- Each blast shall be monitored and documented for groundborne noise and vibration levels at the nearest sensitive land use and associated recorded submitted to the enforcement agency.

Mitigation Measure 3A.11-3 will be implemented during project construction.

MM 3A.11-4 Implement Measures to Prevent Exposure of Sensitive Receptors to Increases in Noise from Project-Generated Operational Traffic on Off-Site and On-Site Roadways.

To meet applicable noise standards as set forth in the appropriate General Plan or Code (e.g., City of Folsom, County of Sacramento, and County of El Dorado) and to reduce increases in traffic-generated noise levels at noise-sensitive uses, the project applicant(s) of all project phases shall implement the following:

- Obtain the services of a consultant (such as a licensed engineer or licensed architect) to develop noise-attenuation measures for the proposed construction of on-site noise-sensitive land uses (i.e., residential dwellings and school classrooms) that will produce a minimum composite Sound Transmission Class (STC) rating for buildings of 30 or greater, individually computed for the walls and the floor/ceiling construction of buildings, for the proposed construction of on-site noise-sensitive land uses (i.e., residential dwellings and school classrooms).

- Prior to submittal of tentative subdivision maps and improvement plans, the project applicant(s) shall conduct a site-specific acoustical analysis to determine predicted roadway noise impacts attributable to the project, taking into account site-specific conditions (e.g., site design, location of structures, building characteristics). The acoustical analysis shall evaluate stationary- and mobile-source noise attributable to the proposed use or uses and impacts on nearby noise-sensitive land uses, in accordance with adopted City noise standards. Feasible measures shall be identified to reduce project-related noise impacts. These measures may include, but are not limited to, the following:

    - limiting noise-generating operational activities associated with proposed commercial land uses, including truck deliveries;
    - constructing exterior sound walls;
    - constructing barrier walls and/or berms with vegetation;
    - using "quiet pavement" (e.g., rubberized asphalt) construction methods on local roadways; and,
    - using increased noise-attenuation measures in building construction (e.g., dual-pane, sound-rated windows; exterior wall insulation).

Pursuant to this mitigation measure, this report includes an analysis of traffic noise impacts at proposed single-family residential lots within the Mangini Ranch development resulting from traffic on East Bidwell Street and Mangini Parkway. As determined by this analysis, which is presented later in this report, future traffic noise levels generated by traffic on East Bidwell Street and Mangini Parkway are predicted to exceed the City of Folsom exterior noise standards at the nearest proposed residential lots the roadway. As a result, this analysis prescribes specific noise control measures as required to achieve satisfaction with the City's exterior and interior noise level standards applicable to new residential developments.

MM 3A.11-5 Implement Measures to Reduce Noise from Project-Generated Stationary Sources.

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:

- 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 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.

When specific plans are developed for new stationary noise sources within the Mangini Ranch development indicating the locations and grading of proposed noise generating uses such as school and park playgrounds/playing fields, commercial loading docks, etc., a project-specific noise analysis will be required as outlined above to ensure compliance with City of Folsom noise standards. Because no such specific plans are available at this time, this study focuses on the evaluation of traffic noise impacts upon the proposed single-family residential lots within the Mangini Ranch development.

Evaluation of Future Traffic Noise Levels at Proposed Single-Family Residences within Mangini Ranch

Traffic Noise Prediction Methodology

The Federal Highway Administration Highway Traffic Noise Prediction Model (FHWA-RD-77-108) was used to predict future traffic noise levels at the project site. The model is based upon the CALVENO noise emission factors for automobiles, medium trucks, and heavy trucks, with consideration given to vehicle volume, speed, roadway configuration, distance to the receiver, and the acoustical characteristics of the site. The FHWA Model was developed to predict hourly L_{eq} values for free flowing traffic conditions, and is considered to be accurate within 1.5 dB in most situations.

Traffic Noise Prediction Model Calibration

The FHWA Model provides reasonably accurate traffic noise predictions under "ideal" roadway conditions. Ideal conditions are generally considered to be long straight roadway segments with uniform vehicle speeds, a flat roadway surface, good pavement conditions, a statistically large volume of traffic, and an unimpeded view of the roadway from the receiver location. Bollard Acoustical Consultants, Inc. conducted a calibration of the FHWA Model through site-specific traffic noise level measurements and concurrent traffic counts to determine if offsets were warranted for either East Bidwell Street or Mangini Parkway traffic noise.

East Bidwell Street

The calibration process was performed at the project site on the afternoon of July 22, 2019. The short-term traffic noise level measurement location for East Bidwell Street is shown on Figure 1 and is denoted as site ST-1. The detailed results of the calibration process are provided in Appendix B. Photographs of the short-term noise level measurement site are provided in Appendix C. The FHWA Model was found to reasonably predict traffic noise levels at the measurement site (within 1.6 dB). As a result, no calibration adjustment was applied to the FHWA Model for the prediction of future East Bidwell Street traffic noise levels at the project site.

Mangini Parkway

The FHWA Model requires a statistically large volume of traffic in order to conduct the calibration process. During BAC's site visit on the afternoon of July 22, 2019, fewer than 30 vehicles were observed on the roadway. Due to the observed low traffic volume, the calibration procedure was unable to be completed for Mangini Parkway. Therefore, no calibration offset was applied to the FHWA Model for the prediction of future Mangini Parkway traffic noise levels at the project site.

Predicted Future Exterior Traffic Noise Levels

The FHWA Model was used with future traffic data contained in the Folsom South of Highway 50 Specific Plan EIR to predict future traffic noise levels at the proposed residential backyards and building facades located closest to East Bidwell Street and Mangini Parkway. Because residences are proposed adjacent to two segments of East Bidwell Street with significantly differing traffic volumes, these segments were evaluated separately. According to the project site plans and grading plans (dated March 18, 2019), the project is proposing 6-foot noise barriers along East Bidwell Street and Mangini Parkway. For the barriers along East Bidwell Street, the barriers will sit atop a 4-foot berm, effectively creating a 10-foot tall noise barrier relative to the proposed pad elevations. A cross section of East Bidwell Street illustrating the relationship between the roadway, barrier, and pad elevations is provided as Appendix D. For the barriers along Mangini Parkway, it was assumed that the roadway, the base of barrier, and pad all share similar elevations.

The predicted worst-case, future traffic noise levels at the lots proposed nearest to the project roadways are summarized below in Table 2. Detailed listings of the FHWA Model inputs and predicted future traffic noise levels at the project site are provided in Appendix E. Barrier insertion loss calculations are provided in Appendix F.

Table 2
Predicted Future Traffic Noise Levels[1]
Mangini Ranch Phase 1 Lots 10 & 15 – City of Folsom, California

Lot Description	Distance From Roadway Centerline (feet)[2]	Predicted Exterior Traffic Noise Level, L_{dn} (dB)	
		w/o Barrier	w/ Proposed Barrier
Lots adjacent to East Bidwell Street (North of Mangini Parkway)	90	68	57
Lots adjacent to East Bidwell Street (South of Mangini Parkway)	90	67	56
Lots adjacent to Mangini Parkway	65	65	59

Notes:

[1] A complete listing of FHWA Model inputs and results are provided in Appendix E.

[2] Distances scaled from the centerline of the roadways to the nearest lots.

Analysis

Outdoor Activity Areas (Backyards)

The Table 2 data indicate that with the inclusion of the proposed noise barriers, future traffic noise levels within the outdoor activity areas nearest to East Bidwell Street and Mangini Parkway are predicted to be less than the 60 dB L_{dn} exterior noise level standard applied by City of Folsom to the outdoor activity areas of new residential developments. As a result, additional consideration of noise mitigation measures would not be warranted.

Interior Areas

Standard residential construction (wood or stucco siding, Sound Transmission Class (STC) 27 windows, door weather-stripping, exterior wall insulation, composition plywood roof) typically results in a minimum exterior-to-interior noise level reduction (NLR) of 25 dB with windows closed, and approximately 15 dB with windows open. Therefore, provided exterior noise levels at the building facades nearest to the project roadways do not exceed 70 dB L_{dn}, no further consideration of interior noise mitigation measures would be warranted.

Lots Nearest to East Bidwell Street

After construction of the proposed barriers along East Bidwell Street, the exterior noise environment at the residences proposed closest to the roadway is predicted to be approximately 56-57 dB L_{dn} or less at first-floor facades. After consideration of the 25 dB NLR provided by standard residential building construction, future East Bidwell Street traffic noise levels are predicted to be 31-32 dB L_{dn} within the nearest first-floor living spaces. Therefore, standard construction practices would be adequate for the first-floor facades nearest to East Bidwell Street.

Due to reduced ground absorption of sound at elevated positions, second-floor traffic noise levels are predicted to be approximately 3 dB higher than first-floor levels. In addition, second-floor facades would not be shielded by the proposed noise barriers. As a result, second-floor traffic noise exposure of the residences proposed adjacent to East Bidwell Street would be approximately 70-71 dB L_{dn}. To achieve compliance with the City's 45 dB L_{dn} interior noise level requirement within second-floor rooms, a building facade noise level reduction of 25-26 dB would be required of the second-floor exterior wall construction. To provide a margin a safety for upper-floor living spaces, further consideration of noise mitigation would be warranted. For lots located nearest to East Bidwell Street, the north-, west-, and south-facing upper-floor building facades should maintain minimum window assembly STC ratings of 32. Figure 2 illustrates the lots requiring improved building construction.

Lots Nearest to Mangini Parkway

At the proposed building facades nearest to Mangini Parkway, future traffic noise levels are predicted to be 59 dB and 68 dB L_{dn} at first-floor and upper-floor facades, respectively. After consideration of the 25 dB NLR provided by standard residential building construction, future

Mangini Parkway traffic noise levels are predicted to be 34 dB and 43 dB L_{dn} within the nearest first-floor and upper-floor living spaces, respectively. The predicted interior traffic noise levels would be in compliance with the City's 45 dB L_{dn} for residential developments. As a result, no further consideration of noise mitigation would be warranted for the residences nearest to Mangini Parkway.

Noise Generated During Project Construction

During the construction phases of the project, noise from construction activities would add to the noise environment in the immediate project vicinity. Activities involved in construction would generate maximum noise levels, as indicated in Table 3, ranging from 70 to 90 dB at a distance of 50 feet. This noise increase would be of short duration, and would likely occur primarily during daytime hours.

It should be noted that there are no existing residences or other noise-sensitive land uses in the immediate project vicinity, so construction noise impacts at offsite locations are predicted to be insignificant. As residences are constructed within the project development, noise from ongoing construction-related activities will be audible at completed residences, but is not expected to be significant provided construction activities are limited to daytime hours.

It is possible that a portable aggregate crushing plant may be utilized during project site grading but it is likely the on-site crushing will be completed prior to any new residences being occupied. Nonetheless, if a portable crushing plant is utilized during project construction, and if that plant remains in operation as new residences become occupied, then it may be necessary to implement practical noise mitigation measures to ensure the City's noise standards are satisfied at the occupied residences. Such measures would include the use of setbacks, limitations on hours of crushing, and construction of temporary barriers around the crushing plant. Additional analysis would be required to identify more specific details pertaining to mitigation.

Table 3
Typical Construction Equipment Noise

Equipment Description	Maximum Noise Level at 50 feet, dBA
Auger drill rig	85
Backhoe	80
Bar bender	80
Boring jack power unit	80
Chain saw	85
Compactor (ground)	80
Compressor (air)	80
Concrete batch plant	83
Concrete mixer truck	85
Concrete pump truck	82
Concrete saw	90
Crane (mobile or stationary)	85
Dozer	85
Dump truck	84
Excavator	85
Flatbed truck	84
Front end loader	80
Generator (25 kilovoltamperes [kVA] or less)	70
Generator (more than 25 kVA)	82
Grader	85
Hydra break ram	90
Jackhammer	85
Mounted impact hammer (hoe ram)	90
Paver	85
Pickup truck	55
Pneumatic tools	85
Pumps	77
Rock drill	85
Scraper	85
Soil mix drill rig	80
Tractor	84
Vacuum street sweeper	80
Vibratory concrete mixer	80
Welder/Torch	73

Source: Federal Highway Administration (2006)

Conclusions

The Mangini Ranch Phase 1 Lot 10 and 15 Residential Development project site will be exposed to future traffic noise levels that are satisfactory relative to the City of Folsom 60 dB L_{dn} exterior noise level standard. This assessment takes into consideration the significant screening of traffic noise that will be provided by the proposed noise barriers along East Bidwell Street and Mangini Parkway. However, the following specific noise mitigation measures are recommended to achieve compliance with the City's interior noise level standard of 45 dB L_{dn}:

- For the first-row of homes located along East Bidwell Street, the north-, west-, and south-facing upper-floor building facades should maintain minimum window assembly STC ratings of 32. Figure 2 illustrates the facades requiring improved STC rated windows.
- Mechanical ventilation (air conditioning) should be provided for all residences in this development to allow the occupants to close doors and windows as desired to achieve compliance with the applicable interior noise level criteria.

These conclusions are based on the traffic assumptions cited in Appendix E, on the project site plans and grading plans (dated March 18, 2019), and on noise reduction data for standard residential dwellings. Deviations from the Appendix E data, or the project site/grading plans, could cause future traffic noise levels to differ from those predicted in this analysis. In addition, Bollard Acoustical Consultants, Inc. is not responsible for degradation in acoustic performance of the residential construction due to poor construction practices, failure to comply with applicable building code requirements, or for failure to adhere to the minimum building practices cited in this report.

This concludes BAC's traffic noise assessment for the proposed Mangini Ranch Phase 1 Lots 10 and 15 Residential Development. Please contact BAC at (916) 663-0500 or JonL@bacnoise.com with any questions regarding this assessment.

Appendix A

Acoustical Terminology

Acoustics	The science of sound.
Ambient Noise	The distinctive acoustical characteristics of a given space consisting of all noise sources audible at that location. In many cases, the term ambient is used to describe an existing or pre-project condition such as the setting in an environmental noise study.
Attenuation	The reduction of an acoustic signal.
A-Weighting	A frequency-response adjustment of a sound level meter that conditions the output signal to approximate human response.
Decibel or dB	Fundamental unit of sound, A Bell is defined as the logarithm of the ratio of the sound pressure squared over the reference pressure squared. A Decibel is one-tenth of a Bell.
CNEL	Community Noise Equivalent Level. Defined as the 24-hour average noise level with noise occurring during evening hours (7 - 10 p.m.) weighted by a factor of three and nighttime hours weighted by a factor of 10 prior to averaging.
Frequency	The measure of the rapidity of alterations of a periodic signal, expressed in cycles per second or hertz.
Ldn	Day/Night Average Sound Level. Similar to CNEL but with no evening weighting.
Leq	Equivalent or energy-averaged sound level.
Lmax	The highest root-mean-square (RMS) sound level measured over a given period of time.
Loudness	A subjective term for the sensation of the magnitude of sound.
Masking	The amount (or the process) by which the threshold of audibility is for one sound is raised by the presence of another (masking) sound.
Noise	Unwanted sound.
Peak Noise	The level corresponding to the highest (not RMS) sound pressure measured over a given period of time. This term is often confused with the Maximum level, which is the highest RMS level.
RT_{60}	The time it takes reverberant sound to decay by 60 dB once the source has been removed.
Sabin	The unit of sound absorption. One square foot of material absorbing 100% of incident sound has an absorption of 1 sabin.
SEL	A rating, in decibels, of a discrete event, such as an aircraft flyover or train passby, that compresses the total sound energy of the event into a 1-s time period.
Threshold of Hearing	The lowest sound that can be perceived by the human auditory system, generally considered to be 0 dB for persons with perfect hearing.
Threshold of Pain	Approximately 120 dB above the threshold of hearing.

