15-1b: The Applicant Shall Pay a Fair Share to Fund the Construction of Improvements at the Sibley Street/Blue Ravine Road Intersection (Intersection 2)
- ▶ Mitigation Measure 3A.15-1c: The Applicant Shall Fund and Construct Improvements to the Scott Road (West)/White Rock Road Intersection (Intersection 28)
- ▶ Mitigation Measure 3A.15-1e: Fund and Construct Improvements to the Hillside Drive/Easton Valley Parkway Intersection (Intersection 41)
- ▶ Mitigation Measure 3A.15-1f: Fund and Construct Improvements to the Oak Avenue Parkway/Middle Road Intersection (Intersection 44)
- ▶ Mitigation Measure 3A.15-1h: Participate in Fair Share Funding of Improvements to Reduce Impacts to the Hazel Avenue/Folsom Boulevard Intersection (Sacramento County Intersection 2)
- ▶ Mitigation Measure 3A.15-1i: Participate in Fair Share Funding of Improvements to Reduce Impacts on the Grant Line Road/White Rock Road Intersection and to White Rock Road widening between the Rancho Cordova City limit to Prairie City Road (Sacramento County Intersection 3)
- ▶ Mitigation Measure 3A.15-1j: Participate in Fair Share Funding of Improvements to Reduce Impacts on Hazel Avenue between Madison Avenue and Curragh Downs Drive (Roadway Segment 10)
- ▶ Mitigation Measure 3A.15-1l: Participate in Fair Share Funding of Improvements to Reduce Impacts on the White Rock Road/Windfield Way Intersection (El Dorado County Intersection 3)
- ▶ Mitigation Measure 3A.15-1o: Participate in Fair Share Funding of Improvements to Reduce Impacts on Eastbound US 50 as an alternative to improvements at the Folsom Boulevard/US 50 Eastbound Ramps Intersection (Caltrans Intersection 4)
- ▶ Mitigation Measure 3A.15-1p: Participate in Fair Share Funding of Improvements to Reduce Impacts on the Grant Line Road/ State Route 16 Intersection (Caltrans Intersection 12)
- ▶ Mitigation Measure 3A.15-1q: Participate in Fair Share Funding of Improvements to Reduce Impacts on Eastbound U.S. 50 between Zinfandel Drive and Sunrise Boulevard (Freeway Segment 1)
- ▶ Mitigation Measure 3A.15-1r: Participate in Fair Share Funding of Improvements to Reduce Impacts on Eastbound U.S. 50 between Hazel Avenue and Folsom Boulevard (Freeway Segment 3)
- ▶ Mitigation Measure 3A.15-1s: Participate in Fair Share Funding of Improvements to Reduce Impacts on Eastbound U.S. 50 between Folsom Boulevard and Prairie City Road (Freeway Segment 4)
- ▶ Mitigation Measure 3A.15-1u: Participate in Fair Share Funding of Improvements to Reduce Impacts on Westbound U.S. 50 between Prairie City Road and Folsom Boulevard (Freeway Segment 16)
- ▶ Mitigation Measure 3A.15-1v: Participate in Fair Share Funding of Improvements to Reduce Impacts on Westbound U.S. 50 between Hazel Avenue and Sunrise Boulevard (Freeway Segment 18)
- ▶ Mitigation Measure 3A.15-1w: Participate in Fair Share Funding of Improvements to Reduce Impacts on U.S. 50 Eastbound / Folsom Boulevard Ramp Merge (Freeway Merge 4)
- ▶ Mitigation Measure 3A.15-1x: Participate in Fair Share Funding of Improvements to Reduce Impacts on U.S. 50 Eastbound / Prairie City Road Diverge (Freeway Diverge 5)
- ▶ Mitigation Measure 3A.15-1y: Participate in Fair Share Funding of Improvements to Reduce Impacts on U.S. 50 Eastbound / Prairie City Road Direct Merge (Freeway Merge 6)
- ▶ Mitigation Measure 3A.15-1z: Participate in Fair Share Funding of Improvements to Reduce Impacts on U.S. 50 Eastbound / Prairie City Road Flyover On-Ramp to Oak Avenue Parkway Off-Ramp Weave (Freeway Weave 8)
- ▶ Mitigation Measure 3A.15-1aa: Participate in Fair Share Funding of Improvements to Reduce Impacts on U.S. 50 Eastbound / Oak Avenue Parkway Loop Merge (Freeway Merge 9)

- ▶ Mitigation Measure 3A.15-1dd: Participate in Fair Share Funding of Improvements to Reduce Impacts on U.S. 50 Westbound / Empire Ranch Road Loop Ramp Merge (Freeway Merge 23)
- ▶ Mitigation Measure 3A.15-1ee: Participate in Fair Share Funding of Improvements to Reduce Impacts on U.S. 50 Westbound / Oak Avenue Parkway Loop Ramp Merge (Freeway Merge 29)
- ▶ Mitigation Measure 3A.15-1ff: Participate in Fair Share Funding of Improvements to Reduce Impacts on U.S. 50 Westbound / Prairie City Road Loop Ramp Merge (Freeway Merge 32)
- ▶ Mitigation Measure 3A.15-1gg: Participate in Fair Share Funding of Improvements to Reduce Impacts on U.S. 50 Westbound / Prairie City Road Direct Ramp Merge (Freeway Merge 33)
- ▶ Mitigation Measure 3A.15-1hh: Participate in Fair Share Funding of Improvements to Reduce Impacts on U.S. 50 Eastbound / Folsom Boulevard Diverge (Freeway Diverge 34)
- ▶ Mitigation Measure 3A.15-1ii: Participate in Fair Share Funding of Improvements to Reduce Impacts on U.S. 50 Westbound / Hazel Avenue Direct Ramp Merge (Freeway Merge 38)
- ▶ Mitigation Measure 3A.15-2a: Develop Commercial Support Services and Mixed-use Development Concurrent with Housing Development, and Develop and Provide Options for Alternative Transportation Modes
- ▶ Mitigation Measure 3A.15-2b: Participate in the City's Transportation System Management Fee Program
- ▶ Mitigation Measure 3A.15-2c: Participate with the 50 Corridor Transportation Management Association
- ▶ Mitigation Measure 3A.15-3: Pay Full Cost of Identified Improvements that Are Not Funded by the City's Fee Program
- ▶ Mitigation Measure 3A.15-4a: The Applicant Shall Pay a Fair Share to Fund the Construction of Improvements to the Sibley Street/Blue Ravine Road Intersection (Folsom Intersection 2)
- ▶ Mitigation Measure 3A.15-4b: The Applicant Shall Pay a Fair Share to Fund the Construction of Improvements to the Oak Avenue Parkway/East Bidwell Street Intersection (Folsom Intersection 6)
- ▶ Mitigation Measure 3A.15-4c: The Applicant Shall Pay a Fair Share to Fund the Construction of Improvements to the East Bidwell Street/Nesmith Court Intersection (Folsom Intersection 7)
- ▶ Mitigation Measure 3A.15-4d: The Applicant Shall Pay a Fair Share to Fund the Construction of Improvements to the East Bidwell Street/Iron Point Road Intersection (Folsom Intersection 21)
- ▶ Mitigation Measure 3A.15-4e: The Applicant Shall Pay a Fair Share to Fund the Construction of Improvements to the Serpa Way/ Iron Point Road Intersection (Folsom Intersection 23)
- ▶ Mitigation Measure 3A.15-4f: The Applicant Shall Pay a Fair Share to Fund the Construction of Improvements to the Empire Ranch Road / Iron Point Road Intersection (Folsom Intersection 24)
- ▶ Mitigation Measure 3A.15-4g: The Applicant Shall Fund and Construct Improvements to the Oak Avenue Parkway / Easton Valley Parkway Intersection (Folsom Intersection 33)
- ▶ Mitigation Measure 3A.15-4i: Participate in Fair Share Funding of Improvements to Reduce Impacts on the Grant Line Road/White Rock Road Intersection (Sacramento County Intersection 3)
- ▶ Mitigation Measure 3A.15-4j: Participate in Fair Share Funding of Improvements to Reduce Impacts on Grant Line Road between White Rock Road and Kiefer Boulevard (Sacramento County Roadway Segments 5-7)
- ▶ Mitigation Measure 3A.15-4k: Participate in Fair Share Funding of Improvements to Reduce Impacts on Grant Line Road between Kiefer Boulevard and Jackson Highway (Sacramento County Roadway Segment 8)
- ▶ Mitigation Measure 3A.15-4l: Participate in Fair Share Funding of Improvements to Reduce Impacts on Hazel Avenue between Curragh Downs Drive and U.S. 50 Westbound Ramps (Sacramento County Roadway Segments 12-13)

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

In addition to the mitigation measures in the EIR/EIS (listed above), the project-specific traffic study provided the following refinement to the mitigation program that would be required for the project (Fehr & Peers 2020). These refinements are consistent with the mitigation program outlined in the FPASP EIR/EIS.

Mitigation Measure 4.17-1 Signage Prohibiting U-Turns on Alder Creek Parkway.

Concurrent with construction of circulation improvements, the project applicant shall ensure the following have been implemented.

- ▶ Post “No U-Turn” signs (CA MUTCD R3-4 or similar) along Alder Creek Parkway at Quail Meadow Way, facing the eastbound approach, in the median on the near and far side of the intersection, prohibiting eastbound U-turns.
- ▶ Post “No U-Turn” signs (CA MUTCD R3-4 or similar) along Alder Creek Parkway at Placerville Road, facing the eastbound approach, in the median on the near and far side of the intersection, prohibiting eastbound U-turns.

CONCLUSION

The updated transportation impact analysis is consistent with the analysis prepared for the certified EIR/EIS. The conclusions of the EIR/EIS remain valid and approval of the project would not result in new or substantially more severe significant impacts related to transportation.

4.18 UTILITIES AND SERVICE SYSTEMS

Environmental Issue Area	Where Impact Was Analyzed in the EIR/EIS.	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information Requiring New Analysis or Verification?	Do Prior Environmental Documents Mitigations Address/Resolve Impacts?
18. Utilities and Service Systems. Would the Project:				
a. Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?	Setting pp. 3A.16-1 to 3A.16-3; 3A.18-1 to 3A.18-6; 3A.16-5 to 3A.16-7; and p. 4-68 Impacts 3A.16-1, 3A.16-2, 3A.18-2, 3A.16-3, 3A.16-4, 3A.16-5, 3A.16-8, 3A.16-9, 3A.16-10, 3A.16-11	No	No	Yes
b. Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?	Setting pp. 3A.18-1 to 3A.18-6 Impact 3A.18-1	No	No	Yes
c. Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	Setting pp. 3A.16-1 to 3A.16-3 Impacts 3A.16-2, 3A.16-3, 3A.16-4, 3A.16-5	No	No	Yes
d. Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?	Setting pp. 3A.16-3 to 3A.16-4 Impacts 3A.16-6, 3A.16-7	No	No	NA
e. Comply with federal, state, and local statutes and regulations related to solid waste?	Setting p. 3A.16-4 Impacts 3A.16-6, 3A.16-7	No	No	NA

4.18.1 Discussion

REGULATORY SETTING

The City has completed a general plan update since certification of the EIR/EIS in 2011. The Folsom City Council approved the Folsom 2035 General Plan on August 28, 2018. The following goals and policies of the Folsom 2035 General Plan are applicable to the project, but do not constitute new information of substantial importance under CEQA Guidelines section 15162.

Public Facilities and Services Element

GOAL PFS 3.1 Maintain the City's water system to meet the needs of existing and future development while improving water system efficiency.

- ▶ **PFS 3.1.3 Water Efficient Landscape Ordinance:** Continue to require water efficient landscaping consistent with the Water Efficient Landscape Ordinance.

- ▶ **PFS 3.1.4 New Technologies:** Support efforts to encourage the use of new technologies to meet the goals in the Urban Water Management Plan and Water Master Plan.
- ▶ **PFS 3.1.6 Water Quality:** Ensure the provision of healthy, safe water for all users in Folsom through facilities, policies, programs, and regulations.
- ▶ **PFS 3.1.7 Water Supply:** Provide an adequate supply of water for all users in Folsom now and in the future.
- ▶ **PFS 3.1.8 Water Resources:** Require water resources be developed in coordination with local flood management, water conservation, and groundwater agencies.
- ▶ **PFS 3.1.10 Water Conservation Standards:** Achieve a 20 percent reduction in per-capita water use by 2020 consistent with the State's 20x2020 Water Conservation Plan, Senate Bill SB X7-7 2009, and the City of Folsom Urban Water Management Plan.
- ▶ **PFS 3.1.11 Resilient System:** Ensure a resilient water storage and distribution system that can rapidly recover to provide water in the event of a disaster.
- ▶ **PFS 3.1.12 Non-Potable Water:** Endeavor to provide non-potable water by ensuring new development south of Highway 50 is served by a non-potable water distribution system and seek sources of non-potable water for landscaping and other appropriate uses citywide.

GOAL PFS 4.1 Maintain an adequate wastewater system to meet the needs of the community.

- ▶ **PFS 4.1.1 Wastewater System:** Ensure the local wastewater network is built and maintained to provide cost-effective wastewater service.
- ▶ **PFS 4.1.2 Regional Cooperation:** Coordinate with the Sacramento Regional County Sanitation District and Sacramento Area Sanitation District to ensure the efficient and environmentally-sound treatment of Folsom's wastewater.

GOAL 5.1 Ensure adequate flood control and stormwater drainage.

- ▶ **PFS 5.1.1 Maintain Adequate Storm Drainage:** Develop and maintain an adequate storm drainage system.
- ▶ **PFS 5.1.3 Urban Runoff:** Strive to reduce the amount of urban runoff and seek to capture and treat runoff before it enters streams, lakes, and rivers, applicable only to new development.
- ▶ **PFS 5.1.4 Green Stormwater Infrastructure:** Encourage "green infrastructure" design and LID techniques for stormwater facilities (i.e., using vegetation and soil to manage stormwater) to preserve and create open space and improve runoff water quality.

GOAL PFS 8.1 Provide for the energy and telecommunications needs of Folsom and decrease dependence on nonrenewable energy sources through energy conservation, efficiency, and renewable resource strategies now and in the future.

- ▶ **PFS 8.1.1 Provision of Utilities:** Coordinate with public, quasi-public, and private utility providers to ensure adequate service to City residents.
- ▶ **PFS 8.1.2 Telecommunication Technologies:** Support the implementation of new telecommunication technologies (e.g., fiber optic broadband internet) to attract new businesses and serve residential customers.
- ▶ **PFS 8.1.3 Renewable Energy:** Promote efforts to increase the use of renewable energy resources such as wind, solar, hydropower, and biomass both in the community and in City operations, where feasible.

GOAL PFS 9.1 Reduce the amount of waste entering regional landfills through an effective waste management program.

- ▶ **PFS 9.1.2 Waste Reduction:** Support efforts to reduce the amount of waste disposed of in landfills through reusing, reducing, and recycling solid waste; and using conversion technology if appropriate.

- ▶ **PFS 9.1.3 Recycling Target:** Support efforts to achieve a citywide disposal rate of 1.5 pounds per person per day, exceeding statewide target of 2.7 pounds per person per day by 2035.
- ▶ **PFS 9.1.4 Composting:** Provide green waste collection and offer compost education to divert organic material from local landfills.

No other substantial change in the environmental and regulatory settings related to utilities and service systems as described in EIR/EIS Section 3A.16 under Utilities and Service Systems has occurred since certification of the EIR in 2011.

IMPACT DISCUSSION

Water Facilities

The EIR/EIS addressed water facilities under Impact 3A.18-2, and determined that at the time of the EIR/EIS, the FPASP site was not served by a public water system and sufficient off-site water conveyance and treatment facilities necessary to serve the development. In addition, the City and Sacramento County Water Agency had not entered into a binding agreement for use of Freeport Regional Water Authority's diversion facilities. The EIR/EIS concluded that this is a direct, potentially significant impact. Implementation of Mitigation Measure 3A.18-2a and 3A.18-2b would require adequate off-site conveyance and treatment facilities be secured before the issuance of building permits and would reduce impacts to less than significant. The project is located within the Mangini Ranch Phase 2 Subdivision, which included infrastructure improvements, consistent with the FPASP. In addition, the project would not result in a substantial change to the land uses and densities approved under the FPASP. No new significant impacts or substantially more severe impacts would occur. Therefore, the findings of the certified EIR/EIS remain valid and no further analysis is required.

Wastewater Facilities

The EIR/EIS addressed wastewater facilities under Impacts 3A.16-1, 3A.16-2, 3A.16-3, 3A.16-4, and 3A.16-5, determined that at the time of the EIR/EIS, the FPASP site was not served by a municipal wastewater collection system and both on-site and off-site wastewater collection and conveyance infrastructure necessary to serve the development. The EIR/EIS analyzed the potential demand on facilities for the Sacramento Regional Wastewater Treatment Plant, Sacramento Regional County Sanitation District, El Dorado Irrigation District, and El Dorado Hills Wastewater Treatment Plant. The EIR/EIS concluded that the impacts to these facilities could be potentially significant. The project would not be within the El Dorado Irrigation District or El Dorado Hills Wastewater Treatment Plant service area and would result in no net change in dwelling units or population in the FPASP. Therefore, there would be no impacts beyond those previously evaluated in the FPASP EIR/EIS. With the implementation of Mitigation Measures 3A.16-1 and 3A.16-3, the impacts would be reduced to less than significant for all impacts except for the potentially significant and unavoidable impacts related to environmental effects associated with improvements to treatment plant facilities. These conclusions are the same as that presented in the EIR/EIS. No new significant impacts or substantially more severe impacts would occur. Therefore, the findings of the certified EIR/EIS remain valid and no further analysis is required.

Stormwater Facilities

The approved FPASP would require new storm water drainage facilities. These were included in the approved FPASP and the potential significant environmental effects were analyzed throughout the EIR/EIS. The project is located within the Mangini Ranch Phase 2 Subdivision, which included infrastructure improvements, consistent with the FPASP. In addition, the project would include the same land use types as the approved FPASP and would result in no net change in density and population for the FPASP area. Therefore, no new off-site infrastructure or changes to the approved backbone infrastructure would be required. Because there are no new significant impacts or substantially more severe impacts, the findings of the certified EIR/EIS remain valid and no further analysis is required.

Electric Power, Natural Gas, and Telecommunications Facilities

Impacts 3A.16-8, 3A.16-9, 3A.16-10, 3A.16-11 of the EIR/EIS analyzed the demand for utilities and services not already covered in other discussions. The EIR/EIS found that the impacts to electricity service, natural gas, telecommunications

service, and cable television and communications service would be less than significant and no mitigation measures were required. The project would not result in substantial land use changes that would substantially change estimated demands for these services. Therefore, no new significant impacts or substantially more severe impacts would occur. The findings of the certified EIR/EIS remain valid and no further analysis is required.

Water Supply

As analyzed in the EIR/EIS under Impact 3A.18-1, the proposed water supply would be adequate to meet the projected water demand by the FPASP in both normal and critically dry years. However, the EIR/EIS concluded that the impact to water supplies was potentially significant because of the possibility that the water infrastructure to accommodate the FPASP may not be developed or coordinated fully with the development of houses and other water using land types. To reduce this potential impact to less than significant, Mitigation Measure 3A.18-1 required all applicants to submit proof of surface water supply availability. With implementation of this mitigation measure, the impact would be reduced to a less-than-significant level.

In November 2012, the City considered and adopted an addendum to the FPASP EIR/EIS that assessed the environmental impacts of changing the approved water supply for the FPASP to the Revised Proposed Off-Site Water Facility Alternative, which would use water obtained through the City's conservation activities and exchange of supplies with the City's east area. The addendum concluded that water supplies under the Off-Site Water Facility Alternative would be more secure than the originally considered water supply plan, and landowners in the FPASP would be required to implement the previously adopted mitigation measures, which require submittal of proof of surface water supply availability and adequate water service infrastructure before approval of new development (Water Addendum, pp. 3-18 to 3-19.) Thus, with these mitigation measures in place, it is reasonable to conclude that development in the FPASP, including this project, would not outpace the City's available water supplies. As discussed in Response to Comment 7-15 of the Russell Ranch Final EIR (City of Folsom 2015:3-33), the City has reviewed its water supply extensively to ensure that "the City will meet its diversion in 'dry' and 'extremely dry' conditions" (City of Folsom 2015:3-40). The City "has considered and analyzed in its most recent Urban Water Management Plan (adopted June 14, 2011) the effects of implementing conservation measures in increasingly stricter stages that are designed to reduce water use City-wide" (City of Folsom 2015:3-41).

The City's 2015 Urban Water Management Plan (adopted June 14, 2016) determined the City would have sufficient water supplies during normal, single dry, and multiple dry years through build out of the City, as shown in Table 4-6. Build out is anticipated to occur around 2050, dependent on a number of factors and market conditions, and would include build out of the entire FPASP development (City of Folsom 2016:2-3).

Table 4-6 City Water Supply and Demand Comparison at Buildout (2050)

(acre-feet/year)	Normal	Single-Dry	Multi-Dry 1	Multi-Dry 2	Multi-Dry 3
Supply	38,790	37,040	37,040	36,500	34,750
Demand	31,852	32,808	32,808	28,667	25,482
Difference	6,938	4,232	4,232	7,833	9,269

Source: City of Folsom 2015 Urban Water Management Plan, June 2016, Table 7-4.

The project would not substantially change land use types or densities and would have no net increase in housing units. The project would not exceed water demands estimated in the Folsom Specific Plan Area SB 610 Water Assessment prepared for the FPASP. Further, sufficient water supplies are available to meet the project's long-term water demands. Finally, the project would continue to comply with mitigation recommended in the FPASP. Therefore, no new significant impacts or substantially more severe impacts would occur. The findings of the certified EIR/EIS remain valid and no further analysis is required.

Wastewater Treatment Capacity

Under Impacts 3A.16-2, 3A.16-3, 3A.16-4, and 3A.16-5, the EIR/EIS analyzed the potential demand on wastewater facilities for the Sacramento Regional Wastewater Treatment Plant, Sacramento Regional County Sanitation District, El Dorado Irrigation District, and El Dorado Hills Wastewater Treatment Plant. The project would not substantially change

land use types or densities from the approved FPASP, would have no net increase in housing units, and would not be within the El Dorado Irrigation District or El Dorado Hills Wastewater Treatment Plant service area. Therefore, the project would not increase wastewater treatment demand beyond the approved FPASP. The project would continue to be required to comply with Mitigation Measures 3A.18-2a, 3A.18-2b, and 3A.16-3 in the FPASP which address ensuring adequate wastewater treatment capacity. With implementation of these mitigation measures, the potential for inadequate capacity to serve the project would be reduced to a less-than-significant level because the applicant would be required to coordinate with service providers to ensure adequate capacity is available and submit the proof of adequate capacity to the City before the City would issue building permits. Because no new significant impacts or substantially more severe impacts would occur, the findings of the certified EIR/EIS remain valid and no further analysis is required.

Solid Waste

Impact 3A.16-6 of the Draft EIR/EIS analyzed short-term generation of solid waste during project construction while Impact 3A.16-7 analyzed increased long-term generation of solid waste. The EIR/EIS found that the estimated waste generated both short- and long-term by the project could be accommodated within the existing landfills. The project would not substantially change land use types or densities and would have no net increase in housing units. Therefore, the project would not generate solid waste above the previously evaluated FPASP. No new significant impacts or substantially more severe impacts would occur. Therefore, the findings of the certified EIR/EIS remain valid and no further analysis is required.

In Impacts 3A.16-6 and 3A.16-7, the EIR/EIS describes how the FPASP would comply with statutes and regulations related to solid waste. These impacts (Impact 3A.16-6 and 3A.16-7) were determined to be less than significant and no mitigation measures were required. The project would continue to comply with these statutes and regulations. In addition, Policy PFS 9.1.2 Waste Reduction, Policy PFS 9.1.3 Recycling Target, and Policy PFS 9.1.4 Composting identified in the Folsom 2035 General Plan would further solid waste reduction efforts. Because there are no new significant impacts or substantially more severe impacts, the findings of the certified EIR/EIS remain valid and no further analysis is required.

MITIGATION MEASURES

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

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

CONCLUSION

No substantial changes in circumstances or the project have occurred nor has any new information of substantial importance been identified requiring new analysis or verification. Therefore, the conclusions of the EIR/EIS remain valid and approval of project would not result in new or substantially more severe significant impacts to utilities and services systems.

4.19 WILDFIRE

Environmental Issue Area	Where Impact Was Analyzed in the EIR/EIS.	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information Requiring New Analysis or Verification?	Do Prior Environmental Documents Mitigations Address/Resolve Impacts?
19. Wildfire.	If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:			
a. Substantially impair an adopted emergency response plan or emergency evacuation plan?	Setting p. 3A.8-14 Impact 3A.8-4	No	No	NA
b. Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?	Setting p. 3A.8-18 through 3A.8-19 No impact	No	No	NA
c. Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?	Setting p. 3A.8-18 through 3A.8-19 No impact	No	No	NA

4.19.1 Discussion

A comprehensive update to the CEQA Guidelines has been completed since certification of the FPASP Final EIR/EIS. Appendix G of the CEQA Guidelines, which became effective on December 28, 2018, was revised to include Wildfire as a category of analysis. At the time of the EIR/EIS, fire was addressed under Hazards and Hazardous Materials of Appendix G of the CEQA Guidelines. This analysis has been added, in response to the 2018 update to the CEQA Guidelines. However, as fire risk was previously addressed in the EIR/EIS this analysis does not constitute new information of substantial importance under CEQA Guidelines section 15162.

REGULATORY SETTING

The City has completed a general plan update since certification of the EIR/EIS in 2011. The Folsom City Council approved the Folsom 2035 General Plan on August 28, 2018. The following goals and policies of the Folsom 2035 General Plan are applicable to the project, but do not constitute new information of substantial importance under CEQA Guidelines section 15162.

Safety Element

GOAL SN 1.1 Maintain an effective response to emergencies, provide support and aid in a crisis, and repair and rebuild after a crisis.

- ▶ **SN 1.1.1 Emergency Operations Plan:** Develop, maintain, and implement an Emergency Operations Plan that addresses life and safety protection, medical care, incident stabilization, property conservation, evacuation, escape routes (including back-up escape routes), mutual aid agreements, temporary housing, and communications.

Public Facilities and Services Element

GOAL PFS 7.1 Prevent loss of life, injury, and property due to wildland and structural fires, while ensuring an adequate level of fire protection service is maintained for all.

- ▶ **PFS 7.1.1 Adequate Facilities and Services:** Strive to provide fire department facilities, equipment and vehicles, and services to adequately meet the needs of existing and future development.
- ▶ **PFS 7.1.2 Fire Response Standards:** Maintain adequate fire suppression response capabilities in all areas of the city consistent with the Fire Service Delivery Plan.
- ▶ **PFS 7.1.4 Optimal Siting:** Require that new fire stations are strategically located to ensure optimal response time and physical barriers are considered in the siting of new stations.
- ▶ **PFS 7.1.5 Fire Flow Requirements:** Ensure that adequate water fire-flow capability is provided throughout the city that conforms to the fire flow requirements of the California Fire Code.
- ▶ **PFS 7.1.6 Inspections:** Ensure the continued compliance of structures with City and State fire and life safety regulations by conducting periodic inspections.
- ▶ **PFS 7.1.7 Built-In Fire Suppression:** Minimize dependence on fire department staff and equipment and improve fire safety by requiring installation of built-in fire suppression equipment in all new buildings in accordance with the California Fire Code.
- ▶ **PFS 7.1.8 New Development:** Require that new development provides all necessary water service, fire hydrants, and roads consistent with Fire Department standards.
- ▶ **PFS 7.1.9 Fire Access Design and Building Materials:** Ensure that fire equipment access is integrated into the design of new developments, as well as the use of fire-resistant landscaping and building materials.

