

Folsom City Council Staff Report

MEETING DATE:	5/26/2020
AGENDA SECTION:	Public Hearing
SUBJECT:	<p>Creekstone Phase 1 Subdivision - Southeast Corner of East Bidwell Street and Mangini Parkway in the Folsom Plan Area (PN 19-059)</p> <p>i. Resolution No. 10458 - A Resolution Determining that the Creekstone Phase 1 Subdivision Project is Exempt from CEQA and Approving a Small-Lot Vesting Tentative Subdivision Map, Planned Development Permit, and the Inclusionary Housing Plan for the Creekstone Phase 1 Subdivision Project</p>
FROM:	Community Development Department

RECOMMENDATION / CITY COUNCIL ACTION

Move to adopt Resolution No. 10458 - A Resolution Determining that the Creekstone Phase 1 Subdivision Project is Exempt from CEQA and Approving a Small-Lot Vesting Tentative Subdivision Map, Planned Development Permit, and the Inclusionary Housing Plan for the Creekstone Phase 1 Subdivision Project

BACKGROUND / ISSUE

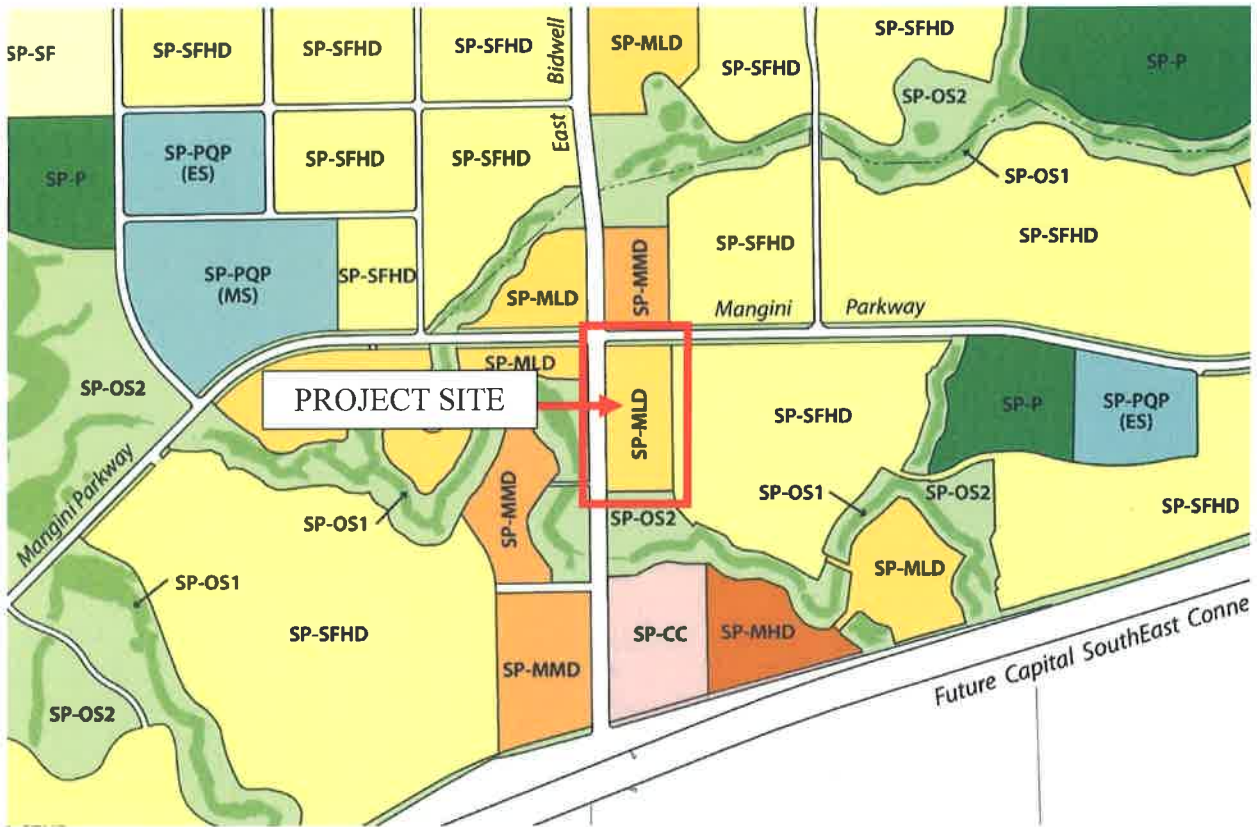
The proposed project site is part of the Folsom Plan Area Specific Plan (FPASP) approved by the City Council in 2011, which is a comprehensive development plan for over 3,500 acres south of Highway 50, north of White Rock Road, east of Prairie City Road, and adjacent to the Sacramento County/El Dorado 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 FPASP is consistent with the SACOG Blueprint Principles and the requirements of SB 375 (Sustainable Communities and Climate Protection Act).

The Creekstone Phase 1 Subdivision project site is designated Multifamily Low Density (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 land use designation in the Folsom General Plan.

FIGURE 1: FPASP LAND USE MAP EXCERPT



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, show 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.

FIGURE 2: AERIAL PHOTO (2020)



FIGURE 3: SITE AERIAL (2020)



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 including the following entitlements:

- 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 3 to this staff report.)

The proposed subdivision features interior lots with a minimum size of 2,925 square feet, which is 75 square feet smaller than the existing development standard for single-family residential lots in the MLD land use district of the Specific Plan. Corner lots with a minimum size of 3,300 square feet are proposed, which are 200 square feet smaller than the existing

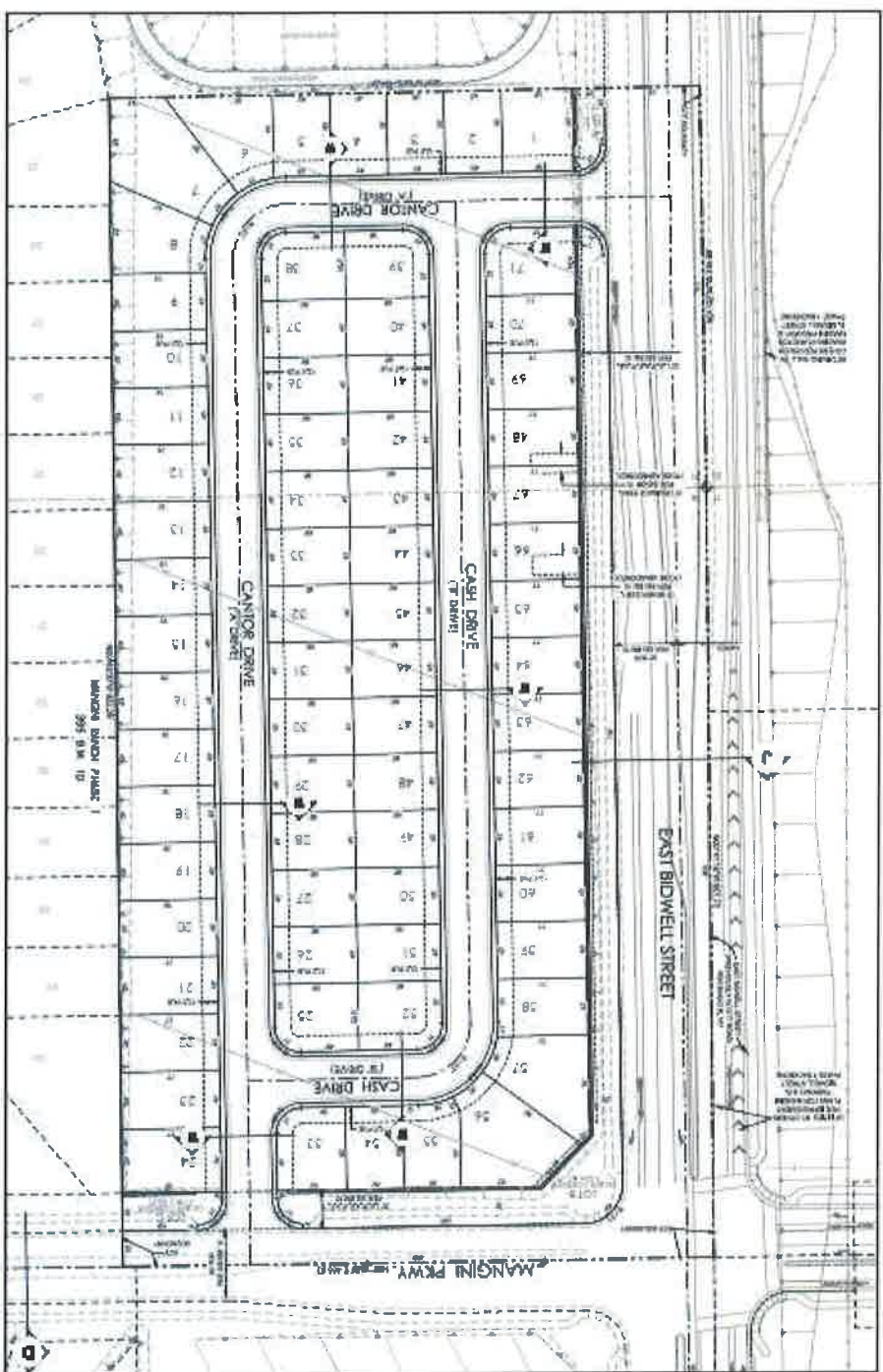
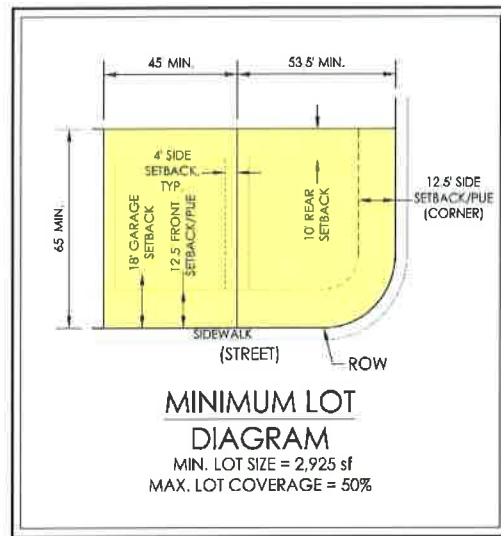


FIGURE 4: PROPOSED SUBDIVISION LAYOUT

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.

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 square feet to **2,925 square feet**. Minimum lot size for **corner lots** is proposed to be **reduced** from 3,500 square feet to **3,300 square feet**.
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 18).

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 page.

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 below and on the following pages. As noted earlier, Plans 2 and 3 include a downstairs bedroom.

FIGURE 11: PLAN 1 FLOORPLAN

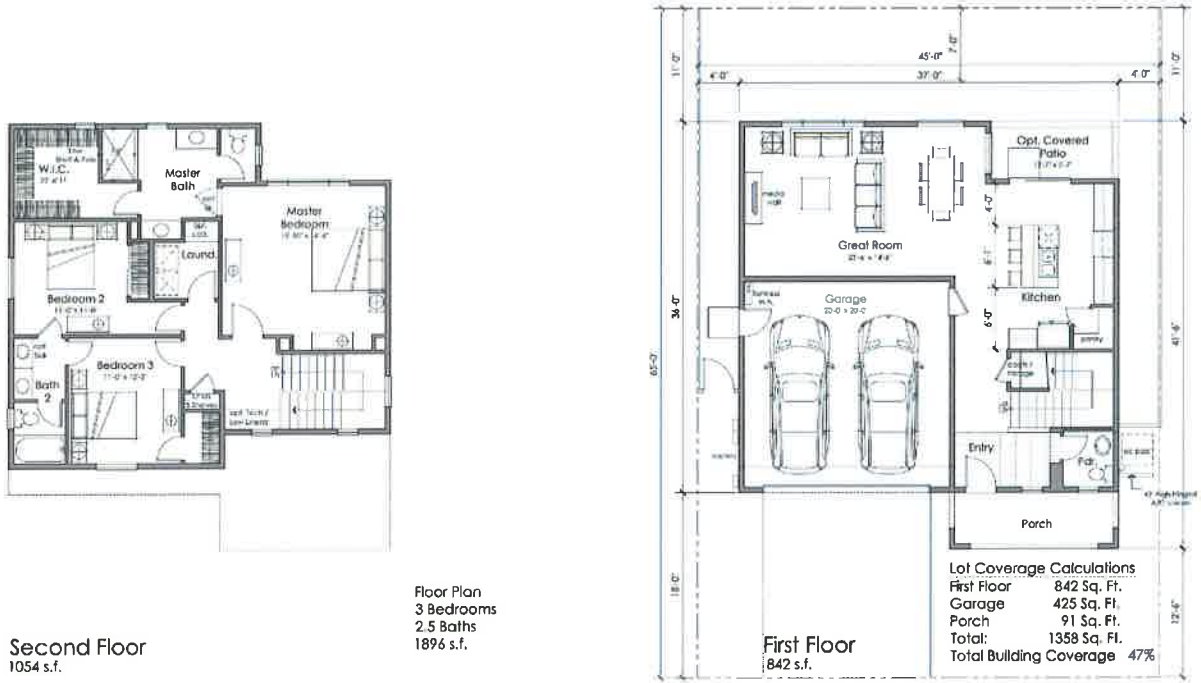
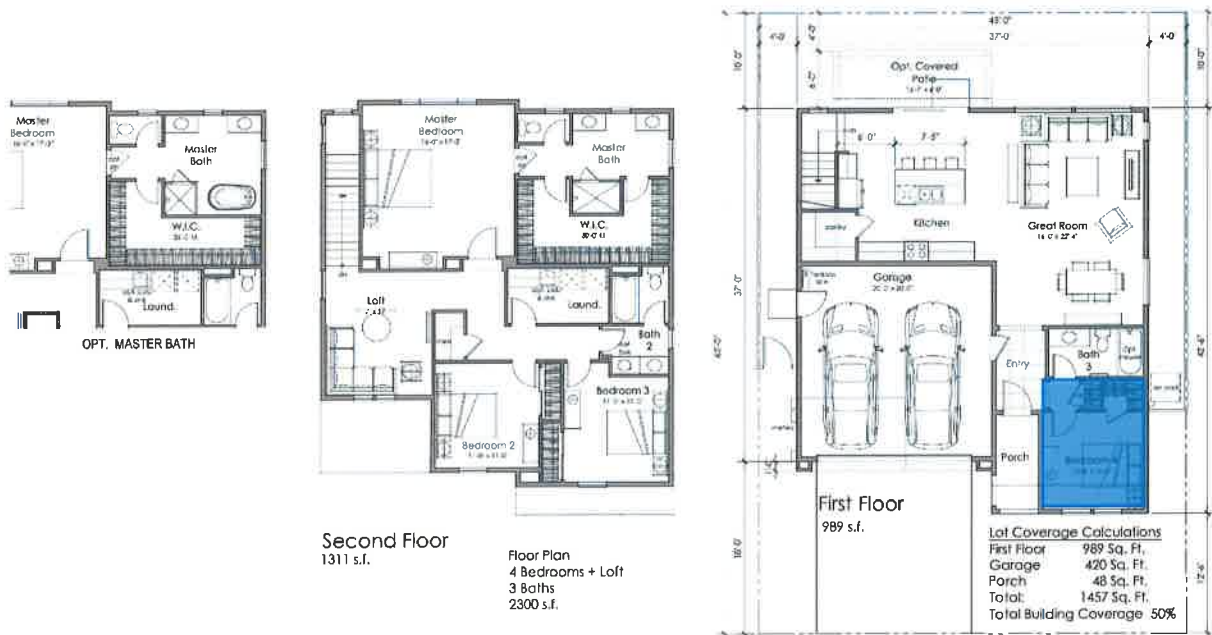


