PLANNING COMMISSION AGENDA
October 3, 2018
CITY COUNCIL CHAMBERS
6:30 p.m.
50 Natoma Street
Folsom, California 95630

CALL TO ORDER PLANNING COMMISSION: Ross Jackson, Aaron Ralls, Thomas Scott, Vice Chair John Arnaz, Jennifer Lane, Kevin Mallory, Chair Justin Raithel

Any documents produced by the City and distributed to the Planning Commission regarding any item on this agenda will be made available at the Community Development Counter at City Hall located at 50 Natoma Street, Folsom, California and at the table to the left as you enter the Council Chambers. The meeting is available to view via webcast on the City's website the day after the meeting.

PLEDGE OF ALLEGIANCE

CITIZEN COMMUNICATION: The Planning Commission welcomes and encourages participation in City Planning Commission meetings, and will allow up to five minutes for expression on a non-agenda item. Matters under the jurisdiction of the Commission, and not on the posted agenda, may be addressed by the general public; however, California law prohibits the Commission from taking action on any matter which is not on the posted agenda unless it is determined to be an emergency by the Commission.

MINUTES

The minutes of September 19, 2018 will be presented for approval.

NEW BUSINESS

1. **PN 18-215, AAA Automotive Repair Center – Planned Development Permit Modification and Determination that the Project is Exempt from CEQA**

   A Public Hearing to consider a request from Coact Designworks for approval of a Planned Development Permit Modification for development of a 6,800-square-foot automotive repair center (AAA Automotive Repair Center) situated on a 1.97-acre parcel (Pad F) within the Folsom Pointe Shopping Center located at 175 Placerville Road. The zoning classification for the site is C-3 PD and the General Plan land-use designation is RCC. The project is categorically exempt under Section 15303 (New Construction or Conversion of Small Structures) of the California Environmental Quality Act (CEQA) Guidelines. **(Project Planner: Principal Planner, Steve Banks / Applicant: Coact Designworks)**

PLANNING COMMISSION / PLANNING MANAGER REPORT

The next Planning Commission meeting is scheduled for **October 17, 2018**. Additional non-public hearing items may be added to the agenda; any such additions will be posted on the bulletin board in the foyer at City Hall at least 72 hours prior to the meeting. Persons having questions on any of these items can visit the Community

Development Department during normal business hours (8:00 a.m. to 5:00 p.m.) at City Hall, 2nd Floor, 50 Natoma Street, Folsom, California, prior to the meeting. The phone number is (916) 461-6203 and FAX number is (916) 355-7274.

In compliance with the Americans with Disabilities Act, if you are a disabled person and you need a disability-related modification or accommodation to participate in the meeting, please contact the Community Development Department at (916) 461-6203, (916) 355-7274 (fax) or kmullett@folsom.ca.us. Requests must be made as early as possible and at least two-full business days before the start of the meeting.

NOTICE REGARDING CHALLENGES TO DECISIONS

The appeal period for Planning Commission Action: Any appeal of a Planning Commission action must be filed, in writing with the City Clerk's Office no later than ten (10) days from the date of the action pursuant to Resolution No. 8081. Pursuant to all applicable laws and regulations, including without limitation, California Government Code Section 65009 and or California Public Resources Code Section 21177, if you wish to challenge in court any of the above decisions (regarding planning, zoning and/or environmental decisions), you may be limited to raising only those issues you or someone else raised at the public hearing(s) described in this notice/agenda, or in written correspondence delivered to the City at, or prior to, the public hearing

PLANNING COMMISSION MINUTES
September 19, 2018
CITY COUNCIL CHAMBERS
6:30 P.M.
50 Natoma Street
Folsom, CA 95630

CALL TO ORDER PLANNING COMMISSION: Aaron Ralls, Thomas Scott, Vice Chair John Arnaz, Jennifer Lane, Kevin Mallory, Ross Jackson, Chair Justin Raithel

ABSENT: Scott, Mallory

CITIZEN COMMUNICATION: None

MINUTES: The minutes of August 1, 2018 were approved as submitted.

NEW BUSINESS

1. **PN 18-236 Riebe's Storage Building Commercial Design Review and Determination that the Project is Exempt from CEQA**

   A Public Hearing to consider a request from Vince Nicosia for Commercial Design Review Approval for a 3,200-square-foot detached metal storage building at Riebe's Auto Parts, located at 9499 Greenback Lane, and determination that the project is exempt from CEQA. The zoning classification for the site is C-3 and the General Plan land-use designation is CC. The project is categorically exempt from environmental review based on Section 15303 (New Construction or Conversion of Small Structures) of the guidelines for the California Environmental Quality Act (CEQA) **(Project Planner: Assistant Planner, Josh Kinkade / Applicant: Vince Nicosia)**

   COMMISSIONER JACKSON MOVED TO APPROVE COMMERCIAL DESIGN REVIEW FOR A 3,200-SQUARE-FOOT DETACHED METAL STORAGE BUILDING AT RIEBE'S AUTO PARTS, LOCATED AT 9499 GREENBACK LANE, AS ILLUSTRATED ON ATTACHMENT 2, WITH THE FOLLOWING FINDINGS: GENERAL FINDINGS A & B, CEQA FINDINGS C-E, DESIGN REVIEW FINDINGS F & G, AND CONDITIONS OF APPROVAL NO. 1-17.

   COMMISSIONER RALLS SECONDED THE MOTION, WHICH CARRIED THE FOLLOWING VOTE:

   AYES: RALLS, ARNAZ, LANE, JACKSON, RAITHEL
   NOES: NONE
   ABSTAIN: NONE
   ABSENT: SCOTT, MALLORY

STAFF PRESENTATION

1. **Staff Presentation on General Development Application Process**

PLANNING MANAGER REPORT

None

RESPECTFULLY SUBMITTED,

_____
Kelly Mullett, SENIOR OFFICE ASSISTANT

APPROVED:

_____
Justin Raithel, CHAIRMAN

Agenda Item No. 1
PN 18-215
PC Mtg. 10-3-18

PLANNING COMMISSION STAFF REPORT

PROJECT TITLE:	AAA Automotive Repair Center
PROPOSAL:	Request for approval of a Planned Development Permit Modification for development of a 6,800-square-foot automotive repair center on a 1.97-acre parcel (Pad F) located within the Folsom Pointe Shopping Center
RECOMMENDED ACTION:	Approve, based upon findings and subject to conditions of approval
OWNER/APPLICANT:	John Saca and Cordano Company/Coact Designworks
LOCATION:	175 Placerville Road
SITE CHARACTERISTICS:	The Folsom Pointe Shopping Center is currently developed with a Hampton Inn & Suites Hotel, a Chevron Service Station, an In-N-Out Restaurant, a Mikuni Restaurant, and a 6,000-square-foot multi-tenant retail building that includes a Starbucks coffeehouse. The subject 1.97-acre parcel, which has previously been rough-graded and contains limited vegetation, is partially improved with drive aisles, parking spaces, site lighting, and site landscaping.
GENERAL PLAN DESIGNATION:	RCC (Regional Commercial Center)
ZONING:	C-3 PD (General Commercial, Planned Development District)
ADJACENT LAND USES/ZONING:	North: Placerville Road with Commercial Development (SP 95-1) Beyond South: Commercial Development (C-3 PD) with U.S. Highway 50 and the Folsom Plan Area Beyond East: Placerville Road with Commercial Development (SP 95-1) Beyond West: Commercial Development (C-3 PD) with East Bidwell Street Beyond
PREVIOUS ACTION:	City Council Approval of a General Plan Amendment, Rezone, Tentative Parcel Map, Planned Development Permit, and Conditional Use Permit for development of the Folsom Pointe Shopping Center on November 28, 2006 (PN 04-238), Planning Commission Approval of a

	Tentative Parcel Map and Planned Development Permit on April 4, 2007 (PN 07-008), Planning Commission Approval of a Planned Development Permit Modification on April 16, 2008, and Planning Commission Approval of a Planned Development Permit Modification on June 17, 2015
FUTURE ACTION:	Issuance of Grading and Building Permits
APPLICABLE CODES:	FMC Section 17.22; Commercial Land Uses FMC Section 17.38; Planned Development District FMC Section 17.57; Parking Requirements FMC Section 17.59; Signs
ENVIRONMENTAL REVIEW:	The project is categorically exempt under Section 15303 New Construction or Conversion of Small Structures of the California Environmental Quality Act (CEQA) Guidelines

ATTACHED REFERENCE MATERIALS:

1. Vicinity Map
2. Overall Site Plan, dated June 12, 2018
3. Preliminary Site Plan, dated June 12, 2018
4. Preliminary Grading and Utility Plan, dated June 19, 2018
5. Preliminary Landscape Plan, dated June 17, 2018
6. Building Elevations, dated July 24, 2018
7. Color Building Renderings, dated July 24, 2018
8. Color and Materials Board, dated July 24, 2018
9. Floor Plan, dated July 11, 2018
10. Folsom Pointe Shopping Center Updated Traffic Impact Analysis, dated September 19, 2018
11. Folsom Pointe Shopping Center Planned Development Guidelines
12. Site Photographs

PROJECT PLANNER: Steve Banks, Principal Planner

BACKGROUND

The Folsom Pointe Shopping Center (Folsom Pointe) was originally considered by the Planning Commission at its October 18, 2006 meeting and subsequently approved by the City Council on November 28, 2006. The approved project included development of a 153,652-square-foot shopping center with eight individual buildings including two hotels. On April 4, 2007, the Planning Commission approved a Planned Development Permit Modification for Folsom Pointe, which resulted in a 20,555-square-foot reduction in the overall size of the development, elimination of one of the hotels (La Quinta Inn), expansion of the Hampton Inn, identification of a specific tenant for building Pad F (Ethan Allen), and enlargement of building Pads B and F. Development of Folsom Pointe now includes a Hampton Inn & Suites Hotel, a Chevron Service Station, an In-N-Out Restaurant, and a 6,000-square-foot multi-tenant retail building that includes a Starbucks coffeehouse.

On April 16, 2008, the Planning Commission approved a Planned Development Permit Modification for development of a 6,592-square-foot restaurant building (Famous Dave's) on building Pad D within Folsom Pointe. The entitlements for the Famous Dave's Restaurant on Pad D expired on April 16,

2009. On June 17, 2015, the Planning Commission approved a Planned Development Permit Modification for development of an 8,200-square-foot multi-tenant building (Mikuni's Restaurant) on Pad D within the Folsom Pointe Shopping Center. On November 7, 2016, the Mikuni's Restaurant opened for business and has been operating successfully since that time. There are currently two remaining building pads (Pad E and Pad F) to be developed within Folsom Pointe with the proposed project being located on Pad F.

APPLICANT'S PROPOSAL

The applicant, Coact Designworks, is requesting approval of a Planned Development Permit Modification for development of a 6,800-square-foot automotive repair center (AAA Automotive Repair Center) situated on a 1.97-acre parcel (building Pad F) located within the Folsom Pointe Shopping Center. The proposed AAA Automotive Repair Center, which will provide a range of full service repair for automobiles (alignments, battery charging/testing, belts and brakes, diagnostics, fluids, tire rotation, and 36-point vehicle inspections), is a new service being provided directly by AAA that is not currently available in the City. The proposed single-story building includes eight service bays, a reception area, a customer waiting area, multiple offices, an employee breakroom, and restroom facilities. Vehicle access to the project site is provided by four existing driveways located on the south side of Placerville Road. Internal vehicle circulation is accommodated by a series of existing drive aisles and proposed drive aisles. Pedestrian circulation is provided by existing sidewalks along Placerville Road, existing pedestrian walkways, and proposed pedestrian walkways. The project proposes 92 on-site parking spaces to serve Pad F. Additional site improvements include underground utilities, site lighting, site landscaping, and a trash/recycling enclosure. Lastly, the design of the proposed automotive repair center reflects a contemporary architectural style that is intended to promote the identity of the primary tenant (AAA), while also complimenting the architecture and design of existing buildings within the Folsom Pointe Shopping Center.

GENERAL PLAN AND ZONING CONFORMANCE

The General Plan land use designation for the site is RCC (Regional Commercial Center) and the zoning designation is C-3 PD (General Commercial, Planned Development District). The proposed project is consistent with both the General Plan land use and zoning designations, as retail and commercial uses (including automotive repair facilities) are identified as a permitted land use for this site. The proposed project also complies with the newly established floor area-ratio (FAR) standard established by the General Plan (2035) for the RCC land use category by having a FAR of 0.23 whereas the required FAR range is 0.2-1.0. In addition, the proposed project will not conflict with any known applicable plans or policies by agencies with jurisdiction over the project.

The recently approved City of Folsom General Plan (2035) outlines a number of goals, policies, and implementation programs designed to guide the physical, economic, and environmental growth of the City. New development must not only meet the specific requirements of the zoning ordinance, but also the broader policies set forth in the General Plan. The proposed project is consistent with the General Plan goals and policies as outlined and discussed in detail below:

GP GOAL LU 7.1 (Land Use/Commercial Centers)

Provide for a commercial base of the City to encourage a strong tax base, more jobs within the City, a greater variety of good and services, and businesses compatible with Folsom's quality of life.

GP POLICY LU 7.1.1 (Standards for Commercial Uses)

Require new commercial uses to be subject to design and parking standards.

The proposed project is consistent with this policy in that the project meets all applicable development standards (building coverage, building height, setbacks, etc.) and parking requirements established by the Folsom Municipal Code and the Folsom Pointe Shopping Center Planned Development Guidelines In addition, the automotive repair center has been designed to comply with the architectural design, building material, and color recommendations contained within the Folsom Pointe Shopping Center Design Guidelines.

GP POLICY LU 7.1.2 (Enhance Vitality of Commercial Areas)
Encourage development of underutilized and vacant parcels in commercial zones to improve the aesthetic appearance and enhance the vitality of commercial areas.

The proposed project is consistent with this policy in that the project includes development of an automotive repair center on one of two remaining vacant commercial parcels located within the Folsom Pointe Shopping Center. The proposed project will be developed in accordance with the established Folsom Pointe Shopping Center Design Guidelines, thus improving the aesthetic appearance of the subject property.

GP POLICY LU 7.1.3 (Commercial Expansion)
Support the expansion of Folsom's commercial sector to meet the needs of Folsom residents, employees, and visitors.

The proposed project is consistent with this policy in that it will facilitate the expansion of Folsom's commercial sector by introducing a type of business and service (automotive repair center) that will serve the City's expanding population base.

GP GOAL M 2.1 (Mobility/Pedestrians and Cyclists)
Maintain and expand facilities and programs that encourage people to walk and bike in safety and comfort, and support the lifestyle and amenities that Folsom residents value.

GP POLICY M 2.1.3 (Pedestrian and Bicycle Linkages in New Development)
Require developers to provide a system of sidewalks, trails, and bikeways that link all land uses, provide accessibility to parks and schools, and connect to all existing or planned external street and trail facilities.

The proposed project is consistent with this policy in that the Folsom Pointe Shopping Center includes a series of existing sidewalks, bicycle lanes, and pedestrian connections located adjacent to and near Placerville Road. In addition, the proposed project will be constructing new pedestrian walkways on the project site to connect to the existing pedestrian and bicycle facilities in the project area.

GP GOAL M 4.1 (Mobility/Vehicle Traffic and Parking)
Ensure a safe and efficient network of streets for cars and trucks, as well as provide an adequate supply of vehicle parking.

GP POLICY M 4.1.3 (Level of Service)
Strive to achieve at least a traffic Level of Service "D" (or better) for local streets and roadways throughout the City. In designing transportation improvements, the City will prioritize use of smart technologies and innovative solutions that maximize efficiencies and safety while minimizing the physical footprint. During the course of Plan buildout, it may occur that temporarily higher Levels of Service result where roadway improvements have not been adequately phased as development proceeds. However, this situation will be minimized based on annual traffic studies and monitoring

programs. Staff will report to the City Council at regular intervals via the Capital Improvement Program process for the Council to prioritize projects integral to achieving Level of Service D or better.

The proposed project is consistent with this policy in that no project-related change in intersection level of service is projected in the AM or PM peak hours, in either the near-term or cumulative analysis conditions at the five study intersections (East Bidwell Street/Iron Point Road, East Bidwell Street/Placerville Road, East Bidwell Street/U.S. Highway 50 Westbound Ramps, U.S. Highway 50/Eastbound Ramps, and Placerville Road/Alder Creek Parkway). Furthermore, the project's incremental increase with respect to intersection delay is well below the City's Policy of an average delay of five seconds or more at an intersection that currently operates (or is projected to operate) at an unacceptable level of service (LOS E or worse). A detailed discussion of the project's traffic-related impacts are contained within the Traffic/Access/Circulation portion of this staff report.

GP GOAL M 4.2 (Mobility/Vehicle Traffic and Parking)
Provide and manage a balanced approach to parking that meets economic development and sustainability goals.

GP POLICY M 4.2.4 (Electric Vehicle Charging Stations)
Encourage the installation of electric vehicle charging stations in parking spaces throughout the city, prioritizing installations at multi-family residential units.

The proposed project is currently not consistent with this policy in that no electric vehicle charging stations are proposed within the parking lot area. To comply with this policy, staff recommends that five (5) electric vehicle charging stations (number of required electric vehicle charging stations based on 2016 California Green Building Standards Code requirements) be placed within the parking lot area in a location that is in close proximity to the automotive repair center building. Condition No. 33 is included to reflect this requirement.

GP GOAL EP 5.1 (Economic Prosperity/Retail Development)
Maintain and expand retail and services to meet local and regional demands and generate tax revenues for City operations.

GP POLICY EP 5.1.1 (Diverse Retail)
Encourage a diverse mix of community and regional retail options to serve Folsom and surrounding communities.

The proposed project is consistent with this policy in that AAA is introducing a new automotive repair service (full service automotive center providing; alignments, battery charging/testing, belts and brakes, diagnostics, fluids, tire rotation, and 36-point vehicle inspections) that they do not currently provide to residents of Folsom. In addition, the proposed project provides a type of business and service (automotive repair center) that will serve the increased demand created by the expanding population base within the City.

GP POLICY EP 5.1.3 (Existing Commercial Centers)
Support the viability of commercial corridors (e.g., East Bidwell Corridor) and community retail centers by promoting a mix that responds to changing economic conditions and provides well-targeted services to surrounding neighborhoods and businesses.

The proposed project is consistent with this policy in that the project provides more diversity within the Folsom Pointe Shopping Center and along the East Bidwell Street corridor by introducing a service (automotive repair center) that will serve the expanding neighborhoods and businesses in the general project area.

LAND USE COMPATIBILITY

The proposed project, which includes development of a full service automotive center providing a range of vehicle services including alignments, battery charging/testing, belts and brakes, diagnostics, fluids, tire rotation, and 36-point vehicle inspections, is located at the southeast corner of the intersection of East Bidwell Street and Placerville Road. The project site is bounded by Placerville Road to the north with commercial development beyond, commercial development to the south with U.S. Highway 50 beyond, commercial development to the east with U.S. Highway 50 beyond, and commercial development to the west with East Bidwell Street beyond. This project site has been designated for either industrial or commercial development since approval of the Folsom Pointe Shopping Center in 2006.

In reviewing the proposed project, staff took into consideration the compatibility of the proposed land use in relation to the existing land uses in the immediate project vicinity, which are predominantly commercial in nature (Chevron Service Station, Quick Quack Car Wash, Hampton Inn & Suites Hotel, Staybridge Inn & Suites, Fairfield Inn & Suites, Costco, Green Acres Nursery, and multiple restaurants). The nearest residential land uses, which are located approximately 1,250 feet to the north across Iron Point Road, are located a significant distance from the project site and separated by existing commercial land uses and a major roadway (Iron Point Road). Based on the predominance of commercial development in the immediate project vicinity including a number of automotive-related businesses (Chevron, Quick Quack Car Wash, and future Valvoline Instant Oil Change), staff has determined that the proposed automotive repair center is compatible with existing land uses in the project area.

PLANNED DEVELOPMENT PERMIT MODIFICATION

In general, the purpose of the Planned Development Permit process is to allow greater flexibility in the design of integrated developments than otherwise possible through strict application of land use regulations. The Planned Development Permit process is also designed to encourage creative and efficient uses of land. However, in this particular case, the proposed project is not seeking to modify or change any of the existing development standards previously approved for the Folsom Pointe Shopping Center. The original conditions of approval for the Folsom Pointe Shopping Center require that the project applicant obtain approval of a Planned Development Permit Modification in order to develop a building that is different is size and scale based on the original Planned Development Permit approval. The applicant's intent, in this case, is to request approval of a Planned Development Permit Modification for development of a 6,800-square-foot automotive repair center in place of the originally approved 18,200-square-foot furniture store. In reviewing the applicant's request for approval of a Planned Development Permit Modification, staff considered a variety of factors including existing development standards, traffic/access/circulation, parking, noise, site lighting, site landscaping, trash/recycling, and architecture/design as outlined below.

Development Standards
The proposed project complies with all of the development standards established by the Folsom Pointe Shopping Center including maximum building coverage, setbacks, and building height as shown in the table below.

AAA Automotive Repair Center Development Standards Table					
	Building Coverage	**Front Yard Setback**	**Rear Yard Setback**	**Side Yard Setbacks**	**Building Height limit**
Folsom Pointe Shopping Center Standard	Not Applicable	20 feet	12 feet	Not Applicable	55 feet
Ethan Allen Furniture Store	22 Percent	20 feet	110 feet	15 and 90 feet	37 feet
Proposed Project	8 Percent	20 feet	115 feet	85 and 110 feet	31 feet

As shown in the table above, the proposed project has different development characteristics than the previously approved Ethan Allen Furniture Store; however, the proposed project still complies with the development standards established for Folsom Pointe. As stated previously, the applicant is not requesting any deviation or modification to the existing standards as part of their Planned Development Permit Modification.

Traffic/Access/Circulation
MRO Engineers, Inc. completed a traffic study for the Folsom Pointe Shopping Center (Shopping Center) on February 11, 2005. The traffic study evaluated traffic, access, and circulation-related impacts associated with development of a 154,852-square-foot shopping center at the southeast corner of the intersection of East Bidwell Street and Placerville Road. On February 1, 2007, MRO Engineers completed a supplemental traffic study to analyze traffic, access, and circulation-related impacts associated with development of a modified 134,297-square-foot shopping center at the same location. These traffic studies included recommendations for a number of on-site and off-site improvements (East Bidwell Street/Placerville Road traffic signal, realignment of Placerville Road, East Bidwell Street/Iron Point Road lane modifications, etc.), all of which have previously been constructed and implemented with development of the Folsom Pointe Shopping Center. However, the aforementioned traffic studies did not anticipate development of the Folsom Plan Area (Folsom Plan Area Specific Plan was approved in 2011), thus, no cumulative traffic analysis was conducted for the Folsom Pointe Shopping Center project at that time. As a result, staff required that an updated traffic study be prepared to analyze near-term and cumulative traffic impacts associated with the proposed project.

Griffin Cove Transportation Consulting completed an updated traffic study for the Folsom Pointe Shopping Center on September 19, 2018. The purpose of the traffic study was to evaluate the amount of traffic generated by the proposed project and the Folsom Pointe Shopping Center as a whole. The purpose of the traffic study was also to analyze project-specific traffic impacts for development of the remaining pads (Pads E and F) within the Folsom Pointe Shopping Center under Existing Conditions, Existing Plus Project Conditions, Cumulative (2035) No Project Conditions, and Cumulative (2035) Plus Project Conditions. It is important to note that the traffic study evaluated traffic-related impacts associated with development of the proposed project (AAA Automotive Repair Center on Pad F) as well as impacts associated with future development of the last remaining pad building (Pad E) within the Shopping Center. For the purposes of the traffic study, future Pad E was assumed to be developed

with an 8,000-square-foot restaurant, which is consistent with the original Planned Development Permit approval for the Shopping Center.

The updated traffic study analyzed traffic operations in the vicinity of the project site under four scenarios: Existing Conditions, Existing Plus Project Conditions, Cumulative (2035) No Project Conditions, and Cumulative (2035) Plus Project Conditions. Potential impacts of the project were evaluated at five street intersections: East Bidwell Street/Iron Point Road, East Bidwell Street/Placerville Road, East Bidwell Street/ U.S. Highway 50 Westbound Ramps, East Bidwell Street/ U.S. Highway 50 Eastbound Ramps, and Placerville Road/Alder Creek Parkway (Cumulative Conditions only). The existing traffic volumes and the cumulative conditions traffic volume projections employed in the traffic analysis are based on information employed in the preparation of the EIR for the Folsom General Plan 2035 update, which was adopted by the Folsom City Council on August 28, 2018. Those traffic projections reflect full buildout of the City of Folsom, including the Folsom Plan Area, as well as anticipated development throughout the Sacramento region. The following is a discussion of the City's level of service criteria as it applies to the proposed project.

The Folsom General Plan 2035 includes Policy M 4.1.3, which describes the acceptable level of service on the City's roadway system, including the study intersections evaluated within the traffic study. That policy calls for the City to:

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

Consistent with historical practice in the City of Folsom, the General Plan update EIR also includes a criterion addressing impacts at locations that operate at unacceptable levels of service under "no project" conditions. Under that standard, a significant impact would occur if the proposed project would:

> *Increase the average delay by five seconds or more at an intersection that currently operates (or is projected to operate) at an unacceptable level of service under "no project" conditions.*

Among the study intersections associated with the proposed project, it is noteworthy that the Folsom General Plan 2035 EIR found that the intersection of East Bidwell Street/Iron Point Road operates at LOS E in the PM peak hour under Existing Conditions. Similarly, the intersection of East Bidwell Street/Iron Point Road was also projected to operate at LOS E in the PM peak-hour upon full implementation of the updated General Plan.