Appendix B

FHWA Traffic Noise Prediction Model (FHWA-RD-77-108)
Calibration Worksheet

Project Information:	Job Number:	2019-138
	Project Name:	Mangini Ranch Phase 1 Lots 10 & 15
	Roadway Tested:	East Bidwell Street
	Test Location:	ST-1
	Test Date:	July 22, 2019
Weather Conditions:	Temperature (Fahrenheit):	97
	Relative Humidity:	21%
	Wind Speed and Direction:	WNW 7mph
	Cloud Cover:	Clear
Sound Level Meter:	Sound Level Meter:	LDL Model 820 (BAC #6)
	Calibrator:	LDL Model CAL200
	Meter Calibrated:	Immediately before
	Meter Settings:	A-weighted, slow response
Microphone:	Microphone Location:	On project site
	Distance to Centerline (feet):	65
	Microphone Height:	5 feet above ground
	Intervening Ground (Hard or Soft):	**Soft**
	Elevation Relative to Road (feet):	5
Roadway Condition:	Pavement Type	Asphalt
	Pavement Condition:	Good
	Number of Lanes:	2
	Posted Maximum Speed (mph):	45
Test Parameters:	Test Time:	11:55 AM
	Test Duration (minutes):	15
	Observed Number Automobiles:	126
	Observed Number Medium Trucks:	8
	Observed Number Heavy Trucks:	9
	Observed Average Speed (mph):	45
Model Calibration:	Measured Average Level (L_{eq}):	67.6
	Level Predicted by FHWA Model:	66.0
	Difference:	***-1.6 dB***

Conclusions: Modeled versus measured traffic noise levels within 2 dB, indicating close agreement. No calibration offset warranted for the prediction of future East Bidwell Street traffic noise levels at the project site.

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Legend

A Facing west

B Facing south

Note: Short-term monitoring completed on the afternoon of July 22, 2019, 38°37'45.47"N, 121° 6'49.26"W

Mangini Ranch Phase 1 Lots 10 & 15
Folsom, California

Photographs of Traffic Noise Survey Location

Appendix C

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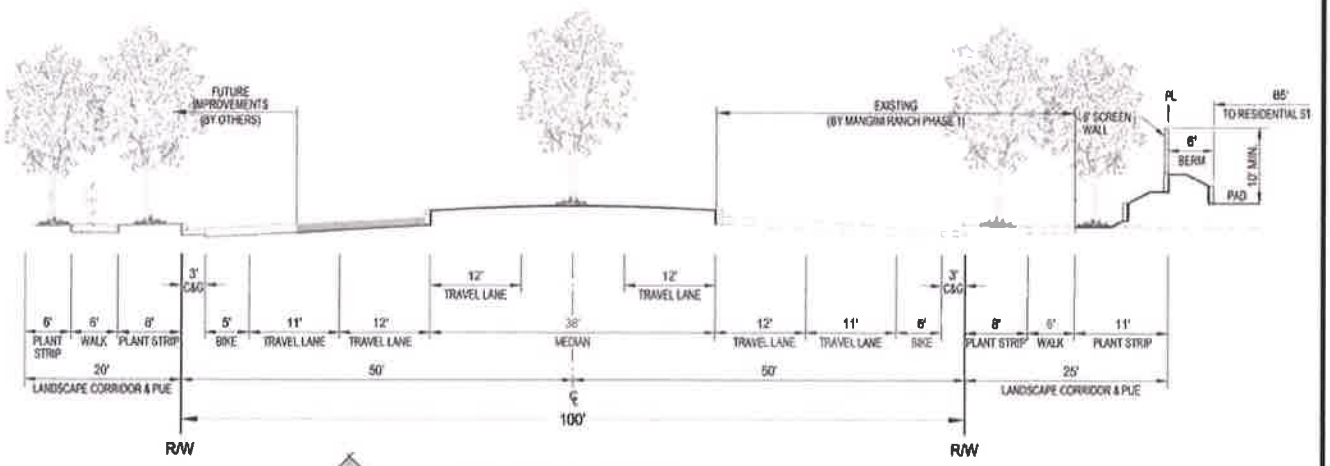
Appendix D



J

100' RIGHT-OF-WAY

East Bidwell Street

N.T.S.

Appendix E-1

FHWA Traffic Noise Prediction Model (FHWA-RD-77-108)
Noise Prediction Worksheet

Project Information:

Job Number: 2019-138
Project Name: Mangini Ranch Phase 1 Lots 10 & 15
Roadway Name: East Bidwell Street - North of Mangini Parkway

Traffic Data:

Year:	Future
Average Daily Traffic Volume:	29,300
Percent Daytime Traffic:	83
Percent Nighttime Traffic:	17
Percent Medium Trucks (2 axle):	2
Percent Heavy Trucks (3+ axle):	1
Assumed Vehicle Speed (mph):	45
Intervening Ground Type (hard/soft):	**Soft**

Traffic Noise Levels:

				L_{dn}, dB			
Location	Description	Distance	Offset (dB)	Autos	Medium Trucks	Heavy Trucks	Total
1	Lots nearest to East Bidwell Street	90	0	67	59	60	68

Traffic Noise Contours (No Calibration Offset):

L_{dn} Contour, dB	Distance from Centerline, (ft)
75	33
70	70
65	152
60	327

Notes: 1. Distances scaled from the future centerline of East Bidwell Street to nearest lots.

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Appendix E-2

FHWA Traffic Noise Prediction Model (FHWA-RD-77-108)
Noise Prediction Worksheet

Project Information:

Job Number: 2019-138
Project Name: Mangini Ranch Phase 1 Lots 10 & 15
Roadway Name: East Bidwell Street - South of Mangini Parkway

Traffic Data:

Year:	Future
Average Daily Traffic Volume:	20,300
Percent Daytime Traffic:	83
Percent Nighttime Traffic:	17
Percent Medium Trucks (2 axle):	2
Percent Heavy Trucks (3+ axle):	1
Assumed Vehicle Speed (mph):	45
Intervening Ground Type (hard/soft):	**Soft**

Traffic Noise Levels:

				----------L_{dn}, dB----------			
Location	**Description**	**Distance**	**Offset (dB)**	**Autos**	**Medium Trucks**	**Heavy Trucks**	**Total**
1	Lots nearest to East Bidwell Street	90	0	66	57	58	67

Traffic Noise Contours (No Calibration Offset):

L_{dn} Contour, dB	Distance from Centerline, (ft)
75	26
70	55
65	119
60	256

Notes: 1. Distances scaled from the future centerline of East Bidwell Street to nearest lots.

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Appendix E-3

FHWA Traffic Noise Prediction Model (FHWA-RD-77-108)
Noise Prediction Worksheet

Project Information:

Job Number: 2019-138
Project Name: Mangini Ranch Phase 1 Lots 10 & 15
Roadway Name: Mangini Parkway - East of East Bidwell Street

Traffic Data:

Year:	Future
Average Daily Traffic Volume:	12,200
Percent Daytime Traffic:	83
Percent Nighttime Traffic:	17
Percent Medium Trucks (2 axle):	2
Percent Heavy Trucks (3+ axle):	1
Assumed Vehicle Speed (mph):	40
Intervening Ground Type (hard/soft):	**Soft**

Traffic Noise Levels:

				L_{dn}, dB			
Location	Description	Distance	Offset (dB)	Autos	Medium Trucks	Heavy Trucks	Total
1	Lots nearest to Mangini Parkway	65	0	64	56	58	65

Traffic Noise Contours (No Calibration Offset):

L_{dn} Contour, dB	Distance from Centerline, (ft)
75	15
70	32
65	70
60	151

Notes: 1. Distances scaled from the centerline of Mangini Parkway to nearest lots.

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Appendix F-1

FHWA Traffic Noise Prediction Model (FHWA-RD-77-108)
Noise Barrier Effectiveness Prediction Worksheet

Project Information:

Job Number: 2019-138
Project Name: Mangini Ranch Phase 1 Lots 10 & 15
Roadway Name: East Bidwell Street - North of Mangini Parkway
Location(s): Lots nearest to East Bidwell Street

Noise Level Data:

Year: Future
Auto L_{dn}, dB: 67
Medium Truck L_{dn}, dB: 59
Heavy Truck L_{dn}, dB: 60

Site Geometry:

Receiver Description: Lots nearest to East Bidwell Street
Centerline to Barrier Distance (C_1): 80
Barrier to Receiver Distance (C_2): 10
Automobile Elevation: 0
Medium Truck Elevation: 2
Heavy Truck Elevation: 8
Pad/Ground Elevation at Receiver: 4
Receiver Elevation[1]: 9
Base of Barrier Elevation: 8
Starting Barrier Height 6

Barrier Effectiveness:

Top of Barrier Elevation (ft)	Barrier Height[2] (ft)	L_{dn}, dB: Autos	Medium Trucks	Heavy Trucks	Total	Barrier Breaks Line of Sight to... Autos?	Medium Trucks?	Heavy Trucks?
14	6	55	47	49	**57**	Yes	Yes	Yes
15	7	54	46	48	**56**	Yes	Yes	Yes
16	8	53	45	47	**55**	Yes	Yes	Yes
17	9	53	44	46	**54**	Yes	Yes	Yes
18	10	53	44	46	**54**	Yes	Yes	Yes
19	11	52	43	45	**53**	Yes	Yes	Yes
20	12	51	43	45	**53**	Yes	Yes	Yes
21	13	51	42	44	**52**	Yes	Yes	Yes
22	14	51	42	44	**52**	Yes	Yes	Yes

Notes: 1.Standard receiver elevation is five feet above grade/pad elevations at the receiver location(s)

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Appendix F-2

FHWA Traffic Noise Prediction Model (FHWA-RD-77-108)
Noise Barrier Effectiveness Prediction Worksheet

Project Information:

Job Number: 2019-138
Project Name: Mangini Ranch Phase 1 Lots 10 & 15
Roadway Name: East Bidwell Street - South of Mangini Parkway
Location(s): Lots nearest to East Bidwell Street

Noise Level Data:

Year: Future
Auto L_{dn}, dB: 66
Medium Truck L_{dn}, dB: 57
Heavy Truck L_{dn}, dB: 58

Site Geometry:

Receiver Description: Lots nearest to East Bidwell Street
Centerline to Barrier Distance (C_1): 80
Barrier to Receiver Distance (C_2): 10
Automobile Elevation: 0
Medium Truck Elevation: 2
Heavy Truck Elevation: 8
Pad/Ground Elevation at Receiver: 0
Receiver Elevation[1]: 5
Base of Barrier Elevation: 4
Starting Barrier Height 6

Barrier Effectiveness:

Top of Barrier Elevation (ft)	Barrier Height[2] (ft)	L_{dn}, dB: Autos	Medium Trucks	Heavy Trucks	Total	Barrier Breaks Line of Sight to... Autos?	Medium Trucks?	Heavy Trucks?
10	6	54	46	48	**56**	Yes	Yes	Yes
11	7	53	45	47	**54**	Yes	Yes	Yes
12	8	52	44	46	**54**	Yes	Yes	Yes
13	9	51	43	45	**53**	Yes	Yes	Yes
14	10	51	42	44	**52**	Yes	Yes	Yes
15	11	50	42	44	**52**	Yes	Yes	Yes
16	12	50	42	43	**51**	Yes	Yes	Yes
17	13	49	41	43	**51**	Yes	Yes	Yes
18	14	49	41	43	**50**	Yes	Yes	Yes

Notes: 1.Standard receiver elevation is five feet above grade/pad elevations at the receiver location(s)

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Appendix F-3

FHWA Traffic Noise Prediction Model (FHWA-RD-77-108)
Noise Barrier Effectiveness Prediction Worksheet

Project Information:

Job Number: 2019-138
Project Name: Mangini Ranch Phase 1 Lots 10 & 15
Roadway Name: Mangini Parkway - East of East Bidwell Street
Location(s): Lots nearest to Mangini Parkway

Noise Level Data:

Year: Future
Auto L_{dn}, dB: 64
Medium Truck L_{dn}, dB: 56
Heavy Truck L_{dn}, dB: 58

Site Geometry:

Receiver Description: Lots nearest to Mangini Parkway
Centerline to Barrier Distance (C_1): 55
Barrier to Receiver Distance (C_2): 10
Automobile Elevation: 0
Medium Truck Elevation: 2
Heavy Truck Elevation: 8
Pad/Ground Elevation at Receiver: 0
Receiver Elevation[1]: 5
Base of Barrier Elevation: 0
Starting Barrier Height 6

Barrier Effectiveness:

Top of Barrier Elevation (ft)	Barrier Height[2] (ft)	L_{dn}, dB				Barrier Breaks Line of Sight to...		
		Autos	Medium Trucks	Heavy Trucks	Total	Autos?	Medium Trucks?	Heavy Trucks?
6	6	57	50	53	**59**	Yes	Yes	Yes
7	7	56	48	52	**58**	Yes	Yes	Yes
8	8	54	47	50	**56**	Yes	Yes	Yes
9	9	53	46	49	**55**	Yes	Yes	Yes
10	10	52	45	47	**54**	Yes	Yes	Yes
11	11	51	43	46	**53**	Yes	Yes	Yes
12	12	50	43	45	**52**	Yes	Yes	Yes
13	13	49	42	44	**51**	Yes	Yes	Yes
14	14	49	41	44	**51**	Yes	Yes	Yes

Notes: 1.Standard receiver elevation is five feet above grade/pad elevations at the receiver location(s)