FIGURE 12: PLAN 2 FLOORPLAN



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:

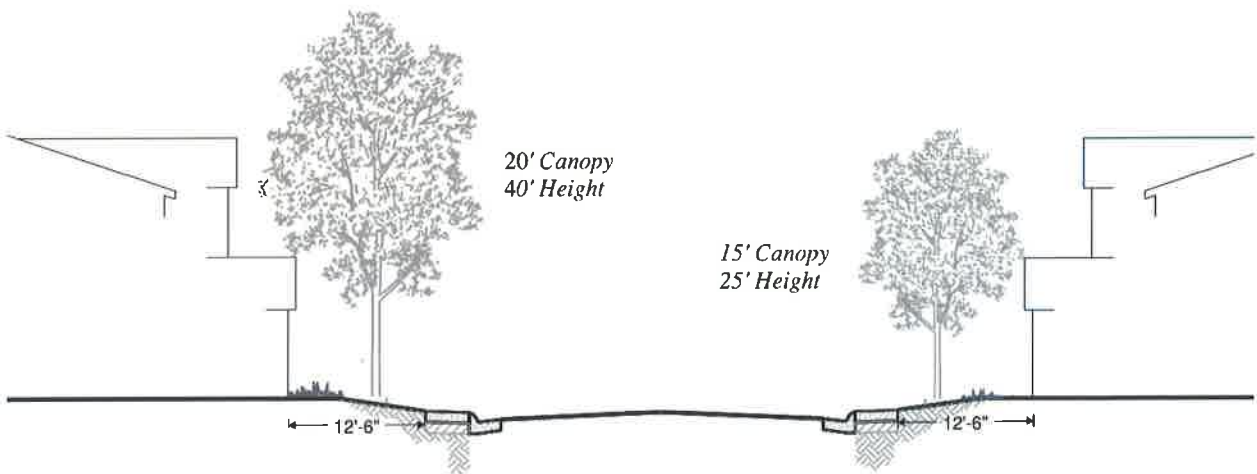
“The front yard landscaping proposed for this community has been thoughtfully planned providing an aesthetically pleasing design that includes a mix of shrub accent planting and ornamental grasses combined with accent boulders for added

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 18).

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”

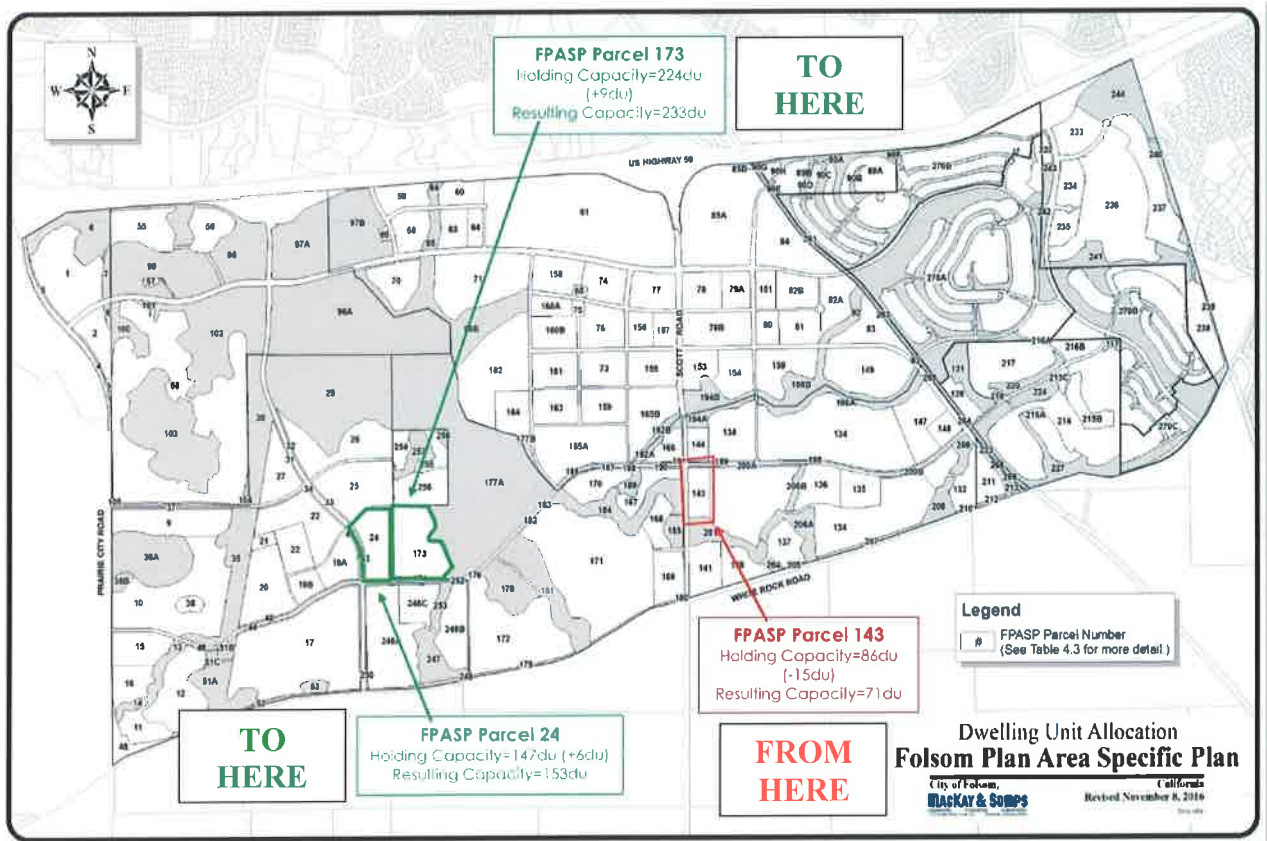
All of these trees have either a relatively small canopy size (e.g., the crape myrtle) or have a tall, vertical form (e.g., the yew pine) that will fit in the proposed front yard areas. Due to their size, these species are more commonly used as “accent” trees in a palette that includes larger “canopy”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



The proposed project was considered by the Planning Commission at its May 6, 2020 meeting. The Commission engaged in a thorough review of the proposed project including discussions regarding the site design of the subdivision, development standards modifications, placement and orientation of the homes on specific lots, architecture and design of the master plans, and timing of roadway improvements. A detailed discussion of each of the aforementioned topics is included within the analysis section of this staff report. Based on staff’s recommendation, the Commission added a new condition of approval (Condition No. 53) to the project which alerts the property owner that the subject property is subject to inclusionary housing requirements for rental units (even though landowner is not currently contemplating a residential rental project on the subject property) in the event that the City Council amends its Inclusionary Housing Ordinance in the future to make the Ordinance applicable to rental units. No members of the public spoke regarding the proposed project. The Planning Commission adopted a motion (5-0-0-2) to recommend approval of the proposed project to the City Council, subject to the conditions of approval included with this report.

POLICY / RULE

The Folsom Municipal Code (FMC) requires that applications for Tentative Subdivision Maps be forwarded to the City Council for final action, following a public hearing and recommendation by the Planning Commission. City Council actions regarding Tentative Subdivision Maps are covered under Section 16.16.080 of the Folsom Municipal Code.

ANALYSIS

The following sections provide an analysis of the applicant's proposal. Staff's analysis 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 3), 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 square feet** for interior lots and **3,300 Square feet** for corner lots.

Based on the proposed subdivision map, more than half of the proposed lots (58%) are larger than 3,000 square feet, 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 square feet). All lots and their proposed size are shown below. Interior lots below 3,000 square feet and corner lots smaller than 3,500 square feet are highlighted to demonstrate which lots require the revised development standards proposed by the applicant.

Creekstone Phase 1 Subdivision Proposed Lot Sizes

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

<u>23</u>	<u>3,498</u>	<u>47</u>	<u>2,970</u>	<u>71 (C)</u>	<u>3,713</u>
<u>24</u>	<u>3,914</u>	<u>48</u>	<u>2,970</u>		
<u>(C)</u>	<u>Corner Lot</u>				
	<u>Interior lot smaller than 2,950 sf</u>				
	<u>Interior lot 2,951 to 3,000 sf</u>				
	<u>Corner lot smaller than 3,500 sf</u>				

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 square feet to **2,925 square feet**. Minimum lot size for **corner lots** is proposed to be **reduced** from 3,500 square feet to **3,300 square feet**.

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 square feet minimum size that would otherwise apply, and that only five of 71 lots would be below 2,950 square feet. Of five corner lots, four would be slightly smaller than 3,500 square feet (the typical minimum; the applicant is proposing 3,300 square feet).

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**

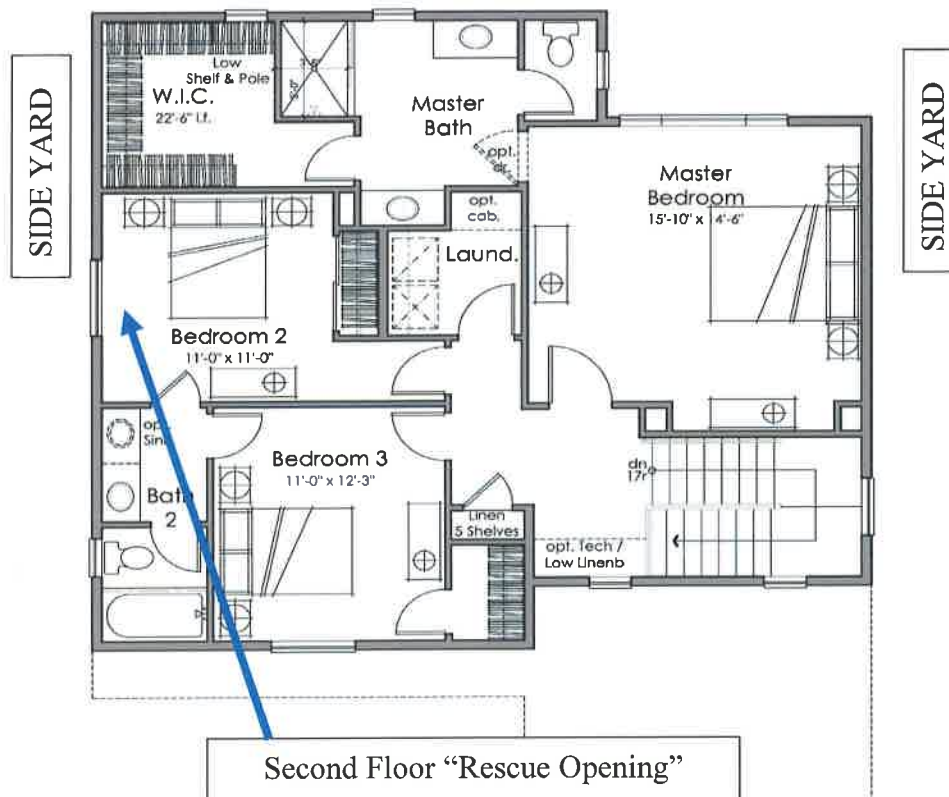
Staff concurs with this reduction, which is similar to development standards that have been approved for other projects in the Folsom Plan Area. However, staff notes that

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 be 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 below shows an example of a second floor bedroom with a rescue opening.