Under Existing Conditions, three of the four study intersections operate at LOS B, while the fourth (East Bidwell Street/Iron Point Road) is at LOS C in the AM peak-hour (conforms to City's LOS D policy). The PM peak hour results indicate that the East Bidwell Street/Iron Point Road intersection currently operates at LOS E; the General Plan update EIR includes a similar finding. The other three existing study intersections operate at LOS B/LOS C in that period, which conforms to the City's LOS D policy.

The traffic generated by the proposed project was added to the nearby road system to develop an estimate of the Existing Plus Project Conditions traffic volumes. The traffic study indicated that the proposed project is expected to generate a total of 15 AM peak-hour trips (10 inbound, 5 outbound) and 21 PM peak-hour trips (10 inbound, 11 outbound), while future Pad E is anticipated to generate a total of 80 AM peak-hour trips (44 inbound, 36 outbound) and 78 PM peak-hour trips (48 inbound, 30 outbound). Combined, the two pad buildings are expected to generate a total of 95 AM peak-hour trips (54 inbound, 41 outbound) and 99 PM peak-hour trips (58 inbound, 21 outbound). Under Existing Plus Project Conditions, no change in level of service is projected, and all of the study intersections will operate at an acceptable levels of service during the AM peak-hour (LOS B/LOS C). During the PM peak-hour, three of the four study intersections will operate at an acceptable level of service (LOS B/LOS C). The intersection of East Bidwell Street/Iron Point Road will continue to operate at LOS E (as it does under Existing Conditions). However, the project-related incremental delay at this intersection is 1.2 seconds, which is not considered a significant impact per the City's level of service policy (average delay of less than five seconds).

When the Folsom Pointe Shopping Center was originally approved in 2006, a trip generation threshold (maximum of 803 weekday PM peak-hour trips) was established for the entire center to ensure that the project's primary access point at the intersection of East Bidwell Street and Placerville Road operated at an acceptable level. No AM peak-hour threshold was established, as project-related traffic volumes in that time frame are consistently lower than the PM peak-hour values. To ensure that the Folsom Pointe Shopping Center will continue to fall within the 803-trip threshold as originally approved, an updated trip generation estimate was prepared for the proposed project (includes all existing, proposed, and future land uses). Based on the current project development plan, and the most current available trip generation rates, the Folsom Pointe Shopping Center as a whole is expected to generate 725 PM peak-hour trips, which falls well under the adopted 803-trip threshold established for the Shopping Center.

Under Cumulative (2035) No Project Conditions, all five of the study intersections will continue to operate at acceptable levels of service (LOS B and LOS C) in the AM peak-hour. These results are consistent with the corresponding values in the General Plan 2035 EIR. Four of the five study intersections will operate at an acceptable level of service in the PM peak-hour (LOS B/LOS C). The East Bidwell Street/Iron Point Road intersection is projected to operate at LOS E in the PM peak-hour. This finding is also consistent with the General Plan 2035 EIR. It is important to acknowledge that the cumulative conditions analysis includes several substantial roadway improvements that affect the study area including a Freeway Interchange at Oak Avenue Parkway and a Freeway Interchange at Empire Ranch Road.

Under Cumulative (2035) Plus Project Conditions, no change in level of service is projected at any of the five study intersections with the addition of the project-related trips in either the AM or PM peak-hour. In the AM peak-hour, the five study intersections will operate at LOS B or LOS C, with project-related incremental delays ranging from 0.1 to 1.2 seconds per vehicle. In the PM peak-hour, four of the five study intersections will operate at LOS B. The East Bidwell Street/Iron Point Road intersection will operate at LOS E in the PM peak-hour, which again is consistent with the 2035 General Plan EIR findings. The project-related incremental delay at the East Bidwell Street/Iron Point Road intersection is expected to be 0.3 seconds per vehicle in the PM peak-hour. As mentioned previously within this report, project-related incremental delays that average less than five seconds are not considered significant per the City's level of service policy.

In summary, the addition of traffic generated by development of the proposed project (Pad F) and future restaurant Pad E will have less than significant impacts on the key study intersections in the vicinity of the project site. No project-related change in intersection level of service is projected in the AM or PM peak hours, in either the near-term (Existing Conditions and Existing Conditions Plus Project) or cumulative analysis scenarios (Cumulative 2035 No Project Conditions and Cumulative 2035 Plus Project Conditions). Furthermore, the proposed project's incremental impacts with respect to intersection delay are relatively small and well under the City's significance threshold.

Access and On-Site Circulation

Access to the project site is provided by four existing driveways located on the south side of Placerville Road. The four existing driveways provide shared reciprocal access to the project site and access to other businesses within the Folsom Pointe Shopping Center. Internal access to the project site is provided by a series of existing drive aisles and three new drive aisles. Pedestrian circulation is provided by an existing sidewalk along the south side of Placerville Road, existing pedestrian walkways, and proposed pedestrian walkways. As part of an originally approved Tentative Parcel Map for the Folsom Pointe Shopping Center, reciprocal access easements for common use of the project driveways on Placerville Road, the internal drive aisles, and the on-site parking spaces were dedicated on the Parcel Map. Based on the fact that no changes or modifications are proposed to the existing external vehicle access system and limited changes (three internal drive aisles) are proposed to the internal circulation system, staff has determined that the proposed project will not result in any access or circulation-related impacts that were not previously contemplated.

Parking

The Folsom Pointe Shopping Center Planned Development Guidelines state that pad buildings utilized for retail commercial uses are required to provide one parking space per every 200 square feet of gross floor area. As shown on the submitted site plan, the project includes a total of 92 on-site parking spaces located around the perimeter of the proposed 6,800-square-foot commercial building. Based on the aforementioned information, staff has determined that the proposed project meets the minimum parking requirements established by the Planned Development Guidelines by providing 92 on-site parking spaces whereas 34 on-site parking spaces are required (6,800 S.F./200 S.F. = 34 parking spaces required). Reciprocal access and parking has also been established for Folsom Pointe allowing for shared access and parking throughout the overall shopping center. With development of the proposed project, Folsom Pointe meets the minimum parking requirements by providing 595 on-site parking spaces whereas 477 on-site parking spaces are required as shown in the table below:

Pad No./ Name	Proposed Use	Square-Feet	Rooms/Seats	Required Ratio	Required Parking	Provided Parking
Hampton Inn	Hotel	87,908	147 Rooms	1 per room	157	157
In-N-Out	Restaurant	3,265	102 Seats	1 per 3 seats	34	73
Chevron	Service Station	2,924	2,924 S.F.	1 per 200 S.F.	15	15
Proposed Project	Retail	6,800	6,800 S.F.	1 per 200 S.F.	34	92
Mikuni	Restaurant	8,200	288 Seats	1 per 3 seats	96	96
Pad E	Future Restaurant	8,000	250 Seats	1 per 3 seats	108	115
Pad B	Retail	6,000	6,000 S.F.	1 per 200 S.F.	33	47
Total		123,097			**477**	**595**

Additionally, the Folsom Municipal Code requires retail/commercial uses to provide 5 bicycle parking spaces for up to 25 required vehicle parking spaces. An additional bicycle parking space is required for every 10 additional vehicle parking spaces required. Based on the number of required onsite parking spaces for the automotive repair center (34), staff recommends 6 bicycle parking spaces be

provided in a location that is in close proximity to the primary building entrance. Condition No. 34 is included to reflect this requirement.

Noise

Potential noise impacts associated with automotive repair center can be categorized as those resulting from construction-related activities and those caused by operational activities. Construction-related noise would have a short-term effect, while operational noise would continue throughout the lifetime of the project. Development of the 6,800-square-foot automotive repair center would temporarily increase noise levels in the project vicinity during the construction period, which would take approximately 6 months. Construction activities, including site clearing, excavation, grading, building construction, and paving, would be considered an intermittent noise impact throughout the construction period of the project. The City's Noise Ordinance excludes construction activities from meeting the General Plan Noise Element standards, provided that all phases of construction are limited to the hours between 7:00 a.m. and 6:00 p.m. on weekdays, 8:00 a.m. and 5:00 p.m. on Saturdays. To ensure compliance with the City's Noise Control Ordinance and General Plan Noise Element, staff recommends that hours of construction operation be limited from 7:00 a.m. to 6:00 p.m. on weekdays and 8:00 a.m. to 5:00 p.m. on Saturdays with no construction permitted on Sundays or holidays. Condition No. 37 is included to reflect these requirements.

In evaluating operational noise impacts associated with the proposed project, staff considered existing noise sources in the immediate project area and the location of project in relation to the nearest sensitive receptors. The primary operational noise sources associated with the proposed project include noise generated by equipment utilized in the service bays of the automotive repair center and noise created by customers driving their vehicles in and around the project site. Noise generated within the service bays will be reduced significantly by the masonry walls of the automotive repair center building itself. The predominant existing noise sources in the vicinity of the project site are generated from vehicles traveling on Placerville Road, East Bidwell Street, and U.S. Highway 50. Secondary noise sources in the project area are associated with nearby commercial development (Chevron Service Station, Hampton Inn & Suites, Starbucks, and multiple restaurant uses). Persons and activities potentially sensitive to noise in the project vicinity include residents of the Broadstone Unit No. 3 Subdivision (located approximately 1,250 feet to the north and screened by a 6-foot-tall masonry noise barrier). Based on the significant noise levels currently present in the project area and the degree of separation between the project site and closest residential developments, staff has concluded that the proposed project will not result in any noise impacts beyond the maximum allowable noise levels.

Site Lighting

The applicant is proposing to use a combination of building-attached lighting, landscape lighting, and pole-mounted parking lot lighting. Decorative wall-mounted or building-attached lights are proposed to provide illumination for architectural building features and to provide necessary lighting for the pedestrian walkways around the buildings. Staff recommends that all exterior building-attached lighting be shielded and directed downward to minimize glare towards the surrounding properties. Condition No. 24 is included to reflect this requirement.

Trash/Recycling Enclosure

The proposed project includes one trash/recycling enclosure located in the southeast corner of the project site. The applicant has not provided staff with specific details with respect to the design, materials, and colors of the proposed trash/recycling enclosure. Staff recommends that the final location, orientation, design, materials, and colors of the trash/recycling enclosure be consistent with

the requirements of the Folsom Pointe Design Guidelines subject to review and approval by the Community Development Department. Condition No. 31-6 is included to reflect this requirement.

Signage

Project identification for the proposed automotive repair center includes a combination of wall-mounted signs and use of a sign panel on an existing monument sign constructed with the Folsom Pointe Shopping Center. The 6,800-square-foot pad building will feature two wall signs located on the north and south building elevations respectively that read "AAA Auto Repair Center". A corporate logo that includes a large "AAA" will also be located on the east and west building elevations. The applicant has not provided specific design details (size, materials, colors, etc.) for the wall signs with the subject application. Signage is subject to sign criteria established by the Folsom Pointe Planned Development Guidelines to ensure uniformity and consistency of signage for the entire development. All future signs for the project are required to comply with the Folsom Municipal Code (FMC, Section 17.59, Signs) and the Sign Criteria established for Folsom Pointe Shopping Center. In addition, the applicant is required to obtain a sign permit for all future wall signs. Condition No. 31-5 is included to reflect these requirements.

Grading and Drainage

Development of the project site is anticipated to require minimal movement of soils and the compaction of said materials as the project site has previously been rough graded with development of the Folsom Pointe Shopping Center. The applicant will be required to provide a complete geotechnical report before the design of automotive repair center building foundation is finalized. Condition No. 14 is included to reflect this requirement. Existing storm drainage improvements and facilities were constructed on the project site with development of the Folsom Pointe Shopping Center. The proposed project will utilize these existing storm drainage facilities to manage storm water on the project site.

Existing and Proposed Landscaping

The preliminary landscape plans for the Folsom Pointe Shopping Center were previously approved by the Planning Commission in 2007. However, the approved preliminary landscape plans did not cover the areas directly adjacent to the proposed building pad. Existing landscaping includes a combination of trees, shrubs, and groundcover located along the frontage of Placerville Road, East Bidwell Street, and U.S. Highway 50. In addition, existing landscaping is present around each of the developed pad buildings within the shopping center. The applicant has submitted a preliminary landscape plan that includes a variety of drought-tolerant trees, shrubs, and groundcover. The proposed shade and accent trees include Chinese Evergreen Elm, Chinese Pistache, and Pink Crape Myrtle. Proposed shrubs and groundcover will consist of Autumn Sage, Bearberry, Black Flowering Fountain Grass, Dwarf Matt Rush, Germander, Lavender Coast Rosemary, Purple Trailing Lantana, and Society Garlic. The proposed landscape plan meets the City shade requirement by providing 49% shade coverage (40% required) in the parking lot within 15 years. Staff recommends the final landscape plan be subject to review and approval by the Community Development Department. Condition No. 35 is included to reflect this requirement.

Architecture and Design

The Folsom Pointe Shopping Center Design Guidelines provide the basis for reviewing the architecture and design of the proposed single-story automotive repair center project. The applicable design guidelines listed below include both general and specific direction for reviewing the proposed project.

Folsom Pointe Shopping Center Architectural Guidelines

- Building forms should have architectural elements such as gabled and hipped roofs incorporated into the design. Building elevations should be responsive to view from all four sides.

- Variations to the Architectural Guidelines Design Intent shall be allowed for unique or progressive design that is not incompatible with these guidelines

- The requirements listed below will result in both the primary and secondary elevation of buildings to be consistent in material, color, and design expression:

    - Exterior walls shall be E.I.F.S. textured wall system.
    - Primary roof and overhang tile material shall be concrete roof tile
    - Accent material shall be stone veneer
    - Window frames and ornamental rails shall be aluminum storefront system or equivalent.
    - Additional materials are acceptable if they are proposed as part of a unique or progressive design (amendment).
    - Exterior wall system color shall be earth tone colors ranging from cream to tan and adobe colors, compatible with the EIFs colors of the hotel, In-N-Out, and gas station.
    - Window frames and door frames color shall be aluminum or dark bronze.

In reviewing the submitted building elevations, color building elevations, and color and materials board for the proposed automotive repair center, City staff determined that the applicant incorporated many of the essential design elements required by the Folsom Pointe Shopping Center Design Guidelines including varied building shapes and forms, a prominent entry feature, a raised belly band, canopies, cornices, and decorative light fixtures. As recommended by the design guidelines, the primary color is generally earth tone in nature and features a medium-tan tone (Vanilla Cream). The supporting accent colors include earth tone colors (Antique Gold and Chippendale) as well as more vibrant colors (Pantone and Serengeti Plain). In addition, the proposed automotive repair center building utilizes a variety of natural building materials as suggested by the Design Guidelines including the use of stucco and stone veneer.

In evaluating the building design, staff also took into consideration the project's design compatibility with existing development located within the project area. Commercial development in the immediate project area includes a four-story hotel (Hampton Inn & Suites), a single-story service station (Chevron), multiple single-story restaurants (Mikuni Restaurant and In-N-Out Restaurant), and a single-story multi-tenant building anchored by Starbucks. The surrounding developments feature buildings that are generally similar in terms of their height, size, and scale. In addition, these buildings utilize design elements, building materials, and colors that are complimentary in nature to each other. Based on the similarities in architecture, building materials, and colors between the proposed project and existing development in the project vicinity, staff has determined that the proposed project is both compatible and complimentary. Staff forwards the following design recommendations to the Commission for consideration:

1. This approval is for development of a single-story, 6,800-square-foot AAA Automotive Repair Center. The owner/applicant shall submit building plans that comply with this approval and the attached building elevations dated July 24, 2018.

2. The design, materials, and colors of the proposed AAA Automotive Repair Center shall be consistent with the submitted building elevations, building renderings, materials samples, and color scheme to the satisfaction of the Community Development Department.

3. Roof-mounted mechanical equipment, including satellite dish antennas, shall not extend above the height of the parapet walls. Ground-mounted mechanical equipment shall be shielded by landscaping or trellis-type features.

4. All exterior building-attached light fixtures shall be shielded and directed downward and away from adjacent properties.

5. All signs for the project shall comply with the Folsom Municipal Code and Folsom Pointe Shopping Center Signage Guidelines and any modification to or deviation from the sign criteria shall be subject to review and approval by the Planning Commission.

6. The final location, orientation, design, materials, and colors of the trash/recycling enclosure shall be consistent with the Folsom Pointe Shopping Center Design Guidelines subject to review and approval by the Community Development Department.

7. The final design of the building-attached light fixtures shall be subject to review and approval by the Community Development Department to ensure architectural consistency with the overall building design.

These recommendations are included in the conditions of approval (Condition No. 31) presented for consideration by the Planning Commission.

ENERGY AND WATER CONSERVATION

To reduce impacts in terms of energy and water consumption, the proposed project is required to meet the 2014 Title 24 Building Envelope Energy Efficiency Standards. The project will be allowed to achieve this performance standard through a combination of measures to reduce energy use for heating, cooling, water heating and ventilation. Because energy use for each different system type (i.e., heating, cooling, water heating, and ventilation) as well as appliances is defined, this method will also easily allow for application of individual measures aimed at reducing the energy use of these devices in a prescriptive manner.

In an effort to address water conservation, the proposed project includes a number of measures aimed at reducing on-site water usage. The proposed project will be designed to achieve an overall water efficient landscape rating utilizing primarily low water use plant materials. The concepts of utilizing plant materials that are compatible in their water use requirements together within the same irrigation zones are to be applied with all planting and irrigation design. In addition, all proposed landscape areas will have automatically controlled irrigation systems that incorporate the use of spray, subsurface in-line emitters, and other high efficiency drip-type systems. To further ensure water conservation is being achieved, the proposed project is required to comply with all State and local rules, regulations, Governor's Declarations, and restrictions including but not limited to requirements relative to water usage and conservation established by the State Water Resources Control Board, and water usage and conservation requirements established within the Folsom Municipal Code, (Section 13.26 Water Conservation), or amended from time to time. Condition No. 30 is included to reflect these requirements.

ENVIRONMENTAL REVIEW

The project is categorically exempt from environmental review under Section 15303 (New Construction or Conversion of Small Structures) of the California Environmental Quality Act (CEQA) Guidelines. Based on staff's analysis of this project, none of the exceptions in Section 15300.2 of the CEQA Guidelines apply to the use of the categorical exemption(s) in this case.

RECOMMENDATION/PLANNING COMMISSION ACTION

MOVE TO APPROVE A PLANNED DEVELOPMENT PERMIT MODIFICATION FOR THE DEVELOPMENT OF A 6,800-SQUARE-FOOT AAA AUTOMOTIVE REPAIR CENTER WITHIN THE FOLSOM POINTE SHOPPING CENTER LOCATED AT 175 PLACERVILLE ROAD AS ILLUSTRATED ON ATTACHMENTS 2 THROUGH 9 WITH THE FOLLOWING FINDINGS AND CONDITIONS (NOS. 1-49):

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 POINTE SHOPPING CENTER PLANNED DEVELOPMENT GUIDELINES, AND ALL APPLICABLE PROVISIONS OF THE FOLSOM MUNICIPAL CODE.

CEQA FINDINGS

C. THE PROJECT IS CATEGORICALLY EXEMPT UNDER SECTION 15303 (NEW CONSTRUCTION OR CONVERSION OF SMALL STRUCTURES) OF THE CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA) GUIDELINES.

D. THE CUMULATIVE IMPACT OF SUCCESSIVE PROJECTS OF THE SAME TYPE IN THE SAME PLACE, OVER TIME IS NOT SIGNIFICANT IN THIS CASE.

E. NO UNUSUAL CIRCUMSTANCES EXIST TO DISTINGUISH THE PROPOSED PROJECT FROM OTHERS IN THE EXEMPT CLASS.

PLANNED DEVELOPMENT PERMIT FINDINGS

F. THE PROPOSED PROJECT COMPLIES WITH THE INTENT AND PURPOSES OF CHAPTER 17.38 (PLANNED DEVELOPMENT DISTRICT) OF THE FOLSOM MUNICIPAL CODE, OTHER APPLICABLE ORDINANCES OF THE CITY, AND THE GENERAL PLAN.

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

H. THE PHYSICAL, FUNCTIONAL AND VISUAL COMPATIBILITY BETWEEN THE PROPOSED PROJECT AND NEIGHBORING USES AND NEIGHBORHOOD CHARACTERISTICS IS ACCEPTABLE.

I. THERE ARE AVAILABLE NECESSARY PUBLIC FACILITIES, INCLUDING BUT NOT LIMITED TO, WATER, SEWER AND DRAINAGE TO ALLOW FOR THE DEVELOPMENT OF THE PROJECT SITE IN A MANNER CONSISTENT WITH THIS PROPOSAL.

J. 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.

K. 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.

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

M. AS CONDITIONED, THE PROPOSED PROJECT WILL NOT CAUSE ADVERSE ENVIRONMENTAL IMPACTS WHICH HAVE NOT BEEN MITIGATED TO AN ACCEPTABLE LEVEL.

Submitted,

PAM JOHNS
Community Development Director

CONDITIONS

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

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

	CONDITIONS OF APPROVAL FOR FOLSOM POINTE SHOPPING CENTER PAD F PLANNED DEVELOPMENT PERMIT MODIFICATION (PN 18-215) 175 PLACERVILLE ROAD			
	Mitigation Measure		**When Required**	**Responsible Department**
		GENERAL REQUIREMENTS		
1.		The applicant shall submit final site development plans to the Community Development Department that shall substantially conform to the exhibits referenced below: • Overall Site Plan, dated June 12, 2018 • Preliminary Site Plan, dated June 12, 2018 • Preliminary Grading and Utility Plan, dated June 19, 2018 • Preliminary Landscape Plan, dated June 17, 2018 • Building Elevations, dated July 24, 2018 • Color Building Renderings, dated July 24, 2018 • Color and Materials Board, dated July 24, 2018 • Floor Plan, dated July 11, 2018 This approval is for the AAA Automotive Repair Center project, which includes development of a 6,800-square-foot commercial building and associated site improvements on a 1.97-acre site located at 175 Placerville Road as shown on the above-referenced plans. Modifications may be made to the above-referenced plans to respond to site-specific conditions of approval as set forth herein.	B	CD (P)(E)
2.		Building plans, and all civil engineering and landscape 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.	I, B	CD (P)(E)(B)
3.		This project approval granted under this staff report shall remain in effect for two years from final date of approval (October 3, 2020). Failure to obtain the relevant building (or other) permits within this time period, without the subsequent extension of this approval, shall result in the termination of this approval.	B	CD (P)

CONDITIONS OF APPROVAL FOR FOLSOM POINTE SHOPPING CENTER PAD F PLANNED DEVELOPMENT PERMIT MODIFICATION (PN 18-215) 175 PLACERVILLE ROAD				
	Mitigation Measure		**When Required**	**Responsible Department**
4.		The owner/applicant shall 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. The City will promptly notify the owner/applicant of any such claim, action or proceeding, and will cooperate fully in the defense. The City may, within its unlimited discretion, participate in the defense of any such claim, action or proceeding if both of the following occur: • The City bears its own attorney's fees and costs; and • The City defends the claim, action or proceeding in good faith 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.	OG	CD (P)(E), NS (B) PW, PR, FD, PD
DEVELOPMENT COSTS AND FEE REQUIREMENTS				
5.		The owner/applicant shall pay all applicable taxes, fees and charges at the rate and amount in effect at the time such taxes, fees and charges become due and payable.	I, B	CD (P)(E)
6.		If applicable, the owner/applicant shall pay off any existing assessments against the property, or file necessary segregation request and pay applicable fees.	B	CD (E)
7.		The owner/applicant shall pay all applicable taxes, fees and charges at the rate and amount in effect at the time such taxes, fees and charges become due and payable.	B	CD (P)(E)
8.		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 applicant shall reimburse the City for all outside legal fees and costs incurred by the City for such services. The 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 applicant shall be responsible for reimbursement to the City for the services regardless of whether a deposit is required.	B	CD (P) (E)

CONDITIONS OF APPROVAL FOR FOLSOM POINTE SHOPPING CENTER PAD F PLANNED DEVELOPMENT PERMIT MODIFICATION (PN 18-215) 175 PLACERVILLE ROAD				
	Mitigation Measure		**When Required**	**Responsible Department**
9.		If the City utilizes the services of consultants to prepare special studies or provide specialized design review or inspection services for the project, the applicant shall reimburse the City for actual costs it incurs in utilizing these services, including administrative costs for City personnel. A deposit for these services shall be provided prior to initiating review of the Final Map, improvement plans, or beginning inspection, whichever is applicable.	B	CD (P)(E)
10.		This project shall be subject to all applicable City-wide development impact fees, unless exempt by previous agreement. This project shall be subject to all applicable City-wide development impact fees in effect at such time that a building permit is issued. These fees may include, but are not limited to, fees for fire protection, park facilities, park equipment, Humbug-Willow Creek Parkway, Light Rail, TSM, capital facilities and traffic impacts. The 90-day protest period for all fees, dedications, reservations or other exactions imposed on this project will begin on the date of final approval (October 3, 2018). The fees shall be calculated at the fee rate in effect at the time of building permit issuance.	B	CD (P)(E), PW, PK
11.		If applicable, the owner/applicant shall pay off any existing assessments against the property, or file necessary segregation request and pay applicable fees.	B	CD (E)
12.		The owner/applicant agrees to pay to the Folsom-Cordova Unified School District the maximum fee authorized by law for the construction and/or reconstruction of school facilities. The applicable fee shall be the fee established by the School District that is in effect at the time of the issuance of a building permit. Specifically, the owner/applicant agrees to pay any and all fees and charges and comply with any and all dedications or other requirements authorized under Section 17620 of the Education Code; Chapter 4.7 (commencing with Section 65970) of the Government Code; and Sections 65995, 65995.5 and 65995.7 of the Government Code.	B	CD (P)
13.		The project is subject to the Housing Trust Fund Ordinance, unless exempt by a previous agreement.	B	CD (P)