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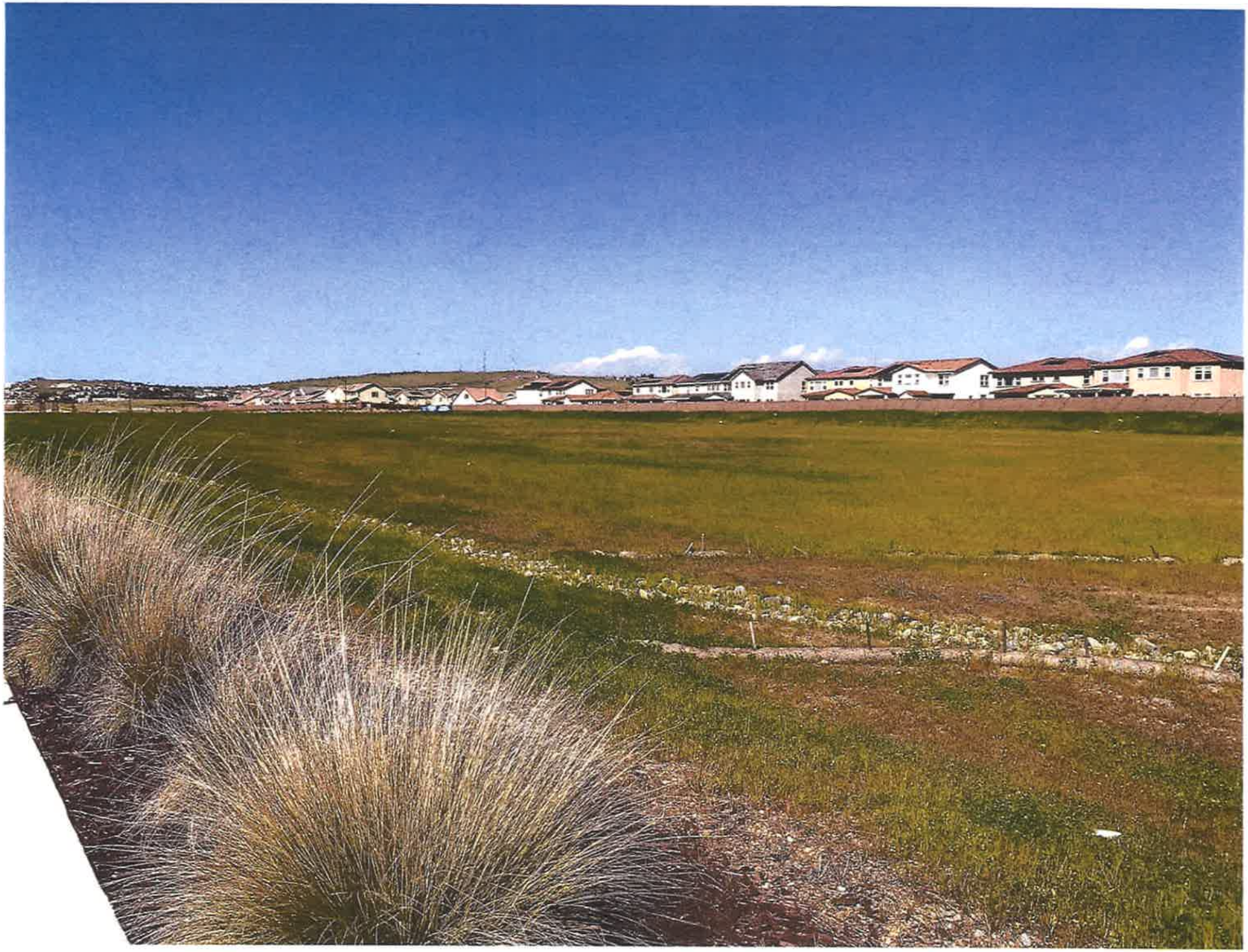
Attachment 12

Site Photographs



Attachment 13

Applicant's Inclusionary Housing Letter

MANGINI IMPROVEMENT COMPANY, INC.

February 15, 2019

Mr. Scott Johnson
Planning Manager
Community Development Department
City of Folsom
50 Natoma Street
Folsom, CA 95630

Re: Mangini Ranch – Phase 1 (Lot 10) Tentative Map Compliance with Chapter 17.104-Inclusionary Housing

Dear Mr. Johnson,

In accordance with Chapter 17.104 of the Folsom Municipal Code, Mangini Improvement Company, Inc. hereby elects to satisfy the Inclusionary Housing Ordinance requirements for the proposed Small Lot Tentative Map (Mangini Phase 1 – Lot 10) with the payment of the In-Lieu Fee as permitted in Section 17.104.060(G).

If you have any questions or comments, please feel free to contact me.

Sincerely,

Mangini Improvement Company, Inc.
a California corporation

By: _____
William B. Bunce, President

Attachment 14

Summary of Amendments to the Folsom Plan Area Specific Plan

Summary of Amendments to the
Folsom Plan Area Specific Plan, 2011-2016

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 15

Folsom Ranch Central District Design Guidelines

Exhibit A

FOLSOM RANCH, CENTRAL DISTRICT

DESIGN GUIDELINES

May | 2015

2

ARCHITECTURAL DESIGN GUIDELINES

ARCHITECTURAL GUIDING PRINCIPLES

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

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

GENERAL ARCHITECTURAL GUIDELINES

Edge Conditions

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

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

Roof Forms

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

The following roof design guidelines should also be considered:

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

Corner Buildings

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

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

Front Elevations

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

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

Multi-family Entries

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

- Wherever possible, orient the front door and principal access towards the roadway, paseo, or common open space.
- Incorporate appropriate roof elements, columns, Feature Windows and/or architectural forms in the entry statement to emphasize the building character and the location of individual doorways.
- If due to building configuration the front entry location is not immediately apparent, direct and draw the observer to it with added elements such as signs, lighting, and landscape.

Feature Windows

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

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

Windows

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

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

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

Example of Feature Window

Example of Juliet Balcony

Garage Door Treatments

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

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

Porte Cochere with garage at rear of house

Street Facing Garages

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

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

Alley Treatments

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

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

Building Forms

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

Architectural Projections

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

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

Offset Massing Forms

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

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

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

Floor Plan Plotting

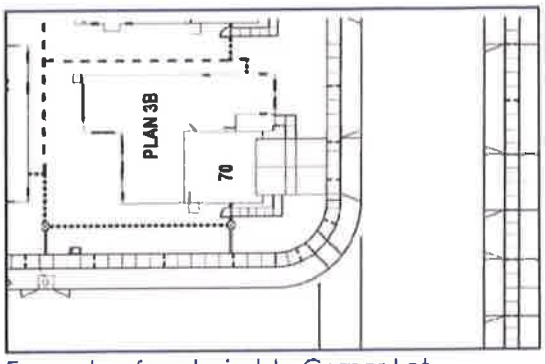
In each single-family detached neighborhood with a **minimum** of up to 80 homes, provide:

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

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

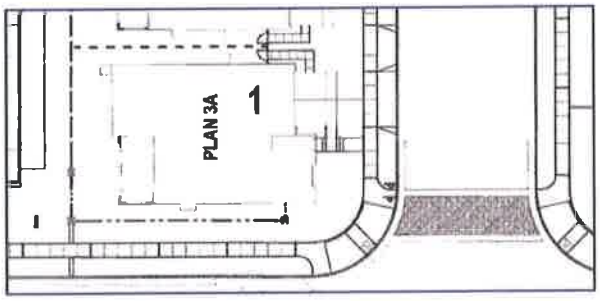
- Three floor plans.
- Four elevations for each floor plan using a minimum of **three** architectural styles. If only three styles per floor plan are selected, elevations shall be significantly different in appearance.
- Four different color schemes for each floor plan.

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



Example of undesirable Corner Lot Street Facing Garage Placement


Example of undesirable Corner Lot Street Facing Garage Placement



Example of preferred Corner Lot Plotting Garage Placement


Example of preferred Corner Lot Plotting Garage Placement

Style Plotting

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

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

Color Criteria

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

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

Lower Height Elements

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

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

Balconies

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

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

Roof Considerations

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

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

Outdoor Living Spaces

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

Materials

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

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

Exterior Structures

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

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

Accessory Structures

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

Lighting

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

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

Address Numbers

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

RESIDENTIAL ARCHITECTURAL STYLES

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

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

ARCHITECTURAL THEME: CALIFORNIA HERITAGE

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

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

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

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

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

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

ITALIAN VILLA

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

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

Italian Villa Style Elements:

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

Example of Italian Villa Architecture

Example of Italian Villa Architecture

Example of Italian Villa Architecture

SPANISH COLONIAL

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

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

Spanish Colonial Style Elements:

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

Example of Spanish Colonial Architecture

Example of Spanish Colonial Architecture

Example of Spanish Colonial Architecture

MONTEREY

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

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

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

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

Monterey Style Elements:

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

Example of Monterey Architecture

Example of Monterey Architecture

WESTERN FARMHOUSE

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

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

Western Farmhouse Style Elements:

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

Example of Western Farmhouse Architecture

Example of Western Farmhouse Architecture

Example of Western Farmhouse Architecture

EUROPEAN COTTAGE

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

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

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

European Cottage Style Elements:

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

Example of European Cottage Architecture

Example of European Cottage Architecture

CRAFTSMAN

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

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

Example of Craftsman Architecture

Craftsman Style Elements:

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

Example of Craftsman Architecture

EARLY CALIFORNIA RANCH

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

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

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

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

California Ranch Style Elements:

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

Example of California Ranch Architecture

Example of California Ranch Architecture

AMERICAN TRADITIONAL

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

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

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

Example of American Traditional Architecture

Example of American Traditional Architecture

American Traditional Style Elements:

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

Example of American Traditional Architecture

Attachment 16

Planning Commission Staff Report
Dated May 6, 2020

CITY OF
FOLSOM
DISTINCTIVE BY NATURE

AGENDA ITEM NO. 4
Type: Public Hearing
Date: May 6, 2020

Planning Commission Staff Report

50 Natoma Street, Council Chambers
Folsom, CA 95630

Project:	Creekstone Phase 1 Subdivision
File #:	PN-19-059
Requests:	Small-Lot Vesting Tentative Subdivision Map
	Planned Development Permit (Residential Architecture/Development Standards)
	Minor Administrative Modification (Reallocation of Dwelling Units to Other Parcels)
Location:	The proposed Creekstone Phase 1 Subdivision project is located in the Mangini West sub-area of the Folsom Plan Area Specific Plan at the southeast corner of the intersection of East Bidwell Street and Mangini Parkway
Staff Contact:	Steve Banks, Principal Planner, 916-461-6207 sbanks@folsom.ca.us

Property Owner
Name: Mangini Improvement Company, Inc.
Address: 4370 Town Center Blvd,
Suite 100, El Dorado Hills,
CA 95762

Applicant
Name: Mangini Improvement Company, Inc.
Address: 4370 Town Center Blvd, Suite 100, El Dorado Hills, CA 95762

Recommendation: Conduct a public hearing and upon conclusion recommend approval of the following, subject to the findings (Findings A-Z) and conditions of approval (Conditions 1-52) attached to this report:

- Small-Lot Vesting Tentative Subdivision Map
- Planned Development Permit
- Minor Administrative Modification for Transfer of Development Rights

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

CITY OF
FOLSOM
DISTINCTIVE BY NATURE

AGENDA ITEM NO. 4
Type: Public Hearing
Date: May 6, 2020

- A **Small-Lot Vesting Tentative Subdivision Map** to subdivide the 9.88-acre project site into 71 residential lots.
- A **Planned Development Permit** which contains detailed development and architectural standards for the proposed homes.
- A **Minor Administrative Modification** to transfer 15 allocated dwelling units from the Creekstone Phase 1 Subdivision project to two other locations within the Folsom Plan Area Specific Plan.

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

Table of Contents:

CITY OF
FOLSOM
DISTINCTIVE BY NATURE

AGENDA ITEM NO. 4
Type: Public Hearing
Date: May 6, 2020

Attachment 11 - Exterior Color/Materials Specifications, dated February 24, 2020

Attachment 12 - CEQA Exemption and Streamlining Analysis for Creekstone Phase 1 Subdivision Project

Attachment 13 - Access and Circulation Analysis, dated April 14, 2020

Attachment 14 - Environmental Noise Analysis, dated August 15, 2019

Attachment 15 - Site Photographs

Attachment 16 - Creekstone Phase 1 Subdivision Booklet (Separate Bound Document) including the following, except where superseded by separate documents or illustrations listed above:

- Illustrative Site Plan (Booklet page 10)
- Residential Architecture (Booklet page 12)
- Conceptual Landscape Design (Booklet page 16)
- Building Elevations and Floor Plans (Booklet page A0.0 to A3.5)

Attachment 17 - Applicant's Inclusionary Housing Letter, dated February 15, 2019

Attachment 18 - Summary of Amendments to the Folsom Plan Area Specific Plan, 2011-2020

Attachment 19 - Folsom Ranch Central District Design Guidelines

Attachment 20 - Planning Commission PowerPoint Presentation

Submitted,

PAM JOHNS
Community Development Director

ATTACHMENT 1
BACKGROUND AND SETTING

A. Background: Folsom Plan Area Specific Plan

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

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

The FPASP includes a mix of residential, commercial, employment and public uses, complemented by recreational amenities including a significant system of parks and open space, all within 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 1,622 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 8 amendments to the Specific Plan with land use and density refinements (summarized in Attachment 18 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:	5,199,409 SF	2,788,844 SF (-2,410,565 SF)
Residential Units:	10,210 Units	11,461 Units (+1,251 Units)

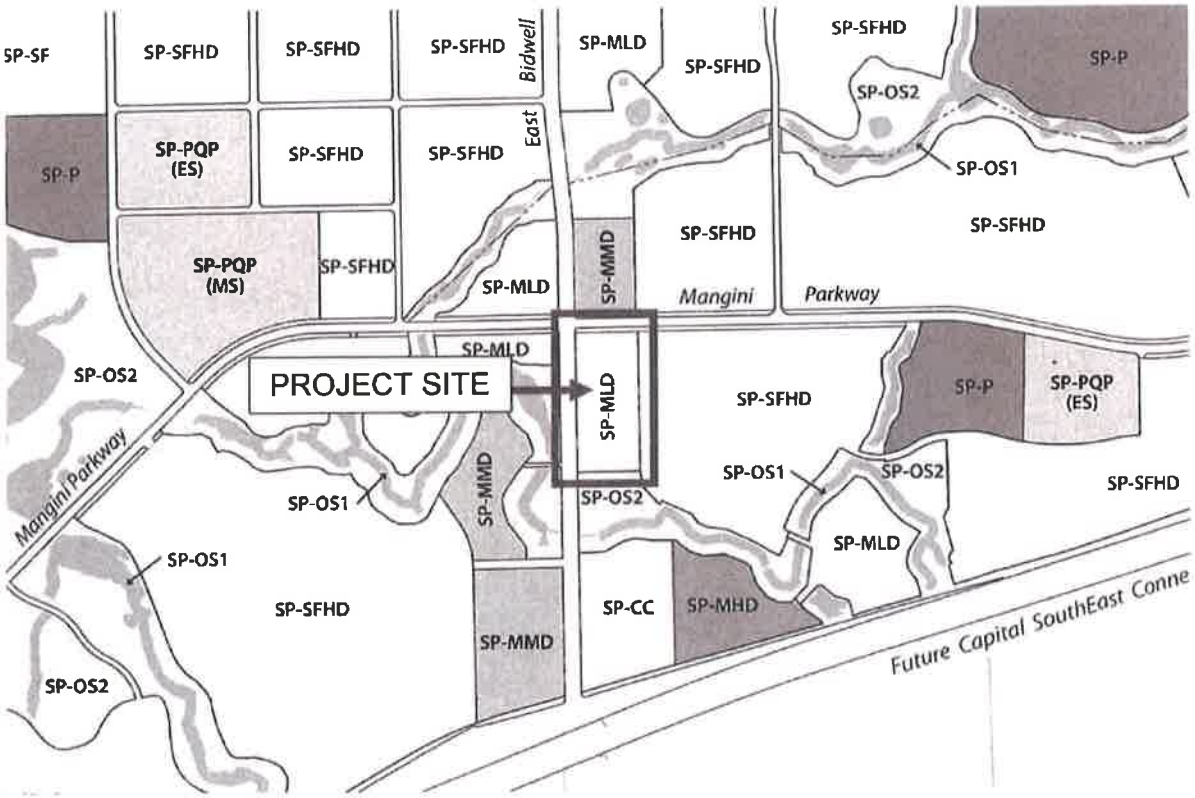
Based on the approved changes, the projected population of the FPASP has increased from 24,362 (based on approved development in 2010) to 27,140 (as approved through March, 2020).