FIGURE 16: SECOND FLOOR BEDROOM AND “RESCUE OPENING”



¹ Generally, a “rescue opening” is a window which provides for emergency exiting.

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 15), 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 City Council 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 City Council (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 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 9 to this staff report) for the proposed project² 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

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

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 3), 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 10 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 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 7), 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 per unit required by the FPASP.

E. Noise Impacts

A Noise Assessment (Attachment 11) 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 L_{dn} on East Bidwell Street and 59 dB L_{dn} 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

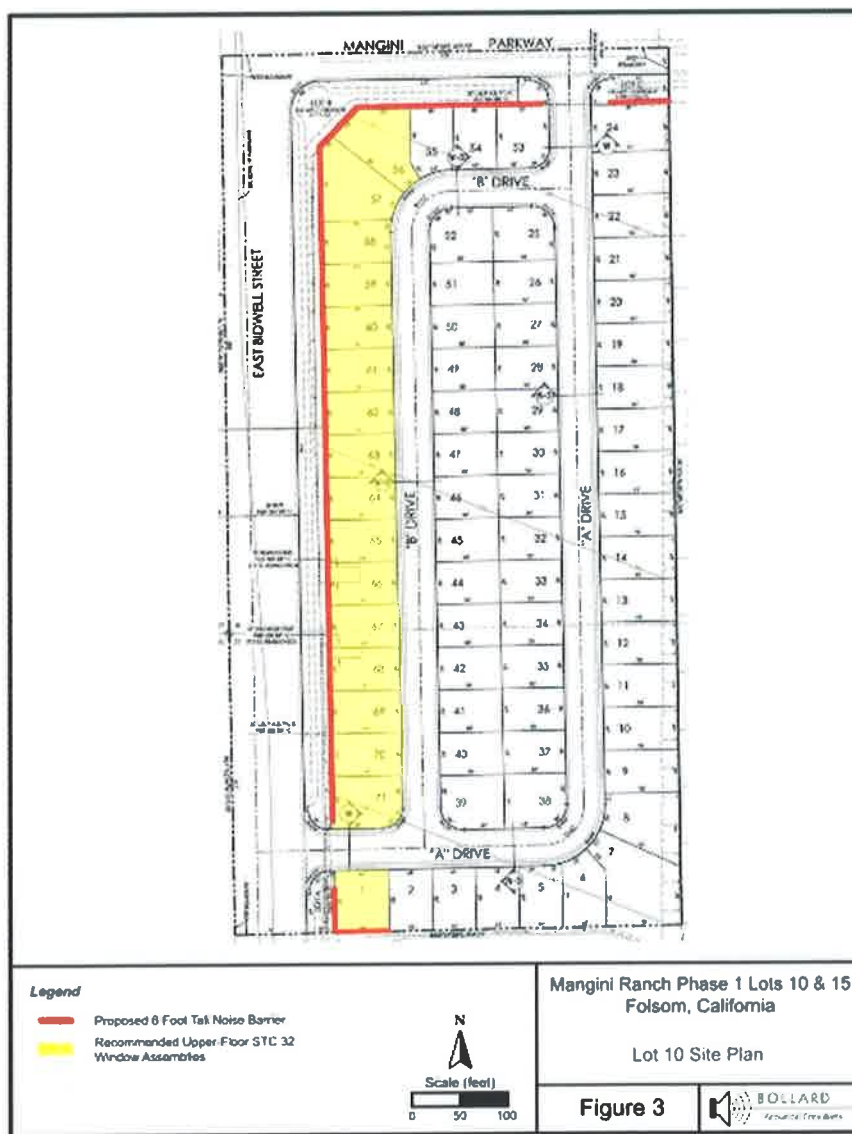
³ dB L_{dn} is average noise level over a 24-hour day, measured in decibels (dB). The average includes a +10 decibel weighing applied to noise occurring during nighttime (10:00 p.m. to 7:00 a.m.) hours.

roadway as compared to East Bidwell Street. A map of recommended walls is shown in Figure 18 below.

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.

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 13 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 9 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, 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 of travel are designed to have direct and continuous connections throughout the Plan Area. Every option, from regional connector roadways to arterial and local streets, has been carefully planned and designed. Recent California legislation to reduce greenhouse gas emissions (AB 32 and SB 375) has resulted in an increased market demand for public transit and housing located closer to service needs and employment centers. In response to these changes, the FPASP includes a regional transit corridor that will provide public transportation links between the major commercial, public, and multi-family residential land uses in the Plan Area.

The 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.

FINANCIAL IMPACT

This is a private development, not a City project. No financial impact to the FPA Public Facilities Financing Plan is anticipated with approval of the Creekstone Phase 1 Subdivision project as the project will not result in any change in the total number of residential units or total amount of commercial square footage within the Folsom Plan Area.

ENVIRONMENTAL REVIEW

The 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 9 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 9 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).

ATTACHMENTS

1. Resolution No. 10458 - A Resolution Determining that the Creekstone Phase 1 Subdivision Project is Exempt from CEQA and Approving a Small-Lot Vesting Tentative Subdivision Map, Planned Development Permit, and the Inclusionary Housing Plan for the Creekstone Phase 1 Subdivision Project
2. Vicinity Map
3. Small-Lot Vesting Tentative Subdivision Map, dated April 21, 2020
4. Preliminary Grading, Drainage, and Utility Plan, dated April 21, 2020
5. Conceptual Front Yard Landscaping, dated December 9, 2019
6. Wall and Fence Exhibit, dated January 31, 2020
7. Residential Schematic Design, dated Feb. 24, 2020
8. Exterior Color/Materials Specifications, dated February 24, 2020
9. CEQA Exemption and Streamlining Analysis for Creekstone Phase 1 Subdivision Project
10. Access and Circulation Analysis, dated April 14, 2020
11. Environmental Noise Analysis, dated August 15, 2019
12. Site Photographs
13. Applicant's Inclusionary Housing Letter, dated February 15, 2019
14. Summary of Amendments to the Folsom Plan Area Specific Plan, 2011-2020
15. Folsom Ranch Central District Design Guidelines
16. Planning Commission Staff Report, dated May 6, 2020
17. City Council PowerPoint Presentation
18. Creekstone Phase 1 Subdivision Booklet 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)

Submitted,



PAM JOHNS
Community Development Director

Attachment 1

Resolution No. 10458 - A Resolution Determining that the Creekstone Phase 1 Subdivision Project is Exempt from CEQA and Approving a Small-Lot Vesting Tentative Subdivision Map, Planned Development Permit, and the Inclusionary Housing Plan for the Creekstone Phase 1 Subdivision Project

RESOLUTION NO. 10458

A RESOLUTION DETERMINING THAT THE CREEKSTONE PHASE 1 SUBDIVISION PROJECT IS EXEMPT FROM CEQA AND APPROVING A SMALL-LOT VESTING TENTATIVE SUBDIVISION MAP, PLANNED DEVELOPMENT PERMIT, AND THE INCLUSIONARY HOUSING PLAN FOR THE CREEKSTONE PHASE 1 SUBDIVISION PROJECT

WHEREAS, the Planning Commission on May 6, 2020, held a public hearing on the proposed Small-Lot Vesting Tentative Subdivision Map, considered public comment and based on the proposed configuration of the 71 single-family residential lots, determined the proposed subdivision complies with all City requirements, as well as with the requirements of the State Subdivision Map Act; and

WHEREAS, the Planning Commission on May 6, 2020 held a public hearing on the proposed Planned Development Permit, considered public comment and determined that based on the proposed site design, building heights, building setbacks, lot configuration, lot areas, building coverage, density, and parking, the project is consistent with the City's General Plan, the Folsom Plan Area Specific Plan, and Chapter 17.38 "Planned Development District", of the Folsom Municipal Code; and

WHEREAS, the Planning Commission on May 6, 2020 held a public hearing on the Inclusionary Housing Plan for the proposed Creekstone Phase 1 Subdivision Project, considered public comment and determined that the proposed Inclusionary Housing Plan is consistent with the City's General Plan and Chapter 17.104 of the Folsom Municipal Code.

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

WHEREAS, a CEQA Exemption and Streamlining Analysis has been prepared for the Creekstone Phase 1 Subdivision project in accordance with the California Environmental Quality Act (CEQA).

NOW, THEREFORE, BE IT RESOLVED that the City Council of the City of Folsom hereby determine that the Creekstone Phase 1 Subdivision Project is exempt from CEQA pursuant to Section 15182(c) of the CEQA Guidelines.

BE IT FURTHER RESOLVED that the Small-Lot Vesting Tentative Subdivision Map creating 71 single-family residential lots, a Planned Development Permit, and the Inclusionary Housing Plan for the Creekstone Phase 1 Subdivision Project is hereby approved, subject to the conditions of approval attached as Exhibit "A" and the following findings:

GENERAL FINDINGS

- A. NOTICE OF HEARING HAS BEEN GIVEN AT THE TIME AND IN THE MANNER REQUIRED BY STATE LAW AND CITY CODE.
- B. THE PROJECT IS CONSISTENT WITH THE GENERAL PLAN, 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 15182 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.

PASSED AND ADOPTED this 26th day of May, 2020, by the following roll-call vote:

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

Sarah Aquino, MAYOR

ATTEST:

Christa Freemantle, CITY CLERK

Exhibit A

**CONDITIONS OF APPROVAL FOR THE CREEKSTONE PHASE 1 SUBDIVISION (PN 19-059)
SOUTHEAST CORNER OF THE INTERSECTION OF EAST BIDWELL STREET AND MANGINI PARKWAY
SLVTSM, PD PERMIT, AND MINOR ADMINISTRATIVE MODIFICATION**

Condition No.	Mitigation Measure	Condition of Approval	When Required	Responsible Department
1.		<p><i>Final Development Plans</i> The owner/applicant shall submit final site development plans to the Community Development Department that shall substantially conform to the exhibits referenced below:</p> <ol style="list-style-type: none"> 1. Small-Lot Vesting Tentative Subdivision Map, dated April 21, 2020 2. Preliminary Grading, Drainage, and Utility Plan, dated April 21, 2020 3. Creekstone Phase 1 Subdivision Project Narrative Book, dated February 26, 2020 4. Wall and Fence Exhibit and Details, dated January 31, 2020 5. Residential Schematic Design, dated Feb. 24, 2020 6. Exterior Color/Materials Specification, dated February 24, 2020 7. Conceptual Front Yards, Creekstone Phase 1 Subdivision, dated December 9, 2020 8. Inclusionary Housing Plan, dated Feb. 15, 2019 9. Access and Circulation Analysis, dated April 14, 2020 10. Environmental Noise Analysis, dated August 15, 2019 <p>The Small-Lot Vesting Tentative Subdivision Map, Planned Development Permit, and Inclusionary Housing Plan are approved for the development of a 71-unit single-family residential subdivision (Creekstone Phase 1 Subdivision). Implementation of the project shall be consistent with the above referenced items and these conditions of approval.</p>	G, I, M, B	CD (P)(E)
2.		<p><i>Plan Submittal</i> All civil engineering, improvement, and landscape and irrigation plans, shall be submitted to the Community Development Department for review and approval to ensure conformance with this approval and with relevant codes, policies, standards and other requirements of the City of Folsom.</p>	G, I	CD (P)(E)

**CONDITIONS OF APPROVAL FOR THE CREEKSTONE PHASE 1 SUBDIVISION (PN 19-059)
SOUTHEAST CORNER OF THE INTERSECTION OF EAST BIDWELL STREET AND MANGINI PARKWAY
SLVTSM, PD PERMIT, AND MINOR ADMINISTRATIVE MODIFICATION**

Condition No.	Mitigation Measure	Condition of Approval	When Required	Responsible Department
3.		Validity This approval of the Small-Lot Vesting Tentative Subdivision Map shall be valid for a period of twenty-four (24) months pursuant to Section 16.16.110A of the Folsom Municipal Code and the Subdivision Map Act. The term of the Planned Development Permit and approved Inclusionary Housing Agreement shall track the term of the Small-Lot Vesting Tentative Subdivision Map, as may be extended from time to time pursuant to Section 16.16.110.A and 16.16.120 of the Folsom Municipal Code and the Subdivision Map Act.	M	CD (P)
4.		FMC Compliance The Small-Lot Final Map shall comply with the Folsom Municipal Code and the Subdivision Map Act.	M	CD (E)
5.		Development Rights The approval of this Small-Lot Vesting Tentative Subdivision Map conveys the right to develop. As noted in these conditions of approval for the Small-Lot Vesting Tentative Subdivision Map, the City has identified improvements necessary to develop the subject parcels. These improvements include on and off-site roadways, water, sewer, storm drainage, landscaping, sound-walls, and other improvements.	OG	CD (P)(E)(B) PW, PR, FD, PD
6.		Public Right of Way Dedication As provided for in the First Amended and Restated Development Agreement (ARDA) and the Amendments No. 1 and 2 thereto, and any approved amendments thereafter, the owner/applicant shall dedicate all public rights-of-way and corresponding public utility easements such that public access is provided to each and every lot within the Creekstone Phase 1 Subdivision project as shown on the Small-Lot Vesting Tentative Subdivision Map (Lots 1-71).	M	CD (E)(P)
7.		Street Names The street names identified below shall be used for the Final Small-Lot Map(s): Cash Drive Cantor Drive	M	CD (E)(P)