		SITE DEVELOPMENT REQUIREMENTS		
14.		Prior to the issuance of any grading and/or building permit, the owner/applicant shall have a geotechnical report prepared by an appropriately licensed engineer that includes an analysis of site suitability, proposed foundation design for all proposed structures, and roadway and pavement design.	G, B	CD (E)
15.		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 current edition of the City of Folsom *Standard Construction Specifications* and the *Design and Procedures Manual and Improvement Standards*. All necessary rights-of-way and/or easements shall be dedicated to the City for these improvements.	I, B	CD (P)(E)
16.		The applicant/owner shall submit water, sewer and drainage studies to the satisfaction of the Community Development Department and provide sanitary sewer, water and storm drainage improvements with corresponding easements and quit claimns, as necessary, in accordance with these studies and the current edition of the City of Folsom *Standard Construction Specifications* and the *Design and Procedures Manual and Improvement Standards*.	I	CD (E)
17.		The improvement plans for the required public and private improvements shall be reviewed and approved by the Community Development Department prior to issuance of a building permit for the project.	B	CD(E)
18.		The required public and private improvements including landscape and irrigation improvements for the project shall be completed and accepted by the Community Development Department prior to issuance of a Certificate of Occupancy for the project.	O	CD(E)
19.		The fire protection system shall be separate from the domestic water system. The fire system shall be constructed to meet the National Fire Protection Association Standard 24. The domestic water and irrigation system shall be metered per City of Folsom *Standard Construction Specifications*.	I	CD(E)
20.		The owner/applicant shall coordinate the planning, development and completion of this project with the various utility agencies (i.e., SMUD, PG&E, etc.).	I	CD (P)(E)
21.		Final lot and building configurations may be modified to allow for overland release of storm events greater than the capacity of the underground system.	B	CD (E)
22.		The owner/applicant shall be responsible for replacing any and all damaged or hazardous public sidewalk, curb and gutter, and/or bicycle trail facilities along the site frontage and/or boundaries, including pre-existing conditions and construction damage, to the satisfaction of the Community Development Department.	O	CD (E)

23.		For any improvements constructed on private property that is not under ownership or control of the owner/applicant, a right-of-entry, and if necessary, a permanent easement shall be obtained and provided to the City prior to issuance of a grading permit and/or approval of improvement plans.	G, I	CD (E)
24.		Final exterior building and site lighting plans shall be submitted for review and approval by Community Development Department for location, height, aesthetics, level of illumination, glare and trespass prior to the issuance of any building permits. All lighting, including but not limited to landscape/walkway lights, and building-attached lights shall be designed to be screened, shielded, and directed downward onto the project site and away from adjacent properties and public rights-of-way. Lighting shall be equipped with a timer or photo condenser.	B	CD (P)
STORM WATER POLLUTION/CLEAN WATER ACT REQUIREMENTS				
25.		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 commencement of the rainy season (October 15).	G, I, B	CD (E)
26.		The storm drain improvement plans shall provide for "Best Management Practices" that meet the requirements of the water quality standards of the City's National Pollutant Discharge Elimination System Permit issued by the State Regional Water Quality Control Board. These facilities shall be constructed concurrent with construction of grading and the initial public improvements and shall be completed prior to final occupancy of the building.	G, I, B, O	CD (E)
27.		Prior to issuance of a Grading Permit, the owner/applicant shall submit erosion control plans and other monitoring programs for the construction and operational phases of the proposed project for review and approval by the City. The plan shall include Best Management Practices (BMP) to minimize and control the level of pollutants in stormwater runoff, and in runoff released to off-site receiving waters. Specific techniques may be based on geotechnical reports or the Erosion and Sediment Control Handbook of the California Department of Conservation, and shall comply with current City standards.	G, I	CD (E)
28.		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 commencement of the rainy season (October 15).	G, I, B	CD (E)

29.		Prior to the approval of the final facilities design and the initiation of construction activities, the applicant shall submit an erosion control plan to the City for review and approval. The plan shall identify protective measures to be taken during excavation, temporary stockpiling, any reuse or disposal, and revegetation. Specific techniques may be based upon geotechnical reports, the Erosion and Sediment Control Handbook of the State of California Department of Conservation, and shall comply with all updated City standards.	G, I	CD (E)
30.		The proposed project shall comply with all State and local rules, regulations, Governor's Declarations, and restrictions including but not limited to requirements relative to water usage and conservation established by the State Water Resources Control Board, and water usage and conservation requirements established within the Folsom Municipal Code, (Chapter 13.26 Water Conservation), or amended from time to time.	I, B, OG	CD (P)(E)

		ARCHITECTURE/DESIGN REQUIREMENTS		
31.		The project shall comply with the following architecture and design requirements: 1. This approval is for development of a single-story, 6,800-square-foot AAA Automotive Repair Center. The owner/applicant shall submit building plans that comply with this approval and the attached building elevations dated July 24, 2018. 2. The design, materials, and colors of the proposed AAA Automotive Repair Center shall be consistent with the submitted building elevations, building renderings, materials samples, and color scheme to the satisfaction of the Community Development Department. 3. Roof-mounted mechanical equipment, including satellite dish antennas, shall not extend above the height of the parapet walls. Ground-mounted mechanical equipment shall be shielded by landscaping or trellis-type features. 4. All exterior building-attached light fixtures shall be shielded and directed downward and away from adjacent properties. 5. All future signs for the project shall comply with the Folsom Municipal Code and Folsom Pointe Shopping Center Signage Guidelines and any modification to or deviation from the sign criteria shall be subject to review and approval by the Planning Commission. In addition, the owner/applicant is required to obtain a sign permit for all future wall signs. 6. The final location, orientation, design, materials, and colors of the trash/recycling enclosure shall be consistent with the Folsom Pointe Shopping Center Design Guidelines subject to review and approval by the Community Development Department. 7. The final design of the building-attached light fixtures shall be subject to review and approval by the Community Development Department to ensure architectural consistency with the overall building design.	B	CD (P)

PARKING REQUIREMENTS				
32.		The owner/applicant shall provide a minimum of 34 on-site parking spaces.	I, B	CD (E)
33.		The owner/applicant shall install five (5) electric vehicle charging stations (2016 California Green Building Standards Code) within the parking lot area in a location that is in close proximity to the automotive repair center building.	I, B	CD (P)(E)
34.		The owner/applicant shall provide six (6) secure bicycle parking spaces in a location within close proximity to the primary building entrance. The bicycle parking facilities shall consist of at least a stationary bicycle rack, a concrete slab or vertical metal bar, where the bicyclist supplies a padlock and chain or cable to secure the bicycle to a stationary object.	I, B	CD (P)(E)
LANDSCAPE/TREE PRESERVATION REQUIREMENTS				
35.		Final landscape plans and specifications for site development shall be prepared by a registered landscape architect and approved by the City Arborist and City staff prior to the approval of improvement plans. Said plans shall include all on-site landscape specifications and details, and shall comply with all State and local rules, regulations, Governor's declarations and restrictions pertaining to water conservation and outdoor landscaping. Landscaping of the parking area shall meet shade requirements as outlined in the Folsom Municipal Code Chapter 17.57. 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 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, sign visibility, 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.	I	CD (P)(E)
36.		The owner/applicant shall be responsible for on-site landscape maintenance throughout the life of the project to the satisfaction of the Community Development Department. Vegetation or planting shall not be less than that depicted on the final landscape plan, unless tree removal is approved by the Community Development Department because the spacing between trees will be too close on center as they mature.	OG	CD (P)(E)

		NOISE REQUIREMENTS		
37.		Compliance with Noise Control Ordinance and General Plan Noise Element shall be required. Hours of construction operation shall be limited from 7:00 a.m. to 6:00 p.m. on weekdays and 8:00 a.m. to 5:00 p.m. on Saturdays. No construction on Sundays or holidays shall be permitted. Construction equipment shall be muffled and shrouded to minimize noise levels.	G, I, B	CD (P)(E)
		GRADING REQUIREMENTS		
38.		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.	G, I	CD (E)
39.		Prior to the approval of the final facilities design and the initiation of construction activities, the applicant shall submit an erosion control plan to the City for review and approval. The plan shall identify protective measures to be taken during excavation, temporary stockpiling, any reuse or disposal, and revegetation. Specific techniques may be based upon geotechnical reports, the Erosion and Sediment Control Handbook of the State of California Department of Conservation, and shall comply with all updated City standards.	G, I	CD (E)
		CULTURAL RESOURCE REQUIRMENTS		
40.		If any archaeological, cultural, or historical resources or artifacts, or other features are discovered during the course of construction anywhere on the project site, work shall be suspended in that location until a qualified professional archaeologist assesses the significance of the discovery and provides consultation with the Folsom Historical Society, City staff, and the Heritage Preservation League. Appropriate mitigation as recommended by the archaeologist and the Historical Society representative shall be implemented. If agreement cannot be met, the Planning Commission shall determine the appropriate implementation method.	G, I	CD (E)

41.		In the event human remains are discovered, California Health and Safety Code Section 7050.5 states that no further disturbance shall occur until the county coroner has made the necessary findings as to the origin and disposition pursuant to Public Resources Code 5097.98. If the coroner determines that no investigation of the cause of death is required and if the remains are of Native American Origin, the coroner will notify the Native American Heritage Commission, which in turn will inform a most likely descendent. The descendent will then recommend to the landowner or landowner's representative appropriate disposition of the remains and any grave goods.	G, I	CD (P)(E)

AIR QUALITY REQUIREMENTS				
42.		The owner/applicant shall follow all construction control measures recommended by the Sacramento Air Quality Management District (SMAQMD). The following control measures, which are consistent with basic construction emission control practices recommended by SMAQMD, shall be implemented by the owner/applicant to reduce PM10 emission during construction: • Water all exposed surfaces two times daily. Exposed surfaces include, but are not limited to soil piles, graded areas, unpaved parking areas, staging areas, and access roads. • Cover or maintain at least two feet of free board space on haul trucks transporting soil, sand, or other loose material on the site. Any haul trucks that would be traveling along freeways or major roadways should be covered. • Use wet power vacuum street sweepers to remove any visible trackout mud or dirt onto adjacent public roads at least once a day. Use of dry power sweeping is prohibited. • Limit vehicle speeds on unpaved roads to 15 miles per hour (mph). • All roadways, driveways, sidewalks, parking lots to be paved should be completed as soon as possible. In addition, building pads should be laid as soon as possible after grading unless seeding or soil binders are used. • Minimize idling time either by shutting equipment off when not in use or reducing the time of idling to 5 minutes [required by California Code of Regulations, Title 13, sections 2449(d)(3) and 2485]. 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.	G, I, B	CD (P)(E)(B)

43.		In compliance with Rule 201 of the Sacramento Metropolitan Air Quality Management District (SMAQMD), the applicant/developer of the project shall verify with SMAQMD if a permit is required before equipment capable of releasing emissions to the atmosphere are used at the project site. The applicant/developer shall comply with the approved permit or provide evidence that a permit is not required.	G, I, B	CD (P)(E)(B)
44.		Dust generated on the project site shall be controlled by selective watering of exposed areas, especially during clearing and grading operations. All unpaved areas of the project site that are being graded, excavated or used as construction haul roadways shall be sprayed with water as often as is necessary to assure that fugitive dust does not impact nearby properties. Stockpiles of soil or other fine materials being left for periods in excess of one day during site construction shall be sprayed and track walked after stockpiling is complete.	G, I, B	CD (P)(E)(B)
		OTHER AGENCY REQUIREMENT		
45.		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 and approval of any grading or improvement plan.	G, I	CD (P)(E)
		FIRE DEPARTMENT REQUIREMENTS		
46.		The building shall have illuminated addresses visible from the street or drive fronting the property. Size and location of address identification shall be reviewed and improved by the Fire Marshal.	I	FD
47.		Prior to the issuance of any improvement plans or building permits, the Community Development and Fire Departments shall review and approve all detailed design plans for accessibility of emergency fire equipment, fire hydrant flow location, and other construction features.	I, B	FD
		POLICE/SECURITY REQUIREMENTS		
48.		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 required: • A security guard shall be on-duty at all times at the site or a six-foot security fence shall be constructed around the perimeter of construction areas. (This requirement shall be included on the approved construction drawings). • Security measures for the safety of all construction equipment and unit appliances shall be employed. • Landscaping shall not cover exterior doors or windows, block line-of-sight at intersections or screen overhead lighting.	G, I, B	PD

MISCELLANEOUS REQUIREMENT				
49.		A site investigation shall be performed to determine whether and where NOA is present in the soil and rock on the project site. The site investigation shall include the collection of soil and rock samples by a qualified geologist. If the site investigation determines that NOA is present on the project site, the project applicant shall prepare an Asbestos Dust Control Plan for approval by SMAQMD as required in Section 93105 of the California Health and Safety Code, "Asbestos Airborne Toxic Control Measure for Construction, Grading, Quarrying, and Surface Mining Operations." The Asbestos Dust Control Plan shall specify measures to ensure that no visible dust crosses the property line. The project applicant shall submit the plan to the Folsom Community Development Department for review, and SMAQMD for review and approval before any grading or construction may occur. SMAQMD approval of the plan must be received before any asbestos-containing rock or soils can be disturbed. Upon approval of the Asbestos Dust Control Plan by SMAQMD, the applicant shall ensure that construction contractors implement the terms of the plan throughout the construction period.	G, I	CD (E)

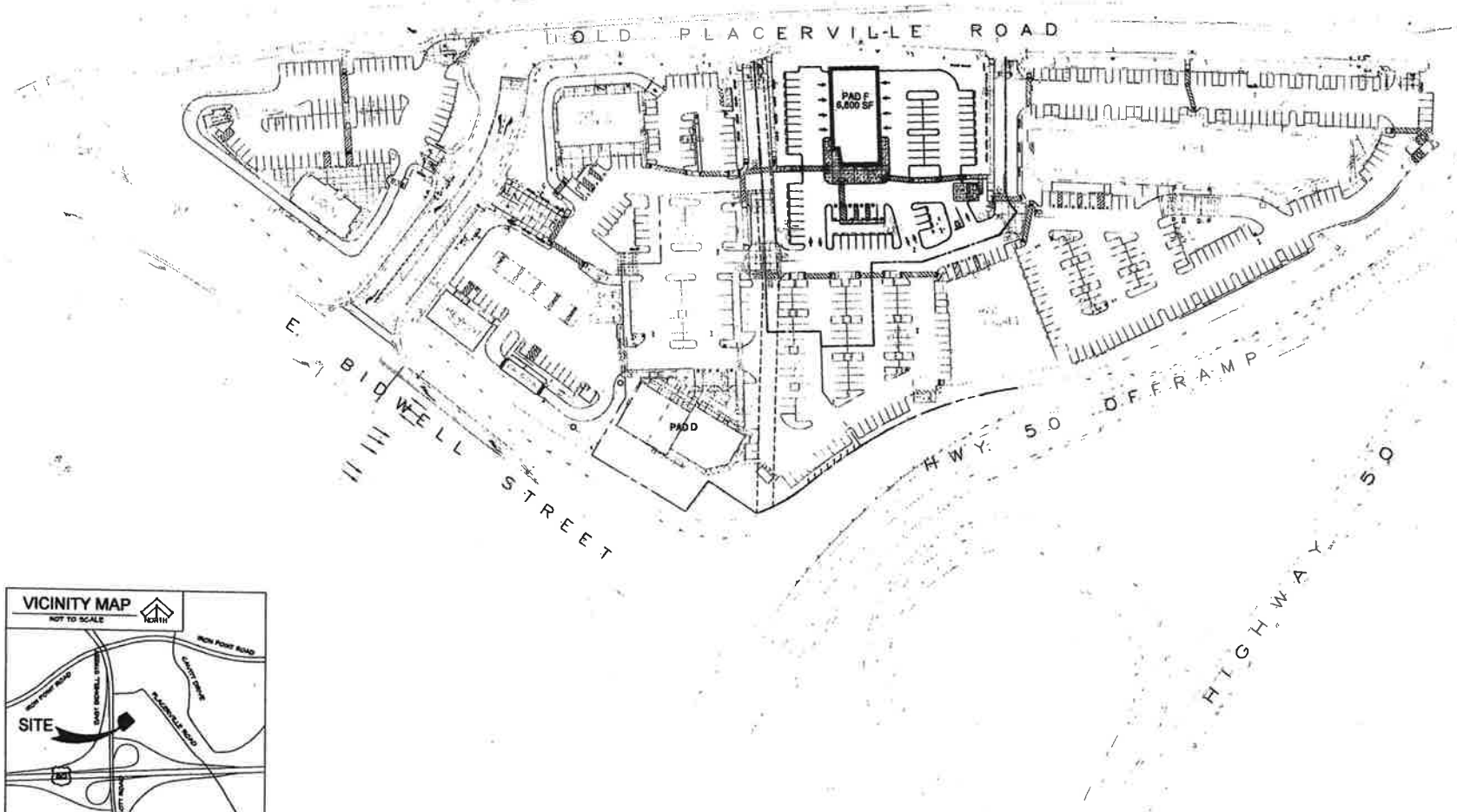
Attachment 1

Vicinity Map

Vicinity Map

Attachment 2

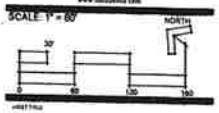
Overall Site Plan, dated June 12, 2018



PAD F
FOLSOM POINTE
FOLSOM, CALIFORNIA

[redacted]
1112 11TH STREET
SACRAMENTO, CALIFORNIA 95814
916.443.4818
www.[redacted].com

SCALE: 1" = 60'



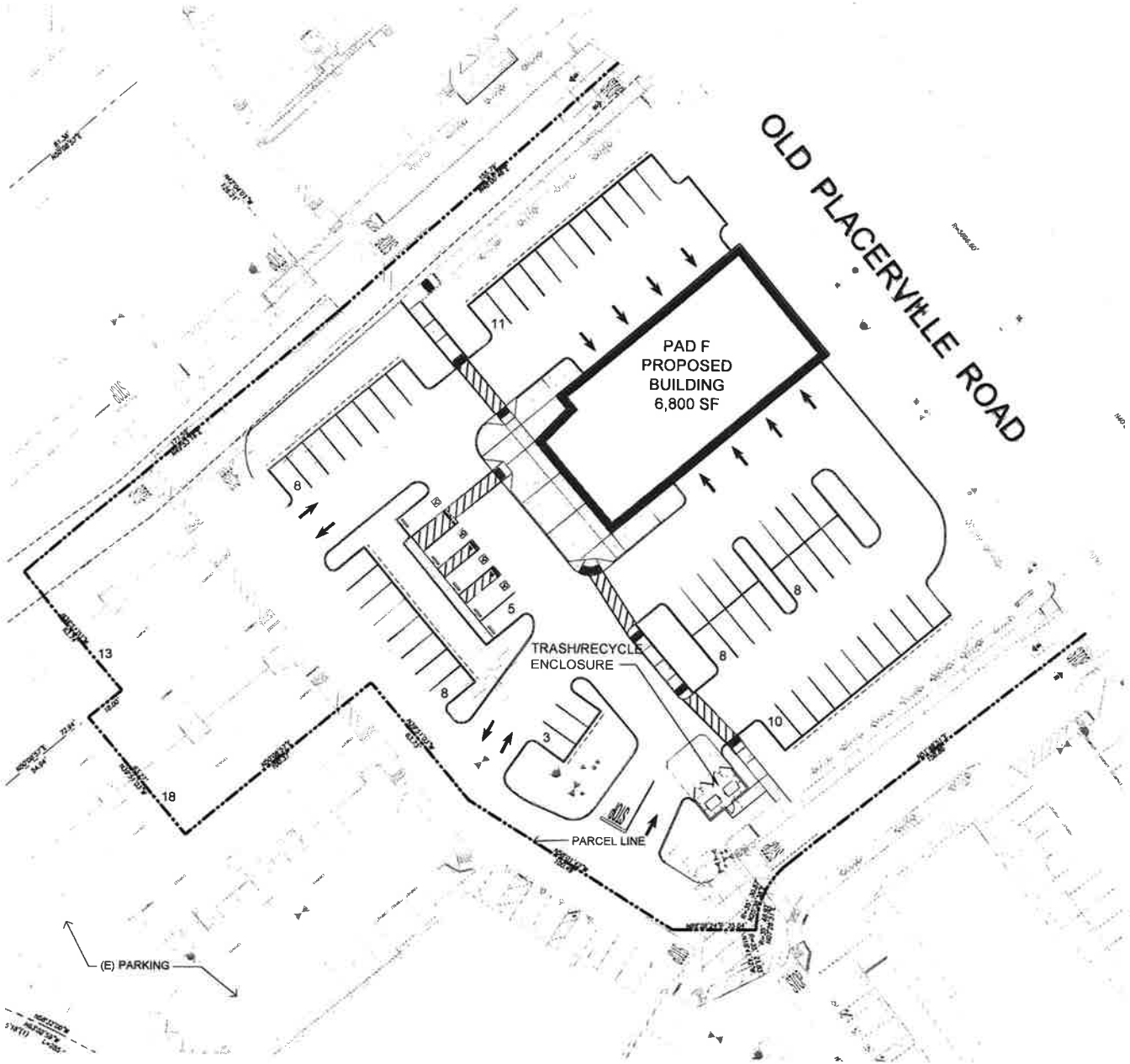
OVERALL SITE PLAN

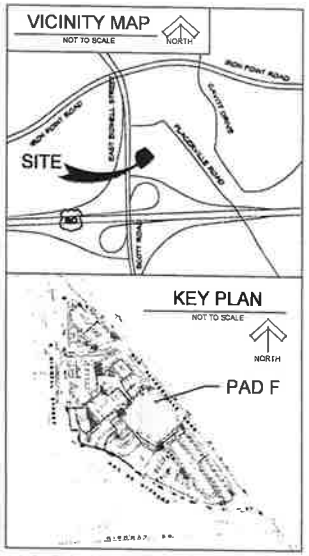
coact DESIGNWORKS
coactdesignworks.com
801 T STREET
SACRAMENTO, CA 95811
916.930.5900
414 JACKSON STREET, SUITE 404
SAN FRANCISCO, CA 95411
415.426.7052

PROJECT NO. 04039-00	REVISIONS
DRAWN BY SCHR	CHECKED BY MM
ISSUE DATE JUNE 11, 2019	A2

Attachment 3

Preliminary Site Plan, dated June 12, 2018





PROJECT STATISTICS:

PAD F PROPOSED 6,800 SF (AMERICAN AUTOMOBILE ASSOCIATION)

	BLDG. AREA	PARKING RATIO	PARKING REQUIRED	PARKING PROVIDED
RETAIL USE	6,800 SF	1: 200 SF	34 STALLS	92 STALLS

PAD F
FOLSOM POINTE
FOLSOM, CALIFORNIA

1112 11TH STREET
SACRAMENTO, CALIFORNIA 95814
916 442 4618
www.curdanoop.com

SCALE: 1" = 20'

NORTH

CONCEPTUAL SITE PLAN

coact DESIGNWORKS
coactdesignworks.com
801 T STREET
SACRAMENTO, CA 95811
916.930 5900

414 JACKSON STREET, SUITE 404
SAN FRANCISCO, CA 95411
415.426 7052

PROJECT NO. 049930.00	SHEET NO. A1
DRAWN BY JMC/DK	CHECKED BY MM
DATE ISSUED JUNE 12, 2015	

Attachment 4

Preliminary Grading and Utility Plan, dated June 19, 2018

PRELIMINARY GRADING AND UTILITY PLAN FOR:

FOLSOM POINTE

PARCEL "F"