In addition to the amendments listed in Appendix 18, a number of Minor Administrative Modifications have been approved (another is proposed for this project). These minor modifications have moved allocated dwelling units to new locations in the FPASP area but did not affect the overall number of approved units. Because they do not increase or decrease units, these minor modifications are also not expected to affect the ultimate

population of the FPASP area.

The Creekstone Phase 1 Subdivision project site is designated MLD in the FPASP, which provides for development at 7.0 to 12.0 units per acre. An excerpt from the FPASP Land Use Map is shown below. This designation is consistent with the site's MLD designation in the Folsom General Plan.

FIGURE 1: FPASP LAND USE MAP EXCERPT



B. Physical Setting

The project site is vacant but has been mass graded as part of the development of the Mangini Ranch Phase 1 Subdivision.

Figures 2 and 3, on the following pages, shows aerial photographs of the Creekstone Phase 1 Subdivision project site. The balance of the Mangini Ranch Phase 1 Subdivision project, currently under development, is visible to the right (east) of the Creekstone site.

As show on the aerial photographs, pre-existing vegetation on the site was removed as part of the mass grading of the Mangini Ranch project, which was conducted in accordance with mitigation measures in the FPASP EIR/EIS and monitored by the City. South of the project site is a drainage basin that serves the Mangini Ranch project.

FIGURE 2: AERIAL PHOTO (2020)

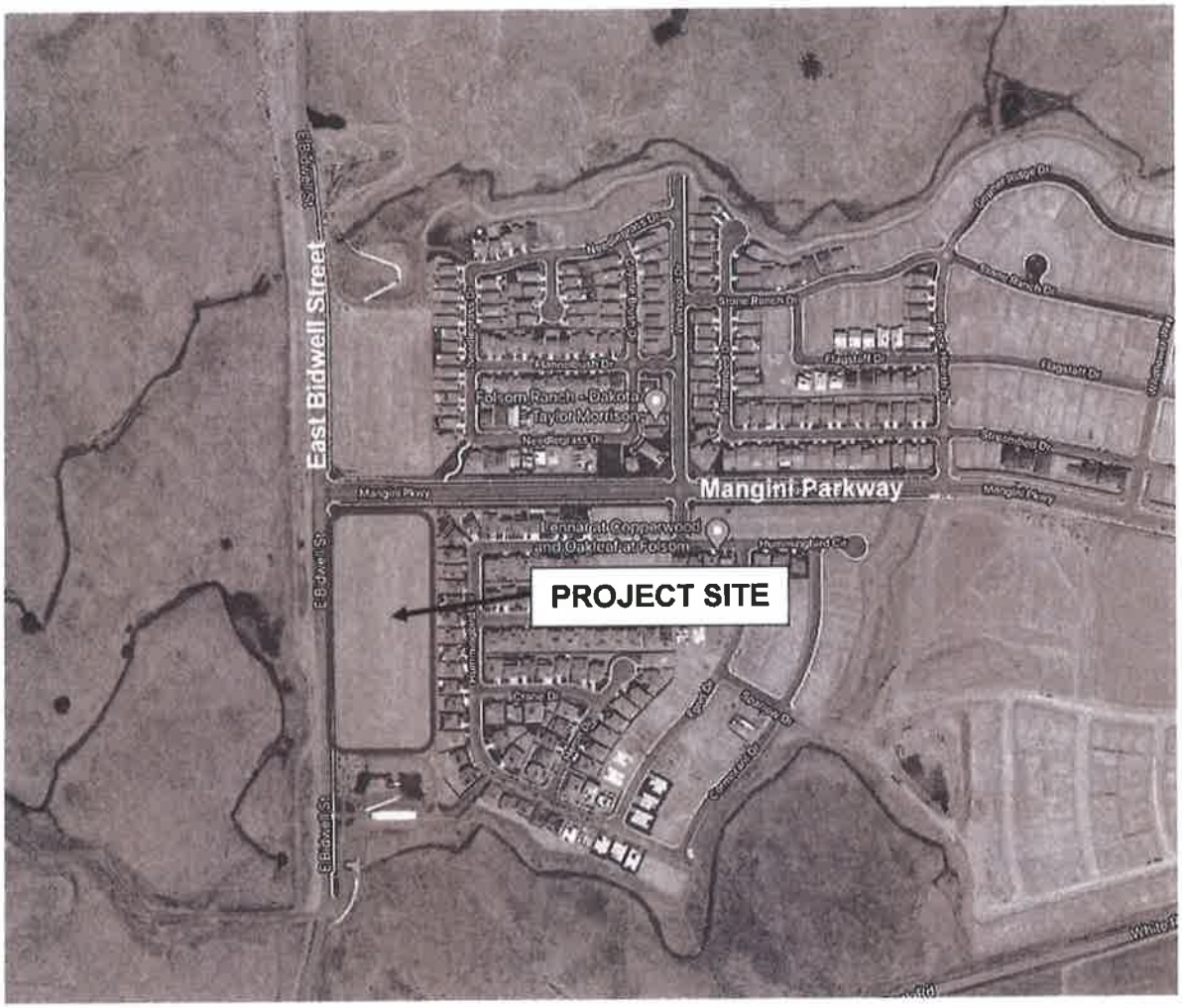


FIGURE 3: SITE AERIAL (2020)

ATTACHMENT 2
PROJECT DESCRIPTION

APPLICANT'S PROPOSAL

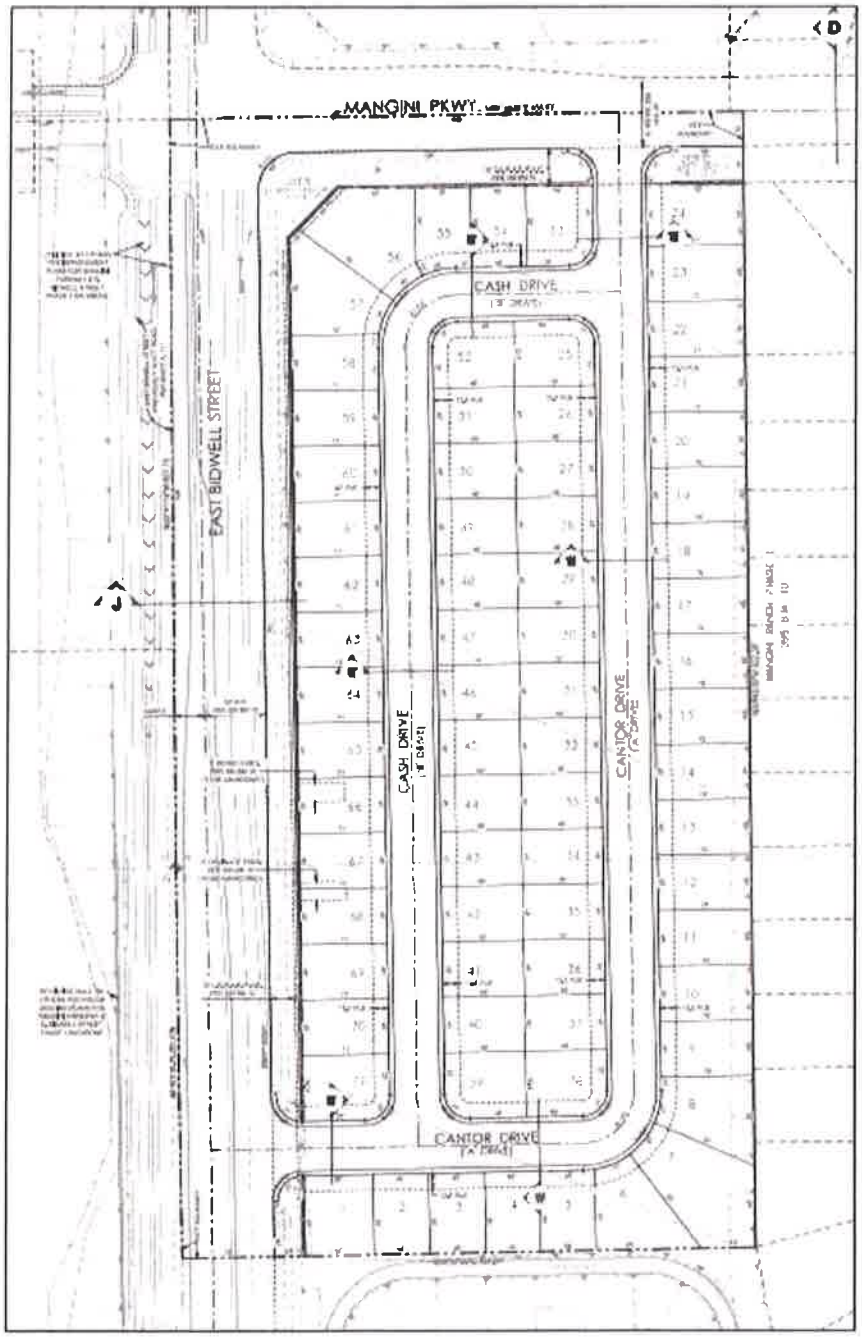
The applicant is requesting approval of several related actions to allow the development of 71 single family homes on a 9.88-acre project site. This Attachment examines the following requested approvals:

A. Small-Lot Vesting Tentative Subdivision Map
B. Planned Development Permit (Minor Changes to Development Standards)
C. Minor Administrative Modification (Reallocation of Dwelling Units to Other Parcels)

A. Small-Lot Vesting Tentative Subdivision Map

The first component of the applicant's proposal is a Small-Lot Vesting Tentative Subdivision Map to create 71 single-family residential lots and 3 landscape lots. The proposed subdivision layout is shown on the following page. (A more detailed version of the subdivision map is included as Attachment 6 to this staff report.)

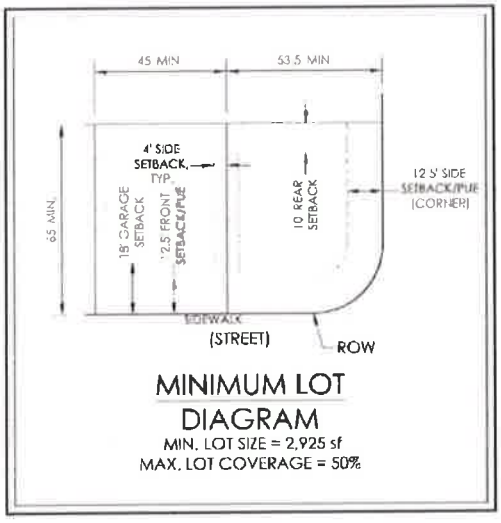
FIGURE 4: PROPOSED SUBDIVISION LAYOUT



The proposed subdivision features interior lots with a minimum size of 2,925 SF, which is 75 SF smaller than the existing development standard for lots in the MLD Single Family land use district of the Specific Plan. Corner lots with a minimum size of 3,300 SF are proposed, which are 200 SF smaller than the existing development standard for lots in the MLD land use district. (The applicant has requested a Planned Development Permit to make these and other minor changes to the development standards for this subdivision. See the discussion of the Planned Development Permit later in this staff report.)

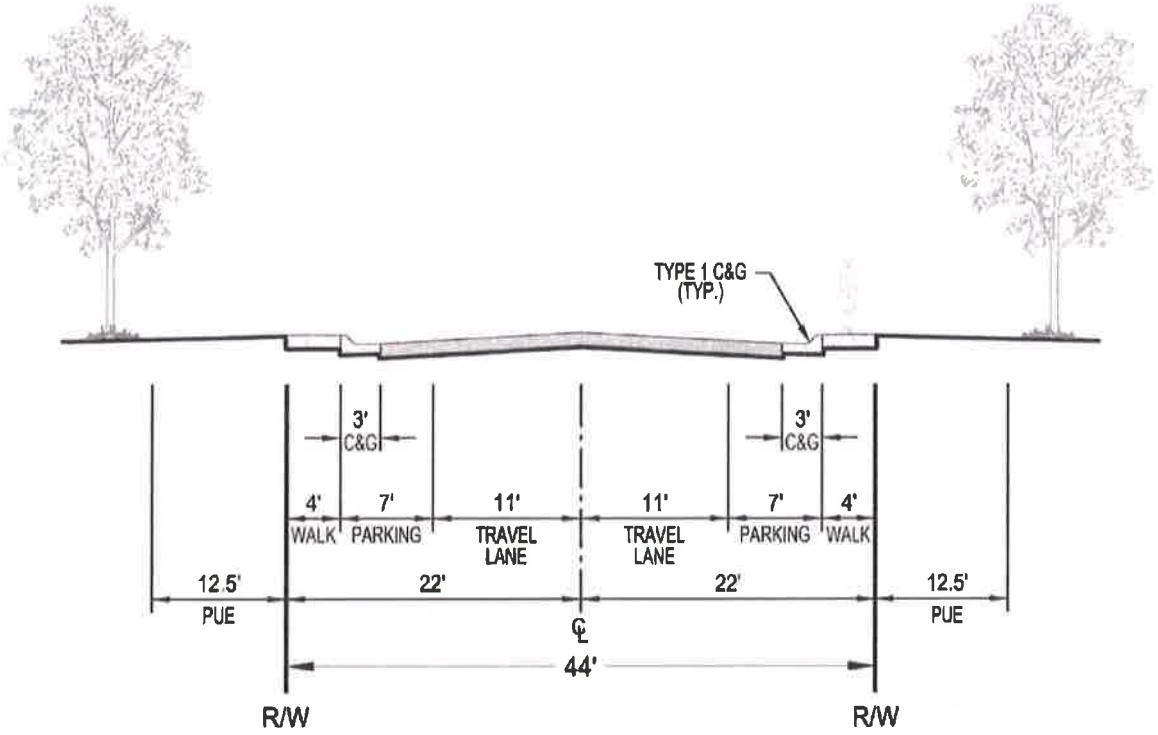
Proposed minimum lot sizes and dimensions are shown below.