**CONDITIONS OF APPROVAL FOR THE CREEKSTONE PHASE 1 SUBDIVISION (PN 19-059)
SOUTHEAST CORNER OF THE INTERSECTION OF EAST BIDWELL STREET AND MANGINI PARKWAY
SLVTSM, PD PERMIT, AND MINOR ADMINISTRATIVE MODIFICATION**

Condition No.	Mitigation Measure	Condition of Approval	When Required	Responsible Department
8.		<p><i>Indemnity for City</i> The owner/applicant shall protect, defend, indemnify, and hold harmless the City and its agents, officers and employees from any claim, action or proceeding against the City or its agents, officers or employees to attack, set aside, void, or annul any approval by the City or any of its agencies, departments, commissions, agents, officers, employees, or legislative body concerning the project, which claim, action or proceeding is brought within the time period provided therefore in Government Code Section 66499.37 or other applicable statutes of limitation. The City will promptly notify the owner/applicant of any such claim, action or proceeding, and will cooperate fully in the defense. If the City should fail to cooperate fully in the defense, the owner owner/applicant shall not thereafter be responsible to defend, indemnify and hold harmless the City or its agents, officers, and employees, pursuant to this condition. The City may, within its unlimited discretion, participate in the defense of any such claim, action or proceeding if both of the following occur:</p> <ul style="list-style-type: none"> • The City bears its own attorney's fees and costs; and • The City defends the claim, action or proceeding in good faith <p>The owner/applicant shall not be required to pay or perform any settlement of such claim, action or proceeding unless the settlement is approved by the owner/applicant. The owner/applicant's obligations under this condition shall apply regardless of whether a Final Map is ultimately recorded with respect to this project.</p>	OG	CD (P)(E)(B) PW, PR, FD, PD
9.		<p><i>Small-Lot Vesting Tentative Subdivision Map</i> The Small-Lot Vesting Tentative Subdivision map is expressly conditioned upon compliance with all environmental mitigation measures identified in the Folsom Plan Area Specific Plan EIR/EIS as amended by the Revised Proposed Water Supply Facility Alternative (November 2012), the Folsom South of U.S. Highway 50 Backbone Infrastructure Mitigated Negative Declaration (December 2014), and the Westland Eagle Specific Plan Amendment (September 2015).</p>	OG	CD

**CONDITIONS OF APPROVAL FOR THE CREEKSTONE PHASE 1 SUBDIVISION (PN 19-059)
SOUTHEAST CORNER OF THE INTERSECTION OF EAST BIDWELL STREET AND MANGINI PARKWAY
SLVTSM, PD PERMIT, AND MINOR ADMINISTRATIVE MODIFICATION**

Condition No.	Mitigation Measure	Condition of Approval	When Required	Responsible Department
10.		ARDA and Amendments The owner/applicant shall comply with all provisions of Amendments No. 1 and 2 to the First Amended and Restated Tier 1 Development Agreement and any approved amendments thereafter by and between the City and the owner/applicant of the project.	M	CD (E)
11.	✓	Mitigation Monitoring The owner/applicant shall participate in a mitigation monitoring and reporting program pursuant to City Council Resolution No. 2634 and Public Resources Code 21081.6. The mitigation monitoring and reporting measures identified in the Folsom Plan Area Specific Plan FEIR/EIS have been incorporated into these conditions of approval in order to mitigate or avoid significant effects on the environment. These mitigation monitoring and reporting measures are identified in the mitigation measure column. Applicant shall fund on a Time and Materials basis all mitigation monitoring (e.g., staff and consultant time).	OG	CD (P)
POLICE/SECURITY REQUIREMENT				
12.		The owner/applicant shall consult with the Police Department in order to incorporate all reasonable crime prevention measures. The following security/safety measures shall be considered: <ul style="list-style-type: none"> • A security guard on-duty at all times at the site or a six-foot security fence shall be constructed around the perimeter of construction areas. • Security measures for the safety of all construction equipment and unit appliances. • Landscaping shall not cover exterior doors or windows, block line-of-sight at intersections or screen overhead lighting. 	G, I, B	PD

DEVELOPMENT COSTS AND FEE REQUIREMENTS				
13.		<p>Taxes and Fees The owner/applicant shall pay all applicable taxes, fees and charges for the project at the rate and amount required by the Public Facilities Financing Plan and Amendments No. 1 and No. 2 to the Amended and Restated Tier 1 Development Agreement.</p>	M	CD (P)(E)
14.		<p>Assessments If applicable, the owner/applicant shall pay off any existing assessments against the property, or file necessary segregation request and pay applicable fees.</p>	M	CD (E)
15.		<p>FPASP Development Impact Fees The owner/applicant shall be subject to all Folsom Plan Area Specific Plan Area development impact fees in place at the time of approval or subsequently adopted consistent with the Public Facilities Financing Plan (PFFP), Development Agreement and amendments thereto, unless exempt by previous agreement. The owner/applicant shall be subject to all applicable Folsom Plan Area plan-wide development impact fees in effect at such time that a building permit is issued. These fees may include, but are not limited to, the Folsom Plan Area Specific Plan Fee, Specific Plan Infrastructure Fee (SPIF), Solid Waste Fee, Corporation Yard Fee, Transportation Management Fee, Transit Fee, Highway 50 Interchange Fee, General Park Equipment Fee, Housing Trust Fee, etc.</p> <p>Any protest to such for all fees, dedications, reservations or other exactions imposed on this project will begin on the date of final approval (May 26, 2020), or otherwise shall be governed by the terms of Amendments No. 1 and 2 to ARDA. The fees shall be calculated at the fee rate set forth in the PFFP and the ARDA.</p>	B	CD (P), PW, PK
16.		<p>Legal Counsel The City, at its sole discretion, may utilize the services of outside legal counsel to assist in the implementation of this project, including, but not limited to, drafting, reviewing and/or revising agreements and/or other documentation for the project. If the City utilizes the services of such outside legal counsel, the City shall provide notice to the owner/applicant of the outside counsel selected, the scope of work and hourly rates, and the owner/applicant shall reimburse the City for all outside legal fees and costs incurred and documented by the City for such services. The owner/applicant may be required, at the sole discretion of the City Attorney, to submit a deposit to the City for these services prior to initiation of the services. The owner/applicant shall be responsible for reimbursement to the City for the services regardless of whether a deposit is required.</p>	OG	CD (P)(E)

17.	<p><i>Consultant Services</i> If the City utilizes the services of consultants to prepare special studies or provide specialized design review or inspection services for the project, the City shall provide notice to the owner/applicant of the outside consultant selected, the scope of work and hourly rates, and the owner/applicant shall reimburse the City for actual costs incurred and documented in utilizing these services, including administrative costs for City personnel. A deposit for these services shall be provided prior to initiating review of the Grading Plan, Final Map, improvement plans, or beginning inspection, whichever is applicable.</p>	G, I, M, B	CD (P)(E)
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GRADING PERMIT REQUIREMENTS

18.	<p><i>Walls/Fences</i> The final location, design, height, materials, and colors of the walls and fences shall consistent with the submitted Wall and Fence Exhibit and Details, dated January 31, 2020 subject to review and approval by the Community Development Department to ensure consistency with the Folsom Ranch Central District Design Guidelines. In addition, side yard shall fencing shall be located behind second-story bedroom “rescue windows” as required by the Folsom Fire Code subject to review and approval by the Community Development Department.</p>	G, I, B	CD (P)(E), FD
19.	<p><i>Mine Shaft Remediation</i> The owner/applicant shall locate and remediate all antiquated mine shafts, drifts, open cuts, tunnels, and water conveyance or impoundment structures existing on the project site, with specific recommendations for the sealing, filling, or removal of each that meet all applicable health, safety and engineering standards. Recommendations shall be prepared by an appropriately licensed engineer or geologist. All remedial plans shall be reviewed and approved by the City prior to approval of grading plans.</p>	G	CD (E)
20.	<p><i>Prepare Traffic Control Plan.</i> Prior to construction, a Traffic Control Plan for roadways and intersections affected by construction shall be prepared by the owner/applicant. The Traffic Control Plan prepared by the owner/applicant shall, at minimum, include the following measures:</p> <ul style="list-style-type: none"> • Maintaining the maximum amount of travel lane capacity during non-construction periods, possible, and advanced notice to drivers through the provision of construction signage. • Maintaining alternate one-way traffic flow past the lay down area and site access when feasible. • Heavy trucks and other construction transport vehicles shall avoid the busiest commute hours (7 a.m. to 8 a.m. and 5 p.m. to 6 p.m. on weekdays). • A minimum 72-hour advance notice of access restrictions for residents, businesses, and local emergency response agencies. This shall include the identification of alternative routes and detours to enable for the avoidance of the immediate construction zone. • A phone number and City contact for inquiries about the schedule of the construction throughout the construction period. This information will be posted in a local newspaper, via the City’s web site, or at City Hall and will be updated on a monthly basis. 	G	CD (E)

21.		State and Federal Permits The owner/applicant shall obtain all required State and Federal permits and provide evidence that said permits have been obtained, or that the permit is not required, subject to staff review prior to approval of any grading or improvement plan.	G, I	CD (P)(E)
22.		Landslide /Slope Failure The owner/applicant shall retain an appropriately licensed engineer during grading activities to identify existing landslides and potential slope failure hazards. The said engineer shall be notified a minimum of two days prior to any site clearing or grading to facilitate meetings with the <u>grading</u> contractor in the field.	G	CD (E) PW
IMPROVEMENT PLAN REQUIREMENTS				
23.		Improvement Plans The improvement plans for the required public and private subdivision improvements necessary to serve any and all phases of development shall be reviewed and approved by the Community Development Department prior to approval of a Final Map.	M	CD (E)
24.		Standard Construction Specifications and Details Public and private improvements, including roadways, curbs, gutters, sidewalks, bicycle lanes and trails, streetlights, underground infrastructure and all other improvements shall be provided in accordance with the latest edition of the City of Folsom <u>Standard Construction Specifications and Details</u> and the <u>Design and Procedures Manual and Improvement Standards</u> .	I	CD (P)(E)
25.		Water and Sewer Infrastructure All City-owned water and sewer infrastructure shall be placed within the street right of way. In the event that a City-maintained public water or sewer main needs to be placed in an area other than the public right of way, such as through an open space corridor, landscaped area, etc., the following criteria shall be met; <ul style="list-style-type: none"> • The owner/applicant shall provide public sewer and water main easements • An access road shall be designed and constructed to allow for the operations, maintenance and replacement of the public water or sewer line by the City along the entire water and/or sewer line alignment. • In no case shall a City-maintained public water or public sewer line be placed on private residential property. 	I	CD (E)

26.		<p>Lighting Plan The owner/applicant of all project phases shall submit a lighting plan for the project to the Community Development Department. The lighting plan shall be consistent with the Folsom Ranch Central District Design Guidelines:</p> <ul style="list-style-type: none"> • Shield or screen lighting fixtures to direct the light downward and prevent light spill on adjacent properties; • Place and shield or screen flood and area lighting needed for construction activities, nighttime sporting activities, and/or security so as not to disturb adjacent residential areas and passing motorists; • For public lighting in residential neighborhoods, prohibit the use of light fixtures that are of unusually high intensity or that blink or flash; • Use appropriate building materials (such as low-glare glass, low-glare building glaze or finish, neutral, earth toned colored paint and roofing materials), shielded or screened lighting, and appropriate signage in the office/commercial areas to prevent light and glare from adversely affecting motorists on nearby roadways; and • Design exterior on-site lighting as an integral part of the building and landscaping design in the Specific Plan Area. Lighting fixtures shall be architecturally consistent with the overall site design. Lights used on signage should be directed to light only the sign face with no off-site glare. 	I	CD (P)
27.		<p>Utility Coordination The owner/applicant shall coordinate the planning, development and completion of this project with the various utility agencies (i.e., SMUD, PG&E, etc.). The owner/applicant shall provide the City with written confirmation of public utility service prior to approval of the final map.</p>	M	CD (P)(E)
28.		<p>Replacing Hazardous Facilities The owner/applicant shall be responsible for replacing any and all damaged or hazardous public sidewalk, curb and gutter, and/or bicycle trail facilities along the site frontage and/or boundaries, including pre-existing conditions and construction damage, to the satisfaction of the Community Development Department.</p>	I, OG	CD (E)
29.		<p>Future Utility Lines All future utility lines lower than 69 KV that are to be built within the project shall be placed underground within and along the perimeter of the project at the developer's cost. The owner/applicant shall dedicate to SMUD all necessary underground easements for the electrical facilities that will be necessary to service development of the project.</p>	M	CD (E)