APN: 072-307-006

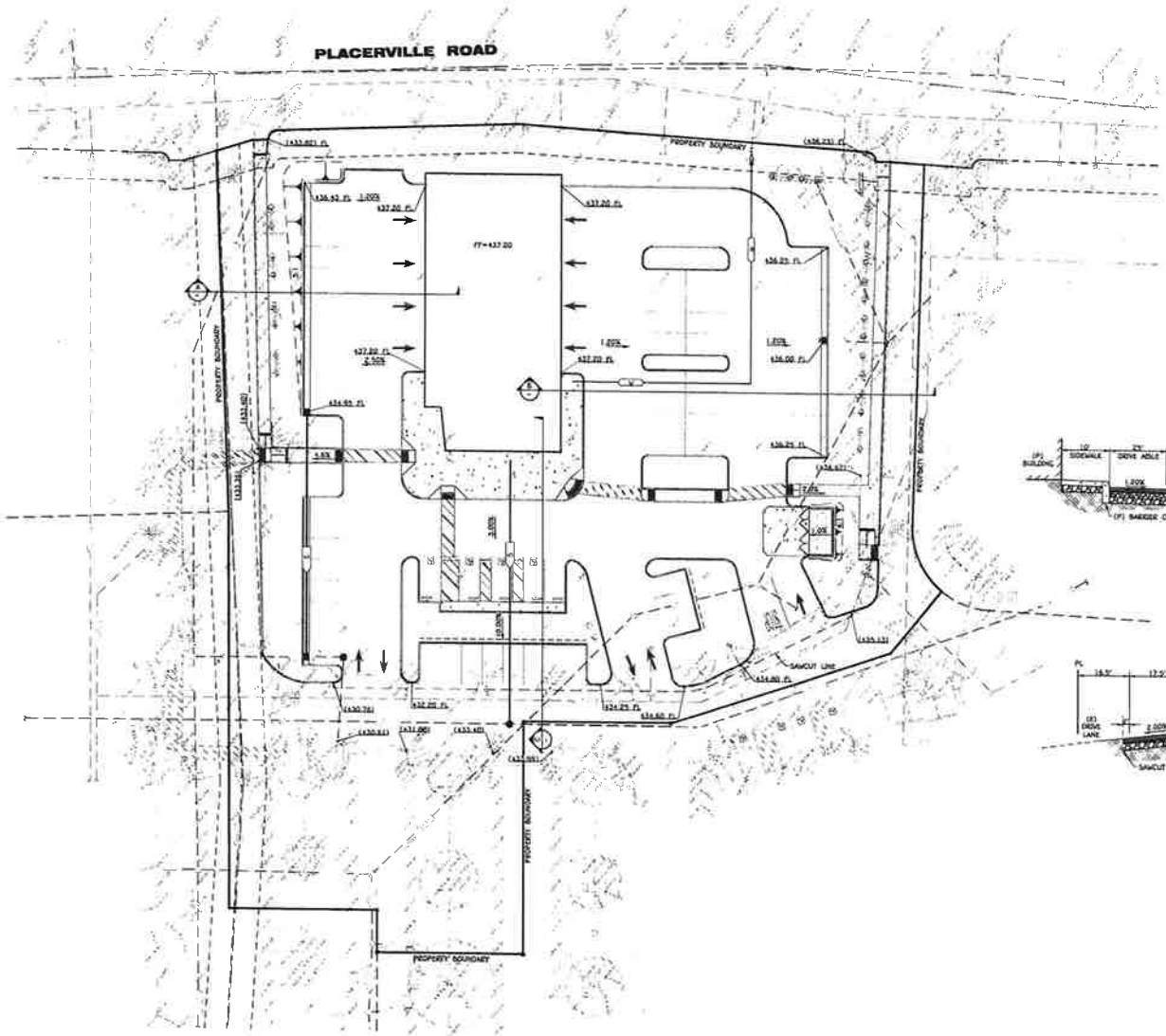
CITY OF FOLSOM CALIFORNIA

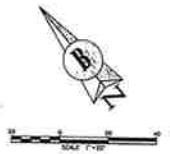
LEGEND

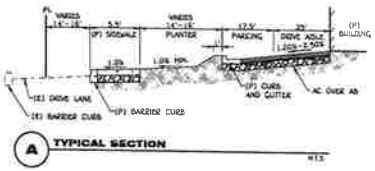
DESCRIPTIONS	(P) PROPOSED	(E) EXISTING
STORM DRAIN	12" D	
SANITARY SEWER	6" S	
WATER MAIN	8" W	
FIRE SERVICE	8" FS	
CENTERLINE		
RIGHT OF WAY LINE		
BOUNDARY LINE		
ELECTRICAL LINE		
GAS LINE		
TELEPHONE LINE		
JOINT TRENCH		
SIDEWALK WITH CURB AND GUTTER		
VARIABLE CURB FACE		
MANHOLE		
DRAIN INLET		
SEWER CLEANOUT		
METERED WATER SERVICE		
POST INDICATOR VALVE		
FIRE HYDRANT		
FIRE DEPT. CONNECTION		
BLOWOFF VALVE		
GATE VALVE		
BUTTERFLY VALVE		
REDUCED PRESSURE BACKFLOW PREVENTOR		
DOUBLE DETECTOR CHECK VALVE		
TYPE 'A' STREET LIGHT		
TYPE 'B' STREET LIGHT		
TRANSFORMER		
PULLBOX		
PEDESTAL & SERVICE CAN		
UTILITY SERVICE PEDESTAL		
UTILITY POLE		
GUY WIRE		
4 SIDED STREET SIGN		
SIGN		
GRADE BREAK		
DIRECTION OF FLOW		
SWALE		
ELEVATION	123.45	(123.45)
2:1 SLOPE UNLESS NOTED OTHERWISE		

NOTES:

1. THIS PRELIMINARY GRADING PLAN IS SCHEMATIC ONLY, AND IS INTENDED TO DEPICT THE PROPOSED GENERAL DRAINAGE CONCEPTS AND THE MAGNITUDE OF CUTS AND FILLS. THE FINISHED DESIGN MAY INCORPORATE MINOR REVISIONS DUE TO FINAL DESIGN CONSIDERATIONS.
2. ALL GRADES SHOWN HEREON ARE FINISHED SURFACE GRADES.
3. ALL IMPROVEMENTS ARE TO CONFORM TO CITY STANDARDS AND NO DEVIATIONS FROM THOSE STANDARDS ARE PROPOSED.
4. EXISTING UTILITIES TO BE REMOVED AS NECESSARY TO ACCOMMODATE LOCATIONS OF PROPOSED BUILDINGS.







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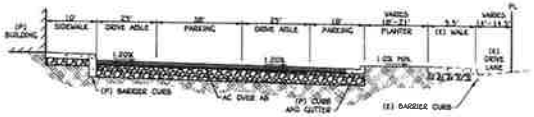
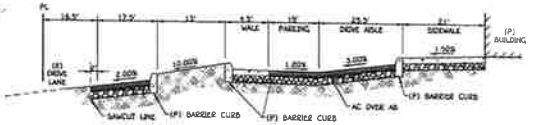


B TYPICAL SECTION N.T.S.



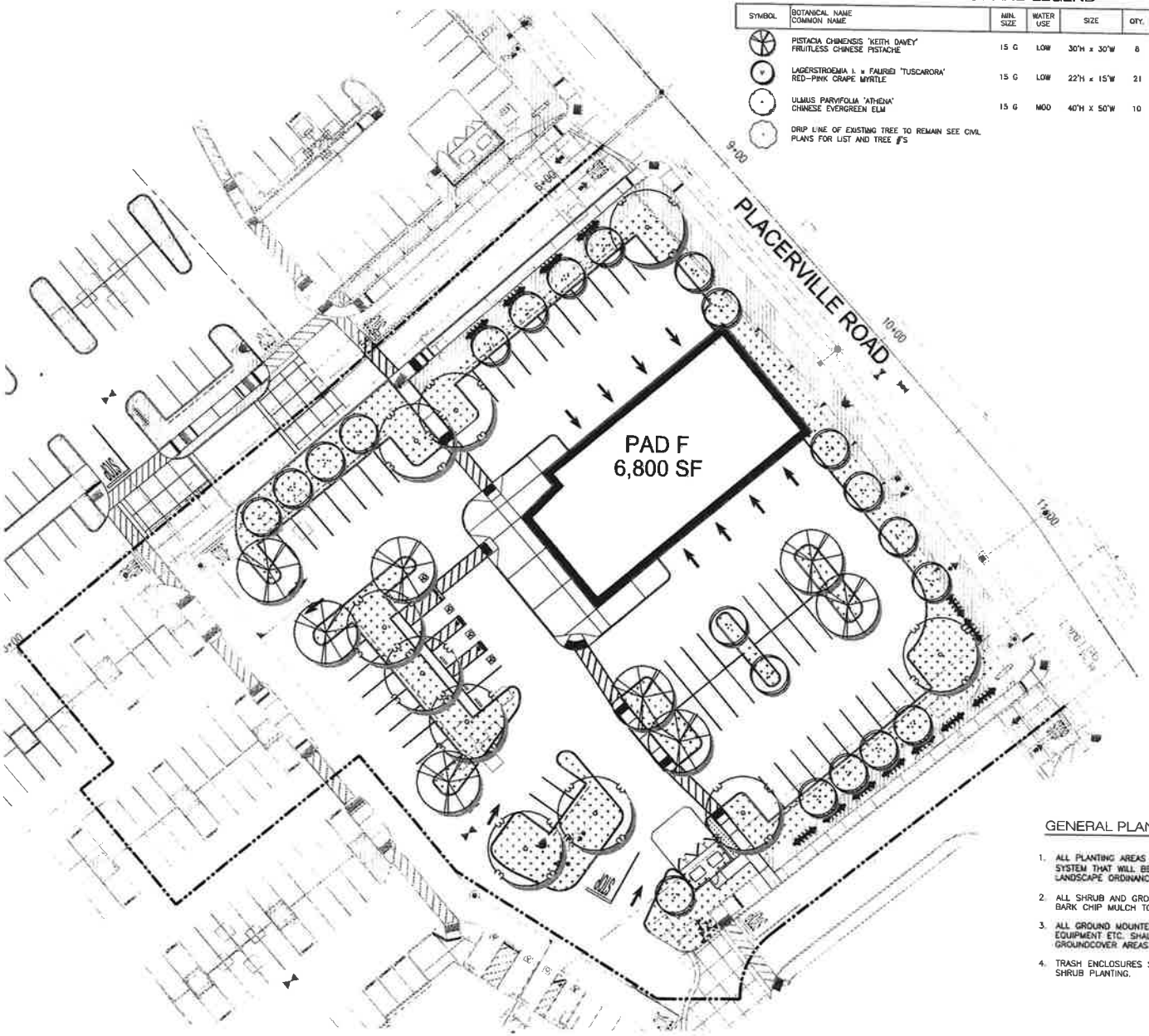
C TYPICAL SECTION N.T.S.

PRELIMINARY GRADING AND UTILITY PLAN FOR:
FOLSOM POINTE
PARCEL "F"
JUNE 19, 2018

BURRELL CONSULTING GROUP, INC.

Attachment 5

Preliminary Landscape Plan, dated June 17, 2018



PRELIMINARY PLANT LIST AND LEGEND

SYMBOL	BOTANICAL NAME COMMON NAME	MIN. SIZE	WATER USE	SIZE	QTY.
	PISTACIA CHINENSIS 'KEITH DAVEY' FRUITLESS CHINESE PISTACHE	15 G	LOW	30'H x 30'W	8
	LAGERSTROEMIA I. x FAURIEI 'TUSCARORA' RED-PINK CRAPE MYRTLE	15 G	LOW	22'H x 15'W	21
	ULMUS PARVIFOLIA 'ATHENA' CHINESE EVERGREEN ELM	15 G	MOD	40'H X 50'W	10
	DRIP LINE OF EXISTING TREE TO REMAIN SEE CIVIL PLANS FOR LIST AND TREE #'S				

SHRUBS, GRASSES AND ACCENTS

SYMBOL	BOTANICAL NAME COMMON NAME	SIZE	WATER USE	REMARKS
	ABELIA X 'ED GOUCHER' GLOSSY ABELIA	#5	MOD	4'H x 4'W
	ARCTOSTAPHYLOS D. 'HOWARD MCMINN' MANZANITA	#5	LOW	5'H x 7'W
	CISTUS HYBRIDUS WHITE ROCKROSE	#5	LOW	3.5'H x 6'W
	DIANELLA REVOLUTA 'LITTLE REV' LITTLE REV FLAX LILY	#1	LOW	2.5'H x 1.5'W
	LOROPETULUM CHINENSIS 'RAZZLEBERRI' CHINESE FRINGE FLOWER	#5	MOD	5'H x 4'W
	LAVANDULA ANGUSTIFOLIA 'MUNSTEAD' DWARF ENGLISH LAVENDER	#1	LOW	1.5'H x 1.5'W
	LAVANDULA STOECHAS 'OTTO QUAST' SPANISH LAVENDER	#5	LOW	2.5'H x 2.5'W
	LOMANDRA LONGIFOLIA 'BREEZE' DWARF MAT RUSH	#5	LOW	2'H x 2'W
	PENNISETUM ALOPECUROIDES 'MOUDRY' BLACK FLOWERING FOUNTAIN GRASS	#5	LOW	2'H x 3'W
	PENNISETUM SETACEUM 'RUBRUM' PURPLE FOUNTAIN GRASS	#5	LOW	4'H x 4'W
	SALVIA GREGGII RED AUTUMN SAGE	#5	LOW	3'H x 3'W
	TULBAGHIA VIOLACEA SOCIETY GARLIC	#1	LOW	1'H x 1.5'W
	TEUCRIUM CHAMAEDRYS GERMANDER	#5	LOW	1'H x 2'W
	WESTRINGIA ROSMARINIFORMIS 'WYNYABBIE GEM' LAVENDER COAST ROSEMARY	#5	LOW	4.5'H x 7'W
	EXISTING PLANTING (SHRUBS & GROUNDCOVER) TO REMAIN IN PLACE. REPLACE AND REPAIR AS NECESSARY			

GROUNDCOVERS

SYMBOL	BOTANICAL NAME COMMON NAME	SIZE	WATER USE	REMARKS
	ARCTOSTAPHYLOS UVA-URSI 'POINT REYES' BEARBERRY	#1	LOW	48" O.C
	COPROSMA KIRKII KIRK'S COPROSMA	#1	LOW	48" O.C.
	LANTANA MONTEVIDENSIS PURPLE TRAILING LANTANA	#1	LOW	36" O.C.
	ROSA BANKSIAE 'LUTEA' LADY BANKS' YELLOW ROSE	#1	LOW	36" O.C.
	TEUCRIUM X LUCIDRYS 'PROSTRATUM' PROSTRATE GERMANDER	#1	LOW	18" O.C

SHADE CALCULATIONS

TOTAL PAVED AREA = 25,788 S.F.
TOTAL SHADE REQUIRED (40%) = 10,315 S.F.
TOTAL SHADE PROVIDED (49%) = 12,613 S.F.

SHADE	QTY.	S.F.	TOTAL S.F.
35' TREES			
100%	3	962	2,886
75%	0	722	0
50%	15	481	7,215
25%	0	240	0
25' TREES			
100%	0	707	0
75%	0	531	0
50%	0	354	0
25%	0	177	0
20' TREES			
100%	2	314	628
75%	0	236	0
50%	12	157	1,884
25%	0	79	0
TOTAL SHADE PROVIDED:			12,613 S.F.

GENERAL PLANTING NOTES

1. ALL PLANTING AREAS SHALL BE IRRIGATED WITH AN AUTOMATIC IRRIGATION SYSTEM THAT WILL BE COMPLIANT WITH THE STATE'S WATER EFFICIENT LANDSCAPE ORDINANCE.
2. ALL SHRUB AND GROUNDCOVER AREAS SHALL RECEIVE A 3" LAYER OF BARK CHIP MULCH TOP DRESSING.
3. ALL GROUND MOUNTED HVAC UNITS, GAS & ELECTRICAL METERS, AND EQUIPMENT ETC. SHALL RECEIVE SHRUB SCREENING IN SHRUB AND GROUNDCOVER AREAS AROUND BUILDINGS.
4. TRASH ENCLOSURES SHALL BE SCREENED WITH TREES AND EVERGREEN SHRUB PLANTING.

FUHRMAN LEAMY LAND GROUP
DESIGN + SERVICE + SOLUTIONS
2140 PROFESSIONAL DRIVE, SUITE 115 ROSEVILLE, CA 95661

PAD F
FOLSOM POINTE
FOLSOM, CALIFORNIA

SCALE: 1" = 20'

NORTH

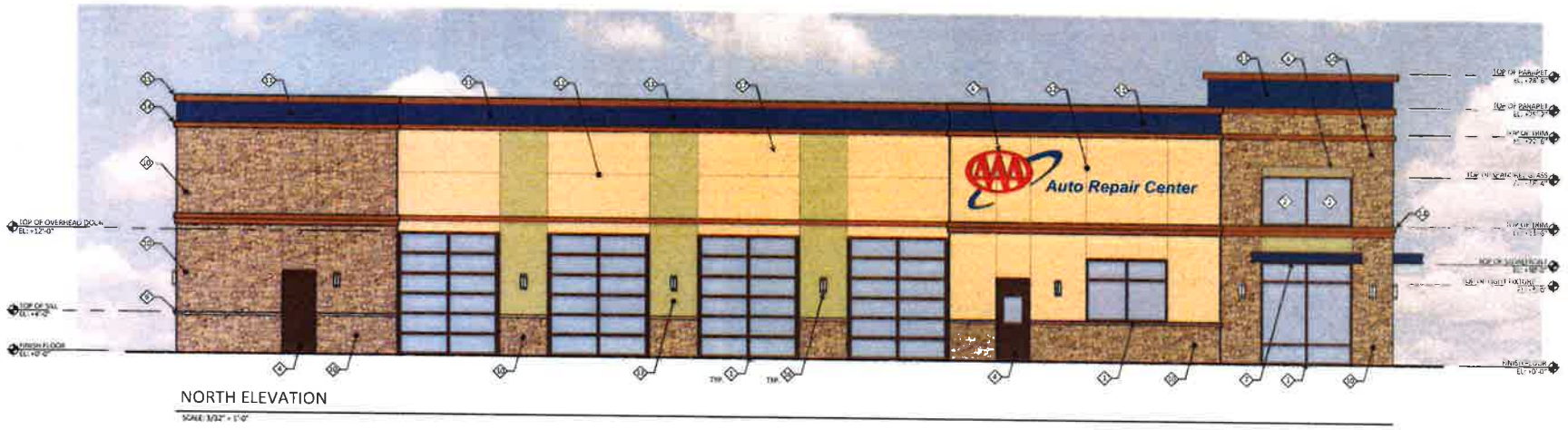
PRELIMINARY LANDSCAPE PLAN

coact DESIGNWORKS
coactdesignworks.com
801 T STREET
SACRAMENTO, CA 95811
916.930.5900
414 JACKSON STREET, SUITE 404
SAN FRANCISCO, CA 95411
415.426.7052

PL-1

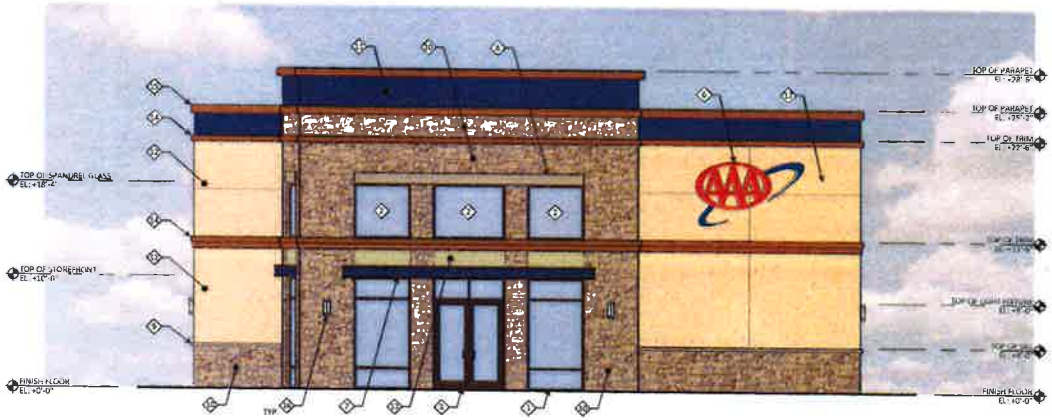
Attachment 6

Building Elevations, dated July 24, 2018



NORTH ELEVATION

SCALE: 3/32" = 1'-0"



WEST ELEVATION

SCALE: 3/32" = 1'-0"

KEYNOTES

1. STOREFRONT - 2" ANODIZED ALUMINUM MULLIONS WITH DUAL GLAZED HIGH PERFORMANCE VISION GLASS
2. SPANDREL GLASS - DUAL PANE WITH OPACI COAT ON THE 4TH SURFACE
3. ALUMINUM AND GLASS STOREFRONT DOORS
4. HOLLOW METAL DOOR
5. 10'-0" X 12'-0" OVERHEAD DOOR
6. AAA SIGNAGE
7. STEEL C-CHANNEL CANOPY (CA-01)
8. STUCCO TRIM LINTEL - PAINT (PT 02)
9. PRECAST CONCRETE SILL (PC-02)
10. STONE VENEER (SV-01)
11. STUCCO - EXTERIOR FINISH WITH 1/2" REVEAL, PAINTED (PT 01)
12. STUCCO - SMOOTH FINISH WITH 1/2" REVEAL, PAINTED (PT 02)
13. STUCCO - SMOOTH FINISH WITH 1/2" REVEAL, PAINTED (PT 03)
14. STUCCO TRIM - PAINTED (PT 04)
15. PRE-FINISHED METAL COPING - COLOR TO MATCH (PT 04)
16. WALL MOUNTED SCONCE LIGHT - MATCH EXISTING LIGHT FIXTURE ON ADJACENT SHELL BUILDING IN DESIGN, SIZE, AND COLOR
17. LINE OF ROOF BEYOND

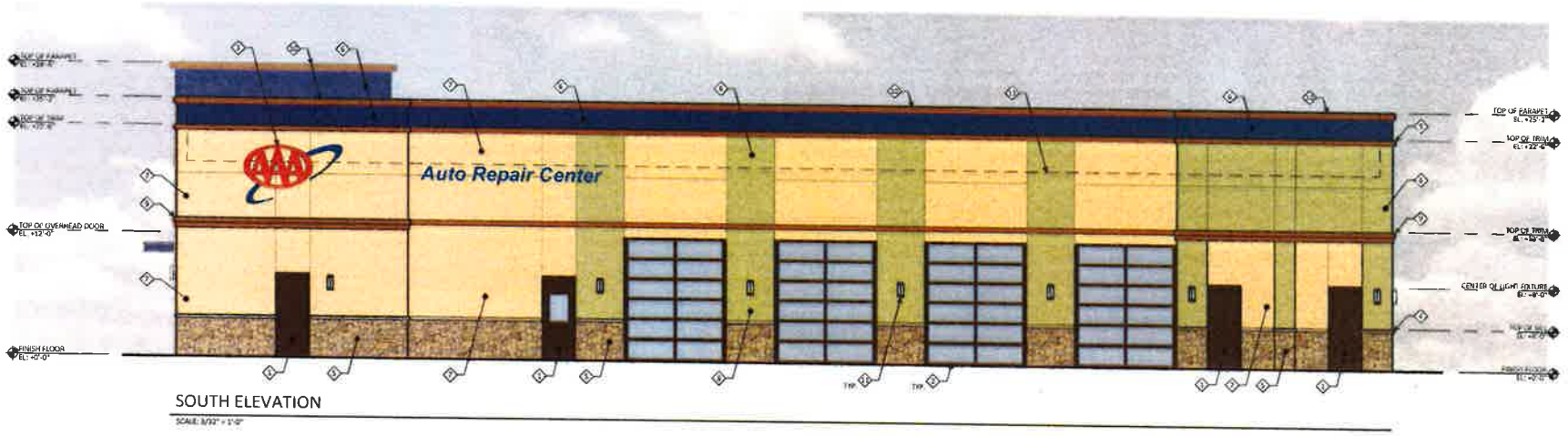
ARCHITECTURAL DESIGN - GUILD
2710 Sutton Boulevard
St. Louis, Missouri 63143
www.adg-stl.com
P:: 314.644.1234
F:: 314.644.4373

CUSHMAN & WAKEFIELD

PROPOSED NEW BUILDING

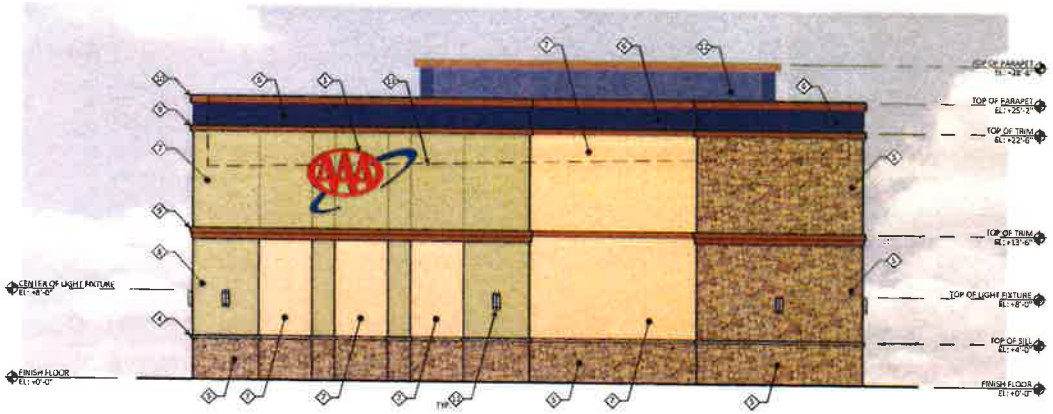
PLACERVILLE RD & E BIDWELL ST, PAD F
FOLSOM, CALIFORNIA 95630

REVISED JULY 24, 2018



SOUTH ELEVATION

SCALE: 3/32" = 1'-0"



EAST ELEVATION

SCALE: 3/32" = 1'-0"

KEYNOTES

1. HOLLOW METAL DOOR
2. 10'-0" X 12'-0" OVERHEAD DOOR
3. AAA SIGNAGE
4. PRECAST CONCRETE SILL (PC-02)
5. STONE VENEER (SV-01)
6. STUCCO - EXTERIOR FINISH WITH 1/2" REVEAL, PAINTED (PT-01)
7. STUCCO - SMOOTH FINISH WITH 1/2" REVEAL, PAINTED (PT-02)
8. STUCCO - SMOOTH FINISH WITH 1/2" REVEAL, PAINTED (PT-03)
9. STUCCO TRIM - PAINTED (PT-04)
10. PRE FINISHED METAL COPING - COLOR TO MATCH (PT-04)
11. WALL MOUNTED SCONCE LIGHT - MATCH EXISTING LIGHT FIXTURE ON ADJACENT SHELL BUILDING IN DESIGN, SIZE, AND COLOR
12. BACK SIDE & RETURNS ON THE TALLER PARAPET WALLS TO BE FINISHED TO MATCH THE FRONT SIDE OF THE PARAPET WALLS IN MATERIAL & COLOR.
13. LINE OF ROOF BEYOND

5' 0 5' 10

SCALE: 3/32" = 1'-0"

ARCHITECTURAL DESIGN • GUILD
2710 Sutton Boulevard
St. Louis, Missouri 63143
www.adg-stl.com
P:: 314.644.1234
F:: 314.644.4373

CUSHMAN & WAKEFIELD

PROPOSED NEW BUILDING

PLACERVILLE RD & E BIDWELL ST, PAD F
FOLSOM, CALIFORNIA 95630

REVISED JULY 24, 2018

Attachment 7

Color Building Renderings, dated July 24, 2018

CONCEPTUAL DESIGN - NORTHWEST CORNER

ARCHITECTURAL DESIGN GUILD
2710 Sutton Boulevard
St. Louis, Missouri 63143
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P:: 314.644.1234
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CUSHMAN & WAKEFIELD