FIGURE 5: PROPOSED MINIMUM LOT DIMENSIONS



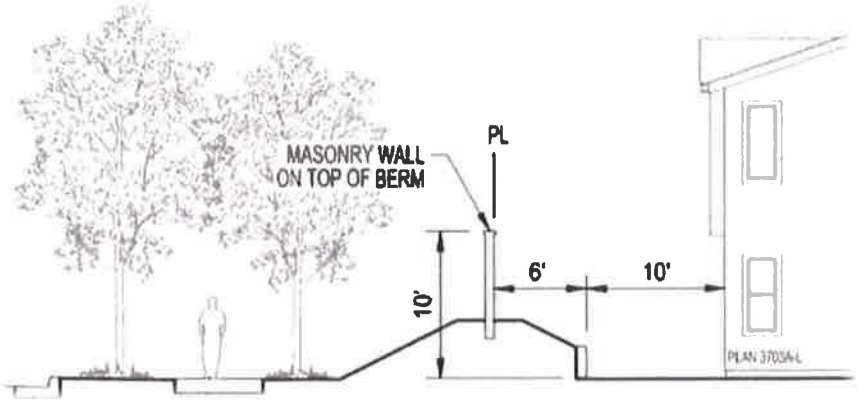
The subdivision uses standard public street right-of-way dimensions, including an internal roadway system with sidewalks on both sides of the street, as shown in Figure 6 on the following page.

FIGURE 6: INTERNAL ROADWAY CROSS SECTION



In response to projected traffic levels on East Bidwell Street and to minimize potential noise impacts associated with these traffic levels, the project proposes a combination of berms (4-foot-tall berm), soundwalls (6-foot-tall soundwall), and relatively deep 16-foot rear yards (a 10-foot rear yard setback is required within the subdivision) for the homes adjacent to this roadway, as shown below in Figure 7.

FIGURE 7: EAST BIDWELL STREET-TO-REAR YARD CROSS SECTION



B. Planned Development Permit

The applicant is seeking approval of a Planned Development Permit which provides project-specific development standards for the project and architectural designs for the proposed residential units. The Planned Development Permit includes the following major components:

- Proposed Revised Development Standards
- Proposed Residential Designs
- Proposed Landscaping

These are discussed below.

Proposed Revised Development Standards

The applicant proposes changes to some FPASP development standards:

1. **Minimum lot size** for **interior lots** is proposed to be **reduced** from 3,000 SF to **2,925 SF.** Minimum lot size for **corner lots** is proposed to be **reduced** from 3,500 SF to **3,300 SF**.

2. Minimum **front yard setbacks for the primary structure**, which are proposed to be reduced from 15 feet to **12.5 feet**

3. Minimum **garage setbacks**, which are proposed to be reduced from 20 feet to **18 feet**

4. Minimum **side yard setbacks**, which are proposed to be reduced from 5 feet to **4 feet**

The applicant's justification for these proposed changes is based on providing a first-floor bedroom for the homes. The following text from the applicant summarizes their justification for the proposed changes in development standards:

> *As part of our submittal we are requesting a few minor modifications to the MLD development standards. The primary factor driving our request for setback modifications is so that we can offer a downstairs bedroom in two of the three plans. This feature has become a very desirable amenity offering a space for a home office, guest accommodations or a family member bedroom. Field surveys in the Folsom market of active communities has shown this feature being one of the top requests from buyers. Thirty-seven feet is the ideal width to achieve a functional downstairs bedroom. Placing the room forward of the garage creates a more desirable front elevation and pedestrian experience.*

Our minor modification requests associated with architecture include front, interior side, and garage setback modifications.

Proposed Residential Designs

The proposed project includes the construction of 71 single family homes in three different configurations—1, 2, and 3—and three architectural styles. All of the homes are proposed in a two-story configuration, with downstairs bedrooms in Plan 2 and Plan 3.

Proposed architectural styles are:

- Italian Villa
- Spanish Colonial
- Western Farmhouse

All three architectural styles are proposed to be used for all unit types, with a variety of colors and materials as shown in the applicant's bound submittal booklet (Attachment 16).

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

Creekstone elevation designs are Spanish Colonial, Italian Villa and Western Farmhouse, consistent with the fabric of existing historic Folsom community. Each plan offers each elevation style. Combined with nine pre-plotted color schemes, there is limited duplication of same plan, elevation, and color combination. These styles each carry a strong character and together, create a neighborhood full of varying interests. Roofs vary in forms, pitches, style, and heights. Two-story buildings include one-story massing. Thoughtful breaks in massing are achieved to provide visual interest at elevations exposed to public view. The front door, garage door and coach light selections vary per elevation and are architecturally compatible with the theme of each home. Combined, all these design features, create visual interest and a pedestrian friendly streetscape.

- *Spanish Colonial - The simply articulated design combines light colored stucco wall finish, terra cotta colored villa roof tiles, with pops of color on the window shutters. Lines are clean, cantilevers are highlighted with curved corbels, and roof lines are traditionally low-pitched gables.*

- *Western Farmhouse - This asymmetrical cottage design integrates a series of gable roofs in the massing and the introduction of siding and brick, for character and texture. The traditional steep-pitched roof, accentuated by the gable end board and batt finish, provides for variety in the eave lines within the streetscape.*

- *Italian Villa - Strong punctuations of material and detail highlight the Italian Villa, the most formal of the three styles. Stone veneer-finished walls create a strong base, corner treatments frame the wall planes, and windows are centered and highlighted with a wide trim surround. The style calls for a hip roof design.*

Illustrations of the proposed architectural styles applied to the proposed residential designs are shown below and on the following two pages.

FIGURE 8: PLAN 1 ELEVATIONS

Front Elevation - 1A - Spanish Colonial

Front Elevation - 1C - Italian Villa

Front Elevation - 1B - Western Farmhouse

FIGURE 9: PLAN 2 ELEVATIONS

Front Elevation - 2A - Spanish Colonial

Front Elevation - 2C - Italian Villa

Front Elevation - 2B - Western Farmhouse

FIGURE 10: PLAN 3 ELEVATIONS

Front Elevation - 3A - Spanish Colonial

Front Elevation - 3C - Italian Villa

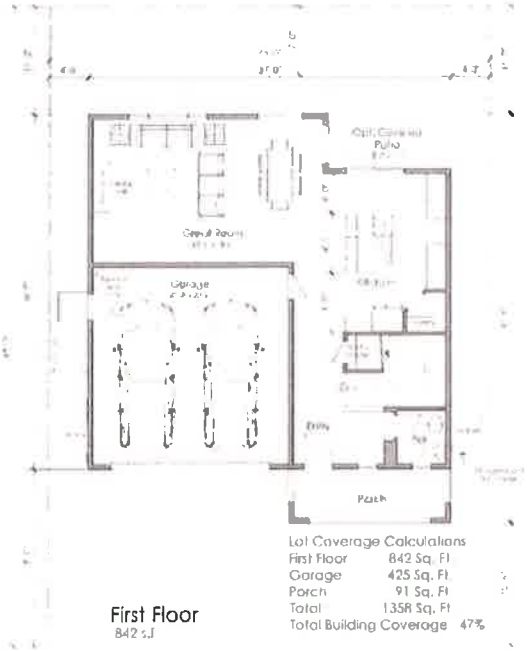
Front Elevation - 3B - Western Farmhouse

Typical floorplans for each unit type are shown in the figures on the following pages. As noted earlier, Plans 2 and 3 include a downstairs bedroom.

FIGURE 11: PLAN 1 FLOORPLAN

Second Floor
1054 s.f.

Floor Plan
3 Bedrooms
2.5 Baths
1896 s.f.



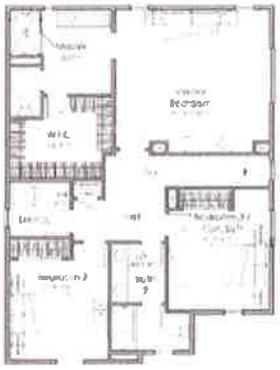
First Floor
842 s.f.

Lot Coverage Calculations

First Floor	842 Sq. Ft
Garage	425 Sq. Ft
Porch	91 Sq. Ft
Total	1358 Sq. Ft
Total Building Coverage	47%

FIGURE 12: PLAN 2 FLOORPLAN

Opt. Loft



Second Floor
1084 s.f.

Floor Plan
4 Bedrooms
Opt. Loft
3 Baths
2049 s.f.

First Floor
965 s.f.

Lot Coverage Calculations

First Floor	965 Sq. Ft
Garage	419 Sq. Ft
Porch	72 Sq. Ft
Total:	1456 Sq. Ft
Total Building Coverage	50%

Downstairs bedroom highlighted

FIGURE 13: PLAN 3 FLOORPLAN

Downstairs bedroom ***highlighted***

Existing and Proposed Landscaping

Existing landscaping and sidewalks are present within a 20-foot-wide landscape corridor located along the east side of East Bidwell Street and within a 30-foot-wide landscape corridor located along the south side of Mangini Parkway. The applicant is proposing to provide an additional five feet of landscaping along East Bidwell Street in order to accommodate a four-foot-tall berm, increasing the width of this landscape buffer to 25 feet. Accordingly, the existing 20-foot-wide landscape easement located along the East Bidwell Street frontage is being widening to 25 feet as shown on the Small-Lot Vesting Tentative Subdivision Map.

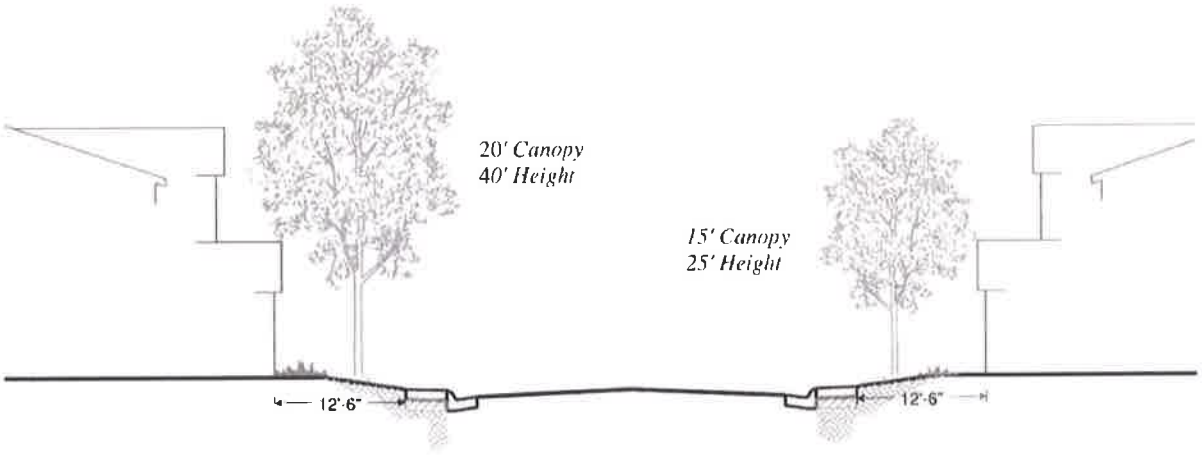
The applicant is proposing to install new landscaping in the front yards and street side yards of the new homes within the subdivision. Homeowners will be responsible for landscaping the rear yards of the individual homes. Front yard landscaping has been designed by the applicant to complement the proposed architecture and to work within the front yard areas available.

The applicant describes the landscaping concept for the front yards as follows:

> *"The front yard landscaping proposed for this community has been thoughtfully planned providing an aesthetically pleasing design that includes a mix of shrub accent planting and ornamental grasses combined with accent boulders for added vertical interest. By omitting the turf, these designs are more water efficient and require less maintenance.*
>
> *Much effort was put into selecting the trees proposed for this community. Working with the Folsom City Arborist, great care was taken in selecting trees with appropriate characteristics for the planting space provided. The proposed trees are known to be successful in small planting areas, are considered non-invasive and utility friendly. In addition, they provide a combination of canopy shapes, colors and heights ranging from 10'-50'. The designs provide a tree planting zone averaging 206 square feet offering ample space for the proposed minimum one tree per lot. Additional planning is in place to mitigate concerns about long term tree success. First, our target tree planting zone avoids garage sides of the lot entirely reducing utility conflicts considerably. In addition, as we do with any installation, contractors will be directed to maintain minimum distances from utilities and hardscapes. Should any minimum distance not be met, root barriers will be added."*

The applicant has discussed appropriate tree species with the City's Arborist and has selected a list of trees which will fit within space available (shown below). The updated tree list is included in the applicant's submittal book, attached to this staff report (Attachment 16).

FIGURE 14: TREES IN FRONT YARD AREAS



Selected trees for the front yard areas include:

- Arbutus unedo Marina "Strawberry Tree"
- Cercis occidentalis "Western Redbud"
- Lagerstroemia Hybrid Natchez "Crape Myrtle"
- Podocarpus macrophyllus "Yew Pine"
- Prunus caroliniana "Carolina Laurel Cherry"
- Pyrus calleryana Chanticleer "Chanticleer Pear"

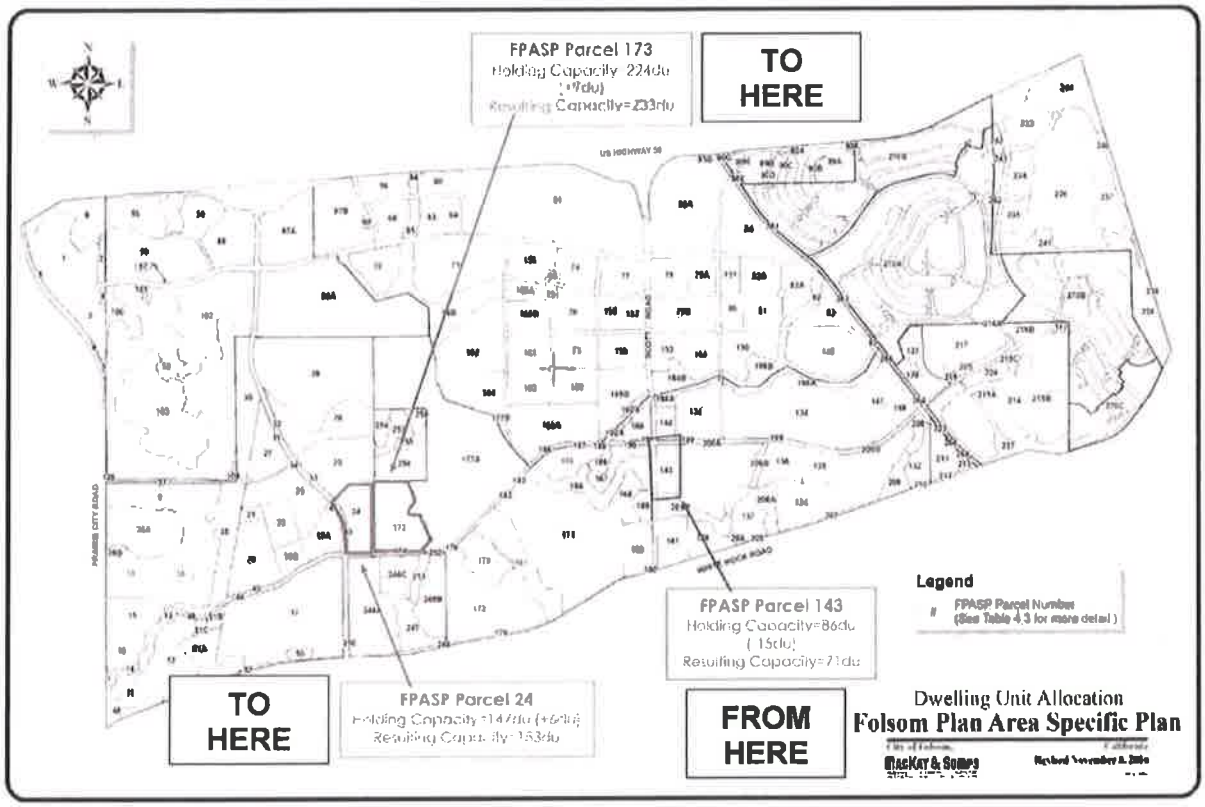
All of these trees have either a relatively small canopy size (e.g., the crape myrtle) or have a tall, vertical form (e.g., the yew pine) that will fit in the proposed front yard areas. Due to their size, these species are more commonly used as "accent" trees in a palette that includes larger "canopy" trees when enough space is available.