IMPACT DISCUSSION

As described in Impact 3A.8-4 of the EIR/EIS, development under the FPASP would require permits from the City and review from the City Fire Department to ensure that proposed developments provide sufficient hydrant locations, street width, circulation, and access for fire and emergency response units to access FPASP developments. Implementation of the FPASP would not conflict with any adopted emergency response or evacuation plans and the impact was determined to be less than significant and no mitigation was required. No changes to these circumstances outlined in the EIR/EIS have occurred. No new significant impacts or substantially more severe impacts would occur.

Section 3A.8, "Hazards and Hazardous Materials" of the EIR/EIS states the FPASP area is located within a state responsibility area designated as a moderate fire hazard severity zone. The EIR/EIS concludes that the FPASP area is not near an area of high or extremely high fire hazard severity, as identified by CAL FIRE. The EIR/EIS also states that should future surveys identify a portion or portions of the SPA in a very high fire hazard severity zone, the Wildland-Urban Interface building code regulations would be imposed in accordance with State law (see pp. 3A.8-18 — 3A.8-19 of the EIR/EIS).

Since the adoption of the Final EIR/EIS, the City prepared a Community Wildfire Protection Plan in April 2013 and the Sacramento County Local Hazard Mitigation Plan Update (Annex C City of Folsom) was drafted in December 2016. The City's Community Wildfire Protection Plan identifies the area south of U.S. 50, including the FPASP area, as a local responsibility area with some, but not all, of the land designated within a mutual dispatch area requiring CAL FIRE response in the event of a major fire event. The FPASP area, including the project site, is identified as an area of high to very high fire threat (City of Folsom 2013:13-14; County of Sacramento 2016). The Community Wildfire Protection Plan includes fuel reduction strategies and describes the importance of fire-resistant building materials, overhanging structures, structural openings, fuel hazards, and fire equipment access (City of Folsom 2013).

The project is located on low rolling hills with minimal slope and does not include the hillside area or any steep slopes. Prevailing wind is generally from the southwest driven by marine breezes flowing through the Sacramento Valley from the Carquinez Strait. The project would not result in an increase in slope or prevailing wind that may exacerbate wildfire risks. The project would comply with Wildland-Urban Interface building code regulations when applicable as discussed in the EIR/EIS. The project would also comply with general plan policies identified in the Folsom 2035 General Plan including fire flow requirements, access requirements, and fire-resistant landscaping and building materials. The FPASP includes Policy 10.55 which requires open space areas adjacent to buildings and development parcels to maintain a fuel modification and vegetation management area to provide the minimum fuel modification fire break as required by State and local laws and ordinances.

The FPASP, including the project, is located directly adjacent to the Sacramento Metropolitan Fire District. The District has also adopted a Community Wildfire Protection Plan that assesses the risk of wildfire impacts and provides recommendations to reduce risk. The District's Community Wildfire Protection Plan includes strategies and action items to reduce the risk of destructive fires, increase community resiliency, and coordinate wildfire planning and mitigation (Sacramento Metropolitan Fire District 2014). Efforts conducted by the Sacramento Metropolitan Fire District through the Community Wildfire Protection Plan would further reduce the risk of wildfire and wildfire spreading within the region, thereby, reducing the potential of wildfire impacts at the project site.

The project would comply with Wildland-Urban Interface building code regulations, California Fire Code, Folsom 2035 General Plan Polices and FPASP Polices and impacts would be less than significant. In addition, the project would not require installation of infrastructure beyond what was anticipated under the FPASP EIR/EIS and project infrastructure would be reviewed by the City Fire Department to ensure compliance with the California Fire Code and access requirements. Power lines and natural gas lines within the FPASP area are serviced and maintained by SMUD and PG&E, respectively. Both SMUD and PG&E have prepared wildfire mitigation plans to identify wildfire prevention strategies such as infrastructure inspections and maintenance, vegetation management, and workforce training (SMUD 2019; PG&E 2019). The project would not exacerbate fire risk beyond what was previously anticipated under the FPASP. Because wildfire risk was known or could have been known at the time the EIR/EIS was certified and no new significant impacts or substantially more severe impacts would occur as a result of the project, the findings of the certified EIR/EIS remain valid and no further analysis is required.

MITIGATION MEASURES

No mitigation measures were needed for the certified EIR/EIS regarding wildfire. No additional mitigation measures are required for the project for this issue.

CONCLUSION

This report updates the regulatory setting addressing wildfire and provides additional project-level wildfire analysis in accordance with the updated Appendix G of the CEQA Guidelines, which became effective on December 28, 2018. While the updated information and the project-specific analyses provide additional detail for the project site, this analysis is based on the standards in effect at the time of the EIR/EIS. At the time of the EIR/EIS, fire was addressed under Hazards and Hazardous Materials of Appendix G of the CEQA Guidelines. Therefore, this analysis would not constitute new information of substantial importance under CEQA Guidelines section 15162. The proposed amendment to the FPASP would not result in new or substantially more severe significant impacts to wildfire. Therefore, no additional analysis is required.

4.20 MANDATORY FINDINGS OF SIGNIFICANCE

Environmental Issue Area	Where Impact Was Analyzed in the EIR/EIS.	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information Requiring New Analysis or Verification?	Do Prior Environmental Documents Mitigations Address/Resolve Impacts?
20. Mandatory Findings of Significance.				
a. Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of an endangered, rare or threatened species or eliminate important examples of the major periods of California history or prehistory?	Chapter 3, Affected Environment, Environmental Consequences, and Mitigation Measures	No	Yes, discussed throughout environmental checklist	Yes
b. Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when view in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	Setting pp. 4-1 to 4-20 Impacts pp. 4-20 to 4-64	No	No	Yes
c. Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	Chapter 3, Affected Environment, Environmental Consequences, and Mitigation Measures	No	Yes, discussed throughout environmental checklist	Yes

CONCLUSION

All approved mitigation in the EIR/EIS or contained in this document would continue to be implemented with the proposed project. Therefore, no new significant impacts would occur with implementation of the project.

5 LIST OF PREPARERS AND PERSONS CONSULTED

5.1 LIST OF PREPARERS

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6 REFERENCES

Chapter 1, Introduction

No references were used in this section.

Chapter 2, Project Description

City of Folsom. 2010 (June). *Draft Environmental Impact Report/Draft Environmental Impact Statement Folsom South of U.S. 50 Specific Plan Project*. SCH #2008092051. Sacramento County, CA. Prepared by AECOM and RMC Water and Environment.

Chapter 3, Environmental Checklist for Supplemental Environmental Review

No references were used in this section.

Chapter 4, Environmental Checklist

Section 4.1, Aesthetics

No references were used in this section.

Section 4.2, Agriculture and Forest Resources

No references were used in this section.

Section 4.3, Air Quality

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No references were used in this section.

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No references were used in this section.

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7 LIST OF ABBREVIATIONS

µg/m ³	micrograms per cubic meter
AB	Assembly Bill
AERMOD	Agency Regulatory Model Improvement Committee modeling system
APE	Area of Potential Effects
ATCM	air toxic control measure
BMP	best management practice
CAAQS	California Ambient Air Quality Standard
CalEEMod	California Emissions Estimator Model
CalRecycle	California Department of Resources Recycling and Recovery
Caltrans	California Department of Transportation
CARB	California Air Resources Board
CDFW	California Department of Fish and Wildlife
CEC	California Energy Commission
CEQA	California Environmental Quality Act
CESA	California Endangered Species Act
City	City of Folsom
CNEL	community noise equivalent level
CO	carbon monoxide
CO _{2e}	CO ₂ -equivalent
CO _{2e} /SP/year	CO _{2e} per service population per year
CRHR	California Register of Historical Resources
CWA	Clean Water Act
dB	decibel
DPM	diesel-powered engines
EMF	electromagnetic field
EO	Executive Order
EPA	U.S. Environmental Protection Agency
EPAP	existing plus planned and approved projects
ESA	Endangered Species Act
FAPA	First Amended Programmatic Agreement
Final EIR/EIS	Final Environmental Impact Report/Environmental Impact Statement
FPASP	Folsom Plan Area Specific Plan
FTA	Federal Transit Administration
g/s	gram per second
GHG	greenhouse gas
HPMP	Historic Property Management Plan
HPTP	Historic Property Treatment Plan
HVAC	heating, ventilation, and air conditioning
ITE	Institute of Transportation Engineers

kV	kilovolt
LAFCo	Local Agency Formation Commission
lb/day	pounds per day
LCFS	Low Carbon Fuel Standard
L _{dn}	day-night average noise level
L _{eq}	equivalent continuous sound level
LID	Low-Impact Development
LOS	level of service
MLD	multi-family low density
MMD	multi-family medium density
MMT	million metric tons
NAAQS	National Ambient Air Quality Standards
NAHC	Native American Heritage Commission
NHTSA	National Highway Traffic Safety Administration
NOA	naturally occurring asbestos
NO _x	oxides of nitrogen
NPDES	National Pollutant Discharge Elimination System
OEHHA	California Office of Environmental Health Hazard Assessment
OPR	Governor's Office of Planning and Research
PA	programmatic agreement
PCE	tetrachloroethene
PG&E	Pacific Gas and Electric Company
PHPS	Preliminary Historic Properties Synthesis
PM ₁₀	particulate matter with an aerodynamic diameter of 10 micrometers or less
PM _{2.5}	particulate matter with an aerodynamic diameter of 2.5 micrometers or less
PPV	peak particle velocity
PRC	Public Resources Code
RPS	Renewables Portfolio Standard
SB	Senate Bill
SEIR	subsequent environmental impact report
SENL	single-event noise levels
SFHD	single-family, high-density
SHPO	State Historic Preservation Officer
SMAQMD	Sacramento Metropolitan Air Quality Management District
SMUD	Sacramento Municipal Utility District
SPA	specific plan amendment
SWPPP	storm water pollution prevention plan
TAC	toxic air contaminant
TCE	trichloroethene
TIS	transportation impact study
TRU	transport refrigeration unit

TSM	transportation system management
U.S. 50	U.S. Highway 50
URBEMIS	Urban Emissions model
USACE	U.S. Army Corps of Engineers
VdB	vibration decibels
VMT	vehicle miles traveled
ZEV	zero-emission vehicles

Attachment 19

**Mitigation Monitoring and Report Program for the Alder
Creek Apartments Project
Dated January, 2021**

MITIGATION MONITORING AND REPORTING PROGRAM

INTRODUCTION

In accordance with the California Environmental Quality Act (CEQA) (Section 15000 et seq., Title 14, California Code of Regulations), the City of Folsom (City) prepared an environmental checklist and addendum to the Folsom Plan Area Specific Plan (FPASP) Environmental Impact Report/Environmental Impact Statement (EIR/EIS) for the Alder Creek Apartments Project. While the checklist confirmed that the project would not have new or substantially more significant impacts, the previously-certified environmental documents had significant impacts for which mitigation measures were required.

CEQA and the State CEQA Guidelines (PRC Section 21081.6 and State CEQA Guidelines Sections 15091[d] and 15097) require public agencies "to adopt a reporting and monitoring program for changes to the project which it has adopted or made a condition of project approval to mitigate or avoid significant effects on the environment." A Mitigation Monitoring and Reporting Program (MMRP) is required for the project because the environmental checklist and addendum identifies potential significant adverse impacts related to the project implementation, and mitigation measures have been identified to reduce those impacts. Adoption of the MMRP would occur along with approval of the project.

PURPOSE OF MITIGATION MONITORING AND REPORTING PROGRAM

This MMRP has been prepared to ensure that all required mitigation measures are implemented and completed in a satisfactory manner prior to implementation of the proposed ordinance. The attached table has been prepared to assist the responsible parties in implementing the mitigation measures. The table identifies the mitigation measures, monitoring responsibility, mitigation timing, and provides space to confirm implementation of the mitigation measures. The numbering of mitigation measures follows the numbering sequence found in the FPASP EIR/EIS and/or Addendum.

ROLES AND RESPONSIBILITIES

Unless otherwise specified herein, the City is responsible for taking all actions necessary to implement the mitigation measures under its jurisdiction according to the specifications provided for each measure and for demonstrating that the action has been successfully completed. The City, at its discretion, may delegate implementation responsibility or portions thereof to a licensed contractor or other designated agent. Section 21081.6 of the Public Resources Code, requires the lead agency to identify the "custodian of documents and other material" which constitutes the "record of proceedings" upon which the action on the project was based. The Folsom City Manager, or designee, is the custodian of such documents for the project.

Inquiries should be directed to:

Steve Banks, Senior Planner
(916) 355-7385
sbanks@folsom.ca.us

The location of this information is:

City of Folsom, Community Development Department
50 Natoma Street
Folsom, CA 95630

The City is responsible for overall administration of the MMRP and for verifying that City staff members and/or the construction contractor have completed the necessary actions for each measure (i.e., appropriate amendments to the proposed ordinance). The City may designate a project manager to oversee implementation of the MMRP. Duties of the project manager include the following:

- ▶ ensure routine inspections of the construction site are conducted by appropriate City staff; check plans, reports, and other documents required by the MMRP; and conduct report activities;
- ▶ serve as a liaison between the City and the contractor or project applicant regarding mitigation monitoring issues;
- ▶ complete forms and maintain reports and other records and documents generated for the MMRP; and
- ▶ coordinate and ensure that corrective actions or enforcement measures are taken, if necessary.

The responsible party for implementation of each item will identify the staff members responsible for coordinating with the City on the MMRP.

REPORTING

The City shall or may require the developer to, prepare a monitoring report upon completion of the project describing the compliance of the activity with the required mitigation measures. Information regarding inspections and other requirements shall be compiled and explained in the report. The report shall be designed to simply and clearly identify whether mitigation measures have been adequately implemented. At a minimum, each report shall identify the mitigation measures or conditions to be monitored for implementation, whether compliance with the mitigation measures or conditions has occurred, the procedures used to assess compliance, and whether further action is required. The report shall be presented to the City Council.

MITIGATION MONITORING AND REPORTING PROGRAM TABLE

The categories identified in the attached MMRP table are described below.

- ▶ Mitigation Number – This column provides the identification number of the adopted mitigation measure as well as the source for the mitigation measure; FPASP EIR/EIS or Alder Creek Apartments Project Environmental Checklist and Addendum (Addendum).
- ▶ Mitigation Measure – This column provides the verbatim text of the adopted mitigation measure
- ▶ Implementation Responsibility – This column identifies the party responsible for implementing the mitigation measure.
- ▶ Timing – This column identifies the time frame in which the mitigation will be implemented.
- ▶ Monitoring Agency – This column identifies the party responsible for enforcing compliance with the requirements of the mitigation measure.
- ▶ Verification – This column is to be dated and signed by the person (either project manager or his/her designee) responsible for verifying compliance with the requirements of the mitigation measure.

Mitigation Monitoring and Reporting Program

Mitigation Number (Source)	Mitigation Measures	Implementation Responsibility	Timing	Monitoring Agency	Verification
Aesthetics					
<p>3A.1-4 (FPASP EIR/EIS)</p>	<p>Screen Construction Staging Areas. The project applicant(s) for any particular discretionary development application shall locate staging and material storage areas as far away from sensitive biological resources and sensitive land uses (e.g., residential areas, schools, parks) as feasible. Staging and material storage areas shall be approved by the appropriate agency (identified below) before the approval of grading plans for all project phases and shall be screened from adjacent occupied land uses in earlier development phases to the maximum extent practicable. Screens may include, but are not limited to, the use of such visual barriers such as berms or fences. The screen design shall be approved by the appropriate agency to further reduce visual effects to the extent possible.</p> <p>Mitigation for the off-site elements outside of the City of Folsom's jurisdictional boundaries shall be developed by the project applicant(s) of each applicable project phase in consultation with the affected oversight agency(ies) (i.e., El Dorado and/or Sacramento Counties, and Caltrans) to reduce to the extent feasible the visual effects of construction activities on adjacent project land uses that have already been developed.</p>	<p>Project applicant</p>	<p>Before approval of grading plans and during construction for all project phases.</p>	<p>City of Folsom Neighborhood Services Department and City of Folsom Community Development Department.</p>	
<p>3A.1-5 (FPASP EIR/EIS)</p>	<p>Establish and Require Conformance to Lighting Standards and Prepare and Implement a Lighting Plan.</p> <p>To reduce impacts associated with light and glare, the City shall:</p> <ul style="list-style-type: none"> ▶ Establish standards for on-site outdoor lighting to reduce high-intensity nighttime lighting and glare as part of the Folsom Specific Plan design guidelines/standards. Consideration shall be given to design features, namely directional shielding for street lighting, parking lot lighting, and other substantial light sources, that would reduce effects of nighttime lighting. In addition, consideration shall be given to the use of automatic shutoffs or motion sensors for lighting features to further reduce excess nighttime light. ▶ Use shielded or screened public lighting fixtures to prevent the light from shining off of the surface intended to be illuminated. <p>To reduce impacts associated with light and glare, the project applicant(s) of all project phases shall:</p> <ul style="list-style-type: none"> ▶ Shield or screen lighting fixtures to direct the light downward and prevent light spill on adjacent properties. 	<p>Project applicant</p>	<p>Before approval of building permits.</p>	<p>City of Folsom Neighborhood Services Department and City of Folsom Community Development Department</p>	

Mitigation Number (Source)	Mitigation Measures	Implementation Responsibility	Timing	Monitoring Agency	Verification
	<ul style="list-style-type: none"> ▶ Flood and area lighting needed for construction activities, nighttime sporting activities, and/or security shall be screened or aimed no higher than 45 degrees above straight down (half-way between straight down and straight to the side) when the source is visible from any off-site residential property or public roadway. ▶ For public lighting in residential neighborhoods, prohibit the use of light fixtures that are of unusually high intensity or brightness (e.g., harsh mercury vapor, low-pressure sodium, or fluorescent bulbs) or that blink or flash. ▶ Use appropriate building materials (such as low-glare glass, low-glare building glaze or finish, neutral, earth-toned colored paint and roofing materials), shielded or screened lighting, and appropriate signage in the office/commercial areas to prevent light and glare from adversely affecting motorists on nearby roadways. ▶ Design exterior on-site lighting as an integral part of the building and landscape design in the Folsom Specific Plan area. Lighting fixtures shall be architecturally consistent with the overall site design. ▶ Lighting of off-site facilities within the City of Folsom shall be consistent with the City's General Plan standards. ▶ Lighting of the off-site detention basin shall be consistent with Sacramento County General Plan standards. ▶ Lighting of the two local roadway connections from Folsom Heights off-site into El Dorado Hills shall be consistent with El Dorado County General Plan standards. <p>A lighting plan for all on- and off-site elements within the each agency's jurisdictional boundaries (specified below) shall be submitted to the relevant jurisdictional agency for review and approval, which shall include the above elements. The lighting plan may be submitted concurrently with other improvement plans, and shall be submitted before the installation of any lighting or the approval of building permits for each phase. The project applicant(s) for any particular discretionary development application shall implement the approved lighting plan.</p> <p>Mitigation for the off-site elements outside of the City of Folsom's jurisdictional boundaries must be coordinated by the project applicant(s) of each applicable project phase with the affected oversight agency(ies) (i.e., El Dorado and/or Sacramento Counties).</p>				

Mitigation Number (Source)	Mitigation Measures	Implementation Responsibility	Timing	Monitoring Agency	Verification
Air Quality					
3A.2-1a (FPASP EIR/EIS)	<p>Implement Measures to Control Air Pollutant Emissions Generated by Construction of On-Site Elements. To reduce short-term construction emissions, the project applicant(s) for any particular discretionary development application shall require their contractors to implement SMAQMD's list of Basic Construction Emission Control Practices, Enhanced Fugitive PM Dust Control Practices, and Enhanced Exhaust Control Practices (list below) in effect at the time individual portions of the site undergo construction. In addition to SMAQMD-recommended measures, construction operations shall comply with all applicable SMAQMD rules and regulations.</p> <p>Basic Construction Emission Control Practices</p> <ul style="list-style-type: none"> ▶ Water all exposed surfaces two times daily. Exposed surfaces include, but are not limited to soil piles, graded areas, unpaved parking areas, staging areas, and access roads. ▶ Cover or maintain at least two feet of free board space on haul trucks transporting soil, sand, or other loose material on the site. Any haul trucks that would be traveling along freeways or major roadways should be covered. ▶ Use wet power vacuum street sweepers to remove any visible trackout mud or dirt onto adjacent public roads at least once a day. Use of dry power sweeping is prohibited. ▶ Limit vehicle speeds on unpaved roads to 15 miles per hour (mph). ▶ All roadways, driveways, sidewalks, parking lots to be paved should be completed as soon as possible. In addition, building pads should be laid as soon as possible after grading unless seeding or soil binders are used. ▶ Minimize idling time either by shutting equipment off when not in use or reducing the time of idling to 5 minutes (as required by the state airborne toxics control measure [Title 13, Section 2485 of the California Code of Regulations]). Provide clear signage that posts this requirement for workers at the entrances to the site. ▶ Maintain all construction equipment in proper working condition according to manufacturer's specifications. The equipment must be checked by a certified mechanic and determine to be running in proper condition before it is operated. 	Project applicant	Before the approval of all grading plans by the City and throughout project construction, where applicable, for all project phases.	City of Folsom Community Development Department	

Mitigation Number (Source)	Mitigation Measures	Implementation Responsibility	Timing	Monitoring Agency	Verification
	<p>Enhanced Fugitive PM Dust Control Practices – Soil Disturbance Areas</p> <ul style="list-style-type: none"> ▶ Water exposed soil with adequate frequency for continued moist soil. However, do not overwater to the extent that sediment flows off the site. ▶ Suspend excavation, grading, and/or demolition activity when wind speeds exceed 20 mph. ▶ Plant vegetative ground cover (fast-germinating native grass seed) in disturbed areas as soon as possible. Water appropriately until vegetation is established. <p>Enhanced Fugitive PM Dust Control Practices – Unpaved Roads</p> <ul style="list-style-type: none"> ▶ Install wheel washers for all exiting trucks, or wash off all trucks and equipment leaving the site. ▶ Treat site accesses to a distance of 100 feet from the paved road with a 6 to 12-inch layer of wood chips, mulch, or gravel to reduce generation of road dust and road dust carryout onto public roads. ▶ Post a publicly visible sign with the telephone number and person to contact at the construction site regarding dust complaints. This person shall respond and take corrective action within 48 hours. The phone number of SMAQMD and the City contact person shall also be posted to ensure compliance. <p>Enhanced Exhaust Control Practices</p> <ul style="list-style-type: none"> ▶ The project shall provide a plan, for approval by the City of Folsom Community Development Department and SMAQMD, demonstrating that the heavy-duty (50 horsepower [hp] or more) off-road vehicles to be used in the construction project, including owned, leased, and subcontractor vehicles, will achieve a project wide fleet-average 20% NOX reduction and 45% particulate reduction compared to the most current California Air Resources Board (ARB) fleet average that exists at the time of construction. Acceptable options for reducing emissions may include use of late-model engines, low-emission diesel products, alternative fuels, engine retrofit technology, after-treatment products, and/or other options as they become available. The project applicant(s) of each project phase or its representative shall submit to the City of Folsom Community Development Department and SMAQMD a comprehensive inventory of all off-road construction equipment, equal to or greater than 50 hp, that would be used an aggregate of 40 or more 				

Mitigation Number (Source)	Mitigation Measures	Implementation Responsibility	Timing	Monitoring Agency	Verification
	<p>hours during any portion of the construction project. The inventory shall include the horsepower rating, engine production year, and projected hours of use for each piece of equipment. The inventory shall be updated and submitted monthly throughout the duration of the project, except that an inventory shall not be required for any 30-day period in which no construction activity occurs. At least 48 hours prior to the use of heavy-duty off-road equipment, the project representative shall provide SMAQMD with the anticipated construction timeline including start date, and name and phone number of the project manager and on-site foreman. SMAQMD's Construction Mitigation Calculator can be used to identify an equipment fleet that achieves this reduction (SMAQMD 2007a). The project shall ensure that emissions from all off-road diesel powered equipment used on the SPA do not exceed 40% opacity for more than three minutes in any one hour. Any equipment found to exceed 40 percent opacity (or Ringelmann 2.0) shall be repaired immediately, and the City and SMAQMD shall be notified within 48 hours of identification of noncompliant equipment. A visual survey of all in-operation equipment shall be made at least weekly, and a monthly summary of the visual survey results shall be submitted throughout the duration of the project, except that the monthly summary shall not be required for any 30-day period in which no construction activity occurs. The monthly summary shall include the quantity and type of vehicles surveyed as well as the dates of each survey. SMAQMD staff and/or other officials may conduct periodic site inspections to determine compliance. Nothing in this mitigation measure shall supersede other SMAQMD or state rules or regulations.</p> <ul style="list-style-type: none"> ▶ If at the time of construction, SMAQMD has adopted a regulation or new guidance applicable to construction emissions, compliance with the regulation or new guidance may completely or partially replace this mitigation if it is equal to or more effective than the mitigation contained herein, and if SMAQMD so permits. 				
<p>3A.2-2 (FPASP EIR/EIS)</p>	<p>Implement All Measures Prescribed by the Air Quality Mitigation Plan to Reduce Operational Air Pollutant Emissions. To reduce operational emissions, the project applicant(s) for any particular discretionary development application shall implement all measures prescribed in the SMAQMD-approved Folsom Plan Area Specific Plan Air Quality Mitigation Plan (AQMP) (Torrence Planning 2008), a copy of which is included in Appendix C2. The AQMP is intended to improve mobility, reduce vehicle miles traveled, and</p>	<p>Project applicant</p>	<p>Before issuance of subdivision maps or improvement plans.</p>	<p>City of Folsom Community Development Department</p>	

Mitigation Number (Source)	Mitigation Measures	Implementation Responsibility	Timing	Monitoring Agency	Verification
	<p>improve air quality as required by AB 32 and SB 375. The AQMP includes, among others, measures designed to provide bicycle parking at commercial land uses, an integrated pedestrian/bicycle path network, transit stops with shelters, a prohibition against the use the wood-burning fireplaces, energy star roofing materials, electric lawnmowers provided to homeowners at no charge, and on-site transportation alternatives to passenger vehicles (including light rail) that provide connectivity with other local and regional alternative transportation networks.</p>				
<p>3A.2-4b (FPASP EIR/EIS)</p>	<p>Implement Measures to Reduce Exposure of Sensitive Receptors to Operational Emissions of Toxic Air Contaminants. The following measures shall be implemented to reduce exposure of sensitive receptors to Toxic Air Contaminants.</p> <ul style="list-style-type: none"> ▶ Proposed commercial and industrial land uses that have the potential to emit TACs or host TAC-generating activity (e.g., loading docks) shall be located away from existing and proposed on-site sensitive receptors such that they do not expose sensitive receptors to TAC emissions that exceed an incremental increase of 10 in 1 million for the cancer risk and/or a noncarcinogenic Hazard Index of 1.0. ▶ The multi-family residences planned across from the off-site corporation yard near the southwest corner of the SPA shall be set back as far as possible from the boundary of the corporation yard and/or relocated to another area. ▶ Where necessary to reduce exposure of sensitive receptors to an incremental increase of 10 in 1 million for the cancer risk and/or a noncarcinogenic Hazard Index of 1.0, proposed commercial and industrial land uses that would host diesel trucks shall incorporate idle reduction strategies that reduce the main propulsion engine idling time through alternative technologies such as, IdleAire, electrification of truck parking, and alternative energy sources for TRUs, to allow diesel engines to be completely turned off. ▶ Signs shall be posted in at all loading docks and truck loading areas which indicate that diesel-powered delivery trucks must be shut off when not in use for longer than 5 minutes on the premises in order to reduce idling emissions. This measure is consistent with the ATCM to Limit Diesel-Fueled Commercial Motor Vehicle Idling, which was approved by the California Office of Administrative Law in January 2005. 	<p>Project applicant</p>	<p>Before the approval of all grading plans by the SMAQMD and throughout project construction, where applicable, for all project phases.</p>	<p>City of Folsom Community Development Department</p>	