PROPOSED NEW BUILDING

PLACERVILLE RD & E BIDWELL ST, PAD F
FOLSOM, CALIFORNIA 95630

REVISED JULY 24, 2018

CONCEPTUAL DESIGN - NORTHWEST CORNER - NIGHT

ARCHITECTURAL DESIGN + GUILD
2710 Sutton Boulevard
St. Louis, Missouri 63143
www.adg-stl.com
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CUSHMAN & WAKEFIELD

PROPOSED NEW BUILDING

PLACERVILLE RD & E BIDWELL ST, PAD F
FOLSOM, CALIFORNIA 95630

REVISED JULY 24, 2018

CONCEPTUAL DESIGN - NORTHEAST CORNER

ARCHITECTURAL DESIGN GUILD
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St. Louis, Missouri 63143
www.adgstl.com
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CUSHMAN & WAKEFIELD

PROPOSED NEW BUILDING

PLACERVILLE RD & E BIDWELL ST, PAD F
FOLSOM, CALIFORNIA 95630

REVISED JULY 24, 2018

CONCEPTUAL DESIGN - SOUTHEAST CORNER

ARCHITECTURAL DESIGN • GUILD
2710 Sutton Boulevard
St. Louis, Missouri 63143
www.adg-stl.com
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F:: 314.644.4373

CUSHMAN & WAKEFIELD

PROPOSED NEW BUILDING

PLACERVILLE RD & E BIDWELL ST, PAD F
FOLSOM, CALIFORNIA 95630

REVISED JULY 24, 2018

Attachment 8

Color and Materials Board, dated July 24, 2018

LEGEND

PAINT

PT 01
AAA BLUE
PANTONE
287

PT 02
GLIDDEN PROFESSIONAL
VANILLA CREAM
41YY 83-214

PT 03
GLIDDEN PROFESSIONAL
SERENGETI PLAIN
90YY 48/455

PT 04
GLIDDEN PROFESSIONAL
ANTIQUE GOLD
90YR / 16-406

PT 05
GLIDDEN PROFESSIONAL
CHIPPENDALE
50YR 07/162

STONE VENEER

ST 01
ELDORADO STONE
MOUNTAIN LEDGE
PIONEER

PRECAST TRIM

PC 01
CASTCRETE
PRECAST CONCRETE LINTEL

PC 02
CASTCRETE
PRECAST CONCRETE SILL

CANOPY

CA 01
MAPES
STEEL C-CHANNEL CANOPY
COLOR TO MATCH PT-01

ARCHITECTURAL DESIGN • GUILD
2710 Sutton Boulevard
St. Louis, Missouri 63143
www.adg-stl.com
P:: 314.644.1234
F:: 314.644.4373

CUSHMAN & WAKEFIELD

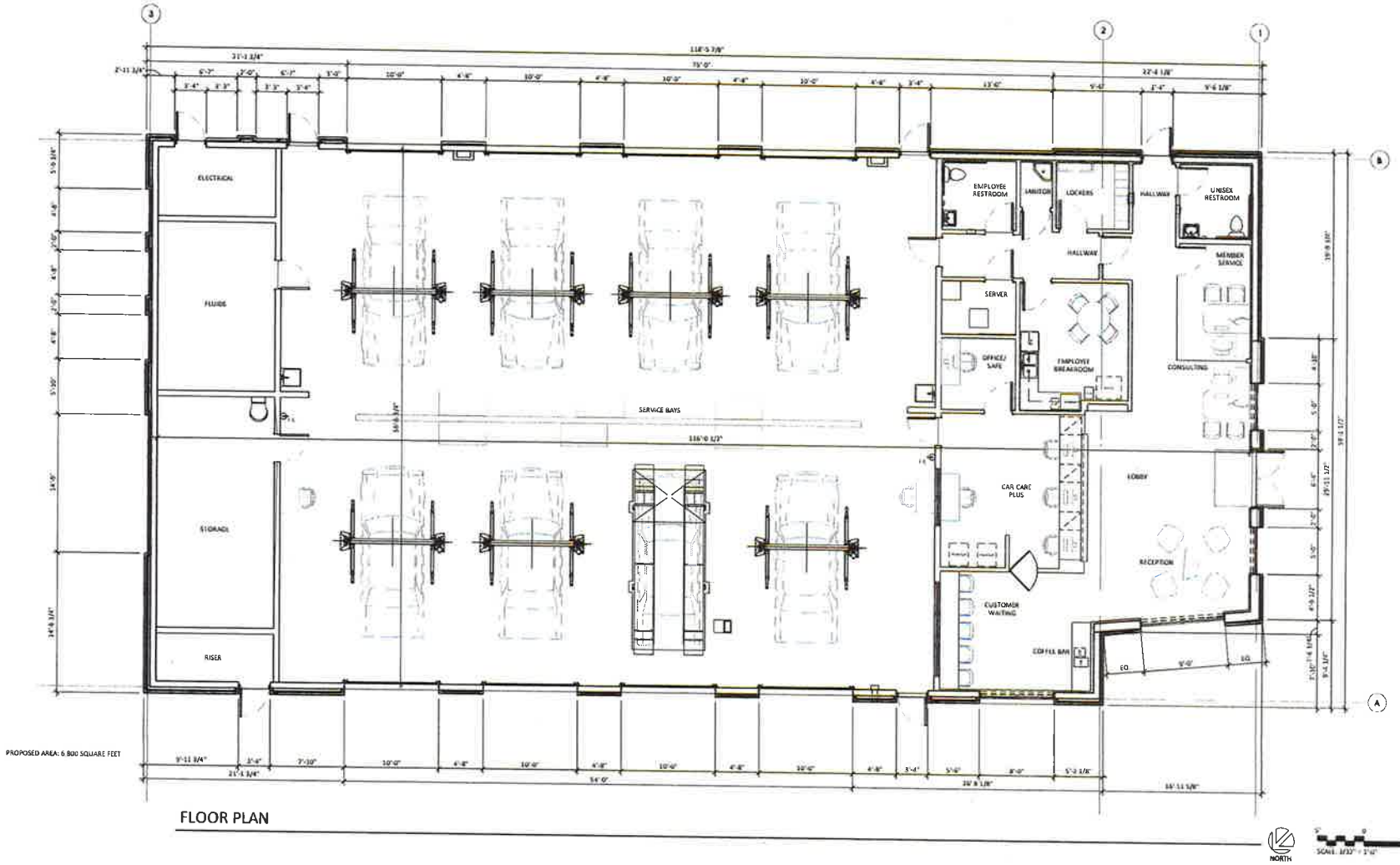
PROPOSED NEW BUILDING

PLACERVILLE RD & E BIDWELL ST, PAD F
FOLSOM, CALIFORNIA 95630

REVISED JULY 24, 2018

Attachment 9

Floor Plan, dated July 11, 2018



FLOOR PLAN

ADG
ARCHITECTURAL DESIGN • GUILD
2710 Sutton Boulevard
St. Louis, Missouri 63143
www.adg-stl.com
P:: 314.644.1234
F:: 314.644.4373

CUSHMAN & WAKEFIELD

PROPOSED NEW BUILDING

PLACERVILLE RD & E BIDWELL ST, PAD F
FOLSOM, CALIFORNIA 95630

REVISED JUNE 11, 2018

Attachment 10

Folsom Pointe Shopping Center
Updated Traffic Impact Analysis, dated September 19, 2018

Griffin Cove Transportation Consulting, PLLC

TO: Mr. Steve Banks, Principal Planner, City of Folsom
Mr. Steve Krahn, City Engineer, City of Folsom

FROM: Neal K. Liddicoat, P.E.

DATE: September 19, 2018

SUBJECT: ***Updated Traffic Impact Analysis***
Folsom Pointe Retail Center - Folsom, California

Griffin Cove Transportation Consulting, PLLC (GCTC) has completed an updated traffic impact analysis for the Folsom Pointe retail center, which is located on the east side of East Bidwell Street, south of Iron Point Road in Folsom. At this time, the development of a 6,800-square-foot (SF) AAA Car Care Center is proposed on the vacant Pad F within the Folsom Pointe project. In addition, Pad E, which is also currently vacant, is expected to be the site of an 8,000 SF (250 seat) restaurant at some future time. For the purposes of this analysis, the "project" will consist of development of both Pads E and F.

This analysis addresses two issues:

- The amount of traffic generated by the proposed project and the Folsom Pointe retail center as a whole.
- The project-specific traffic impacts of development of Pads E and F under both near-term and cumulative conditions (including development of the Folsom Plan Area south of U.S. Highway 50). These analyses employed traffic volume data taken directly from the environmental impact report (EIR) for the recently-adopted *Folsom General Plan 2035* update. It is important to recognize that the "2035 General Plan" traffic volumes presented in the General Plan Update EIR include full development of the Folsom Pointe project (including Pads E and F and the existing land uses). In this analysis, therefore, those volumes represent the "Cumulative (2035) Plus Project" values, and the "Cumulative (2035) No Project" traffic volumes were developed by subtracting the traffic associated with Pads E and F from the 2035 General Plan volumes.

The analysis procedures and results are summarized below.

TRIP GENERATION ANALYSIS

The following sections describe the analysis of the volume of traffic estimated to be generated by the proposed project (i.e., Pads E and F) and Folsom Pointe as a whole. The trip generation estimates documented here are based on information presented in the *Trip Generation Manual* (Institute of Transportation Engineers, Tenth Edition, 2017), which is the most current version of that document

Project Trip Generation

As noted above, the AM and PM peak-hour trip generation estimates for the proposed project were developed using information presented in the ITE *Trip Generation Manual*. Table 1 summarizes the resulting trip generation estimates for the proposed development of Pads E and F. As shown, the proposed project is expected to generate a total of 95 AM peak-hour trips, with 54 inbound and 41 outbound. Within those totals, the AAA Car Care Center proposed for Pad F is expected to generate 15 trips (10 inbound, 5 outbound), while Pad E will generate 80 trips (44 inbound, 36 outbound).

The total PM peak hour trip generation is estimated to be 99 trips, with 58 inbound and 41 outbound. Pad F, the AAA Car Care Center, will generate 21 trips (10 inbound, 11 outbound), and the restaurant proposed for Pad E will generate a total of 78 trips (48 inbound, 30 outbound).

Table 1
Trip Generation Estimate[1]
Folsom Pointe Pads E and F

Land Use		AM Peak Hour			PM Peak Hour		
		In	Out	Total	In	Out	Total
Pad E High-Turnover (Sit-Down) Restaurant (8,000 SF[3])	Trip Rate[2]	5.47	4.47	9.94	6.06	3.71	9.77
	Trips	44	36	80	48	30	78
Pad F AAA Car Care Center (6,800 SF)	Trip Rate	1.48	0.77	2.25	1.49	1.62	3.11
	Trips	10	5	15	10	11	21
	TOTAL	54	41	95	58	41	99

Notes:
1 Reference: Institute of Transportation Engineers, *Trip Generation Manual*, Tenth Edition, 2017.
2 Trips per 1,000 square feet.
3 Square feet.

Folsom Pointe Trip Generation

The Folsom Pointe project was originally approved by the Folsom City Council on November 28, 2006, following Planning Commission approval on October 18, 2006 (Folsom Project Number PN04-238). Because of concerns related to the capacity of the project's primary access point at East Bidwell Street/Placerville Road, a trip generation threshold was established for the project at that time. Specifically, in conjunction with City approval of the project, Condition of Approval 63 was adopted, which limited the project to a maximum of 803 weekday PM peak hour trips. No AM peak-hour threshold was established, as project-related traffic volumes in that time period are consistently lower than the PM peak-hour values.

To ensure that the current development proposal falls within the 803-trip threshold, an updated trip generation estimate was prepared for the Folsom Pointe project, including the existing land uses as well as the land uses proposed for Pads E and F. This estimate was also based on the most current available trip generation data, as presented in the 10th Edition (2017) of the ITE *Trip Generation Manual*.

Table 2 presents the updated trip generation estimate. Note that the values presented there represent gross totals, which exclude consideration of internal trips or "pass-by" trips that are already on the adjacent roads and stop at Folsom Pointe as part of another trip.

Based on the current development plan (including both existing and proposed land uses) and the most current available trip generation rates, the Folsom Pointe project as a whole is expected to generate 725 PM peak hour trips. This value falls well within the adopted 803-trip threshold. Therefore, the project will continue to be consistent with the requirements of Condition of Approval 63 from its original approval.

Table 2
Updated Trip Generation Estimate[1]
Folsom Pointe

Location	Land Use	Size	Weekday PM Peak Hour Trips		
			In	Out	Total
Pad A	In-N-Out Burger	3,200 SF[2]	55	52	105
Pad B	Multi-food Tenant Building	6,000 SF	102	94	196
Pad C	Chevron Service Station/ Convenience Market/Car Wash	10 Fueling Positions	71	69	140
Pad D	High-Turnover/ Sit-Down Restaurant	8,000 SF	48	30	78
Pad E	High-Turnover/ Sit-Down Restaurant	8,000 SF	48	30	78
Pad F	AAA Car Care Center	6,800 SF	10	11	21
Hotel	Hampton Inn	147 Rooms	52	55	107
		TOTAL	386	339	725

Notes:
[1] Reference: Institute of Transportation Engineers, *Trip Generation*, Tenth Edition, 2017.
[2] Square feet.

TRAFFIC IMPACT ANALYSIS

The traffic impact analysis presented here addresses weekday AM and PM peak-hour traffic operations at the following intersections:

- East Bidwell Street/Iron Point Road,
- East Bidwell Street/Placerville Road,
- East Bidwell Street/U.S. Highway 50 Westbound Ramps,
- East Bidwell Street/U.S. Highway 50 Eastbound Ramps, and
- Placerville Road/Alder Creek Parkway (Cumulative Conditions only).

Furthermore, this analysis addresses the following time frames:

- Existing Conditions,
- Existing Plus Project Conditions,
- Cumulative (2035) No Project Conditions, and
- Cumulative (2035) Plus Project Conditions.

The existing traffic volumes and the cumulative conditions traffic volume projections employed in this analysis are based on information employed in the preparation of the EIR for the *Folsom General Plan 2035* update, which was adopted by the Folsom City Council on August 28, 2018. Those traffic projections reflect full buildout of the City of Folsom, including the Folsom Plan Area south of Highway 50, as well as anticipated development throughout the Sacramento region.

The intersection level of service (LOS) analysis methodology is summarized in Attachment A, and the intersection level of service calculation sheets are in Attachment B.

Level of Service Criteria

The *Folsom General Plan 2035* includes Policy M.4.1.3, which describes the acceptable level of service on the City's roadway system, including the study intersections evaluated here. That policy calls for the City to:

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

Consistent with historical practice in the City of Folsom, the General Plan update EIR also includes a criterion addressing impacts at locations that operate at unacceptable levels of service under "no project" conditions. Under that standard a significant impact would occur if the proposed project would:

> *Increase the average delay by five seconds or more at an intersection that currently operates (or is projected to operate) at an unacceptable level of service under "no project" conditions.*

Among the study intersections, it is noteworthy that the *Folsom General Plan 2035* EIR found that the intersection of East Bidwell Street/Iron Point Road operates at LOS E in the PM peak hour under Existing Conditions. Similarly, that intersection was also projected to operate at LOS E in the PM peak hour upon full implementation of the updated General Plan.

Existing Conditions

The analysis of existing conditions employs intersection turning movement volumes documented in the EIR for the *Folsom General Plan 2035* update. Because those volumes were collected in October 2015, a three percent growth factor (i.e., one percent per year average) was applied to those values to represent 2018 conditions.

Table 3 (presented at the end of this report) summarizes the Existing Conditions level of service results, which are generally consistent with the findings presented in the General Plan update EIR. In the AM peak hour, three of the four study intersections operate at LOS B, while the fourth (East Bidwell Street/Iron Point Road) is at LOS C. The PM peak hour results indicate that East Bidwell Street/Iron Point Road currently operates at LOS E; the General Plan update EIR includes a similar finding. The other three existing study intersections operate at LOS B or C in that period, which conforms to the City's LOS policy.

Existing Plus Project Conditions

The traffic generated by the proposed development of Pads E and F was added to the nearby road system to develop an estimate of the Existing Plus Project traffic volumes. The geographic distribution of that traffic was determined based on existing traffic patterns with adjustments to reflect the specific nature of the project's land uses. The project trip distribution is generally as follows:

- North on East Bidwell Street: 25 percent,
- West on Iron Point Road: 15 percent,
- East on Iron Point Road: 15 percent,
- West on U.S. Highway 50: 20 percent,
- East on U.S. Highway 50: 20 percent, and
- South on East Bidwell Street: 5 percent.

Table 3 also presents the level of service results for Existing Plus Project conditions, including a summary of the incremental impacts of the proposed project. As shown, no project-related change in level of service is projected in either peak-hour period.

In the AM peak hour, the incremental increase in average intersection delay due to the project ranges from 0.1 second/vehicle to 1.2 second/vehicle, with the greatest impact at the project access intersection of East Bidwell Street/Placerville Road. All four study intersections will continue to operate at acceptable levels of service.

The incremental delay impact in the PM peak hour ranges from 0.1 second/vehicle to 2.0 seconds/vehicle. Again, the greatest impact is projected at East Bidwell Street/Placerville Road, where vehicles enter and exit the project site. Although the intersection of East Bidwell Street/Iron Point Road will operate at LOS E (as it does under Existing Conditions), the project will only increase the average vehicular delay at that location by 1.2 seconds/vehicle.

Cumulative (2035) Conditions Analysis

The traffic volume estimates for the cumulative conditions analyses were taken directly from the traffic analysis for the *Folsom General Plan 2035* update. According to the General Plan update EIR (p. 17-32):

> *The travel demand forecasts for the cumulative scenario are based on full buildout of the land uses within the City of Folsom as well as full buildout of land uses in the Easton/Glenborough project. . . . For the remainder of the region, SACOG's 2036 development forecasts by traffic analysis zone (TAZ) were assumed.*

As noted earlier, the "2035 General Plan" traffic volumes presented in the General Plan Update EIR include full development of the Folsom Pointe project (i.e., Pads E and F as well as the existing land uses). In this analysis, therefore, those volumes represent the "Cumulative (2035) Plus Project" values, and the "Cumulative (2035) No Project" traffic volumes were developed by subtracting the project-related traffic from the 2035 General Plan volumes.

The cumulative conditions analysis scenarios also include several substantial road improvements that affect the study area, including:

- A new U.S. Highway 50 interchange at Oak Avenue Parkway,
- A new U.S. Highway 50 interchange at Empire Ranch Road,
- Widening of East Bidwell Street to six lanes, where necessary, and
- Widening of Iron Point Road to six lanes, where necessary.

As noted in the General Plan update EIR, construction of the two new freeway interchanges, ". . . would cause a significant shift in traffic volumes from the East Bidwell Street interchange to the new interchanges."

Cumulative (2035) No Project Conditions

The Cumulative (2035) No Project level of service results are summarized in Table 4, which is presented at the end of this report. In large part due to the substantial roadway system improvements described above, the study intersections will continue to operate at acceptable levels of service in the AM peak hour. Specifically, East Bidwell Street/Iron Point Road is projected to be at LOS C, while the other four locations are all expected to be at LOS B. These results are consistent with the corresponding values in the General Plan update EIR.

In the PM peak hour, East Bidwell Street/Iron Point Road is projected to operate at LOS E. This finding is consistent with the General Plan update EIR, as well as with the near-term findings presented above. As in the AM peak hour, the other four study intersections are all expected to operate at LOS B.

Cumulative (2035) Plus Project Conditions

For cumulative conditions, the geographic distribution of project trips is expected to differ from the near-term pattern described above, due to the anticipated level of development south of U.S. Highway 50 and the availability of the new freeway interchanges described above. Based on the projected travel patterns in the study area, the assumed project trip distribution is as follows:

- North on East Bidwell Street: 10 percent,
- West on Iron Point Road: 5 percent,
- East on Iron Point Road: 5 percent,
- West on U.S. Highway 50: 35 percent,
- East on U.S. Highway 50: 25 percent,
- South on East Bidwell Street: 15 percent, and
- South on Placerville Road: 5 percent.

The intersection level of service results for Cumulative (2035) Plus Project conditions are summarized in Table 4. As in the near-term analysis, no change is level of service is anticipated in either peak hour upon addition of the project-generated traffic to the study intersections. In the AM peak hour, the maximum impact of the project will occur at the East Bidwell Street/Placerville Road project access location, where the difference between the "no project" and the "plus project" delay values will be 0.9 second/vehicle. At the other study intersections, the project will result in incremental delay values of 0.3 second/vehicle or less.

In the PM peak hour, East Bidwell Street/Iron Point Road will continue to operate at LOS E, which is again consistent with the General Plan update EIR findings; the project's incremental delay impact at that location is projected to be 0.3 second/vehicle. The maximum project-related impact is again expected at East Bidwell Street/Placerville Road, although that location will continue to operate at LOS B, as will the other study intersections.

Traffic Impact Analysis Summary

Addition of the traffic generated by development of Folsom Pointe Pads E and F as currently proposed will have less than significant impacts on the key intersections in the vicinity of the project. No project-related change in intersection level of service is projected in the AM or PM peak hours, in either the near-term or cumulative analysis scenarios. Further, the project's incremental impacts with respect to intersection delay will generally be small.

Table 3
Level of Service Summary[1]
Existing Conditions

Intersection	Traffic Control	AM Peak Hour					PM Peak Hour				
		Existing Conditions		Existing + Project Conditions			Existing Conditions		Existing + Project Conditions		
		Delay[2]	LOS[3]	Delay	LOS	Project Impact	Delay	LOS	Delay	LOS	Project Impact
East Bidwell St./Iron Point Rd.	Signal	33.7	C	34.2	C	0.5	61.2	E	62.4	E	1.2
East Bidwell St./Placerville Rd.	Signal	12.6	B	13.8	B	1.2	18.0	B	20.0	B	2.0
East Bidwell St./US 50 Westbound Ramps	Signal	19.0	B	19.3	B	0.3	32.4	C	33.4	C	1.0
East Bidwell St./US 50 Eastbound Ramps	Signal	15.6	B	15.7	B	0.1	16.4	B	16.5	B	0.1

Notes:
1 Reference: Transportation Research Board, *Highway Capacity Manual*, 2000.
2 Average control delay (seconds per vehicle).
3 Level of service.

Table 4
Level of Service Summary[1]
Cumulative (2035) Conditions

Intersection	Traffic Control	AM Peak Hour					PM Peak Hour				
		Cumulative (2035) No Project Conditions		Cumulative (2035) + Project Conditions			Cumulative (2035) No Project Conditions		Cumulative (2035) + Project Conditions		
		Delay[2]	LOS[3]	Delay	LOS	Project Impact	Delay	LOS	Delay	LOS	Project Impact
East Bidwell St./Iron Point Rd.	Signal	28.6	C	28.9	C	0.3	61.3	E	61.6	E	0.3
East Bidwell St./Placerville Rd.	Signal	12.5	B	13.4	B	0.9	16.4	B	17.7	B	1.3
East Bidwell St./US 50 Westbound Ramps	Signal	19.3	B	19.4	B	0.1	18.7	B	18.8	B	0.1
East Bidwell St./US 50 Eastbound Ramps	Signal	10.5	B	10.6	B	0.1	14.1	B	14.2	B	0.1
Placerville Rd./Alder Creek Pkwy.	Signal	19.9	B	19.9	B	0.0	17.9	B	18.0	B	0.1

Notes:
1 Reference: Transportation Research Board, *Highway Capacity Manual*, 2000.
2 Average control delay (seconds per vehicle).
3 Level of service.

ATTACHMENT A

LEVEL OF SERVICE ANALYSIS METHODOLOGY

Intersection Analysis Methodology

Intersection and roadway operations are typically described in terms of level of service (LOS), which is reported on a scale from LOS A (representing free-flow conditions) to LOS F (which represents substantial congestion and delay). The level of service designations are based on a quantitative calculation of delay at the intersection. The specific approach to estimating delay is based on procedures documented in the *Highway Capacity Manual* (Transportation Research Board, 2000). Descriptions of operating conditions and delay values for then study intersections are presented below.

Signalized Intersections

To be consistent with the traffic analyses conducted with respect to the recently-adopted *Folsom General Plan 2035* and the previous Folsom Pointe traffic impact analyses, the study intersections were analyzed using the "operational analysis" methodology presented in the year 2000 edition of the *Highway Capacity Manual* (*HCM 2000*). This methodology determines signalized intersection level of service by comparing the "average control delay per vehicle" to the thresholds shown in Table A-1. Control delay represents the delay directly associated with the traffic signal. .

Table A-1
Level of Service Definitions
Signalized Intersections

Level of Service	Description	Average Control Delay (Seconds/Vehicle)
A	Very low delay. Most vehicles do not stop	≤ 10.0
B	Slight delay. Generally good signal progression.	10.1 – 20.0
C	Increased number of stopped vehicles. Fair signal progression.	20.1 - 35.0
D	Noticeable congestion. Large proportion of vehicles stopped.	35.1 – 55.0
E	Operating conditions at or near capacity. Frequent cycle failure.	55.1 - 80.0
F	Oversaturation. Forced or breakdown flow. Extensive queuing.	> 80.0

Reference: *Highway Capacity Manual* (Transportation Research Board, 2000).

Attachment 11

Folsom Pointe Shopping Center
Planned Development Guidelines

Highway 50 at East Bidwell Street
Highway Commercial & Retail Center

Prepared for:
City of Folsom, CA
December 22, 2006
Revised April 10, 2015

Project Participants

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Architecture (2015 Amendment)

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Fax. 916-290-0100

Table of Contents

Project Overview

- **Overview**

  Highway 50 at East Bidwell Street is a 12.4 acre highway commercial/retail center east of East Bidwell Street and west of Old Placerville Road. US Highway 50 borders the site to the south. The Site Plan will be for seven parcels that will be a mixed use highway commercial complex. Development is anticipated to include one full service gas station with a car wash and convenience store, an In-N-Out Burger fast food restaurant with drive-thru, a multi- In April of 2015, modifications to this document were incorporated to respond to Architectural options not previously anticipated. The following pages include those revisions. tenant building consisting of two to three unknown tenants, and end cap coffee shop with drive-thru, a Hampton Inn hotel, an Ethan Allen furniture store, and two undeveloped future restaurant pads. Old Placerville Road will be relocated to bisect the property.