C. Minor Administrative Modification

The parcel (Parcel 143) on which the Creekstone Phase 1 Subdivision project is located is designated by the FPASP for the development of 86 residential units. Because the applicant is proposing to construct only 71 residential units on the subject parcel, a Minor Administrative Modification is proposed to reallocate the 15 unused residential units to two other sites (Parcel 24 and Parcel 173) within the Folsom Plan Area. These other two sites or parcels have not been mapped, and no development applications are currently on file with the City.

Parcel 24 and Parcel 173 are both designated MLD by the FPASP (as is the Creekstone Phase 1 Subdivision parcel). The increase in the number of units allocated to these sites (6 units added to Parcel 24 and 9 units added to Parcel 173) would not require a change in the land use designation for either site as each parcel has available capacity to accept additional units. The Creekstone Phase 1 Subdivision site and the proposed locations (all of which are under the same ownership group/Mangini Improvement Company, Inc.) for the reallocated residential units are shown in Figure 15 on the following page.

FIGURE 15: PROPOSED REALLOCATION OF 15 DWELLING UNITS



ATTACHMENT 3
ANALYSIS

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

A. Small-Lot Vesting Tentative Subdivision Map

B. Planned Development Permit (Minor Changes to Development Standards)
   - Proposed Revised Development Standards
   - Proposed Residential Designs
   - Proposed Landscaping

C. Traffic/Access/Circulation

D. Parking

E. Noise Impacts

F. Walls/Fencing

G. Inclusionary Housing

H. Frontage Improvements

I. Minor Administrative Modification (Shift of Dwelling Units to Other Parcels)

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

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

A. Small-Lot Vesting Tentative Subdivision Map

As shown on the submitted Small-Lot Vesting Tentative Subdivision Map (Attachment 6), the proposed subdivision includes 71 single family residential lots, 3 landscape lots, and two internal public streets (Cantor Drive and Cash Drive). The proposed project will be required to dedicate public right-of-way for the two internal public streets. The project is not required to dedicate any additional public right-of-way along East Bidwell Street or Mangini Parkway as the right-of-way for these two roadways has previously been dedicated. As shown on the Subdivision Map, the applicant is also proposing to expand an existing landscape easement located along the East Bidwell Street frontage from 20 to 25 feet in width in order to accommodate a new landscape berm.

As mentioned previously, all roadways within the subdivision are proposed to be public streets. As a result, staff has included a condition (Condition No. 41) that requires the applicant to dedicate public utility easements for underground facilities (i.e., SMUD, Pacific Gas and Electric, cable television, telephone) on properties adjacent to the streets.

As noted earlier, the applicant is proposing changes to the development standards of the FPASP to accommodate the lots proposed. These include a minimum lot size of **2,925 SF** for interior lots and **3,300 SF** for corner lots.

Based on the proposed subdivision map, more than half of the proposed lots (58%) are larger than 3,000 SF, the minimum size that would apply if the applicant's proposed change were not approved. A total of six (6) lots would be at the minimum proposed size (2,925 SF). All lots and their proposed size are shown below. Interior lots below 3,000 SF and corner lots smaller than 3,500 SF are highlighted to demonstrate which lots require the revised development standards proposed by the applicant.

Creekstone Phase 1 Subdivision Proposed Lot Sizes

Lot #	Size (SF)	Lot #	Size (SF)	Lot #	Size (SF)
1	3,640	25 (C)	3,445	49	2,970
2	2,925	26	2,970	50	2,970
3	2,925	27	2,970	51	2,970
4	2,925	28	2,970	52 (C)	3,445
5	2,927	29	2,970	53 (C)	3,398
6	4,188	30	2,970	54	2,941
7	6,327	31	2,970	55	3,000
8	4,271	32	2,970	56	5,187
9	3,357	33	2,970	57	5,392
10	3,367	34	2,970	58	3,199
11	3,377	35	2,970	59	3,195
12	3,388	36	2,970	60	3,195
13	3,398	37	2,970	61	3,195
14	3,407	38 (C)	3,445	62	3,195
15	3,418	39 (C)	3,445	63	3,195
16	3,428	40	2,970	64	3,195
17	3,438	41	2,970	65	3,195
18	3,448	42	2,970	66	3,195
19	3,458	43	2,970	67	3,195
20	3,468	44	2,970	68	3,195
21	3,478	45	2,970	69	3,195
22	3,488	46	2,970	70	3,195
23	3,498	47	2,970	71 (C)	3,713
24	3,914	48	2,970		
(C)	Corner Lot				

	Interior lot smaller than 2,950 SF		
	Interior lot 2,951 to 3,000 SF		
	Corner lot smaller than 3,500 SF		

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

B. Planned Development Permit

The following are proposed as part of the applicant's Planned Development Permit:

- Proposed Revised Development Standards
- Proposed Residential Designs
- Proposed Landscaping

These are discussed below.

Revised Development Standards

The applicant is requesting approval of a Planned Development Permit which would deviate from the development standards established by the Folsom Plan Area Specific Plan for residential lots with an MLD designation. Changes are proposed to standards for lot sizes, garage setbacks, and building setbacks, as described earlier in this staff report.

The applicant's justification for the revised development standards is provided below:

> *As part of our submittal we are requesting a few minor modifications to the MLD development standards. The primary factor driving our request for setback modifications is so that we can offer a downstairs bedroom in two of the three plans. This feature has become a very desirable amenity offering a space for a home office, guest accommodations or a family member bedroom. Field surveys in the Folsom market of active communities has shown this feature being one of the top requests from buyers. Thirty-seven feet is the ideal width to achieve a functional downstairs bedroom. Placing the room forward of the garage creates a more desirable front elevation and pedestrian experience. Our minor modification requests associated with architecture include front, interior side, and garage setback modifications.*

Specific changes and staff's analysis are discussed below.

1. **Minimum lot size** for **interior lots** is proposed to be **reduced** from 3,000 SF to **2,925 SF.** Minimum lot size for **corner lots** is proposed to be **reduced** from 3,500 SF to **3,300 SF**.

   Staff concurs with these proposed changes, which are consistent with other subdivisions approved in the Folsom Plan Area and which will help provide ownership housing at a more affordable price point than would be possible with larger lots. Staff also notes that most of the proposed lots would be large enough to meet the 3,000 SF minimum size that would otherwise apply, and that only five of 71 lots would be below 2,950 SF. Of five corner lots, four would be slightly smaller than 3,500 SF (the typical minimum; the applicant is proposing 3,300 SF).

2. Minimum **front yard setbacks for the primary structure**, which are proposed to be reduced from 15 feet to **12.5 feet**

   Staff concurs with these proposed standards, which are similar to setbacks provided in other developments in the Folsom Plan Area. As noted by the applicant, this reduced setback will also help accommodate the first-floor bedrooms in the Plan 2 and 3 homes, which staff views as a benefit. Plan 1 homes will not need the reduced setback.

   The proposed reduction in the front yard setback for living area will not detract from the visual appearance of the street scene, as the design, materials, and colors of the main residential structure and the garage have been coordinated.

3. Minimum **garage setbacks**, which are proposed to be reduced from 20 feet to **18 feet**

   Staff concurs with these proposed standards, which are similar to setbacks provided in other developments in the Folsom Plan Area.

   The proposed reduction in the front yard setback for garages will not detract from the visual appearance of the street scene or the individual master plans as the design, materials, and colors of the main residential structure and the garage have been coordinated.

4. Minimum **side yard setbacks**, which are proposed to be reduced from 5 feet to **4 feet**

   Staff concurs with this reduction, which is similar to development standards that have been approved for other projects in the Folsom Plan Area. However, staff notes that

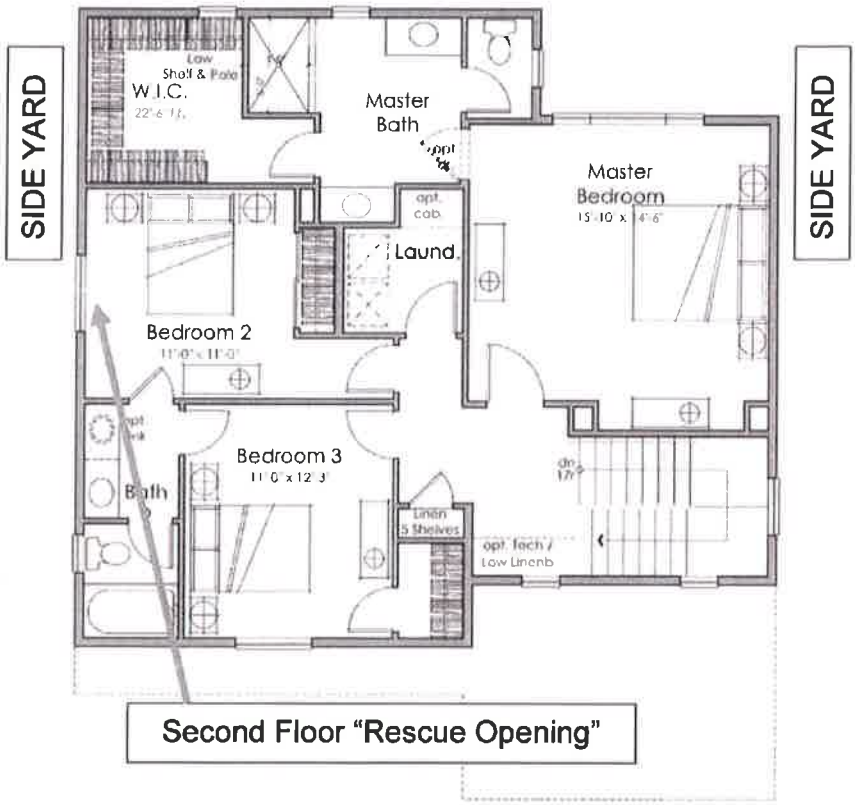
changes to the City's fire codes now require a 5' x 5' clear area below second floor bedroom windows ("rescue openings"[1]). Projects approved before the adoption of the updated Folsom Fire Code in 2019 are considered exempt from this requirement.

The implication for projects such as Creekstone Phase 1 Subdivision is that standard side yard fencing that separates homes could not be placed under these second-floor "rescue openings." Side yard fencing for these homes will need to pushed back from the front until it is located past the upper floor window, with the result that the affected homes will have a smaller "private" side yard.

For the Creekstone Phase 1 Subdivision project specifically, this will affect fences adjacent to the second floor of Plan 1 homes, which are the only proposed homes in this project which have a bedroom window that would qualify as a "rescue opening" (see below). Both the Plan 2 and Plan 3 units have second-floor bedrooms, but these open to either the front or rear yard, where there is sufficient clear area to meet the City's Fire Code standards. Figure 16 on the following page shows an example of a second floor bedroom with a rescue opening.

[1] Generally, a "rescue opening" is a window which provides for emergency exiting.

FIGURE 16: SECOND FLOOR BEDROOM AND "RESCUE OPENING"



Based on the fact that a number of side yard fences within the subdivision will be required to be placed further back from the front property line than is typical for a traditional subdivision, staff recommends that trash, recycling, and yard waste containers be placed behind the side yard fence so that they are not visible from the public right-of-way. In addition, staff recommends that air conditioning units also be placed behind the side yard fence or located in the rear yard so that they are not visible from the public right-of-way. (Condition No. 51 is included to reflect these requirements). Fence placement locations will be addressed when detailed construction plans are submitted to the City.

As described above, the applicant is proposing to modify a number of development standards for development of the subdivision including reducing the minimum lot size for interior and corner lots, reducing the required front yard setback for the primary structure, reducing the required front yard setback for garages, and reducing the required side yard setbacks for the primary structure. The table (Figure 17) below shows the existing development standards, the proposed development standards, and development standards for similar single-family small-lot subdivisions that have recently been approved in the City.

FIGURE 17: DEVELOPMENT STANDARDS TABLE

Development Standards Table						
	Minimum Lot Size	Maximum Lot Coverage	Front Yard Setback	Front Garage Setback	Side Yard Setback	Rear Yard Setback
SP-MLD Standards	3,000 SF	50%	15 Feet	20 Feet	5 Feet	10 Feet
Proposed Creekstone Standards	2,925 SF	50%	12.5 Feet	18 Feet	4 Feet	10 Feet
Enclave Subdivision	2,800 SF	60%	12.5 Feet	20 Feet	4 Feet	8 Feet
Meadows Subdivision	2,925 SF	60%	7.5 Feet	7.5 Feet	3 Feet	5 Feet
Vizcaya Subdivision	2,504 SF	50%	10 Feet	10 Feet	3.5 Feet	10 Feet
Farmhouse Subdivision	2,850 SF	55%	8 Feet	8 Feet	4 Feet	5 Feet

As shown in the Development Standards Table above, the proposed development standards for the Creekstone Phase 1 Subdivision project are similar to and comparable with numerous other single-family small-lot subdivisions located throughout the City including projects in the Folsom Plan Area and projects north of U.S. Highway 50. In addition, staff has determined that the development standards for the proposed project meet the intent, purposes, and standards set forth in the Folsom Plan Area Specific Plan in that they will provide improved floor plans within the master plans (downstairs bedroom) and enhanced front building elevations (front facing first floor bedroom).

Residential Designs

The proposed project is located within the central portion of the Folsom Plan Area; thus, it is subject to the Folsom Ranch Central District Design Guidelines (Attachment 19), which were approved by the City Council in 2015. The Design Guidelines are a complementary document to the Folsom Plan Area Specific Plan and the Folsom Plan Area Specific Plan Community Guidelines.