Mitigation Number (Source)	Mitigation Measures	Implementation Responsibility	Timing	Monitoring Agency	Verification
	<ul style="list-style-type: none"> ▶ Implement the following additional guidelines, which are recommended in ARB's Land Use Handbook: A Community Health Perspective (ARB 2005) and are considered to be advisory and not regulatory: <ul style="list-style-type: none"> ▪ Sensitive receptors, such as residential units and daycare centers, shall not be located in the same building as dry-cleaning operations that use perchloroethylene. Dry-cleaning operations that use perchloroethylene shall not be located within 300 feet of any sensitive receptor. A setback of 500 feet shall be provided for operations with two or more machines. ▪ Large gasoline stations (defined as facilities with a throughput of 3.6 million gallons per year or greater) and sensitive land uses shall not be sited within 300 feet of each other. Small gasoline-dispensing facilities (less than 3.6 million gallons of throughput per year) and sensitive land uses shall not be sited within 50 feet of each other. 				
<p>3A.2-5 (FPASP EIR/EIS)</p>	<p>Implement A Site Investigation to Determine the Presence of NOA and, if necessary, Prepare and Implement an Asbestos Dust Control Plan. A site investigation shall be performed to determine whether and where NOA is present in the soil and rock on the SPA. The site investigation shall include the collection of soil and rock samples by a qualified geologist. If the site investigation determines that NOA is present on the SPA then the project applicant shall prepare an Asbestos Dust Control Plan for approval by SMAQMD as required in Title 17, Section 93105 of the California Code of Regulations, "Asbestos Airborne Toxic Control Measure for Construction, Grading, Quarrying, and Surface Mining Operations." The Asbestos Dust Control Plan shall specify measures, such as periodic watering to reduce airborne dust and ceasing construction during high winds. Measures in the Asbestos Dust Control Plan may include but shall not be limited to dust control measures required by Mitigation Measure 3A.2-1a. The project applicant shall submit the plan to the Folsom Community Development Department for review and SMAQMD for review and approval before construction of the first project phase. SMAQMD approval of the plan must be received before any asbestos-containing rock (serpentinite) can be disturbed. Upon approval of the Asbestos Dust Control Plan by SMAQMD, the applicant shall ensure that construction contractors implement the terms of the plan throughout the construction period.</p>	<p>Project applicant</p>	<p>Before the approval of all grading plans by the City and throughout project construction, where applicable, for all project phases.</p>	<p>City of Folsom Community Development Department</p>	

Mitigation Number (Source)	Mitigation Measures	Implementation Responsibility	Timing	Monitoring Agency	Verification
<p>3A.2-6 (FPASP EIR/EIS)</p>	<p>Implement Measures to Control Exposure of Sensitive Receptors to Operational Odorous Emissions. The project applicant(s) for any particular discretionary development application shall implement the following measures:</p> <ul style="list-style-type: none"> ▶ The odor-producing potential of land uses shall be considered when the exact type of facility that would occupy areas zoned for commercial, industrial, or mixed-use land uses is determined. Facilities that have the potential to emit objectionable odors shall be located as far away as feasible from existing and proposed sensitive receptors. ▶ The multi-family residences planned across from the off-site corporation yard near the southwest corner of the SPA shall be set back as far as possible from the boundary of the corporation yard and/or relocated to another area. (This measure is also required by Mitigation Measure 3A.2-4b to limit exposure to TAC emissions.) ▶ Before the approval of building permits, odor control devices shall be identified to mitigate the exposure of receptors to objectionable odors if a potential odor-producing source is to occupy an area zoned for commercial, industrial, or mixed-use land uses. The identified odor control devices shall be installed before the issuance of certificates of occupancy for the potentially odor-producing use. The odor producing potential of a source and control devices shall be determined in coordination with SMAQMD and based on the number of complaints associated with existing sources of the same nature. ▶ The deeds to all properties located within the plan area that are within one mile of an on- or off-site area zoned or used for agricultural use (including livestock grazing) shall be accompanied by a written disclosure from the transferor, in a form approved by the City of Folsom, advising any transferee of the potential adverse odor impacts from surrounding agricultural operations, which disclosure shall direct the transferee to contact the County of Sacramento concerning any such property within the County zoned for agricultural uses within one mile of the subject property being transferred. ▶ Truck loading docks and delivery areas shall be located as far away as feasible from existing and proposed sensitive receptors. ▶ Signs shall be posted at all loading docks and truck loading areas which indicate that diesel-powered delivery trucks must be shut off when not in use for longer than 5 minutes on the premises in order to 	<p>Project applicant</p>	<p>Before the approval of building permits by the City and throughout project construction, where applicable, for all project phases.</p>	<p>City of Folsom Community Development Department</p>	

Mitigation Number (Source)	Mitigation Measures	Implementation Responsibility	Timing	Monitoring Agency	Verification
	<p>reduce idling emissions. This measure is consistent with the ATCM to Limit Diesel-Fueled Commercial Motor Vehicle Idling, which was approved by California's Office of Administrative Law in January 2005. (This measure is also required by Mitigation Measure 3A.2-4b to limit TAC emissions.)</p> <ul style="list-style-type: none"> ▶ Proposed commercial and industrial land uses that have the potential to host diesel trucks shall incorporate idle reduction strategies that reduce the main propulsion engine idling time through alternative technologies such as, IdleAire, electrification of truck parking, and alternative energy sources for TRUs, to allow diesel engines to be completely turned off. (This measure is also required by Mitigation Measure 3A.2-4b to limit TAC emissions.) 				
4.3-1 (Addendum)	<p>Implement Exhaust Emissions Reduction Measures The project shall be required to use a construction fleet mix utilizing 90 percent EPA certified Tier 4 engines, which will substantially mitigate diesel exhaust (i.e., PM10) emissions. The use of Tier 4 engines can reduce diesel generated PM10 emissions by up to 90 percent over Tier 1 engines.</p>	Project applicant	Before the approval of all grading plans by the City and throughout project construction, where applicable, for all project phases.	City of Folsom Community Development Department	
Biological Resources					
3A.3-1a (FPASP EIR/EIS)	<p>Design Stormwater Drainage Plans and Erosion and Sediment Control Plans to Avoid and Minimize Erosion and Runoff to All Wetlands and Other Waters That Are to Remain on the SPA and Use Low Impact Development Features.</p> <p>To minimize indirect effects on water quality and wetland hydrology, the project applicant(s) for any particular discretionary development application shall include stormwater drainage plans and erosion and sediment control plans in their improvement plans and shall submit these plans to the City Public Works Department for review and approval. For off-site elements within Sacramento County or El Dorado County jurisdiction (e.g., off-site detention basin and off-site roadway connections to El Dorado Hills), plans shall be submitted to the appropriate county planning department. Before approval of these improvement plans, the project applicant(s) for any particular discretionary development application shall obtain a NPDES MS4 Municipal Stormwater Permit and Grading Permit, comply with the City's Grading Ordinance and County drainage and stormwater quality standards, and commit to implementing all measures in their drainage plans and erosion and sediment control plans to avoid and minimize erosion and</p>	Project applicant	Before approval of improvement and drainage plans, and on an ongoing basis throughout and after project construction, as required for all project phases.	City of Folsom Public Works Department	

Mitigation Number (Source)	Mitigation Measures	Implementation Responsibility	Timing	Monitoring Agency	Verification
	<p>runoff into Alder Creek and all wetlands and other waters that would remain on-site. Detailed information about stormwater runoff standards and relevant City and County regulation is provided in Chapter 3A.9, "Hydrology and Water Quality."</p> <p>The project applicant(s) for any particular discretionary development entitlement shall implement stormwater quality treatment controls consistent with the Stormwater Quality Design Manual for Sacramento and South Placer Regions in effect at the time the application is submitted. Appropriate runoff controls such as berms, storm gates, off-stream detention basins, overflow collection areas, filtration systems, and sediment traps shall be implemented to control siltation and the potential discharge of pollutants. Development plans shall incorporate Low Impact Development (LID) features, such as pervious strips, permeable pavements, bioretention ponds, vegetated swales, disconnected rain gutter downspouts, and rain gardens, where appropriate. Use of LID features is recommended by the EPA to minimize impacts on water quality, hydrology, and stream geomorphology and is specified as a method for protecting water quality in the proposed specific plan. In addition, free spanning bridge systems shall be used for all roadway crossings over wetlands and other waters that are retained in the on-site open space. These bridge systems would maintain the natural and restored channels of creeks, including the associated wetlands, and would be designed with sufficient span width and depth to provide for wildlife movement along the creek corridors even during high-flow or flood events, as specified in the 404 permit.</p> <p>In addition to compliance with City ordinances, the project applicant(s) for any particular discretionary development application shall prepare a Stormwater Pollution Prevention Plan (SWPPP), and implement Best Management Practices (BMPs) that comply with the General Construction Stormwater Permit from the Central Valley RWQCB, to reduce water quality effects during construction. Detailed information about the SWPPP and BMPs are provided in Chapter 3A.9, "Hydrology and Water Quality."</p> <p>Each project development shall result in no net change to peak flows into Alder Creek and associated tributaries, or to Buffalo Creek, Carson Creek, and Coyote Creek. The project applicant(s) shall establish a baseline of conditions for drainage on-site. The baseline-flow conditions shall be established for 2-, 5-, and 100-year storm events. These baseline conditions shall be used to develop monitoring standards for the stormwater system on the SPA. The baseline conditions, monitoring standards, and a</p>				

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	<p>monitoring program shall be submitted to USACE and the City for their approval. Water quality and detention basins shall be designed and constructed to ensure that the performance standards, which are described in Chapter 3A.9, "Hydrology and Water Quality," are met and shall be designed as off-stream detention basins. Discharge sites into Alder Creek and associated tributaries, as well as tributaries to Carson Creek, Coyote Creek, and Buffalo Creek, shall be monitored to ensure that pre-project conditions are being met. Corrective measures shall be implemented as necessary. The mitigation measures will be satisfied when the monitoring standards are met for 5 consecutive years without undertaking corrective measures to meet the performance standard.</p> <p>See FEIR/FEIS Appendix S showing that the detention basin in the northeast corner of the SPA has been moved off stream.</p> <p>Mitigation for the off-site elements outside of the City of Folsom's jurisdictional boundaries must be coordinated by the project applicant(s) of each applicable project phase in consultation with the affected oversight agency(ies) (i.e., El Dorado County for the roadway connections, Sacramento County for the detention basin west of Prairie City Road, and Caltrans for the U.S. 50 interchange improvements) such that the performance standards described in Chapter 3A.9, "Hydrology and Water Quality," are met.</p>				
<p>3A.3-2a (FPASP EIR/EIS)</p>	<p>Avoid Direct Loss of Swainson's Hawk and Other Raptor Nests. To mitigate impacts on Swainson's hawk and other raptors (including burrowing owl), the project applicant(s) of all project phases shall retain a qualified biologist to conduct preconstruction surveys and to identify active nests on and within 0.5 mile of the SPA and active burrows on the SPA. The surveys shall be conducted before the approval of grading and/or improvement plans (as applicable) and no less than 14 days and no more than 30 days before the beginning of construction for all project phases. To the extent feasible, guidelines provided in Recommended Timing and Methodology for Swainson's Hawk Nesting Surveys in the Central Valley (Swainson's Hawk Technical Advisory Committee 2000) shall be followed for surveys for Swainson's hawk. If no nests are found, no further mitigation is required. If active nests are found, impacts on nesting Swainson's hawks and other raptors shall be avoided by establishing appropriate buffers around the nests. No project activity shall commence within the buffer area until the young have fledged, the nest is no longer active, or until a qualified biologist has determined in consultation with DFG that reducing the buffer</p>	<p>Project applicant</p>	<p>Before the approval of grading and improvement plans, before any grounddisturbing activities, and during project construction as applicable for all project phases.</p>	<p>California Department of Fish and Game and City of Folsom Community Development Department.</p>	

Mitigation Number (Source)	Mitigation Measures	Implementation Responsibility	Timing	Monitoring Agency	Verification
	<p>would not result in nest abandonment. DFG guidelines recommend implementation of 0.25- or 0.5-mile-wide buffers, but the size of the buffer may be adjusted if a qualified biologist and the City, in consultation with DFG, determine that such an adjustment would not be likely to adversely affect the nest. Monitoring of the nest by a qualified biologist during and after construction activities will be required if the activity has potential to adversely affect the nest.</p> <p>If active burrows are found, a mitigation plan shall be submitted to the City for review and approval before any ground-disturbing activities.</p> <p>The City shall consult with DFG. The mitigation plan may consist of installation of one-way doors on all burrows to allow owls to exit, but not reenter, and construction of artificial burrows within the project vicinity, as needed; however, burrow owl exclusions may only be used if a qualified biologist verifies that the burrow does not contain eggs or dependent young. If active burrows contain eggs and/or young, no construction shall occur within 50 feet of the burrow until young have fledged. Once it is confirmed that there are no owls inside burrows, these burrows may be collapsed.</p> <p>Mitigation for the off-site elements outside of the City of Folsom's jurisdictional boundaries must be developed by the project applicant(s) of each applicable project phase in consultation with the affected oversight agency(ies) (i.e., El Dorado and/or Sacramento Counties, or Caltrans), such that the performance criteria set forth in DFG's guidelines are determined to be met.</p>				
<p>3A.3-2b (FPASP EIR/EIS)</p>	<p>Prepare and Implement a Swainson's Hawk Mitigation Plan.</p> <p>To mitigate for the loss of Swainson's hawk foraging habitat, the project applicant(s) of all project phases shall prepare and implement a Swainson's hawk mitigation plan including, but not limited to the requirements described below.</p> <p>Before the approval of grading and improvement plans or before any ground-disturbing activities, whichever occurs first, the project applicant(s) shall preserve, to the satisfaction of the City or Sacramento County, as appropriate depending on agency jurisdiction, suitable Swainson's hawk foraging habitat to ensure 1:1 mitigation of habitat value for Swainson's hawk foraging habitat lost as a result of the project, as determined by the City, or Sacramento County, after consultation with DFG and a qualified biologist.</p>	<p>Project applicant</p>	<p>Before the approval of grading, improvement, or construction plans and before any grounddisturbing activity in any project development phase that would affect Swainson's hawk foraging habitat.</p>	<p>City of Folsom Community Development Department</p>	

Mitigation Number (Source)	Mitigation Measures	Implementation Responsibility	Timing	Monitoring Agency	Verification
	<p>The 1:1 habitat value shall be based on Swainson's hawk nesting distribution and an assessment of habitat quality, availability, and use within the City's planning area, or Sacramento County jurisdiction. The mitigation ratio shall be consistent with the 1994 DFG Swainson's Hawk Guidelines included in the Staff Report Regarding Mitigation for Impacts to Swainson's Hawks (<i>Buteo swainsoni</i>) in the Central Valley of California, which call for the following mitigation ratios for loss of foraging habitat in these categories: 1:1 if within 1 mile of an active nest site, 0.75:1 if over 1 mile but less than 5 miles, and 0.5:1 if over 5 miles but less than 10 miles from an active nest site. Such mitigation shall be accomplished through credit purchase from an established mitigation bank approved to sell Swainson's hawk foraging habitat credits to mitigate losses in the SPA, if available, or through the transfer of fee title or perpetual conservation easement. The mitigation land shall be located within the known foraging area and within Sacramento County. The City, or Sacramento County if outside City jurisdiction, after consultation with DFG, will determine the appropriateness of the mitigation land.</p> <p>Before approval of such proposed mitigation, the City, or Sacramento County for the off-site detention basin, shall consult with DFG regarding the appropriateness of the mitigation. If mitigation is accomplished through conservation easement, then such an easement shall ensure the continued management of the land to maintain Swainson's hawk foraging values, including but not limited to ongoing agricultural uses and the maintenance of all existing water rights associated with the land. The conservation easement shall be recordable and shall prohibit any activity that substantially impairs or diminishes the land's capacity as suitable Swainson's hawk habitat.</p> <p>The project applicant(s) shall transfer said Swainson's hawk mitigation land, through either conservation easement or fee title, to a third party, nonprofit conservation organization (Conservation Operator), with the City and DFG named as third-party beneficiaries. The Conservation Operator shall be a qualified conservation easement land manager that manages land as its primary function. Additionally, the Conservation Operator shall be a tax-exempt nonprofit conservation organization that meets the criteria of Civil Code Section 815.3(a) and shall be selected or approved by the City or County, after consultation with DFG. The City, or County, after consultation with DFG and the Conservation Operator, shall approve the content and form of the conservation easement. The City, or County, DFG, and the Conservation Operator shall each have the power to enforce the terms of</p>				

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	<p>the conservation easement. The Conservation Operator shall monitor the easement in perpetuity to assure compliance with the terms of the easement.</p> <p>The project applicant(s), after consultation with the City, or County of jurisdiction, DFG, and the Conservation Operator, shall establish an endowment or some other financial mechanism that is sufficient to fund in perpetuity the operation, maintenance, management, and enforcement of the conservation easement. If an endowment is used, either the endowment funds shall be submitted to the City for impacts on lands within the City's jurisdiction or Sacramento County for the off-site detention basin to be distributed to an appropriate third-party nonprofit conservation agency, or they shall be submitted directly to the third-party nonprofit conservation agency in exchange for an agreement to manage and maintain the lands in perpetuity. The Conservation Operator shall not sell, lease, or transfer any interest of any conservation easement or mitigation land it acquires without prior written approval of the City and DFG. Mitigation lands established or acquired for impacts incurred at the off-site detention basin shall require approval from Sacramento County prior to sale or transfer of mitigation lands or conservation easement.</p> <p>If the Conservation Operator ceases to exist, the duty to hold, administer, manage, maintain, and enforce the interest shall be transferred to another entity acceptable to the City and DFG, or Sacramento County and DFG depending on jurisdiction of the affected habitat. The City Planning Department shall ensure that mitigation habitat established for impacts on habitat within the City's planning area is properly established and is functioning as habitat by reviewing regular monitoring reports prepared by the Conservation Operator of the mitigation site(s). Monitoring of the mitigation site(s) shall continue for the first 10 years after establishment of the easement and shall be funded through the endowment, or other appropriate funding mechanism, established by the project applicant(s). Sacramento County shall review the monitoring reports for impacts on habitat at the off-site detention basin.</p> <p>Mitigation for the off-site elements outside of the City of Folsom's jurisdictional boundaries must be coordinated by the project applicant(s) of each applicable project phase with the affected oversight agency(ies) (i.e., Sacramento County and Caltrans).</p>				

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<p>3A.3-2c (FPASP EIR/EIS – revised in Addendum)</p>	<p>Avoid and Minimize Impacts to Tricolored Blackbird Nesting Colonies. To avoid and minimize impacts to tricolored blackbird, the project applicant(s) of all project phases shall conduct a preconstruction survey for any project activity that would occur during the tricolored blackbird's nesting season (March 1–August 31). The preconstruction survey shall be conducted by a qualified biologist before any activity occurring within 500 feet of suitable nesting habitat, including freshwater marsh and areas of riparian scrub vegetation. The survey shall be conducted within 14 days before project activity begins.</p> <p>If no tricolored blackbird colony is present, no further mitigation is required. If a colony is found, the project applicant shall consult with CDFW to determine whether impacts to the colony would occur as a result of project implementation, and to establish and appropriate buffer around the colony to reduce the likelihood of disturbance. No project activity shall commence within the buffer area until a qualified biologist, in consultation with CDFW, confirms that the colony is no longer active. Buffer size is anticipated to range from 100 to 500 feet, depending on the nature of the project activity, the extent of existing disturbance in the area, and other relevant circumstances. If CDFW determines that project activity could result in adverse effects to the colony, and project activities cannot be avoided during the nesting season when the colony is active, an incidental take permit for impacts to tricolored blackbird pursuant to California Fish and Game Code Section 2081 would be required. The applicant shall implement measures required under the permit, if required, which may include compensatory mitigation for impacts to a tricolored blackbird.</p> <p>Mitigation for the off-site elements outside of the City of Folsom's jurisdictional boundaries (i.e., U.S. 50 interchange improvements) must be coordinated by the project applicant(s) of each applicable project phase with the affected oversight agency(ies) (i.e., Caltrans).</p>	<p>Project applicant</p>	<p>Before the approval of any ground-disturbing activity within 500 feet of suitable nesting habitat as applicable for all project phases.</p>	<p>City of Folsom Community Development Department</p>	
<p>3A.3-2d (FPASP EIR/EIS)</p>	<p>Avoid and Minimize Impacts to Special-Status Bat Roosts. The project applicant of all project phases containing potential bat roosting habitat shall retain a qualified biologist to conduct surveys for roosting bats. Surveys shall be conducted in the fall to determine if the mine shaft is used as a hibernaculum and in spring and/or summer to determine if it is used as a maternity or day roost. Surveys shall consist of evening emergence surveys to note the presence or absence of bats and could consist of visual surveys at the time of emergence. If evidence of bat use is observed, the number and species of bats using the roost shall be determined. Bat detectors may</p>	<p>Project applicant</p>	<p>Before the approval of removal or fill of the mine shaft in the SPA.</p>	<p>City of Folsom Community Development Department</p>	

Mitigation Number (Source)	Mitigation Measures	Implementation Responsibility	Timing	Monitoring Agency	Verification
	<p>be used to supplement survey efforts. If no bat roosts are found, then no further study shall be required.</p> <p>If roosts of pallid bat or Townsend's big-eared bats are determined to be present and must be removed, the bats shall be excluded from the roosting site. A mitigation program addressing compensation, exclusion methods, and roost removal procedures shall be developed in consultation with DFG before implementation. Exclusion methods may include use of one-way doors at roost entrances (bats may leave but not reenter), or sealing roost entrances when the site can be confirmed to contain no bats. Exclusion efforts may be restricted during periods of sensitive activity (e.g., during hibernation or while females in maternity colonies are nursing young). The loss of each roost (if any) will be replaced in consultation with DFG and may include construction and installation of bat boxes suitable to the bat species and colony size excluded from the original roosting site. Roost replacement will be implemented before bats are excluded from the original roost sites. Once the replacement roosts are constructed and it is confirmed that bats are not present in the original roost site, the mine shaft may be removed.</p>				
<p>3A.3-4b (FPASP EIR/EIS)</p>	<p>Conduct Surveys to Identify and Map Valley Needlegrass Grassland; Implement Avoidance and Minimization Measures or Compensatory Mitigation. The project applicant(s) of all project phases shall retain a qualified botanist to conduct preconstruction surveys to determine if valley needlegrass grassland is present on the SPA. This could be done concurrently with any special-status plant surveys conducted on site as special-status plant surveys are floristic in nature, i.e. require that all species encountered be identified, and require preparation of a plant community map. If valley needlegrass grassland is not found on the SPA, the botanist shall document the findings in a letter report to the City of Folsom, and no further mitigation shall be required. Valley needlegrass grassland was not found in any of the off-site project elements.</p> <p>If valley needlegrass grassland is found on the SPA, the location and extent of the community shall be mapped and the acreage of this community type, if any, that would be removed by project implementation shall be calculated. The project applicant(s) for any particular discretionary development application affecting valley needlegrass grassland shall consult with DFG and the City of Folsom to determine appropriate mitigation for removal of valley needlegrass grassland resulting from project implementation. Mitigation measures shall include one or more of the following components sufficient to achieve no net loss of valley needlegrass grassland acreage:</p>	<p>Project applicant</p>	<p>Before approval of grading or improvement plans or any grounddisturbing activities, including grubbing or clearing, for any project phase.</p>	<p>California Department of Fish and Game, and City of Folsom Community Development Department</p>	

Mitigation Number (Source)	Mitigation Measures	Implementation Responsibility	Timing	Monitoring Agency	Verification
	<p>establishment of valley needlegrass grassland within project's open space areas currently characterized by annual grassland, establishment of valley needlegrass grassland off-site, or preservation and enhancement of existing valley needlegrass grassland either on or off the SPA. The applicant(s) shall compensate for any loss of valley needlegrass grassland resulting from project implementation at a minimum 1:1 replacement ratio.</p>				
Cultural and Tribal Cultural Resources					
<p>3A5-1a (Addendum)</p>	<p>Comply with the Programmatic Agreement. The PA for the project is incorporated by reference. The PA provides a management framework for identifying historic properties, determining adverse effects, and resolving those adverse effects as required under Section 106 of the National Historic Preservation Act. This document is incorporated by reference. The PA is available for public inspection and review at the California Office of Historic Preservation 1725 23rd Street Sacramento, CA 95816.</p>	<p>Project applicant</p>	<p>During all construction phases</p>	<p>City of Folsom Community Development Department; U.S. Army Core of Engineers;</p>	
<p>3A5-1b (Addendum)</p>	<p>Perform an Inventory and Evaluation of Cultural Resources for the California Register of Historic Places, Minimize or Avoid Damage or Destruction, and Perform Treatment Where Damage or Destruction Cannot be Avoided. Management of cultural resources eligible for or listed on the CRHR under CEQA mirrors management steps required under Section 106. These steps may be combined with deliverables and management steps performed for Section 106 provided that management documents prepared for the PA also clearly reference the California Register of Historical Resources (CRHR) listing criteria and significance thresholds that apply under CEQA. Prior to ground disturbing work for each individual development phase or off-site element, the applicable oversight agency (City of Folsom, El Dorado County, Sacramento County, or Caltrans), or the project applicant(s) of all project phases, with applicable oversight agency, shall perform the following actions:</p> <ul style="list-style-type: none"> ▶ Retain the services of a qualified archaeologist to perform an inventory of cultural resources within each individual development phase or off-site element subject to approval under CEQA. Identified resources shall be evaluated for listing on the CRHR. The inventory report shall also identify locations that are sensitive for undiscovered cultural resources based upon the location of known resources, geomorphology, and topography. The inventory report shall specify the location of monitoring of ground-disturbing work in these areas by a qualified 	<p>Project applicant</p>	<p>Before approval of grading or improvement plans or any grounddisturbing activities, including grubbing or clearing, for any project phase.</p>	<p>City of Folsom Community Development Department</p>	

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	<p>archaeologist and monitoring in the vicinity of identified resources that may be damaged by construction, if appropriate.</p> <ul style="list-style-type: none"> ▶ The identification of any sensitive locations subject to monitoring during construction of each individual development phase shall be performed in concert with monitoring activities performed under the PA to minimize the potential for conflicting requirements. ▶ For each resource that is determined eligible for the CRHR, the applicable agency or the applicant(s) for any particular discretionary development (under the agency's direction) shall obtain the services of a qualified archaeologist who shall determine if implementation of the individual project development would result in damage or destruction of "significant" (under CEQA) cultural resources. These findings shall be reviewed by the applicable agency for consistency with the significance thresholds and treatment measures provided in this EIR/EIS. ▶ Where possible, the project shall be configured or redesigned to avoid impacts on eligible or listed resources. Alternatively, these resources may be preserved in place if possible, as suggested under California Public Resources Code Section 21083.2. Avoidance of historic properties is required under certain circumstances under the Public Resource Code and 36 CFR Part 800. ▶ Where impacts cannot be avoided, the applicable agency or the applicant(s) of all project phases (under the applicable agency's direction) shall prepare and implement treatment measures that are determined to be necessary by a qualified archaeologist. These measures may consist of data recovery excavations for resources that are eligible for listing because of the data they contain (which may contribute to research). Alternatively, for historical architectural, engineered, or landscape features, treatment measures may consist of a preparation of interpretive, narrative, or photographic documentation. These measures shall be reviewed by the applicable oversight agency for consistency with the significance thresholds and standards provided in this EIR/EIS. ▶ To support the evaluation and treatment required under this Mitigation Measure, the archaeologist retained by either the applicable oversight agency or the applicant(s) of all project phases shall prepare an appropriate prehistoric and historic context that identifies relevant prehistoric, ethnographic, and historic themes and research questions 				