- **Amendment**

  In April of 2015, modifications to this document were incorporated to respond to Architectural options not previously anticipated. The following pages include those revisions.

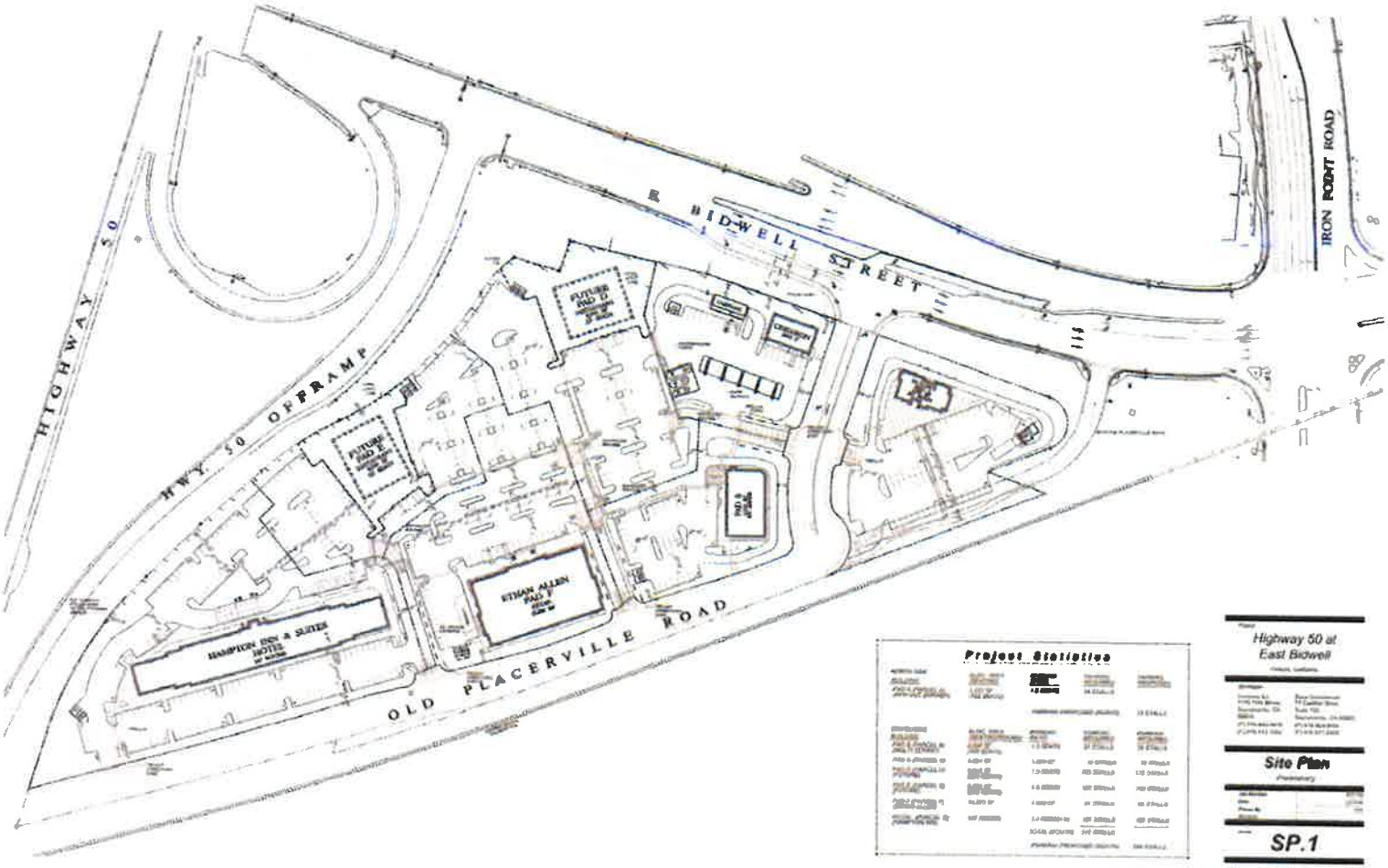
Approval Procedures and Permitted Uses

- **Approval Procedures**

These guidelines shall incorporate the Preliminary Site Plan for Highway 50 at E. Bidwell Street, as approved by the Folsom City Council. The Overall Preliminary Site Plan is included herein on pages 6 and 7. These PD Design Guidelines shall govern the review of Highway 50 at East Bidwell development. A PD modification must be required and approved by both the Architectural Review Commission and Planning if found not to be consistent with this Planned Development.

- **Permitted Uses**

The General Plan Designation of the site is Regional Commercial (RCC) and Industrial/Office Park (IND). The zoning is C-3 PD (General Commercial, Planned Development District), M-L (Limited Manufacturing District) and Agricultural Reserve District (A-1-A). The A-1-A and M-L zoning will require a rezone for this project. Please refer to the Folsom Municipal Code for list of permitted and conditionally permitted uses.



Highway 50 at East Bidwell Street ■ **Folsom, California**

Development Parameters

Development Parameters

A. **Building set-back requirements:** for each parcel shall be shown on the Preliminary Site Plan (page 3), comply with the Uniform Building Code regulations.

B. **Old Placerville Road and East Bidwell Street Setbacks:** A 20 foot wide landscape corridor shall be provided along East Bidwell Street, which will accommodate an off-street sidewalk. The east boundary of the site is Old Placerville Road, which shall have a 15-foot landscape corridor with pedestrian facilities. The south boundary of the site is the westbound off-ramp to Highway 50, which shall have a 5-foot wide landscape corridor but with no pedestrian facilities.

C. **Parking Requirements:** for retail commercial uses generally require one space per two hundred square feet of gross floor area, with minimum of five (5) spaces. This parking to floor area ratio includes 10% of in-line shops being used as restaurant as allowed in the City Parking ordinances. If pad buildings are used as restaurant type operations they will require one (1) space per every three (3) seats based on the capacity of fixed and movable seating. Hotels require one (1) stall per guest room plus 10 added stalls per Hotel.

D. **Building Height:**

1. Hampton Inn: 55'-10" maximum
2. Ethan Allen: 36.5' maximum
3. In-n-Out Burger: 28' maximum
4. Chevron: 28' maximum w/ Carwash: 16' max.
5. Pad B: 30' maximum
6. Pad D/E (Future): 44' maximum

E. **Loading Areas:** All loading areas shall be provided on-site and shall comply with the Folsom Municipal Code off street loading requirements. Loading areas shall be screened from view by landscaping, walls or other means to minimize their visibility from public streets.

F. **Development Flexibility/User Mix/Traffic Constraints:** Individual users have not been identified for all portions of the Project. Accordingly, some flexibility is necessary to accommodate the unique requirements of individual users, provided that the Project at all times complies with City's parking requirements and that the Project's aggregate traffic generation does not exceed that analyzed by MRO Engineers in the study dated February 9, 2005 (the "MRO Study").

Provided that the aggregate traffic generated by the Project does not exceed 572 a.m. peak hour trips and 803 p.m. peak hour trips (the Traffic Threshold) and that the Project otherwise complies with the Design Guidelines, the following policies shall apply:

1. In the event that a proposed Tenant or user does not utilize the full size of the allocated building pad as represented on the Approved Site Plan, then the unutilized square footage may be utilized elsewhere within the Project.
2. In the event that a restaurant Tenant or User desires to utilize more seats than contemplated in the Approved Site Plan, then the additional seats shall be relocated from another pad. The source pad for the relocated seating shall be then bound by the reduced seat allocation, unless it can be demonstrated, to the satisfaction of the Interim Assistant Community Development Director or Neighborhood Services Director, that increasing the seating on the source pad can be accomplished without exceeding the Traffic Thresholds.
3. In the event that Project tenants are different than shown on the Approved Site Plan, then the MRO Study (specifically including the traffic/use conversion matrix contained in the June 19, 2003 MRO Consulting Engineers Traffic Impact Analysis) will govern. The Developer shall provide to the Interim Assistant Community Development Director or Neighborhood Services Director a traffic analysis of the proposed uses sufficient to demonstrate that aggregate Project traffic generation does not exceed the Traffic Threshold.
4. Individual pad buildings shall be allowed to expand in the event that the users thereof are non-restaurant users, subject to Developer providing evidence to the Interim Assistant Community Development Director or Neighborhood Services Director that (1) the Traffic Thresholds shall not be exceeded as a result of such increased square footage and (2) that City's parking requirements have been met.

Architectural Guidelines

Architectural Guidelines

Highway 50 at East Bidwell will be developed in phases. Highway 50 at East Bidwell includes the development of a hotel (The Hampton Inn), a furniture store (Ethan Allen), a fast food restaurant with drive-thru (In-N-Out Burger), a full service gas station with a convenience store and car wash (Chevron), and a multi-tenant pad (Pad B). The preliminary elevations are provided each of these on pages 16 through 23. The development of buildings on Parcels D and E shall conform to the criteria found in the following section. Building elevations and materials for buildings on Parcels D and E shall be reviewed for the consistency with these Planned Development Guidelines and approved by the Folsom Architectural Review Commission prior to building permit.

A. Design Intent:

1. Building forms should have architectural elements such as gabled, hipped roofs incorporated into design. Building elevations should be responsive to views from four sides.
2. *Variations to the Architectural Guideline Design Intent shall be allowed for unique or progressive design that is not incompatible with these guidelines. (April 10, 2015 amendment)*
3. The requirements listed below will result in both the primary and secondary elevation of buildings to be consistent in material, color and design expression.

B. Acceptable Criteria for Building Materials and Colors

1. Building Materials

a. Exterior walls shall be ***E.I.F.S textured wall system.***
b. Primary roof and overhang tile material shall be ***concrete roof tile.***
c. Accent material shall be ***stone veneer.***
d. Window frames and ornamental rails shall be ***aluminum storefront system or equivalent.***
e. *Additional materials are acceptable if they are proposed as part of a unique or progressive design. (April 10, 2015 amendment)*

2. Colors

2.1. **Hampton Inn:**

a. Exterior wall system color shall be ***paint by Kelly Moore Colors in: Gold Promise (KM4006-3), Star of the Garden (KM4004-2), Old Brick (KM4088-5)***
b. Tile roof color shall be ***manufactured by Eagle Roofing Tile, color "Los Padres Blend #4680"***
c. Stone Veneer cobble stone shall be ***Manufactured by El Dorado Stone, color "Newport Cobblestone"***
d. Window frames, and door frames color shall be ***aluminum, dark bronze***

2.2. **Ethan Allen:**

a. Exterior wall system color shall be sand float texture finish, ***paint by Kelly Moore Colors in:***

Gold Promise (KM4006-3), Star of the Garden (KM4004-2), Old Brick (KM4088-5), Terrific Tan (KM4071-3)

b. Tile roof color shall be ***manufactured by Eagle Roofing Tile, color "Los Padres Blend #3680"***

c. Stone Veneer cobble stone shall be ***Manufactured by El Dorado Stone, color "Newport Cobblestone"***

d. Window frames, and door frames color shall be ***aluminum, dark bronze***

2.3. **IN-N-OUT BURGER:**

a. Exterior wall system color shall be sand float texture finish, ***paint by Kelly Moore Colors in:***

Gold Promise (KM4006-3), Star of the Garden (KM4004-2), Old Brick (KM4088-5), Terrific Tan (KM4071-3)

b. Tile roof color shall be ***manufactured by Eagle Roofing Tile, color "Los Padres Blend #4680"***

c. Stone Veneer cobble stone shall be ***Manufactured by El Dorado Stone, color "Newport Cobblestone"***

d. Window frames, and door frames color shall be ***aluminum, dark bronze***

f. Vinyl awning shall be ***Manufactured by Cooley-Brite, color "Dark Red #2283"***

2.4. **Chevron:**

Convenience Mart & Carwash

a. Exterior wall system color shall be ***paint by PPG Industries in:***

Café Au Lait (NCS-101), Nutmeg (NCS-102), Cranberry (NCS-103)

b. Tile roof color shall be ***manufactured by Eagle Roofing Tile, color "Los Padres Blend #4680"***

c. Stone Veneer cobble stone shall be ***Manufactured by El Dorado Stone, color "Newport Cobblestone"***

d. Window frames, and door frames color shall be ***aluminum, dark bronze***

Fueling Canopy

a. Exterior wall system color shall be ***paint by PPG Industries in:***
Off White (WH-740), Nutmeg (NCS-102), Light Gray (GY-450), Blue (BL-370)

b. Stone Veneer cobble stone shall be ***Manufactured by El Dorado Stone, color "Newport Cobblestone"***

c. Window frames, and door frames color shall be ***aluminum, dark bronze***

2.5. Pads D and E:

a. Exterior wall system color shall be ***earth tone colors ranging from cream to tan and adobe colors, compatible with the EIFs colors of the hotels, In-N-Out, and gas station.***

b. Tile roof color shall be ***manufactured by Eagle Roofing Tile, color "Los Padres Blend #4680"***

c. Stone Veneer cobble stone shall be ***Manufactured by El Dorado Stone, color "Newport Cobblestone"***

d. Window frames, and door frames color shall be ***aluminum, dark bronze***

Architectural Guidelines

C. Roof Equipment

All mechanical equipment located on the roof shall be screened from public view with an architecturally integrated structures, with materials and colors to match building.

Simple horizontal parapets on flat roofs that are high enough to hide rooftop equipment are required. Roof equipment which projects above parapets or roof shall be screened with materials and colors which are consistent with Highway 50 at East Bidwell design. Variation of parapet wall height and building elevations are required to avoid flat unbroken wall planes to create visual interest and focal elements at entries as well as corners.

D. Free Standing Trash Equipment Enclosures

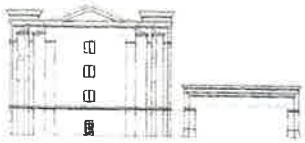
Materials shall be "split face concrete blocks" painted to match building color in order to minimize visual impacts from within the site, as well as from the street. Vegetation such as shrubs, vines or trees should be used to soften edges and minimize visual impact from street and within the site.

E. Building Interconnections

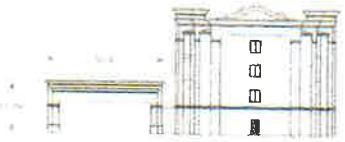
1. The appropriate use of awnings is encouraged as a way to add shading, color, and texture. Awning color may match accent color as listed previously, and must be approved by the Folsom Architectural Review Committee. No backlit awnings are allowed.
2. Areas such as building entries or outdoor plazas between buildings should include outdoor pedestrian plazas with hardscape features.
3. Lighting should be configured on and around the building to accent buildings forms and elements. Fixture brightness and intrusion of these light sources shall be limited to the project elements being illuminated.

REAR ELEVATION

FRONT ELEVATION



NORTH ELEVATION



SOUTH ELEVATION

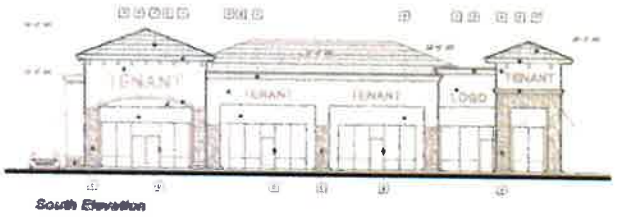
Poelman Construction Inc.

HAMPTON
FOLSOM

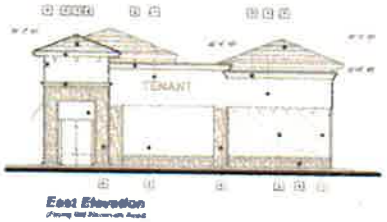
D

Poelman Construction

HAMPTON
FOLSOM

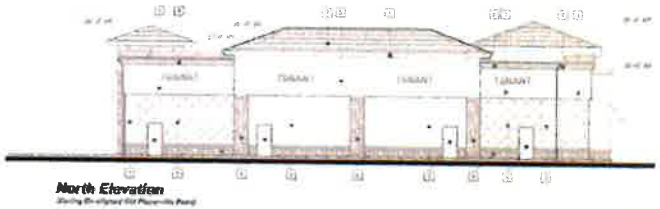


South Elevation



East Elevation

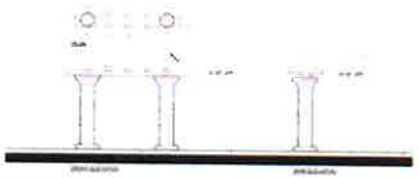
	Material	Manufacturer	Style/Color
1			
2			
3			
4			
5			
6			
7			
8			
9			