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

As a regulatory tool, the Design Guidelines are intended to assist applicants in creating single-family residential neighborhoods that reflect the City's rich history, reinforce the sense of community, and utilize sustainable best practices. The Design Guidelines also provide the framework for design review approval of Folsom Ranch, Central District residential projects. In addition, the Design Guidelines are intended to be used by builders and developers when designing their Master Plot Plans. Any development project that is submitted to the City must be reviewed for consistency with these Design Guidelines. The following are the general architectural principles intended to guide the design of the Folsom Ranch, Central District to ensure quality development:

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

In addition to the general architectural principles referenced previously, the Design Guidelines also provide specific direction regarding a number of architectural situations and features including: edge conditions, corner buildings, building forms, off-set massing forms, front elevations, roof forms, feature windows, architectural projects, balconies, lower height elements, garage door treatments, outdoor living spaces, exterior structures, building materials, and color criteria. The following are examples of architectural situations and features that are relevant to the proposed project:

- Provide a mix of hip and gable roof forms along the street scene
- Provide off-set massing, forms, or wall planes
- Provide recessed second-story elements
- Provide enhanced style-appropriate details on the front building elevation
- Provide decorative window shelves or sill treatments
- Provide architectural projections (recessed windows, eaves, shutters, etc.)
- Provide garage doors that are consistent with the architecture of the building
- Provide variety in the garage door patterns
- Provide outdoor living spaces (porches, balconies, courtyards, etc.)

The architectural design styles selected for the Folsom Ranch Central District have been chosen from the traditional heritage of California home styles, a majority of which have been influenced by the Spanish Mission and Mexican Rancho eras. Over the years, architectural styles in California have become reinterpreted traditional styles that reflect the indoor-outdoor lifestyle choices available in the Mediterranean climate. Suggested architectural styles in the Design Guidelines include American Traditional, Craftsman, Early California Ranch, European Cottage, Italian Villa, Monterey, Spanish Colonial, and Western Farmhouse. Additional architectural styles compatible with the intent of the Design Guidelines may be added if they are regionally appropriate.

As discussed earlier, the applicant has provided proposed architectural designs for the homes to be built in the Creekstone Phase 1 Subdivision. As described in the applicant's proposal, the proposed project features three architectural styles:

- Spanish Colonial
- Italian Villa
- Western Farmhouse

In evaluating the proposed project, staff also took into consideration building and design elements that could be considered unique to the Folsom Plan Area. Staff has determined that the proposed master plans are consistent with the Folsom Ranch Design Guidelines. Based on this analysis, staff forwards the following design recommendations to the Commission for consideration:

1. This approval is for one product line with three two-story master plans in three architectural styles with 12 color and material options. The applicant shall submit building plans that comply with this approval and the attached building elevations dated February 24, 2020.

2. The design, materials, and colors of the single-family residential units shall be consistent with the approved building elevations, materials samples, and color scheme to the satisfaction of the Community Development Department.

3. The Community Development Department shall approve the individual lot permits to assure no duplication or repetition of the same house, same roof-line, same elevation style, side-by-side, or across the street from each other.

4. All mechanical equipment shall be ground-mounted and concealed from view of public streets, neighboring properties and nearby higher buildings. For lots abutting the open space areas (southern project boundary), mechanical equipment shall be screened or located out of view from open space areas.

5. Decorative light fixtures, consistent with the Folsom Ranch Central District Design Guidelines and unique to each architectural design theme, shall be added to the front elevation of each Master Plan to the satisfaction of the Community Development Department.

6. A minimum of one street tree shall be planted in the front yard of each residential lot within the subdivision. A minimum of two trees are required along the street-side of all corner lots. All front yard irrigation and landscaping shall be installed prior to a Building Permit Final.

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

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 Creekstone Phase 1 Subdivision project. Many of these mitigation measures are expected to reduce traffic impacts to East Bidwell Street. Included among the mitigation measures are requirements to; fund and construct roadway improvements within the Plan Area, pay a fair-share contribution for construction of improvements north of U.S. Highway 50, participate in the City's Transportation System Management Fee Program, and Participate in the U.S. Highway 50 Corridor Transportation Management Association. The Creekstone Phase 1 Subdivision project is subject to all traffic-related mitigation measures required by the 2011 FPASP EIR/EIS (Condition Nos 52-25 to 52-79).

On September 6, 2019, Kimley Horn completed a Supplemental Traffic Evaluation (included in the attachments to the CEQA Exemption Analysis, included as Attachment 12 to this staff report) for the proposed project[2] to determine whether additional impacts would occur that were not previously identified and addressed by the 2011 FPASP EIR/EIS.

The Kimley Horn study analyzed traffic operations at six intersections and two roadway segments:

Intersections

1. East Bidwell Street @ Iron Point Road
2. East Bidwell Street @ Placerville Road
3. East Bidwell Street @ US-50 Westbound Ramps
4. East Bidwell Street @ US-50 Eastbound Ramps
5. East Bidwell Street @ Mangini Parkway (formerly Street "A")
6. East Bidwell Street @ White Rock Road

Roadway Segments

1. U.S Highway 50 Eastbound Ramps to Mangini Parkway
2. Mangini Parkway to White Rock Road

The Kimley Horn study concluded that the proposed project would not result in any traffic-related impacts not already identified and would not require any new traffic improvements that have not already been required as mitigation by the prior environmental analyses.

As shown on the submitted Small-Lot Vesting Tentative Subdivision Map (Attachment 6), access to the project site is provided by a new driveway on the east side of East Bidwell Street and a new driveway on south side of Mangini Parkway. Internal circulation is facilitated by two new public streets (Cantor Drive and Cash Drive) that provide circulation throughout the project site.

On April 14, 2020, Kimley Horn completed a Supplemental Access and Circulation Analysis (included as Attachment 13 to this staff report) that evaluated specific access and circulation related issues associated with the proposed project under two different scenarios (Scenario 1 and Scenario 2). Scenario 1 is an interim condition that assumes the Toll Brothers project improvements have not been constructed, while Scenario 2 is an ultimate condition that assumes the Toll Brothers project improvements have been

[2] Note: The Kimley Horn study also included development of a separate project, Creekstone Phase 2.

constructed. Toll Brothers project improvements include modifications to East Bidwell Street and the intersection of East Bidwell Street and Mangini Parkway.

With respect to project access, the Analysis determined that the East Bidwell Street project driveway will accommodate right-in, right-out, and left-in turning movements, with no left-out turning movements be permitted due to traffic safety concerns. The Analysis also concluded that Mangini Parkway project driveway should be limited to right-in turning movements until such time that Westwood Drive is constructed and ready to accept vehicle traffic between Mangini Parkway and Alder Creek Parkway. The Analysis further recommends that interim improvements be constructed to prohibit right-out turning movements from the Mangini Parkway project driveway prior to issuance of the first certificate of occupancy for the proposed project. The interim right-turn restriction for the Mangini Parkway project driveway is necessary due to the fact that there is currently no safe method for vehicles traveling east from the project site to return to East Bidwell Street due to the fact that the Mangini Parkway/Westwood Drive intersection does not physically accommodate U-turn movements. In addition, there is currently no egress from Mangini Parkway for vehicles heading north, south, or east from the project site.

The following are recommendations from the Supplemental Access and Circulation Analysis which have been included as a condition (Condition Nos. 48 and No. 49) of approval for the Creekstone Phase 1 Subdivision project.

Condition No. 48:

Scenario 1 (Toll Brothers Required Improvements Completed)

A. The owner/applicant shall construct a southbound left turn lane with a minimum storage length of 255 feet and a 60-foot taper to provide left turn access to Cantor Drive. The owner/applicant shall install median improvements and required signage and striping in East Bidwell Street to prohibit left turns out of Cantor Drive to southbound East Bidwell Street.

B. The owner/applicant shall modify the existing traffic signal, signing and striping at the intersection of East Bidwell Street and Mangini Parkway to the satisfaction of the City Engineer.

Scenario 2 (Toll Brothers Required Improvements Not Completed)

A. The owner/applicant shall;

   1) Widen East Bidwell Street to include an additional southbound through lane which extends from approximately 640 feet north of the intersection of Mangini Parkway to the left turn lane into Cantor Drive.

   2) Widen East Bidwell Street to provide a left turn lane with a minimum storage length of 255 feet and a 60-foot taper into Cantor Drive. Construct median

island improvements together with signage and striping to the satisfaction of the City Engineer to prohibit left turns out of Cantor Drive to southbound East Bidwell Street.

3) Modify the existing traffic signal, signing and striping at the intersection of Mangini Parkway and East Bidwell Street to accommodate revised lane configurations and revised turning movements including a northbound East Bidwell Street U-turn and a westbound left turn from Mangini Parkway to southbound East Bidwell Street.

Condition No. 49:

The owner/applicant shall construct interim improvements to the satisfaction of the City Engineer at Cantor Drive on Mangini Parkway to prohibit right turns out of the driveway until such time that Westwood Drive is constructed and ready for traffic between Mangini Parkway and Alder Creek Parkway. The interim improvements prohibiting right turns out of this driveway will be required to be complete and operational prior to issuance of the first Certificate of Occupancy in the Creekstone Phase 1 Subdivision. If Westwood Drive is complete and open for traffic prior to issuance of the first Certificate of Occupancy in the subdivision, the interim improvements prohibiting right turns out of the driveway will not be required.

D. Parking

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

As shown on the submitted residential schematic design (Attachment 10), each of the homes will include a two-car attached garage, thus meeting the covered parking requirement of the FPASP. In addition, the project provides 71 on-street parking spaces (one space per unit), which exceeds the minimum of 0.8 on-street guest parking spaces required by the FPASP.

E. Noise Impacts

A Noise Assessment (Attachment 14) was prepared by Bollard Acoustical Consultants on August 15, 2019 to determine whether East Bidwell Street or Mangini Parkway traffic-related noise would cause noise levels at the project site to exceed acceptable limits as described in the Noise Element of the City of Folsom General Plan, and to evaluate compliance with the Folsom South of U.S. Highway 50 Specific Plan EIR Noise Mitigation Measures.

Outdoor Noise Levels

The study projected noise levels adjacent to these roadways (based on future traffic levels) and determine what types of measures would be needed to ensure that noise levels at homes adjacent to the roadways would not exceed City standards, which are:

- 60 dB L_{dn}[3] for outdoor activity areas (such as rear yards)
- 45 dB L_{dn} for interior areas in dwellings

The noise analysis concluded that, *without mitigation*, noise levels along East Bidwell Street would reach 67 dB L_{dn} in the rear yards of homes, and 65 dB L_{dn} in the rear yards of homes along Mangini Parkway. These levels exceed the City's standard (60 dB L_{dn}) for outdoor activity areas.

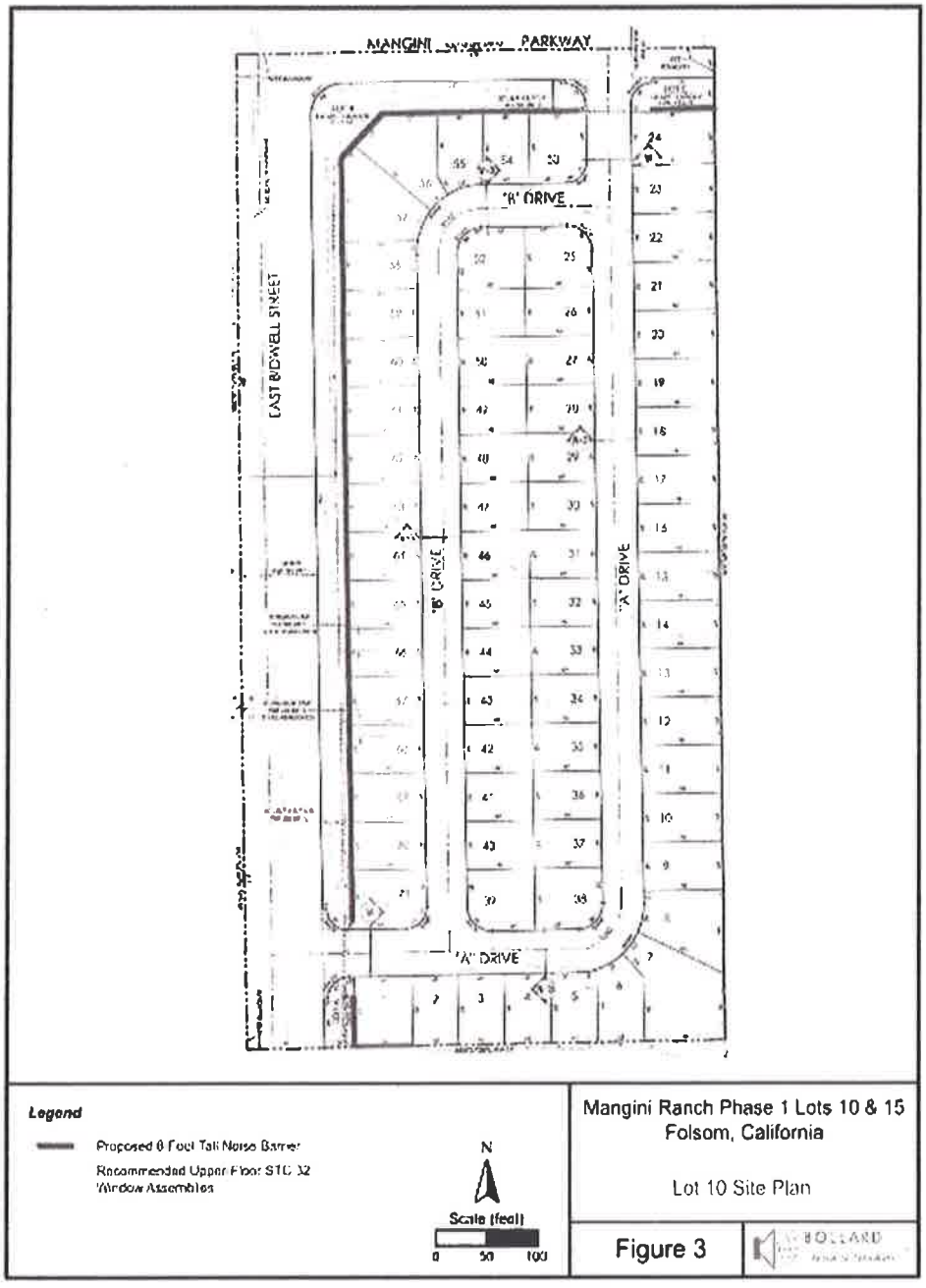
However, the noise analysis also concluded that the installation of a 6-foot-high masonry wall along both of these street frontages (East Bidwell Street and Mangini Parkway) would reduce rear yard noise levels to 56 dB Ldn on East Bidwell Street and 59 dB Ldn on Mangini Parkway, which would comply with the City's outdoor noise level standard. It is important to note that the noise analysis assumed that a four-foot-tall berm (as proposed with this project) would be located along the project's East Bidwell Street frontage. The six-foot-tall masonry wall referenced above would be located on top of a four-foot-tall berm, resulting in a ten-foot-tall noise barrier (berm/wall) along the East Bidwell Street frontage of the project site. The Mangini Parkway street frontage would include a 6-foot-high masonry wall, this wall is not required to be located on top of a berm feature due to reduced noise levels on this roadway as compared to East Bidwell Street. A map of recommended walls is shown in Figure 18 on the following page.

Interior Noise Levels

The noise study concluded, based on projected noise adjacent to the adjacent roadways, that standard residential construction (including STC 32 window assemblies on the second floor of units adjacent to East Bidwell Parkway) would reduce interior noise levels to acceptable levels.