Mitigation Number (Source)	Mitigation Measures	Implementation Responsibility	Timing	Monitoring Agency	Verification
	<p>against which to determine the significance of identified resources and appropriate treatment.</p> <ul style="list-style-type: none"> ▶ These steps and documents may be combined with the phasing of management and documents prepared pursuant to the FAPA to minimize the potential for inconsistency and duplicative management efforts. <p>Mitigation for the off-site elements outside of the City of Folsom's jurisdictional boundaries shall be coordinated by the 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>3A.5-2 (Addendum)</p>	<p>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.</p> <p>To reduce potential impacts to previously undiscovered cultural resources, the 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 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 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 	<p>Project applicant</p>	<p>Before approval of grading or improvement plans or any grounddisturbing activities, including grubbing or clearing, for any project phase.</p>	<p>City of Folsom Community Development Department; U.S. Army Core of Engineers</p>	

Mitigation Number (Source)	Mitigation Measures	Implementation Responsibility	Timing	Monitoring Agency	Verification
	<p>eligible for listing on the CRHR or NRHP and it would be subject to disturbance or destruction, the actions required in Mitigation Measures 3A.5-1a and 3A.5-1b shall be implemented. The oversight agency shall be responsible for approval of recommended mitigation if it is determined to be feasible in light of the approved land uses and shall implement the approved mitigation before resuming construction activities at the archaeological site.</p> <p>Mitigation for the off-site elements outside of the City of Folsom's jurisdictional boundaries must be coordinated by the 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 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>In the event that unanticipated discoveries of additional historic properties, defined in 36 CFR 800.16 (f), 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 				

Mitigation Number (Source)	Mitigation Measures	Implementation Responsibility	Timing	Monitoring Agency	Verification
	<p>archaeological monitor, if present, shall notify the USACE within 24 hours of the discovery.</p> <ul style="list-style-type: none"> ▶ The USACE shall notify the State Historic Preservation Officer (SHPO) within one working day of an unanticipated discovery and may initiate interim treatment measures in accordance with this HPTP. Once the USACE makes a formal determination of eligibility for the resource, the USACE will notify the SHPO within 48 hours of the determination and afford the SHPO an opportunity to comment on appropriate treatment. The SHPO shall respond within 72 hours of the request to consult. Failure of the SHPO to respond within 72 hours shall not prohibit the USACE from implementing the treatment measures. <p>The 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>				
<p>3A5-3 (Addendum)</p>	<p>Suspend Ground-Disturbing Activities if Human Remains are Encountered and Comply with California Health and Safety Code Procedures.</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 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 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.</p>	<p>Project applicant</p>	<p>During all grounddisturbing activities, for any project phase.</p>	<p>Sacramento County Coroner; Native American Heritage Commission; City of Folsom Community Development Department</p>	

Mitigation Number (Source)	Mitigation Measures	Implementation Responsibility	Timing	Monitoring Agency	Verification
	<p>The applicant(s) of all project phases shall ensure that the immediate vicinity (according to generally accepted cultural or archaeological standards and practices) is not damaged or disturbed by further development activity until consultation with the Most Likely Descendant has taken place. The Most Likely Descendant shall have 48 hours after being granted access to the site to inspect the site and make recommendations. A range of possible treatments for the remains may be discussed: nondestructive removal and analysis, preservation in place, relinquishment of the remains and associated items to the descendants, or other culturally appropriate treatment. As suggested by AB 2641 (Chapter 863, Statutes of 2006), the concerned parties may extend discussions beyond the initial 48 hours to allow for the discovery of additional remains. AB 2641(e) includes a list of site protection measures and states that the 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 reinterment document with the county. <p>The 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 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 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 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>				

Mitigation Number (Source)	Mitigation Measures	Implementation Responsibility	Timing	Monitoring Agency	Verification
Geology and Soils					
<p>3A.7-1a (FPASP EIR/EIS)</p>	<p>Prepare Site-Specific Geotechnical Report per CBC Requirements and Implement Appropriate Recommendations. Before building permits are issued and construction activities begin any project development phase, the project applicant(s) of each project phase shall hire a licensed geotechnical engineer to prepare a final geotechnical subsurface investigation report for the on- and off-site facilities, which shall be submitted for review and approval to the appropriate City or county department (identified below). The final geotechnical engineering report shall address and make recommendations on the following:</p> <ul style="list-style-type: none"> ▶ site preparation; ▶ soil bearing capacity; ▶ appropriate sources and types of fill; ▶ potential need for soil amendments; ▶ road, pavement, and parking areas; ▶ structural foundations, including retaining-wall design; ▶ grading practices; ▶ soil corrosion of concrete and steel; ▶ erosion/winterization; ▶ seismic ground shaking; ▶ liquefaction; and ▶ expansive/unstable soils. <p>In addition to the recommendations for the conditions listed above, the geotechnical investigation shall include subsurface testing of soil and groundwater conditions, and shall determine appropriate foundation designs that are consistent with the version of the CBC that is applicable at the time building and grading permits are applied for. All recommendations contained in the final geotechnical engineering report shall be implemented by the project applicant(s) of each project phase. Special recommendations contained in the geotechnical engineering report shall be noted on the grading plans and implemented as appropriate before construction begins. Design and construction of all new project development shall be in accordance with the CBC. The project applicant(s) shall provide for engineering inspection and certification that earthwork has been performed in conformity with recommendations contained in the geotechnical report.</p>	<p>Project applicant</p>	<p>Before issuance of building permits and ground-disturbing activities.</p>	<p>City of Folsom Community Development Department</p>	

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

Mitigation Number (Source)	Mitigation Measures	Implementation Responsibility	Timing	Monitoring Agency	Verification
	<p>The plans referenced above shall include the location, implementation schedule, and maintenance schedule of all erosion and sediment control measures, a description of measures designed to control dust and stabilize the construction-site road and entrance, and a description of the location and methods of storage and disposal of construction materials. Erosion and sediment control measures could include the use of detention basins, berms, swales, wattles, and silt fencing, and covering or watering of stockpiled soils to reduce wind erosion. Stabilization on steep slopes could include construction of retaining walls and reseeding with vegetation after construction. Stabilization of construction entrances to minimize trackout (control dust) is commonly achieved by installing filter fabric and crushed rock to a depth of approximately 1 foot. The project applicant(s) shall ensure that the construction contractor is responsible for securing a source of transportation and deposition of excavated materials.</p> <p>Mitigation for the off-site elements outside of the City of Folsom's jurisdictional boundaries must be coordinated by the project applicant(s) of each applicable project phase with the affected oversight agency(ies) (i.e., El Dorado and/or Sacramento Counties).</p> <p>Implementation of Mitigation Measure 3A.9-1 (discussed in Section 3A.9, "Hydrology and Water Quality – Land") would also help reduce erosion-related impacts.</p>				
<p>3A.7-5 (FPASP EIR/EIS)</p>	<p>Divert Seasonal Water Flows Away from Building Foundations. The project applicant(s) of all project phases shall either install subdrains (which typically consist of perforated pipe and gravel, surrounded by nonwoven geotextile fabric), or take such other actions as recommended by the geotechnical or civil engineer for the project that would serve to divert seasonal flows caused by surface infiltration, water seepage, and perched water during the winter months away from building foundations.</p>	<p>Project applicant</p>	<p>Before and during earthmoving activities.</p>	<p>City of Folsom Community Development Department</p>	
<p>3A.7-10 (FPASP EIR/EIS)</p>	<p>Conduct Construction Personnel Education, Stop Work if Paleontological Resources are Discovered, Assess the Significance of the Find, and Prepare and Implement a Recovery Plan as Required.</p> <p>To minimize potential adverse impacts on previously unknown potentially unique, scientifically important paleontological resources, the project applicant(s) of all project phases where construction would occur in the lone and Mehrten Formations shall do the following:</p> <ul style="list-style-type: none"> ▶ Before the start of any earthmoving activities for any project phase in the lone or Mehrten Formations, the project applicant(s) shall retain a 	<p>Project applicant</p>	<p>During earthmoving activities in the lone and Mehrten Formations.</p>	<p>City of Folsom Community Development Department</p>	

Mitigation Number (Source)	Mitigation Measures	Implementation Responsibility	Timing	Monitoring Agency	Verification
	<p>qualified paleontologist or archaeologist to train all construction personnel involved with earthmoving activities, including the site superintendent, regarding the possibility of encountering fossils, the appearance and types of fossils likely to be seen during construction, and proper notification procedures should fossils be encountered.</p> <ul style="list-style-type: none"> ▶ If paleontological resources are discovered during earthmoving activities, the construction crew shall immediately cease work in the vicinity of the find and notify the appropriate lead agency (identified below). The project applicant(s) shall retain a qualified paleontologist to evaluate the resource and prepare a recovery plan in accordance with Society of Vertebrate Paleontology guidelines (1996). The recovery plan may include, but is not limited to, a field survey, construction monitoring, sampling and data recovery procedures, museum storage coordination for any specimen recovered, and a report of findings. Recommendations in the recovery plan that are determined by the lead agency to be necessary and feasible shall be implemented before construction activities can resume at the site where the paleontological resources were discovered. <p>Mitigation for the off-site elements outside of the City of Folsom's jurisdictional boundaries must be coordinated by the project applicant(s) of each applicable project phase with the affected oversight agency(ies) (i.e., Sacramento County).</p>				
Greenhouse Gas Emissions and Climate Change					
3A.4-1 (FPASP EIR/EIS)	<p>Implement Additional Measures to Control Construction-Generated GHG Emissions.</p> <p>To further reduce construction-generated GHG emissions, the project applicant(s) any particular discretionary development application shall implement all feasible measures for reducing GHG emissions associated with construction that are recommended by SMAQMD at the time individual portions of the site undergo construction. Such measures may reduce GHG exhaust emissions from the use of on-site equipment, worker commute trips, and truck trips carrying materials and equipment to and from the SPA, as well as GHG emissions embodied in the materials selected for construction (e.g., concrete). Other measures may pertain to the materials used in construction. Prior to releasing each request for bid to contractors for the construction of each discretionary development entitlement, the project applicant(s) shall obtain the most current list of GHG reduction</p>	Project applicant	Before approval of small-lot final maps and building permits for all discretionary development project, including all on- and off-site elements and implementation throughout project construction.	City of Folsom Community Development Department	

Mitigation Number (Source)	Mitigation Measures	Implementation Responsibility	Timing	Monitoring Agency	Verification
	<p>measures that are recommended by SMAQMD and stipulate that these measures be implemented in the respective request for bid as well as the subsequent construction contract with the selected primary contractor. The project applicant(s) for any particular discretionary development application may submit to the City and SMAQMD a report that substantiates why specific measures are considered infeasible for construction of that particular development phase and/or at that point in time. The report, including the substantiation for not implementing particular GHG reduction measures, shall be approved by the City, in consultation with SMAQMD prior to the release of a request for bid by the project applicant(s) for seeking a primary contractor to manage the construction of each development project. By requiring that the list of feasible measures be established prior to the selection of a primary contractor, this measure requires that the ability of a contractor to effectively implement the selected GHG reduction measures be inherent to the selection process.</p> <p>SMAQMD's recommended measures for reducing construction-related GHG emissions at the time of writing this EIR/EIS are listed below and the project applicant(s) shall, at a minimum, be required to implement the following:</p> <ul style="list-style-type: none"> ▶ Improve fuel efficiency from construction equipment: <ul style="list-style-type: none"> ▪ reduce unnecessary idling (modify work practices, install auxiliary power for driver comfort); ▪ perform equipment maintenance (inspections, detect failures early, corrections); ▪ train equipment operators in proper use of equipment; ▪ use the proper size of equipment for the job; and ▪ use equipment with new technologies (repowered engines, electric drive trains). ▶ Use alternative fuels for electricity generators and welders at construction sites such as propane or solar, or use electrical power. ▶ Use an ARB-approved low-carbon fuel, such as biodiesel or renewable diesel for construction equipment. (Emissions of oxides of nitrogen [NO_x] emissions from the use of low carbon fuel must be reviewed and increases mitigated.) Additional information about low carbon fuels is available from ARB's Low Carbon Fuel Standard Program (ARB 2009b). ▶ Encourage and provide carpools, shuttle vans, transit passes and/or secure bicycle parking for construction worker commutes. 				

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

Mitigation Number (Source)	Mitigation Measures	Implementation Responsibility	Timing	Monitoring Agency	Verification
	<p>minimum, increases carbon sequestration by an amount equivalent to what would have been sequestered by the blue oak woodland during its lifetime. This program shall be funded by the project applicant(s) of each development phase and reviewed for comment by an independent Certified Arborist unaffiliated with the project applicant(s) and shall be coordinated with the requirements of Mitigation Measure 3.3-5, as stated in Section 3A.3, "Biological Resources - Land." Final approval of the program shall be provided by the City. Components of the program may include, but not be limited to, providing urban tree canopy in the City of Folsom, or reforestation in suitable areas outside the City. Reforestation in natural habitat areas outside the City of Folsom would simultaneously mitigate the loss of oak woodland habitat while planting trees within the urban forest canopy would not. The California Urban Forestry Greenhouse Gas Reporting Protocol shall be used to assess this mitigation program (CCAR 2008). All unused vegetation and tree material shall be mulched for use in landscaping on the project site, shipped to the nearest composting facility, or shipped to a landfill that is equipped with a methane collection system, or combusted in a biomass power plant. Tree and vegetative material should not be burned on- or off-site unless used as fuel in a biomass power plant.</p>				
Hazards and Hazardous Materials					
<p>3A.8-5 (FPASP EIR/EIS)</p>	<p>Prepare and Implement a Blasting Safety Plan in Consultation with a Qualified Blaster To reduce the potential for accidental injury or death related to blasting, contractors whose work in the SPA will include blasting shall prepare and implement a blasting safety plan. This plan shall be created in coordination with a qualified blaster, as defined by the Construction Safety and Health Outreach Program, Subpart U, Section 1926.901, and distributed to all appropriate members of construction teams. The plan shall apply to project applicant(s) of all project phases in which blasting would be employed. The plan shall include, but is not limited to:</p> <ul style="list-style-type: none"> ▶ storage locations that meet ATF standards contained in 27 CFR Part 55; ▶ safety requirements for workers (e.g., daily safety meetings, personal protective equipment); ▶ an accident management plan that considers misfires (i.e. explosive fails to detonate), unexpected ignition, and flyrock; and ▶ measures to protect surrounding property (e.g., netting, announcement of dates of expected blasting, barricades, and audible and visual warnings). 	<p>Project applicant and project contractor</p>	<p>At the submission of tentative map applications.</p>	<p>City of Folsom Fire Department</p>	

Mitigation Number (Source)	Mitigation Measures	Implementation Responsibility	Timing	Monitoring Agency	Verification
	<p>Upon completion of a blasting safety plan, the project applicant(s) shall secure any required permits from the City of Folsom Fire Department and the El Dorado County Sheriff's Department for blasting activities in Sacramento County and El Dorado County, respectively.</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 County).</p>				
<p>3A.8-6 (FPASP EIR/EIS)</p>	<p>Prudent Avoidance and Notification of EMF Exposure. Potential purchasers of residential properties near the transmission lines shall be made aware of the controversy surrounding EMF exposure. The California Department of Real Estate shall be requested to insert an appropriate notification into the applicant's final Subdivision Public Report application, which shall be provided to purchasers of properties within 100 feet from the 100-115kV power line, or within 150 feet from the 220-230 kV power line. The notification would include a discussion of the scientific studies and conclusions reached to date, acknowledge that the notification distance is not based on specific biological evidence, but rather, the distance where background levels may increase, and provide that, given some uncertainty in the data, this notification is merely provided to allow purchasers to make an informed decision.</p>	<p>Project applicant</p>	<p>At the submission of tentative map applications.</p>	<p>City of Folsom Community Development Department</p>	
<p>3A.8-7 (FPASP EIR/EIS)</p>	<p>Prepare and Implement a Vector Control Plan in Consultation with the Sacramento-Yolo Mosquito and Vector Control District. To ensure that operation and design of the stormwater system, including multiple planned detention basins, is consistent with the recommendations of the Sacramento-Yolo Mosquito and Vector Control District regarding mosquito control, the project applicant(s) of all project phases shall prepare and implement a Vector Control Plan. This plan shall be prepared in coordination with the Sacramento-Yolo Mosquito and Vector Control District and shall be submitted to the City for approval before issuance of the grading permit for the detention basins under the City's jurisdiction. For the off-site detention basin, the plan shall be submitted to Sacramento County for approval before issuance of the grading permit for the off-site detention basin. The plan shall incorporate specific measures deemed sufficient by the City to minimize public health risks from mosquitoes, and as contained within the Sacramento-Yolo Mosquito and Vector Control District BMP Manual (Sacramento-Yolo Mosquito and Vector</p>	<p>Project applicant</p>	<p>Before issuance of grading permits for the project water features.</p>	<p>City of Folsom Community Development Department</p>	

Mitigation Number (Source)	Mitigation Measures	Implementation Responsibility	Timing	Monitoring Agency	Verification
	<p>Control District 2008). The plan shall include, but is not limited to, the following components:</p> <ul style="list-style-type: none"> ▶ Description of the project. ▶ Description of detention basins and all water features and facilities that would control on-site water levels. ▶ Goals of the plan. ▶ Description of the water management elements and features that would be implemented, including: <ul style="list-style-type: none"> ▪ BMPs that would implemented on-site; ▪ public education and awareness; ▪ sanitary methods used (e.g., disposal of garbage); ▪ mosquito control methods used (e.g., fluctuating water levels, biological agents, pesticides, larvacides, circulating water); and ▪ stormwater management (consistent with Stormwater Management Plan). ▶ Long-term maintenance of the detention basins and all related facilities (e.g., specific ongoing enforceable conditions or maintenance by a homeowner's association). <p>To reduce the potential for mosquitoes to reproduce in the detention basins, the project applicant(s) shall coordinate with the Sacramento-Yolo Mosquito and Vector Control District to identify and implement BMPs based on their potential effectiveness for SPA conditions. Potential BMPs could include, but are not limited to, the following:</p> <ul style="list-style-type: none"> ▶ build shoreline perimeters as steep and uniform as practicable to discourage dense plant growth; ▶ perform routine maintenance to reduce emergent plant densities to facilitate the ability of mosquito predators (i.e., fish) to move throughout vegetated area; ▶ design distribution piping and containment basins with adequate slopes to drain fully and prevent standing water. The design slope should take into consideration buildup of sediment between maintenance periods. Compaction during grading may also be needed to avoid slumping and settling; 				

Mitigation Number (Source)	Mitigation Measures	Implementation Responsibility	Timing	Monitoring Agency	Verification
	<ul style="list-style-type: none"> ▶ coordinate cleaning of catch basins, drop inlets, or storm drains with mosquito treatment operations; ▶ enforce the prompt removal of silt screens installed during construction when no longer needed to protect water quality; ▶ if the sump, vault, or basin is sealed against mosquitoes, with the exception of the inlet and outlet, submerge the inlet and outlet completely to reduce the available surface area of water for mosquito egg-laying (female mosquitoes can fly through pipes); and ▶ design structures with the appropriate pumping, piping, valves, or other necessary equipment to allow for easy dewatering of the unit if necessary (Sacramento Yolo Mosquito and Vector Control District 2008). <p>The project applicant(s) of the project phase containing the off-site detention basin shall coordinate mitigation for the off-site with the affected oversight agency (i.e., Sacramento County).</p>				
Hydrology and Water Quality					
3A.9-1 (FPASP EIR/EIS)	<p>Acquire Appropriate Regulatory Permits and Prepare and Implement SWPPP and BMPs. Prior to the issuance of grading permits, the project applicant(s) of all projects disturbing one or more acres (including phased construction of smaller areas which are part of a larger project) shall obtain coverage under the SWRCB's NPDES stormwater permit for general construction activity (Order 2009-0009-DWQ), including preparation and submittal of a project-specific SWPPP at the time the NOI is filed. The project applicant(s) shall also prepare and submit any other necessary erosion and sediment control and engineering plans and specifications for pollution prevention and control to Sacramento County, City of Folsom, El Dorado County (for the off-site roadways into El Dorado Hills under the Proposed Project Alternative). The SWPPP and other appropriate plans shall identify and specify:</p> <ul style="list-style-type: none"> ▶ the use of an effective combination of robust erosion and sediment control BMPs and construction techniques accepted by the local jurisdictions for use in the project area at the time of construction, that shall reduce the potential for runoff and the release, mobilization, and exposure of pollutants, including legacy sources of mercury from project-related construction sites. These may include but would not be limited to temporary erosion control and soil stabilization measures, 	Project applicant	Submittal of the State Construction General Permit NOI and SWPPP (where applicable) and development and submittal of any other locally required plans and specifications before the issuance of grading permits for all on-site project phases and off-site elements and implementation throughout project construction.	City of Folsom Community Development Department	

Mitigation Number (Source)	Mitigation Measures	Implementation Responsibility	Timing	Monitoring Agency	Verification
	<p>sedimentation ponds, inlet protection, perforated riser pipes, check dams, and silt fences</p> <ul style="list-style-type: none"> ▶ the implementation of approved local plans, non-stormwater management controls, permanent post-construction BMPs, and inspection and maintenance responsibilities; ▶ the pollutants that are likely to be used during construction that could be present in stormwater drainage and nonstormwater discharges, including fuels, lubricants, and other types of materials used for equipment operation; ▶ spill prevention and contingency measures, including measures to prevent or clean up spills of hazardous waste and of hazardous materials used for equipment operation, and emergency procedures for responding to spills; ▶ personnel training requirements and procedures that shall be used to ensure that workers are aware of permit requirements and proper installation methods for BMPs specified in the SWPPP; and ▶ the appropriate personnel responsible for supervisory duties related to implementation of the SWPPP. ▶ Where applicable, BMPs identified in the SWPPP shall be in place throughout all site work and construction/demolition activities and shall be used in all subsequent site development activities. BMPs may include, but are not limited to, such measures as those listed below. ▶ Implementing temporary erosion and sediment control measures in disturbed areas to minimize discharge of sediment into nearby drainage conveyances, in compliance with state and local standards in effect at the time of construction. These measures may include silt fences, staked straw bales or wattles, sediment/silt basins and traps, geofabric, sandbag dikes, and temporary vegetation. ▶ Establishing permanent vegetative cover to reduce erosion in areas disturbed by construction by slowing runoff velocities, trapping sediment, and enhancing filtration and transpiration. ▶ Using drainage swales, ditches, and earth dikes to control erosion and runoff by conveying surface runoff down sloping land, intercepting and diverting runoff to a watercourse or channel, preventing sheet flow over sloped surfaces, preventing runoff accumulation at the base of a 				

Mitigation Number (Source)	Mitigation Measures	Implementation Responsibility	Timing	Monitoring Agency	Verification
	<p>grade, and avoiding flood damage along roadways and facility infrastructure.</p> <p>A copy of the approved SWPPP shall be maintained and available at all times on the construction site.</p> <p>For those areas that would be disturbed as part of the U.S. 50 interchange improvements, Caltrans shall coordinate with the development and implementation of the overall project SWPPP, or develop and implement its own SWPPP specific to the interchange improvements, to ensure that water quality degradation would be avoided or minimized to the maximum extent practicable.</p> <p>Mitigation for the off-site elements outside of the City of Folsom's jurisdictional boundaries must be coordinated by the project applicant(s) of each applicable project phase with the affected oversight agency(ies) (i.e., El Dorado and/or Sacramento Counties, or Caltrans).</p>				
<p>3A.9-2 (FPASP EIR/EIS)</p>	<p>Prepare and Submit Final Drainage Plans and Implement Requirements Contained in Those Plans.</p> <p>Before the approval of grading plans and building permits, the project applicant(s) of all project phases shall submit final drainage plans to the City, and to El Dorado County for the off-site roadway connections into El Dorado Hills, demonstrating that off-site upstream runoff would be appropriately conveyed through the SPA, and that project-related on-site runoff would be appropriately contained in detention basins or managed with through other improvements (e.g., source controls, biotechnical stream stabilization) to reduce flooding and hydromodification impacts.</p> <p>The plans shall include, but not be limited to, the following items:</p> <ul style="list-style-type: none"> ▶ an accurate calculation of pre-project and post-project runoff scenarios, obtained using appropriate engineering methods, that accurately evaluates potential changes to runoff, including increased surface runoff; ▶ runoff calculations for the 10-year and 100-year (0.01 AEP) storm events (and other, smaller storm events as required) shall be performed and the trunk drainage pipeline sizes confirmed based on alignments and detention facility locations finalized in the design phase; ▶ a description of the proposed maintenance program for the on-site drainage system; ▶ project-specific standards for installing drainage systems; 	<p>Project applicant</p>	<p>Before approval of grading plans and building permits of all project phases.</p>	<p>City of Folsom Public Works Department</p>	

Mitigation Number (Source)	Mitigation Measures	Implementation Responsibility	Timing	Monitoring Agency	Verification
	<p>► City and El Dorado County flood control design requirements and measures designed to comply with them;</p> <p>Implementation of stormwater management BMPs that avoid increases in the erosive force of flows beyond a specific range of conditions needed to limit hydromodification and maintain current stream geomorphology. These BMPs will be designed and constructed in accordance with the forthcoming SSQP Hydromodification Management Plan (to be adopted by the RWQCB) and may include, but are not limited to, the following:</p> <ul style="list-style-type: none"> ► use of Low Impact Development (LID) techniques to limit increases in stormwater runoff at the point of origination (these may include, but are not limited to: surface swales; replacement of conventional impervious surfaces with pervious surfaces [e.g., porous pavement]; impervious surfaces disconnection; and trees planted to intercept stormwater); ► enlarged detention basins to minimize flow changes and changes to flow duration characteristics; ► bioengineered stream stabilization to minimize bank erosion, utilizing vegetative and rock stabilization, and inset floodplain restoration features that provide for enhancement of riparian habitat and maintenance of natural hydrologic and channel to floodplain interactions; ► minimize slope differences between any stormwater or detention facility outfall channel with the existing receiving channel gradient to reduce flow velocity; and ► minimize to the extent possible detention basin, bridge embankment, and other encroachments into the channel and floodplain corridor, and utilize open bottom box culverts to allow sediment passage on smaller drainage courses. <p>The final drainage plan shall demonstrate to the satisfaction of the City of Folsom Community Development and Public Works Departments and El Dorado County Department of Transportation that 100-year (0.01 AEP) flood flows would be appropriately channeled and contained, such that the risk to people or damage to structures within or down gradient of the SPA would not occur, and that hydromodification would not be increased from pre-development levels such that existing stream geomorphology would be changed (the range of conditions should be calculated for each receiving water if feasible, or a conservative estimate should be used, e.g., an Ep of 1</p>				