30.		<p>Water Meter Fixed Network System The owner owner/applicant shall pay for, furnish and install all infrastructure associated with the water meter fixed network system for any City-owned and maintained water meter within the project.</p>	I	CD (E), EWR
31.		<p>Class II Bike Lanes All Class II bike lanes shall be striped, and the legends painted to the satisfaction of the Community Development Department. No parking shall be permitted within the Class II bike lanes.</p>	I	CD (E)(P)
32.		<p>Noise Barriers Based on the Environmental Noise Assessment (the "2020 Noise Assessment") prepared by Bollard Acoustical Consultants on August 15, 2019, the following measures shall be implemented to the satisfaction of the Community Development Department:</p> <ul style="list-style-type: none"> • 6-foot-tall solid noise barriers shall be constructed along all residential property boundaries adjacent to East Bidwell Street and Mangini Parkway prior to occupancy of any residences adjacent to these streets. The 6-foot-tall solid noise barrier adjacent to East Bidwell Street shall be located on top of a 4-foot-tall berm, effectively creating a 10-foot-tall combination barrier as measured from the pad grade the homes adjacent to East Bidwell Street. The 6-foot-tall solid noise barrier adjacent to Mangini Parkway shall be measured relative to the pad grade of the adjacent homes. • Suitable materials for the traffic noise barriers include masonry and precast concrete panels. The overall barrier height may be achieved by utilizing a barrier and earthen berm combination. Other materials may be acceptable but shall be reviewed by an acoustical consultant and approved by the Community Development Department prior to use. • Mechanical ventilation (air conditioning) shall 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. • Second-floor building facades shall maintain minimum window assembly STC ratings of 32 for all homes with rear yards adjacent to East Bidwell Street. 	I, O	CD (E)(P)

33.	<p>Master Plan Updates</p> <p>The owner/applicant shall provide sanitary sewer, water and storm drainage improvements with corresponding easements, as necessary, in accordance with these studies and the latest edition of the City of Folsom <u>Standard Construction Specifications and Details</u>, and the <u>Design and Procedures Manual and Improvement Standards</u>.</p> <p>The storm drainage design shall provide for no net increase in run-off under post-development conditions.</p>	G, I	CD(E), EWR, PW
34.	<p>Best Management Practices</p> <p>The storm drain improvement plans shall provide for “Best Management Practices” that meet the requirements of the water quality standards of the City’s National Pollutant Discharge Elimination System Permit issued by the State Regional Water Quality Control Board.</p> <p>In addition to compliance with City ordinances, the owner/applicant shall prepare a Stormwater Pollution Prevention Plan (SWPPP) and implement Best Management Practices (BMPs) that comply with the General Construction Stormwater Permit from the Central Valley RWQCB, to reduce water quality effects during construction. Detailed information about the SWPPP and BMPs are provided in Chapter 3A.9, “Hydrology and Water Quality.”</p>	G, I	CD (E)
35.	<p>Litter Control</p> <p>During Construction, the owner/applicant shall be responsible for litter control and sweeping of all paved surfaces in accordance with City standards. All on-site storm drains shall be cleaned immediately before the official start of the rainy season (October 15).</p>	OG	CD (E)

FIRE DEPT REQUIREMENTS

36.	<p><i>All-Weather Access and Fire Hydrants</i></p> <p>The owner/applicant shall provide all-weather access and fire hydrants before combustible materials are allowed on any project site or other approved alternative method as approved by the Fire Department. All-weather emergency access roads and fire hydrants (tested and flushed) shall be provided before combustible material or vertical construction is allowed on any project site or other approved alternative method as approved by the Fire Department. (All-weather access is defined as six inches of compacted aggregate base from May 1 to September 30 and two inches asphalt concrete over six inches aggregate base from October 1 to April 30). The buildings shall have illuminated addresses visible from the street or drive fronting the property. Size and location of address identification shall be reviewed and approved by the Fire Department.</p> <ul style="list-style-type: none"> • Residential Fire-Flow with Automatic Fire Sprinkler System: The required fire-flow for the proposed subdivision is determined to be 500 gpm per minute for 30 minutes. • All public streets shall meet City of Folsom Street Standards. • The maximum length of any dead-end street shall not exceed 500 feet in accordance with the Folsom Fire Code (unless approved by the Fire Department). • All-weather emergency access roads and fire hydrants (tested and flushed) shall be provided before combustible material storage or vertical construction is allowed. All-weather access is defined as 6" of compacted AB from May 1 to September 30 and 2"AC over 6" AB from October 1 to April 30 • The first Fire Station planned for the Folsom Plan Area may be required to be completed and operational at the time that the threshold of 1,500 occupied homes within the Folsom Plan Area is met. 	G, I, M, B	CD (P), FD
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LANDSCAPE/TREE PRESERVATION REQUIREMENTS

<p>37.</p>	<p>Landscaping Plans Final landscape plans and specifications shall be prepared by a registered landscape architect and approved by the City prior to the approval of the first building permit. Said plans shall include all on-site landscape specifications and details including a tree planting exhibit demonstrating sufficient diversity and appropriate species selection to the satisfaction of the Community Development Department. The tree exhibit shall include all street trees, accent trees, parking lot shading trees, and mitigation trees proposed within the development. Said plans shall comply with all State and local rules, regulations, Governor's declarations and restrictions pertaining to water conservation and outdoor landscaping.</p> <p>Landscaping shall meet shade requirements as outlined in the Folsom Plan Area Specific Plan where applicable. The landscape plans shall comply and implement water efficient requirements as adopted by the State of California (Assembly Bill 1881) (State Model Water Efficient Landscape Ordinance) until such time the City of Folsom adopts its own Water Efficient Landscape Ordinance at which time the owner/applicant shall comply with any new ordinance. Shade and ornamental trees shall be maintained according to the most current American National Standards for Tree Care Operations (ANSI A-300) by qualified tree care professionals. Tree topping for height reduction, view protection, light clearance or any other purpose shall not be allowed. Specialty-style pruning, such as pollarding, shall be specified within the approved landscape plans and shall be implemented during a 5-year establishment and training period. The owner/applicant shall comply with city-wide landscape rules or regulations on water usage. The owner/applicant shall comply with any state or local rules and regulations relating to landscape water usage and landscaping requirements necessitated to mitigate for drought conditions on all landscaping in the Creekstone Phase I Subdivision project.</p>	<p align="center">B</p>	<p align="center">CD (P)(E)</p>
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MAP REQUIREMENTS

38.		<p><i>Subdivision Improvement Agreement</i> Prior to the approval of any Final Map, the owner/applicant shall enter into a subdivision improvement agreement with the City, identifying all required improvements, if any, to be constructed with each proposed phase of development. The owner/applicant shall provide security acceptable to the City, guaranteeing construction of the improvements.</p>	M	CD (E)
39.		<p><i>The Final Inclusionary Housing Plan</i> The Final Inclusionary Housing Plan shall be approved by the City Council. The Inclusionary Housing Agreement, which will be approved by the City Attorney, shall be executed prior to recordation of the Final Map for the Creekstone Phase 1 Subdivision project.</p>	M	CD (P)(E)

40.		<p><i>Department of Real Estate Public Report</i> The owner/applicant shall disclose to the homebuyers in the Department of Real Estate Public Report and/or the CC&R's the following items:</p> <ol style="list-style-type: none"> 1) Future public parks and public schools are located in relatively close proximity to the proposed subdivision, and that the public parks may include facilities (basketball courts, a baseball field, softball fields, soccer fields, and playground equipment) that may generate noise impacts during various times, including but not limited to evening and nighttime hours. The owner/applicant shall also disclose that the existing public parks include nighttime sports lighting that may generate lighting impacts during evening and nighttime hours. 2) The soil in the subdivision may contain naturally occurring asbestos and naturally occurring arsenic. 3) The collecting, digging, or removal of any stone, artifact, or other prehistoric or historic object located in public or open space areas, and the disturbance of any archaeological site or historic property, is prohibited. 4) The project site is located close to the Mather Airport flight path and overflight noise may be present at various times. 5) That all properties located within one mile of an on- or off-site area zoned or used for agricultural use (including livestock grazing) shall be accompanied by written disclosure from the transferor, in a form approved by the City of Folsom, advising any transferee of the potential adverse odor impacts from surrounding agricultural operations. which disclosure shall direct the transferee to contact the County of Sacramento concerning any such property within the County zoned for agricultural uses within one mile of the subject property being transferred. 	M	CD (P, PK)
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41.	<p>Public Utility Easements The owner/applicant shall dedicate public utility easements for underground facilities on properties adjacent to the public and private streets. A minimum of twelve and one-half-foot (12.5') wide Public Utility Easements for underground facilities (i.e., SMUD, Pacific Gas and Electric, cable television, telephone) shall be dedicated adjacent to all public and private street rights-of-way. The owner/applicant shall dedicate additional width to accommodate extraordinary facilities as determined by the City. The width of the public utility easements adjacent to public and private right of way may be reduced with prior approval from public utility companies.</p>	M	CD (E)
42.	<p>Backbone Infrastructure As provided for in the ARDA and the Amendment No. 1 thereto, the owner/applicant shall provide fully executed grant deeds, legal descriptions, and plats for all necessary Infrastructure to serve the project, including but not limited to lands, public rights of way, public utility easements, public water main easements, public sewer easements, irrevocable offers of dedication and temporary construction easements. All required easements as listed necessary for the Infrastructure shall be reviewed and approved by the City and recorded with the Sacramento County Recorder pursuant to the timing requirements set forth in Section 3.8 of the ARDA, and any amendments thereto.</p>	M	CD (E)
43.	<p>New Permanent Benchmarks The owner/applicant shall provide and establish new permanent benchmarks on the (NAVD 88) datum in various locations within the subdivision or at any other locations in the vicinity of the project/subdivision as directed by the City Engineer. The type and specifications for the permanent benchmarks shall be provided by the City. The new benchmarks shall be placed by the owner/applicant within 6 months from the date of approval of the vesting tentative subdivision map.</p>	M	CD (E)
44.	<p>Centralized Mail Delivery Units All Final Maps shall show easements or other mapped provisions for the placement of centralized mail delivery units. The owner/applicant shall provide a concrete base for the placement of any centralized mail delivery unit. Specifications and location of such base shall be determined pursuant to the applicable requirements of the U. S. Postal Service and the City of Folsom Community Development Department, with due consideration for street light location, traffic safety, security, and consumer convenience.</p>	M	CD (E)

45.		<p>Recorded Final Map Prior to the issuance of building permits, the owner/applicant shall provide a digital copy of the recorded Final Map (in AutoCAD format) to the Community Development Department. The exception to this requirement is model homes. Building permits for model homes only may be issued prior to recording of the Final Map, subject to approval by the Community Development Department.</p>	B	CD (E)
46.		<p>Recorded Final Map Prior to issuance of building permits, the owner/applicant shall provide the Folsom-Cordova Unified School District with a copy of the recorded Final Map.</p>	B	CD (P), FCUSD
47.		<p>Credit Reimbursement Agreement Prior to the recordation of the first Small-Lot Final Map, the owner/applicant and City shall enter into a credit and reimbursement agreement for constructed improvements that are included in the Folsom Plan Area's Public Facilities Financing Plan.</p>	M	CD (E)
TRAFFIC/ACCESS/CIRCULATION/PARKING REQUIREMENTS				
48.		<p>1) The following conditions of approval are related to roadway and traffic related improvements for the Creekstone Phase 1 Subdivision project (PN19-059) under two (2) separate scenarios:</p> <p>A. The Toll Brothers at Folsom Ranch Subdivision project (PN 19-091) <u>has</u> constructed improvements required for East Bidwell Street and the intersection of Mangini Parkway.</p> <p>B. The Toll Brothers at Folsom Ranch Subdivision project (Toll Brothers) <u>has not</u> constructed required improvements to East Bidwell Street and the intersection of Mangini Parkway.</p> <p>See Attachment 12 (KH Memo and M&S Exhibit) to this staff report for reference for the following improvements under each scenario:</p>	B	CD (E), PW, FD

<p>48. Cont</p>		<p><u>Scenario 1 (Toll Brothers Required Improvements Completed)</u></p> <p>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.</p> <p>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.</p> <p><u>Scenario 2 (Toll Brothers Required Improvements Not Completed)</u></p> <p>A. The owner/applicant shall;</p> <ol style="list-style-type: none"> 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. 	<p>B</p>	<p>CD (E), PW, FD</p>
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49.		2) 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.	O	CD (E), PW, FD
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ARCHITECTURE/SITE DESIGN REQUIREMENTS

50.		<p>The Creekstone Phase 1 Subdivision project shall comply with the following architecture and design requirements:</p> <ol style="list-style-type: none"> 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. 	B	CD (P) (B)
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51.	<p><i>Trash/Recycling Containers and Air Conditioner Screening</i> Trash, recycling, and yard waste containers shall be placed behind the side yard fence so that they are not visible from the public right-of-way to the satisfaction of the Community Development Department. In addition, air conditioning units shall also be placed behind the side yard fence or located in the rear yard so that they are not visible from the public right-of-way to the satisfaction of the Community Development Department.</p>	OG	CD (P) (E)
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MITIGATION MEASURES