North Elevation

West Elevation

PAD B



Site Trellis Design

Proposed Site Furniture

Backless Bench

Bench

Trash Receptacle

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

Site Ammenities

Highway 50 at East Bidwell Street ■ Folsom, California

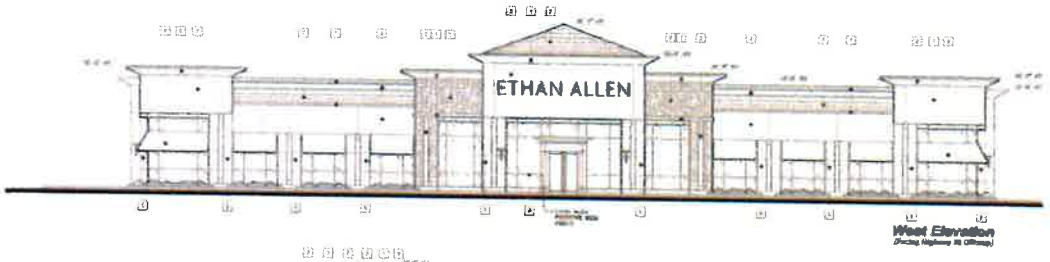
Scale: As Noted

Highway 50 at East Bidwell

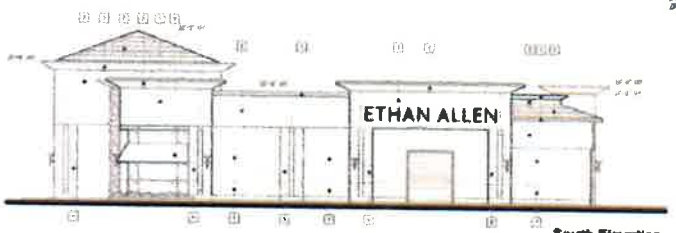
Elevations

ELV.1

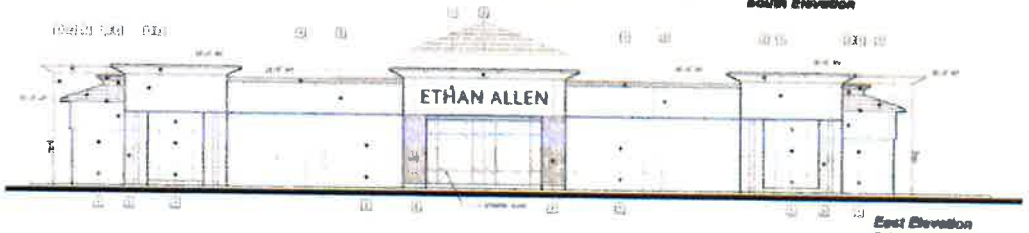
Rauschenbach Martich Brehler



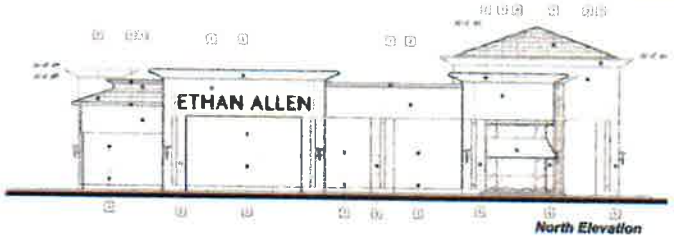
West Elevation



South Elevation



East Elevation



North Elevation

	Material	Manufacturer	Style/Color
1			
2			
3			
4			
5			
6			
7			
8			
9			

EXTERIOR LIGHTING DETAIL

ETHAN ALLEN

Highway 50 at East Bidwell Street ■ Folsom, California

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

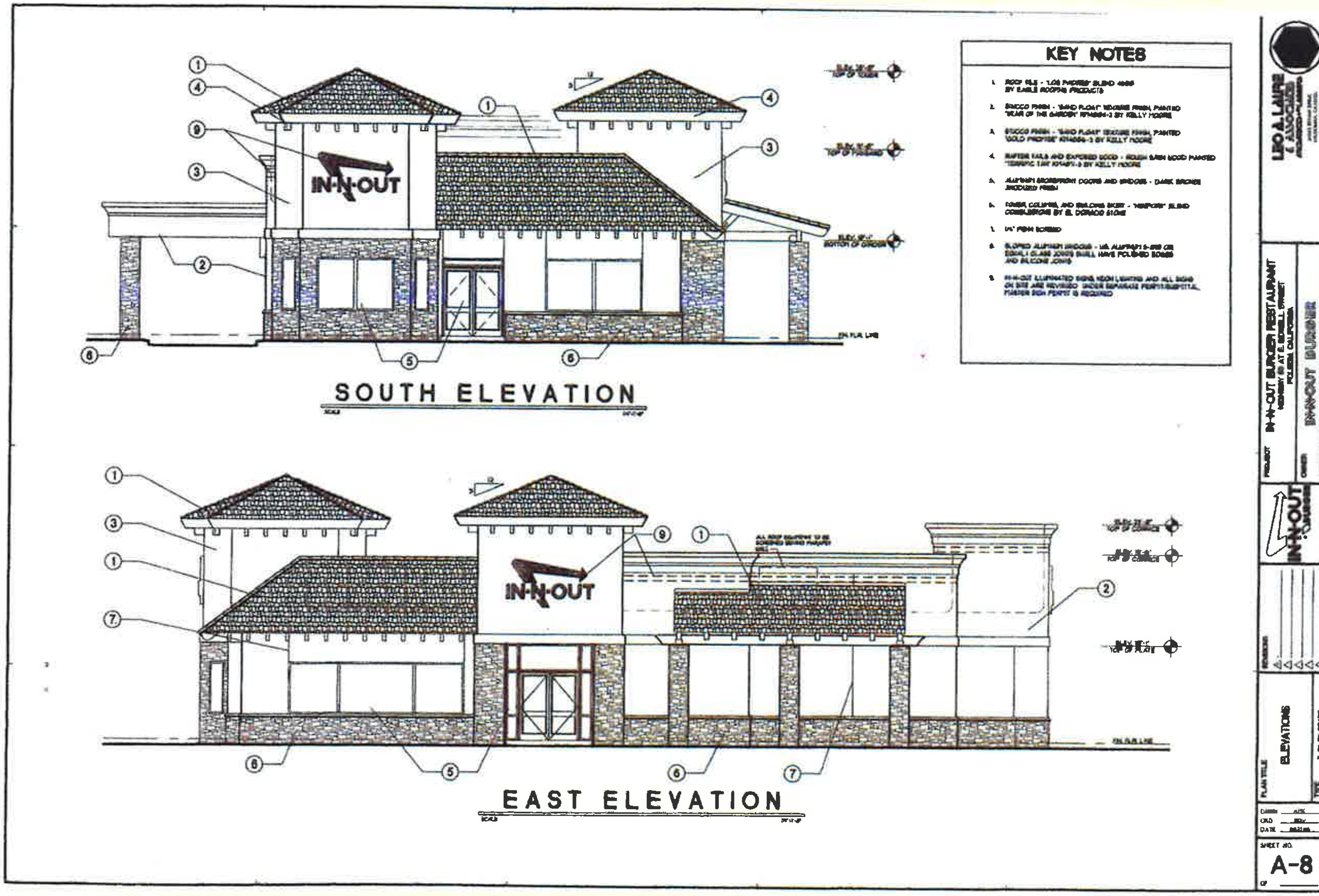
Highway 50 at East Bidwell

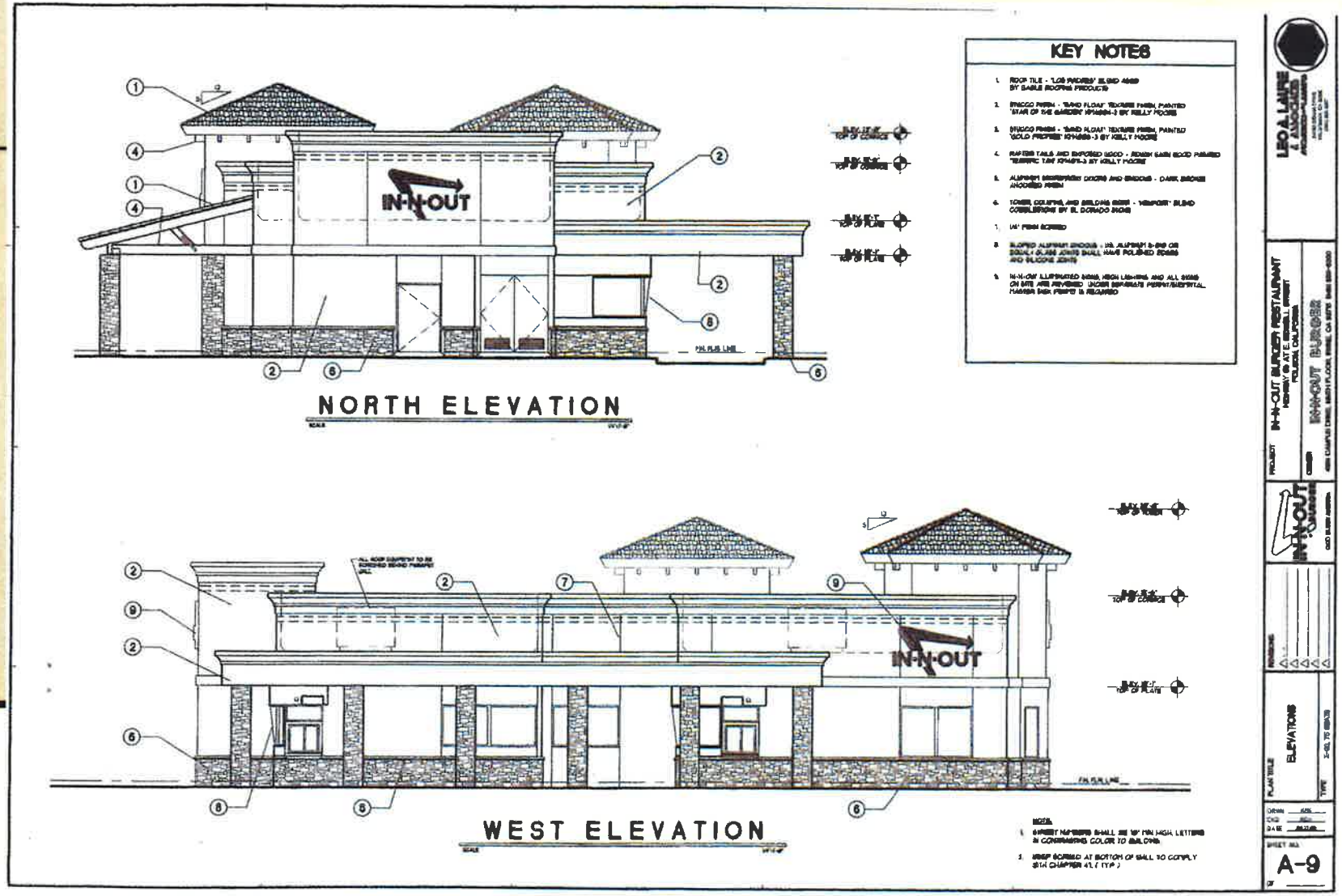
Elevations

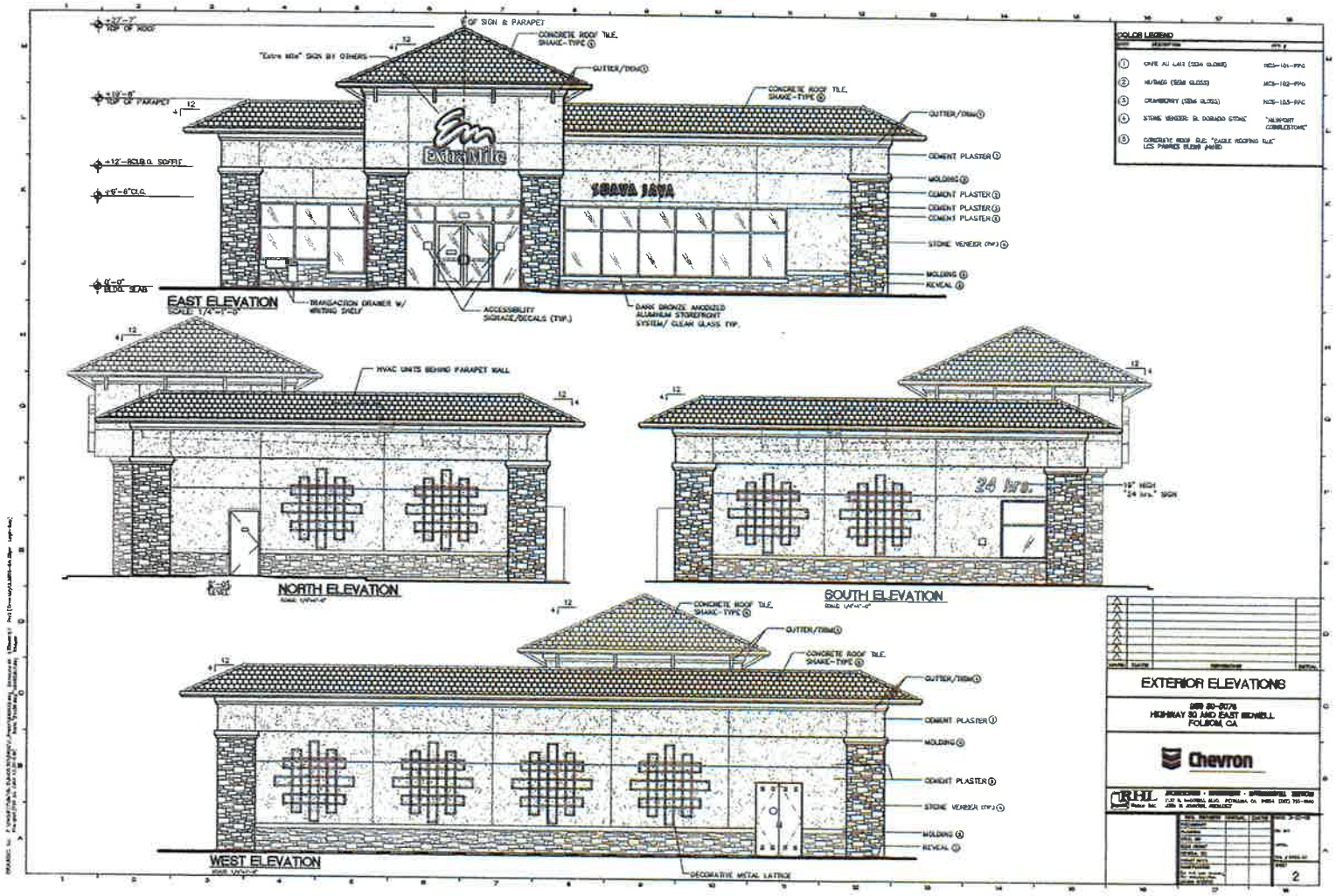
Preliminary

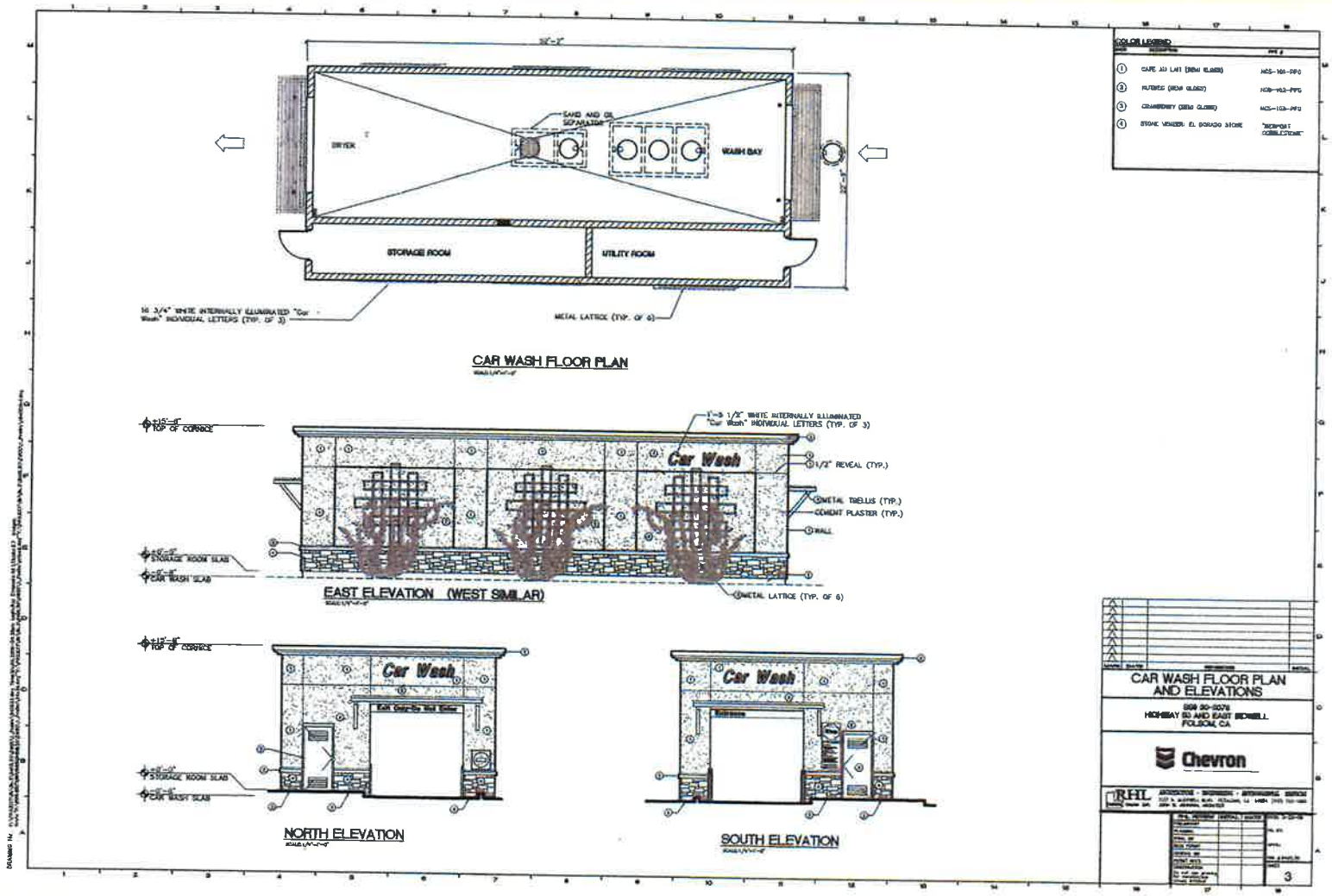
ELV.1

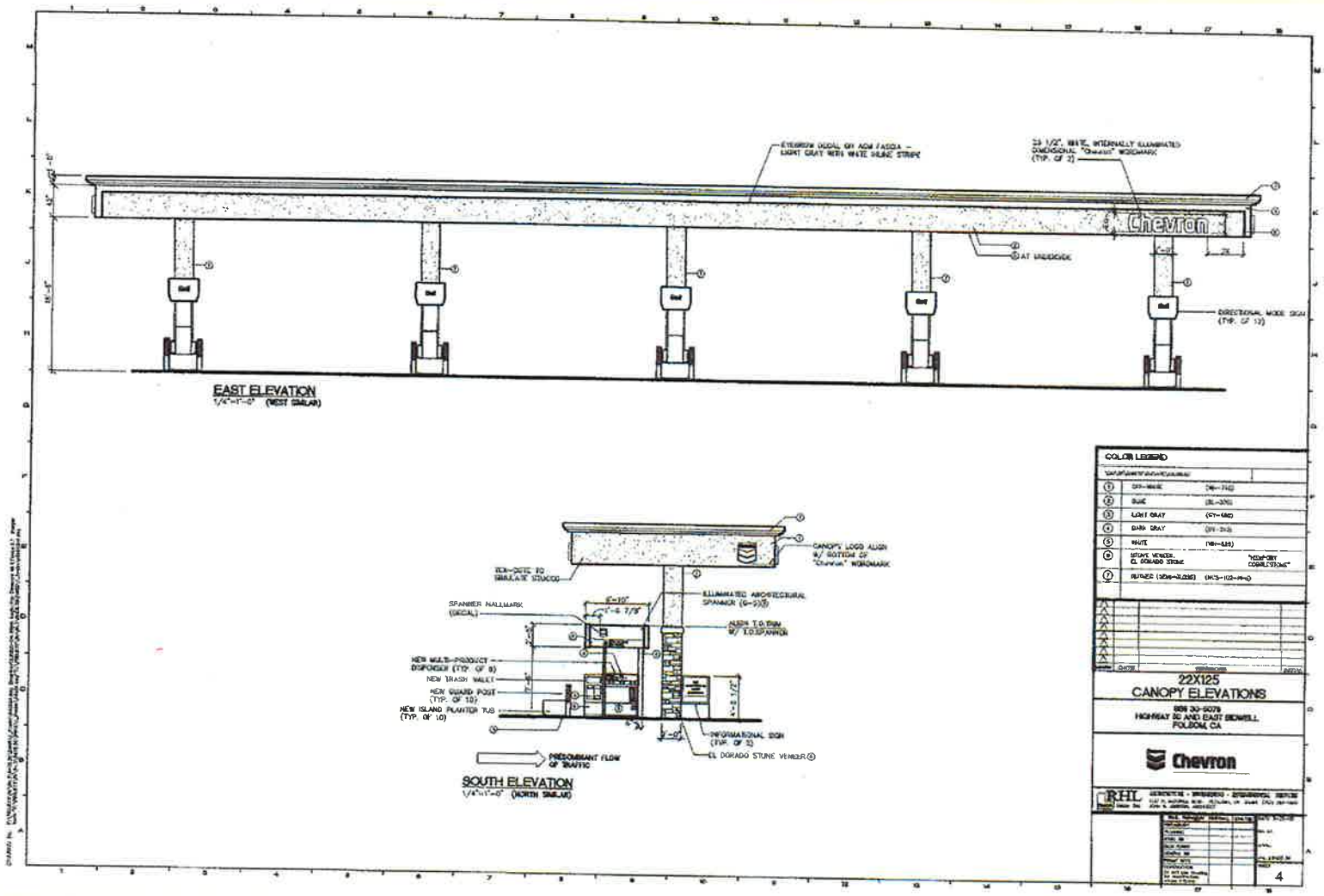
Kaufmann Mantelli Baker


KEY NOTES
SOUTH ELEVATION
EAST ELEVATION
IN-N-OUT
IN-N-OUT BURGER RESTAURANT
ELEVATIONS
A-8


KEY NOTES
NORTH ELEVATION
WEST ELEVATION
IN-N-OUT
IN-N-OUT BURGER RESTAURANT
IN-N-OUT BURGER
ELEVATIONS
A-9


EAST ELEVATION
NORTH ELEVATION
SOUTH ELEVATION
WEST ELEVATION
EXTERIOR ELEVATIONS
HIGHWAY 50 AND EAST BIDWELL
FOLSOM, CA
Chevron
24 hrs.


DRYER
SAND AND OIL SEPARATOR
WASH BAY
STORAGE ROOM
UTILITY ROOM
METAL LATTICE (TYP. OF 6)
CAR WASH FLOOR PLAN
TOP OF CORNICE
Car Wash
1/2" REVEAL (TYP.)
METAL TRELLIS (TYP.)
CEMENT PLASTER (TYP.)
WALL
STORAGE ROOM SLAB
CAR WASH SLAB
EAST ELEVATION (WEST SIMILAR)
NORTH ELEVATION
SOUTH ELEVATION
COLOR LEGEND
CAPE COD GRAY
FUTURES
CRANBERRY
STONE VENEER: EL DORADO STONE
CAR WASH FLOOR PLAN AND ELEVATIONS
HIGHWAY 50 AND EAST BIDWELL
FOLSOM, CA
Chevron
RHL


EAST ELEVATION
1/4"=1'-0" (WEST SIMILAR)
Chevron
SOUTH ELEVATION
1/4"=1'-0" (NORTH SIMILAR)
COLOR LEGEND
22X125
CANOPY ELEVATIONS
HIGHWAY 50 AND EAST BIDWELL
FOLSOM, CA
Chevron
RHL
4

Pedestrian Regulations

Pedestrian Regulations

A. All pedestrian circulation shall conform to the approved Highway 50 at East Bidwell Preliminary Site Plans. Provisions for handicap access shall be designed consistent with the Federal and State handicap requirements. Accessible routes must be provided from public sidewalks to building entrances.

B. Primary and secondary walkways will be signed indicating a relationship to street access, bus stops, parking areas, adjacent structures and abutting properties through the boundary landscaping. Both walkways shall be landscaped to provide shade in the summer.

C. Accent decorative paving shall be utilized to provide additional color and texture throughout the parking area and certain street intersections, as generally shown on the site plan, page 6.

D. Bike racks will be provided near major building entrances throughout the project site, consistent with City of Folsom Municipal Code.

Sign Criteria

1. General Criteria

- 1.1 Purpose
- 1.2 Design Intent
- 1.3 Approval and Permit
- 1.4 General Requirement
- 1.5 Specific Design Criteria
- 1.6 Administration
- 1.7 Prohibited Sign
- 1.8 Temporary Sign

2. Freestanding Signs

- 2.1 Freestanding Signage Plan
- 2.2 Freeway Oriented Pylon
- 2.3 Entry Monument
- 2.4 Directory Signs

3. Wall Signage

- 3.1 Tenants Wall Signage Guideline
- 3.2 Anchor Tenant
- 3.3 Major Tenant

4. Site Map

- 4.1 Sign placement.

Sign Criteria

1. General Criteria

1.1 Purpose:

The Folsom Point signage program has been established for the purpose of assuring a functional, coordinated graphics program that will provide project and Tenant identification and traffic control, while encouraging creativity, compatibility, and enhancement of the project in the City of Folsom.

1.2 Design Intent:

The guidelines of this program are designed to complement architectural elements of the existing buildings and coordinate the type, placement, and physical dimensions of signs within the shopping center thereby appearing as an integral part of the center and not appearing as an after thought.

In cases not covered by Folsom Point Signage Program, the prevailing criteria will follow the City of Folsom Sign Ordinance.

1.3 Approvals and Permit:

A. Each Tenant or Lessee will be provided with a copy of the Tenant sign guidelines and criteria as their first step in obtaining signs within the Folsom Point. Compliance with this signage program will be strictly enforced. Any non-conforming or unapproved sign installed by Tenant must be brought into compliance at Tenant's expense.

B. Tenants are solely responsible for obtaining any and all required approvals from the City of Folsom Planning and Building Department.

1.4 General Requirements:

A. Each Tenant is required to submit to Landlord for approval before fabrication, at least four (4) copies of detailed design drawings indicating the location, size, copy layout, colors, materials, finishes, illumination, and method of attachment.

B. All permits for signs and their installation shall be obtained by Tenant or Tenant's representative, at Tenant's sole expense prior to installation.

C. All signs shall be constructed, installed and maintained at Tenant's sole expense.

Sign Criteria

E. Tenant shall be responsible for fulfillment of all governmental requirements and specifications, including those of the City of Folsom and Uniform Electric Code.

F. All signs shall be reviewed for compliance with the above mentioned criteria, as well as processed through a secondary review concerning overall design quality. Approval or disapproval of sign submittals based on aesthetics of design shall remain the right of Landlord, Landlord's representative and the City of Folsom.

1.5 Specific Design Criteria:

A. All signs should meet or exceed all current applicable codes (i.e. electrical, mechanical, structural, etc).

B. Signage should meet all requirements of the State of California and the City of Folsom.

C. Sign content shall be limited to business identification signs only; products or service shall not be displayed on any permanent signage, unless it forms part of a recognized corporate logo or slogan.

D. Tenant wall signs shall be individual pan-channel letters constructed of aluminum backs and returns with acrylic faces and internal neon lighting.

E. On all freestanding signs, including monument signs, only the sign's copy shall be illuminated, and not the sign's background.

F. The choice of copy font and colors shall be at discretion of the Tenant and shall be approved by owner/designer.

G. All exterior signs shall be secured by stainless steel, nickel, or cadmium plated fasteners.

H. All exposed fasteners to be painted to match the background surface.

I. All wireways, transformers, electrical boxes, switches, wiring, conduit, and access doors shall be concealed.

J. All Tenant signs attached to building wall or fascia shall be connected to a junction box provided by Landlord, with the final electrical hook up and connections by Tenant's sign contractor. All Tenants shall have their signs connected to their own electrical panel.

K. All penetrations of the building structure by Tenant's sign contractor required for sign installation shall be neatly sealed and watertight.

L. All identification labels shall be concealed, except where required by code. An Underwriter's Label is required on all electrical signage.

M. Sign contractor shall repair any damage caused by their work. Damage to structure that is not repaired by the sign contractor shall become the Tenant's responsibility to correct.

Sign Criteria

N. Tenant shall be fully responsible for the operation of their sign contractor, and shall indemnify, defend and hold the Landlord, Landlord's representative, and all parties harmless from damages or liabilities on account thereof.

O. Sign surfaces that are intended to be flat shall be without oil canning, or other visual deformities.

P. All exposed welded seams and joints shall be finished smooth.

Q. The general location of wall signs shall be centered vertically and horizontally on fascias, unless otherwise specified. Signs shall not cover or interrupt major architectural features.

1.6 Administration:

A. The amount of hours per day during which the signs will be illuminated shall be determined and controlled at the Landlord's sole discretion.

B. Landlord reserves the right to hire an independent electrical engineer (at Tenant's sole expense) to inspect the installation of all signs, and reserves the right to require that any discrepancies and/or code violations be corrected at Tenant's expense.

C. The sign contractor shall carry workman's compensation and public liability insurance against all damage suffered or performed against any and all persons or property while engaged in the construction or erection of signs in the amount of $1,000,000 per occurrence.

D. At the expiration, or early termination of Tenant's lease term, Tenant shall be required to remove their signs, cap off the electrical connection, patch the fascia and paint the entire fascia area to match the surrounding areas at Tenant's expense within seven (7) days.

E. Sign contractors shall be advised (by Tenant) that no substitutes will be accepted whatsoever unless so indicated in specification and approved by Landlord and Tenant. Any deviation from these specifications may result in the rejection of the sign by Tenant and/or Landlord.

F. In the event any conflict in the interpretation of these guidelines cannot be resolved, the Landlord's decision shall be final and binding upon the Tenant.

Sign Criteria

1. 7 Prohibited Signs:

A. No sign shall be installed, relocated or maintained so as to prevent entry or exit out of any door. No sign shall create a safety hazard by obstructing view of pedestrian and vehicular traffic.

B. No sign shall be located within a required easement, unless an encroachment permit has been authorized by the affected utilities.

C. No sign shall obstruct access to fire hydrants, fire department connections, or fire department access roads.

D. Signs on/ or affixed to trucks, automobiles, trailers or other vehicles which advertise, identify, or provide direction to a use or activity not related to its lawful making of deliveries or sales of merchandise or rendering of services from such vehicles are prohibited when such vehicles are located on the Shopping Center.

E. Signs, which audibly advertise, identify or provide direction to a use or activity, are prohibited.

F. It is unlawful for any Tenant to exhibit, post, display or cause to be exhibited, posted or displayed upon any sign, anything of an obscene, indecent, or of immoral nature or unlawful activity.

G. Painted wall signs are prohibited.

H. Cabinet wall signs are prohibited, except for recognized corporate logos.

I. Permanent advertising devices such as attraction boards, posters, banners and flags, except where approved by Landlord, Landlord's representative and the City of Folsom.

J. Window signs except where approved by Landlord, Landlord's representative and the City of Folsom.

1. 8 Temporary Signs:

A. Temporary wall signs, leasing signs, window signs, pennants, banners or flags, inflatable displays or sandwich boards will be allowed if consistent with provisions in the City of Folsom Sign Ordinance.

Sign Criteria

2. Freestanding Signage

2.2 Freeway Oriented Pylon Sign (Sign Type A)

Configuration:

Double sided freestanding structure to match architecture of the center. Six aluminum panels with individual channel letters, (logo permitted). El Dorado Newport Cobblestone base.

Content:

Center identification, anchors and major tenants.

Location:

Adjacent to I-50

Quantity:

Total of 1 freeway oriented pylon sign

Size:

Center identification:48" height letters

Overall size: 64'-0" H x 28.6" W

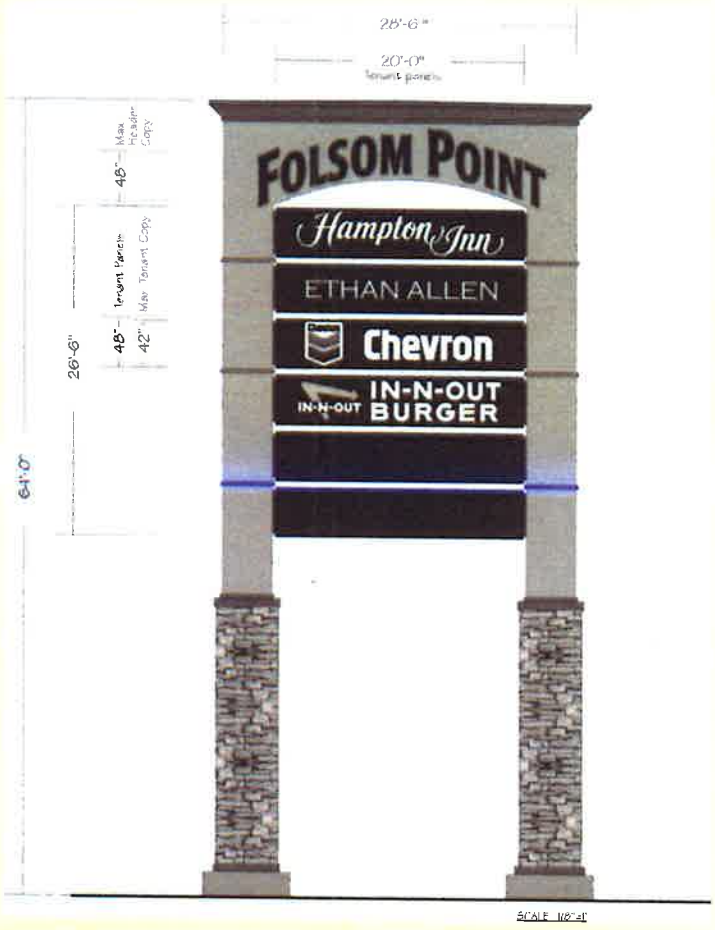
Sign area: 300 square feet. Calculation is base on using one side of the pylon sign. (excluding center identification)

Individual Tenant Signage:

Anchor & Majors: 42" maximum letter height.

Illumination:

Internally illuminated



Sign Criteria

2.3 Center I.D. Monument (Sign Type B)

Configuration:
Double sided freestanding structure to match architecture of the center. Aluminum tenant panels with routed out, push thru copy.