Mitigation Number (Source)	Mitigation Measures	Implementation Responsibility	Timing	Monitoring Agency	Verification
	<p>±10% or other as approved by the Sacramento Stormwater Quality Partnership and/or City of Folsom Public Works Department).</p> <p>Mitigation for the off-site elements outside of the City of Folsom's jurisdictional boundaries must be coordinated by the project applicant(s) of each applicable project phase with El Dorado County.</p>				
<p>3A.9-3 (FPASP EIR/EIS)</p>	<p>Develop and Implement a BMP and Water Quality Maintenance Plan. Before approval of the grading permits for any development project requiring a subdivision map, a detailed BMP and water quality maintenance plan shall be prepared by a qualified engineer retained by the project applicant(s) the development project. Drafts of the plan shall be submitted to the City of Folsom and El Dorado County for the off-site roadway connections into El Dorado Hills, for review and approval concurrently with development of tentative subdivision maps for all project phases. The plan shall finalize the water quality improvements and further detail the structural and nonstructural BMPs proposed for the project. The plan shall include the elements described below.</p> <ul style="list-style-type: none"> ▶ A quantitative hydrologic and water quality analysis of proposed conditions incorporating the proposed drainage design features. ▶ Predevelopment and postdevelopment calculations demonstrating that the proposed water quality BMPs meet or exceed requirements established by the City of Folsom and including details regarding the size, geometry, and functional timing of storage and release pursuant to the "Stormwater Quality Design Manual for Sacramento and South Placer Regions" (ISSQP 2007b) per NPDES Permit No. CAS082597 WDR Order No. R5-2008-0142, page 46) and El Dorado County's NPDES SWMP (County of El Dorado 2004). ▶ Source control programs to control water quality pollutants on the SPA, which may include but are limited to recycling, street sweeping, storm drain cleaning, household hazardous waste collection, waste minimization, prevention of spills and illegal dumping, and effective management of public trash collection areas. ▶ A pond management component for the proposed basins that shall include management and maintenance requirements for the design features and BMPs, and responsible parties for maintenance and funding. 	<p>Project applicant</p>	<p>Prepare plans before the issuance of grading permits for all project phases and off-site elements and implementation throughout project construction.</p>	<p>City of Folsom Community Development Department and Public Works Department</p>	

Mitigation Number (Source)	Mitigation Measures	Implementation Responsibility	Timing	Monitoring Agency	Verification
	<p>▶ LID control measures shall be integrated into the BMP and water quality maintenance plan. These may include, but are not limited to:</p> <ul style="list-style-type: none"> ▪ surface swales; ▪ replacement of conventional impervious surfaces with pervious surfaces (e.g., porous pavement); ▪ impervious surfaces disconnection; and ▪ trees planted to intercept stormwater. <p>New stormwater facilities shall be placed along the natural drainage courses within the SPA to the extent practicable so as to mimic the natural drainage patterns. The reduction in runoff as a result of the LID configurations shall be quantified based on the runoff reduction credit system methodology described in "Stormwater Quality Design Manual for the Sacramento and South Placer Regions, Chapter 5 and Appendix D4" (SSQP 2007b) and proposed detention basins and other water quality BMPs shall be sized to handle these runoff volumes.</p> <p>For those areas that would be disturbed as part of the U.S. 50 interchange improvements, it is anticipated that Caltrans would coordinate with the development and implementation of the overall project SWPPP, or develop and implement its own SWPPP specific to the interchange improvements, to ensure that water quality degradation would be avoided or minimized to the maximum extent practicable.</p> <p>Mitigation for the off-site elements outside of the City of Folsom's jurisdictional boundaries must be coordinated by the project applicant(s) of each applicable project phase with El Dorado County and Caltrans.</p>				
<p>3A.9-4 (FPASP EIR/EIS)</p>	<p>Inspect and Evaluate Existing Dams Within and Upstream of the Project Site and Make Improvements if Necessary. Prior to submittal to the City of tentative maps or improvement plans the project applicant(s) of all project phases shall perform conduct studies to determine the extent of inundation in the case of dam failure. If the studies determine potential exposure of people or structures to a significant risk of flooding as a result of the failure of a dam, the applicants(s) shall implement of any feasible recommendations provided in that study, potentially through drainage improvements, subject to the approval of the City of Folsom Public Works Department.</p>	<p>Project applicant</p>	<p>Prior to submittal to the City of tentative maps or improvement plans.</p>	<p>City of Folsom Public Works Department</p>	

Mitigation Number (Source)	Mitigation Measures	Implementation Responsibility	Timing	Monitoring Agency	Verification
Noise and Vibration					
3A.11-1 (FPASP EIR/EIS)	<p>Implement Noise-Reducing Construction Practices, Prepare and Implement a Noise Control Plan, and Monitor and Record Construction Noise near Sensitive Receptors. To reduce impacts associated with noise generated during project related construction activities, the project applicant(s) and their primary contractors for engineering design and construction of all project phases shall ensure that the following requirements are implemented at each work site in any year of project construction to avoid and minimize construction noise effects on sensitive receptors. The project applicant(s) and primary construction contractor(s) shall employ noise-reducing construction practices. Measures that shall be used to limit noise shall include the measures listed below:</p> <ul style="list-style-type: none"> ▶ Noise-generating construction operations shall be limited to the hours between 7 a.m. and 7 p.m. Monday through Friday, and between 8 a.m. and 6 p.m. on Saturdays and Sundays. ▶ All construction equipment and equipment staging areas shall be located as far as possible from nearby noise-sensitive land uses. ▶ All construction equipment shall be properly maintained and equipped with noise-reduction intake and exhaust mufflers and engine shrouds, in accordance with manufacturers' recommendations. Equipment engine shrouds shall be closed during equipment operation. ▶ All motorized construction equipment shall be shut down when not in use to prevent idling. ▶ Individual operations and techniques shall be replaced with quieter procedures (e.g., using welding instead of riveting, mixing concrete offsite instead of on-site). ▶ Noise-reducing enclosures shall be used around stationary noise-generating equipment (e.g., compressors and generators) as planned phases are built out and future noise sensitive receptors are located within close proximity to future construction activities. ▶ Written notification of construction activities shall be provided to all noise-sensitive receptors located within 850 feet of construction activities. Notification shall include anticipated dates and hours during which construction activities are anticipated to occur and contact information, including a daytime telephone number, for the project representative to be contacted in the event that noise levels are 	Project applicant	Before and during construction activities on the SPA and within El Dorado Hills.	City of Folsom Community Development Department	

Mitigation Number (Source)	Mitigation Measures	Implementation Responsibility	Timing	Monitoring Agency	Verification
	<p>deemed excessive. Recommendations to assist noise-sensitive land uses in reducing interior noise levels (e.g., closing windows and doors) shall also be included in the notification.</p> <ul style="list-style-type: none"> ▶ To the extent feasible, acoustic barriers (e.g., lead curtains, sound barriers) shall be constructed to reduce construction-generated noise levels at affected noise-sensitive land uses. The barriers shall be designed to obstruct the line of sight between the noise-sensitive land use and on-site construction equipment. When installed properly, acoustic barriers can reduce construction noise levels by approximately 8-10 dB (EPA 1971). ▶ When future noise sensitive uses are within close proximity to prolonged construction noise, noise-attenuating buffers such as structures, truck trailers, or soil piles shall be located between noise sources and future residences to shield sensitive receptors from construction noise. ▶ The primary contractor shall prepare and implement a construction noise management plan. This plan shall identify specific measures to ensure compliance with the noise control measures specified above. The noise control plan shall be submitted to the City of Folsom before any noise-generating construction activity begins. Construction shall not commence until the construction noise management plan is approved by the City of Folsom. Mitigation for the two off-site roadway connections into El Dorado County must be coordinated by the project applicant(s) of the applicable project phase with El Dorado County, since the roadway extensions are outside of the City of Folsom's jurisdictional boundaries. 				
<p>3A.11-3 (FPASP EIR/EIS)</p>	<p>Implement Measures to Prevent Exposure of Sensitive Receptors to Groundborne Noise or Vibration from Project Generated Construction Activities.</p> <ul style="list-style-type: none"> ▶ To the extent feasible, blasting activities shall not be conducted within 275 feet of existing or future sensitive receptors. ▶ To the extent feasible, bulldozing activities shall not be conducted within 50 feet of existing or future sensitive receptors. ▶ All blasting shall be performed by a blast contractor and blasting personnel licensed to operate in the State of California. 	<p>Project applicant</p>	<p>Before and during bulldozing and blasting activities on the SPA and within El Dorado Hills and the County of Sacramento</p>	<p>City of Folsom Community Development Department</p>	

Mitigation Number (Source)	Mitigation Measures	Implementation Responsibility	Timing	Monitoring Agency	Verification
	<ul style="list-style-type: none"> ▶ A blasting plan, including estimates of vibration levels at the residence closest to the blast, shall be submitted to the enforcement agency for review and approval prior to the commencement of the first blast. ▶ Each blast shall be monitored and documented for groundbourne noise and vibration levels at the nearest sensitive land use and associated recorded submitted to the enforcement agency. 				
<p>3A.11-5 (FPASP EIR/EIS)</p>	<p>Implement Measures to Reduce Noise from Project-Generated Stationary Sources.</p> <p>The project applicant(s) for any particular discretionary development project shall implement the following measures to reduce the effect of noise levels generated by on-site stationary noise sources that would be located within 600 feet of any noise-sensitive receptor:</p> <ul style="list-style-type: none"> ▶ Routine testing and preventive maintenance of emergency electrical generators shall be conducted during the less sensitive daytime hours (i.e., 7:00 a.m. to 6:00 p.m.). All electrical generators shall be equipped with noise control (e.g., muffler) devices in accordance with manufacturers' specifications. ▶ External mechanical equipment associated with buildings shall incorporate features designed to reduce noise emissions below the stationary noise source criteria. These features may include, but are not limited to, locating generators within equipment rooms or enclosures that incorporate noise-reduction features, such as acoustical louvers, and exhaust and intake silencers. Equipment enclosures shall be oriented so that major openings (i.e., intake louvers, exhaust) are directed away from nearby noise-sensitive receptors. ▶ Parking lots shall be located and designed so that noise emissions do not exceed the stationary noise source criteria established in this analysis (i.e., 50 dB for 30 minutes in every hour during the daytime [7 a.m. to 10 p.m.] and less than 45 dB for 30 minutes of every hour during the night time [10 p.m. to 7 a.m.]). Reduction of parking lot noise can be achieved by locating parking lots as far away as feasible from noise sensitive land uses, or using buildings and topographic features to provide acoustic shielding for noise-sensitive land uses. ▶ Loading docks shall be located and designed so that noise emissions do not exceed the stationary noise source criteria established in this analysis (i.e., 50 dB for 30 minutes in every hour during the daytime [7 a.m. to 10 p.m.] and less than 45 dB for 30 minutes of every hour 	<p>Project applicant</p>	<p>Before submittal of improvement plans for each project phase, and during project operations for testing of emergency generators.</p>	<p>City of Folsom Community Development Department</p>	

Mitigation Number (Source)	Mitigation Measures	Implementation Responsibility	Timing	Monitoring Agency	Verification
	during the night time (10 p.m. to 7 a.m.)). Reduction of loading dock noise can be achieved by locating loading docks as far away as possible from noise sensitive land uses, constructing noise barriers between loading docks and noise-sensitive land uses, or using buildings and topographic features to provide acoustic shielding for noise-sensitive land uses.				
4.13-1 (Addendum)	<p>Interior Traffic Noise Reduction Measures</p> <p>Prior to building occupancy, the project applicant shall ensure the following construction design features have been implemented.</p> <ul style="list-style-type: none"> Air conditioning shall be provided to allow occupants to close windows and doors for the appropriate acoustical isolation. 	Project applicant	Prior to building occupancy	City of Folsom Community Development Department	
Public Services					
3A.14-1 (FPASP EIR/EIS)	<p>Prepare and Implement a Construction Traffic Control Plan. The project applicant(s) of all project phases shall prepare and implement traffic control plans for construction activities that may affect road rights-of-way. The traffic control plans must follow any applicable standards of the agency responsible for the affected roadway and must be approved and signed by a professional engineer. Measures typically used in traffic control plans include advertising of planned lane closures, warning signage, a flag person to direct traffic flows when needed, and methods to ensure continued access by emergency vehicles. During project construction, access to existing land uses shall be maintained at all times, with detours used as necessary during road closures. Traffic control plans shall be submitted to the appropriate City or County department or the California Department of Transportation (Caltrans) for review and approval before the approval of all project plans or permits, for all project phases where implementation may cause impacts on traffic.</p> <p>Mitigation for the off-site elements outside of the City of Folsom's jurisdictional boundaries must be coordinated by the project applicant(s) of each applicable project phase with the affected oversight agency(ies) (i.e., El Dorado and/or Sacramento Counties and Caltrans).</p>	Project applicant	Before the approval of all relevant plans and/or permits and during construction of all project phases.	City of Folsom Public Works Department	
3A.14-2 (FPASP EIR/EIS)	<p>Incorporate California Fire Code; City of Folsom Fire Code Requirements; and EDHFD Requirements, if Necessary, into Project Design and Submit Project Design to the City of Folsom Fire Department for Review and Approval. To reduce impacts related to the provision of new fire services,</p>	Project applicant	Before issuance of building permits and issuance of occupancy permits or final	City of Folsom Fire Department, City of Folsom Community	

Mitigation Number (Source)	Mitigation Measures	Implementation Responsibility	Timing	Monitoring Agency	Verification
	<p>the project applicant(s) of all project phases shall do the following, as described below.</p> <p>1. Incorporate into project designs fire flow requirements based on the California Fire Code, Folsom Fire Code (City of Folsom Municipal Code Title 8, Chapter 8.36), and other applicable requirements based on the City of Folsom Fire Department fire prevention standards.</p> <p>Improvement plans showing the incorporation automatic sprinkler systems, the availability of adequate fire flow, and the locations of hydrants shall be submitted to the City of Folsom Fire Department for review and approval. In addition, approved plans showing access design shall be provided to the City of Folsom Fire Department as described by Zoning Code Section 17.57.080 ("Vehicular Access Requirements"). These plans shall describe access-road length, dimensions, and finished surfaces for firefighting equipment. The installation of security gates across a fire apparatus access road shall be approved by the City of Folsom Fire Department. The design and operation of gates and barricades shall be in accordance with the Sacramento County Emergency Access Gates and Barriers Standard, as required by the City of Folsom Fire Code.</p> <p>2. Submit a Fire Systems New Buildings, Additions, and Alterations Document Submittal List to the City of Folsom Community Development Department Building Division for review and approval before the issuance of building permits.</p> <p>In addition to the above measures, the project applicant(s) of all project phases shall incorporate the provisions described below for the portion of the SPA within the EDHFD service area, if it is determined through City/El Dorado County negotiations that EDHFD would serve the 178-acre portion of the SPA.</p> <p>3. Incorporate into project designs applicable requirements based on the EDHFD fire prevention standards. For commercial development, improvement plans showing roadways, land splits, buildings, fire sprinkler systems, fire alarm systems, and other commercial building improvements shall be submitted to the EDHFD for review and approval. For residential development, improvement plans showing property lines and adjacent streets or roads; total acreage or square footage of the parcel; the footprint of all structures; driveway plan views describing width, length, turnouts, turnarounds, radiuses, and surfaces; and driveway profile views showing the</p>		<p>inspections for all project phases.</p>	<p>Development Department</p>	

Mitigation Number (Source)	Mitigation Measures	Implementation Responsibility	Timing	Monitoring Agency	Verification
	<p>percent grade from the access road to the structure and vertical clearance shall be submitted to the EDHFD for review and approval.</p> <p>4. Submit a Fire Prevention Plan Checklist to the EDHFD for review and approval before the issuance of building permits. In addition, residential development requiring automation fire sprinklers shall submit sprinkler design sheet(s) and hydraulic calculations from a California State Licensed C-16 Contractor.</p> <p>The City shall not authorize the occupancy of any structures until the project applicant(s) have obtained a Certificate of Occupancy from the City of Folsom Community Development Department verifying that all fire prevention items have been addressed on-site to the satisfaction of the City of Folsom Fire Department and/or the EDHFD for the 178-acre area of the SPA within the EDHFD service area.</p>				
3A.14-3 (FPASP EIR/EIS)	<p>Incorporate Fire Flow Requirements into Project Designs. The project applicant(s) of all project phases shall incorporate into their project designs fire flow requirements based on the California Fire Code, Folsom Fire Code, and/or EDHFD for those areas of the SPA within the EDHFD service area and shall verify to City of Folsom Fire Department that adequate water flow is available, prior to approval of improvement plans and issuance of occupancy permits or final inspections for all project phases.</p>	Project applicant	Before issuance of building permits and issuance of occupancy permits or final inspections for all project phases.	City of Folsom Fire Department, City of Folsom Community Development Department	
Traffic and Transportation					
3A.15-1a (FPASP EIR/EIS)	<p>The Applicant Shall Pay a Fair Share to Fund the Construction of Improvements to the Folsom Boulevard/Blue Ravine Road Intersection (Intersection 1). To ensure that the Folsom Boulevard/Blue Ravine Road intersection operates at an acceptable LOS, the eastbound approach must be reconfigured to consist of two left-turn lanes, one through lane, and one right-turn lane. The applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by applicant, to reduce the impacts to the Folsom Boulevard/Blue Ravine Road intersection (Intersection 1).</p>	Project applicant; City of Folsom Public Works Department	A phasing analysis shall be performed prior to approval of the first subdivision map to determine when the improvement should be implemented and when fair share funding should be paid.	City of Folsom Public Works Department	
3A.15-1b (FPASP EIR/EIS)	<p>The Applicant Shall Pay a Fair Share to Fund the Construction of Improvements at the Sibley Street/Blue Ravine Road Intersection (Intersection 2). To ensure that the Sibley Street/Blue Ravine Road intersection operates at an acceptable LOS, the northbound approach must be reconfigured to consist of two left-turn lanes, two through lanes, and one right-turn lane. The applicant shall pay its proportionate share of funding of</p>	Project applicant; City of Folsom Public Works Department	A phasing analysis shall be performed prior to approval of the first subdivision map to determine when the improvement should be	City of Folsom Public Works Department	

Mitigation Number (Source)	Mitigation Measures	Implementation Responsibility	Timing	Monitoring Agency	Verification
	improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by applicant, to reduce the impacts to the Sibley Street/Blue Ravine Road intersection (Intersection 2).		implemented and when fair share funding should be paid.		
3A.15-1c (FPASP EIR/EIS)	The Applicant Shall Fund and Construct Improvements to the Scott Road (West)/White Rock Road Intersection (Intersection 28). To ensure that the Scott Road (West)/White Rock Road intersection operates at an acceptable LOS, a traffic signal must be installed.	Project applicant; City of Folsom Public Works Department	A phasing analysis shall be performed prior to approval of the first subdivision map to determine when the improvement should be implemented.	City of Folsom Public Works Department	
3A.15-1e (FPASP EIR/EIS)	Fund and Construct Improvements to the Hillside Drive/Easton Valley Parkway Intersection (Intersection 41). To ensure that the Hillside Drive/Easton Valley Parkway intersection operates at an acceptable LOS, the eastbound approach must be reconfigured to consist of one dedicated left turn lane and two through lanes, and the westbound approach must be reconfigured to consist of two through lanes and one dedicated right-turn lane. The applicant shall fund and construct these improvements.	Project applicant; City of Folsom Public Works Department	A phasing analysis shall be performed prior to approval of the first subdivision map to determine when the improvement should be implemented.	City of Folsom Public Works Department	
3A.15-1f (FPASP EIR/EIS)	Fund and Construct Improvements to the Oak Avenue Parkway/Middle Road Intersection (Intersection 44). To ensure that the Oak Avenue Parkway/Middle Road intersection operates at an acceptable LOS, control all movements with a stop sign. The applicant shall fund and construct these improvements.	Project applicant; City of Folsom Public Works Department	A phasing analysis shall be performed prior to approval of the first subdivision map to determine when the improvement should be implemented.	City of Folsom Public Works Department	
3A.15-1h (FPASP EIR/EIS)	Participate in Fair Share Funding of Improvements to Reduce Impacts to the Hazel Avenue/Folsom Boulevard Intersection (Sacramento County Intersection 2). To ensure that the Hazel Avenue/Folsom Boulevard intersection operates at an acceptable LOS, this intersection must be grade separated including "jug handle" ramps. No at grade improvement is feasible. Grade separating and extended (south) Hazel Avenue with improvements to the U.S. 50/Hazel Avenue interchange is a mitigation measure for the approved Easton-Glenbrough Specific Plan development project. The applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a program established by that agency to reduce the impacts to the Hazel Avenue/Folsom Boulevard intersection (Sacramento County Intersection 2).	Project applicant; Sacramento County Public Works Department and Caltrans	A phasing analysis shall be performed prior to approval of the first subdivision map to determine when the improvement should be implemented.	Sacramento County Public Works Department and Caltrans	

Mitigation Number (Source)	Mitigation Measures	Implementation Responsibility	Timing	Monitoring Agency	Verification
3A.15-1i (FPASP EIR/EIS)	Participate in Fair Share Funding of Improvements to Reduce Impacts on the Grant Line Road/White Rock Road Intersection and to White Rock Road widening between the Rancho Cordova City limit to Prairie City Road (Sacramento County Intersection 3). Improvements must be made to ensure that the Grant Line Road/White Rock Road intersection operates at an acceptable LOS. The currently County proposed White Rock Road widening project will widen and realign White Rock Road from the Rancho Cordova City limit to the El Dorado County line (this analysis assumes that the Proposed Project and build alternatives will widen White Rock Road to five lanes from Prairie City road to the El Dorado County Line). This widening includes improvements to the Grant Line Road intersection and realigning White Rock Road to be the through movement. The improvements include two eastbound through lanes, one eastbound right turn lane, two northbound left turn lanes, two northbound right turn lanes, two westbound left turn lanes and two westbound through lanes. This improvement also includes the signalization of the White Rock Road and Grant Line Road intersection. With implementation of this improvement, the intersection would operate at an acceptable LOS A. The applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a program established by that agency to reduce the impacts to the Grant Line Road/White Rock Road intersection (Sacramento County Intersection 3).	Project applicant; Sacramento County Public Works Department	Before project build out. Design of the White Rock Road widening to four lanes, from Grant Line Road to Prairie City Road, with Intersection improvements has begun, and because this widening project is environmentally cleared and fully funded, it's construction is expected to be complete before the first phase of the Proposed Project or alternative is built.	Sacramento County Public Works Department	
3A.15-1j (FPASP EIR/EIS)	Participate in Fair Share Funding of Improvements to Reduce Impacts on Hazel Avenue between Madison Avenue and Curragh Downs Drive (Roadway Segment 10). To ensure that Hazel Avenue operates at an acceptable LOS between Curragh Downs Drive and Gold Country Boulevard, Hazel Avenue must be widened to six lanes. This improvement is part of the County adopted Hazel Avenue widening project.	Sacramento County Public Works Department	Before project build out. Construction of phase two of the Hazel Avenue widening, from Madison Avenue to Curragh Downs Drive, is expected to be completed by year 2013, before the first phase of the Proposed Project or alternative is complete. The applicant shall pay its proportionate share of funding of improvements to the	Sacramento County Public Works Department	

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

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

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

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

Mitigation Number (Source)	Mitigation Measures	Implementation Responsibility	Timing	Monitoring Agency	Verification
3A.15-1y (FPASP EIR/EIS)	Participate in Fair Share Funding of Improvements to Reduce Impacts on U.S. 50 Eastbound/Prairie City Road Direct Merge (Freeway Merge 6). 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).	Project applicant; City of Folsom Public Works Department	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	
3A.15-1z (FPASP EIR/EIS)	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). To ensure that Eastbound U.S. 50 operates at an acceptable LOS at the Prairie City Road flyover on-ramp to Oak Avenue Parkway off-ramp weave, an improvement acceptable to Caltrans should be implemented to eliminate the unacceptable weaving conditions. Such an improvement may involve a "braided ramp". The applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by applicant, to reduce the impacts to the U.S. 50 Eastbound / Prairie City Road flyover on-ramp to Oak Avenue Parkway off-ramp weave (Freeway Weave 8).	Project applicant; City of Folsom Public Works Department	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	
3A.15-1aa (FPASP EIR/EIS)	Participate in Fair Share Funding of Improvements to Reduce Impacts on U.S. 50 Eastbound/Oak Avenue Parkway Loop Merge (Freeway Merge 9). To ensure that Eastbound U.S. 50 operates at an acceptable LOS at the Oak Avenue Parkway loop merge, an auxiliary lane to the East Bidwell Street – Scott Road diverge must be constructed. This auxiliary lane improvement is included in the proposed 50 Corridor Mobility Fee Program. The applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by applicant, to reduce the impacts to the U.S. 50 Eastbound/ Oak Avenue Parkway loop merge (Freeway Merge 9).	Project applicant; City of Folsom Public Works Department	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	
3A.15-1dd (FPASP EIR/EIS)	Participate in Fair Share Funding of Improvements to Reduce Impacts on U.S. 50 Westbound/Empire Ranch Road Loop Ramp Merge (Freeway Merge 23). 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	Project applicant; City of Folsom Public Works Department	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to	City of Folsom Public Works Department	

Mitigation Number (Source)	Mitigation Measures	Implementation Responsibility	Timing	Monitoring Agency	Verification
	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).		determine during which project phase the improvement should be built.		
3A.15-1ee (FPASP EIR/EIS)	Participate in Fair Share Funding of Improvements to Reduce Impacts on U.S. 50 Westbound/Oak Avenue Parkway Loop Ramp Merge (Freeway Merge 29). 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).	Project applicant; City of Folsom Public Works Department	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	
3A.15-1ff (FPASP EIR/EIS)	Participate in Fair Share Funding of Improvements to Reduce Impacts on U.S. 50 Westbound/Prairie City Road Loop Ramp Merge (Freeway Merge 32). To ensure that Westbound U.S. 50 operates at an acceptable LOS at the Prairie City Road loop ramp merge, an auxiliary lane to the Folsom Boulevard off ramp diverge must be constructed. This auxiliary lane improvement is included in the proposed 50 Corridor Mobility Fee Program. The applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by applicant, to reduce the impacts to the U.S. 50 Westbound/Prairie City Road Loop Ramp Merge (Freeway Merge 32).	Project applicant; City of Folsom Public Works Department and Sacramento County Department of Transportation	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	
3A.15-1gg (FPASP EIR/EIS)	Participate in Fair Share Funding of Improvements to Reduce Impacts on U.S. 50 Westbound/Prairie City Road Direct Ramp Merge (Freeway Merge 33). 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).	Project applicant; City of Folsom Public Works Department and Sacramento County Department of Transportation	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	

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

Mitigation Number (Source)	Mitigation Measures	Implementation Responsibility	Timing	Monitoring Agency	Verification
	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.				
3A.15-2b (FPASP EIR/EIS)	Participate in the City's Transportation System Management Fee Program. 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.	Project applicant; City of Folsom	Concurrent with construction for all project phases.	City of Folsom Public Works Department	
3A.15-2c (FPASP EIR/EIS)	Participate with the 50 Corridor Transportation Management Association. The project applicant(s) for any particular discretionary development application shall join and participate with the 50 Corridor Transportation Management Association to reduce the number of single-occupant automobile travel on area roadways and intersections.	Project applicant; 50 Corridor Transportation Management Association	Concurrent with construction for all project phases.	City of Folsom Public Works Department	
3A.15-3 (FPASP EIR/EIS)	Pay Full Cost of Identified Improvements that Are Not Funded by the City's Fee Program. 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.	Project applicant; City of Folsom	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	
3A.15-4a (FPASP EIR/EIS)	The Applicant Shall Pay a Fair Share to Fund the Construction of Improvements to the Sibley Street/Blue Ravine Road Intersection (Folsom Intersection 2). 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).	Project applicant; City of Folsom Public Works Department	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	
3A.15-4b (FPASP EIR/EIS)	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). 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	Project applicant; City of Folsom Public Works Department	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which	City of Folsom Public Works Department	

Mitigation Number (Source)	Mitigation Measures	Implementation Responsibility	Timing	Monitoring Agency	Verification
	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.		project phase the improvement should be built.		
3A.15-4c (FPASP EIR/EIS)	The Applicant Shall Pay a Fair Share to Fund the Construction of Improvements to the East Bidwell Street/College Street Intersection (Folsom Intersection 7). 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).	Project applicant; City of Folsom Public Works Department	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	
3A.15-4d (FPASP EIR/EIS)	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). 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.	Project applicant; City of Folsom Public Works Department	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	
3A.15-4e (FPASP EIR/EIS)	The Applicant Shall Pay a Fair Share to Fund the Construction of Improvements to the Serpa Way/ Iron Point Road Intersection (Folsom Intersection 23). 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).	Project applicant; City of Folsom Public Works Department	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	

Mitigation Number (Source)	Mitigation Measures	Implementation Responsibility	Timing	Monitoring Agency	Verification
3A.15-4f (FPASP EIR/EIS)	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). 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).	Project applicant; City of Folsom Public Works Department	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	
3A.15-4g (FPASP EIR/EIS)	The Applicant Shall Fund and Construct Improvements to the Oak Avenue Parkway/Easton Valley Parkway Intersection (Folsom Intersection 33). 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.	Project applicant; City of Folsom Public Works Department	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	
3A.15-4i (FPASP EIR/EIS)	Participate in Fair Share Funding of Improvements to Reduce Impacts on the Grant Line Road/White Rock Road Intersection (Sacramento County Intersection 3). To ensure that the Grant Line Road/White Rock Road intersection operates at an acceptable LOS E or better this intersection should be replaced by some type of grade separated intersection or interchange. Improvements to this intersection are identified in the Sacramento County's Proposed General Plan. Implementation of these improvements would assist in reducing traffic impacts on this intersection by providing acceptable operation. Intersection improvements must be implemented by Sacramento County. The applicant shall pay its proportionate share of funding of improvements to the agency responsible	Sacramento County Department of Transportation.	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.	