52	✓	Creekstone Phase 1 Subdivision Mitigation Monitoring Reporting Program (MMRP). The conditions of approval below (numbered 52-1 to 52-89) implement the applicable mitigation measures from the FPASP (May 2011) MMRP, as amended by the Revised Proposed Water Supply Facility Alternative (November 2012), the Folsom South of U.S. Highway 50 Backbone Infrastructure Mitigated Negative Declaration (December 2014), and the Westland Eagle Specific Plan Amendment (September 2015).		
Condition No.	Mitigation Number (Source)	Mitigation Measures	Timing	Responsible Agency
AESTHETICS				
52-1	3A.1-4 (FPASP EIR/EIS)	Screen Construction Staging Areas. The project applicant(s) for any particular discretionary development application shall locate staging and material storage areas as far away from sensitive biological resources and sensitive land uses (e.g., residential areas, schools, parks) as feasible. Staging and material storage areas shall be approved by the appropriate agency (identified below) before the approval of grading plans for all project phases and shall be screened from adjacent occupied land uses in earlier development phases to the maximum extent practicable. Screens may include, but are not limited to, the use of such visual barriers such as berms or fences. The screen design shall be approved by the appropriate agency to further reduce visual effects to the extent possible. Mitigation for the off-site elements outside of the City of Folsom's jurisdictional boundaries shall be developed by the project applicant(s) of each applicable project phase in consultation with the affected oversight agency(ies) (i.e., El Dorado and/or Sacramento Counties, and Caltrans) to reduce to the extent feasible the visual effects of construction activities on adjacent project land uses that have already been developed.	Before approval of grading plans and during construction for all project phases.	City of Folsom Community Development Department.
52-2	3A.1-5 (FPASP EIR/EIS)	Establish and Require Conformance to Lighting Standards and Prepare and Implement a Lighting Plan. To reduce impacts associated with light and glare, the City shall: ► Establish standards for on-site outdoor lighting to reduce high-intensity nighttime lighting and glare as part of the Folsom Specific Plan	Before approval of building permits.	City of Folsom Community Development Department

	<p>design guidelines/standards. Consideration shall be given to design features, namely directional shielding for street lighting, parking lot lighting, and other substantial light sources, that would reduce effects of nighttime lighting. In addition, consideration shall be given to the use of automatic shutoffs or motion sensors for lighting features to further reduce excess nighttime light.</p> <ul style="list-style-type: none"> ▶ Use shielded or screened public lighting fixtures to prevent the light from shining off of the surface intended to be illuminated. <p>To reduce impacts associated with light and glare, the project applicant(s) of all project phases shall:</p> <ul style="list-style-type: none"> ▶ Shield or screen lighting fixtures to direct the light downward and prevent light spill on adjacent properties. ▶ Flood and area lighting needed for construction activities, nighttime sporting activities, and/or security shall be screened or aimed no higher than 45 degrees above straight down (half-way between straight down and straight to the side) when the source is visible from any off-site residential property or public roadway. ▶ For public lighting in residential neighborhoods, prohibit the use of light fixtures that are of unusually high intensity or brightness (e.g., harsh mercury vapor, low-pressure sodium, or fluorescent bulbs) or that blink or flash. ▶ Use appropriate building materials (such as low-glare glass, low-glare building glaze or finish, neutral, earth-toned colored paint and roofing materials), shielded or screened lighting, and appropriate signage in the office/commercial areas to prevent light and glare from adversely affecting motorists on nearby roadways. ▶ Design exterior on-site lighting as an integral part of the building and landscape design in the Folsom Specific Plan area. Lighting fixtures shall be architecturally consistent with the overall site design. ▶ Lighting of off-site facilities within the City of Folsom shall be consistent with the City's General Plan standards. ▶ Lighting of the off-site detention basin shall be consistent with Sacramento County General Plan standards. 		
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		<p>A lighting plan for all on- and off-site elements within each agency's jurisdictional boundaries (specified below) shall be submitted to the relevant jurisdictional agency for review and approval, which shall include the above elements. The lighting plan may be submitted concurrently with other improvement plans, and shall be submitted before the installation of any lighting or the approval of building permits for each phase. The project applicant(s) for any particular discretionary development application shall implement the approved lighting plan.</p> <p>Mitigation for the off-site elements outside of the City of Folsom's jurisdictional boundaries must be coordinated by the project applicant(s) of each applicable project phase with the affected oversight agency(ies) (i.e., El Dorado and/or Sacramento Counties).</p>		
AIR QUALITY				
52-3	3A.2-1a (FPASP EIR/EIS)	<p><i>Implement Measures to Control Air Pollutant Emissions Generated by Construction of On-Site Elements.</i></p> <p>To reduce short-term construction emissions, the project applicant(s) for any particular discretionary development application shall require their contractors to implement SMAQMD's list of Basic Construction Emission Control Practices, Enhanced Fugitive PM Dust Control Practices, and Enhanced Exhaust Control Practices (list below) in effect at the time individual portions of the site undergo construction. In addition to SMAQMD-recommended measures, construction operations shall comply with all applicable SMAQMD rules and regulations.</p> <p><i>Basic Construction Emission Control Practices</i></p> <ul style="list-style-type: none"> ▶ Water all exposed surfaces two times daily. Exposed surfaces include, but are not limited to soil piles, graded areas, unpaved parking areas, staging areas, and access roads. ▶ Cover or maintain at least two feet of free board space on haul trucks transporting soil, sand, or other loose material on the site. Any haul 	Before the approval of all grading plans by the City and throughout project construction, where applicable, for all project phases.	City of Folsom Community Development Department

	<p>trucks that would be traveling along freeways or major roadways should be covered.</p> <ul style="list-style-type: none"> ▶ Use wet power vacuum street sweepers to remove any visible trackout mud or dirt onto adjacent public roads at least once a day. Use of dry power sweeping is prohibited. ▶ Limit vehicle speeds on unpaved roads to 15 miles per hour (mph). ▶ All roadways, driveways, sidewalks, parking lots to be paved should be completed as soon as possible. In addition, building pads should be laid as soon as possible after grading unless seeding or soil binders are used. ▶ Minimize idling time either by shutting equipment off when not in use or reducing the time of idling to 5 minutes (as required by the state airborne toxics control measure [Title 13, Section 2485 of the California Code of Regulations]). Provide clear signage that posts this requirement for workers at the entrances to the site. ▶ Maintain all construction equipment in proper working condition according to manufacturer's specifications. The equipment must be checked by a certified mechanic and determine to be running in proper condition before it is operated. <p><i>Enhanced Fugitive PM Dust Control Practices – Soil Disturbance Areas</i></p> <ul style="list-style-type: none"> ▶ Water exposed soil with adequate frequency for continued moist soil. However, do not overwater to the extent that sediment flows off the site. ▶ Suspend excavation, grading, and/or demolition activity when wind speeds exceed 20 mph. ▶ Plant vegetative ground cover (fast-germinating native grass seed) in disturbed areas as soon as possible. Water appropriately until vegetation is established. <p><i>Enhanced Fugitive PM Dust Control Practices – Unpaved Roads</i></p> <ul style="list-style-type: none"> ▶ Install wheel washers for all exiting trucks, or wash off all trucks and equipment leaving the site. 		
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	<ul style="list-style-type: none"> ▶ Treat site accesses to a distance of 100 feet from the paved road with a 6 to 12-inch layer of wood chips, mulch, or gravel to reduce generation of road dust and road dust carryout onto public roads. ▶ Post a publicly visible sign with the telephone number and person to contact at the construction site regarding dust complaints. This person shall respond and take corrective action within 48 hours. The phone number of SMAQMD and the City contact person shall also be posted to ensure compliance. <p><i>Enhanced Exhaust Control Practices</i></p> <ul style="list-style-type: none"> ▶ The project shall provide a plan, for approval by the City of Folsom Community Development Department and SMAQMD, demonstrating that the heavy-duty (50 horsepower [hp] or more) off-road vehicles to be used in the construction project, including owned, leased, and subcontractor vehicles, will achieve a project wide fleet-average 20% NOX reduction and 45% particulate reduction compared to the most current California Air Resources Board (ARB) fleet average that exists at the time of construction. Acceptable options for reducing emissions may include use of late-model engines, low-emission diesel products, alternative fuels, engine retrofit technology, after-treatment products, and/or other options as they become available. The project applicant(s) of each project phase or its representative shall submit to the City of Folsom Community Development Department and SMAQMD a comprehensive inventory of all off-road construction equipment, equal to or greater than 50 hp, that would be used an aggregate of 40 or more hours during any portion of the construction project. The inventory shall include the horsepower rating, engine production year, and projected hours of use for each piece of equipment. The inventory shall be updated and submitted monthly throughout the duration of the project, except that an inventory shall not be required for any 30-day period in which no construction activity occurs. At least 48 hours prior to the use of heavy-duty off-road equipment, the project representative shall provide SMAQMD with the anticipated construction timeline including start date, and name and phone number of the project manager and on-site foreman. SMAQMD's Construction Mitigation Calculator can be used to identify an equipment fleet that achieves this reduction (SMAQMD 2007a). The project shall 		
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		<p>ensure that emissions from all off-road diesel powered equipment used on the SPA do not exceed 40% opacity for more than three minutes in any one hour. Any equipment found to exceed 40 percent opacity (or Ringelmann 2.0) shall be repaired immediately, and the City and SMAQMD shall be notified within 48 hours of identification of noncompliant equipment. A visual survey of all in-operation equipment shall be made at least weekly, and a monthly summary of the visual survey results shall be submitted throughout the duration of the project, except that the monthly summary shall not be required for any 30-day period in which no construction activity occurs. The monthly summary shall include the quantity and type of vehicles surveyed as well as the dates of each survey. SMAQMD staff and/or other officials may conduct periodic site inspections to determine compliance. Nothing in this mitigation measure shall supersede other SMAQMD or state rules or regulations.</p> <p>► If at the time of construction, SMAQMD has adopted a regulation or new guidance applicable to construction emissions, compliance with the regulation or new guidance may completely or partially replace this mitigation if it is equal to or more effective than the mitigation contained herein, and if SMAQMD so permits.</p>		
53.		<p>The Landowner acknowledges that the State adopted amendments to Section 65850 of the California Government Code (specifically Section 65850(g)), effective January 1, 2018, to allow for the implementation of inclusionary housing requirements in residential rental units, upon adoption of an ordinance by the City. The Landowner is not currently contemplating any residential rental projects within the Subject Property; however, in the event the City amends its Inclusionary Housing Ordinance with respect to rental housing pursuant to Section 65850(g), Landowner (or successor in interest) agrees that the Subject Property shall be subject to said City Ordinance, as amended, should any residential rental project be proposed within the Subject Property.</p>	OG	CD (P)

Attachment 2

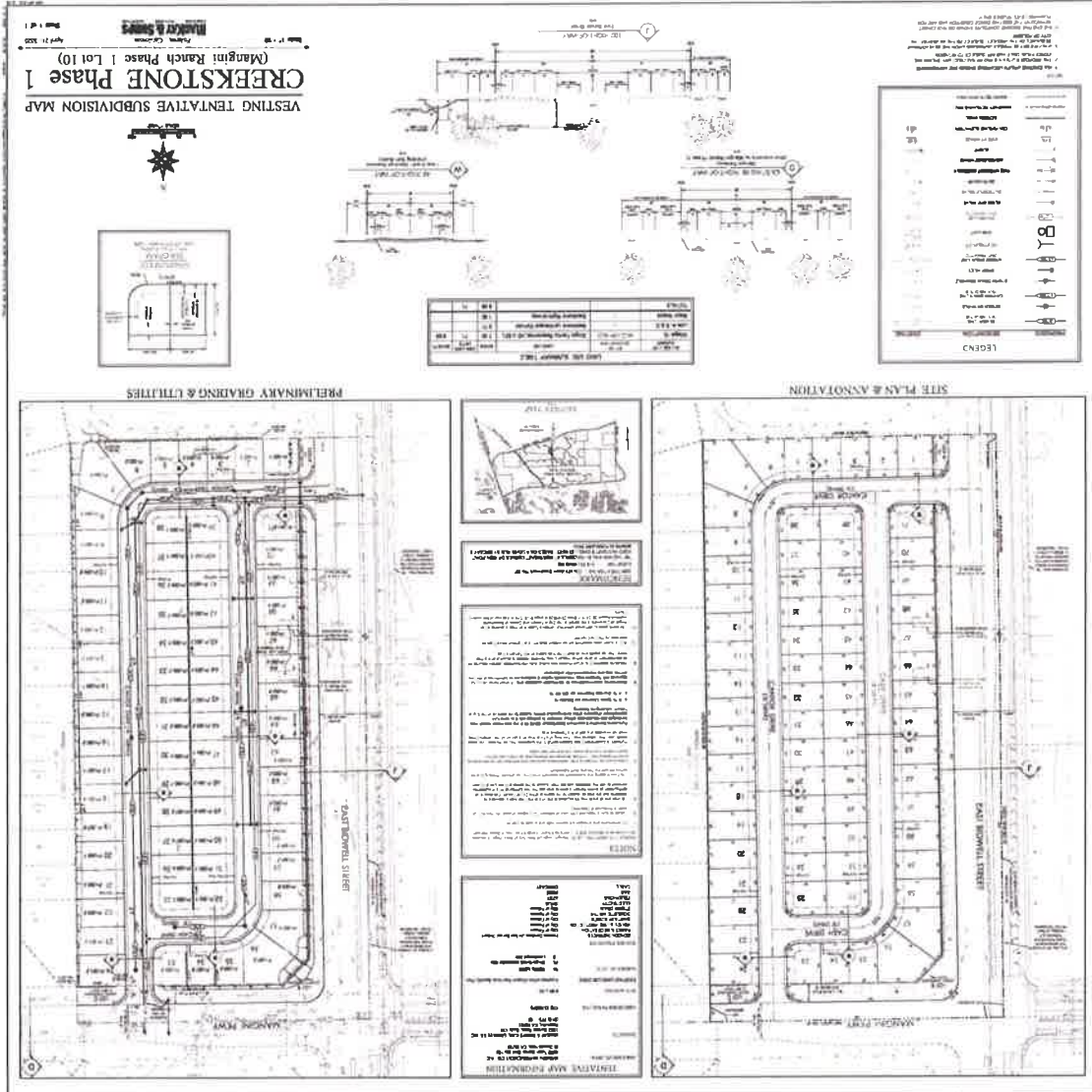
Vicinity Map

Attachment 3

**Small-Lot Vesting Tentative Subdivision Map
Dated April 21, 2020**

Attachment 4

**Preliminary Grading, Drainage, and Utility Plan
Dated April 21, 2020**

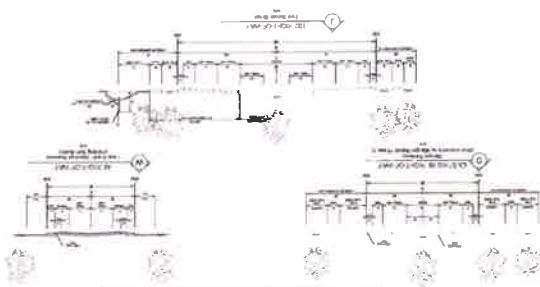
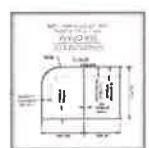