Content:
Center identification. All tenants.

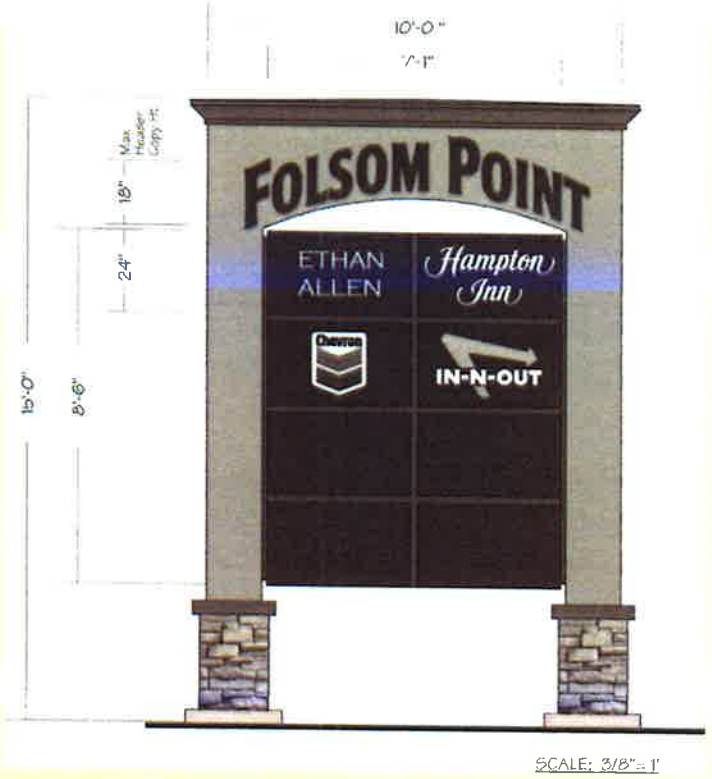
Location:
East line of East Bidwell Blvd, South of main entrance.

Quantity: 1

Size:

Center identification:	18" high letters
Tenant panels.	24" high panels
Overall size:	15' H x 10' W

Illumination:
Internally illuminated



SCALE: 3/8"= 1'

Sign Criteria

2.5 Directory Signs (Sign Type C)

Configuration:
Double sided freestanding structure to match architecture of the center.

Content:
Maximum 3 tenants

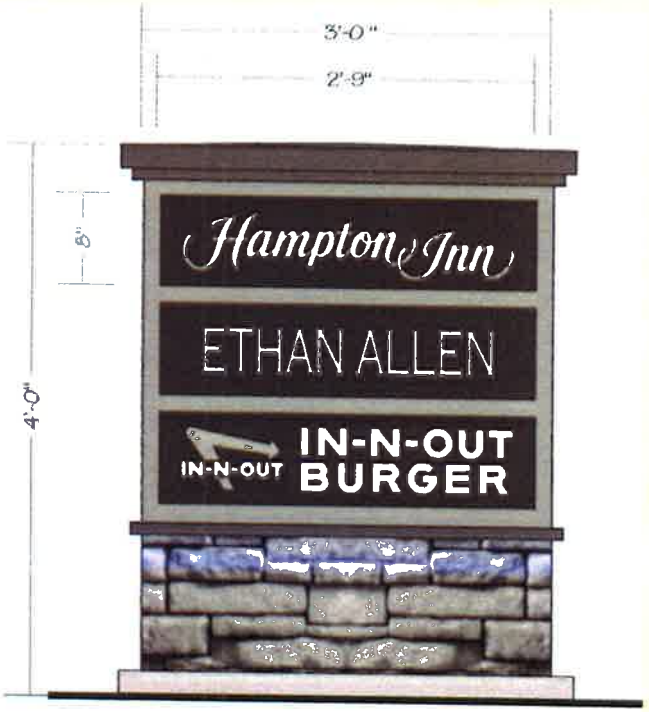
Location:
Key locations, Off Old Placerville Road..

Quantity: 5

Size:
Center identification: 8" high tenant panels
Overall size: 4' H x 3' W

Individual Tenant Signage:
Determined by amount of tenant panels. Not to exceed three tenants.

Illumination:
Internally illuminated



SCALE: 1"= 1'

Sign Criteria

3. Wall Signage

3.1 Tenants Wall Signage General Guideline

A. Design

The intent of these guidelines are to insure that all wall signs shall be designed in a manner that is not only imaginative, but also of high graphic quality. All wall signs shall be compatible with and complement the overall appearance of the building it is attached too. All signs shall fit comfortably into their store front architecture, leaving sufficient margins and negative space on all sides. All signs shall be visually balanced and in proportion to other signs with in the center.

B. Wall Mounted Signs

1. Individual internally illuminated pan-channel letters with aluminum returns, translucent acrylic faces, trim-caps and internal neon or L.E.D illumination.
2. Individual open face channel letters with aluminum returns and exposed neon lighting.
3. Individual reverse channel letters with aluminum faces and returns and halo lighting.
4. Plain cabinet (box type) signs are not allowed, except for logos.

C. Calculation of Sign Area:

1. Area of individual letters shall be calculated by multiplying the height times the width of a single element. Multiple areas or multiple line copy shall be added together for a total aggregate copy area.
2. Anchor and Major Tenants are allowed to decorate the sign background to match their standard sign program. However the decorative sign background shall not be illuminated and it will be counted toward overall allowable signage.

D. Tenant Copy and Color:

1. All Tenant signage shall consist solely of the Tenant's trade name, logo and recognizable trademark insignia.
2. Sign copy shall not include products or services except, as it may legally be part of the tenant's trade name, logo and recognizable trademark insignia.
3. Sign colors and the entire display including awning(s) shall be approved by (Owner).
4. Colors may conform to the tenants color scheme. No fluorescent or "day glow" colors permitted.
5. Folsom Point (Owner) reserves the right to disallow colors to be used that are inconsistent with the building colors and overall theme colors of the shopping center.

Sign Criteria

3.2 Anchor Tenant (Gross floor area greater than 100,000 square feet)

Configuration:
Illuminated dimensional letters and/ or logo, mounted to fascia.

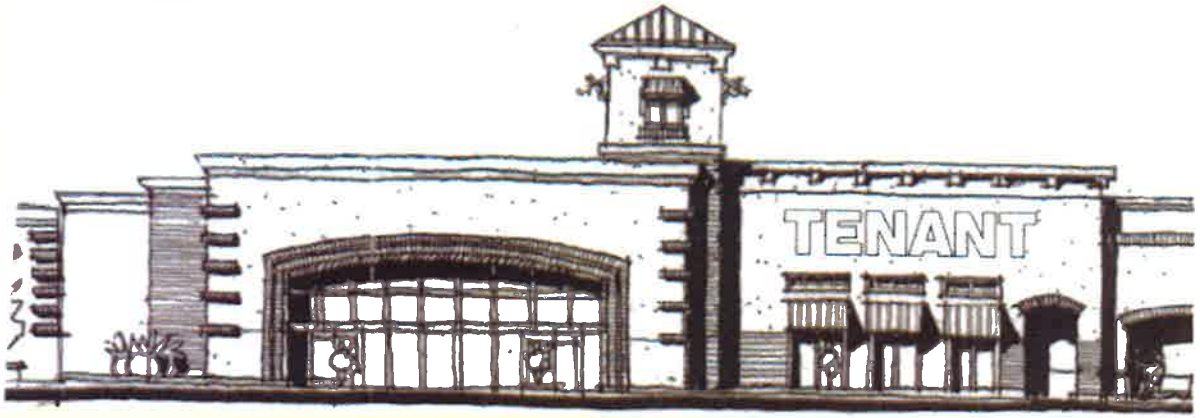
Content:
Tenant identification.

Location:
Anchor tenants building facades.

Signage Area:
Up to a maximum of 1.5 square feet of signage per lineal frontage of the facade upon which the sign is located and not to exceed maximum sign area as noted.

Front & Side Elevations:
4'-0" max. high letters/logo
150 sq. ft. max sign area. Can be divided into multiple signs for front and side elevations.

Back Elevation/Highway 50 visible:
4'-0" max. high letters/logo
150 sq. ft. max. sign area
Can be divided into multiple signs for rear elevation only.



Sign Criteria

3.3. Major Tenants (Gross floor area, less than 100,000 square feet)

Configuration:
Illuminated dimensional letters and/ or logo, mounted to fascia.

Content:
Tenant identification.

Location:
Major tenants building facades.

Signage Area:
Up to a maximum of 1.5 square feet of signage per lineal frontage of the facade upon which the sign is located and not to exceed maximum sign area as noted.

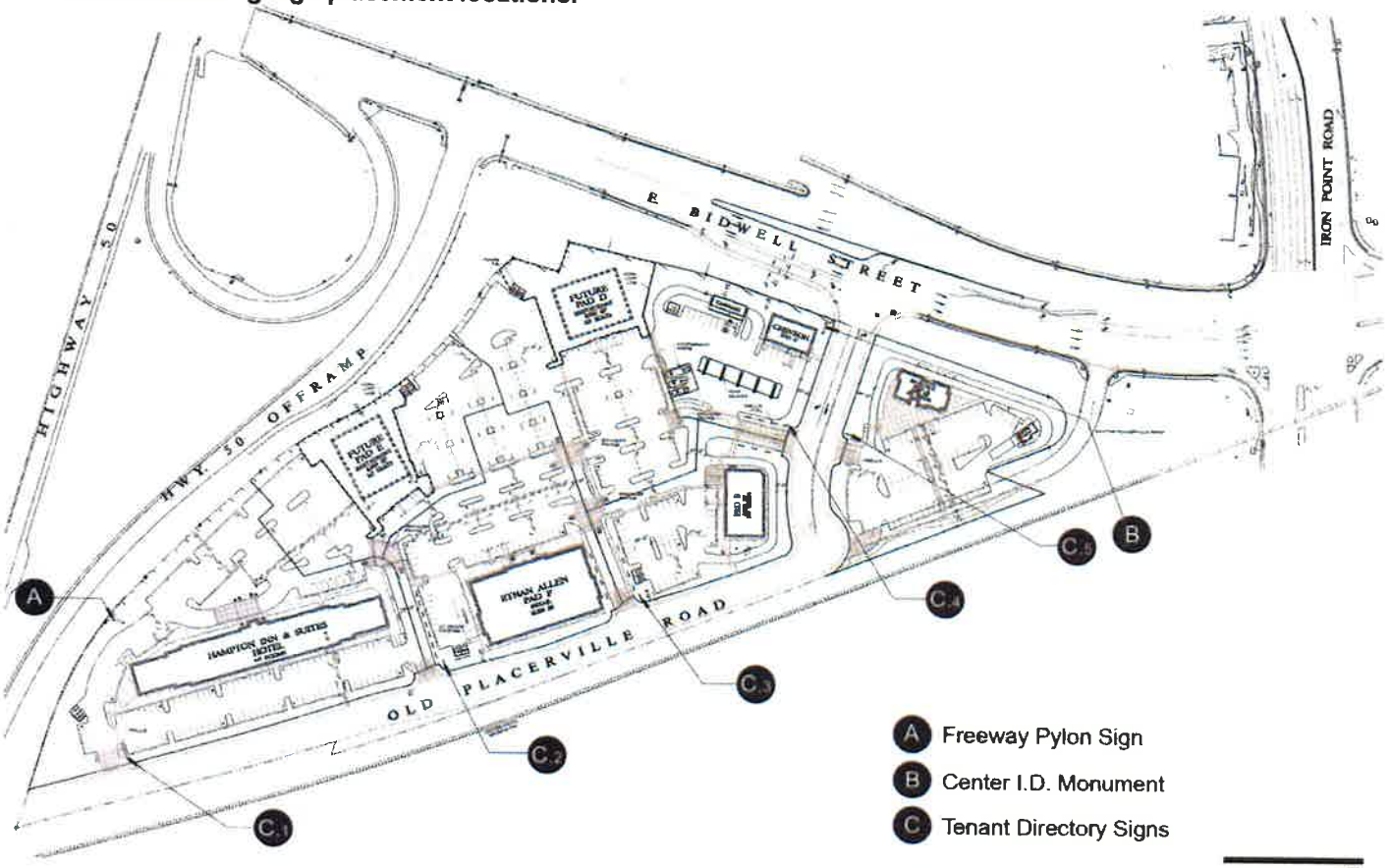
Exterior Elevations:
4'-0" max. high letters/logo

150 sq. ft. max sign area. Can be divided into multiple signs for any permitted front, side or rear elevation.

Sign Criteria

4. Site Map

4.1 Freestanding sign placement locations.



Highway 50 at East Bidwell Street ■ **Folsom, California**

Site Lighting

Site Lighting

A. **Special Style Lighting Fixtures** either attached to the building or along pedestrian areas are required where consistent with architectural theme and where located with public view.

B. **Recessed Lights** may be used in canopy ceilings or in soffits of building overhangs in lieu of special style light fixtures if required to meet minimum lighting requirements.

C. **Free Standing Parking Lights** placed throughout site shall be the same manufacturer and model. Height to be 25 foot maximum. Color to be dark bronze baked enamel finish on head and pole.

D. **All lighting** on site shall be consistent in design, color, type and manufacturer.

E. **Roof mounted lighting** is prohibited.

F. **Site lighting** shall be located and designed to prevent unintentional lighting of adjacent properties, buildings, and roadways. All lighting shall be indirect or shall incorporate a full cutoff shield type fixture to reduce glare and to eliminate overspill.

G. **The applicant** shall submit light fixture designs for staff approval prior to issuance of a building permit.

Landscape Development Standards

Landscape Development Standards

Included in the Concept Plan for Highway 50 at East Bidwell are plants palette of water-wise material which may be incorporated into the corresponding landscape corridors, pedestrian and bicycle corridors, vehicle parking areas, intersections and gathering points. A Preliminary Landscaping Plan has been developed for this site and is included on page 31.

General: The Landscape Construction Documents for each phase of this project shall be designed, installed and maintained in accordance with the Landscape Standards of the Folsom Municipal Code. The following is a brief summary of the minimum landscaping standards for Highway 50 at East Bidwell.

A. Landscape Development Standards:

1. Setbacks: All setback area required by these guidelines shall be landscaped except where a required setback is occupied by a sidewalk or driveway, or is enclosed and screened from abutting public rights-of way.

2. Tree Planting Requirements: Trees shall be interspersed throughout the parking areas so that in fifteen (15) years, fifty (40) percent of the parking lot will be in shade at high noon, assuming the sun is directly overhead.

3. Future Building Area: Undeveloped and non–landscaped land area that is planned for future buildings shall be maintained and kept free of weeds, other unsightly plant growth, rubbish and debris. Areas not dedicated to parking or building area will be kept clear of debris and vegetation in compliance with the City of Folsom Fire Standards.

4. Minimum Landscape Area: Fifteen percent (15%) of the net site area, shall be landscaped in accordance with the landscape standards of the Folsom Municipal Code.

5. Reasonable deviations from the plant palette and plant locations, which are deemed necessary to meet future site conditions and layouts, are allowed subject to review and approval by the Community Development Director.

Landscape Development Standards

5. Screening

   a. Building equipment such as waste disposal receptacles, storage areas, tanks, equipment parking areas, and other such objectionable views shall be screened from view from Iron Point Road and Highway 50 by placing them inside the building or to the side of the parcel. Screening may be achieved with landscaping or by a structural screen barrier (wall or fence) consistent with the building materials of the adjacent buildings.

   b. Where structural screen barriers are used, they shall be a minimum of six (6) feet in height to adequately hide equipment and loading areas and shall be in place prior to occupancy of building.

6. Water-Efficient Landscape Requirements: Consistent with the purpose of California Government Code Section 65591 (Water Conservation in Landscaping Act) all site landscaping shall comply with the City of Folsom water conserving landscape requirements.

7. Irrigation: A fully operational automatic underground landscape irrigation system shall be provided over all landscaped areas as part of the landscape improvements.

8. Other Improvements: Landscaping plans may include, in additional to landscaping and planters noted above, other improvements such as pedestrian benches, picnic tables, informal trails and waste receptacles.

B. <u>Street Frontage:</u>

1. Street trees shall be planted at the ratio of one for every fifty (50) feet of public street frontage. Street trees shall be located at least five (5) feet, but no more than ten (10) feet from the back edge of sidewalk. Landscaping adjacent to street and driveway intersections shall not exceed two (2) and one-half (1/2) feet in height. Landscape planters fronting streets shall have planting and/or berms approximately two (2) and one-half (1/2) feet in height to screen internal parking areas.

Landscape Development Standards

C. **Free-standing Pad Edges**

1. All pads shall be landscaping along at least two (2) sides with a minimum width of five (5) feet. Landscaping shall occur at either the pad perimeter or adjacent to building walls at street frontages. The above is assuming (2) sides accommodate parking, otherwise all side of the building shall be landscaped.
2. Additional landscaping over and above dimensions given for front side, side and rear yards and tenant pads is encouraged as long as it is consistent with the Folsom Municipal Code visibility regulations.

D. **Parking Lot internal Landscaping**

1. Parking lot planters:
   - a. Parking lot landscaping addition to the perimeter landscaping previously referenced, shall be equal to at least five (5) percent of the total landscaping area. All landscaping areas shall be designated so that plant materials are protected from vehicle damage or encroachment.

2. Tree Planting Requirements:
   - a. Trees shall be intercepted throughout the parking areas so that in fifteen (15) years, fifty (40) percent of the parking lot will be shaded at high noon, assuming the sun is directly overhead.

3. Trash Enclosures & Unities:
   - a. Trash enclosures shall have screening vegetation such as shrubs, vines or trees planted next to them to minimize visual impact from the street as well as within the shopping center site.
   - b. Utility boxes located within landscape planters shall be screened view on all sides with medium to large shrubs selected from pages 30 and 31.

Landscape Development Standards

E. **Irrigation:** A fully operational automatic underground landscape irrigation system shall be provided over all landscaped areas as part of the landscaped improvements. Wither pop-up spray heads or on-top-of-the0pground drip systems are encouraged for water conservation as well as coordination with local environmental factors to minimize water usage.

F. **Other Public Improvements:** Landscaping plans shall include, in addition to landscaping and planters noted above, other public improvements such as pedestrian benches and waste receptacles conveniently located for pedestrian traffic.

Landscape Development Standards

TREE PALETTE

Large Shade Trees:
Celtie sinensis/ Chinese Hackberry
Pistacia chinensis/ Chinese Pistache
Zelkova serrata/ Zelkova

Medium Shade Trees:
Carpinus betulus 'Fastigiata'/ Hornbean
Prunus serrulato/ Flowering Cherry
Pyrus calleryana 'Capital'/ Flowering Pear

Accent Trees:
Arbutus unedo/ Strawberry Tree
Cercus occidentalis/ Western Redbud
Lagerstroemia indica x(var)/ Crape Myrtle

Palm Tree:
Washingtonia robusta/ Mexican Fan Palm

Evergreen Trees:
Cedrus deodara/ Deodar Cedar
Pinus aldarica/ Afghan Pine
Quercus wislizenii/ Interior Live Oak
Sequioa sempervirens/ Coast Redwood

Site Perimeter Trees:
Carpinus betulus 'Fastigiata'/ Hornbean
Prunus serrulato/ Flowering Cherry
Pyrus calleryana 'Capital'/ Flowering Pear

Landscape Development Standards

SHRUBS, GROUNDCOVER AND VINES PALETTE

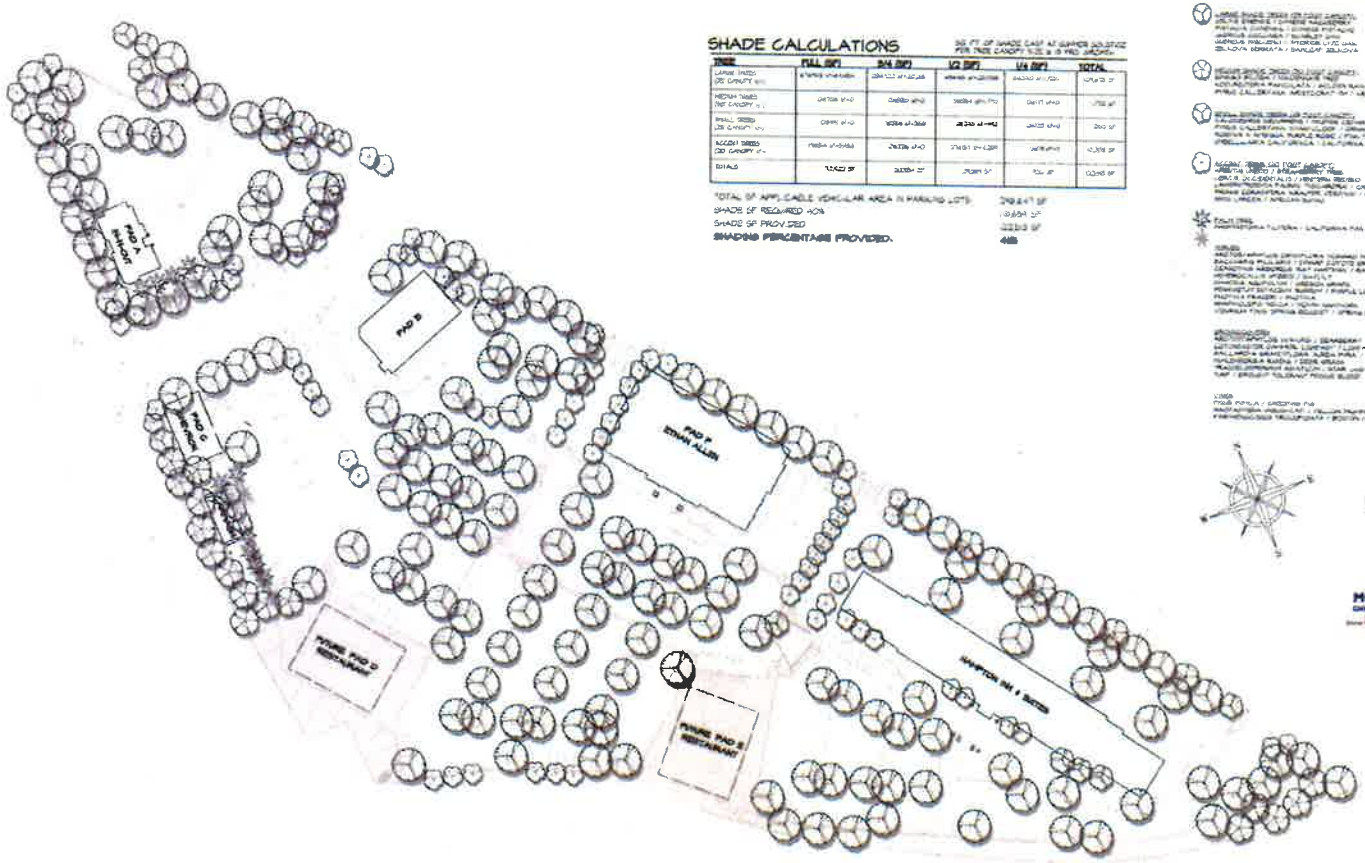
Shrubs:
Arctostaphylos densiflora/ McMinn Manzanita
Baccharis pilularis/ Coyote Bush
Ceanothus species/ Wild Lilac
Hemerocallis/ Evergreen Daylily
Mahonia aquafolium/ Oregon Grape
Penniseum setaceum 'Cupreum'/ Red Fountain Grass
Photinia fraseri/ Photinia
Rhaphiolepis indica/ India Hawthorn
Viburnum tinus 'Spring Bouquet'/ Compact Laurustinus

Vines:
Ficus repens/ Creeping Fig
Macfedyena ungus-cati/ Yellow Trumpet Vine
Parthenocissus tricuspidata/ Boston Ivy

Groundcover:
Arctostaphylos species/ Manzanita
Coromeaster dammeri 'Lowfast'/ Cotoneaster
Gaillardia grandiflora/ Blanket Flower
Muhlengergia rigens/ Deer Grass
Tall fescue blend/ Grass
Trachelospermum asiaticum/ Asian Jasmine

FOLSOM POINTE-PRELIMINARY LANDSCAPE PLAN

City of Folsom, California
January 5, 2006



SHADE CALCULATIONS

TREE	FULL (SF)	3/4 (SF)	1/2 (SF)	1/4 (SF)	TOTAL
LARGE TREES (30' CANOPY +/-)					
MEDIUM TREES (15' CANOPY +/-)					
SMALL TREES (10' CANOPY +/-)					
ACCENT TREES (5' CANOPY +/-)					
TOTALS					

*TOTAL SF APPLICABLE VEHICULAR AREA IN PARKING LOTS: [illegible] SF
SHADE SF REQUIRED 40%: [illegible] SF
SHADE SF PROVIDED: [illegible] SF
SHADING PERCENTAGE PROVIDED: 40%

PRELIMINARY PLANT SCHEDULE

[illegible]

GRAPHIC SCALE

MORTON & PITALO, INC.
CIVIL ENGINEERING • PLANNING • SURVEYING

Application for Building Permits

The applicant may submit to the City of Folsom Building Division to obtain a building permit following approval of the PD Permit and any additional approvals of the buildings by the Architectural Review Commission. Subject to review of the proposed building for compliance with the Uniform Building Code, the City of Folsom Municipal Code and the conditions of approval, the City shall provide the applicant with a building permit. The submittal shall include but not limited to two copies of the following:

A. Detailed site plans (refer to City's current list of submittal requirements).

B. Landscape and irrigation plans, including parking lot shading calculations.

C. Details of fencing and screening devices.

D. Grading, drainage, and paving plan.

E. Soils and foundation report

F. Building elevations (including color chips).

G. Structural plans per UBC and title 24.

H. Sign plans, elevations and color.

I. Comparison of the number of parking spaces proposed on the applying parcel relative to the total center parking.

J. Site lighting plan.

Attachment 12

Site Photographs