Mitigation Number (Source)	Mitigation Measures	Implementation Responsibility	Timing	Monitoring Agency	Verification
	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).				
3A.15-4j (FPASP EIR/EIS)	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). 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.	Sacramento County Department of Transportation.	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.	
3A.15-4k (FPASP EIR/EIS)	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). 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.	Sacramento County Department of Transportation.	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.	
3A.15-4l (FPASP EIR/EIS)	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). 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.	Sacramento County Department of Transportation.	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to	Sacramento County Department of Transportation.	

Mitigation Number (Source)	Mitigation Measures	Implementation Responsibility	Timing	Monitoring Agency	Verification
	<p>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>		<p>determine during which project phase the improvement should be built.</p>		
<p>3A.15-4m (FPASP EIR/EIS)</p>	<p>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). 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>	<p>Sacramento County Department of Transportation.</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>	
<p>3A.15-4n (FPASP EIR/EIS)</p>	<p>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). 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>	<p>Sacramento County Department of Transportation.</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>	

Mitigation Number (Source)	Mitigation Measures	Implementation Responsibility	Timing	Monitoring Agency	Verification
3A.15-4o (FPASP EIR/EIS)	Participate in Fair Share Funding of Improvements to Reduce Impacts on the White Rock Road/Carson Crossing Road Intersection (El Dorado County 1). 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).	Sacramento County Department of Transportation.	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.	
3A.15-4p (FPASP EIR/EIS)	Participate in Fair Share Funding of Improvements to Reduce Impacts on the Hazel Avenue/U.S. 50 Westbound Ramps Intersection (Caltrans Intersection 1). 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).	Sacramento County Department of Transportation.	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.	
3A.15-4q (FPASP EIR/EIS)	Participate in Fair Share Funding of Improvements to Reduce Impacts on Eastbound US 50 between Zinfandel Drive and Sunrise Boulevard (Freeway Segment 1). 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).	Sacramento County Department of Transportation.	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.	

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

Mitigation Number (Source)	Mitigation Measures	Implementation Responsibility	Timing	Monitoring Agency	Verification
	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).		project phase the improvement should be built.		
3A.15-4u (FPASP EIR/EIS)	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). To ensure that Eastbound US 50 operates at an acceptable LOS, the northbound Prairie City Road slip on ramp should start the eastbound auxiliary lane that extends to and drops at the Oak Avenue Parkway off ramp (see mitigation measure 3A.15-4u, w and x), and the southbound Prairie City Road flyover on ramp should be braided over the Oak Avenue Parkway off ramp and start an extended full auxiliary lane to the East Bidwell Street – Scott Road off ramp. Improvements to this freeway segment must be implemented by Caltrans. The applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by applicant, to reduce the impacts to the U.S. 50 Eastbound / Prairie City Road slip ramp merge (Freeway Merge 6).	Sacramento County Department of Transportation.	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.	
3A.15-4v (FPASP EIR/EIS)	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). 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).	Sacramento County Department of Transportation.	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.	

Mitigation Number (Source)	Mitigation Measures	Implementation Responsibility	Timing	Monitoring Agency	Verification
3A.15-4w (FPASP EIR/EIS)	Participate in Fair Share Funding of Improvements to Reduce Impacts on U.S. 50 Eastbound / Oak Avenue Parkway Loop Ramp Merge (Freeway Merge 8). 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).	Sacramento County Department of Transportation.	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.	
3A.15-4x (FPASP EIR/EIS)	Participate in Fair Share Funding of Improvements to Reduce Impacts on U.S. 50 Westbound / Empire Ranch Road Loop Ramp Merge (Freeway Merge 27). 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).	Sacramento County Department of Transportation.	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.	
3A.15-4y (FPASP EIR/EIS)	Participate in Fair Share Funding of Improvements to Reduce Impacts on U.S. 50 Westbound / Prairie City Road Loop Ramp Merge (Freeway Merge 35). 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).	Sacramento County Department of Transportation.	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.	

Mitigation Number (Source)	Mitigation Measures	Implementation Responsibility	Timing	Monitoring Agency	Verification
4.17-1 (Addendum)	<p>Signage Prohibiting U-Turns on Alder Creek Parkway. Prior to building occupancy, the project applicant shall ensure the following have been implemented.</p> <ul style="list-style-type: none"> ▶ Post "No U-Turn" signs (CA MUTCD R3-4 or similar) along Alder Creek Parkway at Quail Meadow Way, facing the eastbound approach, in the median on the near and far side of the intersection, prohibiting eastbound U-turns. ▶ Post "No U-Turn" signs (CA MUTCD R3-4 or similar) along Alder Creek Parkway at Placerville Road, facing the eastbound approach, in the median on the near and far side of the intersection, prohibiting eastbound U-turns. 	Project applicant	Concurrent with construction of circulation improvements.	City of Folsom Community Development Department	
Utilities and Service Systems					
3A.16-1 (FPASP EIR/EIS)	<p>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. Before the approval of the final map and issuance of building permits for all project phases, the project applicant(s) of all project phases shall submit proof to the City of Folsom that an adequate wastewater conveyance system either has been constructed or is ensured through payment of the City's facilities augmentation fee as described under the Folsom Municipal Code Title 3, Chapter 3.40, "Facilities Augmentation Fee – Folsom South Area Facilities Plan," or other sureties to the City's satisfaction. Both on-site wastewater conveyance infrastructure and off-site force main sufficient to provide adequate service to the project shall be in place for the amount of development identified in the tentative map before approval of the final map and issuance of building permits for all project phases, or their financing shall be ensured to the satisfaction of the City.</p>	Project applicant	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	
3A.16-3 (FPASP EIR/EIS)	<p>Demonstrate Adequate SRWTP Wastewater Treatment Capacity. The project applicant(s) of all project phases shall demonstrate adequate capacity at the SRWTP for new wastewater flows generated by the project. This shall involve preparing a tentative map-level study and paying connection and capacity fees as identified by SRCSD. Approval of the final map and issuance of building permits for all project phases shall not be granted until the City verifies adequate SRWTP capacity is available for the amount of development identified in the tentative map.</p>	Project applicant	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	

Mitigation Number (Source)	Mitigation Measures	Implementation Responsibility	Timing	Monitoring Agency	Verification
3A.18-1 (FPASP EIR/EIS)	<p>Submit Proof of Surface Water Supply Availability. 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.</p>	Project applicant	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	
3A.18-2a (FPASP EIR/EIS)	<p>Submit Proof of Adequate Off-Site Water Conveyance Facilities and Implement Off-Site Infrastructure Service System or Ensure That Adequate Financing Is Secured. 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>	Project applicant	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	
3A.18-2b (FPASP EIR/EIS)	<p>Demonstrate Adequate Off-Site Water Treatment Capacity (if the Off-Site Water Treatment Plant Option is Selected). 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</p>	Project applicant	Before approval of final maps and issuance of building permits for any project phases.	City of Folsom Community Development Department and City of Folsom	

Mitigation Number (Source)	Mitigation Measures	Implementation Responsibility	Timing	Monitoring Agency	Verification
	<p>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>			Public Works Department	
Additional Measures					
<p>Cumulative Mitigation Measure AIR-1-Land (FPASP EIR/EIS)</p>	<p>Implement East Sacramento Regional Aggregate Mining Truck Management Plan or Other Measures to Reduce Exposure of Sensitive Receptors to Operational Emissions of Toxic Air Contaminants from Quarry Truck Traffic. The City of Folsom is a participant in the development of an East Sacramento Regional Aggregate Mining Truck Management Plan (TMP), a cooperative effort led by the County of Sacramento, with the input of the City of Folsom, the City of Rancho Cordova and other interested parties, including representatives of quarry project applicants. When the County Board of Supervisors approved entitlements for the Teichert quarry project in November 2010, it also adopted conditions of approval and a development agreement that requires Teichert's participation in, and fair share funding of, a TMP to implement roadway capacity and safety improvements required to improve the compatibility of truck traffic from the quarries with the future urban development in the Folsom Specific Plan area and other jurisdictions that will be affected by quarry truck traffic. The development agreement adopted by the County for the Teichert project imposes limits on the amounts of annual aggregate sales from Teichert's facility until a TMP is adopted. The City of Folsom does not have direct jurisdiction over the Teichert, DeSilva Gates, or Walltown quarry project applicants as these projects are located within the unincorporated portion of the County. The County, as the agency with the primary authority over the quarries, has indicated that it intends to prepare an environmental analysis in accordance with CEQA prior to adoption of a TMP. The City's authority to control the activities of the quarry trucks includes restrictions or other actions, such as the approval and implementation of specialized road improvements to accommodate quarry truck traffic, that would be applicable within the City's jurisdictional boundaries. For the foregoing reasons, the City of Folsom considers itself a "responsible agency" (as that</p>	<p>Quarry project applicant(s) and the City of Folsom.</p>	<p>Prior to approval of first tentative map or discretionary approval within SPA that would place sensitive receptors along roadways that quarry trucks would reasonably use to access U.S. Highway 50.</p>	<p>City of Folsom Community Development Department</p>	

Mitigation Number (Source)	Mitigation Measures	Implementation Responsibility	Timing	Monitoring Agency	Verification
	<p>term is defined at State CEQA Guidelines, CCR Section 15381), in that it has some discretionary power over some elements of a future TMP, if such TMP calls for improvements or other activities on roadways within the jurisdiction of the City. In a responsible agency role, the City would follow the process specified in the CEQA Guidelines for consideration and approval of the environmental analysis prepared by the County for a TMP after such documentation is prepared and adopted by the County. (State CEQA Guidelines, CCR Section 15096.)</p> <p>Because no final project description for a TMP has been developed as of the completion of this FEIR/FEIS, the City would have to speculate as to those portions of a TMP that might be proposed for implementation within its jurisdiction, or the impacts that could arise from the implementation of as-yet uncertain components. Accordingly, formulation of the precise means of mitigating the potential cumulative air quality impacts pursuant to the TMP is not currently feasible or practical. However, as the preferred, feasible, and intended mitigation strategy to address the cumulative impacts of quarry truck traffic through the SPA, the City shall implement, or cause to be implemented those portions of the TMP (as described above) that are within its authority to control. In implementing the TMP, the City shall ensure that the TMP or traffic measures imposed by the City within the SPA reduce the risk of cancer to sensitive receptors along routes within the SPA from toxic air contaminant emissions to no more than 296 in one million (SMAQMD 2009, March, Recommended Protocol for Evaluating the Location of Sensitive Land Uses Adjacent to Major Roadways, Version 2.2:7), or such different threshold of significance mandated by SMAQMD or ARB at the time, if any. With this mitigation, the cumulative air quality impacts from truck toxic air contaminants would be less than significant.</p> <p>As an alternative (or in addition) to implementing the TMP within the SPA, the following measures could (and should) be voluntarily implemented by the quarry project applicant(s) (Teichert, DeSilva Gates, and Granite [Walltown]) to help ensure exposure of sensitive receptors to TACs generated by quarry truck traffic to the 296-in-one-million threshold of significance identified above. The City encourages implementation of the following measures:</p> <ul style="list-style-type: none"> ▶ The quarry project applicant(s) should meet with the City of Folsom to discuss mitigation strategies, implementation, and cost. 				

Mitigation Number (Source)	Mitigation Measures	Implementation Responsibility	Timing	Monitoring Agency	Verification
	<p>▶ A site-specific, project-level screening analysis and/or Health Risk Assessment (HRA) should be conducted by the City of Folsom and funded by the truck applicant(s) for all proposed sensitive receptors (e.g., residences, schools) in the SPA that would be located along the sides of roadway segments that are identified in Table 4-4 as being potentially significant under any of the analyzed scenarios. Each project-level analysis shall be performed according to the standards set forth by SMAQMD for the purpose of disclosure to the public and decision makers. The project-level analysis shall account for the location of the receptors relative to the roadway, their distance from the roadway, the projected future traffic volume for the year 2030 (including the proportion of diesel trucks), and emission rates representative of the vehicle fleet for the year when the sensitive land uses would first become operational and/or occupied. If the incremental increase in cancer risk determined by in the HRA exceeds 296 in one million (or a different threshold of significance recommended by SMAQMD or ARB at the time, if any), then project design mitigation should be employed, which may include the following:</p> <ul style="list-style-type: none"> ▪ Increase the setback distance between the roadway and affected receptor. If this mitigation measure is determined by the City of Folsom to be necessary, based on the results of the HRA, the quarry truck applicant(s) should pay the Folsom South of U.S. 50 Specific Plan project applicant(s) and the City of Folsom a fee that shall serve as compensation for lost development profit and lost City tax revenues, all as determined by the parties. Said mitigation fee shall be determined in consultation with the quarry project applicant(s), the Folsom South of U.S. 50 Specific Plan project applicant(s), and the City of Folsom. No quarry trucks shall be allowed to pass on any roadway segment immediately adjacent to or within the SPA until said mitigation fees are paid. ▪ Implement tiered tree planting of fine-needle species, such as redwood, along the near side of the roadway segments and, if feasible, along the roadway 500 feet in both directions of the initial planting (e.g., 500 feet north and south of a roadway that runs east-west) to enhance the dispersion and filtration of mobile-source TACs associated with the adjacent roadway. These trees should be planted at a density such that a solid visual buffer is achieved after the trees reach maturity, which breaks the line of sight between U.S. 50 and the 				

Mitigation Number (Source)	Mitigation Measures	Implementation Responsibility	Timing	Monitoring Agency	Verification
	<p>proposed homes. These trees should be planted before occupation of any affected sensitive land uses. This measure encourages the planting of these trees in advance of the construction of potentially affected receptors to allow the trees to become established and progress toward maturity. The life of these trees should be maintained through the duration of the quarry projects. The planting, cost, and ongoing maintenance of these trees should be funded by the quarry project applicant(s).</p> <ul style="list-style-type: none"> ▪ To improve the indoor air quality at affected receptors, implement the following measures before the occupancy of the affected residences and schools: ▪ equip all affected residences and school buildings developed in the SPA with High Efficiency Partide Arresting (HEPA) filter systems at all mechanical air intake points to the interior rooms; ▪ use the heating, ventilation, and air conditioning (HVAC) systems to maintain all residential units under positive pressure at all times; ▪ locate air intake systems for HVAC as far away from roadway air pollution sources as possible; and ▪ develop and implement an ongoing education and maintenance plan about the filtration systems associated with HVAC for residences and schools. <p>To the extent this indoor air quality mitigation would not already be implemented as part of the Folsom South of U.S. 50 Specific Plan project development, this mitigation should be paid for by the quarry project applicant(s) before any quarry trucks are allowed to pass on any roadway that is within 400 feet of any residence or school within the SPA.</p>				
<p>Cumulative Mitigation Measure NOISE-1-Land (FPASP EIR/EIS)</p>	<p>Implement East Sacramento Regional Aggregate Mining Truck Management Plan or Other Measures to Reduce Exposure of Sensitive Receptors to Operational Noise from Quarry Truck Traffic. The City of Folsom is a participant in the development of an East Sacramento Regional Aggregate Mining Truck Management Plan (TMP), a cooperative effort led by the County of Sacramento, with the input of the City of Folsom, the City of Rancho Cordova and other interested parties, including representatives of quarry project applicants. When the County Board of Supervisors approved entitlements for the Teichert quarry project in November 2010, it also adopted conditions of approval and a development agreement that requires Teichert's participation in, and fair share funding of, a TMP to implement</p>	<p>Quarry project applicant(s) and the City of Folsom.</p>	<p>Prior to approval of first tentative map or discretionary approval within SPA that would place sensitive receptors along roadways that quarry trucks would reasonably use to access U.S. 50.</p>	<p>City of Folsom Community Development Department</p>	

Mitigation Number (Source)	Mitigation Measures	Implementation Responsibility	Timing	Monitoring Agency	Verification
	<p>roadway capacity and safety improvements required to improve the compatibility of truck traffic from the quarries with the future urban development in the SPA and other jurisdictions that will be affected by quarry truck traffic. The development agreement adopted by the County for the Teichert project imposes limits on the amounts of annual aggregate sales from Teichert's facility until a TMP is adopted. The City of Folsom does not have direct jurisdiction over the Teichert, DeSilva Gates, or Walltown quarry project applicants as these projects are located within the unincorporated portion of the County. The County, as the agency with the primary authority over the quarries, has indicated that it intends to prepare an environmental analysis in accordance with CEQA prior to adoption of a TMP. The City's authority to control the activities of the quarry trucks includes restrictions or other actions, such as the approval and implementation of specialized road improvements to accommodate quarry truck traffic, that would be applicable within the City's jurisdictional boundaries. For the foregoing reasons, the City of Folsom considers itself a "responsible agency" (as that term is defined at State CEQA Guidelines, CCR Section 15381), in that it has some discretionary power over some elements of a future TMP, if such TMP calls for improvements or other activities on roadways within the jurisdiction of the City. In a responsible agency role, the City would follow the process specified in the CEQA Guidelines for consideration and approval of the environmental analysis prepared by the County for a TMP after such documentation is prepared and adopted by the County. (State CEQA Guidelines, CCR Section 15096.)</p> <p>Because no final project description for a TMP has been developed as of the completion of this FEIR/FEIS, the City would have to speculate as to those portions of a TMP that might be proposed for implementation within its jurisdiction, or the impacts that could arise from the of as yet uncertain components. Accordingly, formulation of the precise means of mitigating the potential cumulative noise impacts pursuant to the TMP is not currently feasible or practical. However, as the preferred, feasible, and intended mitigation strategy to address the cumulative impacts of quarry truck traffic through the SPA, the City shall implement, or cause to be implemented those portions of the TMP (as described above) that are within its authority to control. In implementing the TMP, the City shall ensure that the TMP or traffic measures imposed by the City within the SPA reduce the traffic noise exposure to sensitive receptors along routes within the SPA so as to ensure that sensitive receptors are not exposed to interior noise levels in excess of</p>				

Mitigation Number (Source)	Mitigation Measures	Implementation Responsibility	Timing	Monitoring Agency	Verification
	<p>45 dBA, or increases in interior noise levels of 3 dBA or more, whichever is more restrictive. With this mitigation, the cumulative noise impacts from truck traffic would be less than significant.</p> <p>As an alternative (or in addition) to implementing the TMP within the SPA, the following measures could (and should) be voluntarily implemented by the quarry project applicant(s) (Teichert, DeSilva Gates, and Granite [Walltown]) to help ensure interior noise levels for sensitive receptors to noise generated by quarry truck traffic would not exceed 45 dBA or increase of 3 dBA over existing conditions, as identified above. The City encourages implementation of the following measures:</p> <ul style="list-style-type: none"> ▶ The quarry project applicant(s) should meet with the City of Folsom to discuss mitigation strategies, implementation, and cost. ▶ A site-specific, project-level screening analysis should be conducted by the City of Folsom and funded by the quarry truck applicant(s) for all proposed sensitive receptors (e.g., residences, schools) in the SPA that would be located along the sides of roadway segments that are identified in Table 4-8 as being potentially significant under any of the analyzed scenarios. The analysis should be conducted using an approved three dimensional traffic noise modeling program (i.e., TNM or SoundPlan). Each project-level analysis should be performed according to the standards set forth by the City of Folsom for the purpose of disclosure to the public and decision makers. The project-level analysis should account for the location of the receptors relative to the roadway, their distance from the roadway, and the projected future traffic volume for the year 2030 (including the percentage of heavy trucks). If the incremental increase in traffic noise levels are determined to exceed the threshold of significance recommended by the City of Folsom, then design mitigation should be employed, which may include the following: <ul style="list-style-type: none"> ▶ Model the benefits of soundwalls (berm/wall combination) along the quarry truck hauling roadways and affected receptors not to exceed a total height of eight feet (two-foot berm and six-foot concrete mason wall). If this mitigation measure is determined by the City of Folsom to be inadequate, additional three dimensional traffic noise modeling should be conducted with the inclusion of rubberized asphalt at the expense of the quarry truck applicant(s). No quarry trucks should be allowed to pass on any roadway segment immediately adjacent to or 				

Mitigation Number (Source)	Mitigation Measures	Implementation Responsibility	Timing	Monitoring Agency	Verification
	<p>within the SPA until said mitigation has been agreed upon by the City of Folsom and fees for construction of said mitigation are paid by the quarry truck applicant(s).</p> <ul style="list-style-type: none"> ▶ Implement the installation of rubberized asphalt (quiet pavement) on roadway segments adjacent to sensitive receptors that carry quarry trucks if soundwalls do not provide adequate reduction of traffic noise levels. The inclusion of rubberized asphalt would provide an additional 3 to 5 dB of traffic noise reduction. The cost of construction using rubberized asphalt should be borne by the quarry truck applicant(s). Said mitigation fee should be determined in consultation with the quarry project applicant(s), the Folsom South of U.W. 50 Specific Plan project applicant(s), and the City of Folsom. No quarry trucks should be allowed to pass on any roadway segment immediately adjacent to or within the SPA until said mitigation fees are paid. ▶ To improve the indoor noise levels at affected receptors, implement the following measures before the occupancy of the affected residences and schools: <ul style="list-style-type: none"> ▪ Conduct an interior noise analysis once detailed construction plans of residences adjacent to affected roadways are available to determine the required window package at second and third floor receptors to achieve the interior noise level standard of 45 dB Ldn without quarry trucks. ▪ Determine the interior quarry truck traffic noise level increases at second and third floor receptors adjacent to affected roadways compared to no quarry truck conditions. Window package upgrades are expected to be necessary due to the traffic noise level increases caused by quarry trucks along affected roadways. Quarry truck applicant(s) should pay for the cost of window package upgrades (increased sound transmission class rated windows) required to achieve the interior noise level standard of 45 dB Ldn with the inclusion of quarry truck traffic. <p>To the extent this noise mitigation would not already be implemented as part of the Folsom South of U.W. 50 Specific Plan project development, this mitigation should be paid for by the quarry project applicant(s) before any quarry trucks are allowed to pass on any roadway that is within 400 feet of any residence or school within the SPA.</p>				

Mitigation Number (Source)	Mitigation Measures	Implementation Responsibility	Timing	Monitoring Agency	Verification
N/A	<p>Coordinate and Fund the Backbone Infrastructure and Off-Site Water Facility Alternative. The project applicant shall participate in the FPASP owners' group and shall fund and contribute their fair share to the backbone infrastructure and off-site water facility alternative improvements. The project applicant shall coordinate with owners' group to implement the following measures detailed in the <i>Folsom South of U.S. Highway 50 Backbone Infrastructure Mitigated Negative Declaration</i> (December 2014):</p> <ul style="list-style-type: none"> ▶ Backbone MND Mitigation Measure I-1: Design above ground pump station and storage tank facilities to reduce visual impacts. ▶ Backbone MND Mitigation Measure I-2: Develop and implement a landscaping plan for pump station and storage tank facilities to reduce visual impacts. ▶ Backbone MND Mitigation Measure III-1: Prepare and Implement NOX Reduction Plan ▶ Backbone MND Mitigation Measure III-2: Pay Off-site Mitigation Fee to SMAQMD to off-set NOX Emissions Generated by Construction. ▶ Backbone MND Mitigation Measure III-4: Implement A Site Investigation to Determine the Presence of NOA and, if necessary, Prepare and Implement an Asbestos Dust Control Plan. ▶ Backbone MND Mitigation Measure IV-1: Conduct Special-Status Plant Surveys; Implement Avoidance and Mitigation Measures or Compensatory Mitigation ▶ Backbone MND Mitigation Measure IV-2: Implement Conditions of the Biological Opinion (BO) for Federally Listed Vernal Pool Invertebrates. ▶ Backbone MND Mitigation Measure IV-3: Implement Conditions of the Biological Opinion for Impacts on Valley Elderberry Longhorn Beetle. ▶ Backbone MND Mitigation Measure IV-4: Western Spadefoot Toad ▶ Backbone MND Mitigation Measure IV-5: Western Pond Turtle ▶ Backbone MND Mitigation Measure IV-6(a): Swainson's Hawk Nesting Habitat ▶ Backbone MND Mitigation Measure IV-6(b): Swainson's Hawk Foraging Habitat ▶ Backbone MND Mitigation Measure IV-7: Tricolored Blackbird ▶ Backbone MND Mitigation Measure IV-8: Nesting Raptors 	Project applicant	<p>Before approval of final maps and issuance of building permits for any project phase, the project applicant shall demonstrate to the City's satisfaction the fair share contribution towards implementation of Backbone Infrastructure and Off-Site Water Facility improvements and associated required mitigation as identified in the <i>Folsom South of U.S. Highway 50 Backbone Infrastructure Mitigated Negative Declaration</i> (December 2014) or the <i>Revised Proposed Off-Site Water Facility Alternative Addendum to the FPASP EIR/EIS</i> (approved December 2012); as applicable.</p>	<p>City of Folsom Community Development Department and City of Folsom Public Works Department</p>	

Mitigation Number (Source)	Mitigation Measures	Implementation Responsibility	Timing	Monitoring Agency	Verification
	<ul style="list-style-type: none"> ▶ Backbone MND Mitigation Measure IV-9: Nesting Special Status Birds and Migratory Birds ▶ Backbone MND Mitigation Measure IV-10: Special-Status Bats ▶ Backbone MND Mitigation Measure IV-12: Implement Section 1602 Master Streambed Alteration Agreement ▶ Backbone MND Mitigation Measure IV-13: Conduct Surveys to Identify and Map Valley Needlegrass Grassland; Implement Avoidance and Minimization Measures or Compensatory Mitigation, if necessary ▶ Backbone MND Mitigation Measure IV-14: Secure Amended Clean Water Act Section 404 Permit and Section 401 Permit and Implement All Permit Conditions; Ensure No Net Loss of Functions of Wetlands, Other Waters of the U.S., and Waters of the State ▶ Backbone MND Mitigation Measure IV-15: Conduct Tree Survey, Prepare and Implement an Oak Woodland Mitigation Plan, Replace Native Oak Trees Removed, and Implement Measures to Avoid and Minimize Indirect Impacts on Oak Trees and Oak Woodland Habitat Retained On-Site. ▶ Backbone MND Mitigation Measure IV-11: American Badger ▶ Backbone MND Mitigation Measure V-1: Comply with the applicable procedures in the FAPA and implementation of applicable historic property treatment plans ▶ Backbone MND Mitigation Measure V-2: Conduct Construction Personnel Education, Conduct On-Site Monitoring if Required, Stop Work if Cultural Resources are Discovered, Assess the Significance of the Find, and Perform Treatment or Avoidance as Required. ▶ Backbone MND Mitigation Measure V-3: Suspend Ground-Disturbing Activities if Human Remains are Encountered and Comply with California Health and Safety Code Procedures. ▶ Backbone MND Mitigation Measure VI-1: Prepare Site-Specific Geotechnical Report per CBC Requirements and Implement Appropriate Recommendations. ▶ Backbone MND Mitigation Measure VI-3: Monitor Earthwork during Earthmoving Activities. ▶ Backbone MND Mitigation Measure VI-5(a): Prepare and Implement the Appropriate Grading and Erosion Control Plan. 				