VESTING TENTATIVE SUBDIVISION MAP
CREEKSTONE Phase 1
 (Mangini Ranch Phase 1 Lot 10)

Map No. 1
 Date: 11/11/11

Prepared by:
MANCKY & SONS
 Planning Consultants

Scale: 1" = 100'



NO.	DESCRIPTION	QUANTITY	UNIT
1	12" WATER MAIN	1,200	LINEAL FEET
2	12" SEWER MAIN	1,200	LINEAL FEET
3	18" STORM SEWER MAIN	1,200	LINEAL FEET
4	6" WATER MAIN	1,200	LINEAL FEET
5	6" SEWER MAIN	1,200	LINEAL FEET
6	18" STORM SEWER MAIN	1,200	LINEAL FEET
7	4" WATER MAIN	1,200	LINEAL FEET
8	4" SEWER MAIN	1,200	LINEAL FEET
9	18" STORM SEWER MAIN	1,200	LINEAL FEET
10	4" WATER MAIN	1,200	LINEAL FEET
11	4" SEWER MAIN	1,200	LINEAL FEET
12	18" STORM SEWER MAIN	1,200	LINEAL FEET
13	4" WATER MAIN	1,200	LINEAL FEET
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15	18" STORM SEWER MAIN	1,200	LINEAL FEET
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18	18" STORM SEWER MAIN	1,200	LINEAL FEET
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99	18" STORM SEWER MAIN	1,200	LINEAL FEET
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102	18" STORM SEWER MAIN	1,200	LINEAL FEET
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111	18" STORM SEWER MAIN	1,200	LINEAL FEET
112	4" WATER MAIN	1,200	LINEAL FEET
113	4" SEWER MAIN	1,200	LINEAL FEET
114	18" STORM SEWER MAIN	1,200	LINEAL FEET
115	4" WATER MAIN	1,200	LINEAL FEET
116	4" SEWER MAIN	1,200	LINEAL FEET
117	18" STORM SEWER MAIN	1,200	LINEAL FEET
118	4" WATER MAIN	1,200	LINEAL FEET
119	4" SEWER MAIN	1,200	LINEAL FEET
120	18" STORM SEWER MAIN	1,200	LINEAL FEET

LEGEND

- 1" = 100'
- 1" = 200'
- 1" = 400'
- 1" = 800'
- 1" = 1600'
- 1" = 3200'
- 1" = 6400'
- 1" = 12800'
- 1" = 25600'
- 1" = 51200'
- 1" = 102400'
- 1" = 204800'
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Attachment 5

**Conceptual Front Yard Landscaping
Dated December 9, 2019**

Attachment 6

**Wall and Fence Exhibit
Dated January 31, 2020**



CREEKSTONE

Folsom, California

January 31, 2020

Mackay & Soms
ENGINEERS PLANNERS SURVEYORS

- Existing 6' Wall
- 6' Soundwall
- 8' Soundwall on 4' Berm
- Open View



12/1/2019 11:01:13 AM \\s01\proj\2019\12\12\19\Creekstone\12-12-19\Creekstone.dwg

Attachment 7

**Residential Schematic Design
Dated February 24, 2020**



PLAN 1AR
SPANISH

PLAN 2BR
FARMHOUSE

PLAN 3C
ITALIAN

Mangini Ranch Phase 1 - Lot 10 Creekstone Phase 1

SHEET INDEX:

ARCHITECTURE:

- A0.0 TITLE SHEET
- A0.1 ARTICULATION EXHIBIT

- PLAN 1**
- A1.0 PLAN 1 COLORED ELEVATIONS
 - A1.1 PLAN 1 FLOOR PLANS
 - A1.1.1 PLAN 1 ADDENDA
 - 1.2 PLAN 1A EXTERIOR ELEVATIONS
 - A1.3 PLAN 1B EXTERIOR ELEVATIONS
 - A1.4 PLAN 1C EXTERIOR ELEVATIONS
 - A1.5 OPT. COVERED OUTDOOR ROOM ELEVATIONS

- PLAN 2**
- A2.0 PLAN 2 COLORED ELEVATIONS
 - A2.1 PLAN 2 FLOOR PLANS
 - A2.1.1 PLAN 2 ADDENDA
 - A2.2 PLAN 2A EXTERIOR ELEVATIONS
 - A2.3 PLAN 2B EXTERIOR ELEVATIONS
 - A2.4 PLAN 2C EXTERIOR ELEVATIONS
 - A2.5 OPT. COVERED OUTDOOR ROOM ELEVATIONS

- PLAN 3**
- A3.0 PLAN 3 COLORED FRONT ELEVATIONS
 - A3.1 PLAN 3 FLOOR PLANS
 - A3.1.1 PLAN 3 ADDENDA
 - A3.2 PLAN 3A EXTERIOR ELEVATIONS
 - A3.3 PLAN 3B EXTERIOR ELEVATIONS
 - A3.4 PLAN 3C EXTERIOR ELEVATIONS
 - A3.5 OPT. COVERED OUTDOOR ROOM ELEVATIONS
- A4.0 COLOR / MATERIAL SCHEMES**



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FOLSOM, CA # 2019-0266

SCHEMATIC DESIGN
FEBRUARY 24, 2020

TITLE SHEET

A0.0



LEGEND

	FIRST STORY MASSING
	SECOND STORY MASSING
	CANTILEVER AT PLAN 3 SECOND FLOOR
	COVERED FRONT PORCH (ONE STORY)
	DRIVEWAY / SIDEWALK



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510.272.2879
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CREEKSTONE
FOLBOM CA # 2018-0096

SCHEMATIC DESIGN
FEBRUARY 24, 2023



ARTICULATION EXHIBIT

A0.1



Front Elevation - 1A - Spanish Colonial



Front Elevation - 1C - Italian Villa



Front Elevation - 1B - Western Farmhouse



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Culverton, CA 94012
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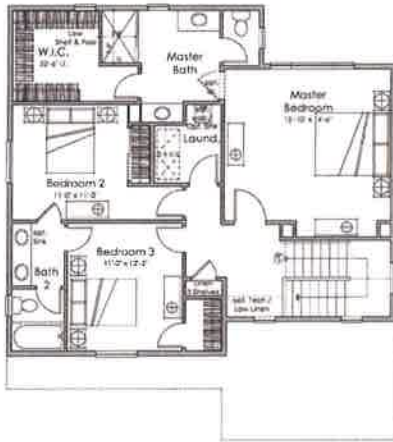
CREEKSTONE
COLORADO, CA # 2018-0006

SCHEMATIC DESIGN
FEBRUARY 24, 2022

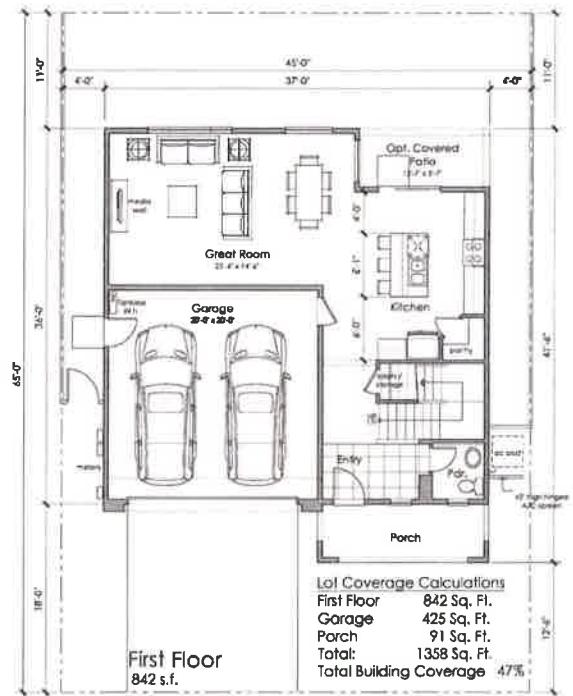


PLAN 1 - EXTERIOR ELEVATIONS

A1.0



Floor Plan
3 Bedrooms
2.5 Baths
1896 s.f.



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CREEKSTONE
POLARIS, GA 42010-0500

SCHEMATIC DESIGN
FEBRUARY 24, 2020

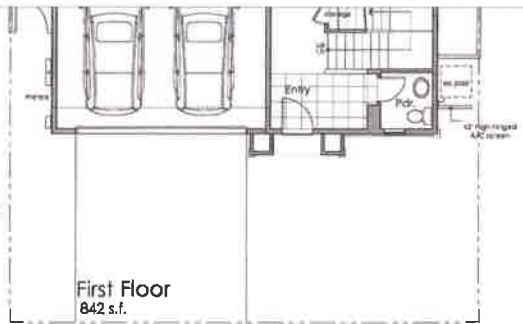


PLAN 1 FLOOR PLAN

A1.1



Second Floor
1054 s.f.



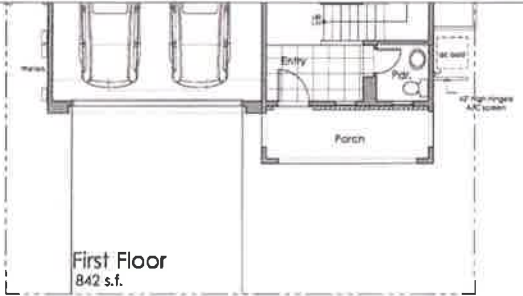
Lot Coverage Calculations 1C

First Floor	842 Sq. Ft.
Garage	421 Sq. Ft.
Porch	18 Sq. Ft.
Total:	1281 Sq. Ft.
Total Building Coverage	44%

First Floor
842 s.f.



Second Floor
1068 s.f.



Lot Coverage Calculations 1B

First Floor	842 Sq. Ft.
Garage	421 Sq. Ft.
Porch	91 Sq. Ft.
Total:	1354 Sq. Ft.
Total Building Coverage	46%

First Floor
842 s.f.

SPANISH COLONIAL
 Characterized by simply articulated
 details and adaptability

DESIGN ELEMENTS

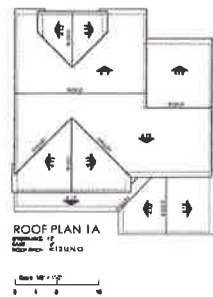
Two Story Massing
 Stucco Exterior Finish
 Villa Shaped Concrete Tile
 Gently Pitched Roofs

ENHANCED DESIGN ELEMENTS

Corbel Details
 Shutters
 Faux Clay Outlookers



Front Elevations - 1A - Spanish Colonial



Right Elevation



Rear Elevation



Left Elevation



Right at Enhanced Lots



Rear at Enhanced Lots



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 The Learning Building
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 Oceanside, CA 92057
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CREEKSTONE
 FELDMAN, CA # 2019-0008

SCHEMATIC DESIGN
 FEBRUARY 24, 2020



EXTERIOR ELEVATIONS - PLAN 1A

WESTERN FARMHOUSE
 Characterized by an asymmetrical, casual cottage look. It represents a practical and picturesque country home.