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

FIGURE 18: RECOMMENDED NOISE WALL LOCATIONS



F. Walls/Fencing

The applicant is proposing a combination of masonry walls and wood fencing for the Creekstone Phase 1 Subdivision project:

- Along the Mangini Parkway and East Bidwell Street frontages, a six-foot-high masonry wall will be constructed to provide an attractive appearance for the subdivision and to reduce traffic-related noise for the homes adjacent to these roadways (see the previous discussion of Noise within this staff report). The six-foot-tall masonry wall along East Bidwell will be positioned on top of a four-foot-tall berm.

- Wooden fencing will be provided between residential units. Wooden fencing will be consistent with the guidelines for fencing provided in the Folsom Ranch Design Guidelines. (As discussed elsewhere in this report, changes to the Fire Code will affect the placement of fences between homes where second-floor windows require a 5' x 5' clear area on the ground.)

- Along the eastern property boundary, an existing masonry wall will remain in place.

- Along the southern property boundary, adjacent to the existing storm detention basin, a low retaining wall topped with an open, tubular steel fence with a combined height of six feet will be installed for Lots 2-7. One lot along the southern property boundary (Lot 1) will have a six-foot-high masonry wall as required by the noise analysis.

The recommended conditions of approval (Condition No. 18) require the applicant to provide a final design for all walls and fences for review and approval by staff prior to construction.

G. Inclusionary Housing

The applicant proposes to comply with Folsom Municipal Code Chapter 17.104 (Inclusionary Housing) by paying in-lieu fees per Municipal Code Section 17.104.060(G). (See the applicant's Inclusionary Housing letter, included as Attachment 17 to this staff report). Homes within the subdivision will be sold at market prices. Fees paid by the applicant will help provide affordable housing elsewhere in the city. The applicant is required to enter into an Inclusionary Housing Agreement with the City. The Final Inclusionary Housing Plan is subject to approval by the City Council. In addition, the Inclusionary Housing Agreement, which will be approved by the City Attorney, must be executed prior to recordation of the Final Map for the Creekstone Phase 1 Subdivision project. Condition No. 39 is included to reflect these requirements.

H. Frontage Improvements

Although most of the physical improvements (streets, curbs, gutter, sidewalks, and landscaping) to East Bidwell Street and Mangini Parkway adjacent to the project site have been constructed, the applicant will be required to install landscaping in a five-foot-wide area along the East Bidwell Street frontage where the four-foot-tall berm will be located. In addition, the applicant will be required to construct the perimeter masonry walls along the frontages of East Bidwell Street and Mangini Parkway (see the Noise discussion earlier in this report). Walls and landscaping will be required to comply with Folsom Ranch Design Guidelines. The recommended conditions of approval require the applicant to submit detailed plans for all landscaping and walls prior to construction.

I. Minor Administrative Modification

As described earlier within this report, the parcel (Parcel 143) on which the Creekstone Phase 1 Subdivision project is located is designated by the FPASP for the development of 86 residential units. Based on the fact that the applicant is proposing to construct only 71 residential units on the subject parcel, a Minor Administrative Modification is being requested to reallocate the 15 unused residential units to two other parcels (Parcel 24 and Parcel 173) situated within the Folsom Plan Area.

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]

The FPASP states that 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.

Based on staff's review, the proposed reallocation of 15 residential units from the Creekstone Phase 1 Subdivision site to two other parcels within the Folsom Plan Area meets all of the required criteria mentioned above. As a result, staff is able to approve the proposed Minor Administrative Modification.

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

The applicant prepared a detailed analysis of the project's consistency with all of the policies in the Folsom Plan Area Specific Plan; that analysis is included in the CEQA Exemption and Streamlining Analysis in Attachment 12 to this report. Staff concurs with the applicant's analysis that the project is consistent with the Specific Plan.

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

GP and SP OBJECTIVE H-1 (Housing)
To provide an adequate supply of suitable sites for the development of a range of housing types to meet the housing needs of all segments of the population.

GP and SP POLICY H-1.1
The City shall ensure that sufficient land is designated and zoned in a range of residential densities to accommodate the City's regional share of housing.

> Analysis: The City provides residential lands at a variety of residential densities as specified in the General Plan and in the Folsom Municipal Code. The Folsom Plan Area Specific Plan includes specialized zoning (Specific Plan Designations) that are customized to the Plan Area as adopted in 2011 and as Amended over time. The FPASP provides residential lands at densities ranging from 1-4 dwelling unit per acre (SF), 4-7 dwelling units per acre (SFHD), 7-12 dwelling units per acre (MLD), 12-20 dwelling units per acre (MMD), 20-30 dwelling units per acre (MHD), and 9-30 dwelling units per acre (MU).
>
> The Creekstone Phase 1 Subdivision project is designated MLD and is proposed to be developed at 7.2 units per acre, which is within the density range for the MLD designation.

SP POLICY 4.1
Create pedestrian-oriented neighborhoods through the use of a grid system of streets where feasible, sidewalks, bike paths and trails. Residential neighborhoods shall be linked, where appropriate, to encourage pedestrian and bicycle travel.

Analysis: The Creekstone Phase 1 Subdivision proposes a traditional single-family neighborhood with local streets provided with sidewalks on both sides of the street. Biking and walking will be accommodated within the project, which will be connected via sidewalks and Class I and Class II bicycle lanes with nearby neighborhoods, parks, and schools.

SP POLICY 4.4
Provide a variety of housing opportunities for residents to participate in the home-ownership market.

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

The Creekstone Phase 1 Subdivision project is consistent with this policy in that it will provide detached single-family home ownership opportunities within the MLD designation zoned parcels at a more affordable price point than in other, less dense residential developments.

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 from 2011 to 2018. The various Specific Plan Amendment EIRs and Addenda analyzed impacts from the conversion of the commercial lands to residential lands; impacts and associated mitigations measures can be found in the individual project-specific environmental documents. The increase in population was analyzed and can be accommodated in the excess capacity of the school sites provided in the Plan Area.

The proposed project does not result in any change in total dwelling units in the FPASP. Allocated units originally planned to be constructed on this site that are not part of the current proposal will be reallocated to other parcels. The reallocation of units to these parcels will not exceed the allowable density for the parcels, which are designated MLD.

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 are travel are designed to have direct and continuous connections throughout the Plan Area. Every option, from regional connector roadways to arterial and local streets, has been carefully planned and designed. Recent California legislation to reduce greenhouse gas emissions (AB 32 and SB 375) has resulted in an increased market demand for public transit and housing located closer to service needs and employment centers. In response to these changes, the FPASP includes a regional transit corridor that will provide public transportation links between the major commercial, public, and multi-family residential land uses in the Plan Area.

The Creekstone Phase 1 Subdivision project has been designed with multiple modes of transportation options (vehicles, bicycle, walking, access to transit) consistent with the approved FPASP circulation plan.

ENVIRONMENTAL REVIEW

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

(c) Residential Projects Implementing Specific Plans.

(1) Eligibility. Where a public agency has prepared an EIR on a specific plan after January 1, 1980, a residential project undertaken pursuant to and in

> *conformity to that specific plan is exempt from CEQA if the project meets the requirements of this section. Residential projects covered by this section include but are not limited to land subdivisions, zoning changes, and residential planned unit developments.* [CEQA Guidelines section 15182]

The applicant has prepared an analysis (included as Attachment 12 to this staff report), which determined that the Creekstone Phase 1 Subdivision project qualifies for the exemption provided in CEQA Guidelines 15182(c), since it is consistent with the Folsom Plan Area Specific Plan.

The applicant's analysis also includes a review of the impacts and mitigation measures addressed in the EIR for the FPASP, which concluded that the project will not result in any impacts not already identified, and that mitigation measures in the EIR will be sufficient to address project impacts. None of the events described in CEQA Guidelines 15162 which would require preparation of a subsequent EIR (substantial changes to the project, substantial changes in the circumstances under which the project is undertaken, or new information of substantial importance) have occurred, as detailed in the CEQA Exemption Analysis (Attachment 12 to this staff report).

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

RECOMMENDATION/PLANNING COMMISSION ACTION

Move to recommend that the City Council:

- Approve the CEQA Exemption for the proposed project pursuant to CEQA Guidelines section 15182(c),
- Approve a Small-Lot Vesting Tentative Subdivision Map creating 71 single-family residential lots and three lettered landscape lots,
- Approve a Planned Development Permit for changes to development standards and residential designs, and
- Approve a Minor Administrative Modification to reallocate 15 single family units to other parcels in the FPASP area

These approvals are subject to the proposed findings below (Findings A-Z) and the recommended conditions of approval (Conditions 1-52) attached to this report.

GENERAL FINDINGS

A. NOTICE OF HEARING HAS BEEN GIVEN AT THE TIME AND IN THE MANNER REQUIRED BY STATE LAW AND CITY CODE.

B. THE PROJECT IS CONSISTENT WITH THE GENERAL PLAN, THE FOLSOM PLAN AREA SPECIFIC PLAN, AND THE FOLSOM RANCH CENTRAL DISTRICT DESIGN GUIDELINES.

CEQA FINDINGS

C. THE CITY, AS LEAD AGENCY, PREVIOUSLY CERTIFIED AN ENVIRONMENTAL IMPACT REPORT/ENVIRONMENTAL IMPACT STATEMENT FOR THE FOLSOM PLAN AREA SPECIFIC PLAN.

D. THE CITY HAS DETERMINED THAT THE CREEKSTONE PHASE 1 SUBDIVISION PROJECT IS UNDERTAKEN TO IMPLEMENT AND IS CONSISTENT WITH THE FOLSOM PLAN AREA SPECIFIC PLAN.

E. THE CITY HAS DETERMINED THAT THE IMPACTS OF THE CREEKSTONE PHASE 1 SUBDIVISION PROJECT ARE ADEQUATELY ADDRESSED BY THE FINAL ENVIRONMENTAL IMPACT REPORT FOR THE FOLSOM PLAN AREA SPECIFIC PLAN AND ASSOCIATED MITIGATION MEASURES AND THAT THE CREEKSTONE PHASE 1 SUBDIVISION PROJECT IS EXEMPT FROM THE REQUIREMENTS OF CEQA PURSUANT TO GOVERNMENT CODE SECTION 65457 AND CEQA GUIDELINES 15182(c).

F. NONE OF THE EVENTS SPECIFIED IN SECTION 21166 OF THE PUBLIC RESOURCES CODE OR SECTION 15162 OF THE CEQA GUIDELINES HAVE OCCURRED.

G. THIS PROJECT IS EXEMPT FROM CEQA IN ACCORDANCE WITH GOVERNMENT CODE SECTION 65457 AND SECTION 15162 OF THE CEQA GUIDELINES.

TENTATIVE SUBDIVISION MAP FINDINGS

H. THE PROPOSED SMALL-LOT VESTING TENTATIVE SUBDIVISION MAP IS CONSISTENT WITH THE CITY'S SUBDIVISION ORDINANCE AND THE SUBDIVISION MAP ACT IN THAT THE PROJECT IS SUBJECT TO CONDITIONS OF APPROVAL THAT WILL ENSURE THAT THE PROJECT IS DEVELOPED IN COMPLIANCE WITH CITY STANDARDS.

I. THE PROPOSED SUBDIVISION, TOGETHER WITH THE PROVISIONS FOR ITS DESIGN AND IMPROVEMENT, IS CONSISTENT WITH THE GENERAL PLAN, THE FOLSOM PLAN AREA SPECIFIC PLAN, AND ALL APPLICABLE PROVISIONS OF THE FOLSOM MUNICIPAL CODE.

J. THE SITE IS PHYSICALLY SUITABLE FOR THE TYPE OF DEVELOPMENT PROPOSED.

K. THE SITE IS PHYSICALLY SUITABLE FOR THE PROPOSED DENSITY OF THE DEVELOPMENT.

L. AS CONDITIONED, THE DESIGN OF THE SMALL-LOT VESTING TENTATIVE SUBDIVISION MAP AND THE PROPOSED IMPROVEMENTS ARE NOT LIKELY TO CAUSE SUBSTANTIAL ENVIRONMENTAL DAMAGE OR SUBSTANTIALLY AND AVOIDABLY INJURE FISH OR WILDLIFE OR THEIR HABITAT.

M. AS CONDITIONED, THE DESIGN OF THE SMALL-LOT VESTING TENTATIVE SUBDIVISION MAP AND THE PROPOSED IMPROVEMENTS ARE NOT LIKELY TO CAUSE SERIOUS PUBLIC HEALTH OR SAFETY PROBLEMS.

N. THE DESIGN OF THE SMALL-LOT VESTING TENTATIVE SUBDIVISION MAP AND THE TYPE OF IMPROVEMENTS WILL NOT CONFLICT WITH EASEMENTS FOR ACCESS THROUGH OR USE OF PROPERTY WITHIN THE PROPOSED SUBDIVISION.

O. SUBJECT TO SECTION 66474.4 OF THE SUBDIVISION MAP ACT, THE LAND IS NOT SUBJECT TO A CONTRACT ENTERED INTO PURSUANT TO THE CALIFORNIA LAND CONSERVATION ACT OF 1965 (COMMENCING WITH SECTION 51200 OF THE GOVERNMENT CODE).

PLANNED DEVELOPMENT PERMIT FINDINGS

P. THE PROPOSED PROJECT COMPLIES WITH THE INTENT AND PURPOSES OF CHAPTER 17.38 OF THE FOLSOM MUNICIPAL CODE, THE FOLSOM PLAN AREA SPECIFIC PLAN AND OTHER APPLICABLE ORDINANCES OF THE CITY AND THE GENERAL PLAN.

Q. THE PROPOSED PROJECT IS CONSISTENT WITH THE OBJECTIVES, POLICIES AND REQUIREMENTS OF THE DEVELOPMENT STANDARDS OF THE CITY. THE MINOR MODIFICATIONS 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.

R. THE PHYSICAL, FUNCTIONAL AND VISUAL COMPATIBILITY BETWEEN THE PROPOSED PROJECT AND EXISTING AND FUTURE ADJACENT USES AND AREA CHARACTERISTICS IS ACCEPTABLE.

S. AS CONDITIONED, THE PROJECT WILL MAKE AVAILABLE NECESSARY PUBLIC FACILITIES, INCLUDING BUT NOT LIMITED TO, WATER, SEWER AND DRAINAGE, AND THE PROJECT WILL PROVIDE FOR THE FURNISHING OF SUCH FACILITIES.

T. THE PROPOSED PROJECT WILL NOT CAUSE ADVERSE ENVIRONMENTAL IMPACTS WHICH HAVE NOT BEEN MITIGATED TO AN ACCEPTABLE LEVEL.

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

V. AS CONDITIONED, 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.

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

DESIGN REVIEW FINDINGS

X. THE PROJECT IS IN COMPLIANCE WITH THE GENERAL PLAN, THE FOLSOM PLAN AREA SPECIFIC PLAN AND THE APPLICABLE ZONING ORDINANCES.

Y. THE PROJECT IS IN CONFORMANCE WITH THE FOLSOM RANCH CENTRAL DISTRICT DESIGN GUIDELINES.

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

Attachment 17

City Council PowerPoint Presentation

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