Mitigation Number (Source)	Mitigation Measures	Implementation Responsibility	Timing	Monitoring Agency	Verification
	<ul style="list-style-type: none"> ▶ Backbone MND Mitigation Measure VI-5(b): Prepare and Implement the appropriate Grading and Erosion Control Plan for the detention basin West of Prairie City Road. ▶ Backbone MND Mitigation Measure IX-1: Acquire Appropriate Regulatory Permits and Prepare and Implement SWPPP and BMPs. ▶ Backbone MND Mitigation Measure VII-1: Greenhouse Gas Emissions ▶ Backbone MND Mitigation Measure XVI-1: Prepare and Implement a Construction Traffic Control Plan. ▶ Backbone MND Mitigation Measure III-3: North of U.S. Highway 50 Water Improvements ▶ Backbone MND Mitigation Measure V-4 North of U.S. Highway 50 Water Improvements ▶ Backbone MND Mitigation Measure VI-2 North of U.S. Highway 50 Water Improvements ▶ Backbone MND Mitigation Measure VI-4 North of U.S. Highway 50 Water Improvements ▶ Backbone MND Mitigation Measure XII-1 North of U.S. Highway 50 Water Improvements <p>In addition, the project applicant shall coordinate with owners' group to implement the following measures detailed in the <i>Revised Proposed Off-Site Water Facility Alternative Addendum to the FPASP EIR/EIS</i> (approved December 11, 2012):</p> <ul style="list-style-type: none"> ▶ 3B.1-2a: Enhance Exterior Appearance of Structural Facilities. ▶ 3B.1-2b: Prepare Landscaping Plan. ▶ 3B.1-3a: Conformance to Construction Lighting Standards. ▶ 3B.1-3b: Prepare and Submit a Lighting Master Plan. ▶ 3B.2-1a: Develop and Implement a Construction NOX Reduction Plan. ▶ 3B.2-1c: Implement Fugitive Dust Control Measures and a Particulate Matter Monitoring Program during Construction. ▶ 3B.2-3a: Cite Pump Siting Buffers Away from Sensitive Receptors. ▶ 3B.2-3b: Conduct Project-Level DPM Screening and Implement Measures to Reduce Annual DPM to Acceptable Concentrations. ▶ 3B.4-1a: Implement GHG Reduction Measures during Construction. 				

Mitigation Number (Source)	Mitigation Measures	Implementation Responsibility	Timing	Monitoring Agency	Verification
	<ul style="list-style-type: none"> ▶ 3B.4-1b Prepare and Implement an Off-site Water Facilities Climate Action Plan. ▶ 3A.5-1a: Comply with the Programmatic Agreement. ▶ 3A.5-1b: Perform an Inventory and Evaluation of Cultural Resources for the California Register of Historic Places, Minimize or Avoid Damage or Destruction, and Perform Treatment Where Damage or Destruction Cannot be Avoided. ▶ 3A.5-2: Conduct Construction Personnel Education, Conduct On-Site Monitoring if Required, Stop Work if Cultural Resources are Discovered, Assess the Significance of the Find, and Perform Treatment or Avoidance as Required. ▶ 3A.5-3: Suspend Ground-Disturbing Activities if Human Remains are Encountered and Comply with California Health and Safety Code Procedures. ▶ 3B.7-1a: Prepare Geotechnical Report(s) for the Revised Proposed Off-site Water Facilities and Implement Required Measures. ▶ 3B.7-1b: Incorporate Pipeline Failure Contingency Measures Into Final Pipeline Design. ▶ 3B.7-4: Implement Corrosion Protection Measures. ▶ 3B.7-5: Conduct Construction Personnel Education, Stop Work if Paleontological Resources are Discovered, Assess the Significance of the Find, and Prepare and Implement a Recovery Plan as Required. ▶ 3B.8-1a: Transport, Store, and Handle Construction-Related Hazardous Materials in Compliance with Relevant Regulations and Guidelines. ▶ 3B.8-1b: Prepare and Implement a Hazardous Materials Management Plan. ▶ 3B.8-5a: Conduct Phase 1 Environmental Site Assessment for Selected Alignment. ▶ 3B.8-5b: Develop and Implement a Remediation Plan. ▶ 3B.8-7a: Keep Construction Area Clear of Combustible Materials. ▶ 3B.8-7b: Provide Accessible Fire Suppression Equipment. ▶ 3B.9-1a: Acquire Appropriate Regulatory Permits and Prepare and Implement SWPPP and BMPs. 				

Mitigation Number (Source)	Mitigation Measures	Implementation Responsibility	Timing	Monitoring Agency	Verification
	<ul style="list-style-type: none"> ▶ 3B.9-1b: Properly Dispose of Hydrostatic Test Water and Construction Dewatering in Accordance with the Central Valley Regional Water Quality Control Board. ▶ 3B.9-3a: Prepare and Implement Drainage Plan(s) for Structural Facilities. ▶ 3B.9-3b: Ensure the Provision of Sufficient Outlet Protection and On-site Containment. ▶ 3B.11-1a: Limit Construction Hours. ▶ 3B.11-1b: Minimize Noise from Construction Equipment and Staging. ▶ 3B.11-1c: Maximize the Use of Noise Barriers. ▶ 3B.11-1d: Prohibit Non-Essential Noise Sources During Construction. ▶ 3B.11-1e: Monitor Construction Noise and Provide a Mechanism for Filing Noise Complaints. ▶ 3B.11-3: Implement Operational Noise Minimization Measures. ▶ 3B.12-1: Provide for Continued Recreational Access as Identified in Mitigation Measure 3.14-1a. ▶ 3B.15-1a: Prepare Traffic Control Plan. ▶ 3B.15-1b: Assess Pre-Off-site Water Facilities Roadway Conditions. ▶ 3B.16-3a: Minimize Utility Conflicts by Implementing an Underground Services Alert. ▶ 3B.16-3b: Coordinate with Utility Providers and Implement Appropriate Installation Methods to Minimize Potential Utility Service Disruptions. ▶ 3B.17-1a: Implement Construction Dewatering Best Management Practices. ▶ 3B.17-1b: Implement a Dewatering Discharge Monitoring Program. ▶ 3A.18-1: Submit Proof of Surface Water Supply Availability. ▶ 3A.18-2a: Submit Proof of Adequate Off-Site Water Conveyance Facilities and Implement Off-Site Infrastructure Service System or Ensure That Adequate Financing Is Secured. 				

Attachment 20

Summary of Amendments to the Folsom Plan Area Specific Plan, 2011-2020

Summary of Amendments to the Folsom Plan Area Specific Plan, 2011-2020

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

The FPASP in its current form includes 11,461 residential units at various densities on approximately 1,622 acres; 320 acres designated for commercial and industrial use; +/- 275 acres designated for public/quasi-public uses, elementary/middle school/high schools, and community/neighborhood parks; and +/-1,109 acres for open-space areas.

Since FPASP adoption in 2011, the City Council has approved 7 amendments to the Specific Plan with land use and density refinements as summarized below.

- In August 2014, the Folsom City Council approved an amendment to the FPASP (Resolution No. 9420) relative to the alignment and design guidelines for the future Capital Southeast Connector (White Rock Road).
- On May 12, 2015, the Folsom City Council approved the Russell Ranch Specific Plan Amendment (Resolution No. 9566), the Final Environmental Impact Report (Resolution No. 9564) and a General Plan Amendment (Resolution No. 9566) for the Russell Ranch Project. The approved specific plan amendment (SPA) reduced the Plan Area residential area by approximately 17.8 acres and 264 dwelling units and reduced the commercial, office park/industrial and mixed-use area by approximately 59.5 acres and 0.65 million square feet of potential building area.
- On September 22, 2015, the Folsom City Council approved the Westland/Eagle Specific Plan Amendment, an Amendment to the Folsom General Plan (Resolution No. 9655) and an Addendum to the Final Environmental Impact Report/Environment Impact Statement (Resolution No. 9654) for the Westland/Eagle project. The approved SPA increased the residential dwelling unit count by 889 units and decreased the amount of commercial, office park/industrial and mixed-use area by approximately 82.5 acres and 1.4 million square feet of potential building area.
- On May 24, 2016, the Folsom City Council approved the Hillsborough Specific Plan Amendment (Resolution No. 9763), an Amendment to the Folsom General Plan (Resolution No. 9762), and an Addendum to the Final Environmental Impact Report/Environmental Impact Statement (Resolution No. 9761) for the Hillsborough Project. The approved SPA includes 394 additional housing units with about 65 additional acres of residential uses, approximately 49 fewer acres of public/quasi-public uses, approximately 16 acres less open space, approximately 5 additional acres of park space, and approximately 4 fewer acres of community commercial land

uses.

- On June 28, 2016, the Folsom City Council approved the Carr Trust Specific Plan Amendment and General Plan Amendment (Resolution No. 9789) and an Addendum to the Final Environmental Impact Report/Environmental Impact Statement (Resolution No. 9788) for the Carr Trust Project. The approved SPA decreased the residential dwelling unit count by 28 units by modifying the land use designation from medium low density residential to single-family high density residential.
- On June 28, 2016, the Folsom City Council approved the Folsom Heights Specific Plan Amendment and an Amendment to the Folsom General Plan (Resolution No. 9785) and an Addendum to the Final Environmental Impact Report/Environmental Impact Statement (Resolution No. 9784) for the Folsom Heights Project. The approved SPA did not change the number of dwelling units; however, the residential density was decreased, and the amount of general commercial was reduced by 23 acres.
- On June 28, 2016, the Folsom City Council approved the Broadstone Estates Specific Plan Amendment and an Amendment to the Folsom General Plan (Resolution No. 9787) and an Addendum to the Final Environmental Impact Report/Environmental Impact Statement (Resolution No. 9786) for the Broadstone Estates Project. The approved SPA eliminated the industrial office and general commercial land uses (10.5 acres and 13.3 acres, respectively), increased the single-family residential land use by approximately 21 acres and 71 additional dwelling units, and increased the open space area by 2.7 acres.
- On March 10, 2020, the Folsom City Council approved the Toll Brothers at Folsom Ranch Specific Plan Amendment and an Amendment to the Folsom General Plan (Resolution No. 10400) and an Addendum to the Final Environmental Impact Report/Environmental Impact Statement for the Toll Brothers at Folsom Ranch project Project. The approved SPA changed the land use designations for several planning sub-areas of the Specific Plan, generally to reduce the total number of residential units which would be built within the proposed Toll Brothers project and eliminated medium density development; changed the locations of planned uses in the Toll Brothers project; and moved some planned residential development (single-family and multi family) and planned public parks to other parts of the FPASP. The proposed amendment also changed the alignments of several internal roadways and trails, and the location and arrangement of open space and park areas.

Attachment 21

Folsom Ranch Central District Design Guidelines

FOLSOM RANCH, CENTRAL DISTRICT

DESIGN GUIDELINES

Addendum



5

DESIGN GUIDELINES

MULTI-FAMILY



PURPOSE AND OBJECTIVE

The intent of the Folsom Ranch Multi-Family guidelines is to establish parameters which apply to all multi-family land use categories, including Multi-Family Low Density (MLD), Multi-Family Medium Density (MMD) and Multi-Family High Density (MHD). The guidelines are intended to encourage creativity in solutions to specific design opportunities.

ARCHITECTURAL PRINCIPLES

The following principles have been identified to achieve the common goal of ensuring a high-quality and aesthetically cohesive environment throughout the Folsom Ranch Community.

- Designs incorporating building types, orientation with site improvements, and circulation in a manner to cohesively blend into its existing and planned surroundings.
- Designs highlighting community features for enhanced appearance, safety, convenience, and social interaction through circulation connectivity and siting of open space.
- Designs supporting a high-quality of life with appropriate usable private and common areas.
- Designs embodying high-quality design elements and project identity through variation in massing, articulation, heights, materials, styles, and creativity.



BUILDING TYPES AND DENSITIES

There are several recognized multifamily building types that range from attached or detached townhouse developments to stacked flats / townhouses with a podium garage. Each building type has specific traits and is looked at separately within these guidelines.

DETACHED TOWNHOUSES

Detached townhouses are units typically situated in a row separated by private open space between units. Units generally are more uniform in appearance than small lot detached homes and might include three-story units

FEATURES :

- Building design focus on individual unit identity and architectural interest
- Typical built density: 8-12 units per acre
- Front-loaded with the front door and garage facing the street or rear-loaded with garage facing the rear of the property or a private street
- Side yards may provide usable private open space and the site may include additional common open space

ATTACHED TOWNHOUSES

Attached townhouses are units typically situated in a row of at least three or more units where there is no separation between units. Buildings of two attached units are duplexes, twins, or duets. These can be designed as either front- or rear-loaded.

FEATURES :

- Typical built density: between 14-25 units per acre
- Generally uniform massing with individualized separate unit entrances
- Front-loaded with the front door and garage facing the street, or "rear-loaded" with the garage facing the "rear" of the property, or private street
- Greater efficiency in layout without side yards provides for greater density opportunities and larger common open space than private spaces
- Private open space for each unit is provided by a front patio or balcony
- Building design focus on overall building appearance and massing
- Units organized around "public" spaces and sites around common space amenities.

STACKED FLATS WITH SURFACE PARKING

Stacked Flats are units arranged on a single level of a building and surrounded by units either above or below each unit.

FEATURES:

- Typical built density: 20-30+ units per acre
- Typically, 2-4 stories of single-level units stacked on top of each other
- Individual unit access can be from either common interior corridor or by discrete exterior entrances
- The design focus is on the whole building, less on individual units
- Common open space is typically provided in open areas of courtyards or common ground area
- Private open space is typically provided in the form of balconies

TOWNHOUSES / STACKED FLATS ABOVE PODIUM PARKING

Townhouses or stacked flats are units built over a submerged or partially submerged parking garage or "podium," rather than with individual garages.

FEATURES:

- Typically, 3-4 stories or more in height above a parking podium (garage)
- Typical built density of 30-60 units per acre
- The design focus is on the entire building, not individual units
- May or may not have additional surface parking
- Urban in appearance due to height, mass, and scale
- Common open space is typically provided, including private space balconies

SITE PLANNING

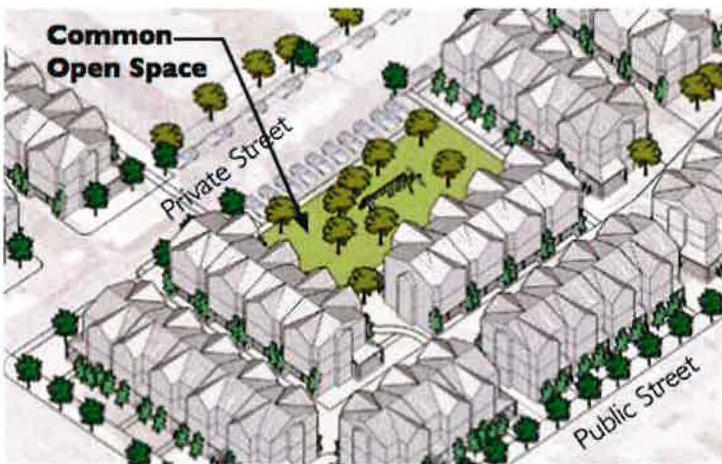
A multi-family residential development should unify the styles and character of the surrounding community. The location of these areas should be in walking distance to parks, commercial centers, and public facilities.

- Residential developments should provide a variety of architectural styles complementary to each other to provide a diverse neighborhood atmosphere.
- Building orientation and site layout to address privacy concerns.
- A variety of one, two, and three-bedroom dwelling units should be provided to encourage a variety of product types. Units should be mixed throughout the development.
- Units should front streets and common areas to increase visibility of public streets, parks, and open spaces within the neighborhood.
- The design should consider compatibility with the surrounding neighborhood by mimicking existing architectural styles, massing, colors, and rhythm.
- Acoustical and noise attenuation issues should be considered during the design process.



SMALL AND MEDIUM SITES

- Privacy:
 - Use building orientation and site layout to address privacy concerns
 - Buildings should be of a scale and have massing that is sensitive to adjacent properties
- Open Space:
 - Buildings should define the edges of and face onto the common open space
 - Location should be clearly and easily accessible
 - Common open space should be consolidated in one location to allow for high usability and sustainability
 - Private spaces should be provided at side and rear yards
- Circulation:
 - Guest parking may be difficult to provide on small sites with limited space; however, it should occur at the rear of the site
 - Shared vehicle and pedestrian circulation areas should utilize pavers for pedestrian ways traversing parking areas or alongside of vehicular circulation



RECOMMENDED - Buildings that face open spaces define the edges of the open space.

LARGE SITES

- Connectivity:

- Streets, auto courts, paseos and pedestrian ways should not only connect internally but also to adjacent streets in neighboring developments
- Pedestrian and bike paths should be used where street connections to adjacent neighborhoods are challenged
- Use paseos and pedestrian paths for internal connections.

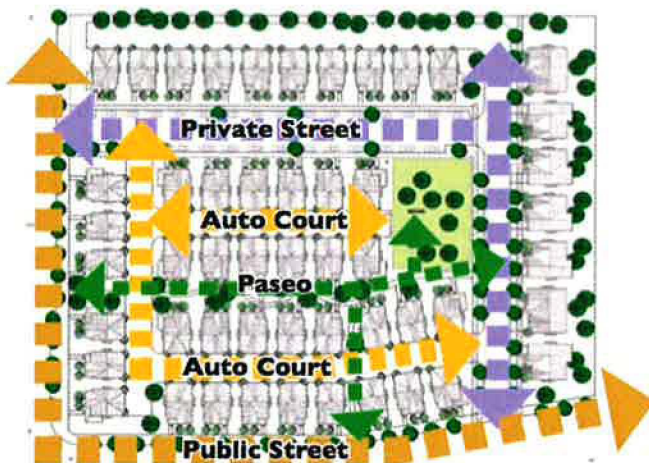
- Hierarchy of Streets:

- Clear distinction in scale, landscape treatment, and orientation between public/private streets, auto courts and pedestrian paseos

- Auto courts should be designed to act as secondary circulation to reduce service functions and garage access from public and private streets
 - Guest parking should be located throughout site
- Building Frontage and Orientation:
 - Units should face streets, open spaces and internal private streets wherever possible
 - Building fronts should include porches and door facing streets

- Open space:

- Large open space should be the fundamental organizing element of the site plan
- Common open space should be centralized and directly accessible to units. It should be linked to adjacent parks and paseos and paths where possible



CIRCULATION BETWEEN NEIGHBORHOODS

- Connect to surrounding neighborhoods with streets
- Develop an overall connected network of streets and auto courts on larger sites
- Anticipate future connections to adjacent parcels to provide for future opportunities
- Include adequate emergency vehicle access
- Connect neighborhoods with pedestrian and bicycle connections, especially where street connections are challenged due to site constraints
- Avoid dead end street stubs



ENTRY DRIVES

- Easily identifiable and aesthetically pleasing entrances designed to complement the style of the project should be provided.
- The principal vehicular access into a multi-family housing project should be through an entry drive rather than a parking drive. Colored, textured, and/or permeable paving treatments at entry drives are encouraged.
- Driveway entries should align with existing or planned median openings and adjacent driveways.
- The number of site access points should be minimized.

CARS, BIKES AND PEOPLE

- Connect the overall network of private streets, auto courts, and pedestrian walkways on larger sites.
- Traffic calming techniques should be used throughout development sites.
- Use color, texture, and landscape to reinforce purpose of the facility.
- Private streets and access ways should be used to allow design flexibility and enhancement of vehicular and pedestrian facilities.
- The principal vehicular access into a project should be through an entry drive rather than a drive for parking
- Pedestrian and bike paths shall be used to connection nearby neighborhoods, schools, parks, commercial projects, and bicycle parking areas should be provided

OPEN SPACE

- Aggregate common open space to make a large usable area that serves as the central focus
- Open space areas shall be well landscaped to create a visually appealing high quality open space with emphasis on privacy and green space
- Common open space should be well defined by streets and buildings
- Common open space should be centralized and directly accessible to units. It should link adjacent parks, paseos and paths
- Small development sites may prioritize private spaces over common spaces
- Define edges of open space with units, buildings, and walkways. Streets can also serve this function, but buildings are recommended wherever possible
- Large and medium sites should have one central open space and other small diverse open space
- Common open space should be designed to provide for both active and passive uses, not merely decorative space.

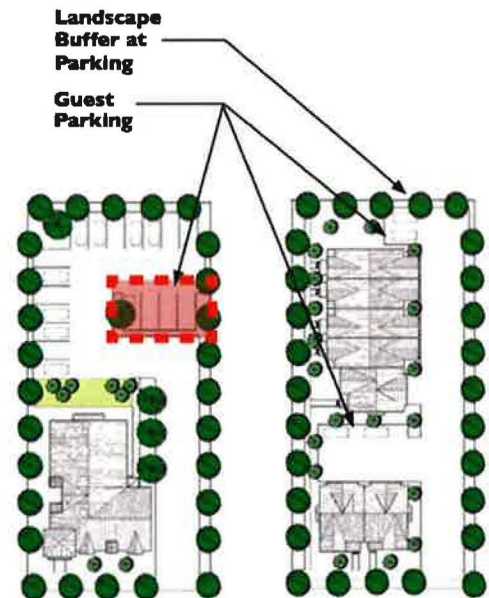


PEDESTRIAN ACCESS AND PASEOS

- Paseos should serve as the front or "face" of units when a front door on a street is not feasible
- Paseos should be well-lit for pedestrians without adding glare to adjacent residences.
- Connect paseos to form internal walkway networks within developments.

GUEST PARKING

- Parking requires adequate maneuvering areas for vehicle turnarounds.
- Connect units to parking areas via walkways.
- Guest parking may be located on private streets, in parallel or perpendicular (90 degree) parking spaces.
- On deep narrow sites, guest parking should be located at the rear of the site.
- Vehicular turnaround space may occur within the setback if an adequate landscape buffer between paved area and property line is maintained.
- In larger developments, guest parking should be located in parallel, perpendicular, or angled spaces along private streets or dispersed within auto courts.
- Provide sufficient and convenient guest parking appropriately dispersed on site.



PARKING AREA SCREENING

- Screening should be provided at the edge of all parking areas
- A landscaping buffer should be provided between parking areas and public rights-of-way
- A 36-inch to 42-inch high berm, headlight hedge, or masonry wall should be used to screen any parking at the street periphery. Breaks should be provided to allow pedestrian circulation. A combination of walls, berms, and landscape material is highly recommended.
- Both sides of all perimeter walls or fences should be architecturally treated. Walls should be finished and designed to complement the surrounding development. Long expanses of fence or wall surfaces should be offset and architecturally designed to prevent monotony.

BUILDING ORIENTATION RELATED TO PUBLIC SPACES

- Orient buildings to face public/private streets and open space.
- Include building entrances as primary building features opening to common open space or streets.
- Use corner treatment and architectural detailing on narrow small sites where it is not possible for front facades of buildings to face a street.
- Locate private uses and private space along private streets, side yards, and rear of properties where possible
- Design upper floors of 3-story and taller buildings to avoid over-dominating the size of the open spaces, streets or alleys
- Building fronts provide definitive edges to common open space, public and private streets, and paseos.
- Building entrance features such as porches, stoops, front walkways, windows and front doors provide a public "face" and orientation to a building; these features on the public street side of the building provide a building face on the street.
- Corner or end unit architectural treatment can include wrap-around porches and facade detailing in order for a building to face the public street, paseo, or open space.
- Address numbers that are identifiable for each unit where buildings face the street, paseo, or open space provide an orientation feature to the public space or street

ARCHITECTURAL GUIDELINES FOR MULTI-FAMILY

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

- Spanish Colonial
- Monterey
- Western Farmhouse
- Craftsman
- Early California Ranch
- American Traditional
- Agrarian Contemporary

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



MASSING

- To create variety in the streetscape, roof forms shall vary within a block of buildings.
- Large projects should be broken up into groups of structures of various heights.
- Buildings designs should include a combination of the following techniques:
- Where appropriate, the upper stories of multi-family buildings should be stepped back to reduce the scale of facades that face the street, courtyards, or open space areas
- Structures with greater height should include additional setbacks and steps within the massing to create a transition in heights from adjacent properties and avoid dominating the character of the neighborhood.
- Vertical elements such as towers may be used to accent horizontal massing and provide visual interest
- Building scale should be reduced through the proper use of window patterns, structural bays, roof overhangs, wall materials, awnings, fixtures, and other details.
- Architectural details and materials on lower walls that relate to human scale. Arches, trellises, or awnings should be utilized

ROOF LINES AND MATERIALS

- A variety of roof planes and accent details increase the visual quality and character of a building.
- Varied roof pitches, porches, and overhangs provide visual interest and increase the architectural character of the dwelling unit.
- Use of a variety of roof tiles and colors consistent with the architectural style is encouraged.
- Roofing colors shall be earth tones to minimize reflective glare and visual impacts.
- Major roofs shall be designed in a straightforward way, to cover and highlight the primary masses of the buildings.
- Gambrel and Mansard style roofs are not permitted.
- Flat roofs are permitted within context of architectural style.

Garage and Accessory Buildings

- The architectural style and character of garages and parking structures will be consistent with the house.
- Garage doors are preferred to be perpendicular to the street or located at the rear of the lot.
- Garage doors should be recessed into, rather than flush with, the exterior wall.
- Detached garages and accessory structures should be designed as an integral part of the architecture of the project and should be similar in materials, color, and detail to the principal structures of a development.
- Detached garages, carports, and accessory structures should incorporate roof slopes and materials similar to the principal structures of a development
- Carport columns shall include architectural features and be a minimum of 24 inches wide at the base. The architectural treatment shall extend vertically for a minimum of 36 inches.

Lighting

- All lighting selections shall meet the dark sky recommendations
- Light fixtures should be designed or selected to be architecturally compatible with the main structure or theme of the development.
- Up lighting of building elements and trees should use the lowest wattage possible to minimize impacts to the night sky. Light sources for wall washing and tree lighting should be hidden.
- Where landscaping is lit, low-voltage lighting should be used whenever possible to conserve energy. Energy efficient lamps and ballasts, controlled by photoelectric methods or timers, should be incorporated.
- Walkways and paseos should be lit to ensure safe night time conditions.
- Light poles should be designed with downward facing fixtures to eliminate light spill.
- The height of a light pole should be appropriate in scale for the building or the complex and the surrounding area.