DESIGN ELEMENTS

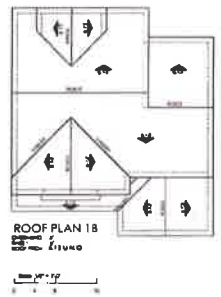
Two Story Massing
 Stucco Exterior Finish
 Flat Concrete Tile
 Steeper Pitched Roofs

ENHANCED DESIGN ELEMENTS

Board and Batt
 Brick Veneer
 Shutters



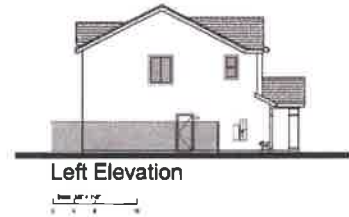
Front Elevations - 1B - Western Farmhouse



Right Elevation



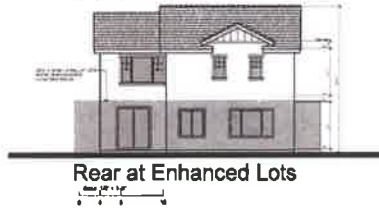
Rear Elevation



Left Elevation



Right at Enhanced Lots



Rear at Enhanced Lots



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CREEKSTONE
 HOLDSUM, CA #2019-0088

SCHEMATIC DESIGN
 FEBRUARY 04, 2020



EXTERIOR ELEVATIONS - PLAN 1B

ITALIAN VILLA
 Characterized by a formal and elegant facade.

DESIGN ELEMENTS

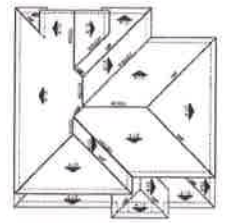
Two Story Massing
 Stucco Exterior Finish
 Villa Shaped Concrete Tile
 Gently Pitched Roofs

ENHANCED DESIGN ELEMENTS

Corbels
 Stone Veneer
 Faux Clay Outlookers



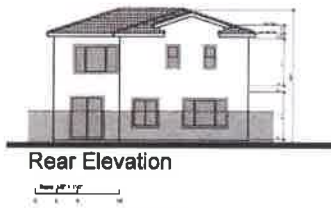
Front Elevations - 1C - Italian Villa



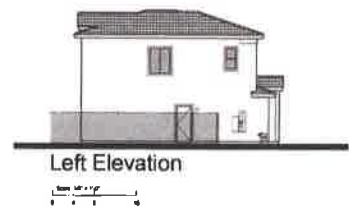
ROOF PLAN 1C
 SCALE: 1/8" = 1'-0"
 0 1 2 3 4



Right Elevation



Rear Elevation



Left Elevation



Right at Enhanced Lots



Rear at Enhanced Lots



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 The Leaning Tower Building
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 Oakland, CA 94612
 510.272.2870
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CREEKSTONE
 HOLLISTON, CA #2010-0264

SCHEMATIC DESIGN
 FEBRUARY 21, 2020



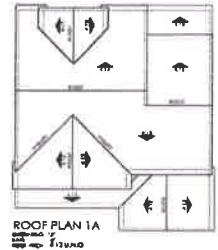
EXTERIOR ELEVATIONS - PLAN 1C



Right Elevation - 1A
Opt. Covered Outdoor Room



Rear Elevation - 1A
Opt. Covered Outdoor Room



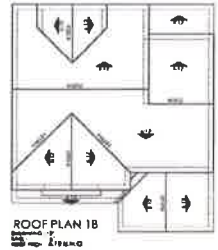
ROOF PLAN 1A
Opt. Covered Outdoor Room



Right Elevation - 1B
Opt. Covered Outdoor Room



Rear Elevation - 1B
Opt. Covered Outdoor Room



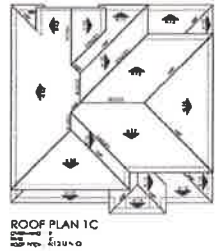
ROOF PLAN 1B
Opt. Covered Outdoor Room



Rear Elevation - 1C
Opt. Covered Outdoor Room



Right Elevation - 1C
Opt. Covered Outdoor Room



ROOF PLAN 1C
Opt. Covered Outdoor Room



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COLSON, CA #2018-0068

SCHEMATIC DESIGN
FEBRUARY 24, 2018



OPT. OUTDOOR ROOMS - PLAN 1

A1.5



Front Elevation - 2A - Spanish Colonial



Front Elevation - 2C - Italian Villa



Front Elevation - 2B - Western Farmhouse



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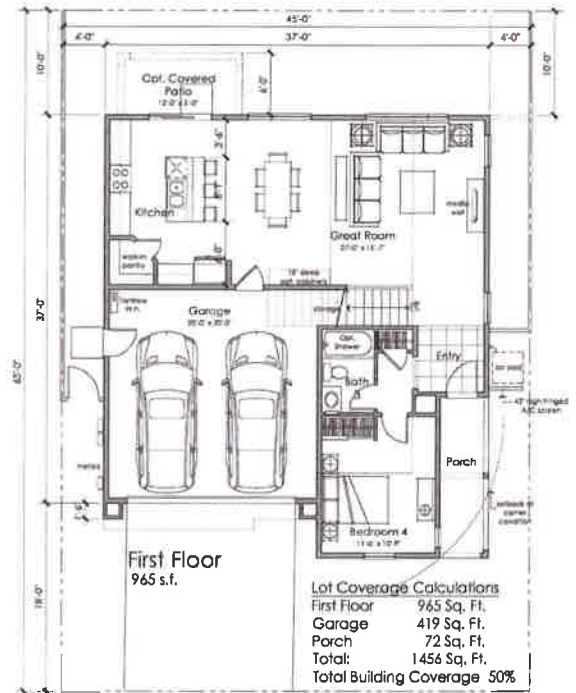
CREEKSTONE
 FOLLOM CA # 2018-0959

SCHEMATIC DESIGN
 FEBRUARY 24, 2020



PLAN 2 - EXTERIOR ELEVATIONS

A2.0



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FOLSOM, GA # 2018-0364

SCHEMATIC DESIGN
FEBRUARY 24, 2020

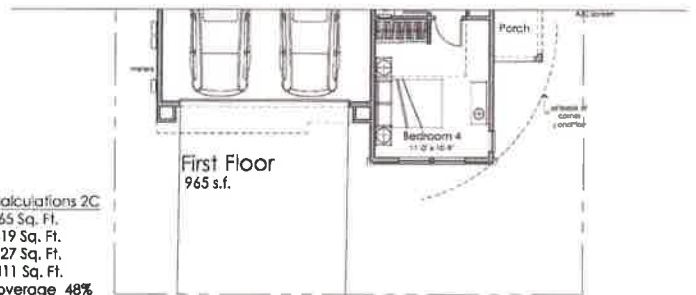


PLAN 2 FLOOR PLAN

A2.1



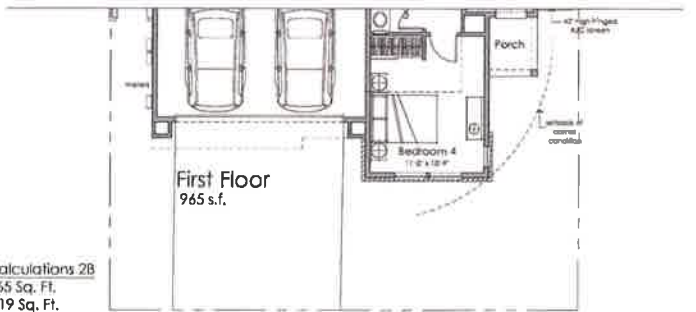
Second Floor
Second Floor
 1084 s.f.



Lot Coverage Calculations 2C
 First Floor 965 Sq. Ft.
 Garage 419 Sq. Ft.
 Porch 27 Sq. Ft.
 Total: 1411 Sq. Ft.
 Total Building Coverage 48%



Second Floor
 1084 s.f.



Lot Coverage Calculations 2B
 First Floor 965 Sq. Ft.
 Garage 419 Sq. Ft.
 Porch 27 Sq. Ft.
 Total: 1411 Sq. Ft.
 Total Building Coverage 48%

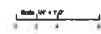


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CREEKSTONE
 POLSON, CA #2016-0006

SCHEMATIC DESIGN
 FEBRUARY 24, 2024



PLAN 2 FLOOR PLAN ADDENDA

A2.1.1

SPANISH COLONIAL
 Characterized by simply articulated
 details and adeptability

DESIGN ELEMENTS

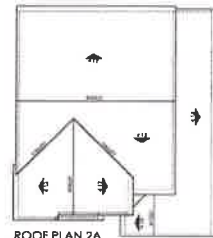
Two Story Massing
 Stucco Exterior Finish
 Villa Shaped Concrete Tile
 Gently Pitched Roofs

ENHANCED DESIGN ELEMENTS

Corbel Details
 Shutters
 Faux Clay Outlookers



Front Elevations - 2A - Spanish Colonial



ROOF PLAN 2A
 1/2" = 1'-0"

1/2" = 1'-0"



Right Elevation

1/2" = 1'-0"



Rear Elevation

1/2" = 1'-0"



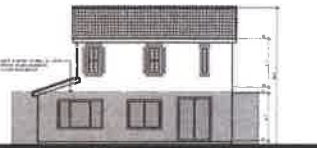
Left Elevation

1/2" = 1'-0"



Right at Enhanced Lots

1/2" = 1'-0"



Rear at Enhanced Lots

1/2" = 1'-0"



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 510.273.2049
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CREEKSTONE
 FOLSOM, CA # 2013-1008

SCHEMATIC DESIGN
 FEBRUARY 24, 2020

1/2" = 1'-0"

EXTERIOR ELEVATIONS - PLAN 2A

WESTERN FARMHOUSE
 Characterized by an asymmetrical, casual cottage look. It represents a practical and picturesque country home.

DESIGN ELEMENTS

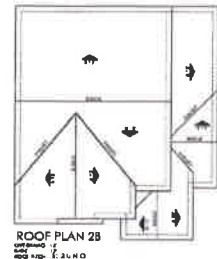
Two Story Massing
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 Steeper Pitched Roofs

ENHANCED DESIGN ELEMENTS

Board and Batt
 Brick Veneer
 Shutters



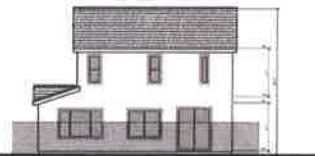
Front Elevations - 2B - Western Farmhouse



ROOF PLAN 2B
 20'0" x 28'0" (Overall)
 28'0" x 20'0" (Overall)



Right Elevation



Rear Elevation



Left Elevation



Right at Enhanced Lots



Rear at Enhanced Lots



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 FEBRUARY 24, 2023



EXTERIOR ELEVATIONS - PLAN 2B

ITALIAN VILLA
 Characterized by a formal and elegant facade.

DESIGN ELEMENTS

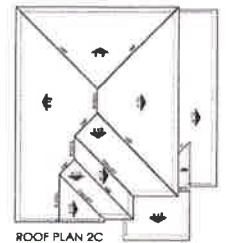
Two Story Massing
 Stucco Exterior Finish
 Villa Shaped Concrete Tile
 Gently Pitched Roofs

ENHANCED DESIGN ELEMENTS

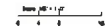
Corbels
 Stone Veneer
 Faux Clay Outlookers



Front Elevations - 2C - Italian Villa



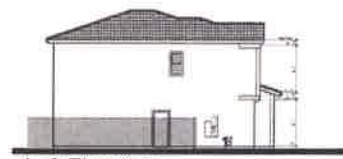
ROOF PLAN 2C
 20' x 30' x 10' x 10'



Right Elevation



Rear Elevation



Left Elevation



Right at Enhanced Lots



Rear at Enhanced Lots



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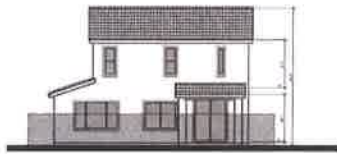
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EXTERIOR ELEVATIONS - PLAN 2C



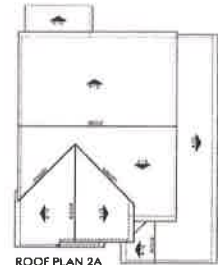
Right Elevation - 2A
Opt. Covered Outdoor Room



Rear Elevation - 2A
Opt. Covered Outdoor Room



Left Elevation - 2A
Opt. Covered Outdoor Room



ROOF PLAN 2A
DATE: 1/15/2020
BY: J. FISHER



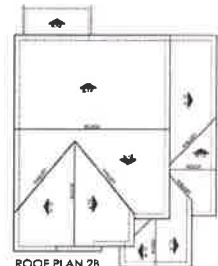
Right Elevation - 2B
Opt. Covered Outdoor Room



Rear Elevation - 2B
Opt. Covered Outdoor Room



Left Elevation - 2B
Opt. Covered Outdoor Room



ROOF PLAN 2B
DATE: 1/15/2020
BY: J. FISHER



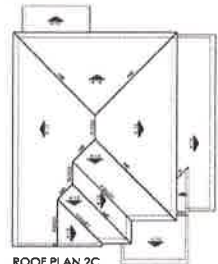
Right Elevation - 2C
Opt. Covered Outdoor Room



Rear Elevation - 2C
Opt. Covered Outdoor Room



Left Elevation - 2C
Opt. Covered Outdoor Room



ROOF PLAN 2C
DATE: 1/15/2020
BY: J. FISHER

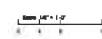


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OPT. OUTDOOR ROOMS - PLAN 2

A2.5



Front Elevation - 3A - Spanish Colonial



Front Elevation - 3C - Italian Villa



Front Elevation - 3B - Western Farmhouse

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