Attachment 21

**Planning Commission Staff Report
Dated February 3, 2021**

Attachment 22

City Council PowerPoint Presentation

Alder Creek Apartments



CITY OF
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Alder Creek Apartments
General Plan Amendment, Specific Plan
Amendment, Planned Development
Permit, and Minor Administrative
Modification

Vicinity Map

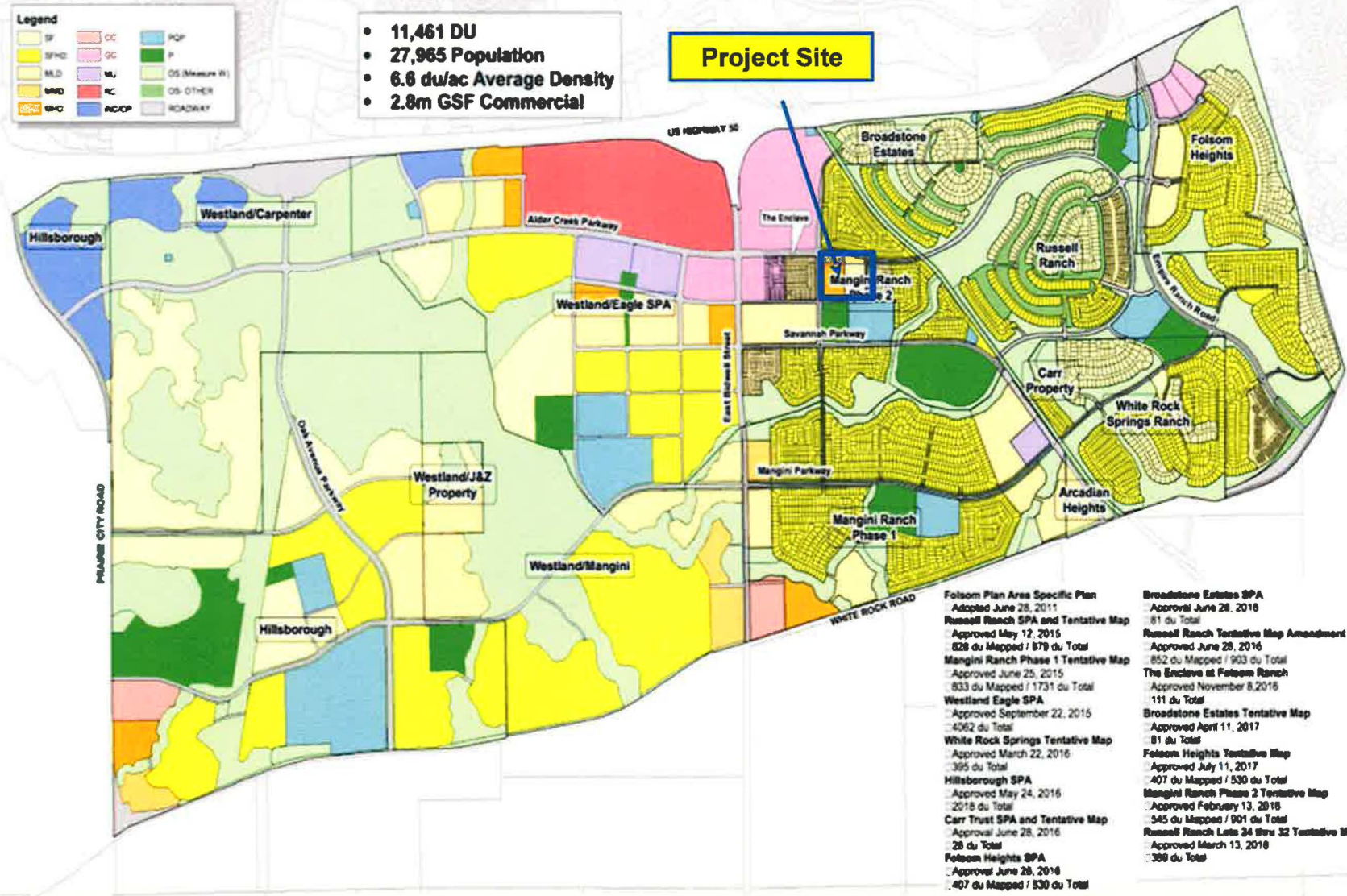


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Legend		
SP	CC	POF
SPND	OC	P
MLD	W	OS (Measure H)
MAP	K	OS-OTHER
OSAC	ACOP	ROADWAY
OS-C		

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

Project Site



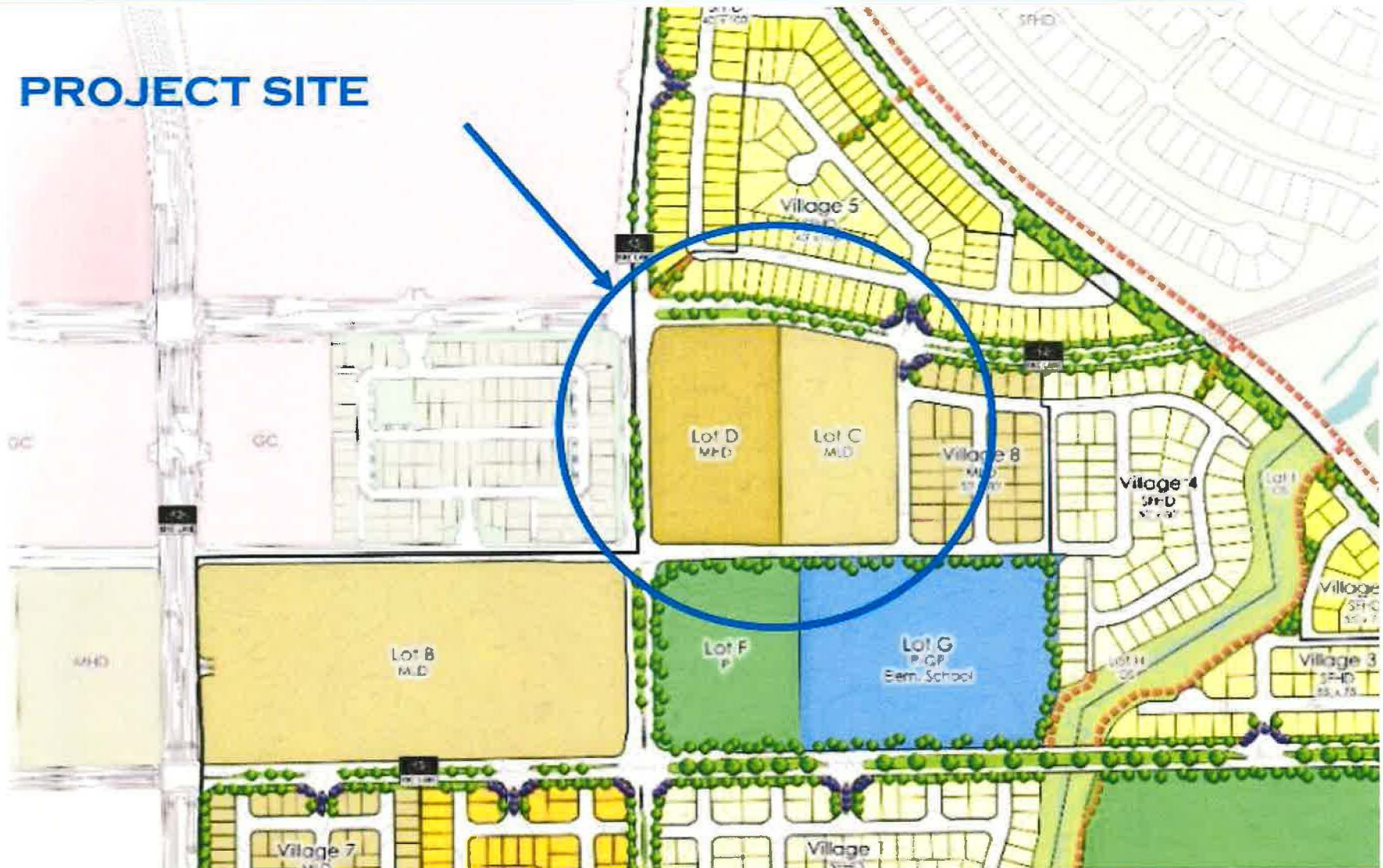
Folsom Plan Area Specific Plan Adopted June 28, 2011	Broadstone Estates SPA Approved June 28, 2016
Russell Ranch SPA and Tentative Map Approved May 12, 2015	81 du Total
828 du Mapped / 879 du Total	Russell Ranch Tentative Map Amendment Approved June 28, 2016
Mangini Ranch Phase 1 Tentative Map Approved June 25, 2015	852 du Mapped / 903 du Total
833 du Mapped / 1731 du Total	The Enclave at Folsom Ranch Approved November 8, 2016
Westland Eagle SPA Approved September 22, 2015	111 du Total
4062 du Total	Broadstone Estates Tentative Map Approved April 11, 2017
White Rock Springs Tentative Map Approved March 22, 2016	81 du Total
395 du Total	Folsom Heights Tentative Map Approved July 11, 2017
Hillsborough SPA Approved May 24, 2016	407 du Mapped / 530 du Total
2018 du Total	Mangini Ranch Phase 2 Tentative Map Approved February 13, 2018
Carr Trust SPA and Tentative Map Approved June 28, 2016	345 du Mapped / 001 du Total
28 du Total	Russell Ranch Lots 24 thru 32 Tentative Map Approved March 13, 2018
Folsom Heights SPA Approved June 28, 2016	399 du Total
407 du Mapped / 530 du Total	

Master Plan Exhibit



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PROJECT SITE



Key Project Details



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- Alder Creek Apartment Community
 - 265-Unit Market-Rate Apartment Community
 - 10.8-Acre Site at SE Corner of Alder Creek Parkway and East Bidwell Street
 - Located within Mangini Ranch Phase 2 Subdivision
- General Plan Amendment
 - Change Land Use Designation for 5-Acre Portion of Site (MLD to MHD)
- Specific Plan Amendment
 - Change Land Use Designation for 5-Acre Portion of Site (MLD to MHD)
- Planned Development Permit
 - Established Project Specific Development Standards
 - Evaluate Site Design
 - Consider Architecture and Design
 - Establish Signage Standards

Key Project Details



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- Minor Administrative Modification (MAM)
 - Transfer of Development Rights
 - Move 62 Allocated Dwelling Units to Project Site from Other Parcels in Folsom Plan Area
 - Relocate Allocated Dwelling Units Among Three Other Parcels in Folsom Plan Area

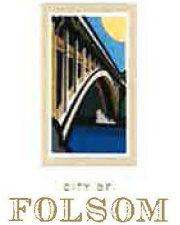
Project Analysis



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- General Plan and Specific Plan Amendments and Consistency
- Planned Development Permit
 - Development Standards
 - Architecture/Design
 - Signage Standards
- Traffic/Access/Circulation
- Parking
- Noise Impacts
- Walls/Fencing
- Existing and Proposed Landscaping
- Minor Administrative Modification
- Conformance with General Plan and Specific Plan

General Plan/Specific Plan Amendments



- General Plan Amendment
 - Change General Plan Land Use Designation for 5-Acre Portion of Site
 - Existing General Plan Land Use Designation (MLD)
 - Proposed General Plan Land Use Designation (MHD)
 - With Amendment, Entire Project Site will have MHD Land Use Designation
- Specific Plan Amendment
 - Change Specific Plan Land Use Designation for 5-Acre Portion of Site
 - Existing Specific Plan Land Use Designation (SP-MLD-PD)
 - Proposed Specific Plan Land Use Designation (SP-MHD-PD)
 - With Amendment, Entire Project Site will have SP-MHD-PD Land Use Designation
- Analysis
 - Multi-Family Apartments are Permitted Land Use
 - Proposed Density (24.5-Units Per Acre) Consistent with Density Range
 - Community Benefits (Housing Supply, Housing Type, Economic Benefits)

Planned Development Permit



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- Conformance with Development Standards

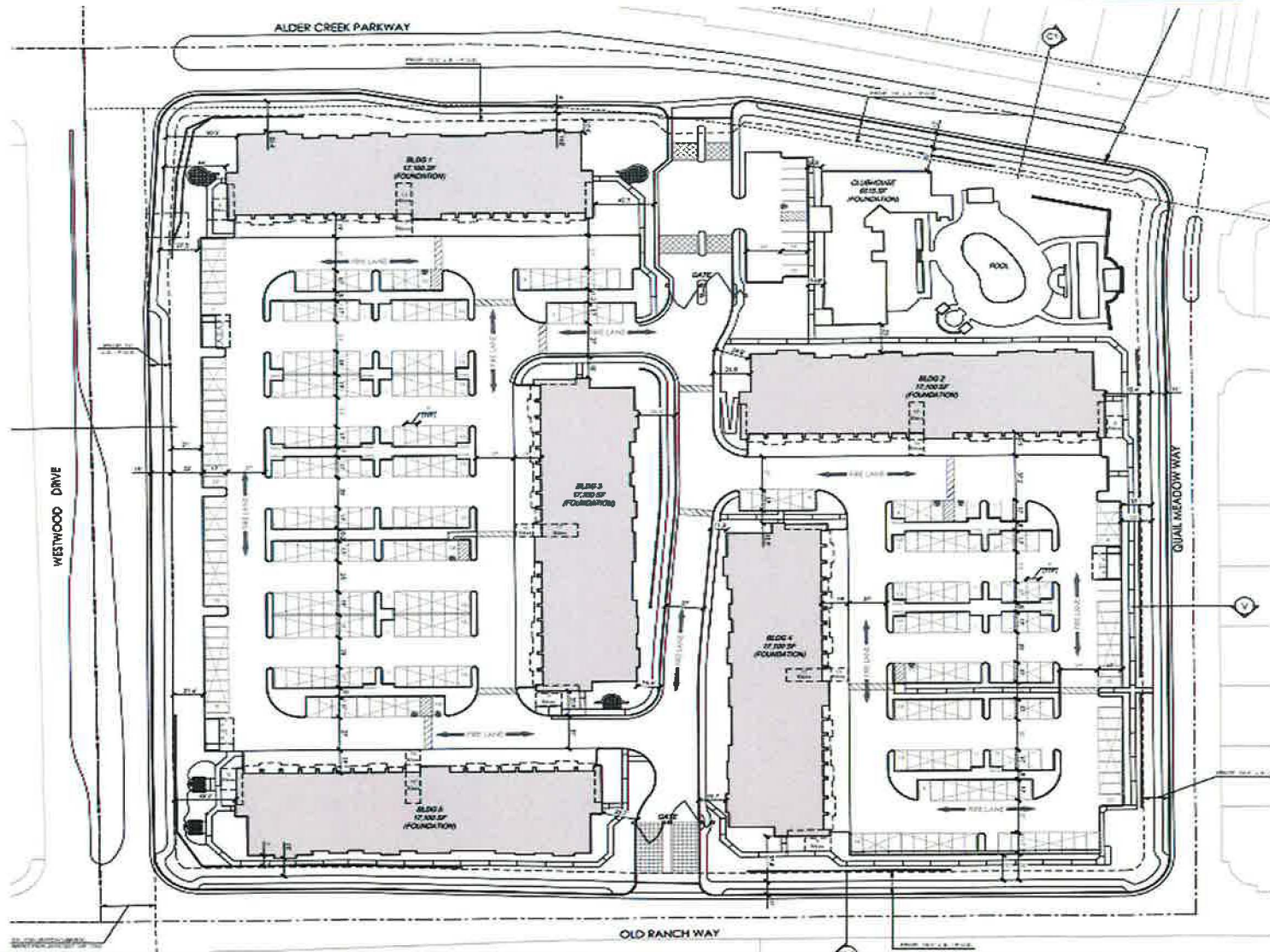
Development Standards Table Alder Creek Apartments						
	Lot Area	Lot Width	Front Yard Setback	Rear Yard Setback	Side Yard Setbacks	Building Height
SP-MHD-PD	0.5-acres	NA	10 feet	15 feet	10 feet	50 feet
Proposed Project	10.8-acres	NA	14 feet to 37 feet	15 feet plus	10 feet plus	48 feet

- Project Conforms with All Specific Plan Development Standards
- Site Design Review
- Building Architecture and Design
- Establishment of Sign Standards for Identification Signs

Site Design



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Traffic/Access/Circulation



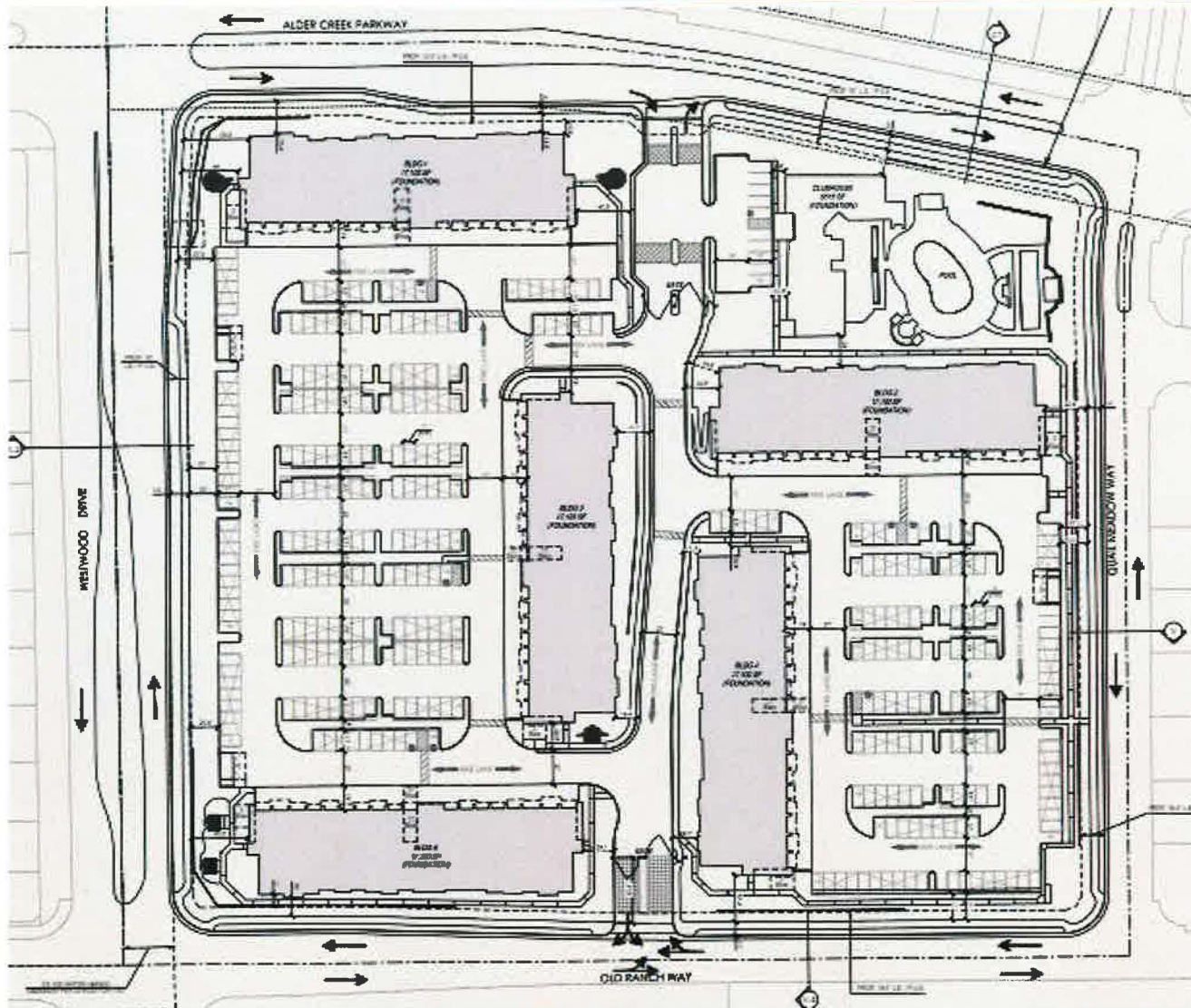
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- Traffic Impact Analysis (December-2020)
 - Ten Study Intersections
 - Two Different Scenarios (Baseline No Project/Baseline Plus Project-2024)
 - Project-Related Impacts
 - 1,443 Daily Vehicle Trips
 - 89 AM/113 PM Peak Hour Trips
 - Study Determined No Significant Impacts (Level of Service)
 - Vehicle Miles Traveled (VMT)(Effective July 1, 2020)
 - Based on CEQA Guidelines, Project Exempt from VMT Standard
 - Net Change in VMT Still Analyzed, Change in VMT Determined to be Negligible
 - Access and Circulation Evaluation
 - Driveway Spacing
 - Driveway Throat Depth
 - On-Site Circulation
 - Adjacent Street Circulation
 - Deceleration Lane Requirements

Vehicle Circulation Exhibit



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Pedestrian Circulation Exhibit



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Legend

- Perimeter Sidewalk
- Interior Pathway
- Crosswalk

Architecture/Design



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- Proposed Architecture/Design
 - Five Four-Story Apartment Buildings and Two-Story Clubhouse
 - Contemporary Agrarian Design Concept
 - Rectangular Shaped Buildings
 - Design Details (Staggered Elements, Deep Recesses, Balconies)
 - Rustic Color Scheme (Extensive Use of Brown and Tan Colors)
- Folsom Ranch Central District Design Guidelines
 - Buildings Designed to Cohesively Blend with Existing/Planned Developments
 - Incorporate Design Features that Enhance Social Interaction and Connectivity
 - Design Supporting High Quality of Life, Private Amenities
 - Provide High Quality Design Elements
 - Incorporate Variation in Massing, Articulation, Height, Materials, and Styles

Apartment Building Renderings



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NORTH ENTRY FROM ALDER CREEK PARKWAY



CLUBHOUSE FROM ALDER CREEK PARKWAY



VIEW OF BUILDINGS 2, 3 & 4



VIEW OF CLUBHOUSE & BUILDING 2



Color and Materials Board

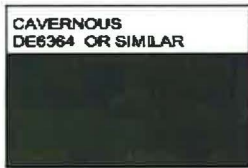


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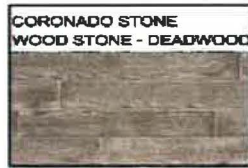


FRONT ELEVATION

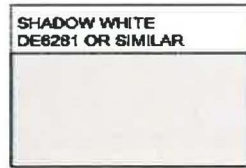
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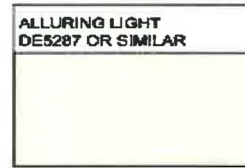
6 STUCCO WALL



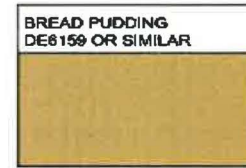
5 WALL TILES



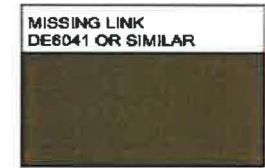
4 STUCCO WALL ACCENT



3 STUCCO WALL ACCENT



2 STUCCO WALL ACCENT



1 STUCCO WALL



7 PATIO/BALCONY RAILING

MATERIALS & COLOR BOARD



The drawings presented are illustrative of character and design intent only, and are subject to change based upon final design considerations (i.e. applicable codes, structural, and MEP design requirements, and plan / floor plan changes, etc.) © 2019 BSB Design, Inc.

ALDER CREEK
CITY OF FOLSOM, CA

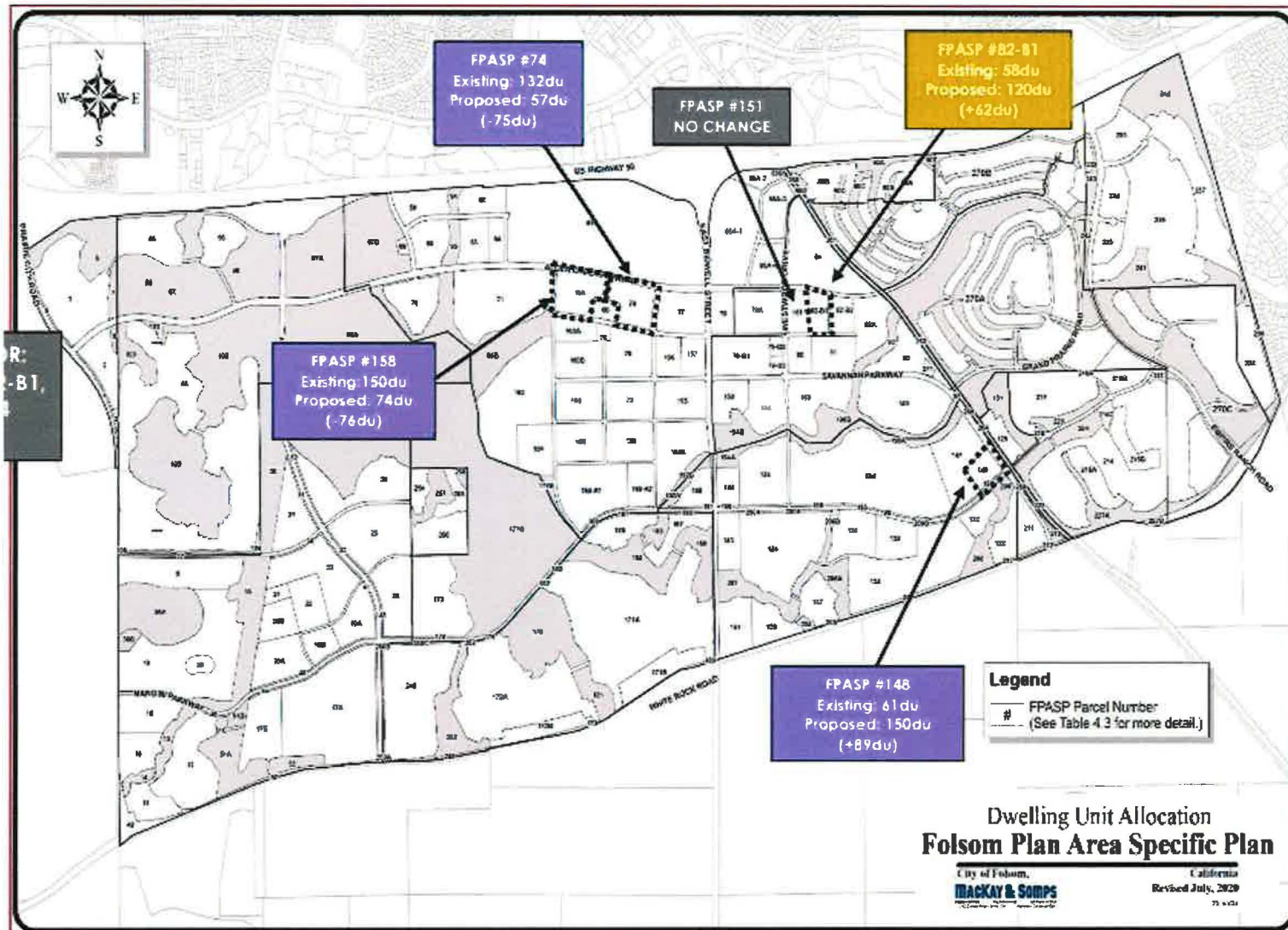
December 06, 2019 | MR170516.00



Minor Administrative Modification



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Environmental Review



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- Environmental Checklist and Addendum to the 2011 Folsom Plan Area Specific Plan Environmental Impact Report/Environmental Impact Statement (FPASP EIR/EIS) Prepared for Proposed Project
- Concluded that No Changes in Circumstances Would Result in New or Substantially More Significant Environmental Impacts Compared to Analysis Presented in the FPASP EIR/EIS
- Conclusions of the Certified Final EIR/EIS Remain Valid
- Mitigation Monitoring and Reporting Program (Condition No. 43)

Planning Commission



CITY OF
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- Evaluated Project at its February 3, 2021 Meeting
- No Members of Public Spoke at Meeting
- Commission Debated Limited Issues
 - Site Design
 - Pedestrian Circulation
 - Renewable Energy Features
 - Bicycle Parking
 - Environmental Review Procedures
 - Transfer of Development Rights
 - Inclusionary Housing Requirements
- Commission Voted to Recommend Approval of Project (7-0-0-0)

Site Photograph



CITY OF
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Staff Recommendation



CITY OF
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Staff Recommends
City Council Approval of the
Alder Creek Apartments
Project Entitlements

